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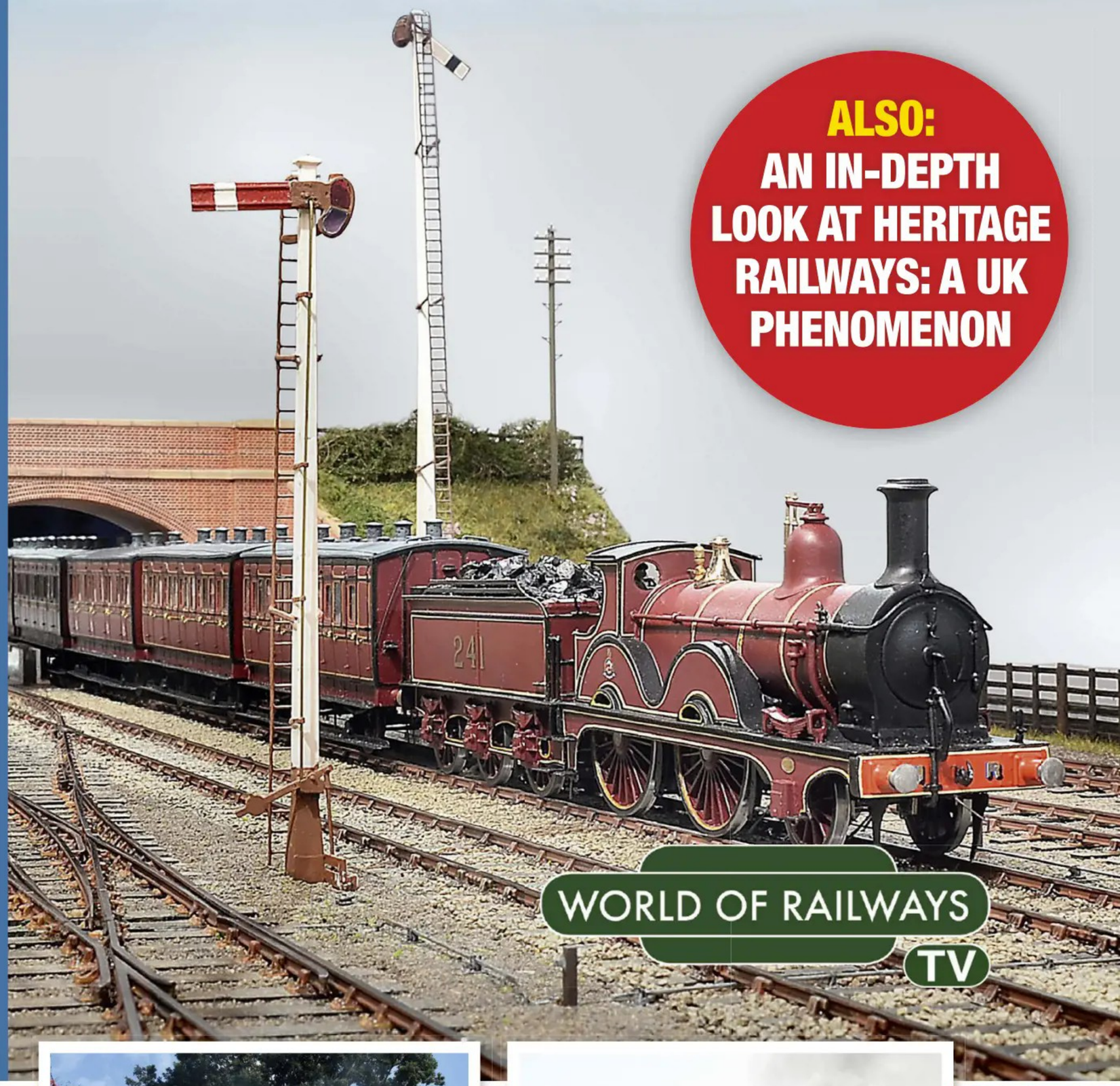

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GETTING PRACTICAL



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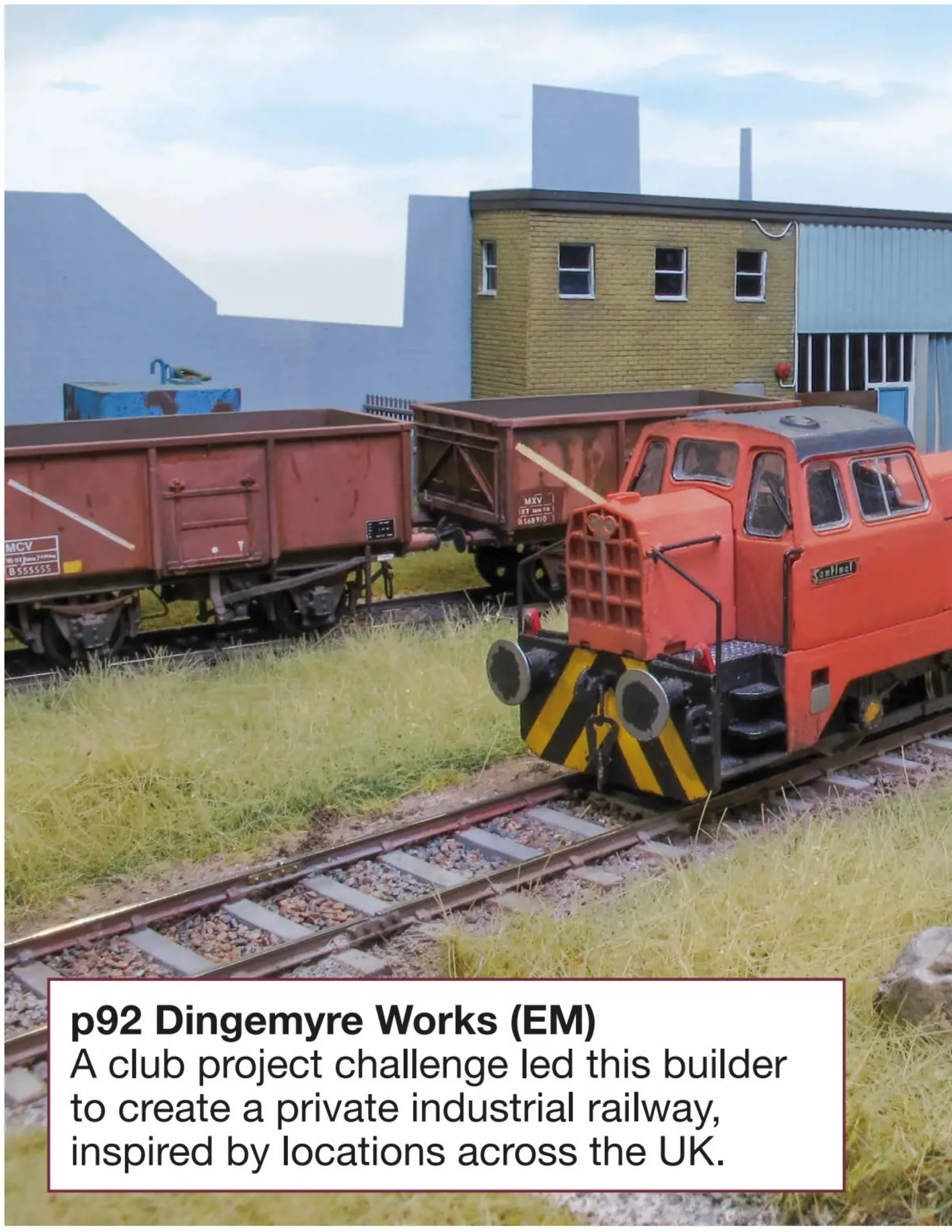
INSPIRING LAYOUTS



p92 Dingemyre Works (EM)
A club project challenge led this builder to create a private industrial railway, inspired by locations across the UK.



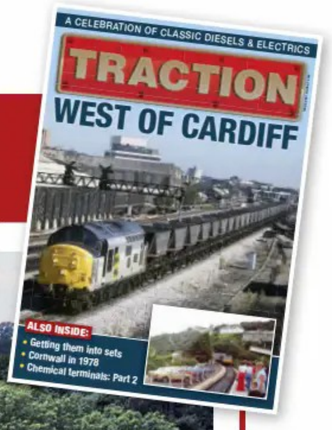
p20 Market Bosworth (P4)
One of the busiest stations on this jointly-owned line in pre-Grouping days, a modelling duo embarked on their first layout project.

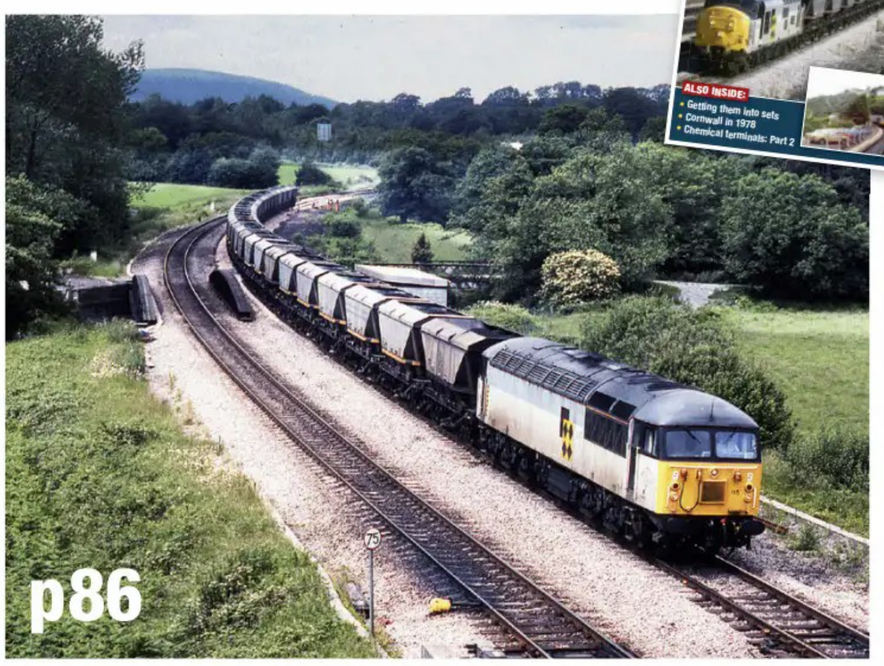




p36 Hounslow Sidings (OO)
Fond memories of when he was a fireman at Feltham MPD led this builder to create this wintry shunting layout.

TRACTION





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35-077	E4 BR Early	**£93.45**
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31-002	Robinson BR Early Crest	**£94.99**
31-127	CL3000 BR ROD	**£118.45**
31-128	BR ROD Weathered	**£105.45**
31-136DC	D11/2	**£115.90**
31-931	LMS Compound	**£112.90**
31-932DC	BR Compound	**£127.75**
31-461A	C Class SR Black	**£106.20**
31-462A	C Class BR Early	**£106.20**
31-481	G2A BR Early	**£114.70**
32-575A	LMS 4MT	**£114.70**
31-443	BR Ivatt 2mt tank	**£140.20**
32-132	BR 45xx green	**£140.20**
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32-992	Wickhams Trolley Yellow	**£67.95**
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35-126	Harry Needle Cl20	**£152.95**
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32-620	Cl. 90 Freightliner grey	**£195.45**
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32-615	Cl. 90 Virgin Trains	**£195.45**
32-614	Cl. 90 BR RES red/grey	**£195.45**
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31-265A	Class 419 MLV BR green	**£135.95**
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NR-P987KW	Shell/BP black no. 5179 weathered	**£14.25**
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NR-P993B	BP Grey no. BPO67082	**£13.45**
NR-P993C	BP Grey no. BPO67095	**£13.45**
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NR-P994DW	BP Green no. BPO67765	**£14.25**
NR-P994EW	BP Green no. BPO67783.	**£14.25**
NR-P994FW	BP Green no. BPO67574.	**£14.25**
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NR-P995B	BP Black no. BPO65764	**£13.45**
NR-P995C	BP Black no. BPO65771	**£13.45**
NR-P995DW	BP Black no. BPO65770	**£14.25**
NR-P995EW	BP Black no. BPO65765	**£14.25**
NR-P995FW	BP Black no. BPO65766	**£14.25**

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2D-005-001	Cl.59 59103 A.R.C.	**£146.90**
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GM2210801	Cl.86 Rainhill	**£110.45**

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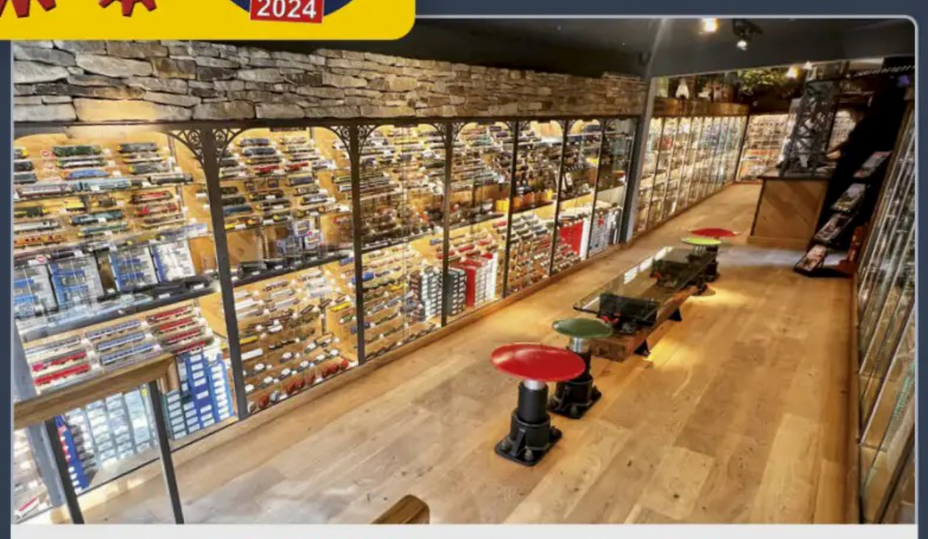

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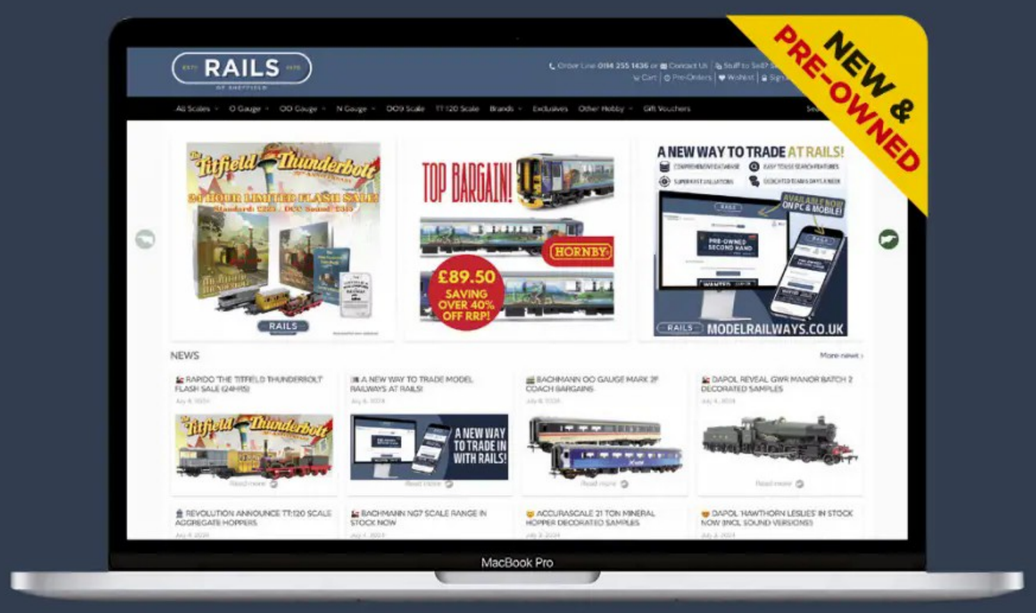

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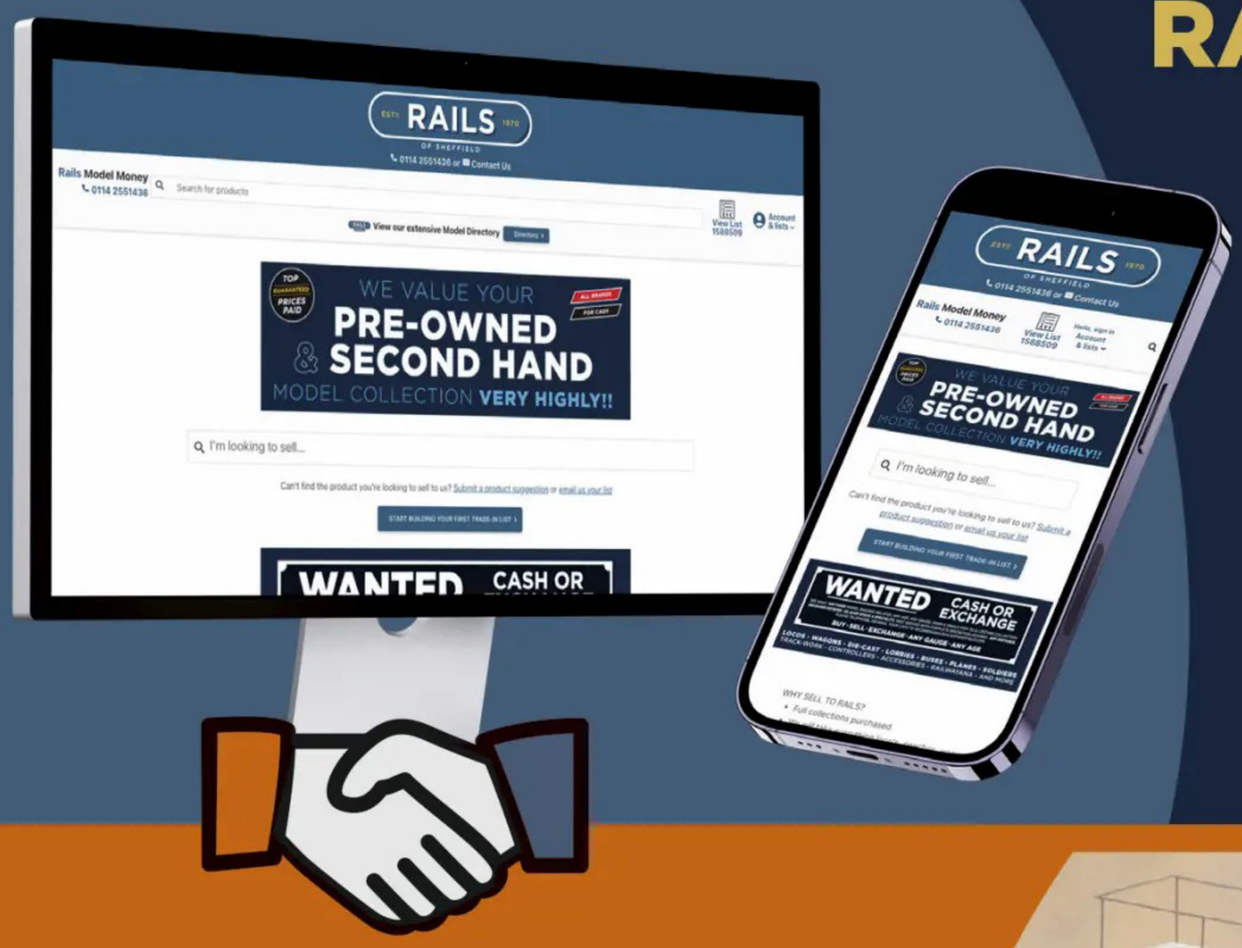

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WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC REVIEWS

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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R. Rae ★★★★★

I have had an excellent experience selling items through Rails second-hand service. The whole process was simple and straightforward and completed in seven days. A special mention to Ben who was my main contact and was a pleasure to deal with. I went into the process with some doubts but these were quickly dispelled and I would certainly use the service again.

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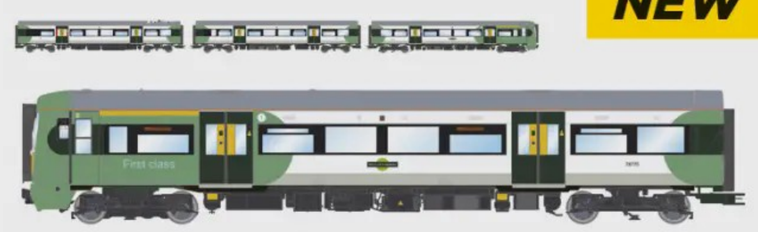

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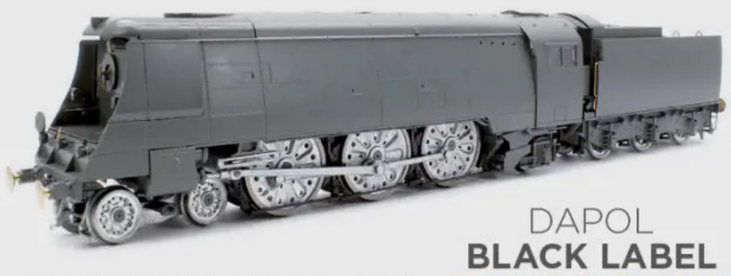

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Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

Undoubtably the most daring and vibrant privatisation livery applied to a locomotive and rolling stock - here's a memorable train for 4mm:1ft scale / 00 gauge that'll embolden your collection!

Cause a stir and brighten-up your model landscape with our exclusive miniatures of Class 31, 31601 *The Mayor of Casterbridge* and accompanying Mk. 2F coaches in the bright, hot pink colours of the Wessex Trains franchise.

With 'Pink Panther' levels of suaveness, these all-new exclusives for 'OO' benefit from Bachmann Europe's forthcoming, further revised, cutting-edge Class 31 tooling which now features a 'Bach-up' stay-alive system and all-wheel electrical pick-up.

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!

Find the brightest model releases produced for 'OO' on our website and pre-order your models today for 'early-bird' savings. Search for 'Wessex Trains' at TMC to explore our combination deals.

Be outlandish, be bold – go pink!

NEW FOR Q1 2026



31601 *The Mayor of Casterbridge*
(35-825Z) DCC ready
(35-825ZSF) DCC sound-fitted
(35-825ZSFX) DCC sound-fitted Deluxe

NEW FOR Q1 2026



Mk. 2F Tourist Second Open (TSO) 6117
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(39-684XDC) DCC onboard with lights

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Mk. 2F Brake Second Open (BSO) 9525
(39-706Z) standard
(39-706ZDC) DCC onboard with lights

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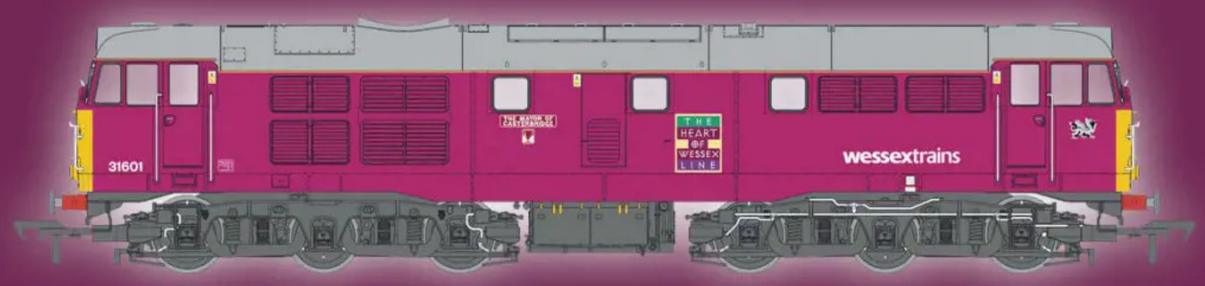

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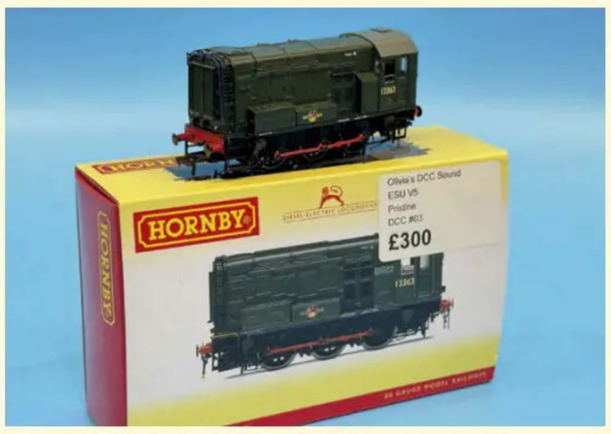

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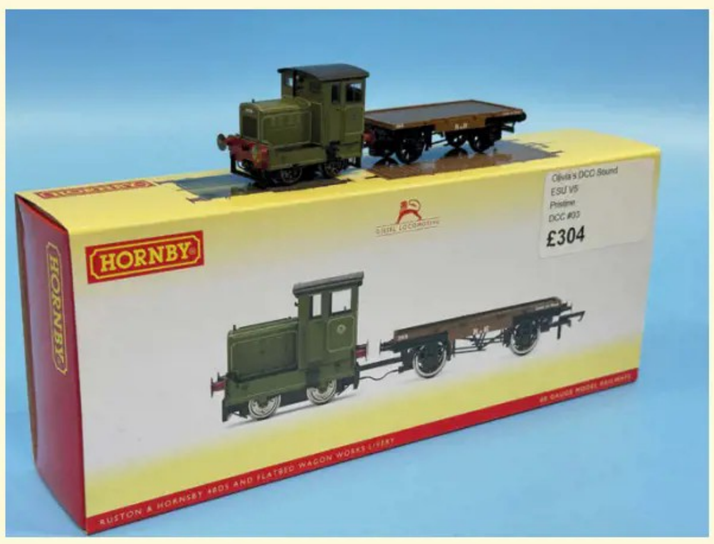

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The Burton on Trent service to Nuneaton, seen here passing the tall co-acting down home signal. The signal in the foreground is the up starter.

MARKET BOSWORTH

One of the busiest stations on this jointly-owned line in pre-Grouping days, a modelling duo embarked on their first layout project, quickly becoming a headline act at shows across the country.

Words: Dave Hewett & Pete Bettany **Photography:** Tony Wright



FACTFILE

LAYOUT NAME: Market Bosworth
SCALE/GAUGE:1:76.2/4mm:1 /18.83mm/ P4
SIZE: 25ft x 2.5ft
ERA/REGION: 1907-1909/Midlands
LAYOUT TYPE: End-to-end

TOP RIGHT: A view looking at the station building on the up platform side. Note the milk churns waiting for collection. The figures are mainly those produced by A C Staddon and painted by Pete.

MIDDLE RIGHT: This view of the forecourt side of the station building highlights the sash windows by York Modelmaking and the stone surrounds cast in whitemetal.

BOTTOM: One function carried out at the station was the marshalling of coal wagons delivered from local collieries before continuing the journey south. Here, we see a Midland 2F locomotive arriving with a mixture of private owner and company wagons.





Dave grew up in northwest London, close to the ex-London & North Western Railway and Midland Railway lines into Euston and St Pancras stations. Both of us are members of The Leamington & Warwick Model Railway Society P4 group working on the Society's 'Clarendon' layout, and this layout included the LNWR as one of the featured railway companies and, as a consequence, Pete already had a collection of models of this company. So, a layout involving both LNWR and MR was considered to be a good potential subject.

We turned to the Pre-Grouping Railway Atlas for a suitable subject. During this search, we came across a small line in Leicestershire, jointly owned and operated by the LNWR and MR; the Ashby & Nuneaton Joint Railway (ANJR).

Looking at the various stations on the line, it soon became clear that Market Bosworth offered the most potential in terms of operating interest. It was by far the busiest station on the line apart from Nuneaton.

About the prototype

Goods services at Market Bosworth included local pick-up, cattle, milk, animal feed, fertiliser supplies and general goods for the whole area. Up sidings served a large goods shed, carriage landing, cattle dock and provender store. Additional sidings on the Up side were used to marshal coal from local collieries for onward shipment south. Sidings on the Down side, which included a bay siding, were used as layby sidings.

> "One advantage of building a layout of a real place is that the scenic elements are determined for you."



An LNWR passenger train departs from the Up platform heading towards Nuneaton. A carriage waits to be offloaded once the horse has been extracted from the horse box alongside. Coal is being loaded onto a horse-drawn cart in the foreground and another horse gets a welcome drink at the trough.

There was a small gas works on the opposite side of Station Road, which was probably supplied coal via the Ashby & Nuneaton canal that ran close by. But one written information source (*Ashby & Nuneaton Joint Railway* by Peter Lee) suggests it was rail-fed.

Although no evidence of a private siding can be found, we have chosen, for operational interest, to assume it was supplied by rail with the station down sidings used for exchange of gas works traffic.

In the early 1900s, the LNWR gained running rights over MR lines north of Moira. They quickly scheduled an express service from Buxton to London, which ran down the ANJR line. The line also saw a lot of through goods traffic, some examples are:-

- Manchester to Camden
- Stockport to Camden
- Manchester to Northampton
- Nuneaton to Manchester
- Burton on Trent to Banbury

Planning begins

Now, certain criteria had to be met in designing the model;

- Modular in design to enable transportation to exhibitions.
- Wanting to be able to have the layout erected all the time it had to fit in Dave's garage.
- Limit as much as possible the number of operators required in order to keep costs of exhibiting as low as possible while also providing a good level of entertainment to paying visitors.

The Ashby and Nuneaton Joint Railway (ANJR)

In the 1866 session of Parliament, there was an unholy row between the London & North Western Railway and Midland Railways over two separate lines — the Midland's Settle & Carlisle line in competition with the L&NWR's West Coast Main Line and the Ashby & Nuneaton line, where both railways put forward rival schemes. On the Ashby & Nuneaton Junction Railway, however, a compromise was reached whereby the proposed line was to be operated jointly by the two companies. The line did not actually run to Ashby-de-la-Zouch but to Woodville Junction, about 3/4 mile west of Ashby on the Midland Railway's Leicester to Burton-on-Trent line. There was also a branch from Shackerstone to Swannington, which joined the Midland Railway at Hugglescote Junction just south of Coalville. Construction began in August 1869, and the joint line opened to goods traffic on August 1st, 1873, and to passengers a month later.

Nuneaton had two stations. Abbey Street (MR) and Trent Valley (LNWR). Passenger services ran between Nuneaton and Ashby, Coalville, Loughborough, and Burton on Trent. In the early-1900s, the LNWR gained running rights over MR lines north of Moira. They quickly scheduled an express service from Buxton to London, which ran down the ANJR line.

Overseal & Moira station closed in 1904, after which trains ran through to Moira and Ashby on the Midland Railway. The line declined following World War I and passenger service ceased on April 12th, 1931. Goods service was withdrawn on July 1st, 1971, and the track was removed in 1973.

Taking account of the above, particularly the space available, it was clear that a full prototype model was not going to be possible. It was therefore decided to produce a representation of the station and goods yard with all the features and facilities included.

The period modelled had to be turn of the 20th century, as Pete's stock is based on this period, however, very little has been written about this small line; a couple of small books and magazine articles.

Although the line has long been closed, the section between Shenton and Shackerstone has been reopened as the Battlefield Line, a Heritage Railway owned and operated by the Shackerstone Railway Society. This offered the possibility of site visits to some parts of the line.

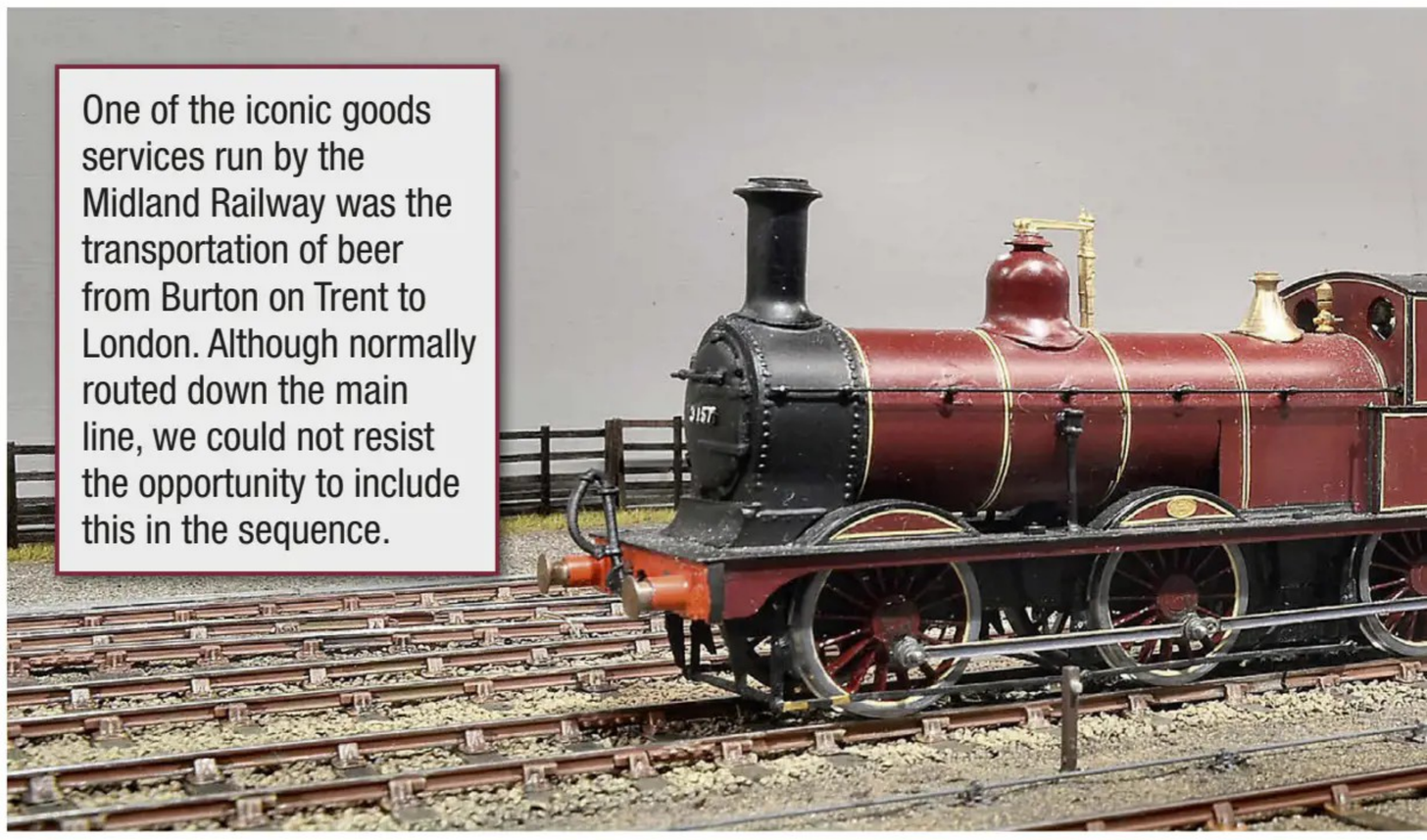
Between the books, magazine articles, ordnance survey maps, The Historical Model Railway Society and help from the Shackerstone Railway Society, it was possible to compile a reasonable level of detail on the line as a whole. A working timetable for the period was also obtained from the Midland Railway Society.

Construction starts

The layout consists of six boards, four scenic and a fiddle yard at each end. This stage of layout construction is probably the most important part of the build. We were fortunate to have access to an extremely large, perfectly flat surface table. By using this table and large square engineering blocks, we were able to construct flat and square boards. Fortunately, Market Bosworth station was built on flat land! The top sides and crossmembers are of 6mm birch ply. Two 9mm ply boards were sandwiched together to form the ends. They are 150mm deep but, due to the plywood construction, are fairly light. As usual, alignment is with pattern makers' dowels.

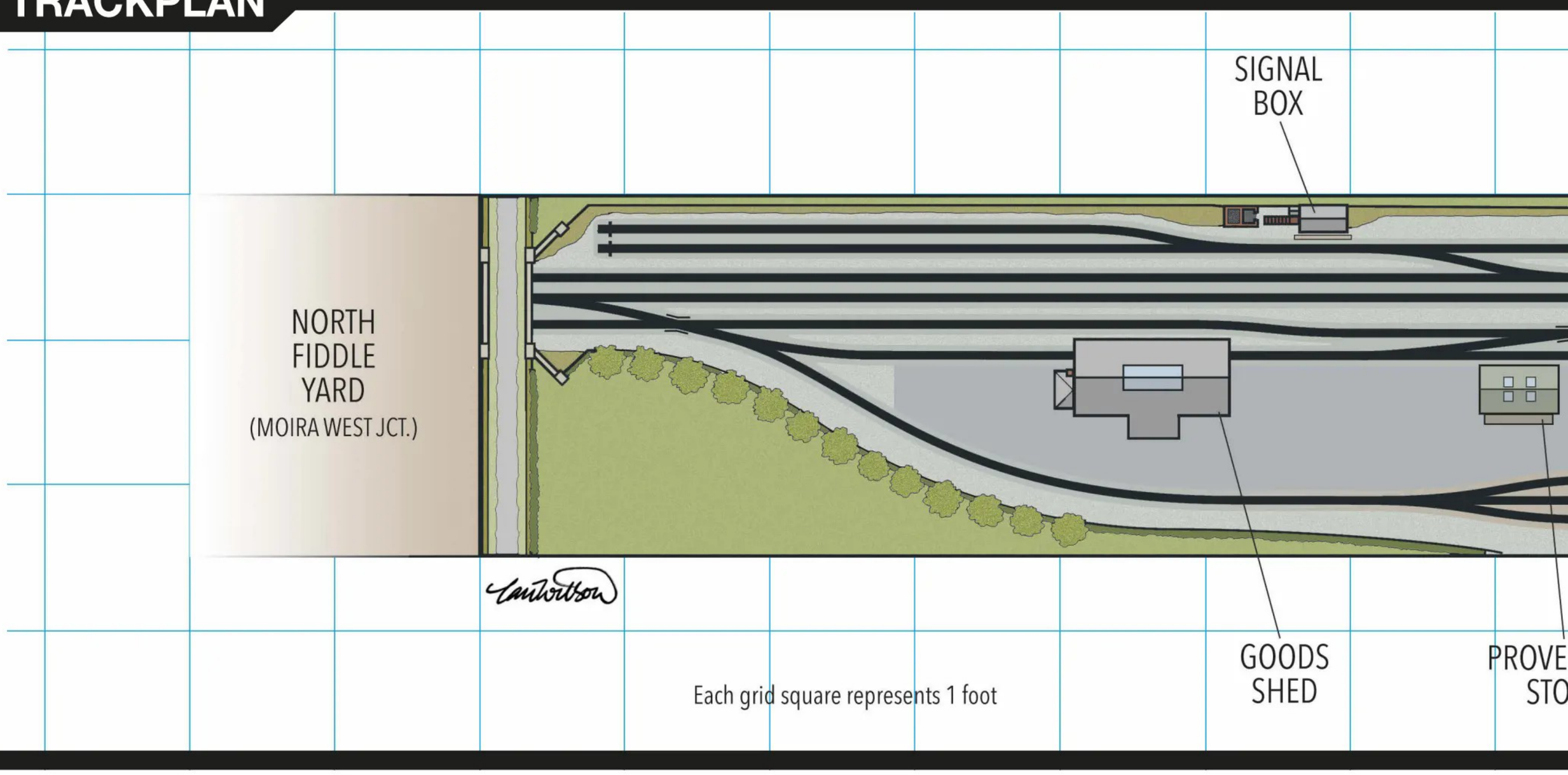
The boards are supported by simple wooden leg frames, which are linked by strap sections to give the whole structure rigidity.





One of the iconic goods services run by the Midland Railway was the transportation of beer from Burton on Trent to London. Although normally routed down the main line, we could not resist the opportunity to include this in the sequence.

TRACKPLAN





On the right of the picture, you can see a run of point rodding by the side of the track. Alongside stand a number of signal wire posts produced from an Ambis Engineering brass etch. Although a bit fiddly to put together, they produce a very good model of the real thing.



An LED lighting strip runs the length of the scenic section supported on aluminium frames positioned just inside each fiddle yard.

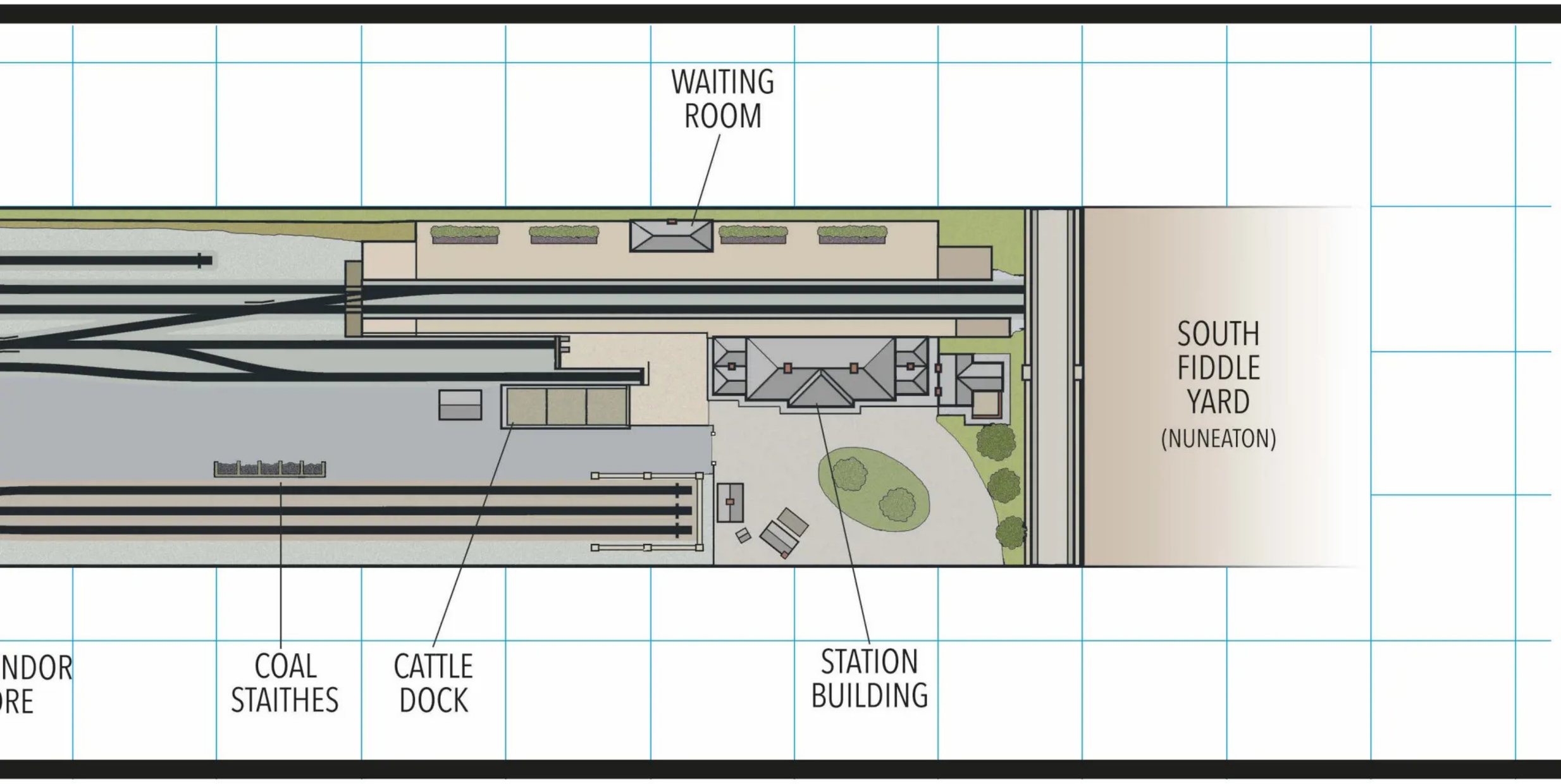
The layout is wired for DC only. The control panel has a mimic diagram of the track with section switches, uncoupler switches, point switches and signal switches. The circuit is configured for two operators. Interconnection between boards and control panel is by 'D' type connectors. A computer PC power supply powers the points, uncouplers, signals and lights. Two 15v AC transformers provide power for the controllers.

All the track is hand-built using steel rail, Exactoscale chairs, etc., and plywood sleepers. Having access to a 36-inch wide CAD plotter enabled pointwork to be plotted in combinations. Once printed, the template was stretched onto a flat board and the trackwork built remotely from the layout. When completed, the template, with trackwork attached, was transferred to the baseboards and fixed in position. Examples of standard points, 3-way point, single and double slip and catch point can be seen around the layout.

Operation of points is by Tortoise slow-motion motors. Point rodding is produced using stools from Modelu and 0.4mm Sq.rod from MSE. Track and general ground ballast was produced using Greenscene track ballast and chinchilla dust/shot blast grit for sidings areas. Suitable colours and weathering was then applied.

Scenic details

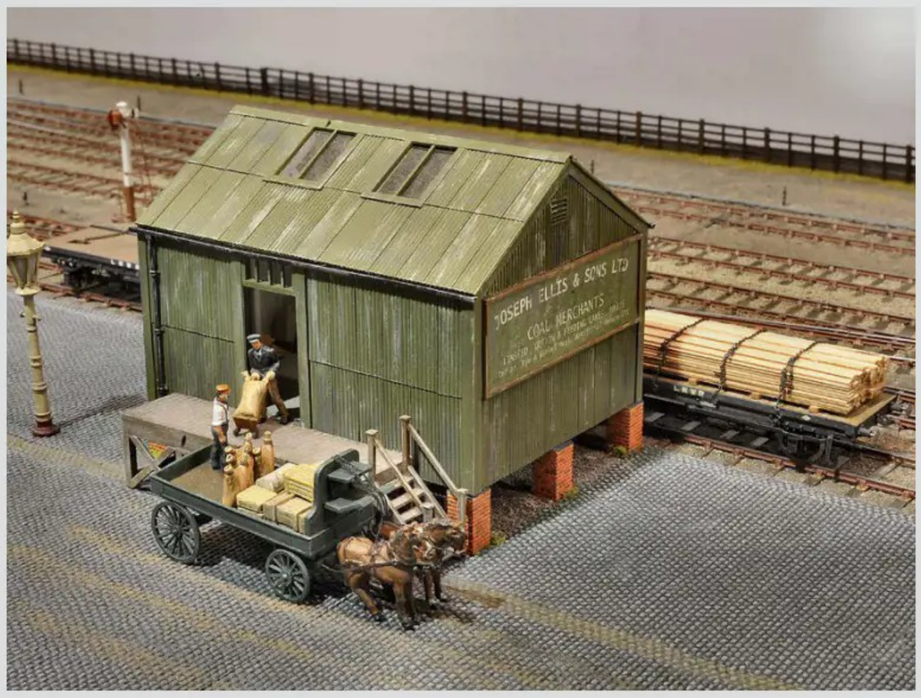
One advantage of building a layout of a real place is that the scenic elements are determined for you. For example, the bridge, road and embankment at the station end are miniature copies of the real thing, giving a very nice scenic break from the fiddle yard. Not so at the other end. The bridge that forms the scenic break here has been moved a number of miles nearer and has grown an extra arch to accommodate the headshunt.



TOP RIGHT: The provender store is scratch-built using Plastikard and then faced with South Eastern Finecast corrugated sheet cut to represent individual corrugated panels.

MIDDLE RIGHT: LNWR 0-6-0T Special Tank pulls a gas works by-products train out from the down sidings. The loco will detach and run round to depart to Nuneaton. This picture also gives a very good view of the York Modelmaking slates used on the stationmaster's house and station building.

BOTTOM: Coal trains are made up of a mixture of private owner and railway company stock. In the middle of this train are two Ellistown Colliery wagons. All the private owner coal wagons are from the POWSIDES range.





Consequently, although the trees behind the goods shed did exist, the field did not rise up to meet the bridge. Just as well because if modelled as in real life, we would have had even more flat land!

Embankments and the sloping field are made with a base of expanded polystyrene topped with a layer of Scuptamold. Ground cover uses static grass and various Woodland Scenics scatter materials.

Trees utilised the well-known method of florists' wire twisted together to form trunk and branches, then some postiche followed by scatter materials. Flower beds are ready-made shrubs from the Footpath Scenics range.

The seemingly endless yards of Midland-pattern boundary fencing was produced from wood strip in a homemade jig. The same was true for the station fencing, but this time using plastic strips.

We are still in the process of adding 'stuff' to the goods yard. Although Market Bosworth had the largest goods facilities on the line, it is a lot busier than it would have been in reality. We think it's better for the viewing public at exhibitions to have something to look at rather than a blank space.

Quite a few of the buildings still exist at Market Bosworth, although modified over the years. Site visits allowed us to get dimensions of the station building, platforms, cattle dock, goods shed and signal box. This information, combined with early photographs, has allowed us to make accurate models.

> "Goods services at Market Bosworth included local pick-up, cattle, milk, animal feed, fertiliser supplies and general goods for the whole area."



The weighbridge and stable are Severn Models kits and the signal box is a London Road Models kit. The bridges and all other buildings are scratch-built using Plastikard faced with South Eastern Finecast brick sheets. The station building and the waiting room required some special items not produced by the normal method of laminating Plastikard. The sash windows were laser-cut (three pieces per frame) by York Modelmaking to our design, and the stone window surrounds were made by making masters in Plastikard, creating rubber moulds and casting them in white metal. Tiles on the station, stationmaster's house, waiting room and goods shed are self-adhesive strips supplied by York Modelmaking.

The only structure not constructed by the layout builders is the goods shed, built by our good friend Richard Harper. It was painted and detailed by us to ensure it matched the appearance of the other structures. The provender building is interesting in that it is an accurate copy on three sides, but one side is guesswork as we have no photos of that side. Naturally, it is the side that faces the public!

In action!

All the LNWR locos are London Road Models kits. Midland locos are London Road Models, Craftsman Models and Alan Gibson Workshop kits. The Black Hawthorn is a High Level kit. We use Mashima motors, High Level motors and Portescap Motor/gearbox units. Suspension systems can be springy beam, simple compensation, twin beam compensation or even part sprung and part compensated.

About the modellers

Name: Dave Hewett & Pete Bettany
How many years modelling: 20+ and 60+ years
Name of your first layout: 'Market Bosworth'
Favourite era and loco (Dave): Early 1900s and MR 4-4-0 No 1757 *Beatrice*
Favourite era and loco (Pete): Pre-1892 and Broad Gauge Rover *Swallow*

We both live in the Midlands (Dave in Rugby and Pete in Hinckley) and are members of the Leamington & Warwick Model Railway Society P4 group working on the Society's 'Clarendon' layout (later to become 'Clarendon & Scrubbs Lane').

The layout is housed in Dave's garage in Rugby. It can be fully erected except for the short fiddle yard extensions at each end. A full sequence can be operated, albeit with shorter trains. The garage was modified to include full insulation, lighting and heating.

ABOVE: Most of the eleven wagons forming the beer train are covered with tarpaulins. These are from the DMC Tarpaulin range. The wagon is first covered in cling film. The tarp is cut and roughly shaped, then the underside is coated in PVA, placed over the cling film and held in place by elastic bands. Once dry, the cling film is removed.



BOTTOM LEFT: In reality, Market Bosworth did not see a lot of passenger traffic each day. This meant that station staff had time on their hands to look after the platform flower beds!



TOP: A view looking south under Station Road bridge clearly shows the gentle curve through the station.

MIDDLE RIGHT: The locomotive, built from a London Road Models kit, is an MR 1472 Class 2-4-0. Built at Derby in 1880, its original number was 1491. After the 1907 renumbering, it became number 241. The carriages are 4-wheelers from Mercian Models.



BOTTOM RIGHT: Horse-drawn vehicles are from Langley Models, Dart Castings and Shire Scenes ranges; all built and painted by Dave, Pete and Andy Westcott, a member of the operating team.



LNWR coaching stock is a mixture of London Road Models and Ratio. The Ratio corridor coaches are fitted with modified London Road Models corridor connections, which articulate so there is no gap. They are held together with miniature magnets.

Midland coaching stock is Connoisseur and Mercian Models kits.

The LNWR Railmotor is an ex-Mallard Models kit from Blacksmith Models

Wagon stock is a mixture of Slater's, Coopercraft, London Road Models, Ratio and Bill Bedford. They all have sprung chassis from either Exactoscale, Bill Bedford, or Brassmasters. Most of the private owner coal wagons are POWSIDES kits. We have painted, lined and weathered all of our own stock.

The control panel divides the layout into 25 sections, which can be switched to either train operator. Each train operator selects his required route and signals before carrying out the move using Pentroller controllers. This provides substantial flexibility in the operation, particularly in terms of the use of both drivers at the same time, and thus provides a good level of movement to entertain visitors.

There are numerous hidden electro-magnets used to operate the Alex Jackson coupling system. Most of these can be switched to either driver and operated using foot switches.

There is a "back road" out of sight of visitors, which is used to pass stock, for example, empty/full coal wagons, between the two fiddle yards. Operation of the "back road" is carried out by one of the fiddle yard operators using a Gaugemaster handheld controller.

Operation of the layout is by a sequence of moves that involve two train operators and two fiddle yard operators. The current sequence is made up of 37 moves. Each train operator is given instructions, including movement of locomotives/stock, signals required and any uncouplers required to complete the move. The train operator then selects the necessary track sections required and sets points accordingly.

Fiddle yard operator's instructions include required arrivals/departures from each yard and the specific cassettes required to house the arriving loco/train.

The current sequence takes two and a half to three hours to complete. One or two new trains are yet to be built and, when included, will take the sequence to around 40 moves.

Future plans

At the moment, we are concentrating on finishing more stock for 'Market Bosworth'. This is to introduce more train services and also produce additional locomotives to act as backups in case of breakdowns. We do not currently have plans for another layout. ■





TOP LEFT: The LNWR standard Type 4 signal cabin, with 25 levers in this case, is fully detailed inside using a Severn Models kit and some scratch-build items. The interior is also fitted with lighting.

MIDDLE LEFT: A view looking down of the Station Road bridge. Note the short telegraph pole to the left of the down starter signal. Telegraph wires were brought down to this level before going under the road!

BELOW: Station fences are made from various styrene sections using multiple homemade jigs to form the posts, arris rails and palings. A further jig is used for assembling the fence sections. Over 1600 palings! The design is from a period photograph of the station.

> "Operation of the layout is by a sequence of moves that involve two train operators and two fiddle yard operators."

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COMMUNITY

EDITOR'S COMMENT

Now that our exhibition calendar has quietened down slightly, it has been a good opportunity for us to take a look back at the excellent layouts we photographed over the first half of the year.

One of which is our cover feature this month, 'Market Bosworth' in P4. Featuring one of the busiest stations on this jointly-owned line in pre-Grouping days, remarkably, this is the first layout built by Dave Hewett and Pete Bettany. You can see 'Market Bosworth' in action at The National Festival of Railway Modelling at the NEC this November, which we opened ticket sales for on July 1st, so make sure you check it out. With over 60 layouts to enjoy over the weekend – you don't want to miss it.

Other exhibition layouts you can look forward to seeing on these pages in the near future include 'Long Melford Junction', which we photographed at our London show in March, 'Glebe Street', which was at our Bristol show in May and 'Penrhyn Quarries', on display at York over the Easter weekend, another one you will also be able to see in action at the NEC in November.

I'm sure, like us, you have been enjoying the sunny weather over the past few weeks, but we have lots of modelling projects in this issue for the inevitable rainy days to come, including how to model overgrown grass, modifying diecast vehicles, weathering wooded-bodied vans, plus a guide on the station furniture essentials for the preservation era.

The exhibition calendar may have quietened down, but the postroom at BRM headquarters has been as busy as ever over the past four weeks, taking deliveries of the latest new models. We have nine new models reviewed in this issue, including the eagerly-anticipated Accurascale Class 50, Rapido Class 44 'Peak' and Hornby HST Blue Pullman – meaning we all better start saving some money for the next exhibition outing!

Enjoy the issue.

Debbie Wood

WEEKEND PLANS...

Shoeburyness Model Railway Exhibition

Shoeburyness Model Railway Club is hosting its 41st Annual Model Railway Exhibition, held again at The Seaglass Centre in Southend on Sea. Almost 20 layouts will be in attendance, alongside a number of traders and societies. Doors open at 10am on both days, and an adult ticket costs £8.

DATE: August 2-3rd, 2025

Loughborough Model Railway Exhibition

The Soar Valley Model Railway Club's annual Exhibition will once again be held at the Loughborough Grammar School. Over 30 layouts will be in attendance, in a variety of scales and gauges, alongside a number of well-known traders and demonstrators. Adult entry is priced at £10.

DATE: August 16–17th, 2025

Inverness Model Railway Exhibition

The Inverness and District Model Railway Club invites model railway fans to the Leonardo Hotel (formerly Jurys Inn) in Inverness for its annual two-day show. Eight layouts in O, OO and N will be in attendance this year, alongside three trade stands, including a Peco demonstration – adult entry costs £5.

DATE: August 23-24th, 2025

Bude Model Railway Exhibition

Organised by Launceston Model Railway Group for the first time, the show will be held at The Parkhouse Centre in Bude over **the August Bank Holiday weekend and offers visitors a selection of layouts and traders to visit, with entry costing just £4.**

DATE: August 23-24th, 2025

expoEM Summer 2025

The flagship event of the EM Gauge Society in the north of England will be returning to the popular venue of Kettlethorpe High School near Wakefield. On display in the 70th Anniversary year will be several finescale layouts and a guest layout.

DATE: August 30-31st, 2025

HONOURS LIST



Photo credit: Graham Lightfoot

Graham Lee, our Chairman, has been awarded a Member of the Order of the British Empire (MBE) in the 2025 King's Birthday Honours List.

The prestigious recognition is granted in acknowledgment of Mr. Lee's commitment to the railway industry and his significant charitable work over many decades and coincides with Statfold Barn Railway's 20th Anniversary.

A passionate advocate for preserving the UK's railway heritage, Graham has been instrumental in establishing Statfold as one of the country's foremost centres for narrow gauge railway preservation. Under his leadership, the Statfold Narrow Gauge Museum Trust has grown into a thriving hub for enthusiasts, families, and educational groups alike.

In addition to his work with Statfold, Graham has supported numerous charities and heritage organisations, contributing time, expertise, and funding to causes that promote education, community engagement, and historical preservation.

Statfold Narrow Gauge Museum Trust

ERROR

In BRM May, we've been alerted to a couple of mistakes within the review section. The Rapido GWR N19 loco coal wagon is listed at the top of the page as an N gauge model, when it was OO, and the Heljan CCT is an O gauge model, not OO, as listed at the top of the page.

BACK TOGETHER

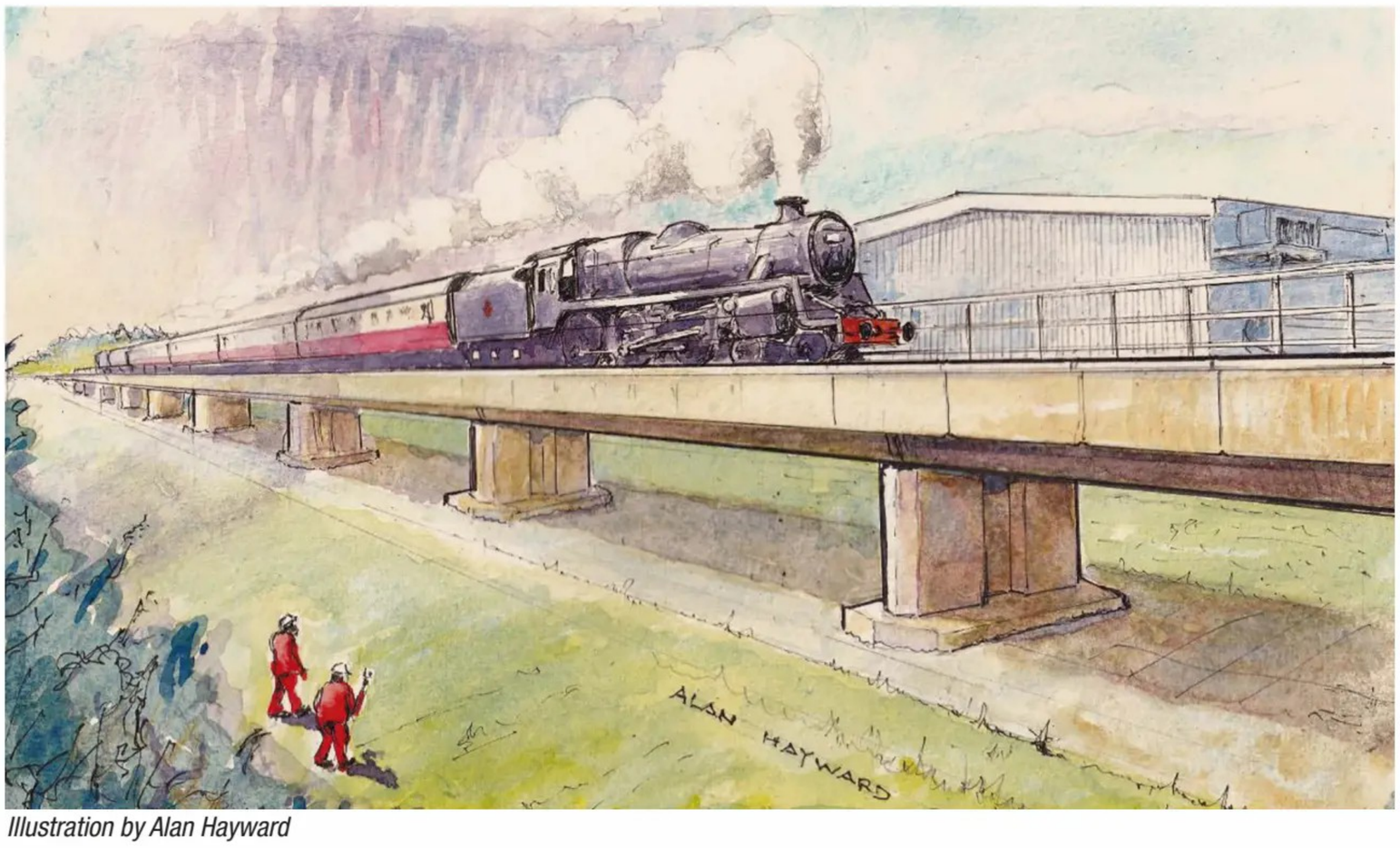


Illustration by Alan Hayward

Preparations can begin in earnest to build 500 metres of new line to bring two separate sections of the GCR - one in Leicestershire, the other in Nottinghamshire - back together.

Using funds donated by well-wishers from around the world, three parts of the project have already been constructed, but any further work required planning consent. After an 11-month process, Charnwood Borough Council has granted planning permission so the scheme can continue.

The Great Central was originally opened in 1899, as a Victorian high-speed railway between Sheffield and London. It was closed as part of the 'Beeching railway cuts' in the 1960s. While two long sections of the line through the Midlands remained, 500 metres of railway in the town of Loughborough – which connected them together – was demolished.

With both sections in the hands of railway preservationists, plans were made to rebuild the link. In the last decade, one brand new bridge has been built, an original bridge has been refurbished, and another replaced altogether. In addition, a further £2.5m has been raised to continue work.

Work will now resume on-site, and in a few weeks, a team will carry out a ground investigation survey to support the final design work.

This contract will cost close to a quarter of a million pounds, with the railway encouraging further donations.

WELL SPOTTED

We were asked what to spot what the 'blast from the past' was on the Janes Trains stand at Bristol in July Buffer Stop. I believe it is a Dyna Drive system, possibly in a Lima chassis. Essentially, it is a centrifugal clutch in a heavy brass flywheel. Its purpose is to smooth out the drive from the electric motor and take up the load and speed up gradually.

I've never seen one in the metal, but I recall Tim Shackleton built one and wrote about it.

Ken Lavey

BACK ON TRACK

The Trustees of AIMREC have finally acquired a building for conversion for phase two of our goal.

After the contamination problems experienced at the old Ashford railway works site, we took up an offer from Ashford Borough Council to occupy a new retail unit in the town centre. This enabled us to offer a marketing suite with several layouts on display to keep the public interest while the search continued for suitable premises.

Our landlords, being aware we were looking for larger premises, offered us the opportunity to acquire a much more suitable unit on the same site. Upon inspection, we found this to be an open hay store! The Trustees made the decision that this site would make a fabulous centre once the works, as follows, were completed:

- Installation of lining of walls and ceiling
- Electric fit-out
- Levelling of the car park and frontage area
- New glass frontage keeping the roller shutter for security reasons
- Laying of a five-inch gauge garden railway
- The addition of a mezzanine floor with stairs and lift access

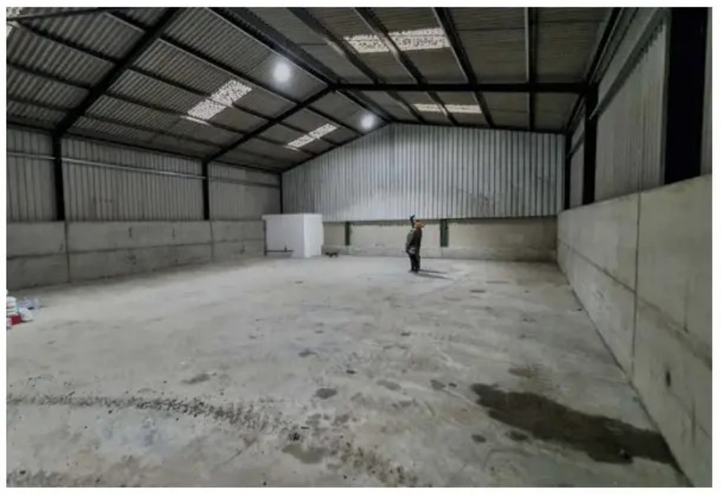
Once the new building is complete, this will afford AIMREC the ability to display its collection to date. This will relieve our original unit to expand our very successful refreshment area and shop.

AIMREC hopes to have the work completed, layouts installed and open to the public in late summer 2025.

To all societies, clubs and private individuals, we are currently looking for quality 3mm and 7mm layouts. These will be for display in our visiting layout(s) area.

If you would like to become involved, we are always on the lookout for volunteers in various capacities.





COMMUNITY

LOCOS VS MULTIPLE UNITS

In Traction May, there is an interesting article by Colin Boocock on the merits of locomotives or multiple units, making some good points. I would suggest there is also a political or organisational dimension to the choice. The case for using locomotives is stronger if the user was a monolithic railway like BR, responsible for operating all trains on a network, both passenger, freight and infrastructure (maintenance) workings. There was a view that with modern locomotives, especially electrics with no refuelling and extended periods between workshop visits, it would be feasible to run most traffic with one class of locomotive. Such locos could work singly on passenger trains and in multiple for heavy freight. In that scenario, there could be useful cost savings by using the same machines for passenger services (running mostly in the day) and freight (often pathed at night). With few locomotive classes, there would be economies of scale in design and maintenance, too.

Of course, that kind of high-utilisation approach has less relevance in a balkanised railway where passenger and freight services have been split among different companies, each inclined to optimise its traction for its core business. That aspect of the modern scene may have been a significant motivation for the switch to multiple units for passenger services. It does not, however, mean that this is the best way to run an efficient railway!

Nigel Watson

STEAM LEGENDS



Photo credit: Trevor Camp, Sir Nigel Gresley Locomotive Trust

Hopetown Darlington will play host to a reunion of six iconic steam legends this September.

From the 78018 BR Standard Class 2 to the 62005 LNER K1 and the freight-hauling 63395 LNER Q6, the line-up is a masterclass in steam power. The elegant 65894 LNER J27 and stalwart 63395 LNER Q6 bring the charm of the North Eastern Railway, while the 60163 *Tornado* and the legendary 60007 *Sir Nigel Gresley* steal the spotlight with their speed and majesty.

There will also be separate footplate tours where you can step aboard the *Sir Nigel Gresley*, *Tornado* and the LNER K1, as well as benefitting from workshop tours of Darlington Locomotive Works (home to The A1 Steam Locomotive Trust) and The 1861 Shed (home to Darlington Railway Preservation Society and the North East Locomotive Preservation Group).

The gathering takes place daily between Saturday, September 20th to Sunday, October 5th, 2025.

Tickets for the Titans of Steam Gala, including the light steam events and footplate tours are available and should be booked in advance to avoid disappointment.

The exhibition will be complemented by the 'anniversary journey', taking place on Saturday, September 27th, at Hopetown Darlington.

NEW RAILWAY EXHIBITION

The National Railway Museum has built a growing collection of 25 contemporary objects as work progresses towards a major new permanent exhibition, *Railway Futures: The Porterbrook Gallery*.

The gallery will form part of the museum's new Central Hall building, due to be complete in 2027, and made possible by a £2.5 million partnership with Porterbrook.

Exploring how railways are shaping society, technology and the environment, *Railway Futures* reflects the museum's growing commitment to telling the story of rail's past, present and future.

The items, which represent cutting-edge innovation within the sector, have been sourced from a variety of donors, including start-ups, multinational rail companies, public and private sector organisations, academic institutions and even space agencies.

Through these objects, interactive exhibits, case studies, and first-hand stories from rail professionals and communities, visitors will be encouraged to reflect on what matters most to them and how innovation could support a better railway.

With a particular focus on 15- to 25-year-olds, the gallery will encourage creativity and critical thinking, inviting young people to consider their hopes for the future and how the railways might help to realise them.



Photo credit: Central Hall internal - Feilden Fowles

Inspirational modelling with RMweb



Stratford's L1 67737 eases out of the shed. Fitted with Modelu discs and crew for the finishing touches. **RMweb user: Boleyn Road**



Lord Hinton THRASH. **RMweb user: Cuthbert 80**



Some shunting on 'Port Nadolig' with Penrhyn pair of *Nesta* and *Linda*.
RMweb user: Karl



My latest purchase idling outside the shed, ready for a day's work at the R&J Colliery. **RMweb user: RJdeVries**



J35 No. 64493 crawls along the harbour front at Charlestown.
RMweb user: JonathonAG



The loaded Tunstead to Northwich limestone hoppers diverted through Nifkin's Bridge, sometime in the early-'80s.
RMweb user: 97406

THE GREATEST OF GATHERINGS

This three-day festival will feature more than 100 iconic vehicles from the past, present and future of the railways.



Alstom

As part of this year's Railway 200 celebrations, Alstom's historic Derby Litchurch Lane Works will be front and centre, as it hosts the world's largest-ever gathering of historic and modern trains and rail-related exhibits – The Greatest Gathering – in August.

The three-day festival in Derby forms part of the wider festivities for Railway 200, a year-long celebration marking the opening of the Stockton and Darlington Railway (S&DR) on September 27th, 1825, and a journey that gave birth to the modern railway.

The Greatest Gathering will see the largest temporary assembly of rolling stock and railway-related exhibits in a generation, all coming together for three fun-filled days across the vast estate of Derby Litchurch Lane Works.

More than 100 iconic vehicles from the past, present and future of the railways will be at the event, which also marks the first time in almost 50 years that the train factory has been open to the general public.

Alongside displays of historic and modern main line locomotives, the event will also feature rides along Derby's test track, a variety of miniature trains in operation and layouts staged by some of the biggest names in model railways. Fairground attractions, refreshment areas and live music will also add to the festival feel.

Derby Litchurch Lane is one of the world's largest rolling stock factories, and the only UK facility that designs, engineers, builds and tests trains for domestic and export markets. The factory was opened by the Midland Railway in 1876 and the city of Derby has been building trains continually since 1839.

Just some of the highlights…

- *Locomotion No. 1*
- Midland Railway Class 1000 No. 1000
- SR Merchant Navy No. 35028 *Clan Line*
- GWR King Class No. 6023 *King Edward II*
- LNER Class A4 No. 60007 *Sir Nigel Gresley*
- LMS Jubilee Class No. 45596 *Bahamas*
- LMS Princess Royal Class No. 46203 *Princess Margaret Rose*
- Class 23 D5910
- Class 37 No. 34701 *Mary Queen of Scots*
- Class 42 D821 *Greyhound*
- Class 55 No.55009 *Alycidon*
- No. 12 *Sarah Siddons*
- Class 87 No. 87002 *Royal Sovereign*
- Ffestiniog Railway 0-4-0TT *Prince*
- Class 390 Pendolino No. 390119 *Progress*

Alstom



INFO

Website: www.alstom.com/greatest-gathering
Venue: Litchurch Lane, Derby, Derby, DE24 8AD, United Kingdom
Dates: August 1-3rd, 2025

UK premiere of *Thomas the Tank Engine* documentary

© An Unlikely Fandom



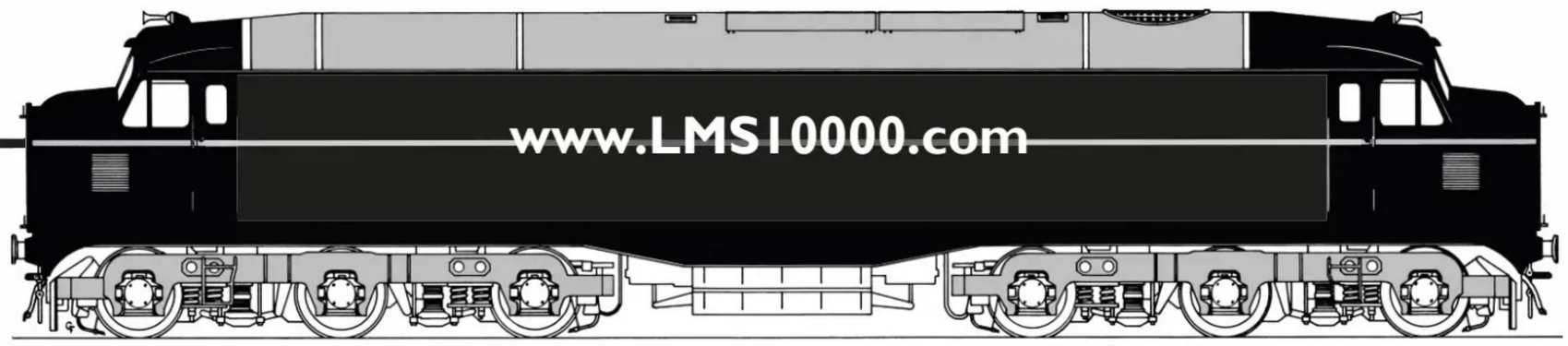
An Unlikely Fandom: The Impact of Thomas the Tank Engine explores the profound influence of the beloved children's television series on popular culture and its enduring legacy.

An Unlikely Fandom has been directed by Brannon Carty, an independent filmmaker from Greensboro, North Carolina. He will be travelling from the USA to take part in a Q&A following the screening on Saturday August, 2nd, where he will be joined by the film's producers, Ahmad Akfa, Joshua Hood and Nicholas Maniscalco, along with co-producer James Garder.

The documentary delves into the origins of *Thomas the Tank Engine*, its global impact and the passionate community of fans that have grown around it.

Tickets to the UK premiere of *An Unlikely Fandom: The Impact of Thomas the Tank Engine* are available to purchase only by existing ticketholders of The Greatest Gathering on Sunday, August 2nd only. Priced £10 per person (plus booking fees).

200™ Years of Train Travel Since 1825



Britain's first successful mainline diesel locomotive, 10000 led the diesel revolution in Britain, with classes such as 20, 31, 37, 50, 56 and 58 following aspects of the design.

Unfortunately, the locomotive was scrapped in 1968, long before the diesel preservation movement had fully developed.

By re-creating this locomotive, we will fill an important gap in the country's railway history.

1947 - Britain's first successful mainline diesel





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A SNOWY DAY

Fond memories of when he was a fireman at Feltham MPD led this builder to create this wintry shunting layout, deploying clever skills to replicate an important stop on the Twickenham and Hounslow loop.

Words: Ray Norwood **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Hounslow Sidings
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 4ft x 2ft
ERA/REGION: 1950s-1967/Southern
LAYOUT TYPE: Fiddleyard to terminus

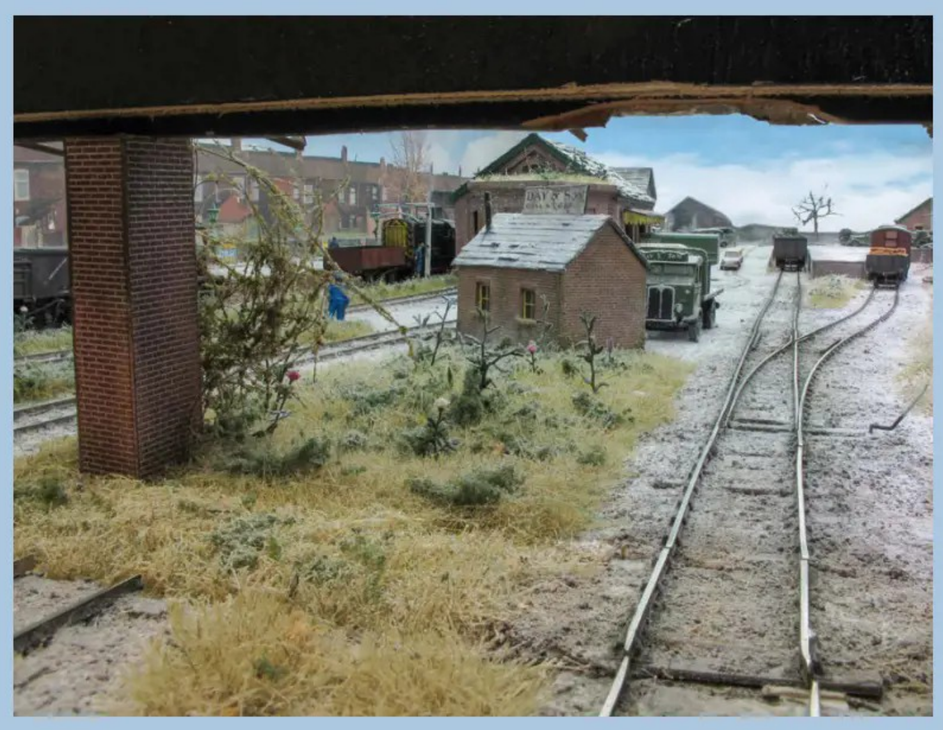
Two coal wagons are delivered to the coal yard and the coalman is busy loading the lorry for that day's delivery.

TOP RIGHT: End of the station building, looking west with the EMU (from Tri-ang) arriving at Hounslow station. The passengers waiting for their train are from Aidan Campbell Figures.

MIDDLE RIGHT: This picture is taken from the sector plate, under the footbridge, looking down the yard at the scratch-built coal office and the tank house. The two-rail sector plate is run on drawer runners (the ball bearing type) turned on their side with mechanical locking to keep the rails in line.

BELOW: The goods shed is also scratch-built and the men are having their tea break from loading the lorry's trailer with large items for delivery around the area of Hounslow.





I was born in Isleworth, Middlesex, in 1947. Isleworth was only just a through station, so I thought I would like to portray Hounslow as it was the next town down from Isleworth with a goods yard. I remember it when I was a lad and when I was a fireman at Feltham MPD from 1962 until 1967 when Feltham closed. Sometimes I used to shunt there as a second man, and occasionally the driver would let me do some driving as well. They replaced the G16 steam locos in the 1960s for Class 09 and 08s, and Feltham had Class 09 diesel shunters mainly to work the marshalling yard.

The only other information I can find is in the 'Kingston and Hounslow Loops' by Middleton Press books. The station was opened on February 1st, 1850, when Isleworth ceased to be a terminus. In the early years, the rather cramped goods yard had a crossover between the far mineral wagon and the dock siding beyond the goods shed.

Construction basics

The baseboard is 4ft x 2ft and made with 50mm x 25mm softwood for the frame, with 3mm MDF on top and 40mm of Styrofoam on top of that to help with noise. I glued and pinned 9mm plywood around to hold the fold-up legs so they just drop down at exhibitions, making setting up easier. I made a box in 3mm MDF with batons around the top to hold the

> "I got some mirror fabric to reflect the ends of the scenic area, it gives the illusion that the scene goes further."

MDF roof for the lighting, I got LED strip lighting in a 5m length from a well-known auction site. The backscene is a photograph of terrace houses, and I used spray glue to fix it in place. At the two ends, I got some mirror fabric to reflect the ends of the scenic area, it gives the illusion that the scene goes further.

The fiddle yard is an 18ins x 24ins sector plate, which is on the left-hand side and was made in the same way as the scenic board, with legs at one end with adjusters. The two-rail sector plate is run on drawer runners (the ball bearing type) turned on their side with mechanical locking to keep the rails in line.

On the rails

Trackwork is SMP, and the only point is hand-built from C&L components. The ballast is C&L ash ballast, put down loose and held down with latex glue and a drop of washing-up liquid. I found PVA glue dries very hard and soaks through the underlay, so when it's dry, it is a hard mass; latex glue dries soft. Point operation is via a servo, which is operated by a MERG Servo 4 kit No.75, with a switch put on the front to operate the point and frog polarity. Train operation is MERG DCC; the control command station is a kit No.91, with the hand-held MERG controller kit No.92. The trackplan is of Hounslow, but I left the crossover out by the goods shed.





ABOVE: The station building was scratch-built in half and the mirror makes it look as if it carries on. In the car park and entrance, a taxi is arriving for passengers from the incoming train and a Post Office van is picking up the mail.

MIDDLE LEFT: The military vehicles are awaiting the pickup freight train. In the foreground is the fence (etched brass from Wizard Models) from the terrace houses that would have been along the front.

BOTTOM LEFT: The scratch-built footbridge is made of Plastikard and the lattice sides are of etched brass. You can see the coal office and a few wagons waiting for the shunter.



ABOVE: A porter is carrying two suitcases to the front of the train and the postman is pulling the trolley of mailbags, heading to the front of the train. The cable drums are waiting for an open wagon to turn up for loading.

All the wagons are kit-built from Ratio, Cambrian, Parkside Dundas and Dapol, and the Class 08 is from Bachmann with a Zimo sound decoder with Digitrains sound. I also do the shunting with an M7, which Feltham MPD had in the 1950s. The M7 is a kit from PDK with a TCS M1 decoder and a stay-alive fitted. I sometimes do the shunting with a Q1, as Feltham had a few; this is also a PDK kit with a Zimo sound decoder with Digitrains sound, also with a stay-alive fitted. Finally, there is a W Class with a TCS decoder and a stay-alive fitted.



About the modeller

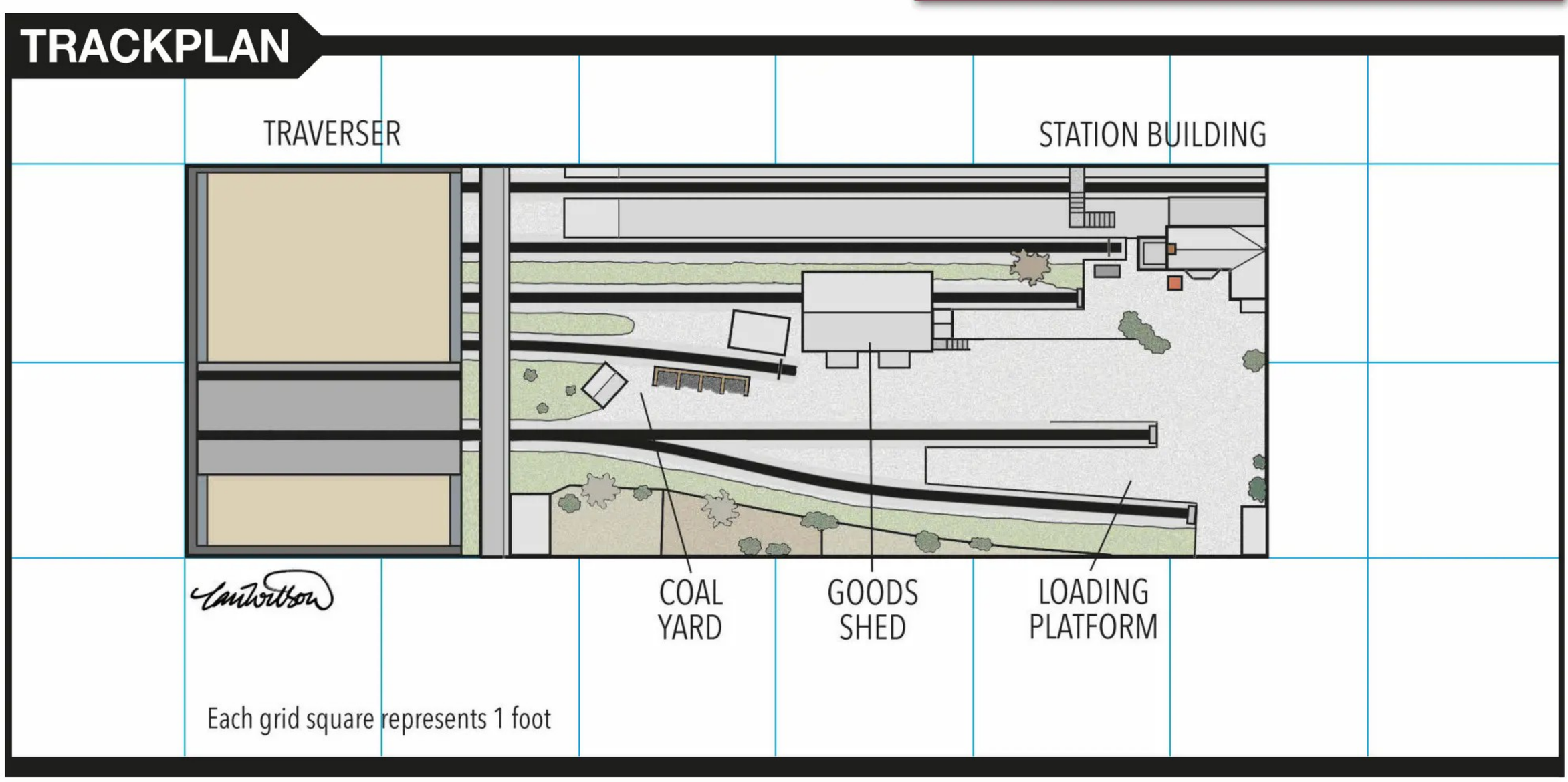
Name: Ray Norwood
Age: 77
Name of your first layout: 'Yard Shunter'
Favourite era/region: British Railways 1948-1967
Favourite locomotive: Standard 4MT and Merchant Navy

I have always been interested in railways from a young age as my father was a guard at Hounslow. I started railway modelling when my parents brought me a Tri-ang train set; this is my third time back in modelling railways.

I joined MERG because it was a cheap way to get into DCC and get experience in building electronic kits, so 'Hounslow Sidings' is operated by the MERG DCC system.

I have other layouts that I have built, all for exhibitions. My first one was 'Yard Shunter' and I no longer have that. My second layout is this one, 'Hounslow Sidings'. The third one is 'Feltham Road MPD', which I built as I was a fireman at Feltham. The fourth and most recent layout is 'Bambridge', which I have just finished in 2025. It is very loosely based on Bembridge, Isle of Wight. So, 'Hounslow' and 'Feltham Road' are part of my life on British Railways.

TRACKPLAN



TOP RIGHT: A diesel shunter (Bachmann with a Zimo decoder, Digitrains sound) is picking up some wagons for shunting. The trees are scratch-built with twisted wire and covered in Pollyfilla, then air-brushed dark grey followed by dry-brushed brown.

MIDDLE RIGHT: Here, the shunter is picking up some loaded coal wagons to go into the coal road. The ivy comes on a net, cut out to size and teased out and glued to the fence and around the tree trunks. The vegetables are laser-cut paper from a German company and the bean poles are from a stiff broom.





Winter scene

I used Precision Ice and Snow, and there are videos on the different methods of application, mainly made by military modellers, but the concept is the same for whatever you are modelling.

I followed their method of applying the snow and used 3M's photo mount spray glue.

I did the vehicles first; spraying the vehicles with the glue then sprinkling the white powder through a sieve onto the vehicles. I had to pluck up the courage to do this as I didn't want to spoil all the work that had gone into making 'Hounslow', so I went with the theory of little at a time. I sprayed photo-mount glue over the top of the layout, then put the snow into the sieve and sprinkled it over the top. I left it for a time and dwelled over whether it needed some more, but I decided not to. I am very pleased with the way it turned out.

All the buildings are scratch-built from plastic card; I made the station building in a series of boxes glued together. I only built half of the station building, as the other half is a reflection in the mirror, which is of sticky-backed plastic. To get the size of the station building, I counted the number of bricks from the photos I took to work out the overall size and where the windows and doors go. I then made four boxes out of 40 thou Plastikard to these sizes and cut the window and doors out.

> "I did the vehicles first; spraying the vehicles with the glue then sprinkling the white powder through a sieve onto the vehicles."

The van is being loaded for the Hounslow area at the goods shed and the trailer loaded with large items for delivery; the small van coming down the yard will also be loaded. The tyre tracks were made with a pencil, the roof with paper cut in strips, sliced to the size of tiles then glued down with PVA.

TOP RIGHT:
The traverser with the drawer runners turned on their side and the locking trigger with spring to keep it locked in position. The backscene in the fiddle yard is photographs taken from the far end of the layout.

MIDDLE RIGHT:
The footbridge is from Airfix, trimmed down to fit into the backscene. Hounslow had up and down roads, but to fit what I wanted in the 4ftx2ft, I had to cut out the down road.

BELOW: All the wagons on 'Hounslow Sidings' are of various kits and the brake van is from Bachmann. The backscene is from ID Backscenes.





I then glued Peco flexi embossed brick plastic card for the outside walls, cut the windows out again on the embossed card, finally cleaning up around the windows and doors with a file. I glued the four sides together, doing the same with all four boxes.

I made the booking hall in half, as the mirror will show the other half of the building. I took it from the apex of the roof and the window on the top floor (also made in half). I did the same with the entrance hall. I then glued the four boxes together. The roof is made out of 40 thou Plastikard card and the roof tiles from paper, marked out in strips, the length of each tile, then marked the width of each tile, cutting the strips out with a rule and craft knife. I then cut each tile two thirds across the strip, then glued them on with PVA glue, overlapping each row and staggering the tiles so they are not in line with each other. The chimney I made from 40 thou Plastikard, laminated to the right size and then put the brick embossed card around. There are two ledges on the chimney; for the first ledge, I cut three rows of bricks and wrapped it around the chimney at the top, then I cut out the next layer of the single row of bricks, gluing this around the middle of the first layer. The goods shed/water tower and the coal office I built in much the same way.

The coal storage I made from 0.5mm ply, cut in strips of various lengths, then soaked in oak wood dye and glued together with PVA, making sure there were different lengths together.

> “The snow was the hard bit, if it turned out wrong, the whole thing would have been spoilt.”

MORE MAGAZINES:
XSAVA.XYZ

The platform wall was built of 3mm plywood, cut into strips to the height of the platform with Wills flexi emboss brick for the front of the wall, all glued down with PVA, then glued cross members every 3". I then put 1mm plywood on top with three rows of embossed brick plastic card along the edge of the platform, then filled in with very fine black ballast between the platform edges. I put embossed paving slabs plastic card in the station building area and at the front, with wood burner ash on the station forecourt.

The public footbridge lattice sides are etched brass laminated together, and I used 40th plastic card for the sub floor using the wooden sticks you see at tea and coffee cafes, glued on top of the plastic card floorboards. The supports on the side are Evergreen 'T'-shape, cut to size and fixed in place with superglue.

Final thoughts

Being my second exhibition layout, I am very pleased with how 'Hounslow Sidings' has progressed and the way it has turned out to replicate all the buildings as original. The snow was the hard bit, if it turned out wrong, the whole thing would have been spoilt. I loved building the PDK locos, and think they have turned out very well and run very well. I have been getting quite a response from the public about 'Hounslow', particularly from people who know the area.

I would like to thank Richard Slate and Darren Rees for their advice and encouragement in building 'Hounslow Sidings', and my wife for putting up with my being in the modelling room all the time. ■





ABOVE: This wagon is being shunted, to be loaded with the cable drums waiting at the other side of the goods shed. The shunter on the Class 08 is from Dart Castings, painted and then glued on the step with super glue.

MIDDLE LEFT: Another view of the Post Office van collecting the mail from the post box and there is one behind the Ivy collecting mail from the station. The policeman is waiting on guard.

BOTTOM LEFT: The coal office is scratch-built from Plastikard and embossed Plastikard around the building with a cut-out for the window and door. The roof is again of paper, in the same way as the station building and goods shed.

BIG 9F

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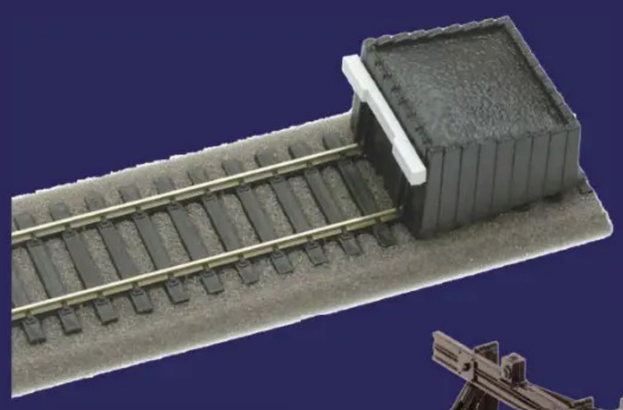



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Getting Practical with...

TOOL of the MONTH

Rasp

Sometimes, you want some rapid destruction, or as I should say, to make speedy modifications to a lump of wood. Rough sandpaper might do the job, but there's nothing more satisfying than using a really coarse-toothed rasp. OK, you'll need to tidy up the wooden edges afterwards, but for roughing out a shape, such as a hole in the top of a baseboard, you can't beat it. Secondary use: when you have taken up some ballasted track and need to clean the detritus away, the rasp makes quick work of the job.



Ask Phil

How do I cut the pins on under the board point motors, without wrecking the points?

Pins fitted to solenoid point motors (Seep, Peco Hornby, etc.) are hard, aren't they?! Normal wire cutters don't seem to touch them, and larger cutters won't fit between the rails. I use a cutting disk in a minidrill and accept that there will be a millimetre or so of pin sticking out, rather than trying to cut it perfectly flush – for that, the best idea is to mark the pin, drop the motor, and cut it away from the baseboard. I do find that holding the pin with small pliers while cutting it helps, and always wear eye protection. Oh, and a coupling protection ramp will hide a slightly long pin, too.



New on the workbench

L&B Resin Models – Lancey Brook Viaduct kit

One of the most impressive structures on the Lynton & Barnstaple Railway, was Lancey Brook viaduct. Sadly no more, it was demolished as a training exercise in WWII. It is a useful structure, even if you aren't modelling this line. Paul Levy's kit is beautifully cast in resin from hand-made masters. It contains eight 10mm long and 44mm wide deck pieces, seven 105mm tall piers, two 60mm tall abutments and a strip of walling. No railings are supplied but Ratio kit 144 Handrail Stanchions would be ideal. For more details, email pslevy@live.co.uk.




Phil Parker


Michael Russell

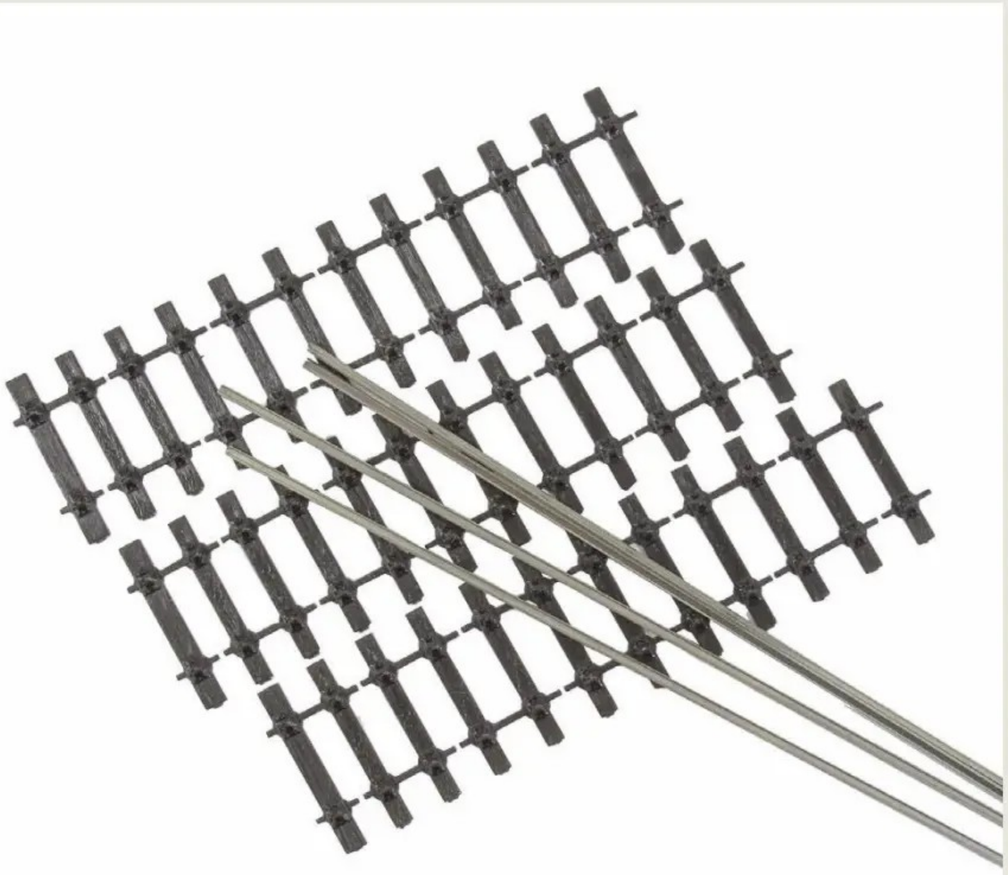

Chris Mead


Darius Aibara

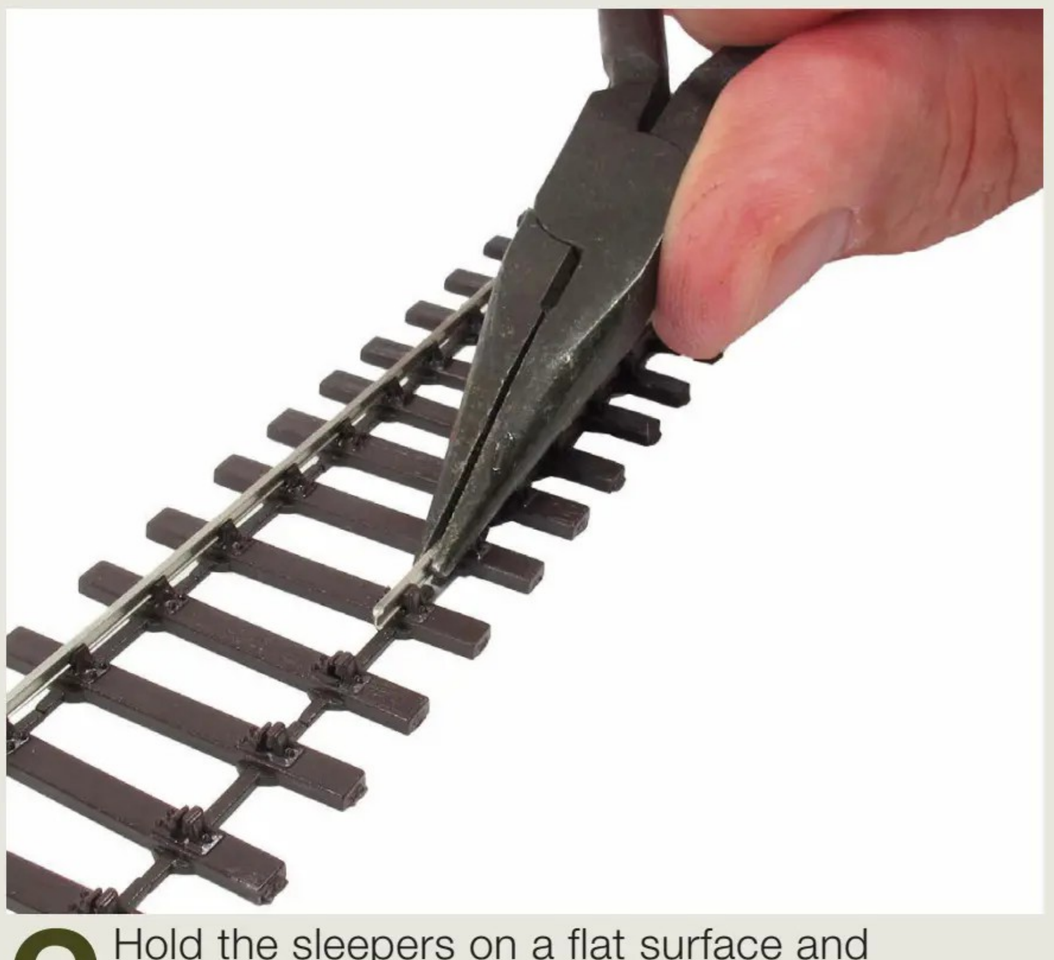

Ben Bucki

Building handmade track

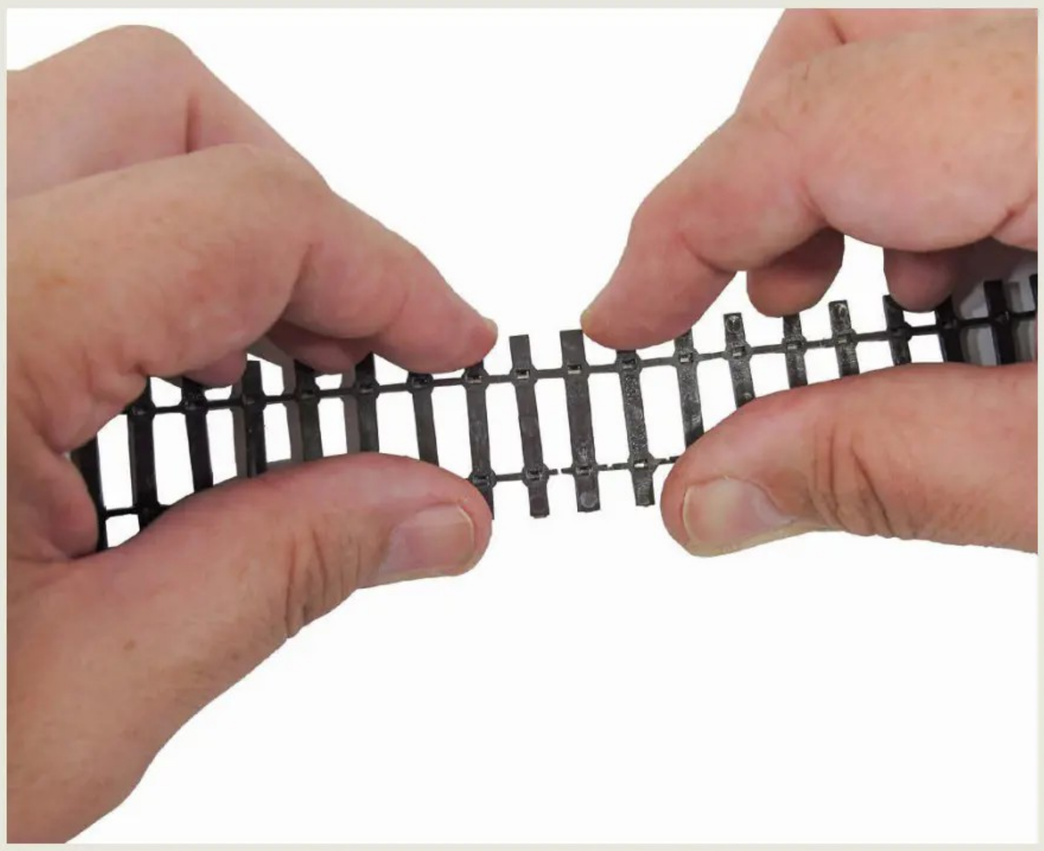
Making your own track is seen as something for the expert modeller, but is it? We assemble a straight section from C&L Finescale to see how hard it is.



1 The track is made up of plastic bases and nickel silver rail. Steam-era track was laid in 60ft sections, and these allow for that, with wider sleepers for the ends of each panel. You can also chose your rail chairs, so there are the correct number of bolts for your prototype.



2 Hold the sleepers on a flat surface and gently slide the rail into the chairs. I find that filing the end of the rail into a point helps it fit into the chairs. If using bullhead rail, make sure the fatter “head” is at the top when you do this.



3 The most time-consuming job is making sure the sleepers haven’t bunched up and are at right angles to the rail. Take your time, getting this stage right will reward the modeller with superb-looking track.



4 The finishing touch is to fit plastic fishplates to the side of the rails. Cut a slot in the top of the rail with a Xacto saw or knife file to represent the rail joint, too. This detail works just as well on RTR track and makes quite a difference to the look.

Build a Fire Station



Darius Aibara

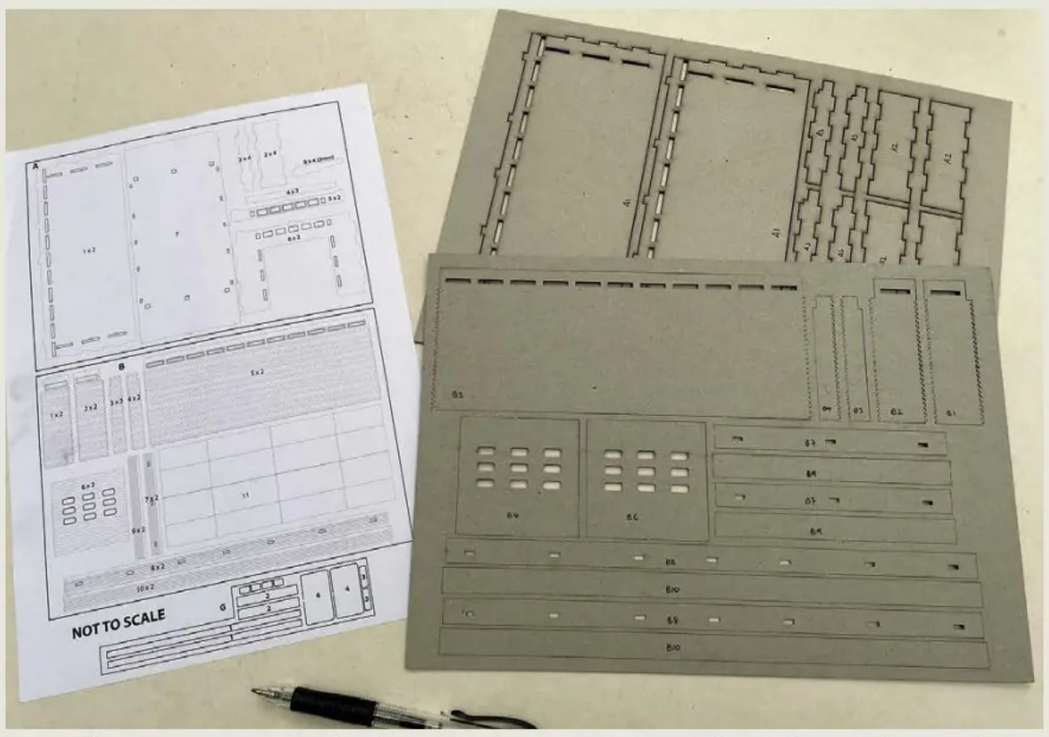
THIS IS the second MMR building that I have constructed, the first being a corrugated goods shed. The MMR fire station and drill tower kits comprise sheets of laser-cut and etched card parts with an A4 instruction sheet, to which is stapled a clear acetate sheet with the window glazing etched in.

WHAT YOU NEED

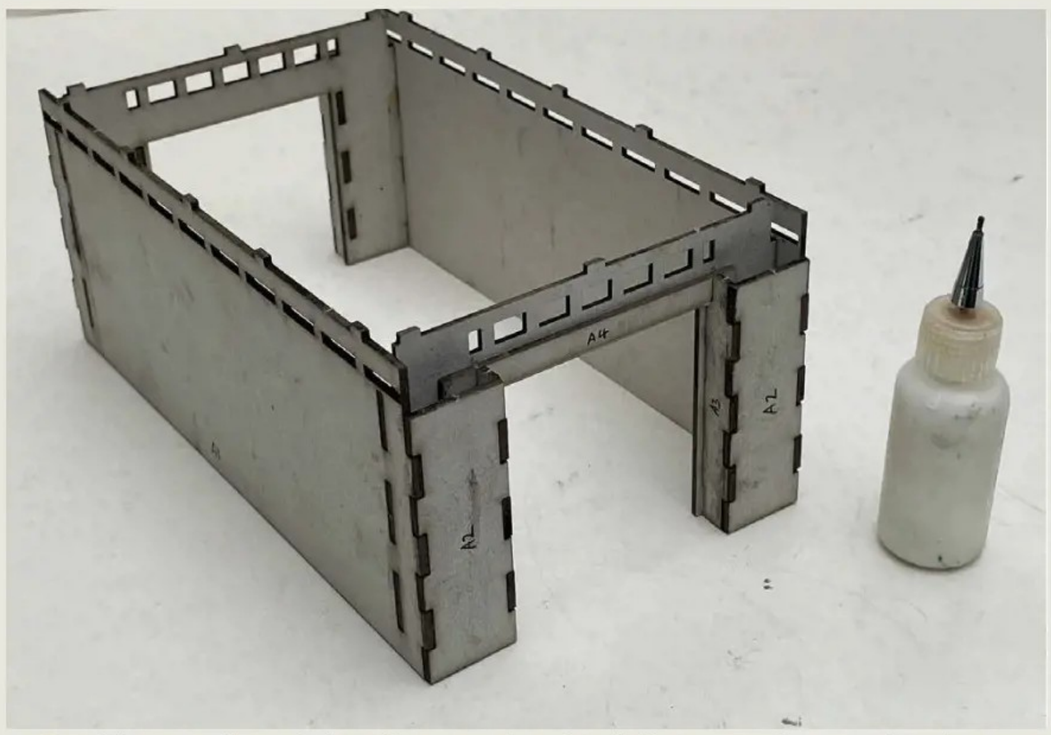
MMR Models
Fire Station and Drill Tower kits
Model Railway Scenery
Road markings
Oxford Diecast
Fire engines
P&D Marsh
Firefighter figures
Slaters
Plastikard

Other
Craft knife, fine paint brushes, white and grey spray primer, red and brown enamel paint, PVA adhesive, clothes pegs and masking tape (for clamping), soldering iron and solder, 2mm and 1mm thick card, brass wire, model electrical cable, assorted static grass, 3D-printed substations.

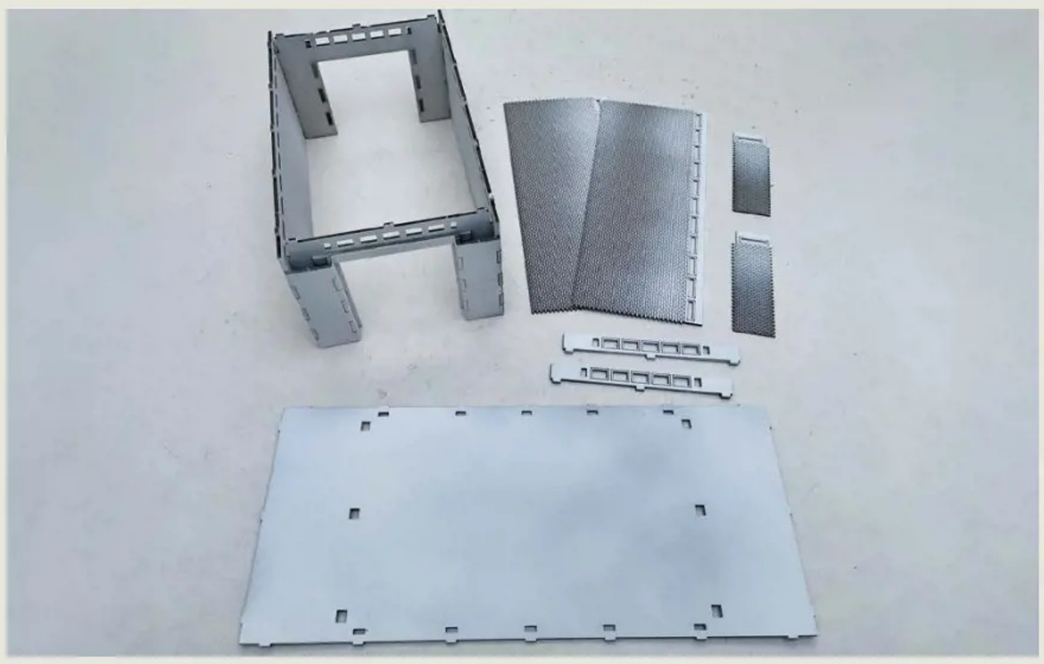




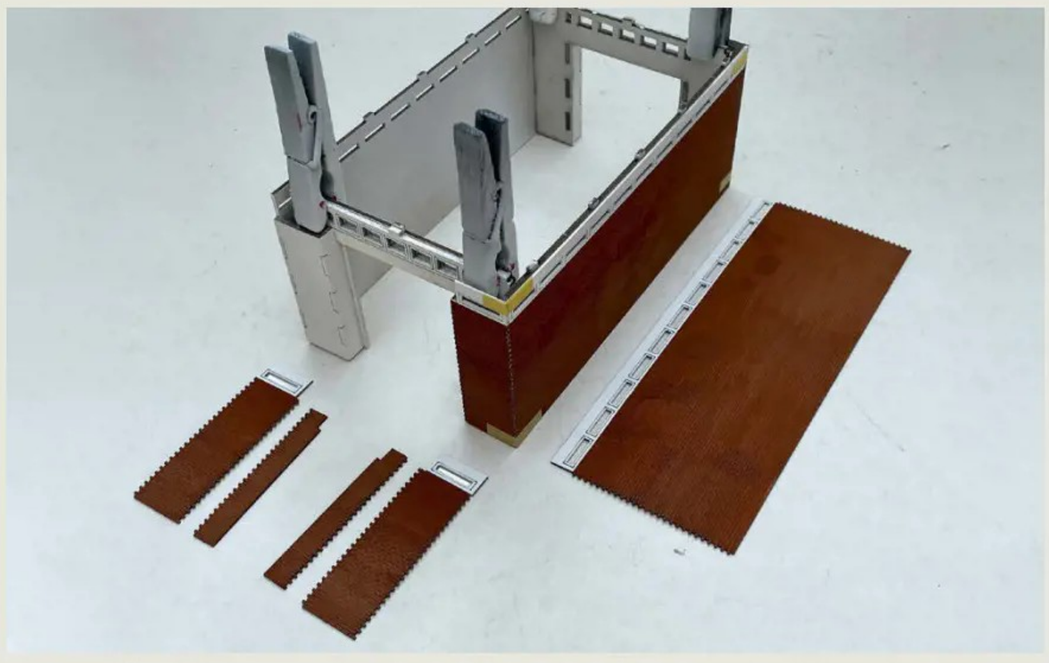
1 To prevent confusion during construction, I numbered the parts on the cardboard frets with those designated on the drawn parts maps. I was also able to take a couple of photos of the completed kits at the MMR stand at the Ally Pally Exhibition, which helped locate some of the parts.



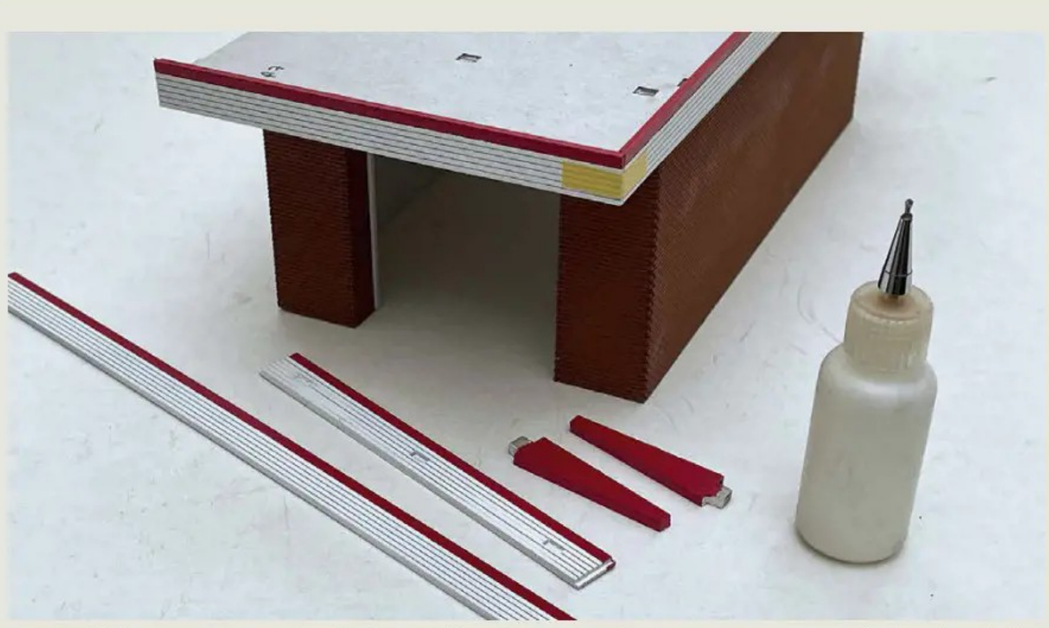
2 The walls of the fire station building are formed using two parts per wall. The first, in plain thick card, forms the basic core of the building, and these were assembled using PVA adhesive. Assembly is relatively straightforward, and the parts fit together very well.



3 The second wall parts are formed from thinner card and have the etched brickwork and window frame effect. These were glued to the inner wall "core" to form the outer faces of the building. I pre-painted the high-level window areas and roof underside with white primer at this stage.



4 The brickwork areas of each outer wall part were masked from the window areas and the bricks painted with enamel paint before they were attached to the core building. The painting does cause the card part to curve slightly, so clothes pegs were used to hold the outer parts against the core while the PVA adhesive set.

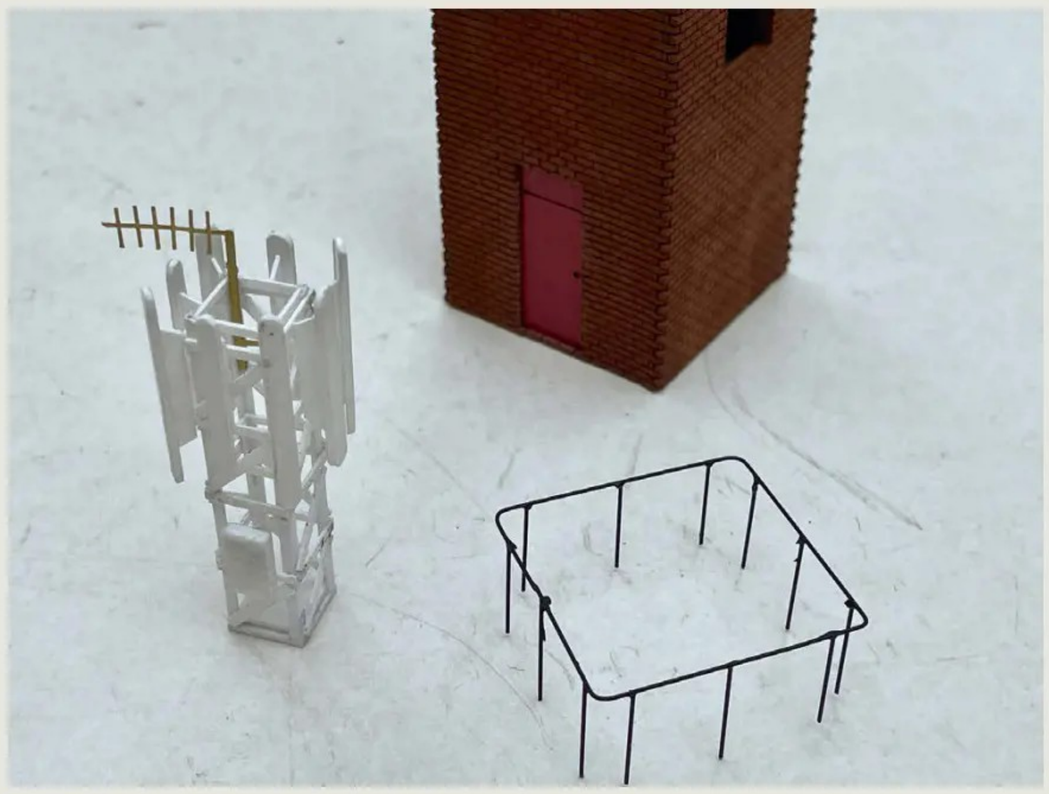


5 The separate flat roof edge parts were pre-painted white and masked so that the top edge could be brush-painted red. These parts are sandwiched from separate inner and outer parts, with the inner parts containing slots that fit over lugs on the edge of the main roof part.

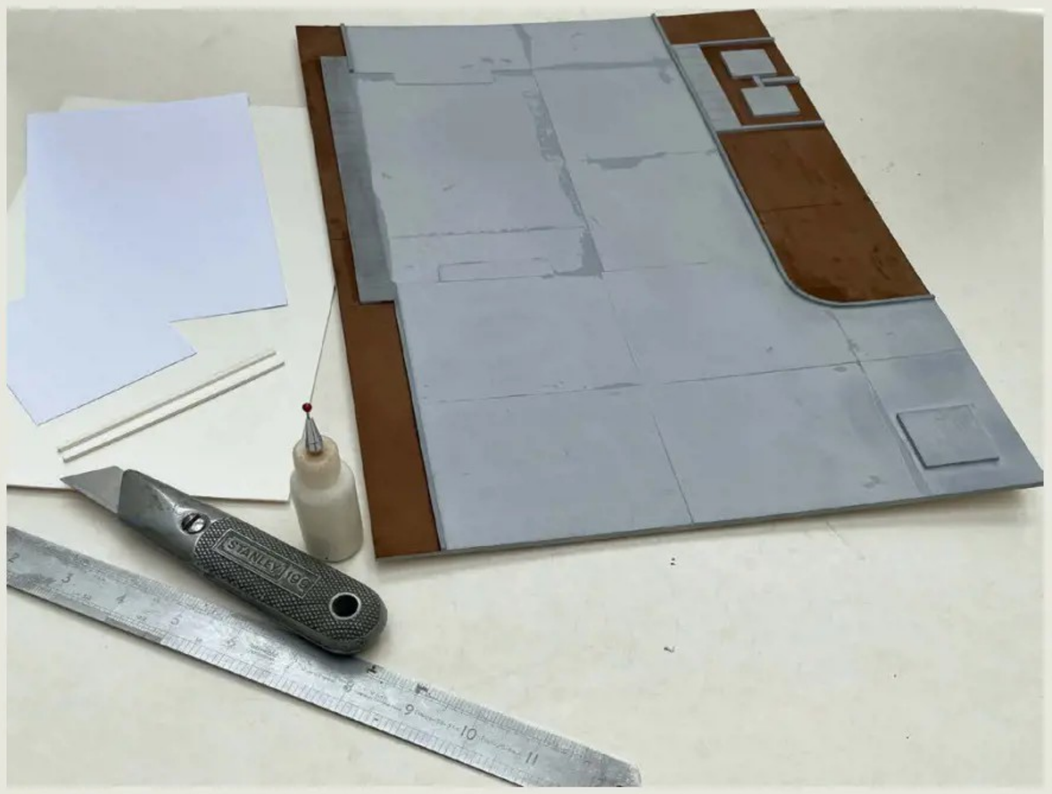


6 The drill tower has a similar form of construction to the fire station kit and was constructed in the same way. I used masking tape to hold the outer wall parts against the core. This may remove the front surface of some of the etched bricks, but these can be painted over with no sign of distress.

Getting Practical



7 To add some interest to the top of the drill tower, I made a mobile phone mast and strip sections from Plastikard angle and soldered a safety railing using 0.45mm diameter brass wire. After painting, these were fixed to the top deck of the tower using superglue.



8 I made a diorama using A4-sized 2mm thick card sheets laminated together to make a thicker A3-sized base. 2mm thick cardboard strips were fitted as kerbs and thin card "concrete" slabs glued in place as the road surface. The base was then sprayed with grey primer and the non-road areas painted deep brown in preparation for static grass.



9 Further details were added in the form of an electrical substation enclosure using timber fencing made from 1mm thick card and the placement of some P&D Marsh white metal firefighter figures. These figures are nicely moulded and well-painted, which saves a lot of effort. I replaced the fragile white metal hose with a more flexible one made from spare model electrical cable. Self-adhesive vinyl road lettering from Model Railway Scenery was applied to the road surfaces.



10 The kit instructions refer to the fitting of signs to the fire station, but none are provided. There are plenty of fire station signs on the web, so I made my own, including safety signage for the sub-station. These were printed at a suitable size onto photo paper, cut out and glued to the models. 3D-printed substation equipment from eBay and some Oxford Diecast fire engines completed the scene.

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ALL SKILL LEVELS



Weathering wooden-bodied wagons



Michael Russell

GOODS WAGONS are nice material for weathering and good beginners' subjects as you don't need to be as subtle as with some. Here, I weather a newer and an older wagon from different model eras, one Hornby and one Bachmann, to see how great the difference is after weathering. The older wagon is made in Great Britain, which gives you some idea of how old it is.

There is no doubt that the newer model is the more accurate of the two straight out of the box and looks better, which is hardly surprising. The prices are very different though, even if the newer model is also bought second-hand. Will the difference be that great after weathering? And can I run them side by side in the same rake, or would they have to stay in their own model-era rakes? Should they even appear on the same layout?

Enamel paint and a double action airbrush were used. The wheels were removed beforehand, but the couplings left in place.

WHAT YOU NEED

Enamel paint:
mid grey, mid brown, white and black

Weathering powders:
white, black and rust

Other
Enamel thinners, scratch brush, small paintbrushes, double action airbrush, craft knife, fine sandpaper

Getting Practical



1 Use a scratch brush to take the shine off all the paintwork on the body, pressing harder on some of the lettering to simulate missing paint. Where possible, brush the planks in the direction of the grain, which will be longitudinal.



2 Use a fine grade sandpaper and/or a craft knife to remove all the lettering on the metalwork. Be careful not to remove rivet detail at the same time. Use the edge of the knife as a scraper rather than cutting.



3 Spray the whole model with a mid-grey/brown mix. You can mix your own or buy a premixed colour of frame dirt. Spray the wheels separately, keeping the paint from the wheel treads by masking or removing the paint afterwards with thinners before it dries.



4 Retain the same mix in the airbrush cup and add some variation. Add some white and spray this at a steep angle from above, then add black and spray at a steep angle from below and to the sides.



5 Take some thinners and use this to disturb the paint on the planked areas, but do not touch the interior of the wagons. Remove some of the paint to reveal the lettering and planks and let it settle well in cracks and crevices.



6 Hand-brush different colours of light grey to paint over planks to represent replacement material. Ensure that you paint complete lengths of planking and don't get paint on the metal strapwork.



7 Use white paint to paint the ends of the brake levers. If the wagon has an end door, then paint the strapping at that end on both sides white. Allowing any painted surface to dry completely is crucial before assessing the need for additional coats or detail work.



8 Use weathering powders and/or paint to depict rust on the metalwork. This will include the chassis, end plates, strapping and bolt/rivet heads. If your weathering powder doesn't stick well, try dabbing it into small amounts of previously added wet rust paint.



9 Mix black and white weathering powders to form a light grey colour. Add this to the interior of the wagon and spill some over onto the bodysides. Change the shade depending upon the load carried; for example, if it is a coal wagon, use black.



10 Use matt black paint and a small paintbrush to depict oil/grease around the axleboxes and on the buffer faces. Use the same brush to add a light rust colour to the brake blocks, allowing the rust to blend in and show subtle variation.

CONCLUSION

There is no doubt that the newer Bachmann model is the better of the two, but after weathering has taken place, the difference isn't so noticeable and I'd be happy running them on the same layout in different rakes, or even in the same rake if the couplings work together reliably.

Remember, when running a mix of wagons where some have automatic brakes and some don't, put those with automatic brakes immediately behind the locomotive. The main exception is piped through wagons. These don't have automatic brakes, but allow the wagons behind them to benefit from the vacuum/air connection. Pick-up goods trains can have a real mix.





Model Overgrown Grass



Michael Russell

GRASS IS the most abundant vegetation on the planet and certainly grows well in our damp, temperate climate. You have no choice but to include it when modelling the British scene. Much of it is manicured in our parks and gardens, and this is easy to model, but what about all the unkempt areas where grass is allowed to grow rampant with little or no tending? This is the subject for this article.

First, it is important to understand the basic lifecycle of grass in order to model it. In spring, there is much dead material from the previous year, but the live grass is relatively short and still green. During the summer, it grows tall and flowers and then looks quite different as the seed-bearing stems dry out and turn a golden brown. Over winter, the action of the elements breaks down the top growth, leaving the green behind again. There is a permanent layer of green at the core of the plant all year round.

WHAT YOU NEED

Green jute basket liner, PVA glue, tile grout, green acrylic paint or green scatter, household bleach, scissors, hair clippers with combs, small paintbrush, fan brush, weights, nail brush, PPE equipment (eye shields, gloves, overalls, etc).

The Use of Bleach

Although it is in every house and used weekly, bleach is a hazardous substance and comes under the COSHH regulations. You should read and observe all the information provided by the product manufacturer in the data sheet or instructions supplied on the product. This article isn't recommended for those under the age of 18 unless under adult supervision.



1 Jute basket liner is used for this project and, being a natural product, it does vary a lot in quality and colour. You really need to physically view it in order to ascertain exactly what you are buying. Try and find a green shade that you like, or dye it.



2 Make a surface for the grass to go onto, most likely bare soil. I sprinkled tile grout onto PVA glue. Ensure that this layer is firmly attached and the surface robust, otherwise it could be damaged in a later stage of this project.



3 The grass will look thin without a green layer beneath it, unless that is the effect you desire, for example, in high-traffic areas. You could paint the surface with a green acrylic paint, or add a layer of scatter, as depicted here.



4 The grass needs to be stuck firmly down, so add a layer of neat PVA glue with a brush. Here, patchy grass is portrayed, but you may want an unbroken layer to model thick grass as in a lush meadow.



5 As soon as possible after adding the glue, press the basket liner in place and then weigh it down and leave to dry overnight. If covering a large area, do this in stages so that the glue does not have time to dry out.



6 When completely dry, carefully tear the basket liner away in sections. Afterwards, if the fibres don't stand up enough, you may need to prise them up by brushing with a nail brush.

Getting Practical



7 The grass will need to be shortened and you can pull pieces out by hand or trim with scissors. Hair clippers can be used if you start with a long comb and gradually reduce the sizes. I went down to a number 6 comb (¾ inch). Save the trimmings for further use.



8 Paint the top of the grass with a 50/50 mix of bleach and water using a fan brush in a well-ventilated room. You must wear eye protection, gloves and old clothing/overalls and wash exposed skin afterwards. Wash your brush out in clean water. Repeat if the effect is not strong enough and wait at least an hour for the effect to fully develop.



9 When the grass is dry, it will be somewhat matted. Restore it by gently teasing with a brush. Clip off any long, strangling pieces with scissors and use a vacuum cleaner to help the grass stand up.



10 Long grass never grows in isolation and so some other plants are appropriate, but land that has been cultivated at some time will probably have been treated with herbicide, so restraint is often required. Here, weeds made from string and scatter are being added.

CONCLUSION

This is a cheap way of making natural-looking grass and it is possible to cover a large area quite quickly. It is easy to get it to stand up and the stalks are thinner than static grass, so it looks more realistic. It is suitable for most scales, but probably it really comes into its own for O gauge because static grass never seems long enough. The hanging basket liner I used wasn't an ideal shade of green, so once you find a good supply, you may want to purchase enough for your needs in one go so that you don't run out halfway through. To model grass in winter, simply press it down and flatten it as the last step, especially if there has been a prior covering of snow.



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Modifying a diecast vehicle



Chris Mead

These days, there is a good selection of complete road vehicles to add to your model layout, many with a direct railway connection. The only drawback I find with some of them is that they are just too clean and shiny straight out of the box. But with a little careful attention, it is quite quick and easy to give them a bit more character and realism.

WHAT YOU NEED

Bachmann
Roadside Technicians

Oxford Models
Aquarius Rail Land Rover

PECO
Sheep

Ratio
Fencing pack No.419

Slaters
2mm planked Plastikard

Other
Soft Craft wire, autumn/summer grass scatter, modelling knife, steel rule, assorted files, assorted brushes, acrylic paints, adhesives: superglue, contact, 50/50 water/wood glue mix, static grass applicator.

THE PROTOTYPE



Adapting vehicles to run both on road and rail is not a new idea; their versatility being ideal for many tasks such as inspection or maintenance. One company providing equipment like this today for either purchase or hire is Aquarius Railroad Technologies of Ripon. The R2R 4X4 Land Rover is one the offerings in its range and is the basis for the model.

Photo reproduced with permission of Aquarius Railroad Technologies



1 As with all their models, the Oxford Models Aquarius Rail Inspection Land Rover comes secured to a base beneath a clear cover, so the first job is to unscrew the model and remove it from the casing. A set of four ramps is also included, but I decided not to use them this time.



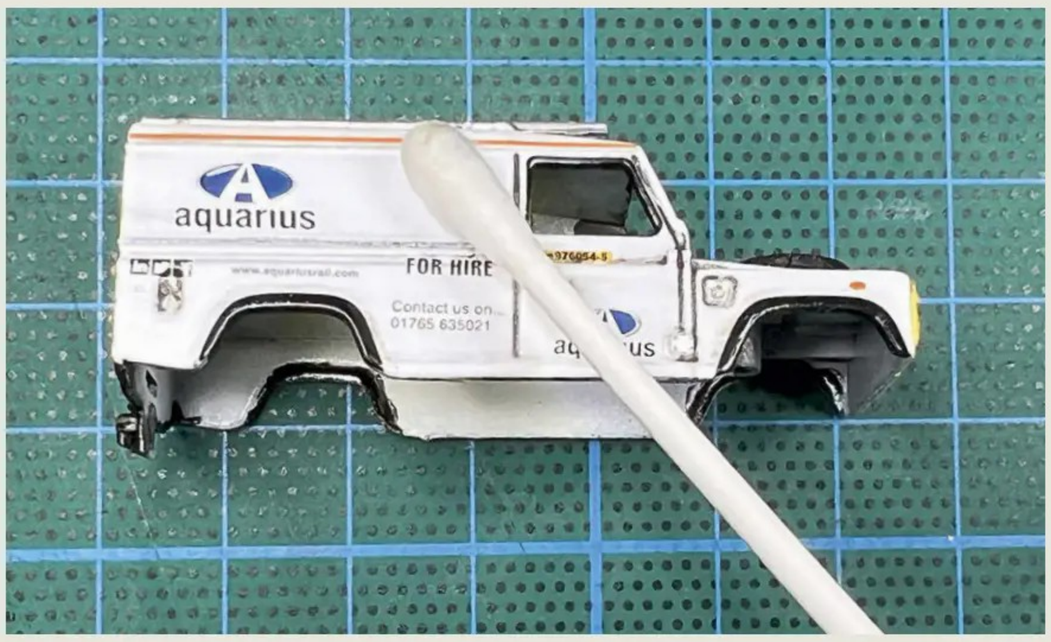
2 By removing the remaining screws, the vehicle can be dismantled into its constituent parts - main body, front & rear rail guides, windows, chassis and seating. The fixing lugs underneath the chassis were removed with a hacksaw.



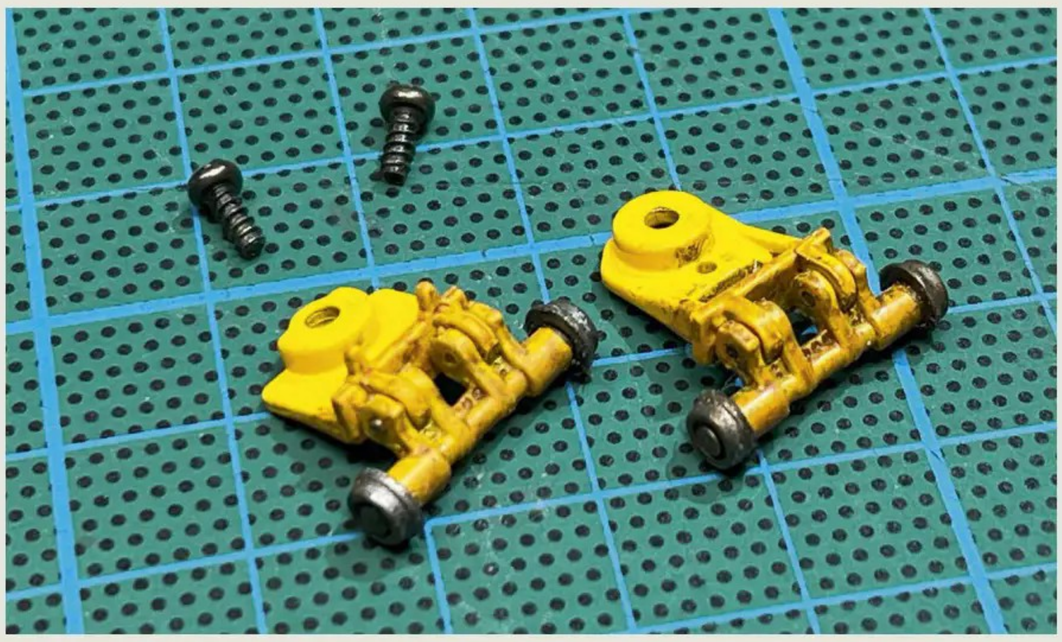
3 Only the outer surfaces of the windows and wheel arches are painted black, so the underlying white and yellow show through. This is easily remedied by carefully running around the inside edges with acrylic black paint.



4 I didn't want to weather the body too heavily, more just leaving dirt in the nooks and crannies of the body that might be missed by a hose-down. For this, I used a watered-down mix of dark grey and black acrylic paint, allowing it to run into the troughs in the body.



5 The excess was cleaned off with cotton buds dampened slightly with acrylic thinners. A delicate touch is needed not to remove the original paint and lettering.



6 Metallic grey was applied to the front and rear rail guide wheels, and each assembly given a wash of grey and rust. The road wheels were also given a similar treatment.

Getting Practical



7 The main body was given a light dry-brushing of an assortment of grey and brown weathering powders. A driver in a yellow high-vis jacket was added. Space was limited, so the figure needed quite a bit of cutting down to fit.



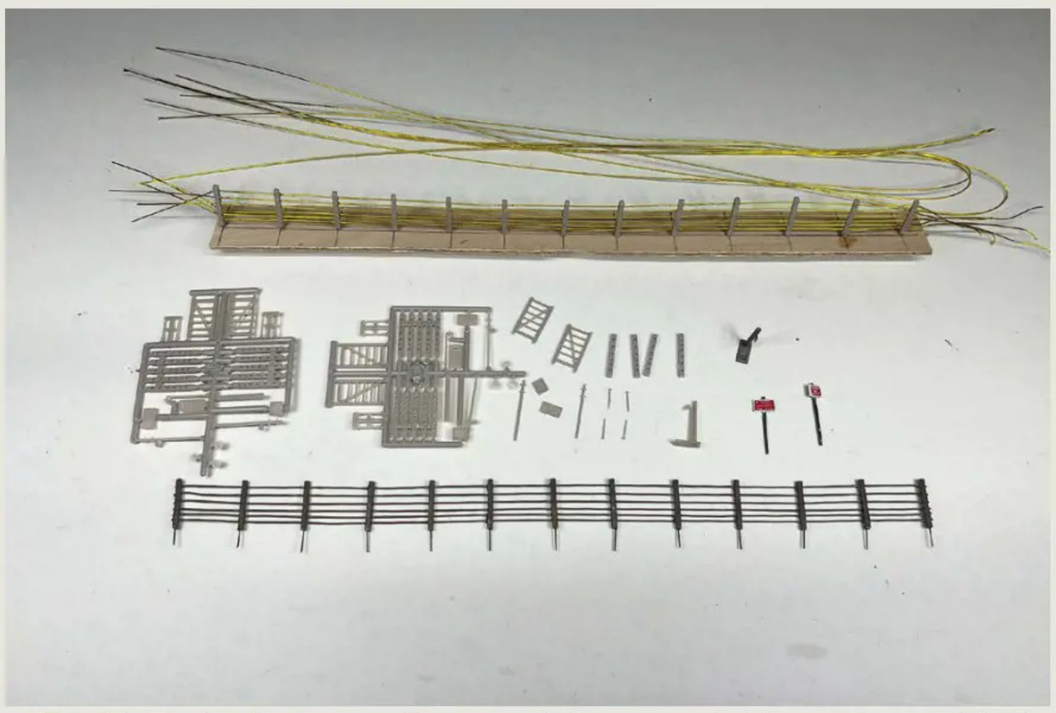
8 All parts except the windows were given a light coat of matt varnish to take the gloss off the finish and to protect the weathering and then re-assembled.



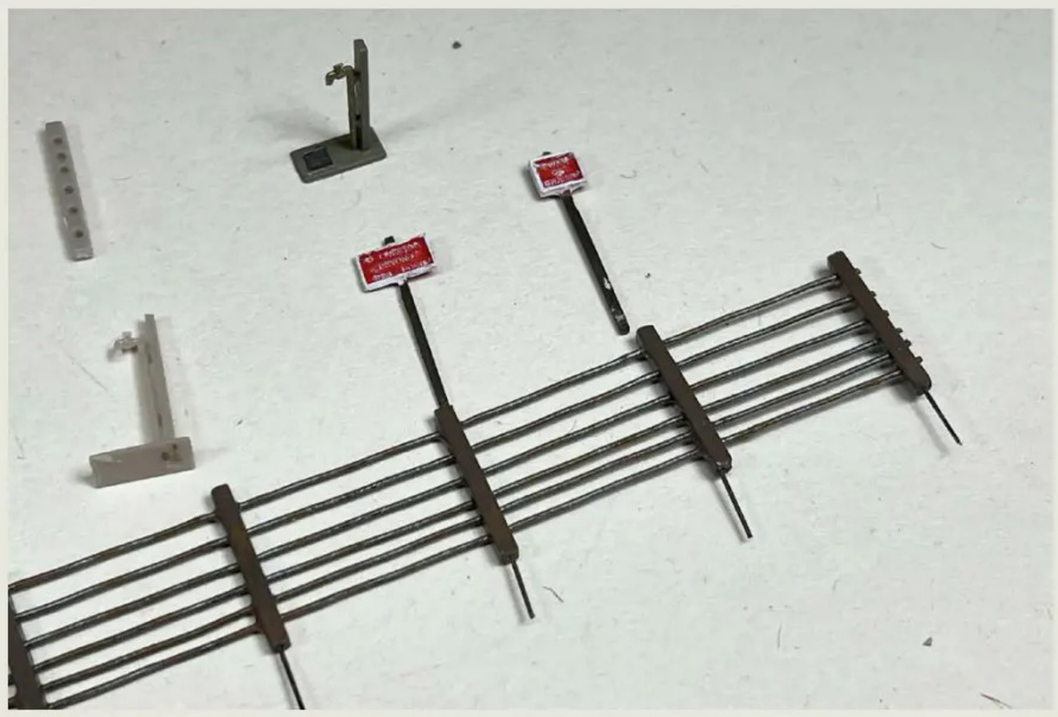
9 The scene is a remote track – perhaps to a distant quarry – where 'trespassers on the line' have been reported. It is set on a 200x300mm base with a section of ballasted rail on cork running across at an angle. The surface of the adjoining fields is ordinary plaster, stippled to provide a bit of texture.



10 The track bed and rails were weathered with washes of greys, browns and rust. After a base coat of brown, two layers of static grass were applied to the plaster; the first is a coat of short autumn grass for the underlying dry thatch, then another one of longer, greener spring/summer grass.



11 Ratio Concrete Post and Gate pack No. 419 provided the fencing with soft craft wire (the same as used in making trees) for the rails. Two strips of fencing were preassembled by drilling holes 25mm apart into some ply, fitting wires to the bottom of the posts putting them into this simple jig.



12 The wire was threaded through the posts and glued in place. They were then painted with a black/dark brown mix for the posts and metallic grey weathered with rust colour for the poles. The signs and taps were also assembled and painted.



13 A wooden crossing of 2mm planked Plastikard was put across the line, and the fencing fitted using a template of 30mm wide Plastikard aligned to the crossing. This was marked with the fencepost pitch of 25mm and pushed up to the rail to keep the holes for the posts' locating wire parallel to the tracks.



14 Gaps were cut into the fencing with wire cutters in line with the crossover to take the gates. A path, either side of the gates, was cut into the grass, and textured brown paint from Games Workshop was liberally applied to create the muddy surface on either side of the tracks. The signs and standing tap gave a little more detail around the opening.



15 The Land Rover was fastened in place with a few dabs of superglue. All the parts touching the rail are plastic, so adding this to a 'live' track should not cause any problems.



16 The trespassers were then added - a small flock of Peco sheep, which had found its way onto the line courtesy of a broken gate. The large Ratio sign is quite appropriate, as it says 'No Livestock Beyond This Point'.

CONCLUSION

Finally, a couple of figures from Bachmann's Roadside Technicians pack completed the scene, one radioing the situation back to base whilst his colleague attempts to coax the animals to safety. Either that, or its lamb chops for dinner tonight. Mint sauce, anyone?



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Top 10 Station Furniture For The Preservation Era



Ben Bucki

A STATION gives a model railway a purpose; somewhere for the trains to stop, services to cross, and equally somewhere detail-packed to grab and hold the attention in the gaps between trains. I thought for this one, I'd take a look at features that might be found on a post-1960s preservation-era line, as when it comes to researching in person, there's a great opportunity for site visits. That said, many of these details would be found on stations in their older incarnations, but it would be worth checking period photographs to make sure you got things right (particularly with regards to operating regions and era). Likewise, I'm assuming when suggesting modelling options that OO scale would be the logical starting point- though almost all of what follows is also available in the more common scales (N, TT:120, O, and G).

LEAD IMAGE: I built this diorama mainly to try out how easy it would be to create a scene for a beginner, without having to do too much scratch-building (or breaking the bank). The platform, running-in boards and fences are from the venerable Dapol kits, the station shelter and details are the equally venerable Hornby R510 set, the lamps are Peco, the flowers from Gaugemaster, the trees and bushes from Woodland Scenics and Javis, and the passenger figures an assortment from a bits-box at a model railway show. A children's playground has been modelled from Metcalfe kits, and all that's missing (as the station was a bit too small) is some sort of refreshments or toilet facilities.

ALL SKILL LEVELS

1 At its most basic, a station needs somewhere to shelter passengers from the elements while they wait. From something as basic as a glorified shed for a countryside halt up to the magnificent termini like Glasgow Central or London Paddington. Often the buildings were statements of intent by railway companies, putting their mark on the community they were serving, and architectural styles could reflect local materials (brick, stone), fashion trends (Art Deco, Gothic Revival), or even the whims of local landowners. Preserved stations can be original structures lovingly restored, old buildings repurposed or even moved and rebuilt stone-by-stone from a closed route (such as the former Fouldridge Station, reconstructed here at Ingrow West), or complete newbuilds in a historic style, such as Blaenau Ffestiniog, or distinctly modernist, like Caernarfon.



MODELLING SUGGESTIONS: Most of the main manufacturers have kits or ready-to-plant stations in their ranges. Having an idea of where in the country your railway is set can help to narrow down what you might want to buy, but the Dapol (ex-Airfix) C014 Booking Hall, Peco LK12 Country Station, or Hornby R8007 are good starting points for a basic, generic structure you can detail and personalise.



2 You need somewhere for your miniature passengers to sit; there are a wide variety to be seen on preserved lines, from off-the-shelf wooden benches available from DIY or playground suppliers to more bespoke items. Some railways, such as the Talyllyn Railway, have custom-made benches with the company identified on the ironwork. Others have original (or replica) examples from the companies that once ran their lines.

MODELLING SUGGESTIONS: Again, most of the mainstream manufacturers have benches in their ranges, of varying detail and quality. The Peco LK26 pack is a good generic one, but the rise of 3D-printing means smaller manufacturers or cottage industries can supply detailed replicas of 'company' styles.



3 Providing refreshments has been an important extra-earner from the earliest days of the railways, but is pretty essential on preserved lines. The modern visitor looks for decent catering when out for the day, and while you're at it, why not sell souvenirs, too? Every little helps for the railway, and the gift shop and café are expected features in this day and age. Often, these are incorporated into the station buildings, but you can also find these facilities in converted items of rolling stock (or preserved buffet carriages, as with the Mk. 3 coach at Weston Wharf, Cambrian Railways, or the similar vehicle at the Yorkshire Wolds Railway), to the likes of the re-purposed station bookstall at Keighley.

MODELLING SUGGESTIONS: Having a siding or a bay platform with a former buffet car would look interesting, and allow the inclusion of a more 'modern' piece on the preserved layout. Alternately, the Peco LK6 Bookstall, or the similar Metcalfe Models PN817 Platform Kiosk.

Getting Practical

4 You want your station to identify where it is, whether you're faithfully modelling a real preserved station like here at Bolton Abbey, or a fictional creation of your own devising. A large signboard, clearly visible from the train, usually at each end of a platform, would be normal, and these come in a variety of designs; each region had its own house style, and before that, the pre-grouping companies likewise.

In the present day, some railways have their own house style (particularly narrow gauge railways, or miniatures lines). These boards can be made of wood or enamel, and in a selection of colour schemes based on the owning company who operated/owned the railway.



MODELLING SUGGESTIONS: You can scratch-build, or for a company-specific style of board, you can try the cottage industry suppliers (again, this is somewhere the 3D printers really come into their own), but for a 'generic' design, Dapol, Peco, Hornby, and Bachmann make nice renditions of this feature.



5 Just as with the running-in boards, these tend to be in house-styles and colours to replicate the original owning companies. The timetables and posters they display can be a little more varied; timetables might be in the house-style of the preserved line, or deliberate replicas of the original companies. The posters can be anything from reproductions of vintage items (promoting journeys to seaside locations or bustling cities) to modern advertisements for events happening on the preserved railway.

MODELLING SUGGESTIONS: Here's opportunity to really personalise your station or line if you have a flair for digital editing or graphic design. But if you want off-the-shelf, many of the Hornby stations have a 'generic' set of waterslide transfers with timetables and advertisement boards, and some of the other manufacturers do likewise.



6 Lighting for stations is an essential, and again, they can vary from up-to-date commercial streetlights to modern replicas of heritage items, and to genuine steam-era fittings. There are some stations that have actual gas lamps still, though they're rarer compared to the convenience of electric lights.

MODELLING SUGGESTIONS: A trawl of the online marketplaces like Amazon and eBay will easily turn-up working lamps of a variety of designs and low costs… though you have to be careful what you're buying as scale can be a bit of a flexible term.

For more British-outline designs, DCC Concepts makes some nice working examples, and non-working lamps can be purchased from the likes of Hornby, Dapol, Peco and Bachmann.



7 Litter bins are a necessary feature of any station; they can vary from distinctly modern designs to new-builds, which are intended to blend-in with their vintage surroundings. With new legislation around the disposal of recyclable waste, railways are developing bespoke bins to keep rubbish separated (such as these impressive new bins on the KWVR).

MODELLING SUGGESTIONS: This is another area where the cottage industry 3D-printers are coming into their own. You can, of course, make your own, scratch-building from Plastikard sheet or pipe, but some of the producers, like Rusty Rails, make very nice renditions of modern bins.



8 Gardens and flower displays have been features of railway stations - particularly those in the countryside - since the early days of steam. It's a tradition proudly carried on in preservation, many having dedicated teams taking care of the greenery (such as here at Moor Road, Middleton Railway). The planters can range from re-purposed items (old fire buckets, wooden barrels, even loco chimneys) to bespoke items, like the engraved slate-built troughs at the Ffestiniog Railway.

MODELLING SUGGESTIONS: There's real room for creativity here, scratch-building or upcycling items. The Gaugemaster/Noch Flowerbeds provide a nice selection of flowers to work with, but if you want a ready-to-place item, Harburn Hamlet makes cast models.



9 Whenever we visited preserved railways with our kids, we found an important feature to be playgrounds; something for the children to do to burn off a bit of energy after sitting a while on the train, and definitely a 'preservation era' feature. Some excellent well thought-out examples grace heritage stations at Haverthwaite, Oxenhope (pictured), and Tanybwlch.

MODELLING SUGGESTIONS: Metcalfe Models makes some lovely laser-cut versions of the 'activity' playground equipment often found nowadays. You can also turn to the H0 ranges of Faller, Busch and Noch, as the underscale (for 00) nature of them doesn't stand out too much with child figures.



10 A little bit nebulous this one, but it's the small details that really make a scene. Enamel advertising signs attached to the fences (Oakworth and Arley are great for these), old luggage trollies and barrows piled high with suitcases, milk churns stacked as if ready for collections. Fire buckets also add a splash of colour.

MODELLING SUGGESTIONS: It depends on what you're after, but a good selection can be found in the ranges sold by Peco, Ratio, P&D Models, Langley, and the bigger manufacturers like Hornby and Bachmann. Then you have the smaller operations for whose 3D printers are superb for these. Best advice? As with all these items I've looked at, visit a few preserved railways, take some pictures and look around at what's on offer.

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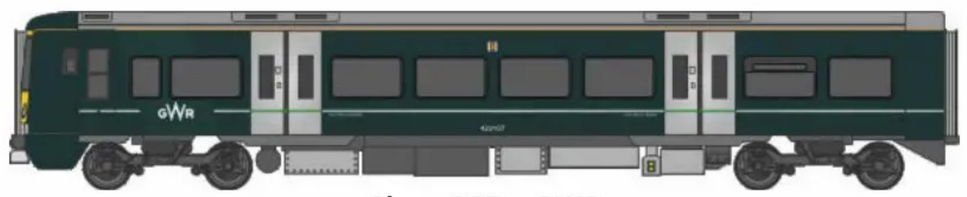

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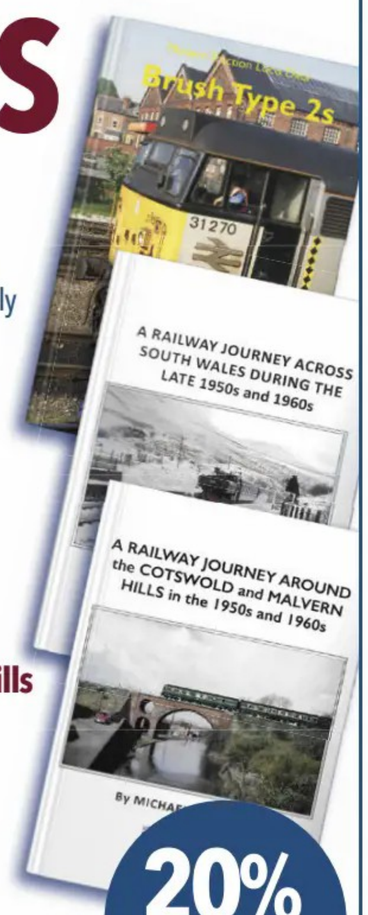

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WEST OF CARDIFF



ALSO INSIDE:

- Getting them into sets
- Cornwall in 1978
- Chemical terminals: Part 2



CORNWALL: TRAINS AND SEMAPHORES
PENZANCE TO REDRUTH

By Steve Woodhouse

As the lower-quadrant semaphore signals are now coming to the end of their working lives in Cornwall, and have recently gone from Lostwithiel, Par and Truro, I thought it might be a good idea to turn the clock back and dig out some photographs and have a look at how things were in 1978. Although, at the time, I did not go out purposely to photograph the signalling, they do appear in many of the photos and I did take some record shots for a future model railway. After a time, they tend to grow on one and, in their own way, are like works of art. At the time, I thought perhaps the signals might not be around for much longer, what with HSTs just round the corner. How wrong I was!

Most of the stations at that time had not changed much since steam days; a 'Castle' would not have looked out of place. That was partly what made Cornwall and most of the UK rail network so interesting throughout the 1970s - steam age infrastructure with modern traction. I believe it was 1979 when HSTs were first used on services into Cornwall and many of the loco-hauled trains disappeared.

1978 was the year I started my seagoing career, which, in future years, gave me plenty of time to travel the country by train and pursue railway photography both in this country and in South Africa to record the final years of main line steam there. What an experience that was with several of the older drivers having been firemen in the UK.

The section of line between St. Austell and Liskeard will be covered in the next issue.

47335 is passing Drump Lane, Redruth with a parcels train for Penzance. This was one of the few parcels trains that did not have former LMS, SR or GWR vehicles in the formation. As can be seen, it's made up entirely of BR-built rolling stock. August 25th, 1978.



45070 on the stops at Penzance after working the 07:38 from Leeds, arriving at 16:32. This loco still had a working headcode panel even though they were abolished at the beginning of 1976. Usually, they were wound round to show 0O00. Note the sign to the left showing boats to the Isles of Scilly and the BEA heliport. My parents had gone to the Scilly Isles on the helicopter and one of the first people they saw when they got there was Harold Wilson, complete with pipe, shorts and sandals! August 15th, 1978.



Platform 3 and 4 starting signals at Penzance on a very warm and sultry Monday, August 14th, 1978.



The Platform 2 starting signal Penzance. The signal box can be seen on the left, which still controls movements to this day, but all signals are now colour lights.



50 038 *Formidable* stands in platform 4 at Penzance on August 13th, 1978, with the 10:15 to Paddington, the 'Cornish Riviera'.



50035 *Ark Royal* at Penzance with 1E21 the 11:38 to Leeds, surrounded by plenty of semaphore signals. Sunday, August 20th, 1978.



50015 *Valiant* is stabled at Penzance station on a warm summer day. August 23rd, 1978.



Hayle signal box was switched out, with all signals off, unless there was a train for Hayle Wharf. August 21st, 1978.

50004 *St. Vincent* comes into Penzance with 1B81 08:00 from Bristol, arriving in Penzance at 12:50. An additional Mark 1 second open has been added to the train as normally the buffet car was the first vehicle; the 19th being a Saturday is probably the reason. This was the only train I ever saw in Cornwall with catering. A pleasant long walk could be had from here along the seawall and footpath to Long Rock. August 19th, 1978.



25048, after arriving from St. Blazey light engine, shunts an engineers' train in St. Erth goods yard. The bay platform starter signal for the St. Ives branch is in the foreground. The signal box can be seen on the right. August 24th, 1978.



A Class 47 leaves St. Erth with a train formed of Mark 1 stock. The signal is off for the up main line. The lower left-hand arm is for the St. Ives branch going off to the left. The signal box can be seen in the middle of the picture. There is lots of railway paraphernalia in the picture: platform trolley, oil tail lamp, GWR spear-top fencing, telegraph pole, lineside and signal telephones. Most have all gone from the railway now. August 17th, 1978.



The branch train from St. Erth arrives at St. Ives. These trains became very popular after the park and ride station opened at Lelant Saltings in May. It helped to alleviate traffic congestion in the town as it still does to this day. There is a good selection of 1970s cars in the car park. I had a pair of trousers like that, too! You were strange if you didn't then! August 17th, 1978.



50036 *Victorious* passing Drump Lane, Redruth, with a Paddington to Penzance train. August 25th, 1978.

I grew up on the Southern Region and thus saw as normal the rakes of carriages around me that had set numbers emblazoned in large numerals on the outer ends. Indeed, locally to me at Bournemouth, in 1948, 11 new six-coach dining sets were introduced for London Waterloo to Bournemouth services. These sets were numbered from 290 to 300 inclusive and exuded space and comfort. They included a small guard's and brake van at each end and a restaurant car and a buffet car in the middle of each set. The carriages stayed together in operation, they were together when on depot for maintenance, and each went to works in complete formation as a set for overhaul and repainting or re-varnishing. Other coaches in a Bournemouth express or semi-fast train were at least one or two three-coach sets with perhaps a few odd vehicles, making up the normal 11 to 13 coaches for a full train.

On the occasions when we enthusiasts ventured over to Salisbury, we noticed that the Western Region was different. Its trains on the Portsmouth to Cardiff route were formed of a collection of coaches that were clearly not in sets, some of different designs and others in different liveries. This also applied to the two long-distance through trains that came on weekdays to Bournemouth Central, often up to 20 minutes late, from Newcastle and from Birkenhead.

The idea of running coaching stock in sets wasn't, however, the brainchild of the Southern Railway. The London & South Western Railway before it had also kept many carriages in numbered sets.

Spreading the idea

In 1971, my career took me to Doncaster as Divisional Traction Maintenance Engineer. The Division included DMU depots at Lincoln and at Hull Botanic Gardens. It surprised me that, particularly at Hull, individual DMU carriages were often swapped between sets, which meant that when a vehicle was due for main works attention, it had to hang around until the other members of the set were able to be marshalled back together. That often left vehicles standing around. I managed to persuade the office of the Eastern Region's CM&EE at York that we should get the units into sets. That seemed so logical to me. Hull's DMUs included the Trans-Pennine six-car sets, BRCW four-car and Metro-Cammell two-car units. Having got that sorted out, Lincoln's two-car class 114 units were no problem.

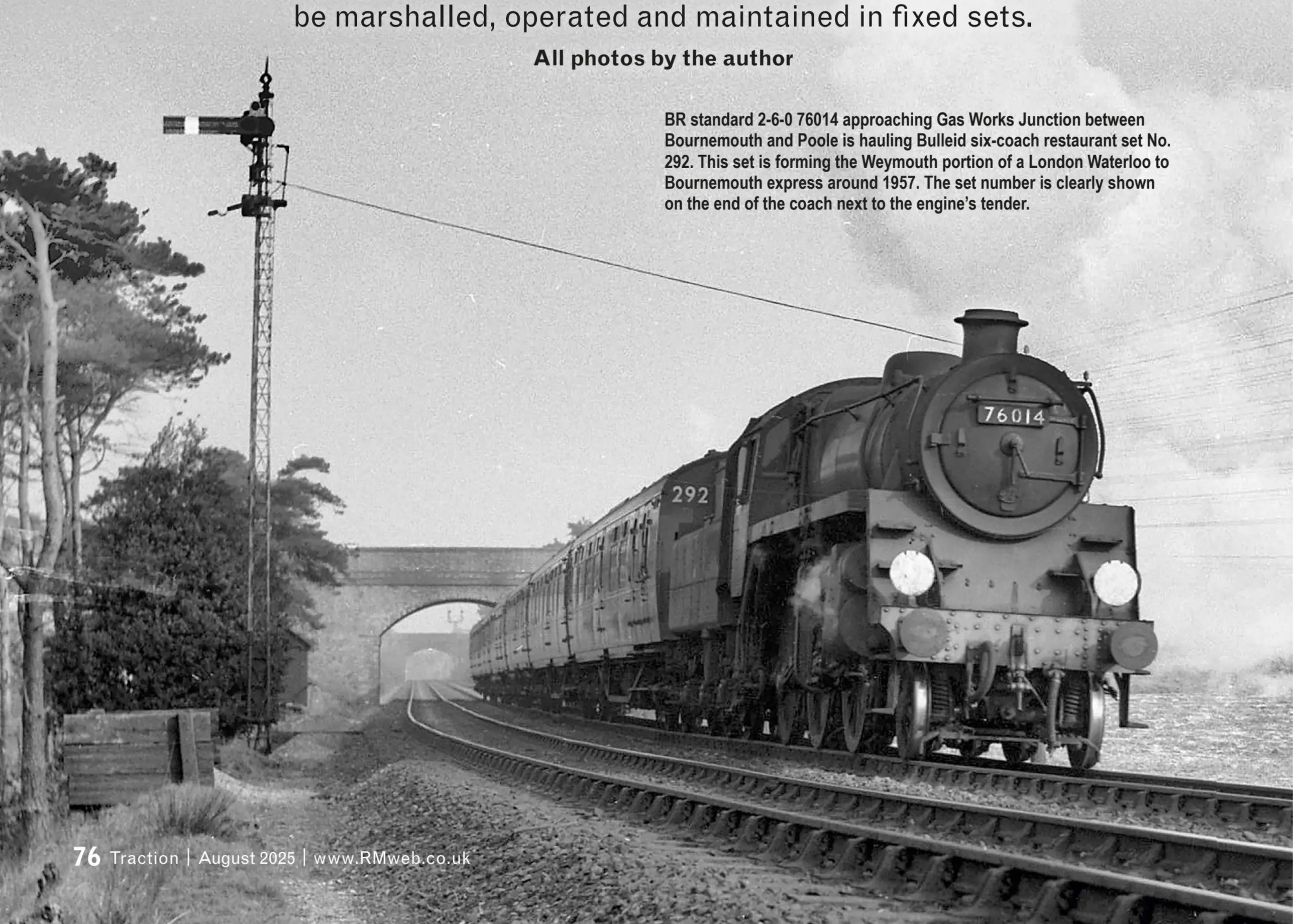
Then, in 1976, I moved to Scotland as that region's Rolling Stock Maintenance Engineer. Again, my responsibilities included DMUs, and again, I managed to get them all put into numbered sets, with the set numbers clearly on the cab fronts (as was normal practice already with EMUs).

On my arrival in Scotland, quite a lot of my time was taken up with planning meetings and site visits for the two major depots at Polmadie (Glasgow) and Craigentinny (Edinburgh). Polmadie was being set up to service the future APT-P trains and was to be long enough also for West Coast locomotive-hauled trains to be serviced without splitting the trains, which previously had to be done to fit them into the Gushetfaulds carriage sidings nearer Glasgow Central. Craigentinny depot

GET THEM INTO SETS!

Colin Boocock firmly believes that coaching stock should be marshalled, operated and maintained in fixed sets.

All photos by the author



BR standard 2-6-0 76014 approaching Gas Works Junction between Bournemouth and Poole is hauling Bulleid six-coach restaurant set No. 292. This set is forming the Weymouth portion of a London Waterloo to Bournemouth express around 1957. The set number is clearly shown on the end of the coach next to the engine's tender.



87020 *North Briton* is seen leaving Glasgow Central with a train for London Euston in 1979. Allocated to Wembley carriage depot on the London Midland Region, the train formation reflects that Region's mindset that did not keep trains in unit sets. This train had a mixture of Mark 1, Mark 2 and Mark 3 stock, all with differing maintenance and overhaul requirements that could prompt reforming the sets frequently at depots.

would soon host turnrounds and overnight servicing for the East Coast HST fleet. All of these trains were delivered and maintained in their proper set formations from the start.

The Scottish Region's locomotive-hauled fleet was a different issue. Happily, the BRB had agreed to help us replace the Edinburgh to Glasgow Mark 2 push-pull sets with rakes of Mark 3s. Each set would have five Mark 3 coaches, transferred from the London Midland Region, and at the west (Glasgow) end of each set, there would be a driving trailer converted from a Mark 2f brake end vehicle. These trains would be powered by a Class 47/7 locomotive at the Edinburgh end; each of these locomotives was modified to receive driving signals from the driving trailer cab, signals that went through the standard UIC-style lighting cables that linked throughout the train. I took the opportunity to insist that each set was numbered and the number displayed on the driving trailer cab front. Craigentinny depot was happy to run these trains as permanently coupled sets. The locomotives, however, were maintained separately at Haymarket depot.

The next step was when the other Scottish Inter-City routes were converted to push-pull operation, this time using Mark 2d and 2f carriages throughout. They, too, used the same design of driving trailer, and some additional Class 47/7s were converted. Again, we managed to operate these coaches in sets.

Then my career took me to the London Midland Region, firstly as M&EE (North) based in Manchester, and later as Traction & Rolling Stock Engineer based in Derby (later Birmingham). The London Midland Region still treated each of its hauled trains as a collection of individual carriages. Coaches were switched into and out of trains as and when needed for repairs or maintenance. Oxley depot near Wolverhampton was the only one that managed to honour my pressure to put its trains into sets; these were Mark 2 air-conditioned vehicles. That region was otherwise happy to remove a faulty coach from a train en route, even though the carriage often could have been left in the train safely for attention at its next depot visit, if necessary, with its brakes isolated. As a result, as well as trains being delayed during shunting, often carriages littered sidings and depots around the region. I was not able to change all that before privatisation diverted management's attention.



During the author's time in the Doncaster Division of BR in the early 1970s, the depot at Hull Botanic Gardens included a number of BRCW three-car Class 104 DMUs in its allocation. The author worked towards getting these units into permanently coupled sets. This one (maybe not a Hull-based unit) is passing Melton Ross in 1974 on a Cleethorpes to Manchester working.



In 1979, Scottish Region three-car Metro-Cammell set 178 arrives at Glasgow Queen Street on a stopping service from Edinburgh via Falkirk Grahamston. The set number can just be seen beneath the driver's windscreen.



The Lincoln-based two-car Class 114 DMUs were normally kept in sets with the power car and trailer car numbers' last two digits identical (e.g. E50022 with E56022). One of these units approaches Melton Ross on a Sheffield to Cleethorpes service in 1974.

Repair books

By the 1970s, it was normal BR practice for each locomotive and multiple unit to have a small book on board in which the driver could report anything that had malfunctioned or which needed depot attention. When a locomotive or unit reached its home depot, a supervisor or inspector would check inside the repair book to see what had been reported and could make arrangements for the repair.

By the time I was working in Scotland and we had put the Edinburgh to Glasgow push-pull trains into numbered sets, I was minded to issue defect books for coaching stock. Our plan was to fit the guard's brake van with a holder in which a repair book would rest. The book would cover the whole set of coaches and would enable any members of the train crew to make entries covering all aspects, including any defects in passenger accommodation. This would be a help to staff at the depots in setting out their maintenance activities. The idea worked well and eventually spread among the other regions.

The London Midland Region, however, insisted that there should be a repair book on each vehicle and put the books in holders in end vestibules. This complication was a direct result of that region not treating its hauled trains as sets. It also made more work for the depot inspectors and supervisors to do.



One of the Mark 3 push-pull sets with a Mark 2f driving trailer is seen at Haymarket after leaving Edinburgh Waverley for Falkirk High and Glasgow Queen Street in 1980. Just visible below the driver's windscreen is the set number 603.

After privatisation

Several years later, after privatisation had got a grip, I was talking with the engineer at Alstom, who was by then responsible for maintenance of the West Coast Main Line carriage fleet. We discussed the question of keeping locomotive-worked trains in sets and he told me that the company had at last achieved that. When they had assembled all the sets that the operator needed for the West Coast Main Line, Alstom realised that there were actually enough spare coaches in the fleet to make up two more complete train sets – simply by getting some order into their fleet management and operation!

Since then, as a retired but interested observer, I have watched with enthusiasm how modern generations of engineers have achieved acceptable reliability levels from trains that are undoubtedly far more complicated than the ones I was responsible for during my career. There have been at least two elements that have gone into achieving this, apart from the fact that modern trains are now all in sets.

One of these elements was being introduced just before I retired in the mid-1990s. This was a management method called *reliability-centred maintenance*, a system that applied a new type of logic in determining what were the criteria that led to components actually needing maintenance or repair. We knew it as RCM, and it was first applied to diesel locomotives of Classes 58 and 56. I am certain that type of logic underpins modern maintenance methods for most types of rolling stock, even if the people involved nowadays have never heard of RCM!

The other element leading to better reliability and longer intervals between repairs is the spread of on-board condition-monitoring techniques, in which the use of digital technology linked with up-to-date detection methods enables a vehicle to send to a computer details of when one of its components needs attention, and for that information to feed into the train's depot maintenance plan. I am in awe at what young engineers achieve in this field nowadays!



The West Coast Main Line 'Pendolino' fleet is technically complicated but achieves acceptable reliability due to modern maintenance methods. In Virgin Trains days, a Class 390 unit tilts to the curve through Lichfield Trent Valley as it speeds north in 2018.

CHEMICAL TERMINALS NORTH WEST ENGLAND AND SCOTLAND

PART TWO

Paul Shannon continues his examination of the wide variety of terminals that once handled chemical traffic, ranging from acetic acid and liquid chlorine to carbon dioxide and bagged fertiliser.

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Teesside and Humberside

The chemical industry on Teesside developed rapidly in the 20th century, partly because of the presence of raw materials such as salt and anhydrite and partly because of its good port facilities on both sides of the estuary. ICI operated at two main sites: Billingham on the north side of the Tees, where fertilisers were manufactured from the 1920s and plastics such as Perspex from the 1930s, and Wilton on the south side of the river, which opened fully in the 1950s and focused on petrochemical products, including raw materials for man-made fibres. A further site at Seal Sands was developed in the 1960s.

The Billingham complex was connected to the main line via Haverton Hill sidings, and the railway normally referred to the site as Haverton Hill rather than Billingham. The main traffic flows from Haverton Hill in the 1980s included granulated urea, methanol, carbon dioxide, anhydrous ammonia and various amines in gas or liquid form. There were a number of flows to mainland Europe via the Dover to Dunkerque train ferry. In addition, Haverton Hill received deliveries of the highly-dangerous hydrocyanic acid, both from Grangemouth, as mentioned above, and over a much shorter distance from Badische Anilin & Sodafabrik (BASF) at Seal Sands. The last movement of hydrocyanic acid from Seal Sands took place in April 2002, by which time all the outward flows from Haverton Hill had ceased. The former exchange sidings at Haverton Hill remained in use for wagon storage until around 2010 and were finally disconnected from the network in 2021.

ICI Wilton was reached by a spur from the Middlesbrough to Redcar line. As with Haverton Hill, Wilton produced a number of different chemical flows, but one of the biggest was liquid chlorine, which continued to use the railway until the early 1990s. Wilton also dispatched wagonloads of adepic acid and pure terephthalic acid to mainland Europe, as well as receiving hexamethylene-diamene from France. After the traffic in conventional wagons ceased, containerised chemical products could still use Wilton Freightliner terminal, which was located within the chemical complex and remained in use until 2014. After the closure of Wilton, the Freightliner terminal moved to Tees Dock where it still operates.



A separate siding at Duxford catered for deliveries of methanol, which after the demise of Speedlink, was conveyed by a contract train from Purfleet. 37272 positions its tanks in the siding on July 26th, 1991.

On Humberside, as on Teesside, the chemical industry grew thanks to good port facilities on both sides of the estuary, including the port of Immingham, which owes its very existence to the Great Central Railway. On the north side of the Humber, BP Chemicals kept a short section of the former Holderness branch active to serve its Saltend works. The main traffic here was outward acetic acid, which was conveyed in trainload as well as wagonload quantities, but there were also inward flows of industrial alcohols such as isopropanol and ethanol. All traffic to and from Saltend had finished by 2002.

On the south side of the Humber, the Britag fertiliser plant at Barton-on-Humber received deliveries of anyhdrous ammonia and phosphoric acid by rail until the 1980s. The port of Grimsby hosted several chemical terminals and saw various traffic flows, including caustic soda to Courtaulds, chemical intermediates from Ciba-Geigy and titanium dioxide from Tioxide UK. Further chemical traffic was handled at Immingham Dock Tank Farm, including caustic soda, methanol, white spirit and styrene monomer. All of these flows, except a very local service carrying methanol from Immingham Dock Tank Farm to Lindsey refinery, had finished by the early 1990s.

A major rail freight customer at Immingham was the Norsk Hydro plant, which sent block trains of bagged fertiliser to regional distribution centres in similar fashion to UKF in Cheshire. Long-standing block trains from Immingham to Leith and Avonmouth were joined in the early 1990s by services to Carlisle and Aberdeen, replacing former wagonload deliveries that had used the Speedlink network. Fertiliser trains from Immingham continued to run until the end of the decade, with occasional workings to Falmouth, Alscott, Lugton, Inverurie and Perth noted alongside the regular flows.



The British Celanese/ Courtaulds works at Spondon was heavily reliant on rail transport for various chemical flows as well as inbound coal. One of the firm's Sentinel locomotives waits to draw forward into the exchange sidings with a mixed rake of tanks on July 11th, 1986.

47207 passes Belasis Lane box as it sets out from Haverton Hill exchange sidings with 6O49, the 16:00 Speedlink departure to Eastleigh, on July 16th, 1986. The first wagon is a barrier vehicle to shield dangerous goods from the locomotive. An assortment of anhydrous ammonia tanks can be seen in the sidings.

Tar from Port Talbot to Port Clarence was conveyed for several years in intermodal wagons as far as the Dawsons railhead at Middlesbrough, often sharing traction with the regular steel coil traffic on the same route. Ex-BR shunter 08410 shunts the tar tanks at Middlesbrough on September 5th, 2023, while two of A.V. Dawson's other shunters await their next duty, and a Freightliner Class 66 stands coupled to a rake of rock salt hoppers. The tar traffic ceased in 2024 when Port Talbot's blast furnaces closed.

Midlands and the South East

The Courtaulds works at Spondon, still known by the name of its earlier owner, British Celanese, handled various chemicals by rail in the 1980s, including acetic acid, liquid chlorine and solvents. Rail traffic ceased in 2002, but the connection from the main line was not officially abolished until 2018.

In the West Midlands, Langley Green was something of a hotspot for rail-borne chemical traffic. A small fan of sidings just north of the station acted as a gathering point for traffic to Albright & Wilson (A&W), British Industrial Plastics (BIP) and ICI. A short section of the former Oldbury branch served A&W and ICI terminals. A&W received liquid chlorine and molten phosphorus until December 1993 and December 1995, respectively. The ICI terminal received tankloads of caustic soda and other chemicals until the 1980s. The BIP site was connected to the other end of Langley Green yard and received methanol until 1991.

Located a few miles south of Cambridge, the Ciba-Geigy adhesive works at Duxford gained its own private siding connection in 1980 with the support of a substantial Section 8 Grant. Previously, the company had used a combination



The Albright & Wilson works at Langley Green resumed deliveries of phosphorus by rail in 1988, using a pool of ICA tank wagons that travelled from the Netherlands via the Dunkerque to Dover train ferry. With a barrier van stationed on the running line from Langley Green yard, 47345 shunts phosphorus tanks in the Albright & Wilson sidings on July 23rd, 1991.



Ciba-Geigy's Duxford terminal remained in use after the closure of Speedlink, but with fewer commodities being carried. Mercedes Unimog vehicle manoeuvres a rake of JIA/JIB urea wagons at the discharge hopper house on July 26th, 1991. On the left is the company's Unilok machine, built by the German firm Hugo Aeckerle & Co.

The UKF fertiliser depot at Akeman Street kept alive a 2½-mile stretch of the former connecting line between the Great Central Railway at Grendon Underwood Junction and Great Western Railway at Ashendon Junction. Because there was no run-round loop at Akeman Street, loaded trains ran direct to the terminal but the empties reversed from Akeman Street to Grendon Underwood Junction before heading south to Aylesbury to run round. 31428 *The North Yorkshire Moors Railway* prepares to depart from Akeman Street with 6M18, the 10.20 empties to Bletchley, on November 5th, 1988.



31250 sets back into the Berk Spencer Acids works at Stratford Market with the morning trip working from Temple Mills on July 4th, 1989. The load comprises TTA sulphuric acid tanks from Imperial Smelting at Avonmouth, where the acid was a by-product in the processing of zinc sulphide. Today, the tracks of the Jubilee Line pass through this site.

of station yards at Great Chesterford, Whittlesford and Cambridge Coalfields as loading and unloading points. The new siding at Duxford handled a wide range of substances, including urea, methanol, china clay, packaging, olive stone flour, herbicide and resin. However, the traffic was entirely reliant on the Speedlink network and most of it reverted to road in 1991. Only the urea and methanol flows survived a little longer, sourced from Kings Lynn and Purfleet, respectively, but they too had ceased by 1993 and the Ciba-Geigy rail facilities became redundant.

The Thames estuary was once home to a number of rail-served chemical terminals. Purfleet Deep Water Wharf handled various flows until the early 1990s, including industrial alcohols, caustic soda and methanol. At nearby West Thurrock, deliveries of sodium tripolyphosphate for Proctor & Gamble continued until 1994. On the former North Woolwich branch, Berk Spencer Acids received wagonloads of sulphuric acid at its Stratford Market works until 1990.

South West England and Wales

Two Somerset terminals handled chemical traffic in the 1980s: the Royal Ordnance Factory at Highbridge, which received nitric acid and sulphuric acid, and British Cellophane at Bridgwater, which took deliveries of caustic soda. In the Avonmouth area, ICI's Severnside fertiliser plant received trainloads of anhydrous ammonia from Haverton Hill until the 1990s. A by-product from the zinc smelter operated by Commonwealth Smelting was sulphuric acid, which was moved by rail to several destinations until the demise of Speedlink made such traffic unviable.



Carbon dioxide was received at a number of locations across the network, often general goods depots or simple sidings where the gas could be transferred to road vehicles. 08709 shunts a rake of TTA carbon dioxide tanks along with one HEA domestic coal hopper at Bow Goods on August 2nd, 1990.



At Carmarthen on July 11th, 1990, a handful of IWA vans wait for their bags of fertiliser from Immingham to be unloaded, as 37015 sets back to continue its journey with 6B54, the 05:15 Speedlink working from Gloucester to Trecwn.

In South Wales, Dow Corning operated a rail terminal at Barry, and BP Chemicals had sites at Barry and Baglan Bay. The main products received by rail at Barry were acrylonitrile and vinyl chloride monomer, the latter continuing until 1999. BP's Baglan Bay works received what was then the biggest ever Section 8 Grant in 1970 to set up a new flow of propylene to Shell Chemicals at Partington. Other rail freight flows generated by Baglan Bay were inbound propylene and acetic acid, and outward vinyl chloride monomer, isopropanol, ethanol and caustic soda. The demise of the last propylene flow from Humber in 2004 brought Baglan Bay's rail operations to an end, although the short branch from the main line returned to use for timber traffic from 2012 to 2024.

The biggest source of chemical traffic in North Wales was Associated Octel, whose works at Amlwch kept the 17-mile long branch from Gaerwen alive long after its closure to passengers in 1964. The purpose of the works was to extract bromine from seawater and turn it into an additive for petrol engines, for further processing at the company's Ellesmere Port site. The main rail-borne flows at Amlwch were inward chlorine and outward flows of ethylene dibromide and bromine. The last train ran in 1993, and the works itself ceased production in 2004.

Deeside Titanium opened its plant at Shotton in 1982 and received wagonloads of sodium and titanium tetrachloride until shortly before the plant closed in 1993. After the closure of Speedlink, the traffic used an ingenious combination of European network services and the Shotton timber train to reach its destination. Further along the coast, Warwick Chemicals opened a terminal at Mostyn Dock in 1991, which received acetic acid from Saltend until 2002.

47128 sets out from the Associated Octel works at Amlwch with 7D05, the 08:25 departure to Llandudno Junction, on April 18th, 1985. The load comprises loaded ethylene dibromide tanks and discharged liquid chlorine tanks, plus the obligatory barrier wagons and brake vans. The train would continue its journey from Llandudno Junction to Ellesmere Port later the same day.



SOUTH WEST MAIN LINE - WEST OF CARDIFF

Gavin Morrison found plenty of interest on his many visits to the South Wales main line west of Cardiff.



47620 is leaving Llanelli station with a short passenger train on September 22nd, 1985.

In dramatic lighting conditions on November 12th, 1977, HST set 253016 and 47245 are ready for departure from Swansea.



37801 heads west past Cardiff Canton depot with a rake of empty MGR wagons on September 20th, 1990.



On September 28th, 1990, 37213 is waiting alongside Cardiff Canton depot with the stock for a Cardiff to Crewe service.



On March 23rd, 1993 56060 and 56053 are seen climbing Stormy bank near Port Talbot with a train of iron ore hoppers.



60092 passes Port Talbot steelworks with a Robeston to Westerleigh tanker train on June 22nd, 1993.

43033 leads a Milford Haven to Paddington train into Swansea. It is seen from a footbridge at the east end of Swansea station as it rounds the curve from the Llanelli line. The tracks to the right are for the line from Cardiff. The date is March 23rd, 1993.

Get in touch

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

60029 is seen heading east through Bridgend and is viewed from the top of a multi-storey car park. The date is June 22nd, 1993, and the train is a loaded iron working from Port Talbot to Llanwern.



On June 21st, 1993, 47522 is seen just west of Cardiff, at Miskin, with the 14:53 Swansea to Gloucester mail vans.



56115 is seen at Miskin with a MGR working from Port Talbot to Llanwern on June 21st, 1993.



60081 is seen leaving Port Talbot with a load of imported iron ore bound for Llanwern steelworks on June 22nd, 1993. In the background are the blast furnaces of Port Talbot steelworks.



37890 is approaching Bridgend station with a rake of four-wheel tanks bound for Robeston on June 22nd, 1993. The main line to Cardiff can be seen curving to the left while the line to Llantwit Major and Barry continues straight ahead.

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The works' Sentinel shunter brings some chemical tanks up to the headshunt.

THE LAST MILE

A club project challenge led this builder to create a representation of a private industrial railway, inspired by many locations across the UK.

Words: Rodders Hawthorne **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Dingemyre Works
SCALE/GAUGE: 4mm:1ft scale/18.2mm gauge/EM
SIZE: 5ft 3in x 1ft 4in
ERA/REGION: Early 1980s/various
LAYOUT TYPE: End-to-end

TOP RIGHT: The pair of mineral wagons is used as a "reach wagon" as the locomotive is not allowed beyond the concrete apron.

MIDDLE RIGHT: A spot load of LPG is moved into the transfer siding.

BELOW: A pair of fuel TTAs arrives at the transfer siding. The pipey gubbins are built from a Walthers HO kit and is intended to convey an impression of being able to handle different liquid commodities. Still needs some hose, though.





On the edges of a mire on the upper Dinge Estuary lies Dingemyre Works, where liquids, including oils and chemicals, are transferred between road and rail transport. The railways on this side of the river Dinge were laid in late Victorian times to serve a growing oil industry, and as times changed, the works diversified into handling "bulk liquid commodities". The works' shunters move tank wagons back and forth between the transfer siding and the exchange sidings – represented by a flying fiddle stick. The real location is wherever you imagine it to be and is inspired by the many industrial sites I have visited as a lorry driver.

The design brief was to construct a layout to fit into one or multiple storage boxes for ease of transport and storage. The idea for a layout in a box challenge came up over a pint one evening after an exhibition, where an exhibitor had brought a small layout in a plastic box some considerable distance by public transport. A few days later, club member Martin set to designing and cutting out MDF boards to form kits of parts to build baseboards to fit snugly inside the Really Useful range of plastic boxes; quite a remarkable feat.

Laying the track

I have long had an interest in the "last mile" part of railway operations and so a representation of a private industrial railway fitted the layout brief

"The real location is wherever you imagine it to be and is inspired by the many industrial sites I have visited as a lorry driver."

perfectly. Like many modellers, I have been buying and collecting interesting models, kits and parts for many years, each time thinking that "this" kit or model or gewgaw is the inspiration to build a layout! Many of these parts went into the building of 'Dingemyre Works', and there are many more left over for another project.

And so, with encouragement from friends and fellow modellers, 'Dingemyre Works' began to take shape. A concept sketch was drawn up, track was laid, wired in and extensively tested to make sure it worked as expected before ballasting and then getting on with the rest of the scenery.

The track layout is straightforward out and back with a crossover to access the two sidings and a flying fiddle stick to act as off-scene exchange sidings. Track in the foreground is hand-laid flat bottom from code 75 rail, with a combination of Peco Individulay and Exactoscale concrete sleepers and rail clips.

The flat bottom turnout is handmade to a very short radius to fit the available space, with plastic strip to represent wooden sleepers. Background track is EM Gauge Society Peco bullhead. Power is analogue through a standard Model W controller, with the turnouts operated by MTB point motors wired in parallel and controlled through a rotary switch disguised into the foreground of the layout.





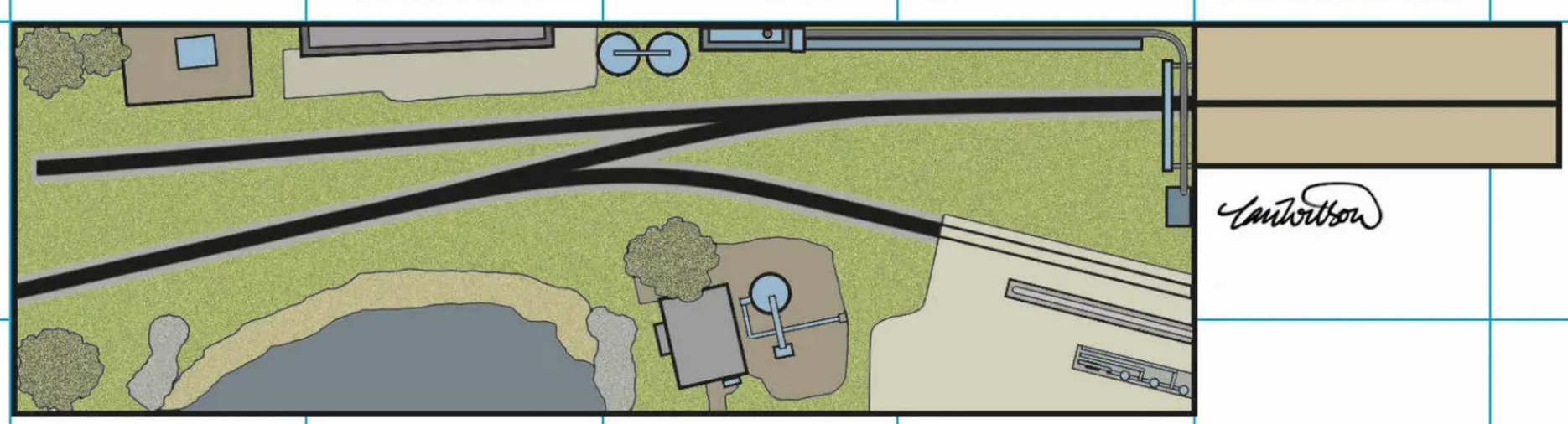
ABOVE: The view here demonstrates that a few well-placed models photographed in the right way can make a small space look bigger.

MIDDLE LEFT: The yard at the back of the warehouse has seen better days.

BOTTOM LEFT: The warehouse is made from plastic sections and sheet with Wills textured brickwork and metal siding. The stack of pallets was really fun to build.

These Revolution chemical tankers are excellent models and provided a lot of inspiration for the layout. The brake van has had some refinements.

TRACKPLAN





About the modeller

Name: Rodders Hawthorne
Age: 51
How many years modelling: 40
Name of your first layout: There have been a few starts at layout building, but this is really the first one to be mostly complete.
Favourite era/region: The late seventies and very early eighties - I like the juxtaposition of well-worn vacuum-fitted wagons in the same consist as shiny new air-braked wagons, surrounded by ageing infrastructure.
Favourite locomotive: I have more interest in wagons, in particular, tanker wagons.

I live in West Fife and my earliest memories of the railways were when living in Saltcoats beside the railway, where long coal and iron ore trains would pass at all hours of the day and night, as well as other freight trains en-route to or from Ardrossan Harbour. You could hear the rumble of the engines coming from miles away and I would immediately run to the window to watch them pass. I remember the distinctive sound made by the long trains hauled by pairs of Class 37s or Class 20s, the vibration through the floor and, in warm weather, the smell of creosote from the sleepers.

My dad made a railway layout on a huge sheet of plywood on which my brother and I would play for hours. Then, when my youngest brother came along, we moved house and the big model railway was no more. It was many years later before my interest in railways was fully rekindled, but my interest in models and model making was secured at age 12, when Santa Claus gifted me a set of Matchbox aeroplane kits.



ABOVE: The silo tanks are made from PVC pipe with thin wire glued on to represent the welds and Ratio handrails around the top. The Hornby Sentinel is a reliable runner as long as the wheels, pick-ups and track are kept clean.

RIGHT: The pipe portal scenic break is adapted from a Faller kit and the pipework is a mix of Slater's plastic tube and bits of sprue from model kits.



Scenics

Groundwork is layers of foam, foamboard and card, with Sculptamold and DAS air-drying clay to blend the surfaces. Ground textures include ash from the barbecue and sweepings from the shed floor as well as proprietary foam scatter materials and static grass. Trees are made from twisted wire coated with acrylic texture paste with some static grass sprinkled on to try to represent the wee twiggy bits, then painted with wintry tones of grey and brown.

The buildings at the rear are made from Wills embossed plastic sheets with plain plastic sheet, strip and sections to fill out the details. Silos, tanks, pipes and gantries are made from various materials, including PVC plumber's pipe with proprietary plastic railings, parts of structure kits and some sprue left over from plastic kits, all painted with acrylics.

The stacks of pallets by the warehouse are based on most of the pallets I have seen around the back of factories, docks and works; various sizes and types and states of repair all stacked together with a couple of broken bits flung on top.

Rolling stock comprises an industrial shunter with tank wagons modified from ready-to-run sources and some other wagons to act as barrier or reach wagons.

Reflections

The biggest challenge with the building of 'Dingemyre Works' was mostly of my own making. Once each club member had the parts to assemble our respective layouts, we were given a year to complete the project. A whole year? That's loads of time! And, naturally, I quickly assembled the baseboards, gave it a coat of varnish to seal the MDF and then left it to languish for a few months before realising there was only a few weeks before the deadline**!** All standard stuff.

At home, the layout sits on a wee camping table and acts mostly as a backdrop or photo plank to provide inspiration for more modelling.

It is said that a model railway is never really finished, so some ducks might make their way onto the mire, the warehouse could do with a forklift and there probably ought to be some more fencing. Like many others, I have ideas for other layouts and projects, some based on lessons learned from building and playing with 'Dingemyre Works' and all the other inspirations and ideas that led me to it.

The mental health benefits of engaging in a hobby such as this are manifold, and I hope that reading about my wee model railway will encourage you to have a go at your own projects, large and small. Take care and *model on, bold modeller.* ■



TOP LEFT: The tree is based on one I saw at the back of a petrol station and is made from twisted wire coated with acrylic texture paste. Static grass was glued onto the ends of the branches to represent twigs before painting and then sprinkling with some fine foam scatter.



MIDDLE LEFT: The Liquid Petroleum Gas tanker was a fairly straightforward conversion from an old Hornby wagon.

BELOW: The works' van conceals a rotary switch, which controls the points and track sections. Maybe that's why the rear suspension appears to have issues.

> "At home, the layout sits on a wee camping table and acts mostly as a backdrop or photo plank to provide inspiration for more modelling."

HERITAGE RAILWAYS A UK PHENOMENON

By J Crosse



PROTOTYPE

What does the future hold for preservation? Will it see all the steam fleet fitted for oil firing? Will all the staff have to be paid due to the lack of volunteers, or will steam, and railway history in total, fail to appeal to the British public? The movement has come a long way since 1950, and it is very unlikely that anyone looking into their crystal ball back then would have foreseen that a completely new full-sized steam locomotive double-headed with an American-designed diesel would be drawing a crowd of onlookers at a seaside resort in the 2020s - but it has happened- what next?
R Watkins/Colour-Rail.com



Typical of scenes across the country, especially on Saturdays and throughout the summer holidays, was this view taken at Wolverhampton Low Level in 1963, where Castle 5089 *Westminster Abbey* awaits departure. Spotters were ever present, creating memories, some of which they might seek to recreate in later years by being the owner of their steam favourite. It was at places like this that the foundations of our large preservation scene were laid. **A J Clarke/Colour-Rail**

The British seem disproportionately interested in railway history and heritage compared to most other countries. Quite right you might say, as the first nation to develop a large network of lines. It is said that there are over 200 railway heritage sites in the UK, ranging from lines running regular services on tracks exceeding 10 miles and more in length to those that have perhaps just a signal box and a single 60' length of track. It is difficult to put forward concrete reasons how and why this happened but a number of factors may have given us this wealth of heritage facilities.

A sense of both pride and interest in railways must in some way be related to being 'the birth place of railways'. Railway 'enthusiasts' were recorded in the nineteenth century and the oldest surviving railway club is the Stephenson Locomotive Society, which was formed in 1909, later followed by the Railway Correspondence and Travel Society, which is now the largest. In an era before mobile phones, and even for most any kind of phone, these clubs published magazines keeping the enthusiast world updated on the day-to-day happenings of the Big Four companies. However, it was Ian Allan who brought train spotting to the masses with his abc books that appeared at the end of World War 2 and which, by the end of the 1950s, were feeding the vast number of youngsters of the baby boomer generation. With such a vast audience, who then witnessed the total demise of British Railways steam by 1968, it is small wonder that there was a considerable pool of people who wanted to hang on to their beloved steam and even their local railway line, the existence of which may well have been decided by one Dr Richard Beeching. Thus, the perfect storm had been created - a lot of interest (and volunteers), a large number of redundant engines, both from BR but also from industrial users and even a modest number of closed lines that might be resuscitated.

However, these groups also could see some working examples, which showed that saving lines, locomotives and rolling stock in this country was both possible and perhaps sustainable. The early preservation pioneers were, of course, not from the baby boomer generation and could be said to be older and wiser heads. Wales had a number of narrow gauge railways that, in the main, had been built to support the slate industry and some had even run passenger services, but all seemed to be in terminal decline by the early-1950s. The Talyllyn Railway opened in 1866 and did provide a passenger service from the outset. It was not overlong at around four miles and there were few structures that required heavy engineering to sustain them. The provision of stock was meagre, with just two locomotives and four carriages but a host of wagons to carry the slate. It seems that the railway was never really profitable and the slate quarry closed in 1946, leaving just a summer-only passenger service in operation, which ceased in 1950. At the outset, fundraising to buy the line was not required, as ownership remained with the landowner, thus the challenge confronting the would-be preservationists was simply to repair and rebuild a completely run down, but nonetheless working railway and the UK preservation movement got underway in June 1951.

The nearby Ffestiniog Railway suffered a similar fate in that mining ceased in 1946. However, for this line to survive, money had to be raised to purchase it and it was 1955 before operations commenced there. Whilst the tasks might be similar, the transition from running a narrow gauge line to one on the standard gauge was a challenge to be overcome, as the scale of every component part from infrastructure to motive power was not insignificant, as indeed were the costs of acquisition of both stock and the lines to run it on. The first two standard gauge lines were founded through

very different routes. The Middleton Railway in Leeds was built to serve a mine, as were those in Wales, but this was a coal mine that generated considerable traffic. A group of enthusiasts based at Leeds University persuaded the mine owners to allow them to operate the freight services on this industrial line while also allowing the line to be used as a base for a small collection of industrial locomotives. As part of the take-over celebrations in 1960, a passenger service was operated for just a few weeks, returning in 1969 as freight use declined. The formation of the other main line preservation group set the blueprint for the burgeoning movement that was to follow, that being the Bluebell Railway in Sussex, where British Railways had decreed that all trains would be withdrawn from the line between Haywards Heath and East Grinstead. A Miss Bessemer fought British Railways to retain the service, but when BR won the day to close it, the locals proposed to run their own daily commercial services from East Grinstead to Lewes. When commercial reality intervened, they had to settle initially for running trains from Sheffield Park to Bluebell Halt, although Horsted Keynes was soon reached, while 'suitable locomotives and rolling stock' were bought directly from British Railways with operations also starting there in 1960. Thus, the seeds had been sown, and what could be done in Sussex could surely be replicated elsewhere.

The preservation of all things related to the steam age railway did indeed take off with two underlying objectives; running a heritage line and owning a particular class of locomotive with, in a number of cases, more senior enthusiasts wanting to save lines and the 1960s spotters more interested in the motive power. With both camps short of funds, it became the norm that those taking on the infrastructure in the main provided a home for an engine owned by a third party, the latter quite often being a group of like-minded enthusiasts who would take on the task of restoring and maintaining their steed, for which in many cases, they had access to nothing more than a short length of track with no cover.



The birth of the heritage movement is seen in a rare colour image taken at the Towyn terminus of The Talyllyn Railway on 14 May 1951, where a train comprising of all of the passenger stock, plus the only operational engine *Dolgoch,* waits to depart from the spartan facilities on offer back then. The train appears to be at least three-quarters full and the profit from the day's takings would immediately be ploughed back into the fund to repair and restore the line. **T Owen/Colour-Rail**



The Middleton Railway could never claim to be a tourist attraction in its early days, primarily being a freight line that happened to operate the occasional passenger service. In 1972, 12 years after it commenced its heritage life, there is little to promote its appeal to all but the diehard enthusiast as Sentinel 54 awaits custom amid semi-industrial dereliction in Leeds. **R Tibbits/Colour-Rail.com**

The Bluebell Railway commenced operations in 1960 but there was no attempt to recreate the British Railways era, in part because BR decreed that locomotives and stock could not be painted in its livery, but more so in the case of the Bluebell as it was perceived that BR was the cause of its downfall. Nonetheless, Terrier 55 is almost certainly still showing off its BR black paint as it basks in the autumn sun at Sheffield Park station in 1961. **Colour-Rail.com**

A number of steam centres were founded at the end of the 1960s, in the main just providing a home for engines owned by others. One such was Carnforth, which later came to play an important role in the return of steam to the main line, being a suitable base for engines working over the Settle & Carlisle line, two of which, 850 *Lord Nelson* and 6201 *Princess Elizabeth*, are seen here, with the last surviving LMS concrete coaling tower in the background. This became a listed structure, but the cost of maintaining it in a state safe enough for the public to go near was one reason why the centre eventually closed to visitors and is now used as the base for the operations of West Coast Railways, with its early-'70s residents being dispersed far and wide. **Colour-Rail.com**



While most groups wanted a line on which to operate their engine, at the outset, steam centres were in vogue, such as Carnforth and Dinting, but with the passage of time, only one major site started in the 1960s and '70s remains operational, that being the Great Western Society's shed at Didcot.

Other than a small number of locomotives that were purchased directly from British Railways, almost all early operations were in the hands of former industrial locomotives, which in the main were robust and easy to operate but probably in need of some repair. That was fine until the crowds of visitors that were seen at the early operating days required longer trains than their often diminutive steeds could manage. This brought into play a unique resource that arguably changed the course of railway presentation in this country, the rescuing of more than two hundred main line steam engines from the scrapyard at Barry dock owned by Dai Woodham. While a number still have not returned to steam, some escapees from Barry have shown that almost anything is possible in the restoration world, such as the rebuilding of 71000 *Duke of Gloucester,* requiring, amongst other things, the casting of new cylinders, and King 6023, which had some of its driving wheels cut away to avoid a rerailing job when moving engines around the scrapyard.

Some of the lines well known to us today, such as the Severn Valley Railway and the North Yorkshire Moors Railway, were soon operational but only over relatively short distances, taking well over 10 years to reach their full operating length. The Great Central line was a little later on the scene but, in due course, has become the only heritage line with full double-track capability and thus able to recreate trains passing each other at speed. Most smaller enterprises have always relied on volunteers for all of their work while others have gradually taken on employees in many roles, especially management of what have, in some cases, become multi-million pound businesses, whilst the Paignton and Dartmouth Railway has all roles filled by paid staff being run almost entirely as a tourist attraction.

The 1980s and 1990s might, with hindsight, be viewed as the golden age of the heritage railways, with constant line extensions, new locations and a stream of newly-restored ex-Barry locomotives coming into service, all helping maintain a keen interest, very much boosted by the GWR 150 celebrations, which revived a following in railways in the former spotter generations of the 1960s. Lines started to diversify their offerings, firstly with Santa Specials and then for some of the larger lines, *Thomas the Tank Engine* events,



both of which brought in a new family audience, while 1940s weekends also became major events tapping into the nostalgia of the older generation. However, events of recent years have seen a profound shift in the fortunes of heritage lines, as with the numbers of those who experienced BR steam in decline, the realisation that the enthusiast was no longer the major market for the product if lines wanted survive - in order to attract the large number of visitors they needed, they had to compete with a myriad of other attractions and their offerings have had to change accordingly. Costs also rose astronomically, particularly those associated with engine overhauls where nearly every engine was 50 or more years old and requiring increasingly extensive part replacement to enable another 10 years of operation to be achieved.

While the heritage movement grew out of a love for the steam engine, the influence of modern traction should not be ignored. The early years of some railways relied on the use of diesel multiple units and even railbuses to provide a service. In more recent times, nearly every line has found at least one diesel shunter to be indispensable and, from the 1980s onwards, a number of main line engines were rescued by enthusiasts, although even in the early-'70s such types as the Western Region diesel hydraulic locos were being saved.



How times have changed. When the preservation movement was founded, diesel traction was seen as one of the big enemies. Today, it is an integral part of many heritage line offerings, as seen in March this year with Peak 46045 on a timetabled service at Arley on the Severn Valley Railway, along with a complete clash of the rolling stock provided - a rake of fully-restored ex-LNER teak-bodied carriages. **P Chancellor/Colour-Rail**



When the pioneers of railway preservation set out on their projects, few would have thought that an engine that had seen the bottom half of one of its driving wheels cut off would ever be seen in action again, but after a couple of failed preservation attempts, the Great Western Society took on the restoration of King 6023 with tasks that included getting a new set of wheels cast. The project also included replacing the BR-added double chimney with the earlier single variety, which is seen to good effect at Didcot in 2020. **P Chancellor/Colour-Rail**



One of the preservation pioneers was the Keighley & Worth Valley Railway, where the local MP fought strongly to keep the local branch to Oxenholme open, but when he lost the battle, it became a major force in the preservation society that wanted to re-introduce services. While the focus was often on the restoration of locomotives and rolling stock, many lines inherited crumbling infrastructure and the KWVR was no exception, as seen in this early view of their inheritance at Oxenholme. **R Gittins/Colour-Rail.com**

In excess of 200 former British Railways locomotives await their fate at Barry Docks in 1968. Few would have predicted that almost all would escape to enjoy a second life. Many have returned to service, a few have been used to provide parts for 'new builds' and some undoubtedly will still never turn a wheel in service, but the vast majority has already given thousands the opportunity to ride behind a former main line steam engine. **T Owen/Colour-Rail.com**



While most preservation schemes took over existing railway land and infrastructure, some created a heritage seen at a greenfield site with everything from the track to the buildings being brought in from elsewhere or constructed from new, but often based on historic drawings of a prototype structure. One such was the Bo'ness and Kinneil Railway. The group, which became the Scottish Railway Preservation Society, started out at a very constrained site at Falkirk before getting permission to move to Bo'ness, where extensive facilities have been constructed over the years. The running line did join an existing trackbed about one mile from the station at Bo'ness, where we see ex-Caledonian 0-4-4 tank 55189 in 2009. **P Chancellor/Colour-Rail.com**

For many years, few of the rescued machines saw much use except for the occasional gala day, but recently, diesel events have become big attractions on some lines and with the current high price of coal, regular services have been entrusted to diesel power as lines both try to save money and diversify their offerings.

Something that is not preservation in the true sense of the word has been the building of completely new engines, mostly so far for narrow gauge lines but much more prominently the construction of A1 pacific 60163 *Tornado,* while a number of other groups have created long lost classes by taking appropriate available parts from ex-Barry engines and then producing new components, anything from frames to boilers, to complete the task. Such accomplishments require a high level of engineering skills, many of which had almost reached extinction. Some lines have thus moved to provide workshop facilities and even to create apprenticeships to carry out contract engineering tasks, all a very far cry from doing basic repairs with just a hammer and spanner on a run-down engine in a rusty siding.

It is difficult to predict where the heritage movement goes from here with changing leisure habits, rapidly rising costs, environmental concerns over the use of coal and a lack of new volunteers. To date, few sites have ceased to operate and the movement has consistently shown that it can adapt to the multitude of challenges thrown in its path. The coming years will be not be easy, but the country's railway heritage movement will find a way to survive. ■

COMPETITION TIME!

Fancy winning one of these amazing models in N – or both! Here's how...

Worth £144.95!



We're giving one lucky reader the chance to be a proud owner of the new Rapido Class 44 'Peak' D7 *Ingleborough* Plain BR Green in N gauge, reviewed in this issue on page 118. All you have to do to be in with a chance of winning is to answer this simple question.

What was the name of the first 'Peak' to be put into service in 1959?

A: Snowdon
B: Scafell Pike
C: Penyghent
D: Great Gable

Worth £44.95!



Our second prize of this issue is new Graham Farish BR Mk. 1 POT Post Office Tender, reviewed on page 124. All you have to do to be in with a chance of winning this fantastic model is to answer this simple question.

Where was the Diagram 732 Post Office Tender (POT) built?

A: Swindon Works
B: Wolverton Works
C: Ashbury Railway Carriage & Iron Co. Ltd
D: York carriage works

Head to www.world-of-railways.co.uk/Competitions for your chance to win

The competition will close on August 31st, 2025.

PROTOTYPE

WELDED BR 21-TON COAL HOPPERS

By David Ratcliffe

Like many of the smaller coal wagons that had preceded them, the 21-ton capacity coal hoppers were very much a North East of England type, and following railway nationalisation, the initial batches ordered by BR were very similar to the LNER riveted design, which had first been introduced in the 1930s.

Between 1949 and 1955, a number of private wagon builders, including the Butterley Engineering Co., Head Wrightson, Hurst Nelson and Teesside Bridge & Engineering, constructed over 5,000 21-ton hoppers to this basic riveted design, which were allocated to BR diagrams 141, 143 and 145, before this was superseded by one of all-welded construction to diagrams 146 and 149. Subsequently, the welded 21-ton hoppers came to dominate, with some 17,800 being built between 1952 and 1958, and so are best remembered as the archetypal 21-tonner.

However, there were some differences within this large fleet, with the final batch of 1,000 having roller bearings and self-contained buffers from new, while in 1959, some were fitted with disc brakes and painted in Charrington's livery with red and white company lettering. These were for use in block train workings from Mansfield Colliery to Charrington's Palace Gates Coal Concentration Depot in London, although in later years, they could be seen operated to other coal depots around the country.

Furthermore, during the 1960s, BR began fitting vacuum through pipes and then vacuum brakes and roller bearings to a large number of its 21-ton hoppers, and, as many of the earlier riveted wagons were already suffering from corrosion, they were fitted with replacement welded bodies. During the early 1970s, a simpler design of replacement body was introduced, having just two side reinforcing stanchions rather than five, while later in the decade, a temporary shortage of skilled welders at BREL's Shildon Works resulted in a further variant when a small number of the 21-tonners were rebodied using huck bolts in the construction of their new sides.

The livery of the unfitted hopper wagons was grey, while those fitted with vacuum brake gear were painted bauxite, while the boxed style of lettering with HOP21 or HOP21VB was superseded in the early-1970s when the wagons were recoded either HTO or HTV; these new codes sometimes being applied alongside the earlier brandings.

Traffic Flows

The type were always very common on BR's North Eastern Region, where they were used to carry coal for export to staithes situated along the Durham and Northumberland coast at Blyth, Bates, Dunston and Seaham, while many of the local coal depots in the region, at places like Alnwick, Hexham, Driffield and Sowerby Bridge, were equipped with wagon drops to facilitate the gravity unloading of hopper wagons.

However, the 21-ton hoppers soon began working from every major coalfield, while over time, the widespread development of mechanised coal concentration depots fitted with under-rail discharge pits and conveyors, meant they were to be found delivering domestic coal and patent fuels to customers in almost every part of the country.

By the mid-1980s, many of the HTVs that had been modified with heavier springs were no longer required for aggregate traffic and some were then used to carry steel scrap from Manchester to the Allied Steel & Wire steelworks at Cardiff. HTV No. B340133 is pictured waiting to leave Ardwick West Freight Depot, Manchester, with such a load in December 1986. **(David Ratcliffe)**

Read our review of the new Accurascale 21T hoppers on page 120





Ex-NER Q6 0-8-0 No. 63395 heads a long train of empty unfitted 21-ton coal hoppers near Ryhope Grange Jn, to the south of Sunderland, on May 20, 1965. **(Trevor Mann collection)**



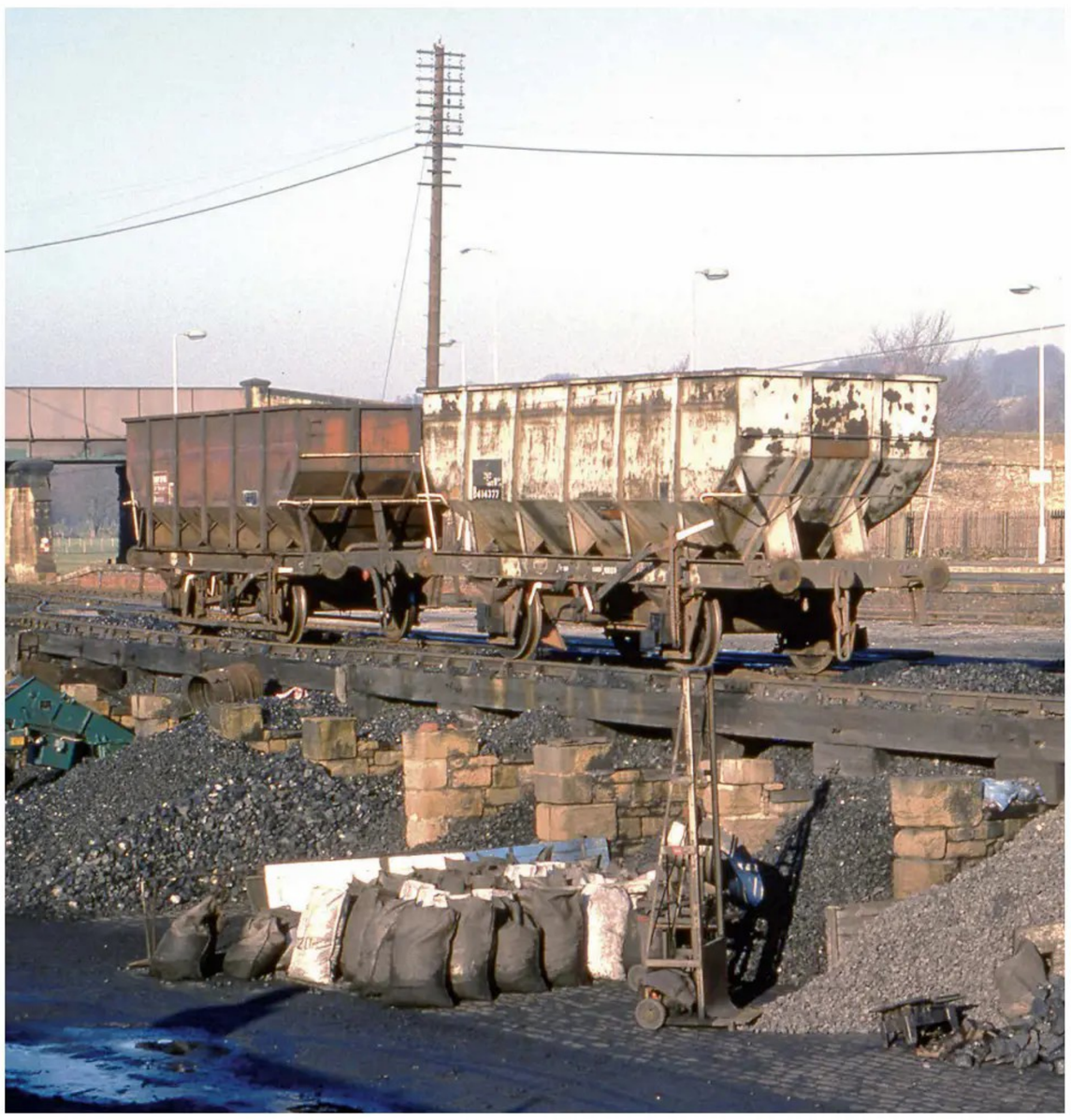
The NCB's 4wDH Sentinel w/n S10097 shunts rebodied 21-ton coal hoppers, including B427100, at Whitehaven Harbour on April 2, 1979. They would be loaded at the nearby Haig Colliery, while in the sidings more 21-tonners await their turn. **(David Ratcliffe)**



Two unfitted HOP21s, Nos. B410300 and B414825, are pictured on the coal drops at Northallerton on April 06, 1980. B410300 had been rebodied at BREL Shildon in 1977, while BREL Swindon Works had rebodied B414825 in 1974. BR had dropped the grey livery for unfitted wagons in about 1976, hence B410300 being painted bauxite despite its HTO coding. **(Trevor Mann)**



The NCB's Opencast Coal Executive purchased a number of redundant 21-ton hoppers for internal use at its coal blending and disposal points, with many of those based at the Gwaun-cae-Gurwen site repainted in a striking green livery. Also fitted with a makeshift plastic cover, No. B428527 is seen at G-c-G on September 09, 1992. **(David Ratcliffe)**



In a scene full of modelling interest, two 21-ton coal hoppers, a fitted and an unfitted example, are pictured on the coal drops at Hexham in November 1976. Of note is the characteristic LNER-style raised brake lever fitted to No. B414377, this being one of a batch of unfitted diagram 146 hoppers built by Cravens with welded bodies. The HOP21VB beyond is to the more common design of diagram 146 wagons, with a standard brake lever and side stanchions that descend vertically all the way to the solebar. **(Trevor Mann collection)**

Much of this domestic coal traffic was conveyed in mixed wagonload freights, but in addition to the block train movements of coal to coastal staithes, there were also similar block workings to power stations and to coke and steel works. However, following the introduction of the larger 24½-ton coal hoppers by BR in 1957, use of the 21-tonners in power station coal traffic declined.

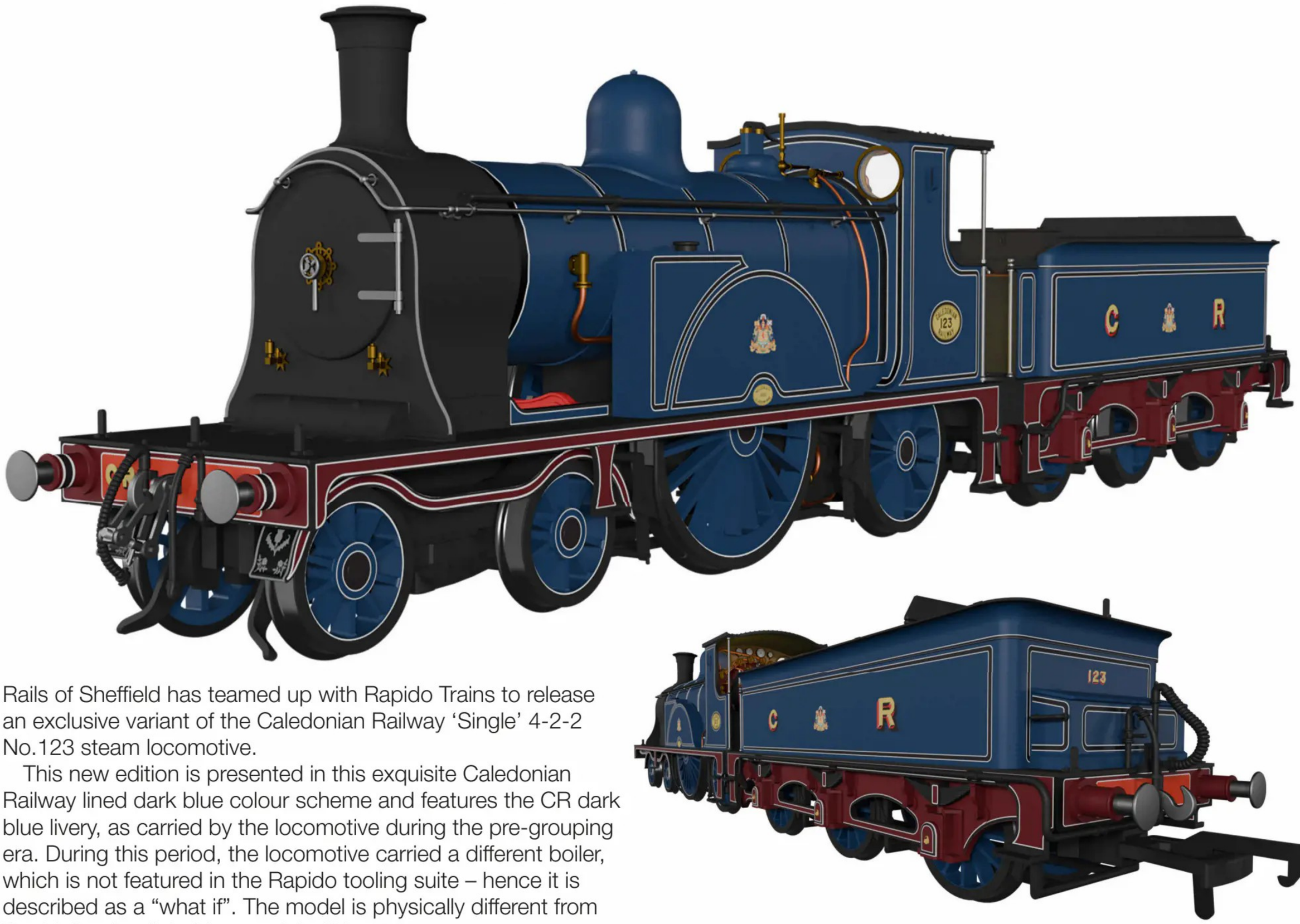
In addition to coal and coke, other commodities carried by the 21-tonners over the years, albeit to a limited degree, included bauxite ore, gypsum, iron ore pellets, sand and shale, while after BR had introduced new air-braked hoppers to handle its remaining domestic coal business, some 2,395 21-ton hoppers were transferred to aggregate traffic in 1977.

In addition to being renumbered in the B34xxxx series, they were also fitted with heavier springs at Shildon Works for their new role, and by the early-1980s, the renumbered HTVs had become a regular sight working in trainload formations from the limestone quarries at Peak Forest, Tytherington and Whatley. However, by the end of the decade, such workings had themselves been taken over by new air-braked wagon types.

Imported coal from Newport Docks to the cement works at Chinnor, as well as the seasonal movement of sugarstone from Wirksworth Quarry to British Sugar at South Lynn, were to be the last traffics to be carried by the 21-ton hoppers during 1989, with all being withdrawn from revenue service the following year. Subsequently, around 2,000 HTVs were modified to carry spoil or ballast for the civil engineers, this entailing either having their sides cut down or being fitted with new low-sided bodies. A significant number was also sold to the National Coal Board for internal use at collieries, smokeless fuel plants and opencast coal disposal points. ■

THE LATEST HEADLINES

Rails reveals exclusive Caledonian Railway ‘Single’ 4-2-2 locomotive



Rails of Sheffield has teamed up with Rapido Trains to release an exclusive variant of the Caledonian Railway ‘Single’ 4-2-2 No.123 steam locomotive.

This new edition is presented in this exquisite Caledonian Railway lined dark blue colour scheme and features the CR dark blue livery, as carried by the locomotive during the pre-grouping era. During this period, the locomotive carried a different boiler, which is not featured in the Rapido tooling suite – hence it is described as a “what if”. The model is physically different from Rapido’s other light blue model of No.123.

Unique tooling variations on the Dark Blue model include an 8-point smokebox dart backer, later standard-type buffers with plain housing and external pipework on the left-hand side of the tender along with a high tender rear backplate.

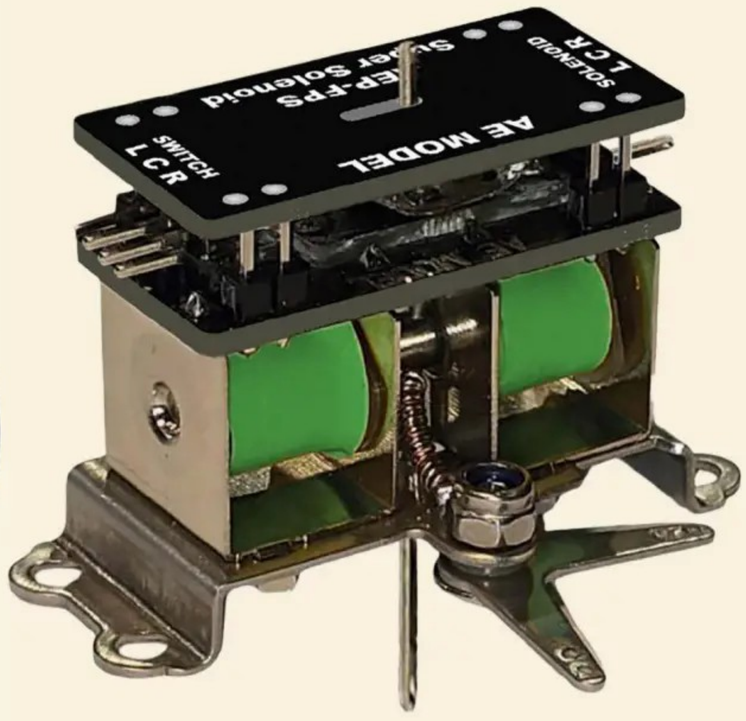
Available to pre-order now on the Rails of Sheffield website, the exclusive model is currently offered with a 10% discount, priced at £224.95 DCC-ready and £324.95 DCC-Sound.

New Plug & Play solenoid from DCCconcepts

The new AE Model Super-Solenoid has a gentle latching spring, so it is equally comfortable with loose-blade turnouts or those that have tie-bar springs.

Featuring an extended pin for manual test operation, under-board or surface mount installation, dual switch wipers for reliable switching under load and control terminals for built-in frog switching, the new solenoid has a stainless steel frame, 4x mounting holes for secure fixing (with screws included), a long throw pin to allow for thicker baseboards and a dual-arm crank allowing above board installation and giving a secondary drive option for signals.

Available to order now, prices are below;
- Single: £14.95
- 6-pack: £83.95
- 12-pack: £155.95



New Dapol wagons for August 2025

Dapol is releasing the following toy-themed wagons in August, which are available to pre-order now. Four new ventilated vans are joining the range, all with toy-themed branding and available in OO and O. Each model will also be available in a weathered variant.

OO vans will include detailed body moulding and NEM pockets with self-centring couplings, with prices at £13.00 for pristine and £14.20 weathered.

For O gauge, the vans also feature a self-compensating chassis, metal sprung buffers, metal Instanter coupling and profiled wheels and axles with brass bearing pockets. The O gauge vans are priced at £55.51 pristine and £57.91 weathered.

Available liveries

- 4F-011-154 Ventilated Van Matchbox
- 4F-011-156 Ventilated Van Meccano
- 4F-011-158 Ventilated Van Mamod
- 4F-011-160 Ventilated Van Dinky Toys

A limited number of these models will be available, so pre-order now!



New scenic details from Railtec Models for 2025



Three new innovations have been released by Railtec Models, the specialist in waterslide transfers and decals for the model railway hobby.

The first one is shattered glass, as seen in the picture above. This is made by applying a cleverly designed transfer on top of the existing window. Costing £6.90, the transfer sheet comes in several sizes to fit BR Mk. 1 coach windows but could be cut to fit smaller windows.

The second one is 3D rivets. Also priced at £6.90, they are printed using a specific process, giving them a “bump”. This means they are raised and look like real rivets and are available in various sizes with correct spacing for ease of use, meaning a row of rivets can be applied in one go.

The third is oil and grease effects. They are printed with the shine typical of oil patches and a slight 3D-textured rust using a process similar to the rivets mentioned above. Various sizes are available to fit most standard buffer sizes.

Also priced at £6.90, the oil and grease effects are based on real-life examples for accuracy.

All these new products are available to order from the Golden Valley Hobbies website.

Hornby Merchant Navy gets Steam Generator

Hornby has revealed the latest OO locomotive to get installed with its steam generator technology; SR Merchant Navy Class 4-6-2 21C1 *Channel Packet*.

Following in the footsteps of other famous locomotives in the range, including the LNER Class P2 2-8-2 *Prince of Wales* No. 2007 and the Class W1 No. 10000 ‘Hush Hush’, the SR Merchant Navy Class 4-6-2 21C1 *Channel Packet* will feature the innovative technology, which provides the ability to produce great clouds of water vapour, which will billow through the locomotive’s chimney.

Almost certain to be a popular choice with many modellers and collectors, the new model will be available to order in February 2026.

Locomotive 21C1 *Channel Packet* was the first of the Class, entering service in 1941 at Salisbury and then Exmouth Junction from 1942. Renumbered 35001 under British Railways in 1948, *Channel Packet* was allocated to Stewarts Lane from 1957 until rebuilding in 1959.





Accurascale issues Pannier update

Accurascale previously announced a delay to production to correct the dome and ensure it sits fully straight—an intricate tooling challenge that has been successfully overcome.

Another issue with the original chassis, designed by the factory, was that the wiring was messy and less than ideal, so the factory head-hunted a dedicated designer and worked closely with ESU to simplify the wiring and circuitry, resulting in a far cleaner, more streamlined design.

By using the pogo-pin connections first introduced in diesel models and relocating the stay-alive capacitors, a much tidier chassis has been created. Decoder fitting also follows the Buckjumper example by implementing a magnetic, removable smokebox door with a sliding mechanism; no need to remove the body.

Speaker fitting was another priority, especially in such a compact loco. Accurascale wanted the Panniers to capture that iconic bark, and by fully utilising the tanks, the firm has managed to fit sugar cube speakers neatly and effectively.

With these chassis improvements in place—and following another project that took longer than expected—the Panniers have experienced a slight delay. They are now scheduled to arrive in Q3 2025.

Still available to pre-order now, the models are priced at £139.95 DC/DCC-ready and £239.99 DCC sound-fitted.

Bachmann supports men's mental health with new loco

Bachmann Europe Plc has teamed up with GB Railfreight (GBRf) to produce a OO model of the operator's Class 69 diesel locomotive No. 69013, which will be sold to help raise funds for Andy's Man Club, the mental health charity.

The Class 69 locomotive made its debut in its striking black livery at the end of April 2025, complete with Andy's Man Club-branding and contact details along with the hashtag #itsokaytotalk, and Bachmann has confirmed that a model of No. 69013 will be produced as part of the Bachmann Branchline OO Scale range with delivery expected in late-2026.

Being the 13th member of the fleet, the company aims to raise £13,000 to help Andy's Man Club get men talking all over the UK.

Shortly after the first Class 69s entered traffic in 2021, it was announced that GBRf had granted Bachmann an exclusive agreement to produce models of its new locomotives, and the Branchline Class 69 has been developed alongside the rollout of the real locomotives. The model specification includes a full suite of lighting, operating roof fans driven by an independent motor and Bachmann's Auto-Release couplings, which provide hands-free DCC uncoupling.

Available to pre-order, like the Class 69s, which will be released later this year, No. 69013 will be available in three formats:

- Standard version – item No. 35-782, RRP £249.95
- *SOUND FITTED* – item No. 35-782SF, RRP £359.95
- *SOUND FITTED DELUXE* – item No. 35-782SFX, RRP £399.95



Dapol Class 143 & 144 deco samples arrive

Dapol has shared images of the N gauge Class 143 & Class 144 2-car DMU decorated samples, expected to now arrive in the spring of 2026.

The decorated samples have been reviewed and feedback provided to the factory regarding any improvements or changes that are necessary. Dapol is currently waiting for a production slot to become available, with revised delivery expected in quarter two of 2026.

Available to pre-order now, the new models are priced at £170.00 DCC-ready and £220.00 DCC-fitted.

Class 143 liveries

- 2D-143-001 - Class 143 BR Provincial Light Blue 143001
- 2D-143-002 - Class 143 First Great Western Local Lines 143621
- 2D-143-003 - Class 143 GWR Dark Green 143620
- 2D-143-004 - Class 143 Arriva Dark Blue - Transport For Wales 143602
- 2D-143-005 - Class 143 Arriva Trains Wales Turquoise 143609

Class 144 liveries

- 2D-144-001 - Class 144 West Yorkshire PTE Metro Red/Cream 144011
- 2D-144-002 - Class 144 Regional Railways 144013
- 2D-144-003 - Class 144 Northern Rail Dark Blue / Purple 144004



New GWR Station structures from Inoxion Models

These new models are based on the facilities that were located at Lambourn Station and are ideal for a small branch line station scene.

They are available in OO, TT120 and N and are available unpainted and unassembled on request.

GWR Goods Shed



This small goods shed has a canopy and a small platform on the rail side of the shed and a small canopy on the yard side. The station is supplied as an unpainted 3D-printed item, supplied in resin, ready to be painted with acrylic or enamel paints and might need some sanding and filling.

HO/OO: £24.99
TT:120: £16.99
N: £12.99

GWR Water Tower



This pillar-style water tower comes with a conical top, built by the GWR. The building includes the water tower with an access ladder, an equipment cabinet, base plate with drain and an attachment pillar.

HO/OO: £12.99
TT:120: £9.99
N: £7.99

GWR Signal Box



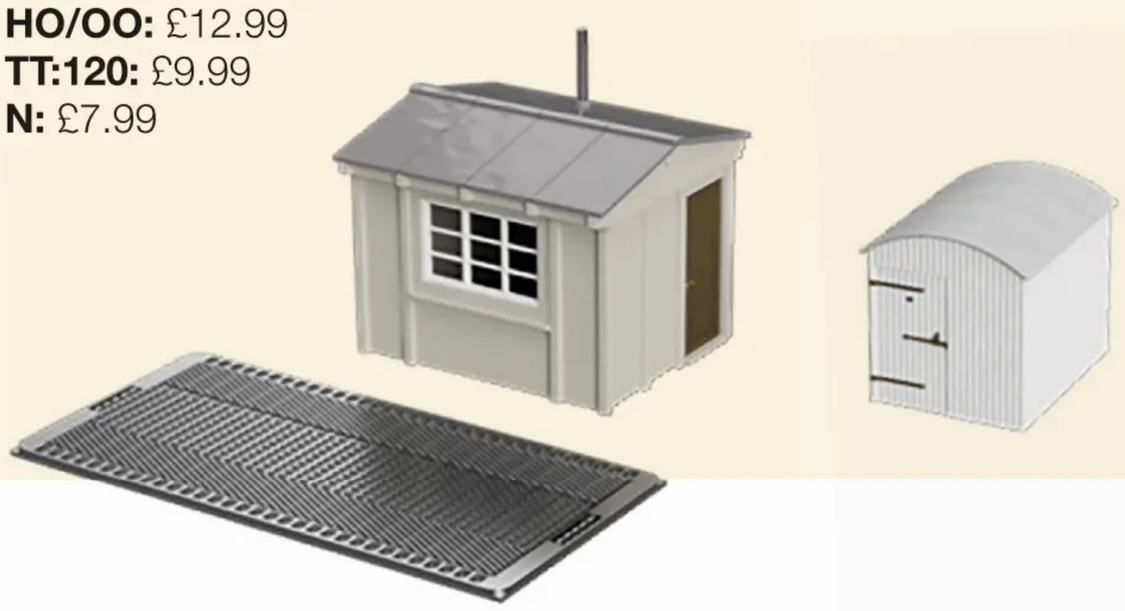
A small ground-level signal box that includes a detailed interior with a desk, stove and lever frame. Like the others, it is available as an unpainted 3D-printed item, supplied in resin, ready to be painted with acrylic or enamel paints and might need sanding and filling.

HO/OO: £22.99
TT:120: £18.99
N: £14.99

GWR Weighbridge & Lamp Hut

This small weighbridge hut, weighbridge and lamp shed is based on the small yard buildings located at Lambourne Station and, like the others, come unpainted in resin.

HO/OO: £12.99
TT:120: £9.99
N: £7.99



Rapido Trains reveals first-ever tank wagon

The brand-new OO Ammonium Nitrate/Chemical tank wagon will have the usual wealth of full external and underframe detail and feature numerous tooling variants.

Detail differences within the range include split or continuous walkways, hinged end-door or fixed-ended tanks, and a selection of top, side and end valve differences depending on the version.

All models feature either split-spoked or disc wheels and are finished off with brass bearings, NEM coupling pockets and a high-quality livery application.

Priced at £34.95, these models are currently in tooling, and the order book is open. You can order yours directly from the Rapido Trains website or any of its Official Retailers.



Liveries available

- NSFF Chilwell No.101
- NSFF Chilwell No.182
- Arthur Brown and Co Ltd No.922
- Chipman Chemical Co. Ltd No.73
- Chipman Chemical Co. Ltd No.74
- British Bitumen Emulsions ‘Colfix’ No.82
- British Bitumen Emulsions ‘Colfix’ No.88
- Lion Emulsion No.B83
- Lion Emulsion No.B89
- Longmoor Military Railway No.AD82620
- Molasses Tank - BSC Unbranded No.B43
- Goodall, Bates & Todd No.13
- Glasgow Corporation Chemical Department No.42

New run of LBSC five plank open wagon range

Kernow Model Rail Centre has announced a new production run of its LBSC 'Open A', SR Diagram 1369 five plank open wagons in LBSC liveries in OO.

Following the success of the wagons announced last May, a new production run of the three LBSC livery versions that quickly sold out is announced, along with three new versions with different running numbers. These exclusive models are from tooling designed, developed, and owned by Kernow Model Rail Centre.

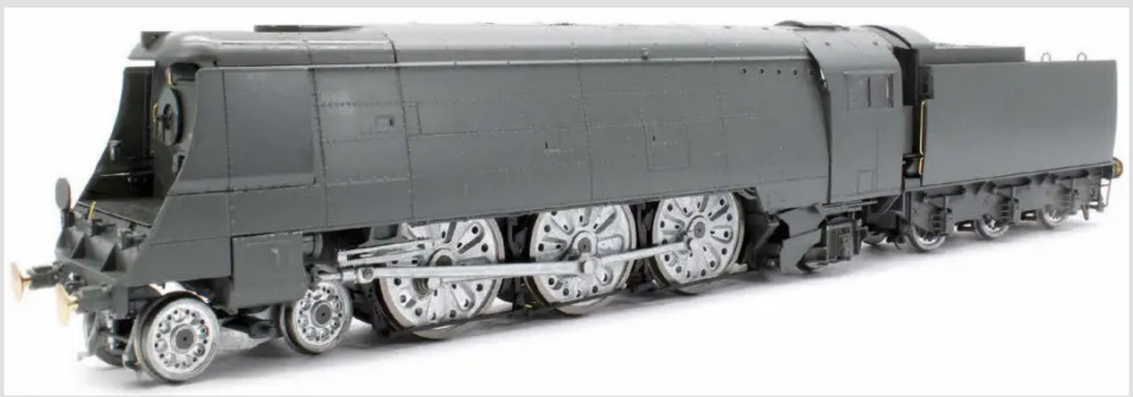
The specification of the model includes prototypical brake gear and safety loops fitted, fully posable sheet rail (diagram 1369) sprung metal buffers, etched brake handles that can also be posed in the 'on' position complete with locking peg chains, coupling hooks and metal three link couplings.

The six new LBSC livery models are currently in production, priced at £32.99 and due to arrive during the summer. Other livery versions, including the square-ended Diagram 1364 wagons, are in stock and available to order now.

Liveries available

- LBSC Grey livery No. 4342
- LBSC Grey livery No. 4206
- LBSC Grey livery (As Preserved on Bluebell Railway) No. 3346
- LBSC Grey livery No.4333
- LBSC Grey livery No.6139
- LBSC Grey livery No.966





Rails of Sheffield announces Class 4-6-2 exclusive

Following the re-release of the LNER Class 4-6-2s, ROS has revealed its next project will be the SR Bulleid *Battle of Britain/ West Country* Class 4-6-2.

The new project will feature a wealth of detail and tooling variations, heavy diecast construction, pre-fitted Digital Sound, a steam generator, advanced lighting features and more.

Available to pre-order now as part of the Dapol Black Label range at Rails, seven liveries are available, priced at £399.00 each.

Available liveries

- *Battle of Britain Fighter Command* 21C164 SR Malachite Green
- *Battle of Britain Spitfire* 34066 BR Green Late Crest
- *Battle of Britain 229 Squadron* 34063 BR Green Early Crest
- *West Country Okehampton* 21C113 SR Malachite Green
- *West Country Exeter* 34001 B.R. Green Early Crest
- *West Country Watersmeet* 34030 BR Green Totem
- *West Country Blackmore Vale* 21C123 SR Malachite Green (As Preserved)

Specification highlights

- Fully diecast body, tender and chassis
- Dapol's loco-to-tender simple coupling system
- Powerful 5-pole skew-wound motor with flywheel
- Loco driving wheel and tender wheel pick-ups
- Working front lamps with 15 destination route options
- Firebox Flicker effect that responds to operating conditions
- Hi-fidelity sound project recorded (Chuff sounds - DC mode)
- User-configurable RealDrive with working brake
- Twin speakers (one in locomotive and one in tender)
- Steam generator system pre-fitted (controlled via the decoder)

New dog walking figures

Osborns Models has released new OO gauge figure packs to its range that come painted and add depth and storytelling to your layout.

The new additions to the range include a lady walking her dog, another lady walking a French bulldog (being pulled along!) and a Police dog and handler. Professionally hand-painted and crafted in 1:76 scale, these new models are ideal for urban scenes, station platforms, or special-event dioramas.

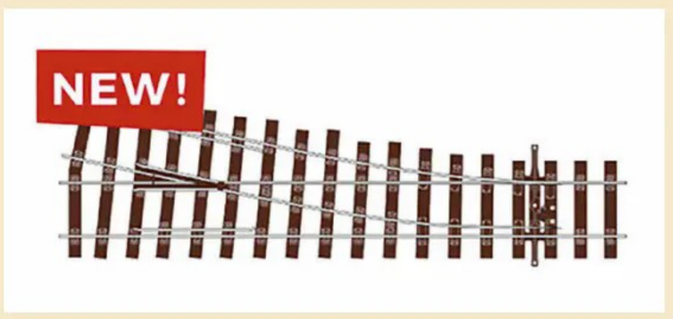


Bullhead small radius turnouts from Peco

Available in both right-hand and left-hand versions, the turnouts are priced at £32.75 and available to order now.

Sharing the same geometry as the existing Streamline Code 100 and code 75 flat bottom tracks systems, the length of the new track is 220mm, with a radius of 610mm and is wired in the new Unifrog configuration.

An ideal track component where space restrictions prevent standard turnouts being used, high-quality nickel silver rail is used for all rail parts.



Cavalex releases 2025 half-year update

As the first half of the year draws to a close, following a busy start to 2025, Cavalex has provided an update on its current projects.



Class 60

January saw the arrival of its second locomotive, the Class 60. The majority of this batch was of the Super 60 version, catering for those modelling the current day scene and recent time period, although the hugely popular pioneer of the Class - 60001 *Steadfast*, was among the shipment - limited numbers are still available from retailers.

The second batch of models has left the factory, including the Trainload Freight Sector liveries, as worn by the Class from new. EM and P4 drop-in wheelsets are also due to arrive with the second batch, plus DCC Sound upgrade kits.



PHA/JGA wagons

Cavalex has thanked its customers for their patience and understanding and apologises for the time taken to deliver this project, largely due to the factory having to remake the first run of HAA hoppers, causing these wagons to be knocked back a year behind schedule.

The models are in the final stages of packing, ready for leaving the factory to make their way to the U.K.



PXA/JXA wagons

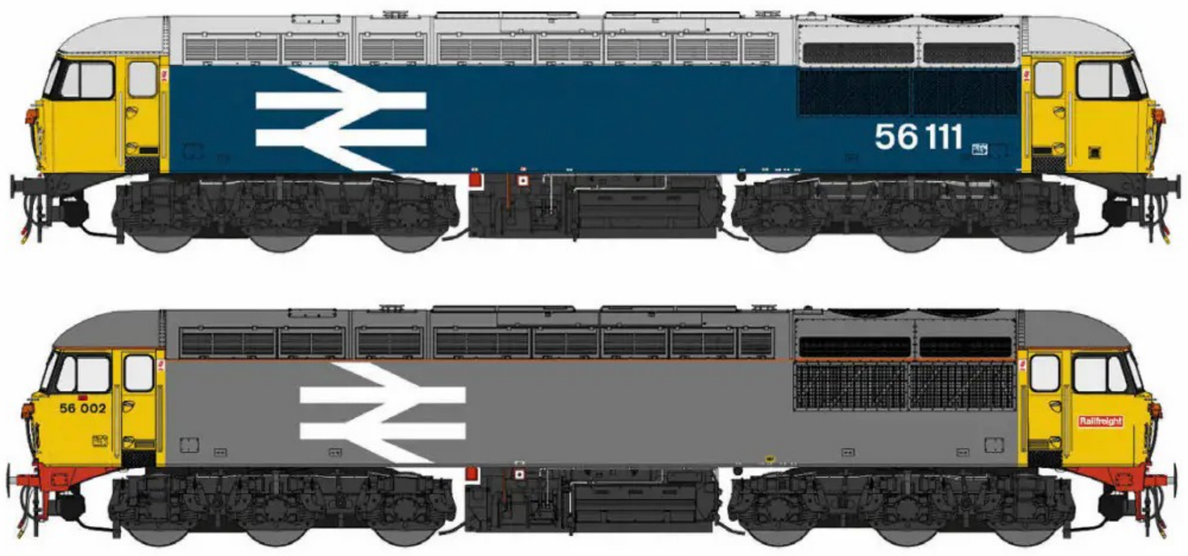
The PXA-covered steel coil carrying wagons and JXA scrap wagon project have now moved to the production stage of the process. These models are exclusive to Rails of Sheffield and can be pre-ordered from its website. Cavalex will provide further updates as the production stage progresses.

Class 56 – second run

Now that production of the Class 60 has been completed, Cavalex can turn its attention to the second run of the Class 56. The factory is now preparing for production, which will start soon.

This will also include several exclusive models in addition to the general release versions.

Due to the Class 60 project taking longer than expected, the second run of the Class 56s is now due to arrive at the end of 2025.



BMC/Leyland EA Vans and Buses

Seven versions of the 1968/70 BMC/ Leyland EA van and buses have been released in TT120, TT3mm and N by Copper Mine Miniatures.

Other scales are also available by request, however, some will not be available in OO gauge as they are in the Road Transport Images range.

Prices start from £8.45 and the models are available to order, either from the Copper Mine Miniatures (TT:120 and 3mm versions) or N'tastic Scale Models websites.





SR Stroudley 4-wheel coach

The O gauge Southern Railway Stroudley coaches are about to enter production at Dapol's facility in Chirk.

In this production run, Dapol will be making the Southern-lined green, electrically-illuminated version of the coaches and all the associated underframe detailing. The run will see two brake third coaches, a composite and an all third coach being produced.

Expected in shops late summer, prices are as follows; Unfitted - £122.96, Lightbar Fitted - £150.90, DCC Lightbar Bar Fitted - £184.43.



Accurascale Class 50



Paul Marshall Potter

The Class 50 was originally introduced in the late-1960s, initially running on North Western lines prior to the full West Coast Main Line electrification. Subsequently, the class transferred to Western Region to replace the diesel-hydraulic locomotives withdrawn in the early-1970s. Progress took its toll and HSTs in turn displaced Class 50s from headline Western Region expresses. The reliability wasn't as good as it should have been, so in 1978, a refurbishment programme commenced. The model reviewed here represents one of those modernised locomotives.

Accurascale's OO Class 50 arrived wearing the iconic, but short-lived first Network South East (NSE) livery. Packaged in the standard foam-lined, stout box, one bogie step had come off the model, eagle-eyed readers will see we didn't notice this until after the images were taken. However, it was a simple press fit to replace it.

This livery lasted roughly two years for this locomotive, 50017 *Royal Oak*. The rendition looks exact, with the right colour temperature across the blue, red, grey and yellow of the scheme. Lettering is all opaque and legible 'SouthEast' with its outline lettering is sublime, as are shutter blade warnings and data panels.

The measurements of the model all match prototype dimensions, with the exception of the wheels (see later). The gentle pinch of the nose profile is captured from the cab door forward. The transition of the lower body profile tumblehome underneath the leading cab quarter light has just the right element of shade as the body tucks under behind the buffer beam. This seamlessly blends into the extended side profile. The face stands out too, the front cab windows encapsulating their characteristic droop and the ledge underneath them following suit.

Across the whole body moulding, there are no noticeable tooling slide marks. For example, the shape of the joint between the compound roof curves and flat faces of the headcode boxes are beautifully defined. The body details all reflect those of the refurbished fleet. Prominent in those changes are the fitting of a central nose headlight, roof panel alterations and replacement of windows with grills at the No.1 (fan) end. All details matched the applied livery of this model.

Detail fittings across the locomotive match the quality of the shape and really help nail the identity as a Class 50. The buffer beam and bogie steps are particularly noticeable, being grills rather than solid plates of metal. The roof fan blades have the correct twist on them and their enclosure is gently tapered, topped off with a fine mesh grill. Underframe details are separate components, the fuel tanks and air compressors all having the correct air gaps between them. Separate pipes and fittings all give a finesse to the underside, noticeable at a natural rail level view.

The running tests were performed on set track and Peco Code 75 Streamline and bullhead track. The set track test was done externally, laid out on a concrete patio with radii down to second radius curves. On this track, which was uneven, we did experience a couple of derailments due to inconsistent track levels. On the fixed layout's Peco track, no derailments occurred at any speed across a range of points and crossings. Movement



Highly detailed chassis components stand out, with a wealth of accurately painted detail. NEM kinematic coupling mounts are located at each end.



Roof panel detail reflects the modifications and Network South East colour scheme for 50017 *Royal Oak*.

was consistently smooth on all the track types tested. The top speed of the model is perhaps a little slow, we timed ours and worked out that the top speed was roughly a scale 90mph, which looked absolutely fine running with a train in tow. The motor is a five-pole double flywheel installation. Access to the decoder is via a removable one-way fit roof panel.

Bogies have brake chains fitted. These gave no running restrictions using a crossover of second radius set track points on a level board. Wheel sizes are slightly under prototype diameter because this is a model design feature to allow the bogies to swivel and not foul the body side on second radius curves. In the near future, scale wheels will be available for those modellers with larger radii curves. Standard tension-lock couplings are fitted in NEM pocket mountings on a kinematic mechanism. Couplings worked well, testing utilised short wheelbase wagons and BR Mk. 1 coach stock.

Turning on the sound, well, it's Spinal Tap loud, and the quality is brilliant! Fitted with an Accurathrash speaker as standard, the range of frequencies critically all reproduced without distortion. The diesel horn (often a bit pitchy on models) has a nice deep tone on both notes. Alternating between F5 (heavy train) and F6 (light engine), the models movement and sound matched the programmed train loads. Switching through the lighting configurations was easily achieved through the factory function settings. With night settings, the interior light shows the highly-detailed cab and placards. The cab desk lights looked particularly neat and engine room lights also function. There's no notable light bleeding from any of the fitted LEDs or their mounting locations for either external or internal lighting.

The appearance, especially the colour rendition, takes me back to the 1980s, a real time machine! The quality of this model and longevity of the class means the Accurascale 'Fifty' is likely to be popular. If you want one, don't miss the train!

FACTFILE

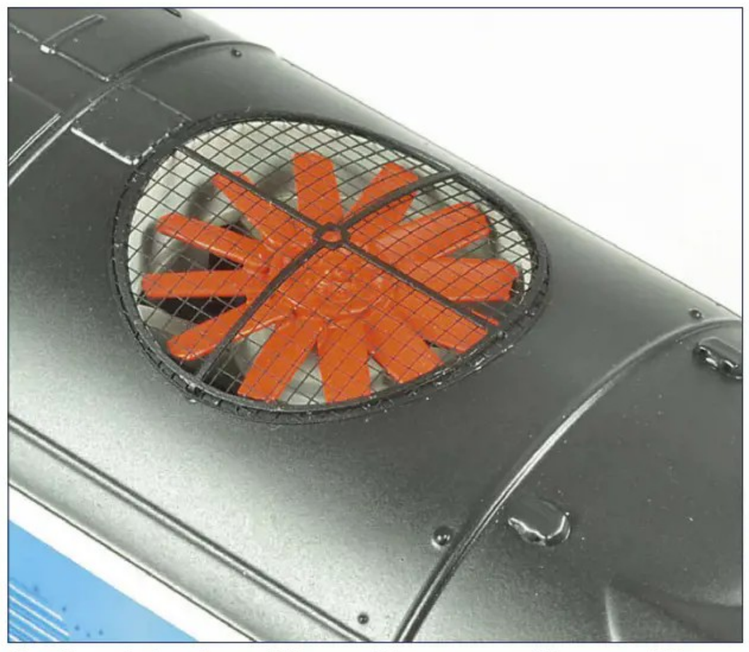
Models (Review items in bold):
Hanson+Hall/Rail Adventure - 50008 Thunderer Bottom of Form
GWR Green - 50007 *Sir Edward Elgar* - Exclusive
BR Blue - 50006 *Neptune*
Railfreight General - 50149 *Defiance* - Exclusive
Large Logo w/grey roof & orange cantrail stripe - 50021 *Rodney*
Original NSE - 50017 *Royal Oak*
Large Logo w/black roof - 50014 *Warspite*
BR Blue - D423
Construction: Plastic with diecast metal chassis
Weight: 700g
Era: 1978-preservation
Price: £189.98-299.00
Minimum curves: Radius 2
Accessories: Snow ploughs, screw couplings, buffer beam pipes and etched nameplates

WHAT WE LIKE

- ✓ Accuracy of shape
- ✓ Colour rendition and quality of paint finish
- ✓ 'Play value' and DCC functionality
- ✓ Sound features



The Class 50 just pops with the accurate capture of the complex shapes and detail on the model.


Scale-etched roof fan grille covers the working fan, also featured in the sound files.

N | 1959-´64 | £££ 144.95-249.95

Rapido Class 44 'Peak'



Tony Wright

A lovely rendition of a 'Peak' in original condition, the lower 'cheat' line showing a contemporary understanding of livery application on form (something which plain blue forgot!). The speedometer drive on this side is correct.

Constructed as part of the 'Pilot Scheme' for the introduction of diesel locomotives onto British Railways in the '50s, the 10 Derby-built Type 4s became the first of the 'Peaks' to run in 1959. They were more powerful than the English Electric Type 4s, introduced a year before (later Class 40s), being rated at 2,300hp as opposed to the EE's 2,000hp. The body design followed that of the pioneering Ivatt LMS diesels of a decade before, though the wheel arrangement of 1 Co-Co 1 was different, and the 'Peaks' were far more powerful. The new locos were very heavy, tipping the scales at 138 tonnes (later reduced to 133 tonnes). Named after the tallest peak in England, *Scafell Pike*, the first of the class (the others being named after other hills in England and Wales, though none in Scotland) was tested extensively throughout the summer of 1959 on the LMR, before settling down with its nine siblings (all in service by February 1960) on WCML express passenger duties, with all allocated to Camden depot.

I can vividly recall seeing a brand new D4 *Great Gable* roaring through Acton Bridge (between Crewe and Warrington) in the late summer of 1959; the shock of the new, indeed! Their express passenger duties didn't last long, as delivery of the more powerful (later Class 45 and Class 46) relatives relegated the 10 to freight duties (to which they were better-suited), all of them then being allocated to Toton on the Midland Division where they saw out their lives hauling goods to/from as far



The nose is faithfully captured (obviously, both ends), but the whole body (out of necessity on curves) rides a little high above the chassis (common in the larger scales as well).



The levels of detail and livery-application are exemplary.



The printing is perfect.

away as York and South Wales. The last was taken out of service in 1980 after a life of 20 years' service, two having been preserved. I photographed them towards the end of their lives, largely in the Toton area, but also as far afield as Crewe on workings through Stoke on Trent on the old North Staffs system.

I think this new model 'Peak' is an absolute delight, representing D 7 *Ingleborough* as first-built. On checking with all the references at my disposal, it seems to be near dead-right in all dimensions (though possibly a mil' too long overall, but my eyesight isn't that good at reading drawings these days!).

Overall, detail is very well-observed, and the livery application is wonderfully well-applied. The cab is commendably flush-glazed, with the windscreen wipers a perfect addition. Roof detail is accurately observed, complemented by a see-through grill over the red-painted fan. Bogie detail is commendably fine, and I particularly like the way the driven six axles are centre-pivoted, meaning excellent tractive effort and pick-up capabilities (though one pick-up to an inner wheelset wasn't making contact; not that it impeded the running). As with its prototype, it's driven on the six inner axles, the two outer ones being merely weight-carrying. It's recommended that an hour or so is given over to running-in at various speeds, though this one seemed to run fine straight from the box on my club's N Gauge test track.

Lighting is directional, the white lamps illuminated in the forward direction of travel. According to the owner's manual, in order to get the red 'rear' lamps working (for a light engine diagram), the model should be tapped on top using the wand provided. However, I found the opposite to be the case. DCC users won't need this. My test model was just DCC, but fitting a decoder is easy (once one can synchronise the 'wiggling' of four cocktail sticks to release the body from the chassis).

There is a bag containing lots of extra bits to fit, should the owner wish to do so. These include headcode discs, both open and closed and with a hole or not. I've an idea that the lower ones might be hinged the wrong way – when open, they're above the lamp on the prototype, not below as on the model, but my eyesight, remember.

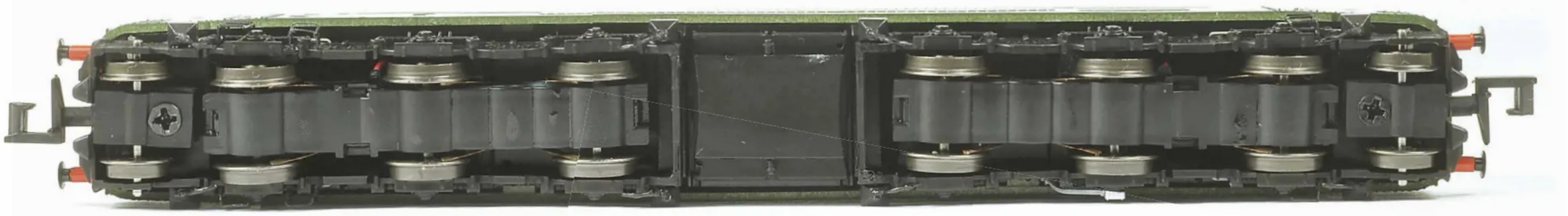
All in all, a superlative new model for the smaller scale, and one that will find a home on many N Gauge layouts. Though contemporarily described as being 'modern image', it's a sobering thought that the prototypes first appeared on BR 66 years ago! I thoroughly recommend it.

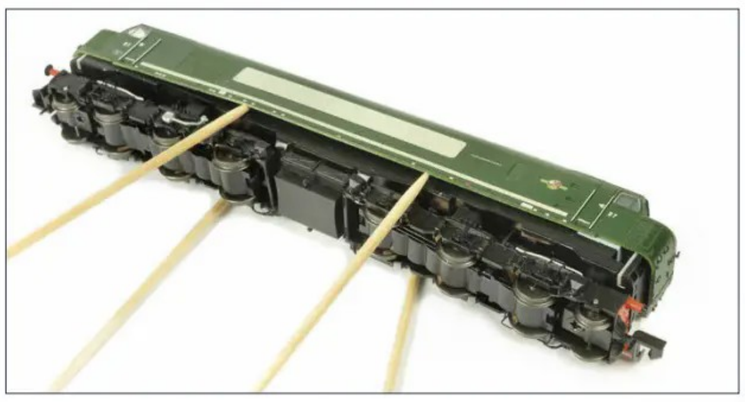
FACTFILE

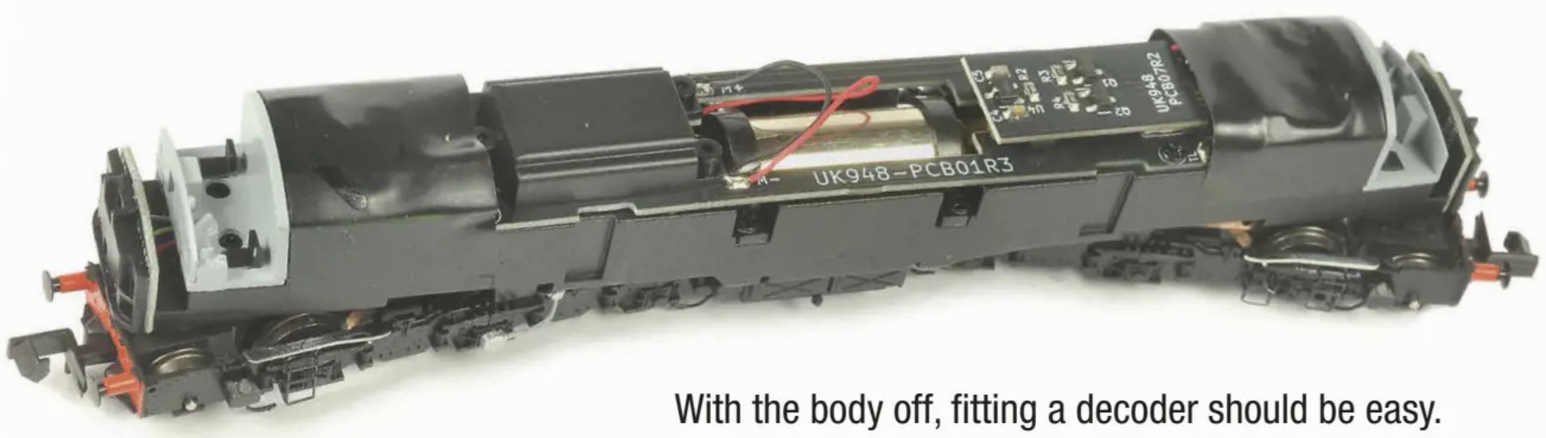
Models (reviews items in bold):
Class 44 – D4 *Great Gable* BR Blue (As Preserved)
Class 44 – 44008/D8 *Penyghent* BR Blue With Bodyside Stripe
Class 44 – 44007 *Ingleborough* BR Blue
Class 44 – D7 *Ingleborough* Plain BR Green
Class 44 – 3 *Skiddaw* BR Blue
Class 44 – 6/D6 *Whernside* BR Green Full Yellow Ends
Class 44 – D5 *Cross Fell* BR Green With Small Yellow Panel
Class 44 – D1 *Scafell Pike* Plain BR Green
Class 44 – D2 *Helvellyn* BR Green With Small Yellow Panel
Construction: Plastic
Weight: 125g
Era: 1959-'64
Price: £144.95-249.95
Minimum curves: Radius 2
Accessories: Headcode discs, wipers, handrails and bufferbeam hoses

WHAT WE LIKE

✓ Overall accuracy
✓ Quality of finish
✓ Excellent performance


Pick-ups are phosphor bronze wipers.


A bit of dexterity is needed to get it apart!



With the body off, fitting a decoder should be easy.

00 | 1950s-2000s | £££ 99.98 (triple packs)

Accurascale BR HTO/HTV hoppers



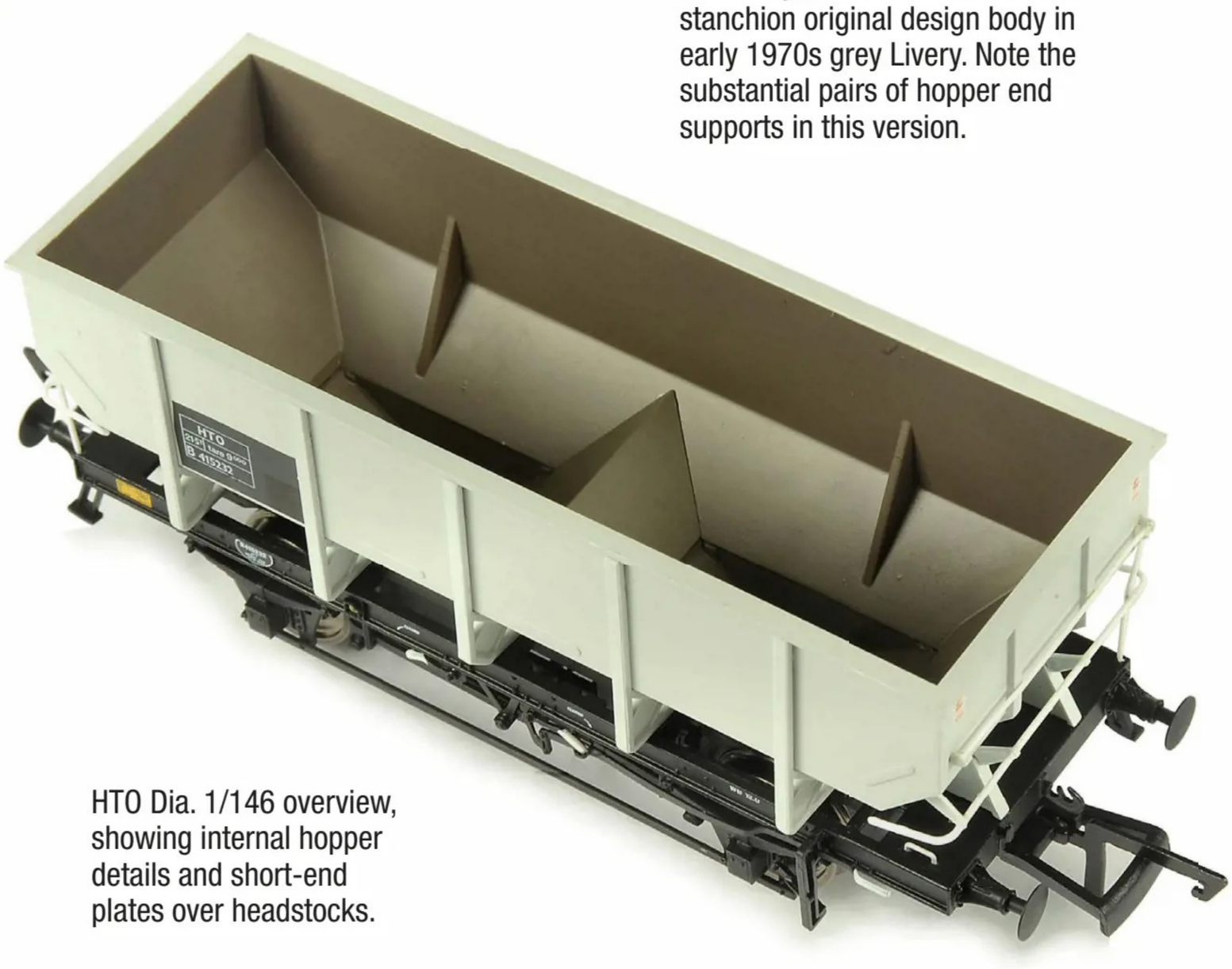
Paul Marshall Potter



HTO Diagram 1/146 five stanchion original design body in early 1970s grey Livery. Note the substantial pairs of hopper end supports in this version.

Accurascale has recently added the 21t hopper into its 'Powering Britain' portfolio. In for review are the British Rail-built Diagram 1/146 and 1/147 wagons, developed from a 1935 LNER design. Over 20000 examples were built and widely seen across the rail network from the 1950s until the 2000s when the last were withdrawn from engineers' traffic.

The two types reviewed represent post-1973 liveries and cover the Diagram 1/146 5-rib hoppers in their unfitted guise (BR Grey), and the 1/147 rebuilt 2-rib body (BR Bauxite) with vacuum braking. Within the tooling, multiple options allow Accurascale to provide versions of different diagrams, such as types of axlebox, brake equipment, body styles and support structures.



HTO Dia. 1/146 overview, showing internal hopper details and short-end plates over headstocks.



Dia. 1/147 HTV re-bodied wagon, with triple hopper end supports. Crisp legible lettering on both the data panel and chassis builder's plates.

A quick count of the components for the 1/146 version indicates there are around 80 separate parts to each wagon. The build quality, which has no glue marks, missing components, or poor paint finish, is exemplary across all the review samples.

The core parts are moulded in plastic, with the notable exception of the chassis, which is a metal casting; this includes sprung buffers. The chassis gives a respectable weight of 38 grams to each wagon. Couplings are standard tension-lock, fitted into NEM sockets on a kinematic mount. Wheels are prototypical three-hole disc, with average back-to-back measurements of 14.25mm. An improvement would be to blacken them, the current finish letting the appearance down a touch. Running quality is superb, wheels and couplings operating faultlessly through set track and finescale track and points.

The hopper bodies are the easiest thing to note the differences from, the side stanchions being the most visible; five for unfitted and two for the newer re-body vehicle. Both types here represent welded bodies rather than riveted construction; those could be a future release. Another difference with the re-body programme was the removal of the original dual end-plate structure, which was replaced with three separate angle supports and a



HTV Diagram 1/147 re-bodied hopper with twin side stanchions, vacuum-fitted bauxite livery. Compare the bodies of the wagons with those on the opposite page to see the design alterations. The revised re-body supports for the fitted version give a much more open look to the end of each vehicle.

vacuum brake cylinder. Handrails are plastic mouldings, and, on a few of the models, there is a small visible gap between the end of the handrail and the bodies. On the inside of the hoppers, there should be Teemer's handrails, but representations of these are missing. The unfitted chassis includes lamp brackets, which is incorrect.

These wagons give the enthusiast opportunities to play spot the difference. Below, we list the key differences between the two review types:

Diagram 1/146 BR Grey

- Early body five stanchions, central stanchion cut back
- End of wagon dual hopper support plates and handrails
- Small end-plate on wagon chassis headstock
- Early oil cast axleboxes

Diagram 1/147 BR Bauxite

- Re-body with two side stanchions. Five plate supports between chassis and hopper
- Three angle supports at hopper end, redesigned handrails
- Full end-plate on wagon chassis headstock
- Vacuum cylinder and pipe on chassis, brake pipes on buffer beams
- Roller bearing axleboxes

Both the grey and bauxite liveries are well-applied, and all lettering is clearly printed and legible. Cross-checking the printed maker's plates with prototype batch numbers indicates that correct works' details and lot numbers are applied to each wagon. The black panels surrounding the lettering aren't all regular in shape and size, allowing a more realistic appearance once weathered.

For such a humble, run-of-the-mill vehicle, these models are superb. The build quality is consistent and outstanding, particularly with the number of components in each wagon. Widely seen across the BR network from the '50s to the noughties, there's plenty of scope to add a set of these into your wagon fleet.



High-quality details abound underneath the wagon on both types. The hopper actuating mechanism is all visible and in place. NEM coupling pockets are fitted on kinematic coupling mounts.

FACTFILE

Models (Review items in bold):
ACC2532 – 21T - BR Grey - Pack A
ACC2533 - 21T - BR Grey - Pack B
ACC2534 - HOP21 - BR Grey - Pack C
ACC2537 - HOP21 - BR Grey - Pack D
ACC2538 - HTO - BR Grey - Pack E
ACC2539 - HTO - BR Grey - Pack F
ACC2540 – HTV - BR Grey - Pack G
ACC2541 - HTV - BR Bauxite - Pack H
ACC2542 - HTV - BR Bauxite - Pack I
ACC2543 - HTV - BR Bauxite - Pack J
ACC2544 - HTV - BR Bauxite - Pack K
Construction: Plastic
Weight: 38g per wagon
Era: 1950s- 2000s
Price: £99.98
Minimum curves: Radius 2

WHAT WE LIKE

- ✓ Prototype choice of an 'everyday' wagon
- ✓ Variety of detailed variations possible
- ✓ Quality of assembly and finish

Accurascale 21T HTV exclusive wagons



Paul Marshall Potter



Accurascale exclusive Diagram 1/147 HTV ICI Lostock Hall livery.

The 21ton hopper was, for many years, a consistent feature on coal trains across the British Rail network. As traffic dried up with the introduction of bulk merry-go-round trains (MGR), loss of single wagon traffic and local goods train services, the 21-ton hopper wagons were withdrawn in large quantities. A good number, however, escaped the cutter's torch, being sold into industry, and this exclusive set of three HTVs from Accurascale represents a group of those wagons bought by ICI for its Lostock Hall works. The wagons in question were used to transport processed limestone within Lostock works and were in use in the mid-1990s.

The wagons were originally listed under British Rail's HTV TOPS code and are diagram 1/147 re-bodied hoppers. They are identical to the regular HTV wagon (on page 120), matching details like with like. The details on this model are like their regular livery brethren; outstanding! The more you look, the more you see. For instance, the slotted end steps and curves on the ends of the handrails, as they join the main body, all delightful examples of fine design, toolmaking and production assembly. Underneath, the hopper operating mechanism is included, too. Morton-style brake gear is incredibly fine, with safety loops and brake lever guides all open, rather than the solid mouldings we were so recently accustomed to seeing.

The ICI-owned wagons were a light dove grey colour, and the match of the metal painted chassis and plastic components is excellent. Some of the plastic components don't appear to be painted, making this all the more remarkable. The ICI branding is legible and clearly printed, each wagon having its own unique number, and Lostock Hall identity.

The range of Accurascale exclusive HTO/HTV wagon sets also includes a British Rail engineers' livery and a set of three NCB wagons with an unusual green body. These three sets have their own exclusive box design artwork, and a 'signed' card from the Accurascale team, giving the set a more personal touch.



This ICI light grey livery really makes the chassis detail applied to this range of vehicles 'pop'. Around 80 separate pieces go into each of these wagons, allowing the model to capture the nuances of the different diagrams represented.

FACTFILE

Models (review item in bold):
ACC2548-EXL - ZDV - BR Bauxite - Pack M - Exclusive
ACC2549-EXL - ICI - Grey - ICI - Pack N – Exclusive
ACC2582-EXL - NCB - Green and Grey - NCB - Pack O - Exclusive
Construction: Plastic
Weight: 38g per wagon
Era: 1990s – 2000s
Price: £99.98
Minimum curves: Radius 2

WHAT WE LIKE

✓ Unusual livery choice
✓ Chassis detail

Revolution IHA-F Steel Carrier



Jerry Clifford



These are superb wagons and will be welcomed by modellers of the current scene.

Hot on the heels of the OO version reviewed in last month's BRM, comes the Revolution Trains, IHA-F covered steel wagons in N.

The level of detail and finesse on these tiny models is extraordinary. The stubby, asymmetric appearance of the wagons, with their access platform at one end has been captured very well. The model consists of finely detailed all-plastic mouldings with numerous separately-applied details. The floor grating on the platform end, handrails and various bars and clasps to hold down the hood are very well captured. The hood itself is particularly effective, replicating the rippling of the canvas to perfection and would be further enhanced by some subtle weathering.

The red Y25 fabricated bogies are crisply-moulded, including brake shoes, both in line with the wheels and commendably close. The underside has a full complement of separately-applied brake rigging, cylinders and plumbing despite the fact that almost none of it is visible! The metal wheels on pinpoint axles are very free-running. The all-plastic construction means the wagon weighs in at a mere 20 grams, but the ride round the second radius curves on your reviewer's test track was perfectly steady. For those looking to convert these wagons to 2mm Finescale, the 6mm wheels run on 13.83mm axles.

The paint finish is excellent with the white handrails, yellow clasps and red framing all sharply defined. The solebars, framing and canvas are covered by a mass of panels with tiny lettering, all of which, I'm assured, is fully legible, although strong enough magnification wasn't available to verify this!

Standard N gauge Rapido couplings are fitted in kinematic NEM pockets, so fitting aftermarket alternative couplings is straightforward. Removal of the couplings on the last wagon in the train also allows the supplied air pipes to be fitted, all of which is covered in the comprehensive instruction sheet.



The model features full underframe detail.

FACTFILE

Model: (review item in bold)
Original Livery 33 87 4767 007-7
Original Livery 33 87 4767 019-2
Original Livery 33 87 4667 069-8
HT lettering and yellow dot, white upper ends 33 87 4767 000-2
HT lettering and yellow dot, white upper ends 33 87 4767 018-4
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H lettering and dot 33 87 4667 002-9
H lettering and dot 33 87 4667 054-0
H lettering and dot 33 87 4667 101-9
Ermewa branded livery 33 87 4667 060-7
Ermewa branded livery 33 87 4667 107-6
Construction: Plastic
Weight: 20g
Era: 1991-present day
Price: £44.95
Minimum curves: Radius 2

WHAT WE LIKE

✓ Superb detail
✓ Excellent paint finish
✓ Smooth, steady ride

N | 1968-late 1980s | £££ 44.95

Graham Farish POTs



Paul Marshall Potter



Early in the railways' history, the General Post Office (GPO) was an early adopter of using rail as a fast and efficient way to transport bulk mail. Most of the railway companies had mail vehicles within their fleets, and British Rail was no exception, having their own sorting and stowage vans to standard Mark 1 designs. The use of these mail vehicles lasted until the mid-2000s, and the Diagram 732 Post Office Tender (POT) reviewed here was one of the last types to regularly operate. 10 of these vehicles were built by York carriage works and the vehicle is in its penultimate livery of blue and grey, suitable from 1968 until the final livery changes in the late-1980s. This vehicle is a natural partner to the previously-released Graham Farish Mk. 1 POS sorting van.

The models first impression is one of excellent quality assembly with accurate colours. A notable change from earlier Mk. 1 models is the smooth roof, with a more scale appearance than other Mk. 1 types, which have had the roof ribs tooled. The body is a one-piece component with added details. The demarcation between the colours of roof and the body sides and ends are crisp with no colour bleeding at any of the edges. The graphics are opaque, clearly printed and legible, including the solebar and carriage data at the ends of the coach. The solebar on this vehicle is black and this is correct comparing with online images of the actual vehicle. The tooling of both body and chassis reflects the Diagram 732 vehicle correctly. These vehicles had three main doors on each side, and while originally designed for a traductor arm for mail bag collection, these were never fitted. The glazing is clear and includes the corridor connection door window. For the main body side, the air vents next to the windows are also tooled. Door handles on the side of the body are moulded but do not detract from the appearance; there is a separate grab rail fitted (prototypically) at only one end. The detail pack includes separate pipes and scale buckeye couplings if required.

The chassis depicts the correct B5 bogies for this livery; the metal wheels are free running and the carriage is stable at all speeds. At the ends of the chassis are steps and electrical connections; with the above detail pack this would make a very attractive looking end of a train. The vehicle couplings are a standard N gauge type fitted into an NEM socket, so different types can be easily fitted for the modeller's preference. The couplings are a kinematic fitting rather than bogie-mounted, and no problems occurred with them on Peco set track curves. Separate battery boxes and type-specific underframe details are tooled, giving an authentic appearance to these distinctive vehicles.

The model is a very pleasing and accurate representation of the POT Stowage vehicle. Combined with earlier releases of the Sorting van and vehicles such as the BG van, these can make an attractive and unusual short train suitable for 1968 onwards. The postal services can also be pulled by most of the BR diesel locomotive classes across the regions, adding variety and making these a useful and interesting addition to a model railway parcels fleet.



Beautifully applied corporate BR blue/grey livery and lettering. The vehicles carried a red post box; posting a letter into this, your letter was immediately in the sorting system!



The vehicle ends have separate handrails and coach connections. The NEM coupling can be replaced with the detail pack items, giving an authentic look to the rear of your train.

FACTFILE

Model: BR Mk. 1 POT Post Office Tender (Stowage) BR Blue & Grey (R. Mail)
Construction: Plastic body with diecast chassis frame
Weight: 26g
Era: 1968-late 1980s
Price: £44.95
Minimum curves: Radius 2
Accessories: Separate pipes and scale buckeye couplings

WHAT WE LIKE

- ✓ Useful addition to previous post train releases
- ✓ Quality of finish

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Hornby HST Blue Pullman: The One:One Collection



Jerry Clifford

The latest incarnation of the Hornby HST to arrive in the BRM office is a pair of class 43 power cars in the striking Nanking blue Pullman livery. The iconic livery was first seen on the Metro-Cammell luxury Pullman trains, which operated from 1960 to 1973 on the Western and London Midland regions of BR. The Blue Pullman livery was resurrected in 2020 when Crewe-based Locomotive Services Limited relaunched one of its HST sets in Nanking blue and white, comprising of powers cars 43046 and 43055 and nine Mk. 3 coaches. 43046 was given the name *Geoff Drury 1930-1999 Steam Preservation and Computerised Track Recording Pioneer*. The Hornby models depict the cars as currently running with the addition of small yellow warning panels. The prototype can be seen running up and down the country, principally on railtours and charters, and will eventually form part of the One:One Collection at the museum, currently under construction in Margate.

The models come in an attractive presentation box and first impressions are very good, comprising one powered and one dummy car. The Blue Pullman livery suits the classic lines of the HST power cars well and, in your reviewer's opinion, is the most appealing applied to the cars since the original blue and yellow livery of almost 50 years ago! The paint finish is excellent,



The striking Nanking blue livery suits the classic lines of the HST well.



Alternative etched nameplates, to be fitted by the purchaser, are supplied with the cars.

capturing the shade of blue to perfection. The definition between white and blue is also very good, although there are a couple of areas, notably around the engine room doors, where this is a little hazy.

The most disappointing element of the finish is that the neatly printed nameplates on one side were noticeably not quite straight. One would hope that this is a one-off, although, to be fair to Hornby, some very nice etched plates to be added by the purchaser are provided, which would further enhance the model and hide this slight discrepancy. Detailing is very good with many separately-applied components including cab handrails, etched roof cowlings and grills with working cooling fans below. The windscreen wipers are also separately-applied and the fully-detailed cab interior is clearly visible through the large front window. Fitting a driver would be a worthwhile addition and should prove straightforward, access to the interior being by removing four screws on the underside.

While inside, both powered and dummy cars are fitted with 21-pin DCC sockets, which control a full array of lights as well as traction. The working fans can also have their speed manually-adjusted, as outlined in the instructions that come with the model. Speakers are factory-fitted, so the addition of sound would simply be a matter of plugging in an appropriate chip. On test, the running was smooth, quiet and responsive, with a decent turn of speed. Traction tyres are not fitted but there is ample weight, so a scale length train shouldn't be an issue.

Overall, notwithstanding a couple of minor issues raised, these are very attractive models, which I'm sure will prove popular with modellers of the contemporary scene who wish to add a little glamour to their layouts.

FACTFILE

Model:
R30421 Midland - Pullman - Class 43 HST - Train Pack (The One:One Collection)
Construction: Plastic with diecast components
Weight: Powered car: 520g
Dummy car: 200g
Era: 2020-today
Price: £394.99
Minimum curves: Radius 2
Accessories: Etched nameplates and buckeye couplings



Small yellow panel and Pullman coat of arms are neatly applied.

WHAT WE LIKE

- ✓ Striking, retro livery
- ✓ Etched nameplates
- ✓ Attractive packaging



The pair of cars with the attractive train pack packaging.

NG7 | 1864 - present | £££ 28.75



Phil Parker

Porterhouse Models Ffestiniog railway coaches



The Ffestiniog Railway has a long and varied history, with many different items of rolling stock found on its tracks over the years. As a very successful preserved line, it's also moved beyond the need to find just anything that can move passengers, to recreating historic stock for authentic trains.

Always favourites with enthusiasts, if not passengers, Porterhouse Models has produced a series of coaches known as the "Small Birminghams", more commonly known as "Bug Boxes". These 12ft long four-wheeled carriages were built by Brown, Marshall & Co of Birmingham, becoming the earliest passenger-carrying vehicles on the Festiniog Railway (note the earlier spelling), dating from 1864-7.

Many early vehicles were scrapped before the war, but replicas have been built, often using original components. For example, coach 1 was withdrawn in 1929, but a replica was created in 1994.

The models are 3D-printed in PLA filament, using a Fused Deposition Modelling machine, and as such, the sides have some texture, unlike an injection moulded model. All are printed in colour. Underneath, there are four 9.5mm diameter plastic wheels, providing a very free-running model.

Running a rule over the coaches, they seem pretty accurate and really capture the low-slung look of coaches 1 and 3. Interior detail is fitted in all models and removable roofs will allow access to add passengers.

Carriage 8, the workman's coach, also enjoys a simple interior, and is modelled in as-built condition from 1885. The replica has a slightly different bufferbeam, but this wouldn't be hard to model.

NEM pockets are fitted, along with Porterhouse's very effective magnetic couplings, although these can be removed and replaced if preferred.

Although all the models are printed in colour, I suspect many modellers will prefer to get their paintbrushes out for a less plastic-like finish - the green framing is particularly virulent! A light spray of primer, followed by some paint, would also smooth the sides.

Overall, these are nice models and reasonably priced for low-volume production items that have been hand-assembled in the UK. Pick one up, and it feels every bit as sturdy and well-made as a traditional RTR item. A train of these will look great and well within the capabilities of even a small locomotive.

FACTFILE

Models:
Ffestiniog Zoo Car Bug Box
Ffestiniog Bug Box
Ffestiniog style Quarryman's Coach
Era: 1864 to present day
Construction: 3D-printed PLA
Weight: 28-38g
Price: £28.75

WHAT WE LIKE

- ✓ Interesting prototypes
- ✓ Well made
- ✓ Free running



Looking underneath, you can see the wheels, and weight fitted to all the models.



Inside the Quarryman's Carriage.



Inside Carriage 1.



Inside Carriage 3.

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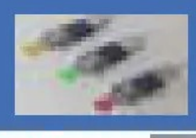




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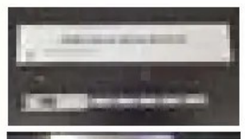
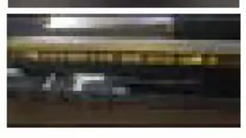

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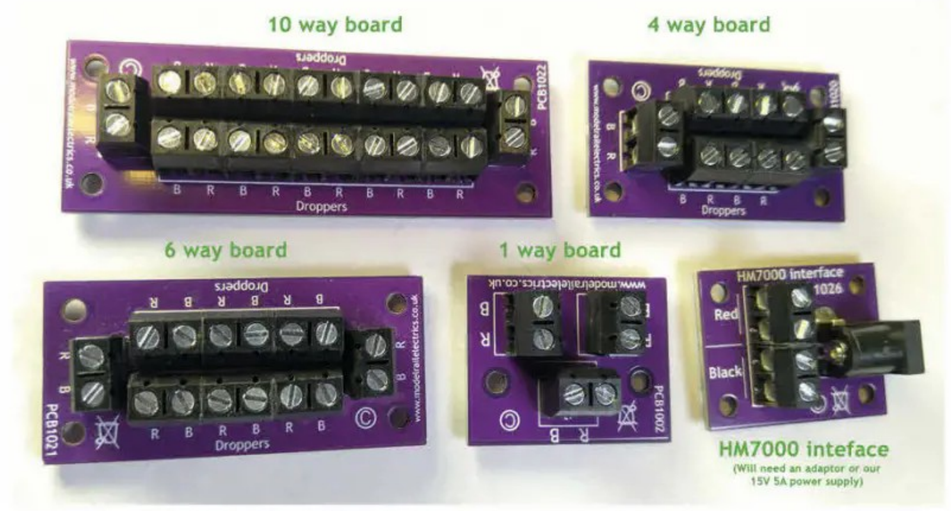

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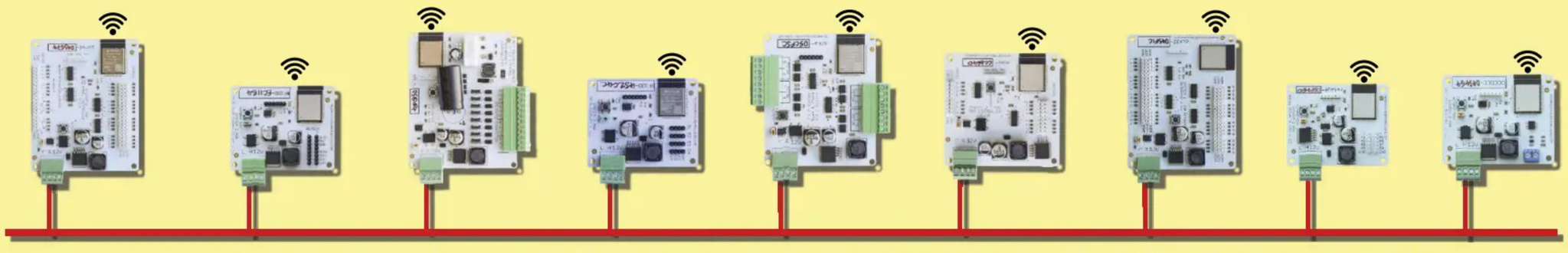

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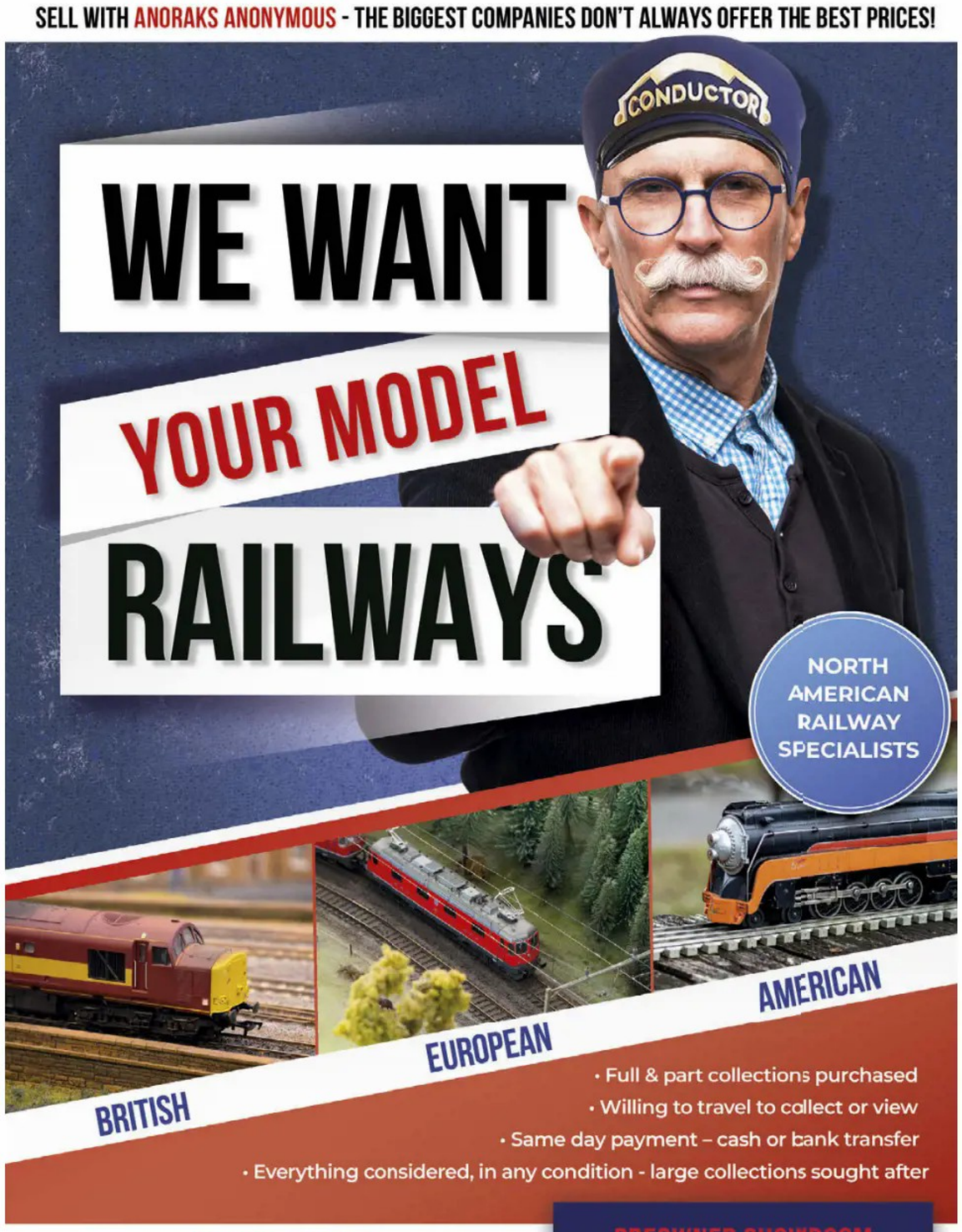

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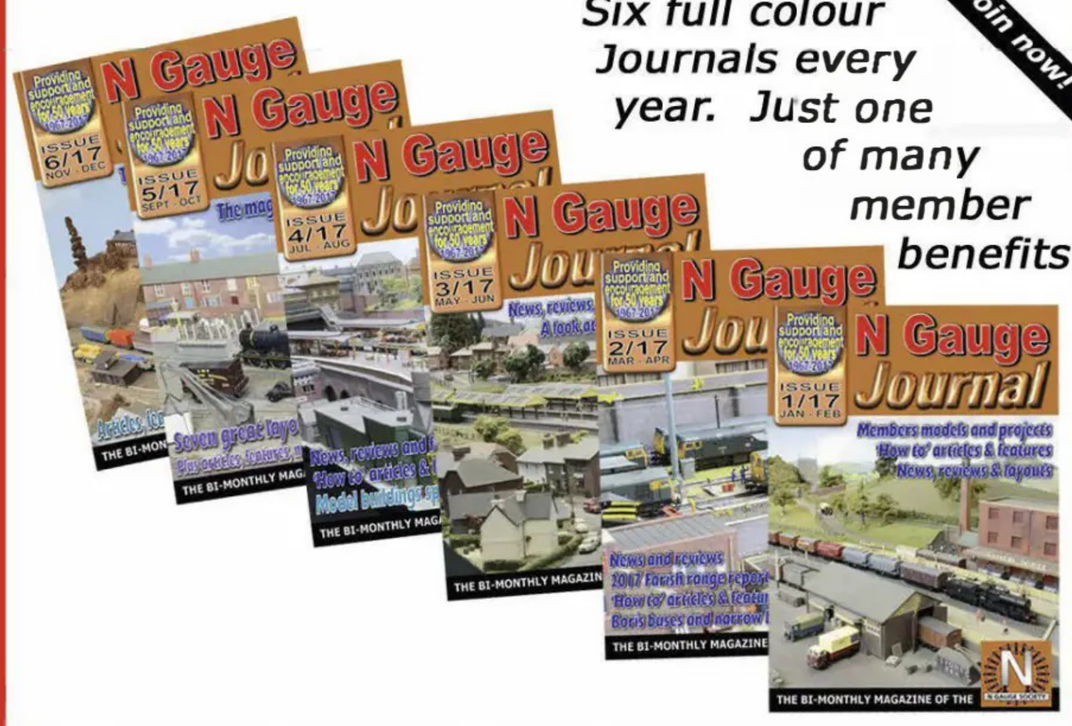

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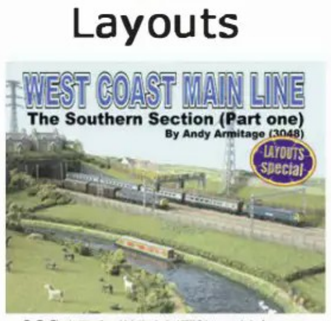

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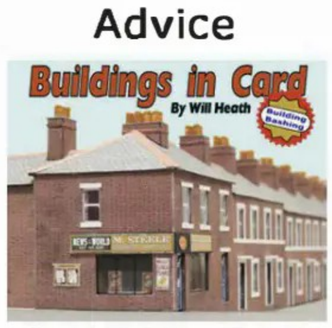

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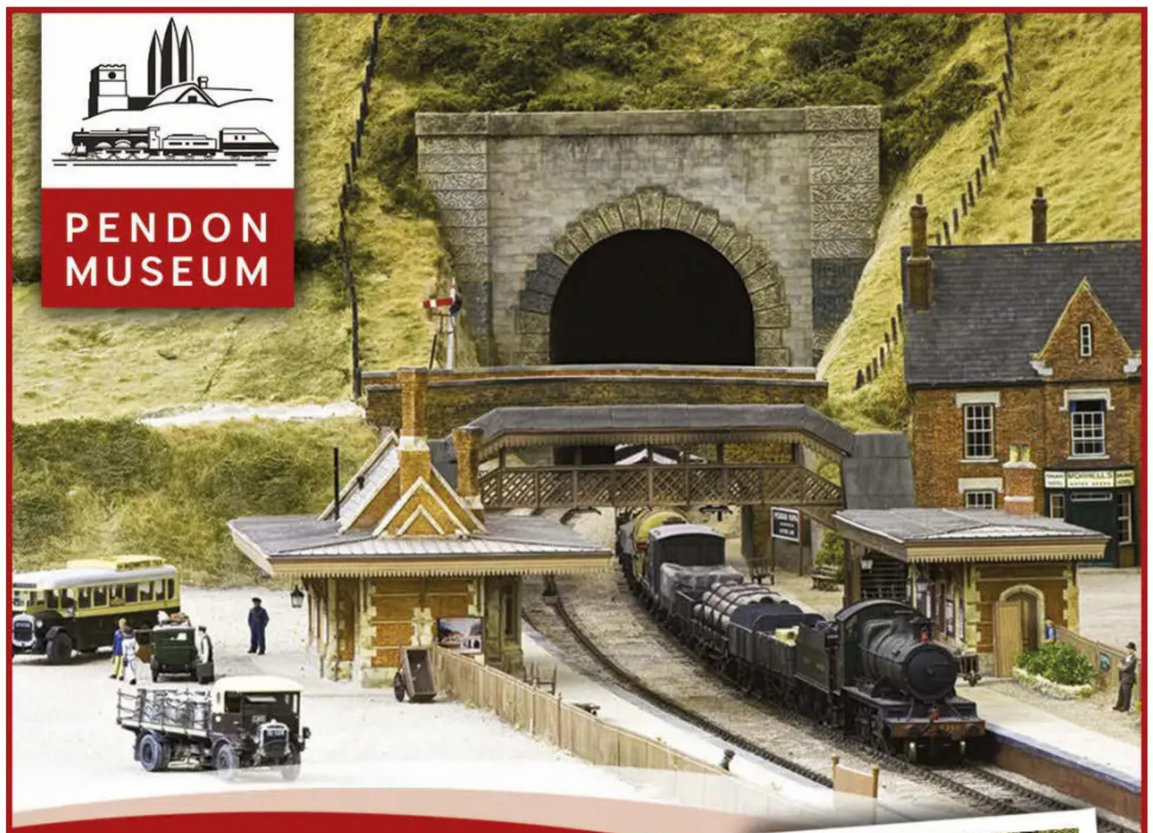

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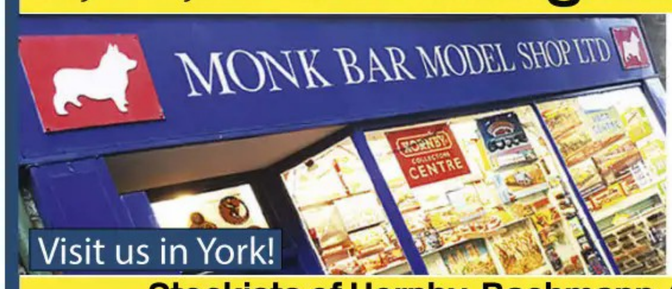

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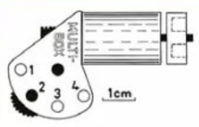

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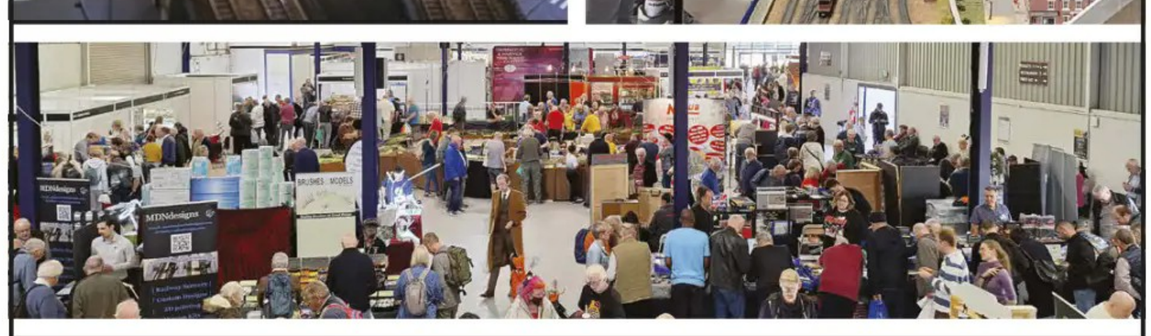

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Buffer Stop

This month in pictures



Something a little different, the Stephenson Lift Bridge, once on the Grand Union Canal, now restored and working at the Mountsorrel & Rothley Community Heritage Centre.



Is this the most colourful model railway in the world? Rainbow Rock, built by Charlie FoxWilson in Gn15 scale.



While at Mountsorrel, Phil couldn't resist the "Driver for a fiver" offer, controlling their Barclay tank engine. Don't worry, he was under supervision.



If your layout doesn't have a backscene, sometimes we have to improvise to cut out the background.



Photoshoots don't always go to plan. This hopper didn't seem to know which way it was going!



The G Scale Society is seen encouraging youngsters to have a go at building wagons using Lego and running them on their layout. Great fun!

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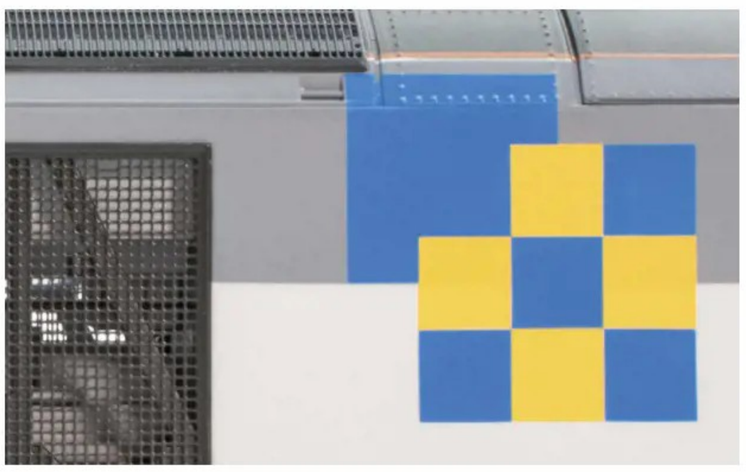



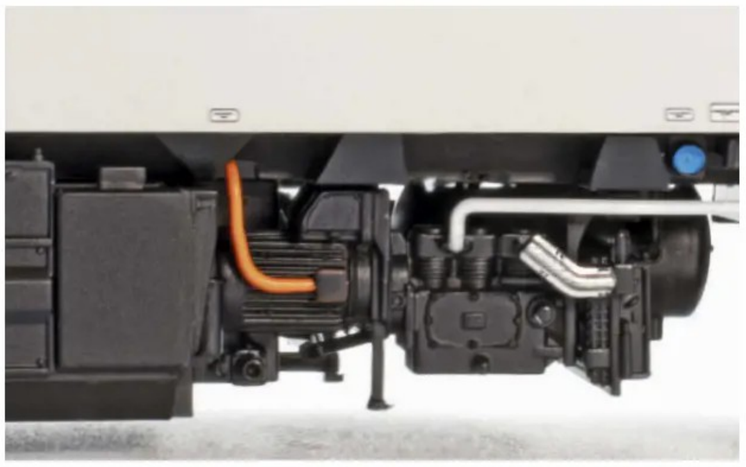



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