

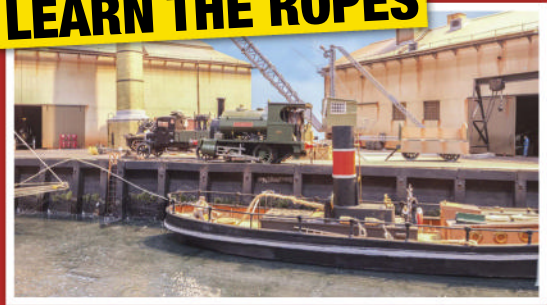
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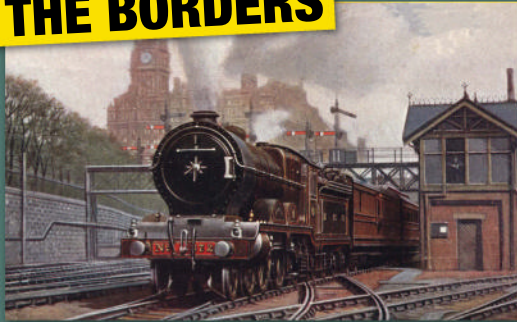
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SEPTEMBER 2025



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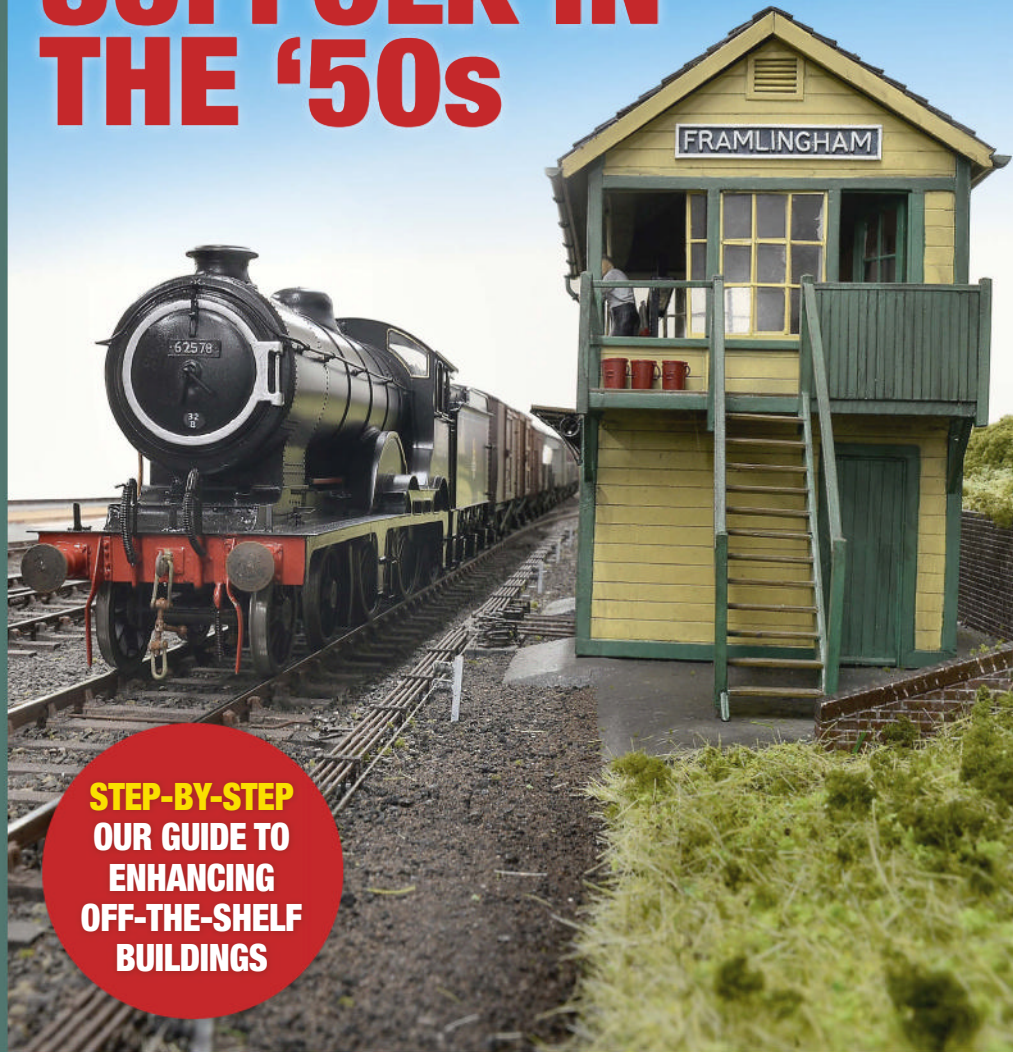
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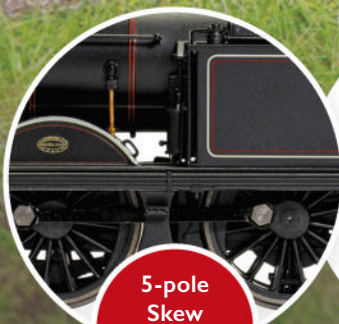
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HM7000
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GETTING PRACTICAL

p58



p50 How to build a rail crane in four easy steps

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p61

REGULARS

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INSPIRING LAYOUTS



p20 Framlingham (O)

John Houlden's latest creation captures the rural atmosphere of Suffolk in the '50s and reignited his passion for modelling.

p38 Janes' Creek (EM)

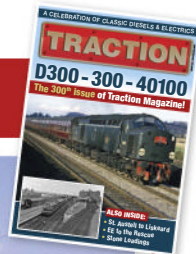
An interest in shipping and a return to EM gauge sowed the seeds for this picturesque layout.



p94 Wheal Ponder (NG7)

Finally completing a layout was a dream come true for this builder, who found inspiration in every corner of the hobby.

TRACTION



p82



p72 The history of the formidable D300 explored

p78 Trains and semaphores: St. Austell to Liskeard

p82 Transporting stone through the years

p88 English Electric to the rescue!



LATEST REVIEWS

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31-481	G2A BR Early.....	£114.70
32-575A	LMS 4MT.....	£114.70
31-443	BR Ivatt 2mt tank.....	£140.20
32-131A	GWR 4575.....	£140.20

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35-419	BR Class 47 Rft Distribution.....	£203.95
32-620	Cl. 90 Freightliner grey.....	£195.45
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NR-P994DW	BP Green no. BP067765.....	£14.25
NR-P994EW	BP Green no. BP067783.....	£14.25
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NR-P995FW	BP Black no. BP065766.....	£14.25

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GM2210801	Cl.86 Rainhill.....	£110.45

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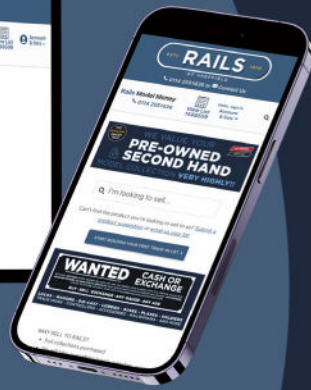
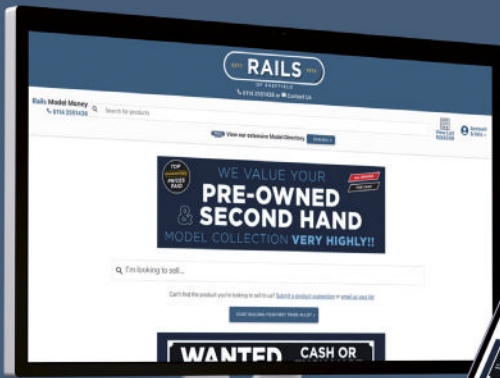
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T. Smart ★★★★★

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

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S. Bartlett ★★★★★

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 GBP 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.

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SOME OF OUR**

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Reviews ★★★★★**

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REVIEWS**

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 ★★★★★

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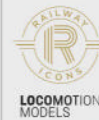
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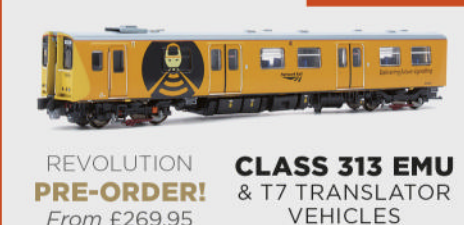
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Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

Undoubtably the most daring and vibrant privatisation livery applied to a locomotive and rolling stock - here's a memorable train for 4mm:1ft scale / OO 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

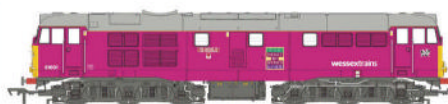
photography instantly became more colourful.

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
(39-684X) standard
(39-684XDC) DCC onboard with lights

NEW FOR Q1 2026



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

'BEAUTY' AND 'THE BEAST'

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

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



Class 31/6 31601 *The Mayor of Casterbridge*



Class 31/4 31452 *Minotaur*

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31452 (35-825YSFX) + 31601 (35-825ZSFX) DCC sound-fitted 'Deluxe' duo: £611.00* (£359.95 RRP ea.) Save £108.90!

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Make this boldest of locomotive liveries even more impressive by completing your formation, pairing 31601 *The Mayor of Casterbridge* with our meticulously researched and equally bright rolling stock commissions from Bachmann!

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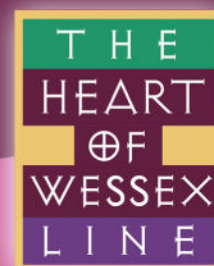
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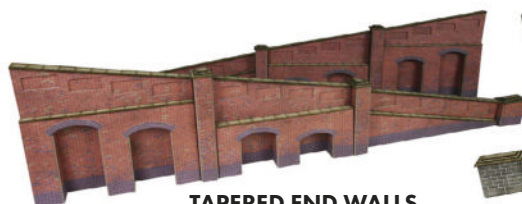
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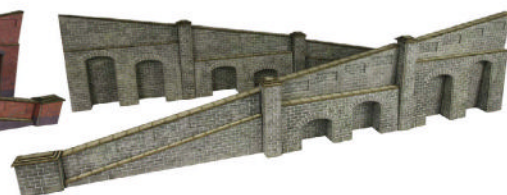
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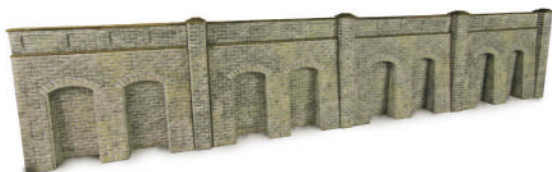
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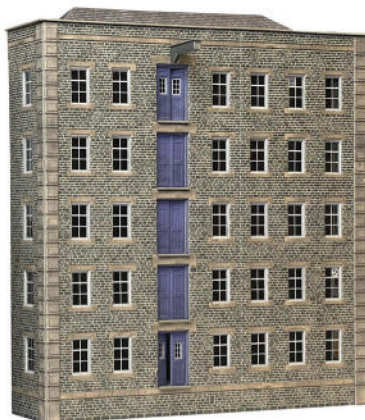
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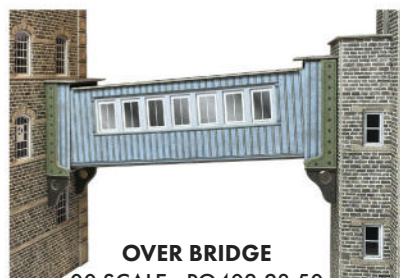
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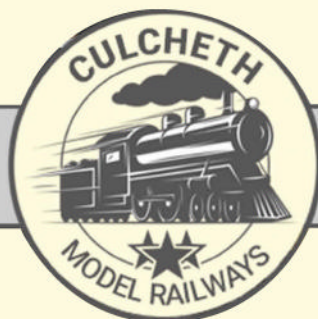
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A NEW ADVENTURE

John Houlden's latest prototype creation perfectly captures the rural atmosphere of Suffolk in the '50s and reignited his enthusiasm for modelling.

Words: Tony Gee **Photography:** Tony Wright



FACTFILE

LAYOUT NAME: Framlingham
SCALE/GAUGE: 7mm:1ft/32.5mm/O
SIZE: 36ft x 16ft
ERA/REGION: Early 1950s/Suffolk
LAYOUT TYPE: End-to-end

The branch was quite well documented and photographed, although quite a lot of the goods yard wasn't well recorded. This scene recreates a well know view. Dr Ian Allen photographed this very loco in this spot, with a loco coal wagon in the shed entrance. It was scenes like this that drew John to the station as an inspiration for a layout project.



TOP RIGHT:

We are in very rural Suffolk, and it won't be long before these pigs are on their way to market. Period photos show the cattle pens at the station occupied by pigs, which would have been transported in cattle vans.

**MIDDLE RIGHT:**

The signalman, a very nice figure by Modelu, is leaning on the railing of the typical GER signalbox, watching the world go by. The box contained a 27-lever frame from Saxby and Farmer. The box was downgraded in the 1920s and many of the signals removed, but in the 1930s, there was an upturn in passenger traffic due to the Suffolk Show and school specials for Framlingham School, and full signalling was reinstated.



I can't remember exactly when I first met John, but it was around 30 or so years ago. He was behind an exhibition layout that he and his father had built together, called 'East Ranford'.

It was a layout set in the 1957/8 period, based on a fictional location on the ECML, in the Nottinghamshire area.

What set it apart was that all the types of locomotive that were rarely seen on such a layout were present. So were many types of carriages not available RTR.

That immediately caught my attention as my interests have always been about making models rather than buying what could be had off the shelf.

Many years and two more ECML layouts later, I got to know John a little better due to our mutual friend, the late Roy Jackson. Apart from being a fine modeller, he was instrumental in bringing people together in a loose and informal group, known as "The Retford Mob".

When we lost our leader, we determined that the "Mob" would continue to remain as an informal social group, meeting as and when possible.

John invited me to come down to see him and have a look at his new O gauge project a few years ago. The layout was at an early stage of development and, as my visits became a regular weekly event, I have watched it take shape over the last few years. As John prefers to spend his time at the workbench rather than writing, he asked me to put some words together to accompany Tony Wright's lovely photos.

“Two big parts of his modelling abilities are patience and the ability to take on what might seem a long and never ending task and to see it through.”

A regular on the branch, F6 No 67230, has the road and is just setting off on its six-mile journey to Wickham Market, hauling the two GER carriages that formed the regular branch set for several years.





Layout origins

John felt that he had pretty much exhausted the ECML theme and also the idea of building layouts for exhibitions. The huge range of RTR products had become available for almost all the locos he had had to build previously, taking away much of the pleasure of having something different. To finish things off, his last 4mm layout, 'Gamston Bank', had to be stored in a trailer and could only be set up at shows. It suffered from damp due to the storage and was ceremonially disposed of one bonfire night.

He had wanted to do something quite different and a change in scale, along with building a home-based layout, gave him some fresh enthusiasm. A spell as a professional model-maker had pretty much drained him of any interest as far as modelling was concerned, so he went back to a "proper" job and started his O gauge adventure.

So, having levelled off a section of his garden, by removing several tons of earth, a rather upmarket timber outbuilding (it is far too grand to call it a shed!), complete with air conditioning and heating, was constructed to hold the new layout, which will not be going anywhere. It is purely for John's own enjoyment and for those of us who are lucky enough to get to see it and spend time with it.



ABOVE: The D16 is seen running trials before entering regular traffic. This class was not the usual motive power for the branch goods, but there is photographic evidence that they were used occasionally. Behind the loco, you can see some work still in progress on the scenery.

LEFT: Another surviving structure is the Station Hotel. Some of the rooms are fitted with interior detail, although you have to get very close up to see any of it.

TOP RIGHT: The farmyard is very quiet, with not much sign of life. The bricks are hand-carved onto a plastic foam board, which gives a quite different finish from the more regular and neat bricks on the railway buildings.



MIDDLE RIGHT: The level crossing scene is a reorganised version of a real crossing called "Kettleburgh" on the Framlingham Branch. As the late Eric Morecambe might have said, "All the right buildings not necessarily in the right order". The gates were worked by the train crew, requiring two stops to let somebody get down to open the gates and then close them before the train completed its journey.



Although the RTR market in O gauge is also expanding rapidly, there are still plenty of loco, carriage and wagon types that are not available and need to be built from kits or from scratch. In the case of some kits, building from scratch might have been easier, but more of that later.

The ideal spot

Framlingham isn't a place that John knew or had any particular desire to build, but when he was deciding what to build, he came across some photos and decided that it would be a good prototype to model. It has some lovely buildings, an interesting track layout, which makes shunting very absorbing, and over the years has played host to some very lovely locos. The normal daily services were usually in the hands of J15s, or F6 tanks but there were quite a lot of specials, either for school traffic, or for the Framlingham show. These could bring E4s, D16s or even B12s, which would have to work tender-first in one direction.

So far, John has built two J15s, an F6 and the latest off the workbench, a D16. Although he normally likes to be pretty much self-sufficient and has painted and weathered all the rest of the stock, the D16 was painted and lined by Warren Haywood, who has done a wonderful job.

A former GCR 6 wheeled brake van was allocated to the branch and appears in many photos. Here it is attached to the branch passenger set. Many trains worked as a mixed passenger and freight, and on this run, there are no wagons to return to the junction, so the train is just the carriages and the brake van.





The J15s and the F6 were from Connoisseur Models kits. The D16 was from a kit by Ace Models, and in order to make a reasonably accurate model of a D16, it needed major work, including a replacement boiler/smokebox/firebox and many other substantial alterations and replacements. If John hadn't already spent so much time on the model, it may well have gone in the bin several times. It took two years, with several long breaks on the "naughty step", but all the hard work was worthwhile and it now looks the part and runs superbly, complete with working inside valve gear.

The branch passenger set is from D&S kits of GER prototypes and there are still a few more carriages to build for the excursion train, for the school and show services. There will be one RTR carriage in this train. A Darstead Thompson carriage was too nice to resist.

Wagons are a good mix. There are a couple that are RTR, repainted and/or weathered by John. There are many kits, often altered to represent types with alternative brake arrangements or underframe types. Quite a few have been scratch-built from Plastikard, including a number of the grain wagons that were a feature of the line. One of my personal favourites is the ex-GCR 6-wheeled brake van. We don't know quite how this vehicle ended up as the regular brake van on the branch, but it is featured in many photos and was high on John's list of priorities.



ABOVE: The main station building is one of the few buildings surviving today. The atmosphere and detail of the structure was captured by the hand-scribing of the brickwork.

MIDDLE LEFT: The branch goods is just coming off the curved section and is coming into the terminus past the loco shed. The signals are older wooden posts, fitted with LNER pattern upper-quadrant arms. John puzzled over how to make the angle iron fencing and was quite pleased when a good friend offered to set up a jig and drill lots of holes in some brass angle. John then had the task of planting them and threading the wire through.

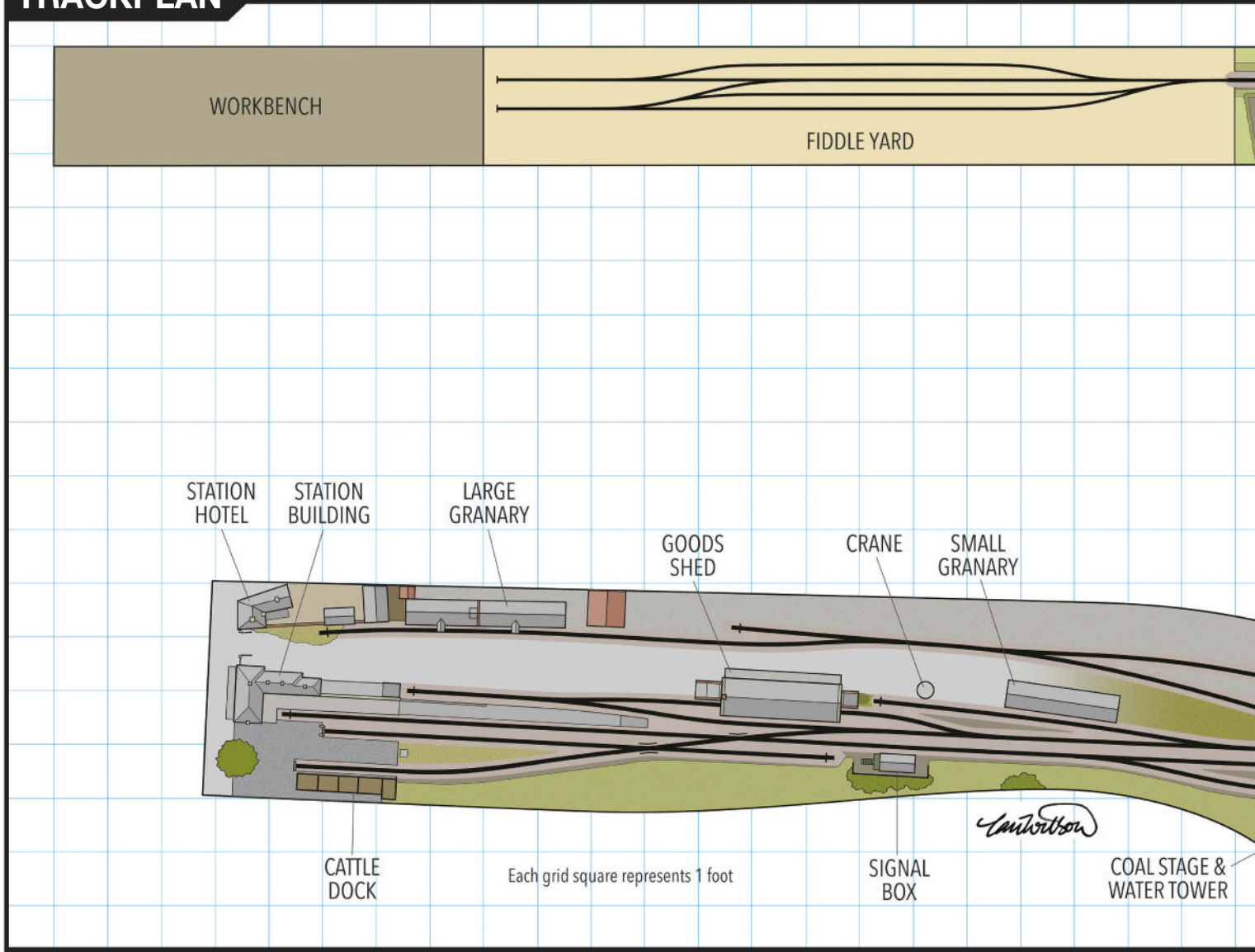


BOTTOM LEFT: Journey's end for the line's resident F6.

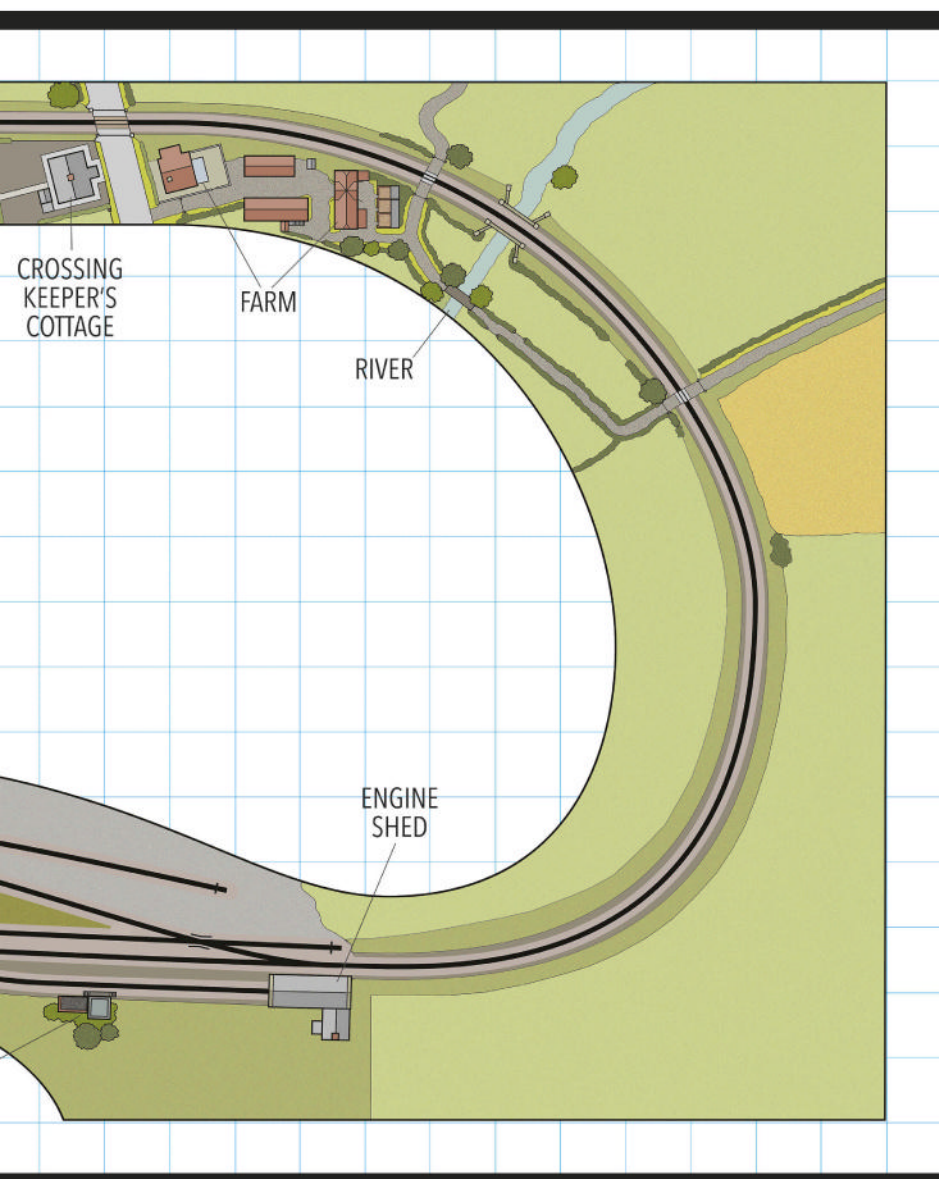
Awaiting the next branch train from Wickham Market, Framlingham is in a state of slumber until the next arrival. A couple of passengers are waiting. They either just missed the last train or are very early for the next one.



TRACKPLAN



The latest addition to the small loco fleet is the Class D16. She still needs final finishing off by the addition of a crew, lamps, etc, but she is on “running-in trials” on a goods train. For the painting and lining, John enlisted the services of Warren Haywood, who has done a superb job. There is a 180-degree curved section at the end of the railway shed, joining the station and fiddle yard. This area is “typical” rather than being based on the actual scenery along the branch, which allowed John to recreate some of the rural scene that he has an interest in.



The D16 illustrates John's modelling philosophy well. It doesn't matter how long something takes. All that matters to him is that he is working on something, at his workbench, with his rather “old school” approach. As long as the model progresses (no matter how gradually) and as long as he is satisfied that he has done the task to the best of his ability, he is happy. Two big parts of his modelling abilities are patience and the ability to take on what might seem a long and never-ending task and to see it through.

So, it didn't matter how many times he came up with a problem on the D16, it was never going to get the better of him.

Rural Suffolk

The construction of the buildings and some of the scenic work also illustrates this approach. Having seen what one of our little gang, Geoff Kent, could achieve by scribing individual bricks in 4mm scale, as well as a slight disappointment at what was available for brickwork in O gauge, John set to work scribing the bricks on the buildings. I have spent many a Sunday listening to an almost constant “scratch, scratch, scratch” as his scraperboard knife carved another few rows and columns. A rough count suggests that there may be around 80,000 bricks scribed on the goods shed alone. The buildings have an MDF core, with a Plastikard skin attached. The scribing and detailing is then applied to the skin. The painting is carried out with enamels, and in order to keep the colours consistent, only a few colours are used, mixed in different proportions to create a variety of shades and finishes.

TOP RIGHT: The road isn't busy enough for the level crossing to be a major inconvenience. One of John's other interests involves tractors, and one day he will build a model to sit patiently by the gates.

MIDDLE RIGHT: The coal truck is either waiting to be emptied or taken back to the yard. Other than that, there is little sign of activity.

BELOW: "Pride of the line" D16 No 62578 has just arrived at the terminus with a goods train and is slowing to a halt near the loco shed and water tank. Although D16s might seem an unlikely choice, photos exist of them shunting at Framlingham.

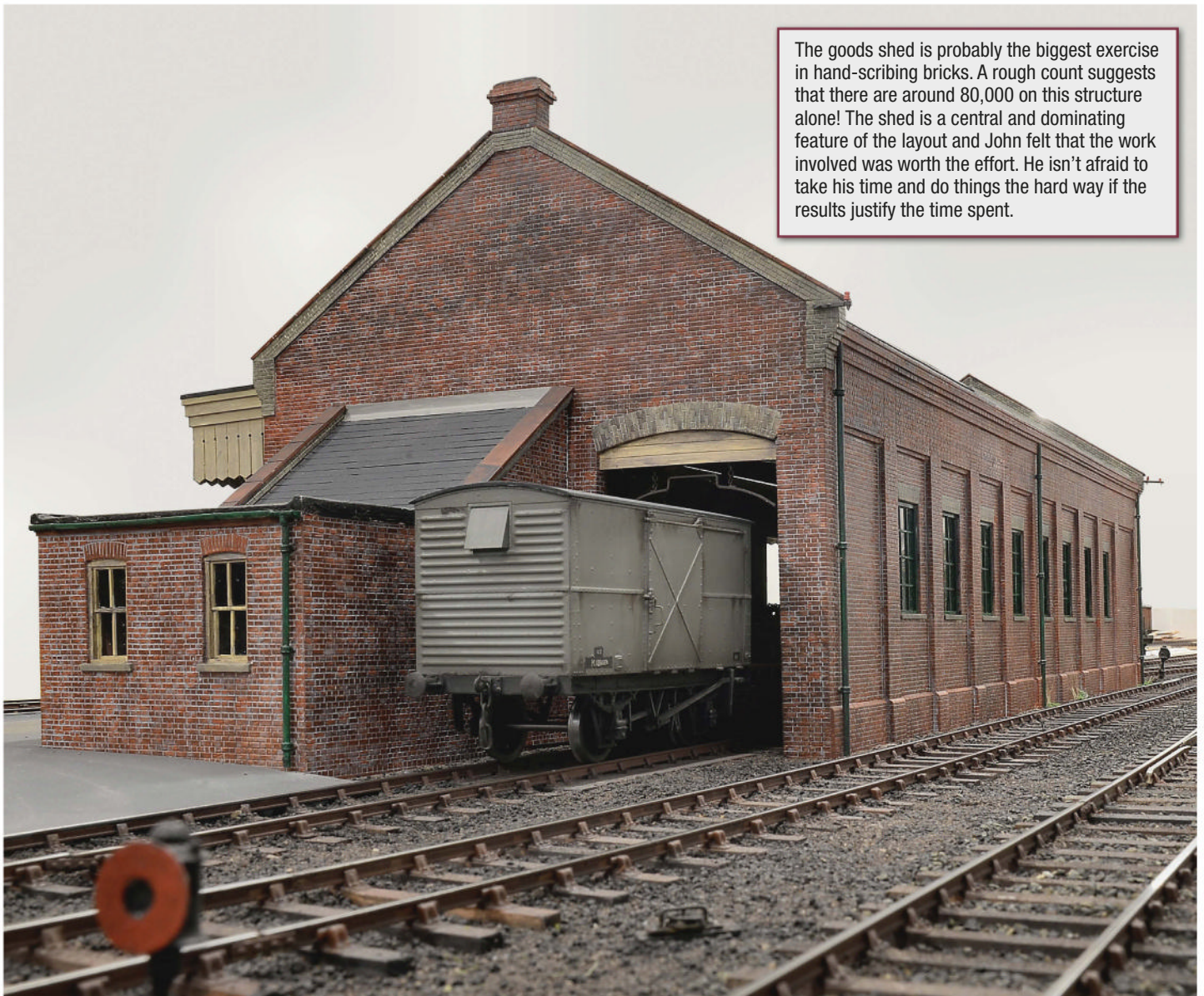


Most of the railway buildings have been completed along with a number of non-railway structures. These include the first of the industrial and yard buildings along the front edge of the layout and also the farm located near the level crossing. This last-mentioned structure is a bit more fictional than the rest of the layout. The main station is fairly accurate and has only had to be shortened by 4ft to fit the shed. The fictional bit starts where the line curves to the left after it passes the loco shed. It had to curve otherwise it wouldn't have got anywhere near the fiddle yard!

The level crossing uses buildings from a real crossing on the line but rearranged to fit the location. The farmhouse is a model of John's own house, and the other farm buildings are based on photos and on John's interest in rural and agricultural matters. Many decades ago, he was National Junior Ploughing Champion, twice! So, he has a good feel for how these sorts of places would look and what sort of equipment they would have around. Some farm implements can be obtained as kits, but others, like the binding machine, drawn by three Suffolk Punch horses, have been scratch-built.

“Although the RTR market in O gauge is also expanding rapidly, there are still plenty of loco, carriage and wagon types that are not available and need to be built from kits or from scratch.”





The goods shed is probably the biggest exercise in hand-scribing bricks. A rough count suggests that there are around 80,000 on this structure alone! The shed is a central and dominating feature of the layout and John felt that the work involved was worth the effort. He isn't afraid to take his time and do things the hard way if the results justify the time spent.

The cornfields are another example of John's perseverance. Quite a few brush heads were sacrificed and the bristles were bleached and planted a few at a time. Even the amount of time spent experimenting with colouring would have taxed the patience of many modellers! Then there are all the little details like the nettles, all laboriously made from little strands of moss, with added particles of flock.

Rather like my modelling heroes, people like the late great Peter Denny, John is very much an all-rounder and will have a go at any aspect of the hobby. So, he built the baseboards from plywood, he made and laid the track, wired it up, built the signals, etc.

There are a few different varieties of track gauge used in O gauge nowadays and John adopted 31.5mm gauge in the station area. This meant that both the points and the plain track had to be handmade. Wooden sleepers were laid and the rails were threaded through plastic chairs from C & L and attached to the sleepers using a strong solvent. This results in a very strong and very realistic track.



MIDDLE LEFT: Not much more than a stream, but the typical GER style overbridge creates a nice little scenic cameo. I hope the cameraman has his wellies on.



BOTTOM LEFT: Regular motive power for the branch was the GER 0-6-0, which became LNER Class J15. John has built two of these, both from the very nice kit from Connoisseur Models, with some added details. Both have inside motion, with one of them having it working and the other static.

RIGHT: John has modelled the interior of the goods shed, although it can only really be seen by a camera lens. Some of this has had to be modelled using some educated guesswork as full details of the interior of Framlingham goods shed haven't been found.

BELOW: The GER 2-4-2T, Class F6, has just arrived with the usual branch train of two ex-GER carriages. The loco is from a kit by Connoisseur Models and the carriages are kits from D&S. In a short while, the passenger service will be withdrawn, although freight traffic lingered for more than a decade and even saw diesel traction at the very end.

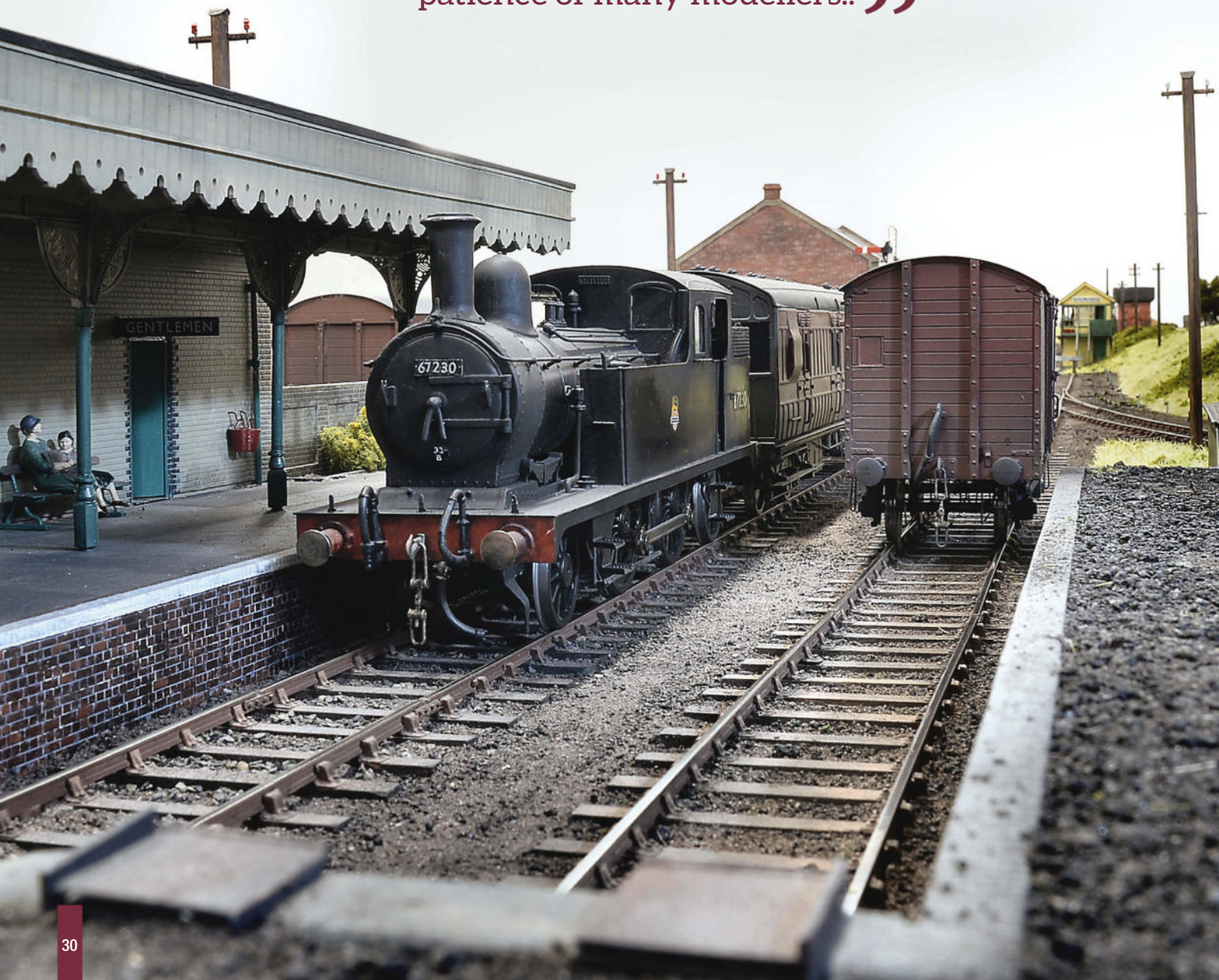


Around the curve, which is a slightly tighter radius than ideal, the gauge widens to 32mm. We haven't had any problems running round it, even with quite large visiting locos. Ballast is a mixture of materials. One of John's "secret weapons" is to use soil from his garden. This is microwaved to remove moisture and kill any bacteria and then mixed with real ash and a small amount of commercial ballast. Seeing well-ballasted track in such locations, especially in sidings and yards, tends to jar a bit if you take the time and trouble to actually look at photos of the real thing. In many places, it was more muck and dirt than ballast.

Final thoughts

John still has much to do on the layout. He is working on the next granary building at the moment. He has a sort of timetable in his head. He will sometimes reel off a few things he would like to get done "this year". He usually does complete those jobs and a few others that crop up along the way.

“...the amount of time spent experimenting with colouring would have taxed the patience of many modellers!”



The branch goods has arrived and the driver and fireman are exchanging a few pleasantries with the signalman before they start the shunting operations. The real trains used to have an hour allowed for shunting. It can take that long on the model too, and is an enjoyable bit of operating.



He isn't too concerned about how long anything takes, and if it is another five or six years before the bulk of the work is completed, it just means he will have had another five or six years of enjoyment making things. When the layout is eventually completed, he doesn't have any plans for another one. There will always be new locos, carriages and wagons to build.

He isn't really interested in operating the layout. If it runs, it is usually either for testing purposes or when he has a few friends round. A few of us have built O gauge locos and don't have anywhere to run them, so when we get together, any idea of an accurate representation of what might have appeared at Framlingham in the early 1950s goes right out of the window. A few of us do like "playing trains" and when we do, at least John enjoys seeing the layout being run, even if he isn't that keen on running it himself.

It has been a huge pleasure for me to see the development of this lovely layout. Although much remains to be done, Tony's photos show how far it has progressed and how well it looks already. It will keep John occupied for many years to come, and after all, that is what a hobby is all about. ■



MIDDLE LEFT: John had some black and white photos of these lorries, owned by Clarke's, who operated the granary. A bit of searching put us in touch with the son of the owner, who remembered his dad's lorries being dark blue. The model was scratch-built in Plastikard and the hand lettering was carried out by our good friend, Geoff Kent.



BOTTOM LEFT: A last look at the farmyard. One area where 7mm modelling has really taken off has been in the scenics, which used to play very much second fiddle to things like locomotives. Hopefully, those days are behind us now.

COMMUNITY

EDITOR'S COMMENT

One of my favourite features on a model railway is water, whether that be a river, the shoreline, or a small stream, I always really enjoy hearing about how the effect has been created. There are so many different ways to tackle water on a layout, and different types of bodies of water require different approaches and effects. The modelling possibilities are endless, too. There's the wildlife to consider, whether the water is still or has waves, and if there are flowers and plant life to model. And then there are boats...

Our very own Phil Parker is also a big fan of model boats and spends many a weekend sailing his own with like-minded friends.

So, you can imagine our excitement when we stumbled across the layout featured this month, 'Janes' Creek', at an exhibition. Rigging and railways combine on this lovely layout, which showcases some impressive modelling techniques. And the good news is that you can see the layout for yourself in November at The National Festival of Railway Modelling at the NEC – for more information, head to www.nfrm.co.uk.

It's not only 'Janes' Creek' that has left a lasting impression; the fantastic 'Framlingham' is our cover feature this month. Built by the talented John Houlden, he was going through a bit of an inspiration drought (we've all been there!), 'Framlingham' very much reignited his passion for modelling. Wonderfully capturing the rural atmosphere of Suffolk in the '50s, many an hour could be spent lineside watching the many trains run on this immersive layout.

And finally, we couldn't resist a photoshoot with 'Wheal Ponder' - Cornish china clay never looked so good. Andrew Young found inspiration outside of model railways, in the dolls' house and miniatures world, which took the scenic work on this layout to a new level.

Whatever you are working on, make sure you share it with us. We always enjoy hearing from readers about their various projects, and you never know, we might want to come along and photograph your layout to appear in a future issue!

Enjoy the magazine.

Debbie Wood

WEEKEND PLANS...

Edinburgh Model Railway Exhibition

Edinburgh & Lothians Miniature Railway Club (ELMRC) will be hosting their second exhibition at George Watson's College, Edinburgh. The show promises a great selection of layouts, traders and demos, making it a fun day out for collectors, enthusiasts, and families alike. Adult entry costs £8.00, with children costing £3.00.

DATE: September 6-7th, 2025

Faversham Model Railway Club Annual MR Exhibition

Expanded this year, with more layouts than ever before (23), the Faversham Model Railway Club will be hosting its annual exhibition at The Abbey School on London Road in Faversham. There will be plenty of trade and societies in attendance and entry costs £7 for adults, children under 6 go free.

DATE: September 13-14th, 2025

Scaleforum 2025

Representing the best in 4mm scale modelling, this annual show returns next month and offers 14 layouts, various demonstrations and a wide range of trade support, focusing on the 4mm finescale modeller. Held at Cressex Community School in High Wycombe, admission costs £12 for an adult, with accompanying children free.

DATE: September 20-21st, 2025

The Great East Anglian Railway Show

After a successful debut in 2024, for this year only, the show will be hosted at Thurston Community College before returning next year to St Edmundsbury Cathedral. This year, visitors will be able to see 15 traders and 23 layouts and demos, including an interactive area with six layouts, which offers a hands-on experience for visitors. Entry for all over 14s is £10.00.

DATE: September 27th, 2025 Bottom of Form

Stafford Railway Circle Annual Model Railway Exhibition

One of the biggest shows to take place in September is the Stafford Railway Circle's annual event, held at the Stafford County Showground in Bingley Hall. Visitors can expect over 50 layouts, plus numerous trade stands and societies in attendance. Door entry costs £18 for an adult and £16 if booked in advance.

DATE: September 27-28th, 2025

LETTER OF THE MONTH

EVENING STAR

I thoroughly enjoyed J. Crosse's piece on 92220 *Evening Star* in the June issue of BRM.

I am writing because he says "...other sources say it was stored at Pontypool Road.....". That was indeed the case!

As a schoolboy fascinated by railways, I regularly used to cycle across to Pontypool Road Shed (86G) from my home in nearby Griffithstown and climbed onto the footplate several times. It was in a small siding nearly opposite Pontypool Road South Signal Box, next to The Highway road, and just off the main line, so presumably in plain view of the signalman during its stay of several weeks.

I noticed at the time that the nameplates had been removed and the significance of this was not lost on me - I realised that this was a very important locomotive.

The next time I had an opportunity to get close was during a visit to the National Railway Museum at York over 50 years later!

David Griffiths

TOP TIP

Here is another tip you might like to use in BRM.

Railmatch paint jars. The lids often seal themselves tightly with congealed paint. If they are turned upside down and cellulose thinners painted under the rim of the lid and left to soak for an hour, the paint will dissolve and the lid can be removed.

Andy Small

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RMweb.co.uk

SALTASH BRIDGE



Hi BRM
Thought you might like to see my scratch-build of Saltash bridge.

Duncan

BRM SAYS: We like the use of pipe insulation for the top tubes - very clever indeed!

NEW SPONSOR FOR NEC SHOW IN NOVEMBER

We are delighted to announce Metcalfe Models as a sponsor of The National Festival of Railway Modelling at the NEC in November.

The leading card kit manufacturer will be launching two brand-new kits just in time for the show. A full video on how to build the kits will also premiere on the huge cinema screen in a new feature for 2025, the World of Railways Stage.

The National Festival of Railway Modelling is at the NEC, Birmingham, over the weekend of November 22 & 23. It's the UK's biggest model railway exhibition, showcasing over 60 of the country's best model railways, over 100 traders, plus a variety of societies and demos.

For more information and to book your tickets, visit nfrm.co.uk.

METCALFE

OUR EXCLUSIVE LOCO DECO SAMPLES!

World of Railways is excited to reveal that the decorated samples of its exclusive NCB Port of Par Tank locomotive have arrived.

Sporting the striking Oxford blue National Coal Board livery with white lining and lettering and red connecting rods using the same welded tank style as the 1953-built locomotive, the new model features a highly-detailed cab interior, posable rear cab shutters, a die-cast metal running plate, sprung buffers and bufferbeam inserts with scale couplings as an optional fit.

As the NCB lettering has been kept to the cabside bunkers, the design is suitable and ideal for modellers to customise with space on the saddle tank sides to add nameplates of choice from third-party suppliers.

The model features a coreless motor and flywheel running from plunger pick-ups, geared for slow running with a factory-fitted speaker for sound. For the DCC sound model, ESU has been working with Rapido, and it will be fitted with an ESU Nano chip and a

bespoke electronic setup to help with smooth running on DCC.

An ideal partner for the previously announced NCB 7-plank internal user wagons from Rapido, the model is available in both DCC-ready and DCC-sound forms, priced at £139.95 and £249.95 plus postage respectively, and can be pre-ordered today for a £30 deposit.

Visit <https://worldofrailways.hooluh.co.uk/locomotives> to place your order today!



COMMUNITY

WINNERS REVEALED

The winners of the 2025 Young Railway Photographer of the Year competition were announced on July 8th at a ceremony at the National Railway Museum in York.

The competition, co-organised by the National Railway Museum and the Railway Photographic Society, is a nationwide search to find the UK's most promising railway photographers aged 25 or under.

Now in its second edition, the competition received over 300 entries—more than double the number submitted in 2022. This year's theme was 'Railway 200', tying in with 2025's nationwide celebration of the bicentenary of the modern railway.

Entries covered everything from railway and carriage design, architecture and structures, travel experiences, and railway landscapes to innovation, as young photographers aimed to capture the past, present and future of the railways in a portfolio of six images.

Shortlisted entries are now on display in special exhibitions at the National Railway Museum in York until January 2026 and at Locomotion in Shildon until August 2025.

Best image was awarded to Dale Bristo (pictured above), 18, from St Helens, for his striking and dynamic hyperlapse image of a Merseyrail Class 777, taken at Liverpool Central station on the underground Wirral line platform.

Other winners included Oliver Powell (16) from Hereford, in the '18 and under' category, whose portfolio of six pictures included a dramatic image of a Castle Class steam engine storming forth from a tunnel. First place in the



19–25 category was awarded to Lewis Hurley (25) from Coventry, who captured a GWR 80201 on the Cardiff to Penzance service, battered by waves on the Dawlish Sea Wall.

Judges' picks included Imogen Dixon (11), from York, whose selfie-style snapshot captured a moment of excitement from a carriage window as her train passed Roseberry Topping in North Yorkshire.

The youngest entrant to receive a prize was Beatrice Collier, just eight years old, for a camera phone shot taken as she peered through a fence at a red signal flanked by greenery. Judges praised how the image conveyed the transition between nature and manmade infrastructure.

The overall winner and the winners of the two age categories (18 and under, and 19–25) were awarded Fujifilm X-T5 Silver digital cameras with XF16–50mm lenses. Other prizes included a tour on Network Rail's New Measurement Train, a GB Railfreight cab simulator experience, heritage railway line tickets and more.

The Young Railway Photographer of the Year competition is co-organised with the Railway Photographic Society and supported by FUJIFILM UK, The Royal Photographic Society, Network Rail, Mortons Media, GB Railfreight (GBRf) and Amateur Photographer magazine, Bauer Media, Railway Touring Company, North Yorkshire Moors Railway and the Keighley & Worth Valley Railway.

GLASTONBURY SURPRISE!



Festivalgoers on their way to Glastonbury, who took the 12:35pm from London Paddington on Thursday, June 26th, were treated to an unexpected secret act — a surprise takeover and live acoustic set from acclaimed artist Sam Ryder, who was onboard a Glastonbury train service, making his way to the festival ahead of his weekend performance, guitar in hand!

Sam's journey to Glastonbury was part of the ongoing 'I came by train' campaign supported by Trainline, encouraging travellers to choose the train as a low-carbon way to get to major summer events like Glastonbury.

Sam surprised unsuspecting passengers by picking up the conductor's mic and becoming their conductor for the journey, making cheerful and cheeky announcements, and then launching into a high-energy performance as the train rolled through the countryside.

The surprise gig follows the unveiling of the 'Train Ryder' train at London Paddington on Monday, which saw Sam step out of a carriage as the latest "climate hero" in the campaign — a movement that celebrates low-carbon choices and urges festivalgoers to rethink their travel habits. The 'Train Ryder' train, signed by Sam himself, will be in service throughout the summer.

Inspirational modelling with **RMweb**



Welcome to 'Boghouses'. 66209 idles away while life goes on around it. N-gauge shelf project, which swaps scenes to become a 009 Welsh mountain layout. **RMweb user: Gwiwer**



Easy does it! A shunter guides the driver of Class 05 D2581 towards the tender of an unidentified J15. **RMweb user: Boleyn Road**



Yellow stock bricks being moved on my 'Bulldog Quay' layout, bricks from Scale Model Scenery, figures from Modelu, carts from Southwark Bridge Models, slow process, but cannot think how to achieve the effect otherwise. **RMweb user: fulton**



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

Here is my recently weathered Dapol 122 on 'Knightacott', my 7mm BLT. **RMweb user: jamest**



The Cricketers' Arms, Surry Hills, Sydney (2mm/ft). **RMweb user: monkeysarefun**



Shelfie 4, 'Maple River'. **RMweb user: PMP**

BIG 9F

Some of the most powerful steam locomotives to have run in Britain, this impressive BR Standard 9F locomotives are reproduced in OO scale through this award-winning model. Accurately depicting one of the ten locomotives fitted with Westinghouse air pumps and sent to Tyne Dock, 92060 sports a factory-weathered finish and carries a Plux22 DCC interface and pre-fitted speaker. Here's a fitting tribute to one of BR's most successful standard designs.



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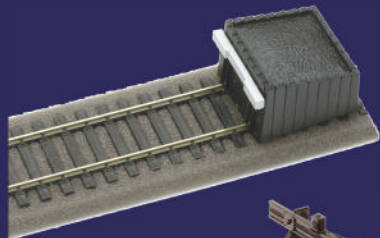
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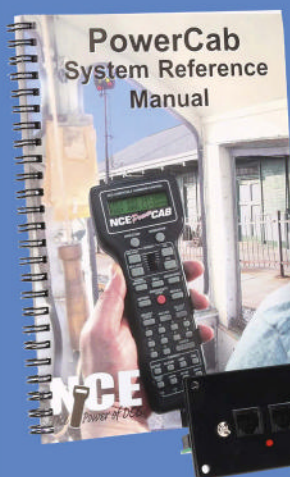
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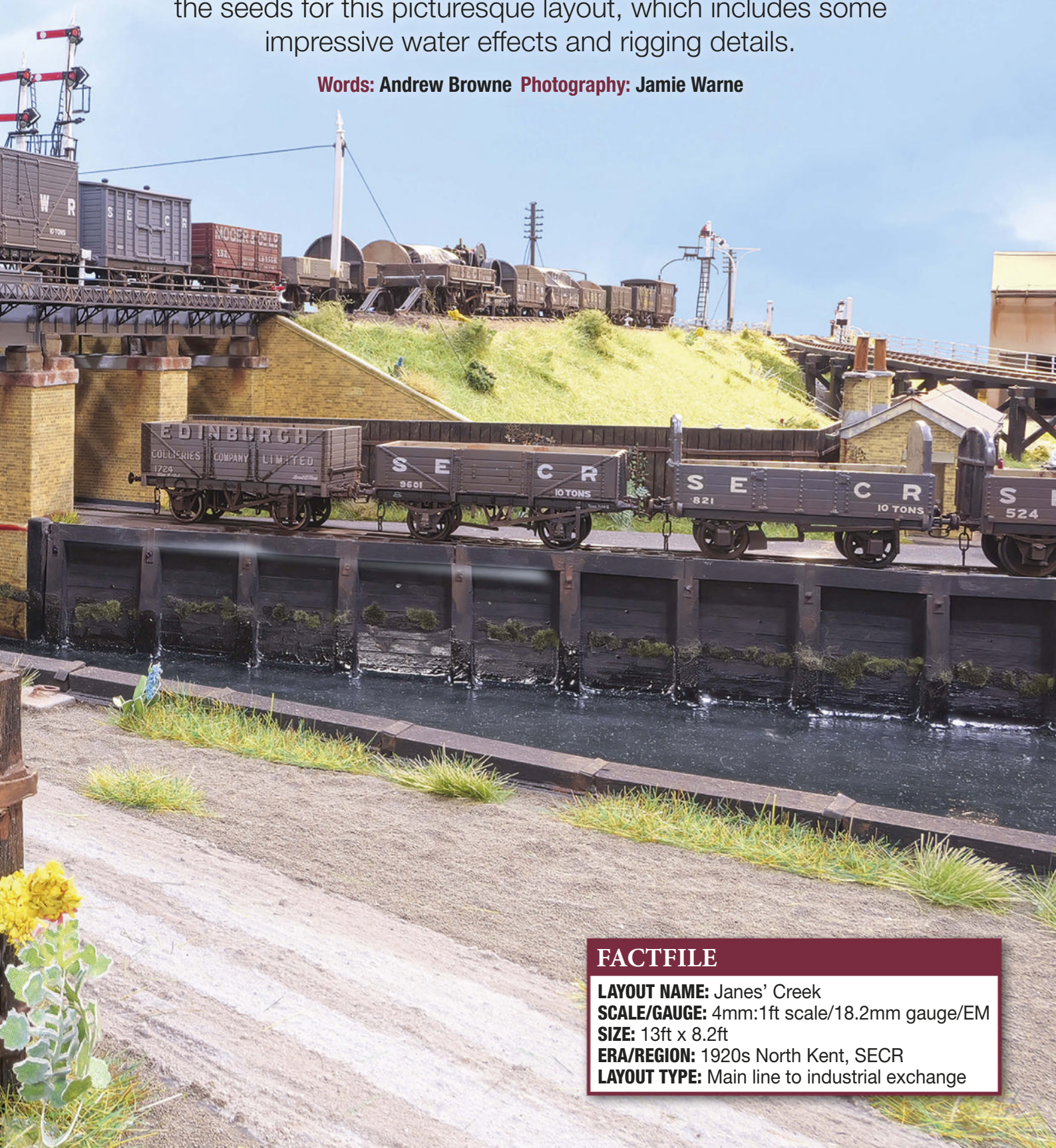
SECR 0 class locomotive, just arrived, on the Janes' Creek Viaduct, the short distance from Strood, about to start exchanging wagons with Invicta Engineering Works. The viaduct is little changed today.



BARGES & RAILWAYS

An interest in shipping and a return to EM gauge sowed the seeds for this picturesque layout, which includes some impressive water effects and rigging details.

Words: Andrew Browne **Photography:** Jamie Warne



FACTFILE

LAYOUT NAME: Janes' Creek

SCALE/GAUGE: 4mm:1ft scale/18.2mm gauge/EM

SIZE: 13ft x 8.2ft

ERA/REGION: 1920s North Kent, SECR

LAYOUT TYPE: Main line to industrial exchange

RIGHT: *Stackie* barge with a load of straw, for horse bedding, on her way to London, just missed the ebbing tide, so will take a mooring here, and catch the next tide. Hay, for horse feed, was another common cargo, return load of manure.

BELOW: Shunting on the wharf, a Scotch Derrick crane is on the main loading/unloading area. A steam-powered Thames launch tug *Sunny* awaits its next duty. Previous barge crews have left their barge names behind.



Near the end of Covid, I was due to host the Kent EM Group's first face-to-face meeting. My only recent 4mm modelling was two Sailing Barges, and they were on the table for "show and tell". I thought to myself I really need somewhere to display them.

While looking online at old Ordnance Survey maps, available to view from the Scottish National Archive, the area around the Aveling and Porter, Invicta Engineering Works, Strood, Kent, seemed ideal for railway and barge modelling, with frontage onto Janes' Creek (the OS maps place the apostrophe on the name), I much prefer to base a model on a prototype, and in this case, the site is only a 10 minute walk from my home. Some excellent aerial photos were found on Britain From Above, so I was set to start.

The layout is designed for home and exhibition use, any limitations being that it had to fit into my single garage and into my Transit Connect van and had to be manageable for one or two people to move and set up. I could model the depth scale in 8ft 2in, and the width reduced by 30 percent to 13ft. There was no room for staging/fiddle yards.





Scenic work

The seven baseboards are simple 2ft x 1ft timber and 12mm ply, resting on 2ft x 1ft beams supported by four trestles. The backs of the boards are also 12mm ply, as the layout is transported and stored on its back. Track is from the EM Gauge Society, ballasted with brick paving sand to represent shingle used by the SECR. Point motors and lever frame are from Cobalt; I find this lever frame so nice to use.

The scenery base is formed with paper towels soaked in diluted PVA glue. Buildings have a core of mounting board covered with printed corrugated sheeting and brick, with downloads from Scalescenes. I was not sure how effective this would be, but few people notice it is a flat sheet. I liked its free download of a brick office, and there are three of them on the layout.

Guttering is from Modelu and the downpipes are positioned, where possible, to hide the joints in the sheets. I use brass etchings from the roof access walkways and for the back gutters to the valleys and other lead flashing I have also used lead foil, which has been weathered.

An important feature is the water. After unsuccessful attempts using varnish, I am now pleased with the results using Ammo water effects, an acrylic product that is available in various tints and clear. I found it needs thinning a little with water. After brushing it on, the brush was used to stipple the texture - it dries slowly, so no need to rush.



ABOVE: Looking down 'Janes' Creek' towards the River Medway, to the left is Pelican Creek. The building is Strood Steelworks, actually a steel casting foundry. The barge has lifted its gear for unloading.



MIDDLE LEFT: The load of *Smeed Dean*, Kentish Yellow Stock bricks, is being unloaded on Strood Esplanade.

BOTTOM LEFT: A wonderful photo taken from the view of a passing barge.



ABOVE: Avonside locomotive, CSP Models kit with Gibson wheels and High Level motor and gearbox.

MIDDLE NEAR RIGHT: A view along 'Janes' Creek' towards the River Medway. The barge has its main gear down to pass under the viaduct, with a "bridge" sail erected; the main gear will have to be raised again for unloading.



MIDDLE FAR RIGHT: Barge loaded and awaiting the tide to turn to depart down the River Medway.



OPPOSITE PAGE, FAR RIGHT: A busy scene outside Strood Steelworks. This area is not normally used during operating. SECR 0 Class in wartime grey waits on the viaduct, a Branchline's white metal kit. This model was started over 25 years ago and was only recently completed.

About the modeller

Name: Andrew Browne

Age: 69

Number of years modelling: About 50 years

Name of your first layout: 'Ventnor Town', a OO model set on the Isle of Wight.

Favourite era/region: 1900 to 1923 Kent, SECR, Southern days on the Isle of Wight and modern HO Florida, USA.

Favourite locomotive: SECR C class, 0-6-0 tender loco, my first successful kit-built locomotive in EM gauge.

I have been interested in model railways for as long as I can remember, always something new to learn or model, also have an interest in American HO, 1/72 plastic aircraft and, of course, boats.

My first EM layout was 'Beluncle Halt', located on the Isle of Grain branch, memorable for being at the Cannon Street Station Exhibition in 1986, I was on one of the platforms.

I am currently working on a new smaller project, 'Bulldog Quay', located on Oare Creek, near Faversham, Kent, progress can be followed on RMweb.

Operation

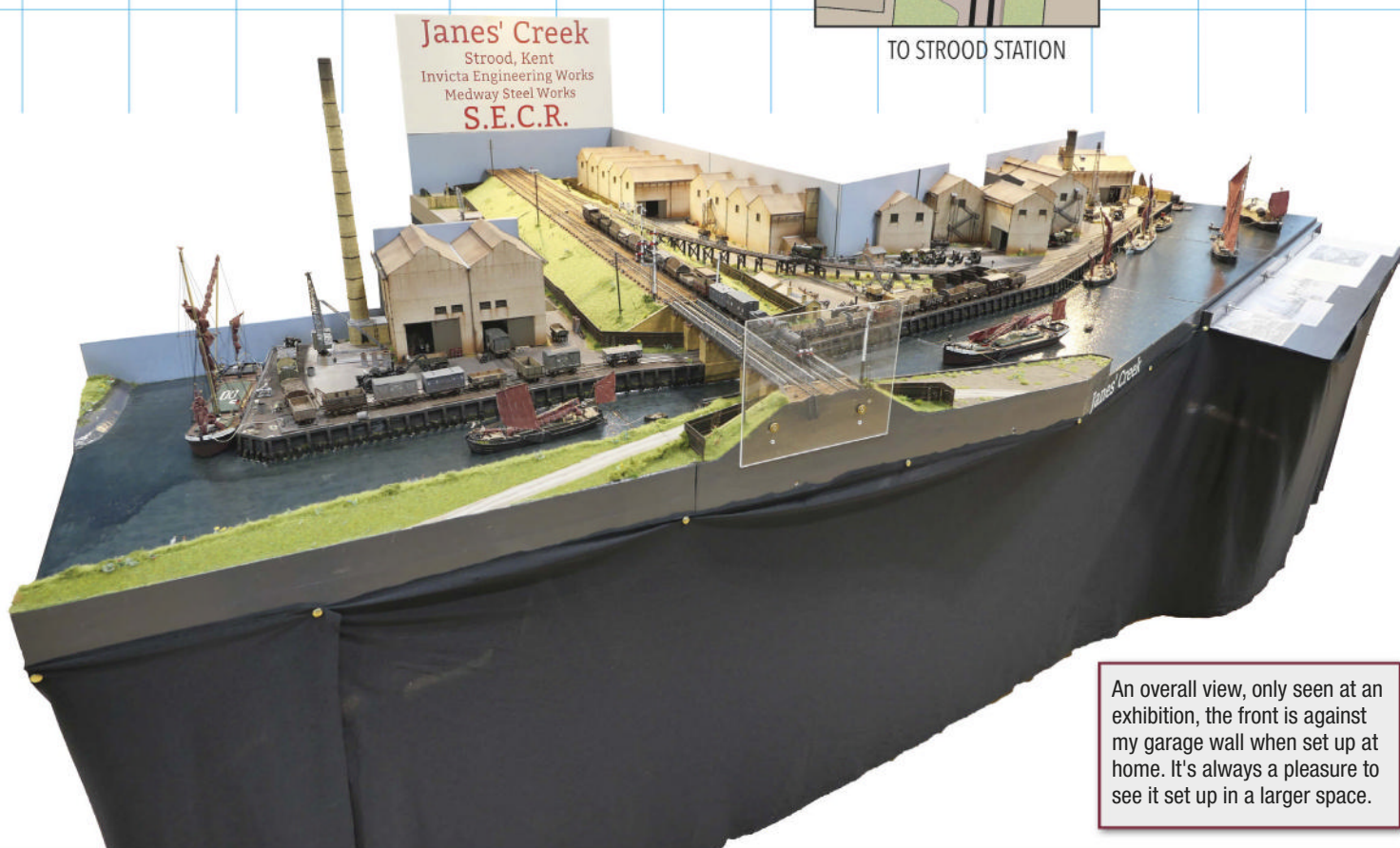
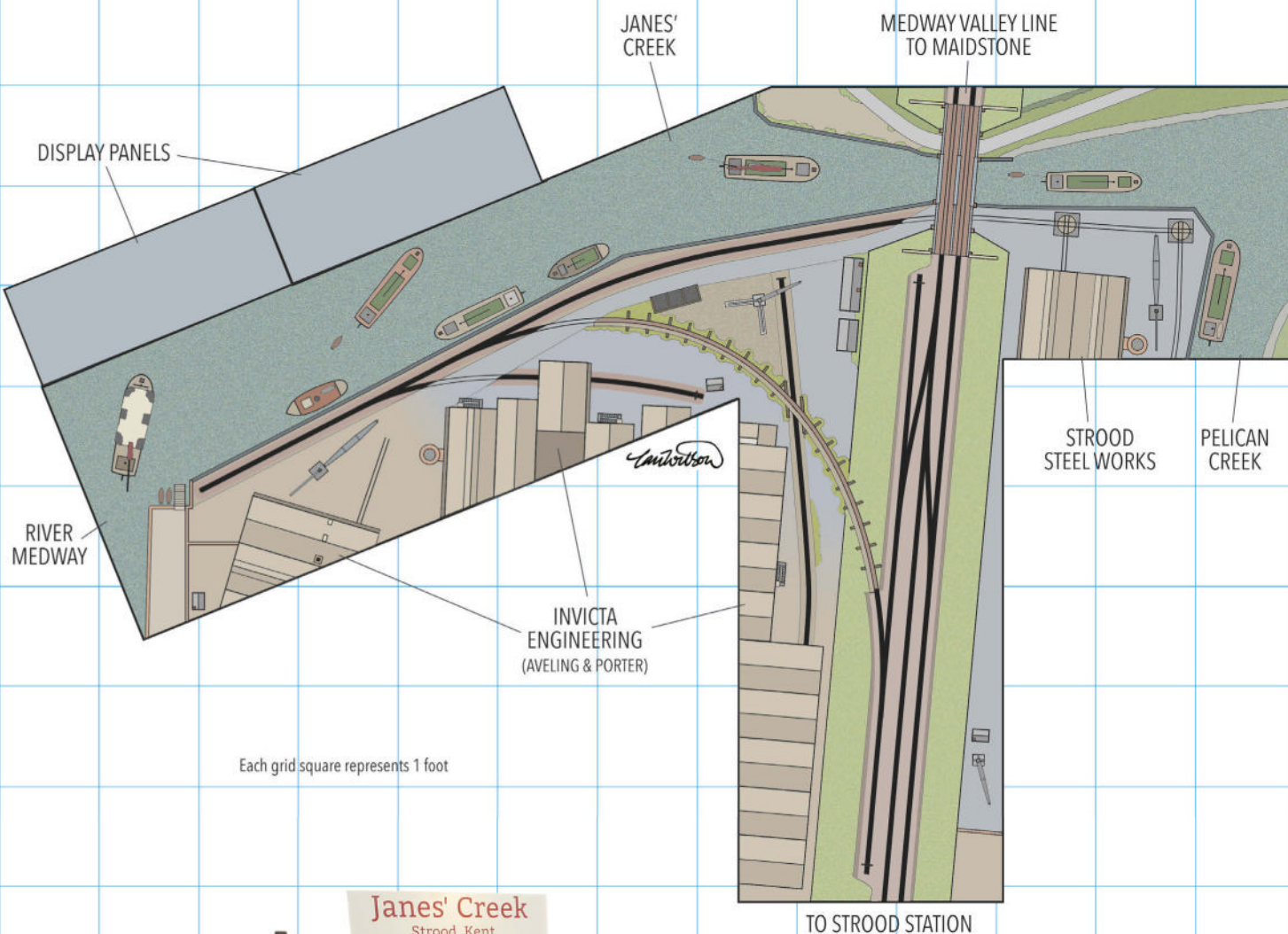
The layout is simple DC with isolating sections. Only one loco moves at a time, driven by a Gaugemaster controller. To help reduce having to crawl under the layout while setting up, each board has its own electric lead, which plugs in on top of the board with the point levers and switches. The leads are sheathed in curly cable tidy, and for transport they are kept in place with wooden clothes pegs glued to the underside; a simple but effective tip I was given.

As there is no staging/fiddle yard, some imagination is required for operating. The goods train, SECR locomotive, 12 wagons and a brake van arrive from Strood, and wagons are then exchanged with the Aveling and Porter works. The goods train then departs towards Maidstone, only to arrive back from Strood and repeat; this works well and keeps me busy, and there's something moving all the time.

Locomotives are kit-built with brass and whitmetal, using Markits or Alan Gibson wheels and High Level motors/gearboxes. Wagons are a mixture of kits, ready-to-run and 3D-printed, all fitted with three-link couplings, which, while a fiddle



TRACKPLAN



to use, I like the appearance of, and the hand from the sky does not bother me. I started two of the kit-built locomotives 25 years ago and, at that time, I lost interest in British 4mm, so never completed them. Having had over 20 years enjoying American HO, I'm now back to British 4mm, and very pleased I hung on to all my old kits as some are not available anymore.

I have an interest in shipping, barges in particular, and I had a good friend and mentor who guided me. He had a life afloat as a barge skipper and wrote a book on Rochester barges. The sail material he found in the 1950s at Millwall Dock, he thought it would be ideal for models, which it is. Some of my models are scratch-built, some using vac-formed or resin hulls. After rigging a barge, I cannot face another one for a couple of months! I am participtionally pleased with the scratch-built stumpy barge (no top mast), *Renown*, which is based on a 1/35 scale model presented to the owners by the barge yard in Halling, on the River Medway, in 1884. As the model is contemporary with the real one, I think it is pretty accurate. Photos of this model and others can be found on the National Maritime Museum website.



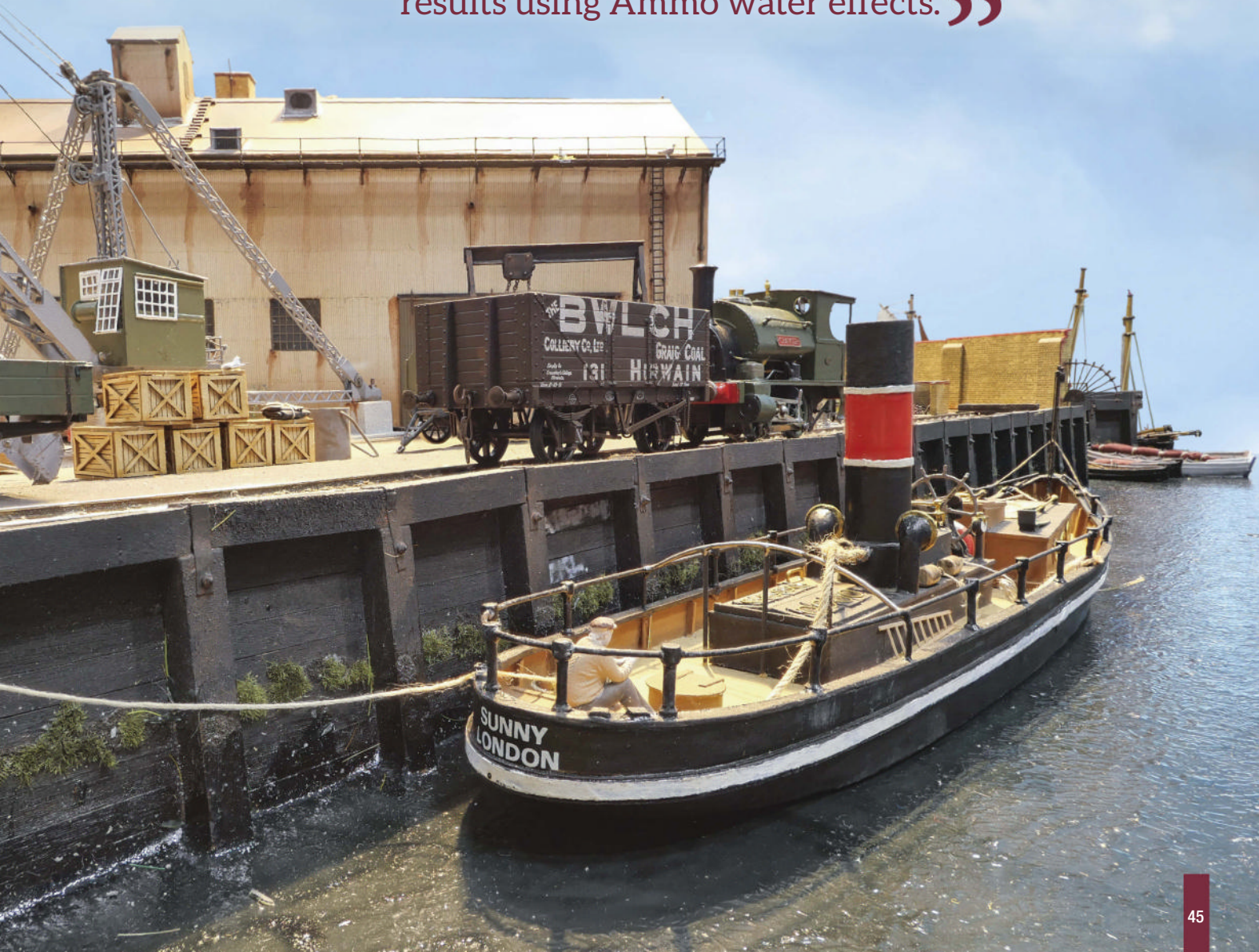
TOP LEFT: A view from the River Medway, Rochester Castle is behind, unseen in the image, and the Rochester bridges to the right.



MIDDLE LEFT: Another view from the River Medway, this time looking along the wharf at 'Janes' Creek'.

BELOW: Shunting the wharf, with a build-up of seaweed at the high water mark. Barges would arrive on the incoming tide (flow) and leave on the outgoing tide (ebb). Even today, the modern ships serving the timber wharfs not far from here follow that.

“An important feature is the water. After unsuccessful attempts using varnish, I am now pleased with the results using Ammo water effects.”





ABOVE: Aveling and Porter's own locomotive, built at these works, shunts the wharf on Pelican Creek. A static model, the crane traction engine was also built here and worked here. Both were moved to Grantham in 1933.

RIGHT: A newly built traction engine and steam roller await delivery, while the "stumpy" barge (no top sail) *Renown*, awaits the tide. *Renown* was constructed at Halling, not much further up the River Medway.



Reflections

I am very pleased with how 'Janes' Creek' has turned out, and it is nice when local people try to place themselves. Morrisons and Hobbycraft instantly place it. I was worried how the connecting timber viaduct would perform, being on a 4% gradient, 3ft radius and a board joint halfway up, but it works very well. Two sliding pins keep the rails aligned.

Each time I go shopping, I walk under the Janes Creek viaduct, carrying the Medway Valley line, Strood to Paddock Wood. This was the other challenging project, all scratch-built, using plastic card, plastic sections and brass etchings. The track on the both viaducts has been laid on baulk timbers using C&L plastic chairs.

Looking back at this project, I'm not sure what I would do differently; maybe lighter baseboards, and also build in protection to the rail ends. After some damage, I have now soldered the rail ends to brass pins. On the layout's second showing, I damaged the main signal in transit, which also now has bolt-on protection. ■

Another view of *Renown*, with the linking curved viaduct in the background. On my model, a small 0-4-0 tank locomotive can handle two to three wagons on the incline; they are always chimney first to keep water over the firebox.



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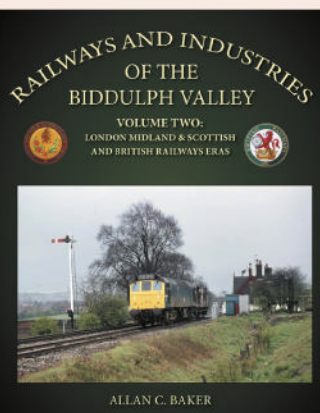
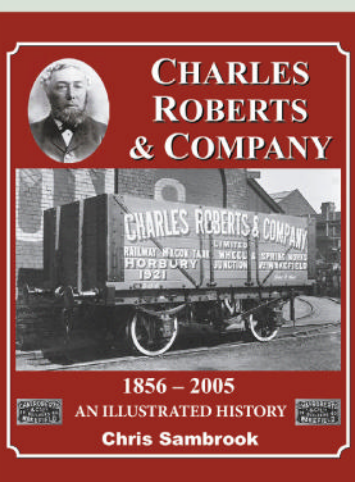
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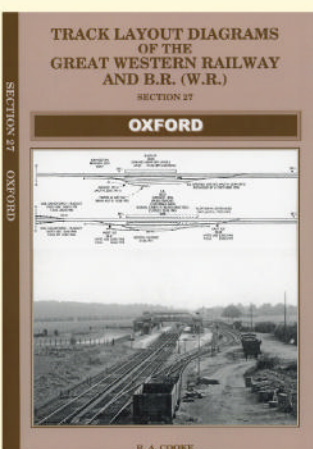
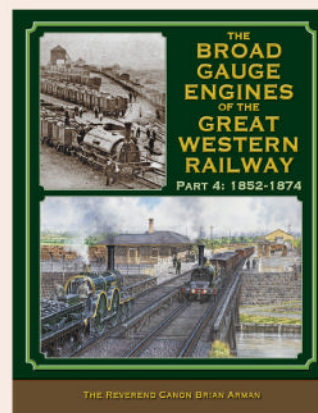
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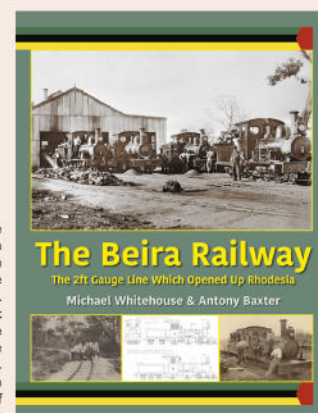
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The Beira Railway, in its 2ft gauge form, only operated over the whole of its 222 mile length, from the African eastern seaboard port of Beira in Mozambique to Umtali on the borders of the new Rhodesia, for two years – in 1898 and 1899 – but it took ten years in the building. As soon as it was completed, it was converted to the 3ft 6ins Cape gauge and connected with the rest of what was later to become Rhodesia Railways. With finances to build it initially not forthcoming, George Pauling & Co. chose the 2ft gauge and built the railway in sections. Its construction was basic and conditions were challenging, with rain, heat, marauding lions and deadly diseases carried by the Tsetse fly all taking their toll on the builders, both African and European. Hundreds died. Operated by delightful British-built 4-4-0s, two of which survive today in operation on the Sandstone Estates Railway, an average journey over the line took the best part of a day with up to forty derailments! Illustrated with a superb collection of previously unpublished photographs of the construction, along with images of the original stations, locomotives and rolling stock, including modellers plans. **NOTE: Strictly limited edition of 500 copies only.**



The Beira Railway

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

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Getting Practical with...

TOOL

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MONTH



Small bulldog clips

You've probably read my saying that modellers can't have enough clips and clamps – well, here are the ones that have hardly been off my workbench in the last month. Around 3cm long, and made of metal, I use them a lot when laminating materials in larger scales, but they are also handy when working on cardboard building kits, and even while soldering, if you have the metal versions. For the price, buy a handful!

Got a question for Phil?

Get in touch,
email: BRM@warnersgroup.co.uk

Ask Phil

What are the little rectangular things in the Accurascale coupling pack?

Collars. Accurascale provides two sets of tension-lock couplings, and some three-links. Short ones are fitted out of the box, but if your layout includes some really tight curves, such as those found on dockyards and factories, then the longer version might make running more reliable.

Simply unplug the short coupling, slide the collar over the tail of the longer version, and plug it into the NEM socket and you'll have a bit more space between wagons.



New on the workbench

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No steam or early diesel-era layout can have too many little huts. Be it the classic platelayers' accommodation, out on the main line, or bothies in goods yards, they were everywhere.

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Phil Parker



Michael Russell



Ben Bucki



Darius Aibara



Tony Wright

Build a rail crane

Let's build something a bit different for a layout. Ideal for 1960s and later industrial sites, this would be both a crane and a lightweight shunter for single wagons. While it's a static model, the finished crane will look great parked in a siding.



1 The ingredients for this build. A diecast Corgi Trackside Coles crane, and a 247 Developments 3D-printed E10 Chassis. The modeller has to supply some 12mm diameter wheels, I'll use some available from Hornby as spare parts – R8096.



2 The wheels drop into the chassis, supported by a central bearer. Sideframes, with axleboxes fit inside the frames. I feel they are a bit loose, so pack them with some 0.5mm-thick Plastikard. Dry-fit everything first, as the sideframes are a couple of millimetres too long.



3 Corgi assembles its models with cross-headed screws. Although difficult to turn, they come out eventually. The one with the wide head is the central pivot and is reused to attach the crane to the chassis.



4 Wasp stripes are printed on the bufferbeams, but I chicken out of the painting and just give them a coat of yellow, followed by a heavy dusting of weathering powder, which is then cleaned off with wet cotton buds.



Budget Modelling: The Bachmann A4



Tony Wright

APPARENTLY, THE most popular articles of mine in BRM of recent times are those described as 'Budget Modelling', where I take an often non-working model, bought at a very cheap price and repair/get it going again; and/or detail and improve it to an appearance far beyond its origins.

At a time of ever-increasing prices, I think there's great merit in this approach. So much so that I present the first of further articles on the subject; in this case, one describing an original Bachmann A4. This begins a series of modest presentations, which will

culminate in the models in question being available for inspection at the NEC show in November. Afterwards, they'll be sold for charity. All of the models to be described (which consist of those of WR, SR, LMS, LNER and BR origin) required nothing more than modest modelling skills; skills which should be possessed by anyone calling themselves a 'railway modeller'.

So, to begin with, off we go with that Bachmann A4. Speaking of not costing much, this one actually cost nothing! It was donated by a friend as a non-runner, to be sold as a donation for Cancer Research UK. I thought it deserved to be investigated, its non-running status needing little more than a clean and oil to be eradicated.



1 It's an original Bachmann A4, the type fitted with a split chassis. These can cause problems, with wheels shifting on their axles, but this one was OK. It's based on the original Trix/Lilliput A4, but with improvements. The weathering is 'natural'!



2 Before removing that 'natural' weathering (it looks a bit like a barn-find!), I fitted the front coupling and the whistle (which were still in the loco's box) using the pre-drilled holes.



3 Also in the small packet of accessories for this model were a pair of seats and a crew. I simply fixed these in place with superglue.



4 The nicest thing in the extra fittings was a set of etched nameplates, but the plastic (far too fat) originals needed removal first; carefully achieved with a sharp blade.



5 Those nameplates were partly fixed by pegs in holes. Some of the pegs broke off and some came out of their holes. No matter, because the etched nameplates (by 247 Developments) fitted perfectly.



6 Beware, however, if contemplating re-naming. *Dominion of New Zealand* (along with sister, *Commonwealth of Australia*) had the longest names in the class, and fixing shorter 'plates might mean the need for some plugging of holes and a lick of paint.

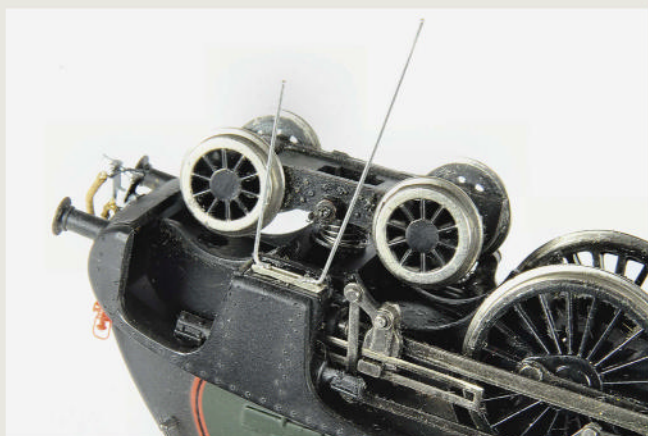
Getting Practical



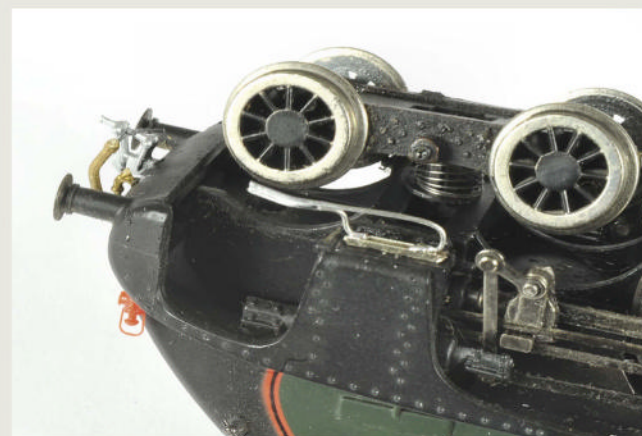
7 See what I mean? The best way of fixing the etched 'plates' is to use Evo-Stik, in impact mode. Due to safety reasons, this is not the glue it was, but was more than adequate for this task. Superglue grabs too quickly and, unlike Evo-Stik, leaves no time for adjustment.



8 Unlike more-modern equivalents, no lamp brackets are present on the Bachmann A4, but there is still a need to carry lamps. Since most A4 duties were on express passenger jobs, I just permanently superglued the LNER lamps supplied by ModelU in place (the nearest to scale on the market).



9 Also missing are the cylinder drain cocks (this is an old model, after all). I made these from brass shim and 15Amp fusewire soldered together, fixed in place with superglue.



10 Once safely fixed, the wires were shaped and their ends soldered together. It's small additions like this that really enhance an old model, and they're far more robust than the flimsy plastic things seen now.



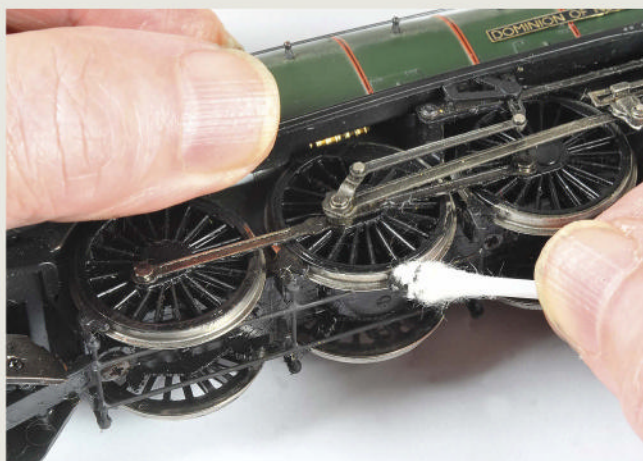
11 One thing missing from the add-ons was the plastic brake rigging. I made this from appropriate diameter brass wire, soldered together and fixed in place with superglue.



12 No vacuum standpipe was present (it never was), so I fitted one from the London Road Models' lost wax cast range, held in place with superglue.



13 I'm not a fan of shiny wheel rims (most unnatural), so it was out with the matt black enamel and the trusty (if rather shabby) sable.



14 A shabby brush can result in paint getting onto the wheels' tyres, meaning immediate removal with a cotton bud was imperative.



15 The tender is supposed to be a 1937 streamlined non-corridor type. By removing the end corridor connector, they thought it represented just such a tender. Unfortunately, no; it's still corridor tender width and it has beading. For the purposes of this project, I left it, merely adding real coal and a brass fallplate.



16 Now complete, with the motion toned down as well. I removed most of that natural weathering, leaving just some bits which were too stubborn to remove (just like in real life). A lick of white paint was applied to the lamps as a final touch.



I gave the finished loco a good run on 'Little Bytham', where she performed admirably. She's actually a bit early for my period – still with single chimney and towing a (pseudo) non-corridor tender. It's not 'correct' enough for 'Bytham', anyway, but that's not the point. For next to nothing, and a modest outlay on lamps and detail, I think it's the sort of A4 that will satisfy many.

IN MEMORY

Not long after seeing his donated A4 in action, my dear friend, George Stevenson, died of heart failure. He was delighted with how it had turned out, and it was a pleasure to see his appreciation; a pleasure shared with the other 'Old Gits' of 'Little Bytham', of which he was very much a part and will be sadly missed.

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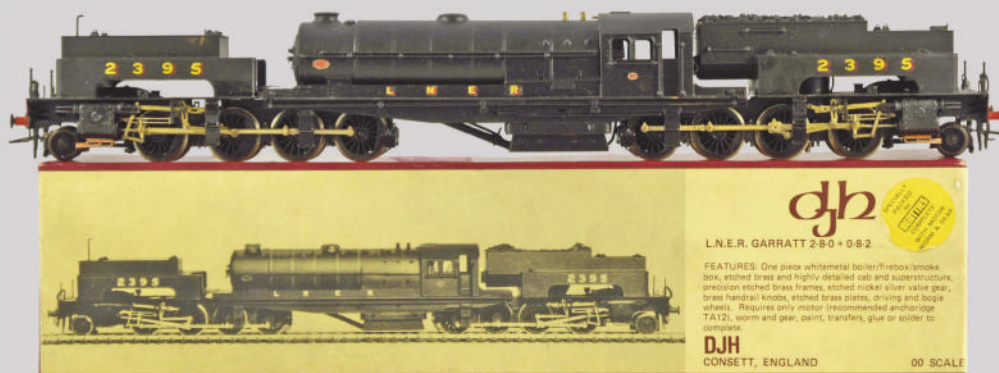


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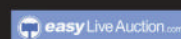
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Modifying Ready-to-Plant Buildings



Ben Bucki

RESIN BUILDINGS have been something of a game-changer for railway modelling in the last few decades, enabling anyone to quickly (if sometimes expensively) populate their miniature worlds with all manner of structures, without the need to resort to kits or scratch-building. That said, just because you've bought a ready-to-plant building, doesn't mean it can't be modified a little to make it stand out from the thousands of identical structures out there on

other layouts. Personalising these buildings with a bit of paint and light scenic work is an easy way to add character to a structure.

This was already a good model out of the box. It would have suited conversion to a number of different themes (my first plan had been a rural pub), but I went with a holiday cottage instead. I think the challenge was in restraint; I didn't want to lose the character of the building with too much modification, though I wish, in hindsight, I'd used a finer plastic strip for the conservatory/orangery. Under the overgrowth, its crudeness isn't too obvious, hopefully. Anyway, this is my first attempt at a TT:120 scenic piece, and I'm tempted to do more in this scale.

WHAT YOU NEED

Baker Ross

Dried Sphagnum Moss

Citadel

Acrylic paints: Celestra Grey, Abaddon Black, Mephiston Red, Mourmfang Brown, Corax White. Nuln Oil (wash)

Gaugemaster

'Summer Scenic' Grass Mat GM139 Flowerbeds Blue/Yellow

Hornby

TT9013 Scottish Croft 'Shepherd's Rest' Platform fences

Javis

No.2 Mid Green Coarse Grass Plastikard .5mm, white and black

Katy Sue Designs

'Flower Soft', various colours

Minitrix

N gauge fencing

Woodland Scenics

Bushes and Lichen

Other

Paintbrushes, razor saw, scalpel/craft knife, steel rule, Allen key, fine drill bit, 1mm clear acrylic, superglue, Rocket PVA



1 The Shepherd's Rest as it comes; a nice little model of a rustic cottage. The name suggests something fairly bleak and windswept, but I fancied something more on the lines of a holiday cottage in the present day.



2 There was a bit of overspray in places, and I decided to repaint the roof a slightly different shade (using Citadel acrylic paints), then shaded with a wash of its Nuln Oil.



3 I used an Allen key to pop the windows out, and painted on a representation of curtains. I wasn't going to fit interior illumination, so they didn't need to be more than a basic impression.



4 To personalise it, I decided to fit an orangery or conservatory on the rear. It was knocked up from 1mm clear plastic recycled from a broken picture frame, and some offcuts of .5mm Plastikard.



5 In hindsight, I should have used thin plastic strip, but I made my own from more Plastikard sheet as it was what I had to hand. I added some plants inside, growing up over the roof of it.



6 To hide the coarse look of the conservatory, I thought I'd model it a little overgrown. Inside, there's some representation of some plants, too. I added a water butt to the back drainpipe, an offcut of plastic lollipop stick.

Getting Practical



7 To give the impression of flower bushes trained up over the buildings, I teased-out dried moss to cover the walls, and then (after soaking in superglue) sprinkled with Katy Sue Designs flowers.



8 Rather neater flowers were added around the base of the building, along with the static grass (both Gaugemaster products), which I purchased as a mat for simplicity.



9 I wanted to hint that the growth was a little out of control, the garden perhaps a touch neglected, so some more greenery was added, particularly around one of the chimneys.



10 I set the house into a large garden, with more of the Gaugemaster flowers, some card strips for the footpaths, and fences from the scrapbox (Hornby 00 platform fences down the side, Minitrix N gauge on the front).



11 I made sure the chimney pots were drilled out, and added a few more details around the back garden like a picnic table (which I think started life as a Micro Machines accessory of 1990s vintage).



12 The finished cottage, in-situ on the diorama. This was my first scenic work in TT:120, and while I think some items like the flowers are perhaps a bit overscale, I'm happy with how bright and colourful it all turned out.



Parkside VEA 'vanwide'



Michael Russell

THIS IS an exercise in modelling to see if a kit can be upgraded to run alongside a modern off-the-shelf item. The subject is the popular 'vanwide' wagon, the prototypes of which ran over several eras and were built in numbers. The Bachmann VEA used for comparison is an exquisite model, well detailed and beautifully finished as you would expect from this manufacturer.

I decided to make assembly easier and stronger by adding internal bracing. This also ensures the van base is absolutely flat. However, it is important that you cut the pieces that form this accurately.

The kit-built item builds into a nice model, and you can upgrade it successfully to run alongside modern off-the-shelf items without any incongruity.

WHAT YOU NEED

Peco

PC41 British Railways 12 ton 'vanwide' van

Other

0.3mm brass rod, plastic card, polystyrene cement, staples, superglue, steel wound guitar string, masking tape, model filler, modelling files, craft knife with straight and curved blades, steel rule, pin vice and small drills, pliers, small callipers

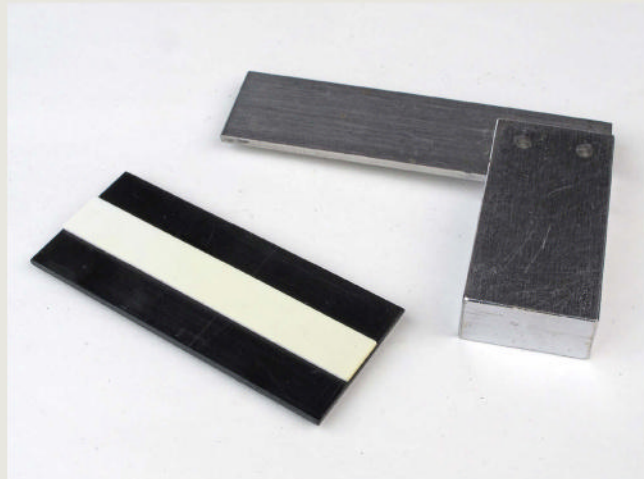
The RTR item is more expensive, but you trade this against the time required to upgrade the kit, and this may or may not be worth it depending upon your personal circumstances. Remember, you have to factor in glue, paint and varnish costs, too, and you will lack the packaging to house the completed model. Of course, it always increases your personal satisfaction if you have had a hand in creating your models rather than just opening boxes. Only you can decide if it is worth it, but personally, I would consider the kit if I required just a few vans, but probably not if I required a lengthy rake. In the next article, I will paint and add decals to the model.



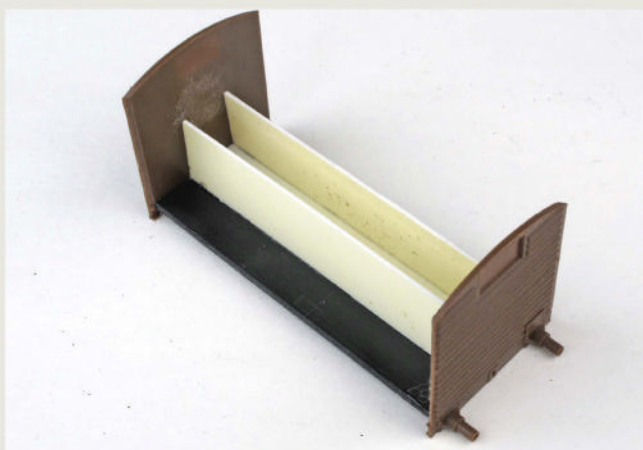
Getting Practical



1 Remove parts from the runners by scoring along the connection points and then bending the pieces free. Clean up with a rough file and then a fine one, filing longitudinally.



2 Add internal bracing for a stronger model. Cut 1mm thick plastic card to the same length as the base. Cut a 10mm wide strip and glue this down the centre of the base approximately in the centre.



3 Now cut two 14mm strips from the same material and glue them either side of the centre strip. Now add the kit end pieces, centring them on the wagon floor so that the overlap is equal on both sides ready for the sides fitting.



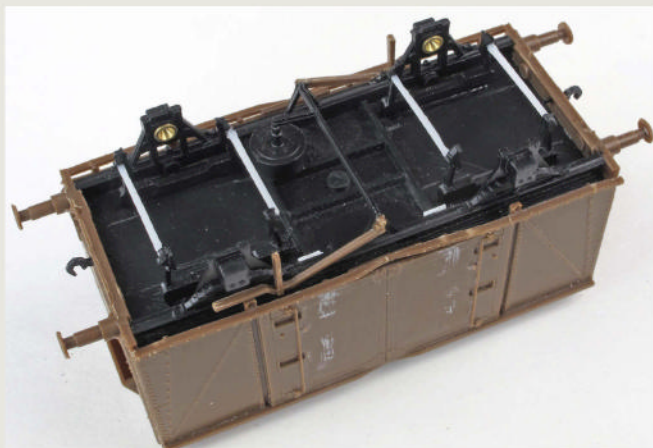
4 From the same material, cut a false floor piece to sit upon the internal bracing. If you want a heavier wagon, add weight now to the wagon floor. Leave the roof off to provide a handling point when painting. Ensure that the lower door rails are glued to the buffer beam ends.



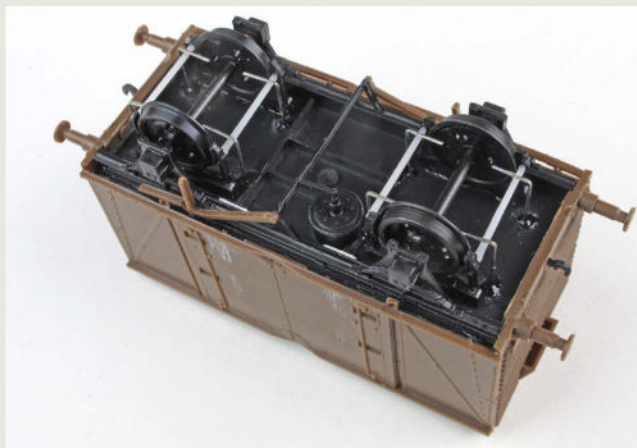
5 Use the lower pictured solebars and ensure you identify them before pressing the brass bearing caps in place, as they are very difficult to remove afterwards. You will need to file the solebar mounting surfaces in order to get good contact with the wagon floor.



6 It is essential that the wheels turn freely, and I found that they were a little tight with the solebars fitted. Make more space by gluing small pieces of plastic card on the crossbeam ends used for solebar spacing. 10 thou should suffice.



7 With the brake shoes and hangars now in place, the next step is to add pieces of 10 thou plastic between the shoes. I 3D-printed mine, but plastic card will do the job just fine. Ensure that they don't interfere with the wheels.



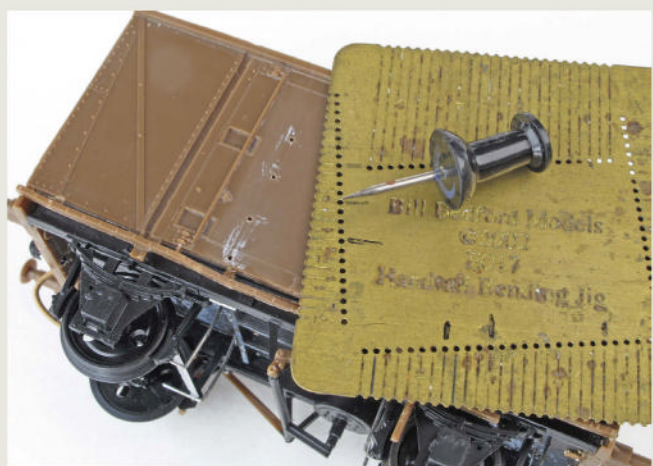
8 Brake safety guards made from staples were fixed in place with superglue. Mark the positions out carefully using callipers and drill holes to match the staple diameter. I have simplified the guards to speed things up; otherwise, you need a U-shaped piece.



9 The buffer beams are detailed with a vacuum pipe made from a steel guitar string. The lamp iron is made from 0.3mm brass rod. Add material around the coupling hook using plastic card and re-drill the hole to match the existing ones.



10 Using a curved blade in your craft knife, cut the door handles away. Put down strips of masking tape to prevent collateral damage. You will probably need to use some filler to correct any nicks or scrape marks.



11 Mark the handles out carefully using callipers, being careful to mark the plastic surface with a light touch. Use a board pin to form a hole that you then drill out to match the wire diameter and use a bending jig for spacing.



12 Bend the 0.3mm wire to shape using the same settings on the bending jig and glue in place with superglue. Use a 0.7mm piece of scrap plastic card as a spacing jig to get all the handrails set to the same height.

Getting Practical



Build a Peco Station



Darius Aibara

PECO HAS recently introduced a series of laser-cut plywood kits of various buildings associated with the West Highland Extension Railway in Scotland. These various railway-related structures, including the attractive main station and platform-mounted signal box buildings at Rannoch in Perth and Kinross.

Both kits have intricate laser-cut and etched parts, with the roof tiles and brickwork plinths of both buildings being particularly well rendered. Some of the parts need to be laminated together to form the walls of the buildings, which makes it easy to paint the parts before assembly.

When building models of real buildings, researching the full-sized structure is recommended, and I perused the web to find details of how the buildings were painted and what additional features such as signage, etc., are fitted.

The kit is well designed, fits together superbly and is straightforward to build, provided care is taken reading the instructions and dry-fitting parts before gluing. The split of parts enables them to be pre-painted before and during kit assembly, which simplifies the assembly process. The lack of hip and proper ridge tiles is a shortcoming, in my opinion, but this is easy to fix.

WHAT YOU NEED

Peco

LK-215 - West Highland Line Rannoch Station Laser-Cut Wood Kit (1:76)

Tamiya

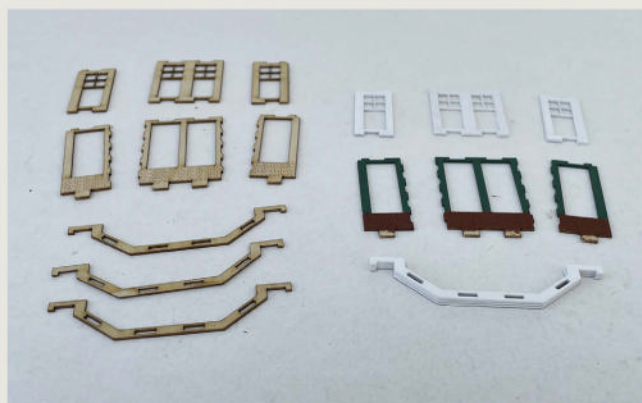
Model masking tape

Other

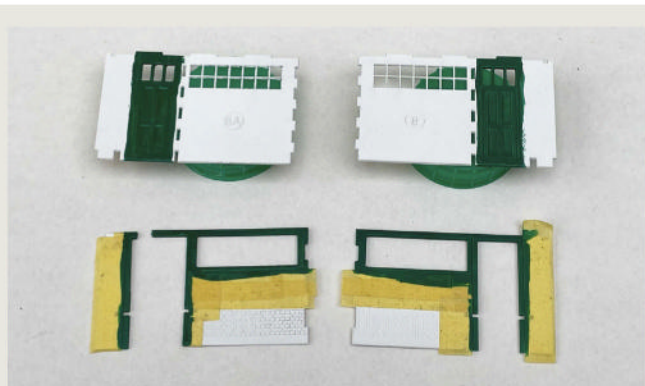
Craft knife, steel rule, fine paint brushes, grey, green, white, brown and matt black enamel paint, PVA adhesive, superglue, primer



1 The station building kit comprises several plywood frets with illustrated instructions on four sides of A3 sheet. As can be gathered, this is quite a complex kit with many intricate parts. I followed the Peco instruction steps relatively faithfully, the main divergence being that I pre-painted several parts during assembly rather than painting the fully-assembled model as per the instructions.



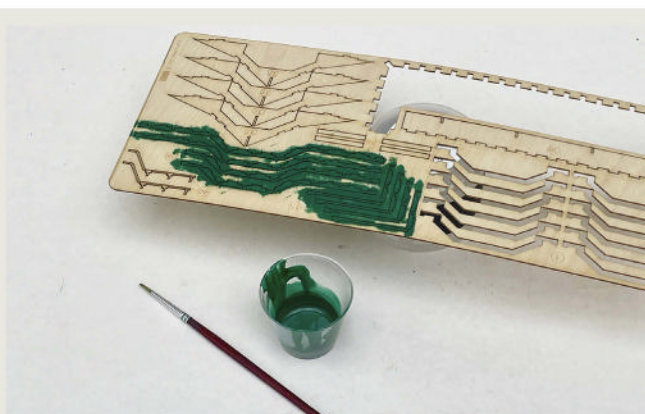
2 Construction starts with the bay windows. These comprise inner window frame layers and outer wall layers. The base plinth comprises three identical parts that have to be laminated together using PVA. The inner and outer wall parts were pre-painted using enamel paint and glued into the slots in the base plinth. I found it convenient to spray the complete inner window frame layers with white primer rather than brush-paint them.



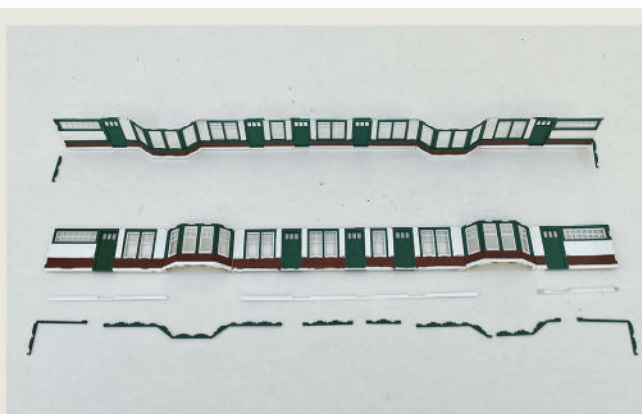
3 The outer wall panels with rendered areas were also sprayed with white primer and the rendered panels masked before brush-painting the outer frames of the windows green, and the brickwork areas a bauxite colour. I mixed BR DMU Green and Rail Gray to create an approximation of the West Highland green colour.



4 This process was repeated for all of the wall panels. The boundary between the brickwork and the base plinth/windowsills does not need to be masked as it will be covered by the separate base plinth and windowsill parts. Paint bled at the edges of the masked areas was touched up with white enamel paint once the green-painted areas had dried.



5 The windowsills are provided as separate parts with tabs that push-fit into slots in the wall panels, so it is important to ensure that the slots formed in the inner and outer wall parts are lined up when they are glued together. The windowsill parts are thin and fragile, and I found it easier to pre-paint them on the timber fret before detaching them.

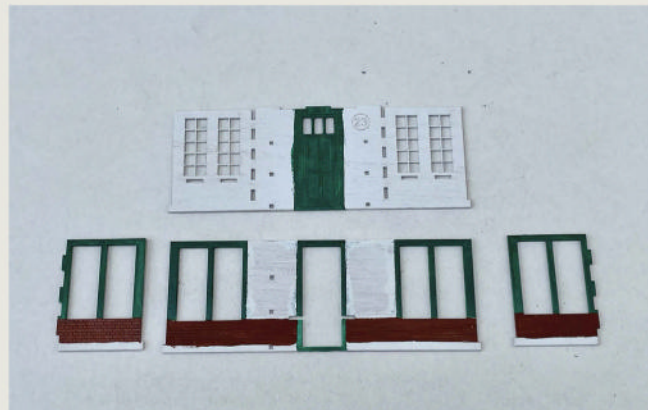


6 The wall panels forming the long sides of the building were glued together and the separate windowsill and base plinth parts fitted. The windowsill parts at the ends of these walls contain the sills of the end walls. These are extremely thin, and over the course of the next few steps, all four of them broke off. With hindsight, it would be better to cut them into two parts before fitting.

Getting Practical



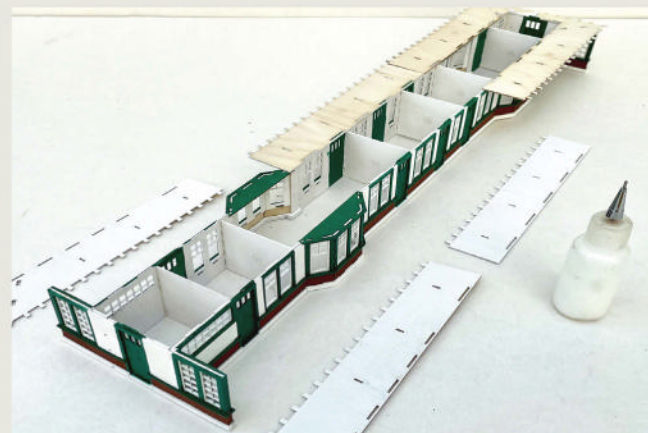
7 The internal cross walls were removed from the fret and fitted to one of the long wall assemblies. The ends of each cross wall have tabs that fit into slots in the long wall. The fit of these parts was excellent despite the wall parts being painted. I ran a bead of PVA along each wall joint after they were fitted and let the joints dry before fitting and gluing the other long wall.



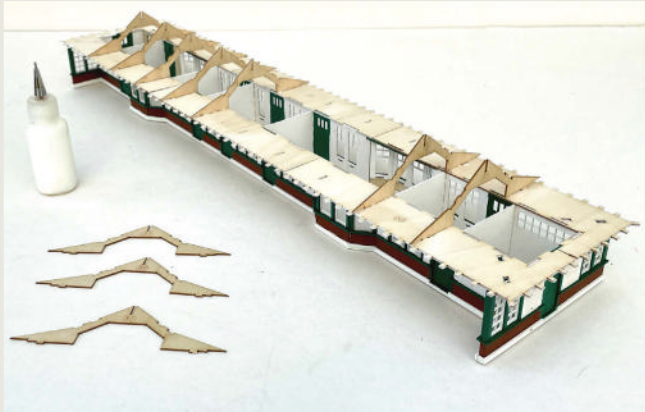
8 Each end wall comprises four parts, not counting the base plinth and windowsills. The instructions recommend assembling the complete wall before fitting it to the building. However, I found it easier to fit the parts separately, having first pre-painted them, as lots of tabs need to fit into lots of slots at once if you try to fit the completed wall assembly in one go.



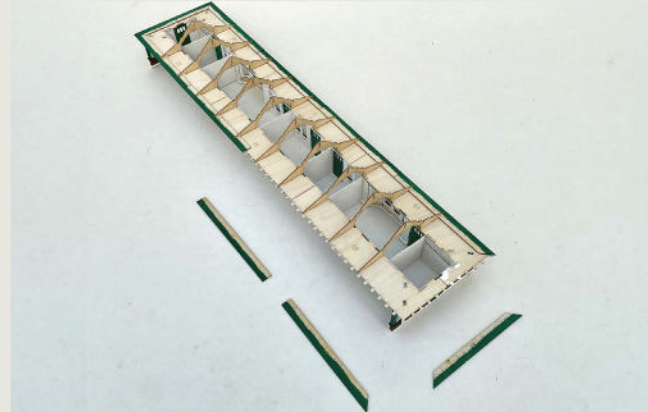
9 The window frame end wall part was fitted first, followed by the smaller outer wall parts and the large external wall part using PVA adhesive. I found that the tabs on the smaller wall parts needed to be sanded down slightly to enable them to fit into the slots. A small dab of superglue secured them in place.



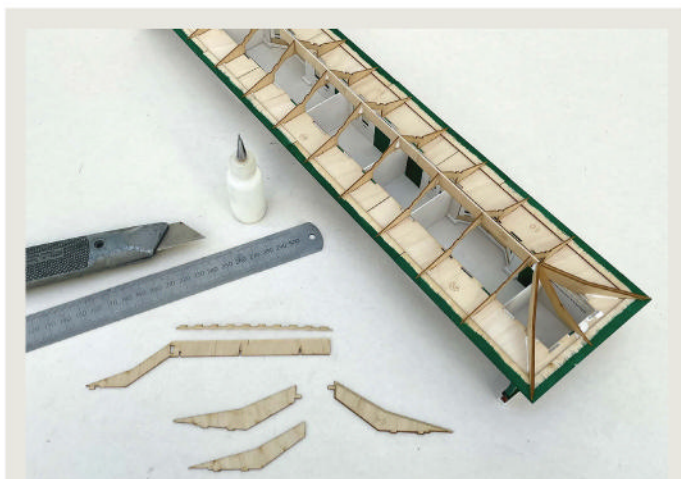
10 Separate soffit parts are provided for the roof overhang to the long sides of the building, and their under-surfaces were sprayed white before fitting – again easier than trying to paint them after fitting. These parts slot onto tabs in the tops of the walls and the fit is excellent.



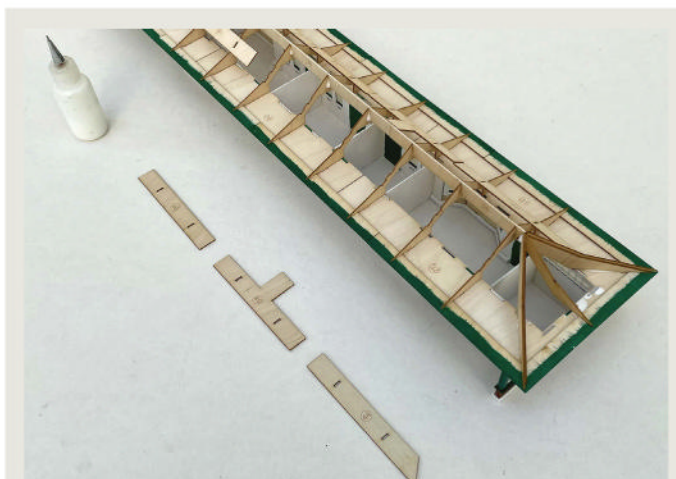
11 Roof construction commenced with the fitting of the rafter parts, which were glued into slots in the soffit parts. Everything fitted together perfectly. This part of the station construction was quite rapid as the parts do not need to be painted, being hidden beneath the roof surface.



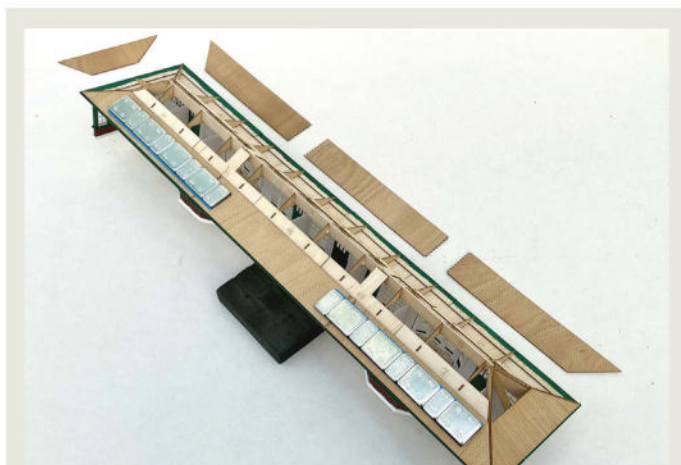
12 Separate parts are provided for the gutters and these were pre-painted West Highland green before sliding them between the rafter and soffit parts. The kit is designed so that these parts align perfectly square when slid into place. Once everything was fitted and true, I secured them in place with dabs of PVA where they met each rafter.



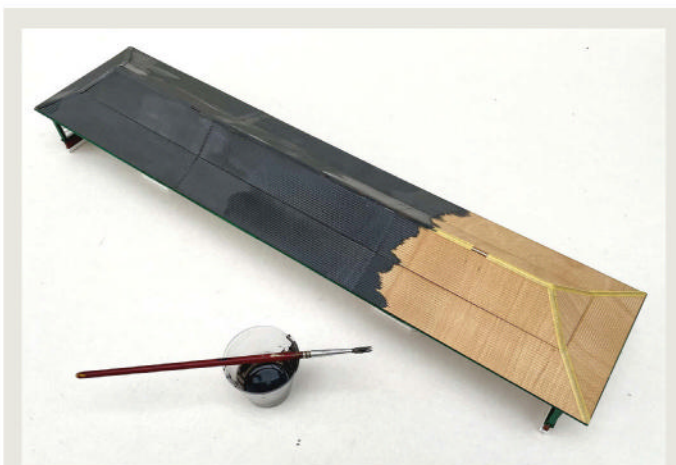
13 The roof ridge former and hip roof supports were fitted next. Each hip support is formed of two separate parts that have to be glued together and care should be taken to ensure that tabs are aligned. I found the castellated ridge tile effect on the formers to be unrealistic, so I cut them off.



14 Prior to fitting the tiled roof parts, a series of flat support parts need to be fitted to ensure that the joint between the two roof slopes does not sag, and to reinforce this joint. These parts were fitted in sequence onto tabs on the rafter parts.



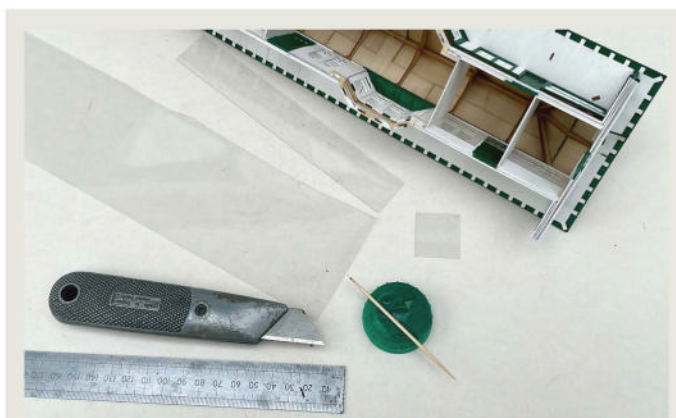
15 The roof parts are particularly good with a nice laser-etched rendition of the tiled surface. Make sure that these parts are fitted with the tile overlap on the downward side as I found out that it is possible to fit some of these parts upside down if not paying attention. I used strips of tyre balancing weights to hold the roof tile parts against the rafters as the PVA glue cured.



16 The roof was brush-painted with thinned grey enamel paint. Several coats were applied, with additional coats over the roof panel joints and the taped ridges and hips. The edges of the taped ridges lifted in a few places during painting and these areas were re-fixed using tiny amounts of PVA once the paint had dried.



17 The three chimney stacks are kits within a kit, with each stack comprising 11 parts, plus injection moulded chimney pots. The stacks were assembled as per the instructions and then painted before attaching them to the building.



18 Finally, window glazing is provided in the form of the clear plastic kit packaging, cut into strips slightly deeper than the window openings and from which individual glazing panes were cut. Each pane was glued to the inside of the frame using tiny amounts of superglue, applied using a cocktail stick.



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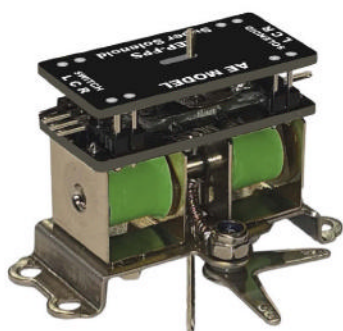
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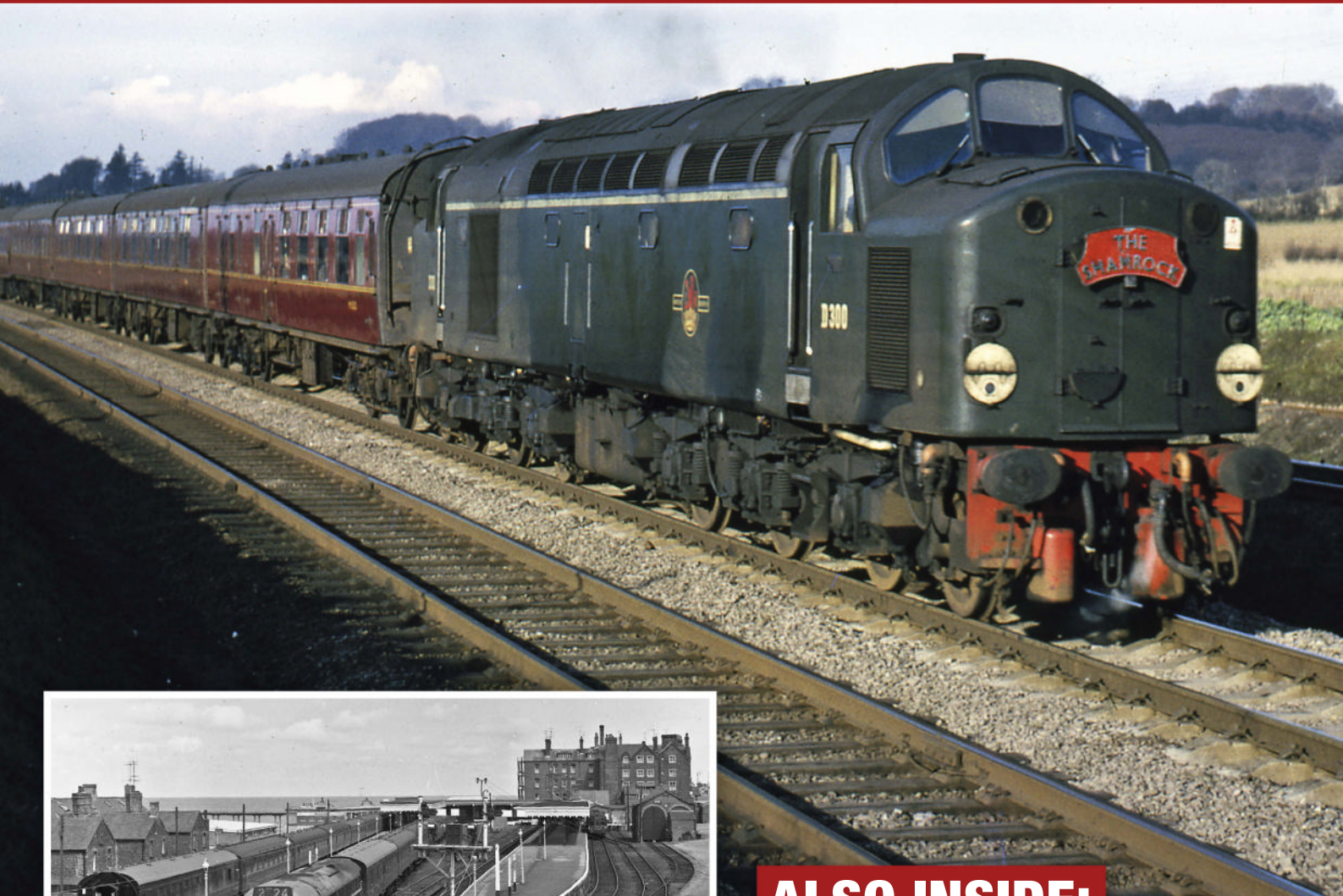
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TRACTION

ISSUE 300 | SEPTEMBER 2025

D300 - 300 - 40100

The 300th issue of Traction Magazine!



ALSO INSIDE:

- St. Austell to Liskeard
- EE to the Rescue
- Stone Loadings

D300 - 300 - 40100

With this issue, we reach a significant milestone in the history of this publication – the 300th edition. There is really only one article that we can publish to celebrate this achievement, and that is to look at the history of the only British diesel locomotive to carry the number of three centuries: D300.

By Stephen Rabone



Edge Hill

D300, like all the English Electric Type 4s, was built at Vulcan Foundry in Newton-le-Willows with works number EE.VF 2822/D537. It entered traffic on October 31st, 1960, and was allocated to Crewe North (5A). By December 1st, D300 had been transferred to Liverpool Edge Hill shed (8A), where it remained until June 1962. The principal duties of Edge Hill's EEType 4s were the Liverpool Lime Street to London Euston expresses, including the named 'Merseyside Express', the 'Red Rose', the 'Shamrock' and the 'Manxman'. D300 was also seen working trains between Euston and Glasgow, and, from the beginning of January 1961, Edge Hill EEType 4s took over the Liverpool to Newcastle expresses working through to Tyneside. Some of these trains ran via Wetherby, Harrogate and Ripon before joining the East Coast Main Line at Northallerton. D300 was photographed at Camden shed in summer 1961, still without the small yellow warning panel, but by May 1962, one had been applied to the locomotive.

D300 is seen leaving Marsh Lane cutting at Leeds with a Liverpool to Newcastle express on May 1st, 1962. The train is approaching Neville Hill depot and at Cross Gates will leave the line to York and take the now-closed line through Wetherby towards Harrogate. It will travel via Ripon to reach Northallerton and the East Coast Main Line. Note the cast metal 8A (Edge Hill) shed plate on the cab side. A few weeks later, D300 was transferred to Crewe North shed. GAVIN MORRISON





D300 is seen with the 'Shamrock' at Northchurch on November 25th, 1961. This is the southbound working from Liverpool to Euston, which was the connecting train for passengers off the overnight ferries from Belfast and Dublin. COLOUR RAIL

Crewe North

The introduction of the Gateshead-based BR/Sulzer Type 4s (later Class 46) on the Liverpool to Newcastle trains, with their 2500hp power units compared to the 2000hp of the EE locos, reduced demand for Edge Hill's Type 4s. On June 23rd, 1962, D300 was transferred back to Crewe North. D300 settled into its duties on the WCML, being seen as far north as Perth. It was during this time that I saw D300 for the first time at Crewe, with what I believe was a Birmingham to Edinburgh train, and then later the same day at Wolverhampton with the return working. On February 6th, 1963, D300 was reported as being seen at Hitchin with the diverted southbound 'Royal Scot' due to the line over Shap being blocked by snow. On August 24th, 1963, I saw D300 heading south through Carnforth with a Carlisle to London Kensington milk train. In February and March 1964, it is known that it spent time in Crewe Works. WCML duties continued with sightings of the locomotive, showing that it worked trains from Euston to Holyhead, Windermere, Perth, Blackpool and from Scotland to Liverpool Exchange.

Western lines

In October 1965, D300 was transferred to Bescot (2F), but shortly afterwards, the London Midland Region decided to introduce a different allocation regime. D300 found itself allocated to the 'Western Lines', which covered depots with the code D01, D02 and D05. During its time at Bescot, D300 was seen working the 21:50 York to Shrewsbury mail train at Stalybridge on January 22nd, 1966.

In March, D300 paid another visit to Crewe Works, with the locomotive being seen on the test road at the end of May. During 1966 and 1967, D300 was noted on a variety of trains but increasingly on non-passenger workings, such as trains of new cars at Oxenholme, and parcels trains from Windermere. In August 1967, it turned up on a freight at Croes Newydd yard at Wrexham. For a short period from June 17th, 1968, until September 14th, 1968, D300 was reallocated to D01, the London division of the 'Western Lines', but was then transferred to the Manchester area depots which were coded D09.



40100 is seen with the Heaton to Red Bank carriage sidings empty newspaper vans at Manchester Victoria on June 4th, 1978. R. BRISCALL



On June 19th, 1979, 40100 is seen at Skelton Junction near Altrincham with a freight train that it has probably taken over from a Woodhead line electric locomotive at Godley Junction. R. BRISCALL

Shortly after the end of steam in August 1968, BR dispensed with the D prefix. After November 1st, 1968, the D was painted over very quickly on many locomotives. However, it would appear that D300, like some other members of the class, retained their D prefix for much longer. D300 was photographed at Preston in June 1970, still with the prefix.

During March 1969, it was seen at Reddish depot, presumably for servicing, but shortly afterwards had another visit to Crewe works in April 1969. Sometime in early 1970, the Stone OK4625 steam heating boiler was isolated, meaning, of course, that the locomotive was now basically a freight locomotive and should only be used on passenger trains in the summer period.

The North West

For the next six years, until May 1974, the locomotive could call the North West of England its home, working out of depots in the Manchester division (D09) and, from May 1971, the Preston division (D10).

It was during this period, when the locomotive was based in the North West, that I saw it on several occasions. On April 23rd, 1971, still bearing its WL allocation code on the cabside, it powered a northbound Northwich to Log Meg anhydrite train through Hellifield. Three months later, on July 14th, it passed Long Preston on a northbound train of bogie bolster wagons routed over the Settle and Carlisle line. The locomotive then had some passenger workings, being seen at Lancaster on July 16th, with a train from Euston to Barrow. On August 28th, it took over an Euston to Blackpool train at Crewe. The following month, on September 11th, I saw it passing through Manchester Victoria at the head of a train of empty 16-ton coal wagons heading for Guide Bridge, where I also saw it a few hours later.

300 brings a loaded coal train through Preston on June 6th, 1970. D300 has acquired a full yellow end, but its green paint is now very worn. Under the number is the letter W from when it was allocated to the 'Western lines'. In 1970, D300 was based in the Manchester division.
DAVID WHARTON

A more prestigious task was its use on the Tallylyn Railway A.G.M. Special on October 2nd, 1971, when 300 was seen at Towyn, presumably having taken over the train at Shrewsbury.

On February 11th, 1972, I saw 300 in green livery for the final time when it brought a freight from Carlisle to Leeds past Apperley Junction. At the end of February, it was seen at Millerhill with a York to Aberdeen Craiginchies freight and it was in Scotland again working an Oxwellmains to Grangemouth cement train on May 11th, 1972. A summer Saturday duty on July 1st saw it work an Edinburgh to Blackpool North holiday train. The following day, it took the 12:30 Blackpool to Euston as far as Crewe, but with a run round at Chester due to engineering diversions. In late July, it had another works visit and was out shopped from Crewe on August 9th, now repainted in blue.

Depot allocations

A reversion to depot rather than division allocations saw 300 allocated to Manchester Longsight (LO) in May 1973. One of its last duties from the Manchester area, on July 19th, was working the 15:53 Holyhead to Manchester Victoria, trains along the North Wales coastline being a staple task for the English Electric Type 4s for many years. Another move to Carlisle Kingmoor (KM) occurred in August, and on August 11th, 1973, on one of my nocturnal visits to Carlisle station, I saw the locomotive take out a Carlisle to Whitehaven mail train about 04:00. A few days later, 300 was seen on another typical working for the class, working an empty newspaper train back to Manchester from Glasgow.

1974 brought, of course, the wholesale renumbering of BR's locomotives, with 300 becoming 40100, with this taking place on February 1st.





40100 is approaching Thackley Tunnel near Shipley with an Up ballast train on May 20th, 1977. GAVIN MORRISON

To the Eastern Region

With the increasing use of electric power on the West Coast Main Line, the London Midland Region had a surplus of diesel power, so, on May 1st, 1974, 40100 was transferred to York depot. A month later, it moved to Healey Mills, where it remained for the rest of its life, apart from a four-month period from September 1979, when it moved briefly to Thornaby.

Much of its work was on freight duties on trains to and from this large Yorkshire marshalling yard, cross-Pennine trains to Lancashire, duties on the Settle and Carlisle and northwards up the East Coast Main Line. Some passenger workings still took place, at least during the summer months when heating was not required. July 27th, 1974, saw 40100 heading the 13:34 Llandudno to York. In September and October 1975, 40100 was back at Crewe works, being seen there at a works open day.

On January 2nd, 1976, I saw the locomotive on a southbound freight just south of York at Copmanthorpe. On July 31st, it took over the 08:00 Weymouth to Bradford at Derby. Throughout 1976 and 1977, it was observed at locations all over the north of England, at Appleby, Carlisle, Godley Junction, York, Tinsley, Bootle and multiple times at Gateshead. In September 1977, it was seen once again at a Crewe Works open day.

Moving into 1978, observations suggest more usage on summer passenger workings, but this may be down to the increase in enthusiasts reporting what they saw. In February, 40100 was seen on the Manchester Victoria to Newcastle newspaper train and the return Heaton to Red

Bank empty vans. During the summer months, the locomotive hauled passenger trains between Manchester Victoria and Llandudno as well as a Nottingham to Carlisle north from Leeds. In July, it took over a Edinburgh to Liverpool train at York and later in the month was power for a Scarborough to Sheffield train. For a few days at the end of August, 40100 found itself borrowed by the Scottish Region to work expresses between Glasgow Queen Street and Aberdeen. No doubt that caused some excitement to Scottish enthusiasts! However, a few days later it was back in Yorkshire working freight trains.

During early 1979, 40100 continued its freight duties, being seen at Settle Junction in March on a freight, at Tyne Yard with ammonia tankers in April and in June with a freight, probably from the Woodhead line at Skelton Junction. On July 27th, I saw 40100 stabled at Carlisle station; it was one of the many Type 4 locomotives moved urgently that day to Carlisle to cope with the after-effects of a derailment at Beattock. This resulted in many trains north of Carlisle having to be diesel-hauled via Dumfries. During August, the locomotive spent time working trains between Manchester and Llandudno, intermingled with freight workings over the Settle and Carlisle.

One of the photos in this article shows 40100 at Blackburn on August 18th. In the background is a rake of Mark 1 coaches, which was used to form a football special for the Division 3 match between Blackburn Rovers and Millwall (the score was 1-1). It seems likely that 40100 had brought the train carrying the visiting supporters to Blackburn, possibly taking over from electric power at Crewe or Preston.

40100 moved north to Thornaby depot on September 1st, but appears to have suffered a problem with its main generator as, by October 5th, it was back at Crewe Works for repairs, which lasted until the end of November.

The final year in traffic

On January 1st, 1980, it was transferred back to Healey Mills, and during the early part of the year, was seen on freight duties in the north of England and also further south at Peterborough. During the first half of 1980, 40100 saw a surprising amount of use in Scotland. On May 24th, it powered a Glasgow Queen Street to Edinburgh football special. In late June, it was back north and for four days it was seen working trains between Glasgow Queen Street and either Dundee or Aberdeen.

During July and August, 40100 was used extensively on passenger workings in the north west and on the North Wales coastline. On July 19th, it took over a Great Yarmouth to Manchester Piccadilly train at Sheffield and worked an advertised excursion from Bolton to Llandudno and back the following day. From July 28th through to August 2nd, it worked a demanding daily passenger train schedule starting with a Llandudno to Manchester Victoria and back followed by a Llandudno to Crewe and a return to Bangor.

On August 20th and 21st, 40100 is reported to have worked the 11:03 Birmingham New Street to Aberdeen and the return 09:25 Aberdeen to Birmingham New Street services, but which section of the route it pulled the trains I haven't been able to discover; presumably north of Carlisle or Mossend yard? In late August, it was back on parcel train duties around Leeds, Bradford and Manchester. On the 30th, it took the 11:05 Manchester Victoria to Holyhead train, returning the following day with 18:02 to London Euston, which it hauled as far as Crewe. It seems possible that this was the last passenger train that it hauled.

By early September, it was back on freight duties and was seen several times heading a freight from Tyne Yard to Millerhill through Newcastle. In early October, it was



40100 is stabled at the west end of Blackburn station. The rake of Mark 1 coaches had almost certainly brought Millwall supporters to the Lancashire town for the match with Division 3 Blackburn Rovers. The score was 1-1. GAVIN MORRISON

back at Healey Mills and was withdrawn from service on October 5th. On October 20th, 40100 left Healey Mills at 10:35 pulling withdrawn 40011 and 40114 to Tinsley yard, where they recessed. The trio set off for Swindon Works at 21:00, still powered by 40100. 40100 was recorded as stored serviceable on October 22nd, but never returned to traffic. Over the next few months, 40100 was photographed numerous times by enthusiasts as it awaited scrapping. The locomotive had been cut up by June 10th, 1981.

Acknowledgements

Information from these websites has been used in compiling this article together with the author's own records.

www.class40motherlist.com

www.brdatabase.info



40100 is seen being scrapped at Swindon on March 12th, 1981. DAVE HIGSON

CORNWALL: TRAINS AND SEMAPHORES ST. AUSTELL TO LISKEARD

In the last issue, **Steve Woodhouse** headed east from Penzance, taking photos of trains and semaphore signals between the most westerly station in Cornwall and Redruth. This time he travels east from St. Austell to Liskeard.

Every day in that summer of 1978 turned up something different, all with a backdrop of semaphore signals and glorious sunshine, apart from one wet day at Liskeard. Nothing stopped the taking of photos, though!

The highlight of the day at St. Austell was the arrival of the Motorail train. This drew up right through the station with the car carriers clear of the crossover at the London end so that 08941 could be attached to shunt them across to the terminal on the up side.

All the Class 50s at the time had not been refurbished and not all were named. All the ones I saw were named, except for 50050, arriving at Plymouth with the down 'Cornish Riviera' on August 14th, 1978. Some had been named only very recently. These were interesting times as it had been decided to name locos again, beginning with Class 87s and 50s, which were

to be referred to as 'Warship' class, but that never caught on, a shame really.

Nothing on the railway in Cornwall in those days was more appealing than an array of lower-quadrant semaphore signals heralding the passage of what was bound to be something worth getting a photograph of.

The Great Western Railway created infrastructure that was very pleasing to the eye, be it signals, signal boxes, or the stations themselves, some of which are still in existence very much as they have been since the days of steam.

The photographs were all taken on a Fujica AX5 SLR camera, which I had got a couple of months before. It went through a thorough 'shake down' at Chesterfield on the Midland Main Line. The camera worked well for the next 20 or more years. I must have spent a fortune on film. Best not to mention the day I forgot to put a film in!

37142 and 47027 go like the clappers heading an eastbound freight through St. Austell with a heavy china clay train made up mainly of clay hoods. Both locos were working, so there would have been a driver on each loco. The Class 37s at this time were beginning to replace Class 25s. August 18th, 1978.





1V34, the 07:45 Motorail train from Kensington Olympia has arrived at its destination, St Austell, behind 50012 *Benbow*. The car carriers will be shunted across to the up line by 08941 and into the up yard for the 33 cars to be driven off. The staff are walking along the wagons, removing the chocks from the car wheels. The train was at least load 15 and had drawn up right through the station to clear the crossover at the London end. The coaches were eventually shunted into the yard on the up side to the east of the station. August 18th, 1978.



Now here is an interesting train for a Class 50. A Class 1 train one day and then this the next. 50012 *Benbow* is drifting slowly through St. Austell with an engineer's train made up of an engineer's crane, a mess van and bringing up the rear a standard BR 20T brake van. The '50' left this in Truro goods yard. Later in the day, it was seen on the Motorail. August 18th, 1978.



50012 *Benbow* is arriving at Bodmin Road with a train for Penzance. The signal box is on the platform to the right. The modern station buildings leave a lot to be desired. Any station with 'Road' in its name meant the station was nowhere near the place it purported to serve. In this case, it is Bodmin, which is four miles away. August 23rd, 1978.



St. Austell signal box on August 18th, 1978.



46021 is coasting into Par station with clay hoods. August 24th, 1978.

45048 *The Royal Marines* is departing Bodmin Road with 1V71 07:38 Leeds to Penzance. August 23rd, 1978.



47488 is arriving at Bodmin Road with 1E21 10:21 Penzance to Leeds. Note the running in board on the down platform showing change for Bodmin, Wadebridge, Padstow. It was all buses by this time. August 23rd, 1978.



45014 *The Cheshire Regiment* clears Liskeard up sidings and heads east with four empty ballast wagons and a Shark brake van, after 1E21 had cleared the section ahead. 25207 leaves the down sidings with clay hoods. August 22nd, 1978.



47455 has arrived at Liskeard with 1E21, the 10:21 Penzance to Leeds. 25207 is in the down sidings with clay hoods. Note the bracket signal with centre pivoted arm and was the only one like it in Cornwall. There can't be many stations in the UK with a branch platform at right angles to the main line platforms. The Looe branch goes off to the left but cannot be accessed from the up main. August 22nd, 1978.



37142 comes off the Looe branch with a long train of clay hoods from Moorswater. Class 37s were beginning to appear in Cornwall by this time to replace the Class 25s. August 22nd, 1978.



Liskeard down main platform starting signal. The Up sidings are to the right.



Liskeard signal box; the first mechanical signal box to be encountered in Cornwall. August 22nd, 1978.



In today's world, both driver and guard would be sacked for the way they are carrying out this shunt move with 25080 at Liskeard! The guard is riding on the steps of a moving vehicle and the driver is driving from none other than the leading cab, and the train is moving towards a catch point. Of course, in those days, shunt moves at various locations were an everyday event and second nature to railwaymen at the time. August 22nd, 1978.

STONE LOADINGS

By David Ratcliffe





In recent years, DB-owned MMA bogie open wagons have also been used to carry stone from Dove Holes, with No. 81705500427-6 being recorded at the quarry in July 2021. Behind class 66 No. 66780, named *The Cemex Express* and painted in Cemex colours, shunts bogie hopper wagons deeper into the quarry to be loaded by overhead conveyor. DAVID RATCLIFFE



The most eye-catching of stone traffics, although admittedly the least common, is the movement of very large blocks and boulders used for the building of flood defences. On a snowy February 17th, 1968, a BR Type 2 pilots Stanier 8F 2-8-0 No. 48775 away from Hindlow Quarry, Derbyshire, with a special freight formed of BR Plate wagons conveying limestone blocks. TREVOR MANN COLLECTION



The Foster Yeoman limestone quarry at Merehead has also been the source of large limestone blocks, often referred to as 'rock armour', used for sea defence repairs at various locations around the south west of England. MTV No. B390123 waits to leave Merehead with such a load in September 1981. The large number '7607' on the side was the pool to which the wagon was allocated; its more usual task being to convey roadstone from Merehead to Fareham. TREVOR MANN COLLECTION

The transport of aggregates, such as limestone, granite and sand, has been a major rail traffic since the 1970s, and it remains one of the cornerstones of today's railfreight business.

Such loads can vary from large stone boulders and blocks, used for flood and sea defence, through the numerous grades of crushed stone, from 75mm pieces down to fine dust and quarry scalpings, which are required by the building industry for a wide range of construction projects.

Limestone pieces, usually up to 50mm in size, have also been used for ballast on main railway routes, although since the 1970s, the more durable granite has increasingly been favoured

for this task. High-grade limestone used in chemical processes, such as the manufacture of soda ash (sodium carbonate), has also been transported by rail, as has sand used in concrete mixing and glass making.

Each of these aggregate loads has its own characteristics regarding fluidity, density and colour, which will all have an impact on its appearance. Furthermore, the loading methods employed, either by overhead conveyor or side-tipping mechanical shovel, can also influence the shape of the loading, both when first put into the wagon but also when in transit. A study of relevant photographs can therefore often assist in creating a more accurate representation of aggregate traffic.

In addition to the Mendips, several quarries in the Peak District have also been major sources of limestone traffic, including RMC Roadstone's Dove Holes Quarry, near Buxton. Two of the company's hired 51-ton glw air-braked PGA hopper wagons are filled with different grades of limestone at the Dove Holes loading pad in November 1989. The Sentinel 0-6-0DH locomotive, works No. S10107 built 1963, had previously been based at GKN Steel's Lysaghts Works in Scunthorpe. DAVID RATCLIFFE





MHA No. 394164, loaded with large blocks of granite, is pictured at Bardon Hill Quarry in July 1998. The blocks were destined for Hessle, where they would be used to help protect the railway line between there and Ferriby from the encroaching River Humber. DAVID RATCLIFFE



The most common aggregate load conveyed by rail during the last half century has been crushed limestone, with considerable tonnages having been transported to receiving terminals situated in many of the country's major conurbations. Depending on its grade and size, limestone can appear either white through to various shades of grey to light brown, as seen in this view recorded at Stoke Gifford, Bristol, in July 1980. In the foreground, Amey Roadstone Co. No. AR14255, carrying finely crushed stone, was one of a rake of PGAs en route from ARC's Tytherington Quarry to their hopper-discharge equipped terminal at Wolverton, while the vacuum-braked MSV wagon behind, which had also been loaded at Tytherington but with a coarser grade of limestone, was destined for Oxford.

TREVOR MANN COLLECTION



ICI Mond PHV No. ICIM19022 had just arrived with limestone from ICI's Tunstead Quarry when recorded at Oakleigh Sidings, Northwich, in April 1993. This flow conveyed large pieces of high-grade limestone used by the ICI (later Brunner Mond) chemical plants situated around Northwich in the production of sodium carbonate, a chemical widely used by the detergent and glass-making industries. DAVID RATCLIFFE



Limestone was still being shovel-loaded at Dove Holes 30 years later, although by now the quarry had been taken over by Cemex, and 102-ton glw bogie hopper wagons were being used for the traffic. Now no longer required for coal, Fastline IIA No. 37706791062-2 is seen at the loading pad in September 2019. DAVID RATCLIFFE



Although most aggregate traffic has been railed in block trainloads, there can sometimes be a range of grades of material conveyed in different wagons within a consist. Such was the case with this Class 66-headed Hindlow to Theale working, formed of bogie MMA open wagons, seen at Northwich South Junction in April 2017. DAVID RATCLIFFE



Tarmac's Arcow Quarry, next to the Settle & Carlisle line, generates a considerable tonnage of railborne gritstone traffic, much of which is used in road construction. Shovel-loading of the JNA wagons used from here usually produces an even load, as evidenced by this view of No. 81705500288-2 leaving Arcow Quarry for Scunthorpe in July 2019. DAVID RATCLIFFE



In addition to graded stone, there are also movements of quarry scalplings and mixed grades. No. 81705500772-5 was amongst a train of similarly loaded JNAs en route from Hillhead Quarry to Hams Hall when spotted at Buxton in July 2023. DAVID RATCLIFFE



Today, new railway ballast is moved in both low and high-sided air-braked bogie wagons, such as GBRf MLA No. 503039, seen arriving at Crewe Basford Hall from Mountsorrel in April 2019 and March 2022. DAVID RATCLIFFE



Construction sand from the Tarmac siding at Marks Tey, alongside the Great Eastern Main Line, was a regular traffic until recent years, being railed to several different terminals in the Greater London area. ZFA No.DC390570, an ex-Procor PGA modified with a cut-down body, is seen at Marks Tey when en route to Hayes & Harlington in July 2000. DAVID RATCLIFFE



The use of vacuum-braked wagons in aggregate traffic declined during the 1980s as more air-braked vehicles were introduced, but they could still be seen carrying crushed granite for use as ballast from the quarries at Croft and Mountsorrel in the 1980s. A pair of Class 31s shunts a well-loaded train of MTVs at Croft in April 1988. TREVOR MANN COLLECTION

ENGLISH ELECTRIC TO THE RESCUE

By J Crosse

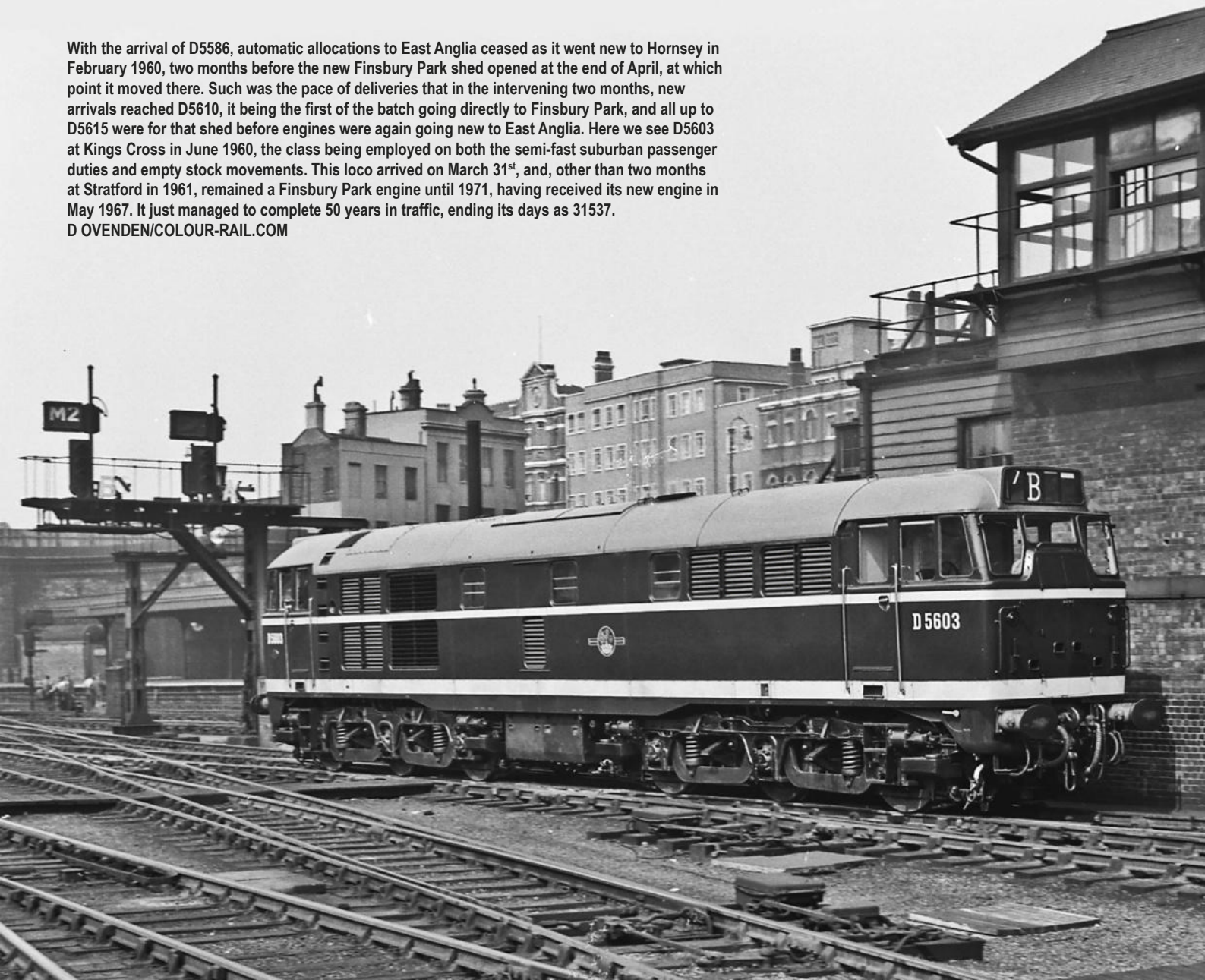
It is strange how class names stick despite not always being an accurate description of the beast. We could here be talking about the Mirrlees Type 2 or, in later days, the English Electric Type 2 but it would seem that from day one, these engines have been known as Brush Type 2s, based on who built them as much as the engines within. This A-1-A design was one of the numerous Type 2 solutions offered to British Railways when they embarked on their ambitious modernisation plan back in 1955. An order was placed for just 20 of the type, but eventually expanded rapidly to a total of 263 machines. Unfortunately for British Railways, the shortcomings of the original design did not become apparent before all had been delivered, which resulted in a rebuilding programme costing millions of pounds, the Achilles' heel turning out to be the Mirrlees JVS 12T engine.

Built by Brush at Loughborough, the first 20 were rated at 1250hp with most later machines starting off with a rating of 1365hp. All employed Brush electrical equipment and were destined for the Eastern Region to become the sole Type 2s operating in that area for a while. Stratford had been the early recipient of the class, which spread rapidly into East Anglia to eliminate nearly all steam power, with the East Coast Main Line and the Sheffield area also being strongholds of the type. Although this article looks only at their pre-TOPS number life, it does cover the period when the Mirrlees engines were replaced by English Electric 1470hp units and the class changed from being designated Class 30 to becoming Class 31.

All allocation information is taken from the new RCTS loco database at locodata.org.uk

With the arrival of D5586, automatic allocations to East Anglia ceased as it went new to Hornsey in February 1960, two months before the new Finsbury Park shed opened at the end of April, at which point it moved there. Such was the pace of deliveries that in the intervening two months, new arrivals reached D5610, it being the first of the batch going directly to Finsbury Park, and all up to D5615 were for that shed before engines were again going new to East Anglia. Here we see D5603 at Kings Cross in June 1960, the class being employed on both the semi-fast suburban passenger duties and empty stock movements. This loco arrived on March 31st, and, other than two months at Stratford in 1961, remained a Finsbury Park engine until 1971, having received its new engine in May 1967. It just managed to complete 50 years in traffic, ending its days as 31537.

D OVENDEN/COLOUR-RAIL.COM





Very much a rarity in the photo archive is a Class 31 'off piste' in their early years, but here we see D5685 at Stockport Tiviot Dale. The photograph is dated February 21st, 1961, while allocation records show the loco going new to Darnall earlier that month. The loco does not look fresh enough to be on a running-in turn, so was this a regular duty for a Darnall Brush in their early days? If you have any information, please get in touch with the editor. The locomotive was quite a wanderer, having 24 shed changes in its time, including a spell on the Western Region.

Editor: In 1961 and 1962, I was a regular visitor to locations on the Manchester Central to Chinley line and the Hope Valley. My first sighting of a Darnall Brush Type 2 was of D5685 in the marshalling yard at Gowhole near New Mills on December 21st, 1961, with a freight from the Sheffield direction. I was then hauled by D5831 from Edale to Romiley on a Sheffield Midland to Manchester Central service on April 28th, 1962. On June 16th, D5806 was the power for a morning Manchester Central to Sheffield Midland and a return afternoon service. I joined the train at Marple for the journey as far as Hathersage and returned from Edale to Romiley. These trains ran via Stockport Tiviot Dale and were often worked as two separate services split at Chinley to allow the stock to be shunted out of the platform while waiting connections on the main line.

D FORSYTH/COLOUR-RAIL.COM



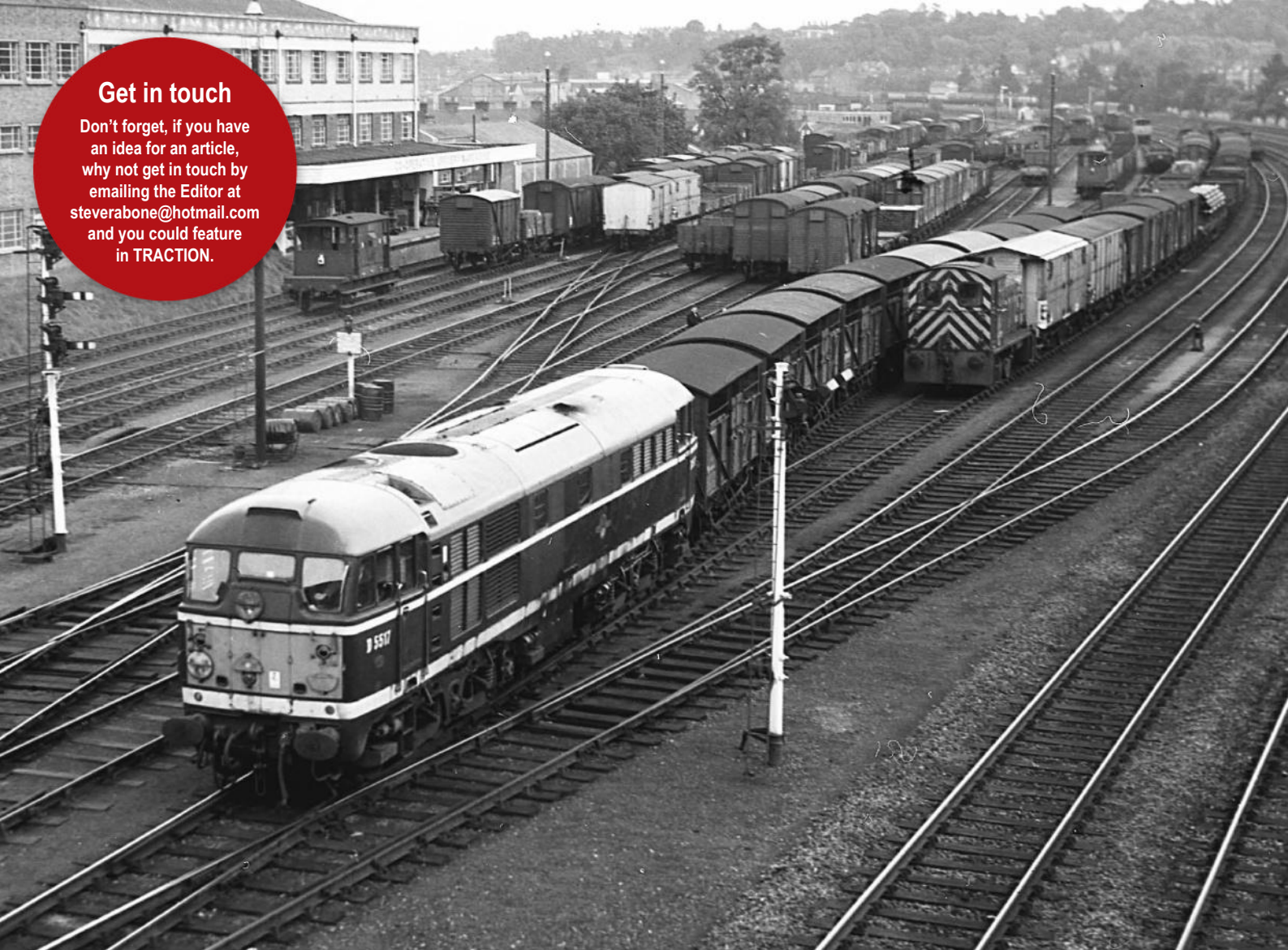
The Brush Type 2s were some of the earliest deliveries under the BR Modernisation Programme with D5500 arriving in December 1957, with the 20th member of the prototype batch coming just a year later. D5509 is seen here in April 1959 at Acton with a transfer freight. The initial batch did not appear that much on passenger work when allocated to Stratford, but some soon gravitated out to Ipswich, although D5509 was a Stratford engine from beginning to end. It received its new engine in December 1968 but only ran for a further eight years before being condemned. The livery of a grey roof, white window surrounds and two white bands was quite distinctive. All of the first 20 had route discs rather than reporting number panels. F HORNBY/COLOUR-RAIL



Deliveries of the class were speedy, possibly one reason why the company received follow-on orders, with Brush turning out as many locos in one year as the likes of North British managed to do in three or four, with D5520 to D5577 appearing in 1959. D5559 is seen at 10 months old on passenger duty arriving at Ipswich, which was where it was allocated. It then moved to Norwich before receiving its EE engine in 1965. The contraction of rail services eventually led to a surplus of the class within the old Eastern Region boundary and, in the case of D5559, that led to a move to York in 1971 and on to Thornaby before its TOPS renumbering as 31141. COLOUR-RAIL.COM

Get in touch

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



The livery evolution of the Brush Type 2s generally followed that of the rest of the fleet, and yellow panels were the first of the changes to come their way. These are to be seen in this picture of D5517, which was seen at Ipswich on freight duties in 1967. In the whole of its working life, it only spent seven months away from Stratford and this is one of those brief times while on the books of Ipswich. It had yet to receive its Brush engine, a 1968 event, and it then survived another 12 years. Unlike some of its fellows from the first 20, it was not selected for conversion to a carriage heating unit and thus was cut up at Doncaster works early in 1983. COLOUR-RAIL.COM



Photographs of the class abound at sheds and main line stations, but few capture the more rural life enjoyed by some on a day trip to the seaside, but use on summer Saturday extras and excursions were par for the course for what was essentially a mixed traffic locomotive type. Thus, enjoy the rarity of this view of D5664 at Hunstanton in July 1962. Headcode boxes on the class are a little bit of a nightmare as there is no clean cut off between those that did and did not have them, with the first being in the D556X series. The headcode box on D5664 suggests that it is working a timetabled stopping service to King's Lynn rather than a special. It was allocated to March at the time, but soon moved to Stratford. It left East Anglia in 1974, never to return and Hunstanton lost its passenger service in 1969. D OVENDEN/COLOUR-RAIL.COM



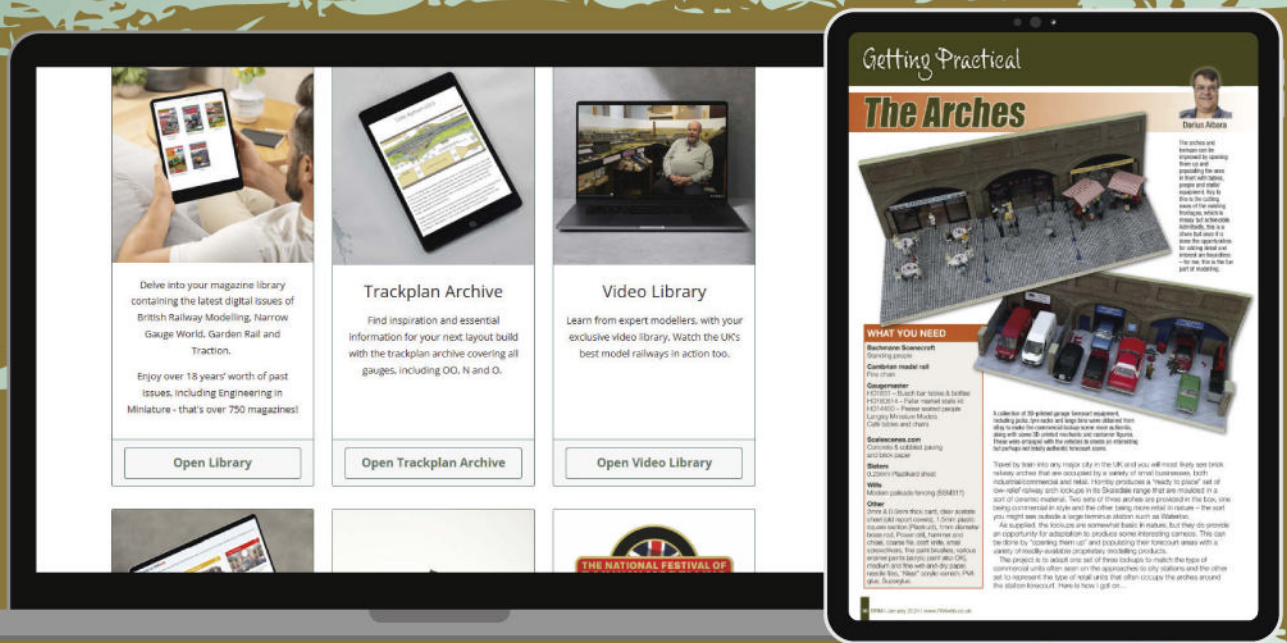
As noted earlier, the Brush Type 2s had been acquired for Eastern Region use, but as services were withdrawn, the numbers available exceeded the duties available and the first 'break out' for the class occurred when initially a small number were moved to the Western Region. D5530 was one of the first to make the move, transferring in December 1968 to Old Oak Common, where the main duties were empty stock turns in and out of Paddington, replacing the North British Type 2s but they could also deputise for a 'Hymek'. It wasn't long before they gravitated westwards, including being allocated to Bristol Bath Road. Of principal note in this view is that the loco is in blue with full yellow ends and with no 'D' prefix and is seen at Old Oak Common in March 1971. It returned to the Eastern after eight years and was one of the longer-serving class members. F HORNBY/COLOUR-RAIL.COM



5518 became somewhat of a class celebrity and was frequently to be seen in spotless condition. The class was one of the few that displayed the double arrow symbol on green livery, and here we see that along with full yellow ends and the number in the new font, without a 'D' prefix. Unlike the other members of the first 20 batch, 5518 was deemed to be a Class 31/1 when it came to renumbering, and it completed 35 years in service before then going into preservation as 31101. However, it had been withdrawn in May 1981 but was reinstated in September 1982. COLOUR-RAIL.COM



When Brush Type 2s were being piled into Darnall, few would have predicted that some of their number would appear in Devon on a fairly regular basis and that at least one would be photographed double heading with a 'Western', but that was the world of loco spotting in the 1960s and 1970s. D5837 had gone new to Darnall in 1962 and stayed in the area for 10 years before a transfer to Bristol Bath Road in 1972. We don't know what duty took it to Devon, but here it is ready to leave Paignton with a train to Bristol, if the headcode is correct. The picture is undated, but must be between January 1972 and May 1974, when it was renumbered 31304. Over the following years, '31s' could be seen regularly throughout England with some duties in Wales but not often in Scotland. Perhaps there was a 'might have been' there as D5511 spent three months in Scotland in 1958, including having two spells allocated to Inverness. COLOUR-RAIL.COM



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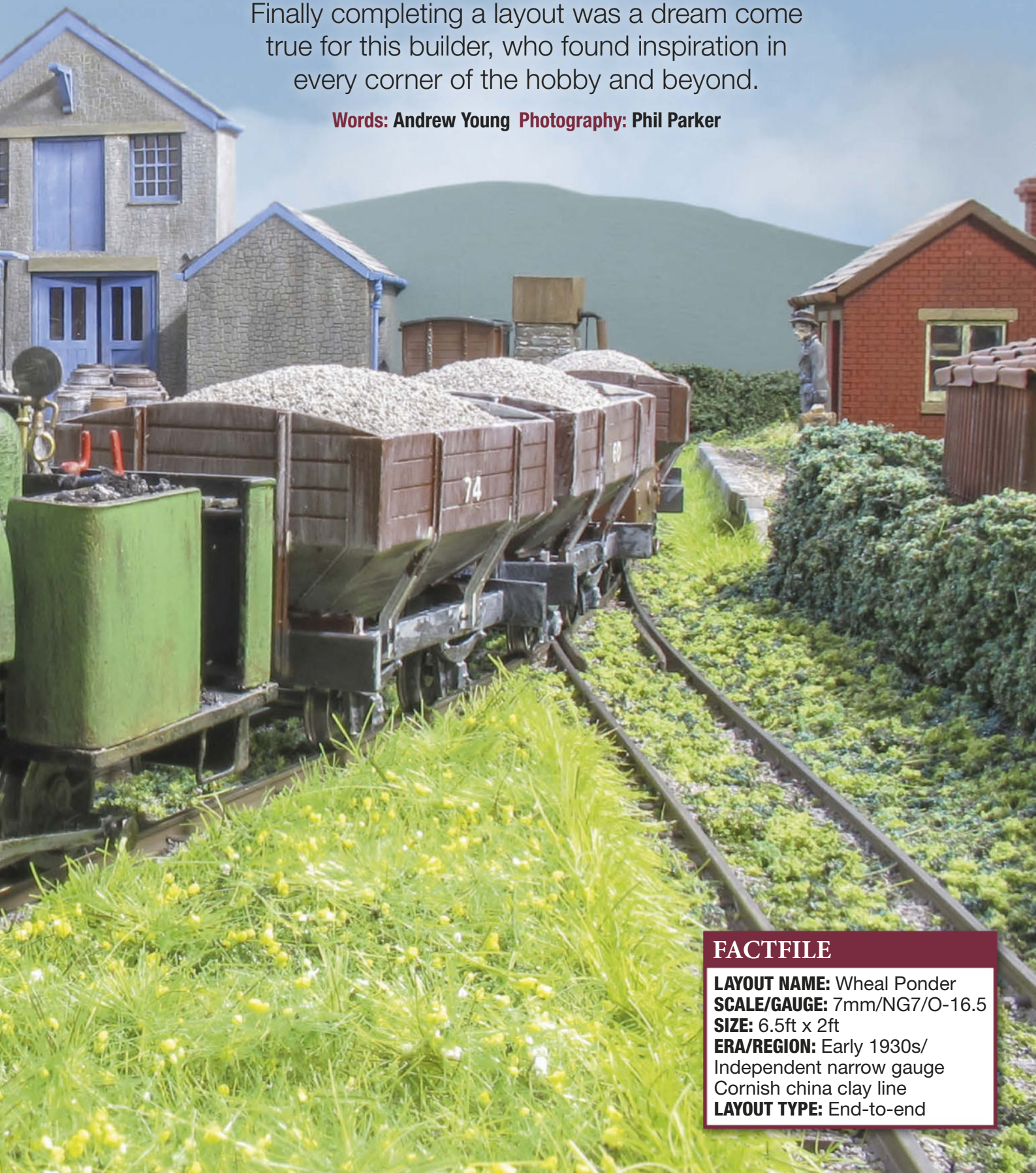
It is late afternoon on a sunny early summer's day, *St Piran* has run round a train of granite from the nearby quarry at Wheel Ponder and prepares to wheeze its way down to the port.



CORNISH DELIGHT

Finally completing a layout was a dream come true for this builder, who found inspiration in every corner of the hobby and beyond.

Words: Andrew Young **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Wheal Ponder
SCALE/GAUGE: 7mm/NG7/O-16.5
SIZE: 6.5ft x 2ft
ERA/REGION: Early 1930s/
Independent narrow gauge
Cornish china clay line
LAYOUT TYPE: End-to-end

TOP RIGHT: *King of the Pixies* carefully shunts a consignment of Unicorns in the railway's Rainbow Wagon. Built to amuse my daughter, I've found that bringing this wagon out at shows when young families are looking at the layout is a great way to engage with them.



MIDDLE RIGHT: *St Piran* arrives with a Manager's Special formed of the line's first-class carriage.



BELOW: *Quarry Maid*, one of a trio of Fletcher Jennings tank locomotives, glides to a halt on the platform. I was keen to include some viewing angles between buildings and vegetation to lead the observer into the scene.

‘Wheal Ponder’ came about because the grand plan layout that I’d always hankered after had faltered, and my wife suggested I try something smaller and more manageable that I might finish. Up to this point, I’d been involved in group or club layout projects, but never completed one of my own. I’d been modelling in 7mm narrow gauge for many years and had a selection of locos and stock, but nowhere to run them on and my ideas tended to snowball from compact plans into something much grander, but these never came to fruition. Building a small cameo layout seemed to be the natural path to take; the name is a nod to the fact I spent longer pondering what to build than it took to build the layout.

When I first saw the late Iain Rice’s Cornish cameo layout, ‘Trecire’, in a magazine, I was instantly drawn to the design and ‘Wheal Ponder’ is a narrow gauge version of it. While I had previously helped a friend exhibit their Cornish layout, my inspiration and modelling had always been based around Welsh-based railways. Opting for a Cornish prototype helped break that cycle and concentrate my mind on the smaller project.

Previous layouts had faltered due to my poor carpentry and track-laying skills, but using Grainge and Hodder laser-cut baseboard kits and Peco O-16.5 track soon got me up and running. Electrics was another aspect of modelling that was new to me, as previous group layouts included expert electricians who took care of all things electrical.

“The crossover between the dolls’ house and miniatures world with our own opens up a number of exciting new possibilities for improving our buildings and scenic areas.”





The initial suggestion to build a cameo layout came about at the 7mm Narrow Gauge Association's 2022 annual AGM and exhibition in Burton. Two years later, 'Wheal Ponder' was complete and was exhibited at Burton.

China clay country

The main focus of the layout is a small china clay dry, with the narrow gauge branch line bringing in coal and taking away the finished china clay, mostly bagged or in barrels. A further twig from this branch line heads off to a brick works and beyond that a granite quarry. The backscene is hand-painted using DIY store emulsion tester pots and extends around both sides. My efforts will not win any prizes, but does help to give a sense of space to the layout. The backscene includes a conical china clay waste tip, an iconic part of the landscape in china clay country. There is no arch across the top; this was omitted as finding a height that suits me (I'm over 6ft tall) and viewers, both at exhibitions and my young daughter at home, meant that one wasn't practical. Lighting is provided by some clip-on daylight LED lamps bought from a well-known online retailer. They are effective as well as being cheap, cheerful and easy to transport.



ABOVE: Each of the Fletcher Jennings trio have subtle differences. *Annabel* is setting off with a train of china clay in barrels. The clay works is a mixture of scratch- and kit-built buildings and hopefully gives the impression of a smaller operation clinging to survival.



MIDDLE LEFT: The cottage is a Petite Properties kit and forms a great base to personalise, with embossed styrene sheet and detail added. Inside, the gardener is enjoying a snooze.

BOTTOM LEFT: A clay worker watches Hunslet *Faerie Queen* shunt a wagonload of coal for the linhay while he eats his lunch with one of the work's cats curled up next to him.

LAYOUT | NG7 | WHEAL PONDER

When I started construction, I already had some suitable locomotives, a trio of Fletcher Jennings side tanks and a Ruston diesel to use. One of the aspects that attracted me to the design was to use examples of the range of plastic and easily assembled four-wheel open and van wagon kits available in O-16.5/NG7 from Chivers Finelines. I had built some of these already and had sufficient kits to hand to populate the layout. As the layout build progressed, more wagons appeared (from EDM and Port Wynnstay Models) of both resin cast and 3D-printed design. The introduction of kits for the Corris carriages from Iconic Rail meant that a passenger service was added, with a platform and waiting shelter provided for the occasional passenger. The advantage of a cameo layout is that you don't need huge quantities of rolling stock to allow for a rewarding and varied operating session.

The homemade touch

One of my favourite modelling pastimes is building locomotives. Alongside the layout build, I also added two more to run on 'Wheal Ponder'. A George England 0-4-0 side tank that had been sitting half-built for over a decade and I bashed a Bachmann American On30 Porter into a passable representation of a down-at-heel product of Lewin's Poole Foundry. Just after I completed the layout, Bachmann brought out its NG7 Quarry Hunslet ready-to-run locos; two have found a home on the layout and are perfect for it.

Making buildings is the aspect of layout building that I have the most experience in and also find most enjoyable. Those on 'Wheal Ponder' are a mixture of scratch-built for the main clay works linhay and kits for the cottage and other buildings. The building kits available from Petite Properties fitted in very well with my own efforts and allow the builder to vary the finish, in this case, the same methods as I applied



TRACKPLAN

FIDDLE YARD WITH CASSETTES

CHINA CLAY WORKS

WATER
TOWER

COTTAGE & GARDEN

PLATFORM & SHELTER

Amateur

Each grid square represents 1 foot



ABOVE: *Quarry Maid* arrives with the midday mixed train. My original intention was for a goods-only line, but then Iconic Rail brought out its Corris carriages (a favourite of mine) kits, and I was inspired to add a sporadic passenger service.

RIGHT: *Annabel* is shunting the linhay. At one time, it was common for china clay to be shipped all over the world in barrels. I like to use removable loads in my wagons, so they can run loaded or empty. This is easily achieved in barrels than as a loose load.



to the scratch-built buildings. This allows greater personalisation of a kit to make it different and also allows a homogenous scene to be created. The crossover between the dolls' house and miniatures world with our own opens up a number of exciting new possibilities for improving our buildings and scenic areas. All the buildings have been fitted with details such as guttering and downspouts from ModelU, and the cottage conservatory includes a snoozing gardener taking a nap after a cup of tea.

The buildings marked a transition in my modelling from using enamel paints to acrylic paints, as I found the smell was starting to affect me. This transition is complete and I now use acrylic paints for all my modelling. All the buildings, locomotives and rolling stock are weathered to tone them into the scene portrayed.

With the buildings in place, completing the scenery was the aspect that I was most apprehensive about, but I wish I'd tried it years ago, as I thoroughly enjoyed the process. With the fairly small area of a cameo layout, I did take advantage of grass mat sheets and edging strips using ready-made-up static grasses, which might prove to bust the wallet with a larger area. Likewise, the trees are from Primo Models, a cost I felt was justified given the quality of the product. With the experience of building 'Wheal Ponder' under my belt, I will probably look at cutting fewer corners with my next layout, for example, investing in a static grass machine rather than buying ready-made mats.

Running trains

The layout consists of a single board scenic area with a second board containing a fiddle yard. This is a flat deck on which I use plywood cassettes as an easy means of keeping the trains running. Intention was happy to re-design its OO gauge cassettes for the wider NG7 stock and I have no regrets in choosing this option.

TOP RIGHT: In addition to china clay in barrels from the loading dock, there is also a loading shed for bagged clay carried in vans. Here, a van is collected to be added to the next train.

MIDDLE RIGHT: While I've kept the number of people on the layout to a minimum, so as not to look unnaturally crowded, I have added a fair few animals to the scene. Here, a red squirrel races up the tree as the brickworks' Ruston diesel growls past.

BELOW: The passenger awaits as *The Duchess* arrives with a passenger train. This kit of a Ffestiniog style England loco by Port Wynnstay remained half-built in a drawer for over a decade until building 'Wheal Ponder' gave me an impetus to finish it off.



About the modeller

Name: Andrew Young

Age: Late Forties

Number of years modelling:

Since I was old enough as a child to assemble and paint an Airfix plastic plane kit.

Name of your first layout: This is it, 'Wheal Ponder'. Previously been involved with group projects, but after many false starts this is my first layout I've got anywhere near completing.

Favourite era/region: Any narrow gauge, industrial, or light railway that has a pair of rusty rails running through the grass.

Favourite locomotive: Whichever Talyllyn Railway locomotive I am driving at the time.

My first modelling was Airfix plastic plane kits as a child. I quickly moved on to railways and, when old enough, started accompanying my dad to his model railway club. Inspired by the work of Gordon Gravett as a teenager, I converted to modelling in 7mm scale narrow gauge, joined the 7mm Narrow Gauge Association and have modelled in 7mm scale ever since. In addition to model railways, our family childhood holidays involved going away in the family camper van around Europe and also to a campsite next to the Talyllyn Railway. We explored a fair few railways in Europe as well as all the Great Little Trains of Wales. This led to volunteering on the Talyllyn Railway as soon as I was old enough, which subsequently also led to a career in the rail industry. Currently residing in the East Midlands with my family.



“ The name is a nod to the fact I spent longer pondering what to build than it took to build the layout. ”





The fiddle yard is large enough to comfortably hold four cassettes containing a passenger, a mixed, a granite and a china clay train. Plus, a fifth shorter cassette for the brickworks' Ruston and a wagon or two. I use removable wagon loads made by myself. The movement of china clay in barrels that took place in the earlier days makes these loads far easier to use than loose china clay, so wagons of coal arrive loaded and depart empty, while wagons for the carriage of china clay or bricks arrive empty and depart loaded.

There is also space in the fiddle yard for spare locomotives, wagon loads and a mat for the important mug of tea (or something stronger). In an operating session, I often change the locomotives around and swap a few wagons about to ring the changes.

The electrics are a straight-forward DC set-up, with two areas on the layout that can be isolated and is used for the brickworks' Ruston to exchange wagonloads of bricks while the main locomotive takes on water. Point operation is by manual rods between the front of the layout and blue point operator units under the baseboards. Keeping the electrics simple means that I am able to understand how it all works and, more importantly, fix any faults that occur.

'Wheal Ponder' fits in my car and has been taken to shows. However, shift work and having a growing family, plus other interests, means that opportunities for exhibiting are few and far between.



ABOVE: While working on the scenic side of the layout, we went on holiday to Devon, which included a visit to the Donkey Sanctuary near Sidmouth. The visit inspired me to add a pair of donkeys from ModelU watching the trains come and go.



MIDDLE LEFT: While the original inspiration for the layout was to take advantage of the Chivers range of four-wheeled wagon kits, adding the granite traffic gave me the chance to increase the variety with these hopper wagons from EDM Models.

BOTTOM LEFT: *King of the Pixies* arrives at the works with a wagon load of coal and a string of empty clay wagons.



ABOVE: Bachmann brought out its RTR NG7 Quarry Hunslet locos just after I completed the layout. They proved to be an ideal loco and I have two. Renamed and weathered, they were very quickly put to work and have been a delightful addition. The blue livery of *King of the Pixies* stands out in the green vegetation.

MIDDLE RIGHT: The Ruston has brought a wagon load of bricks down from the brickworks, which is deemed to be a short way along the branch to the granite quarry.

BOTTOM RIGHT: The Ruston is seen collecting a wagon load of coal to return to the brickworks, meanwhile *Annabel* waits to head off with a load of clay.



There are also a number of aspects of the layout that make it less than ideal to transport regularly. These lessons have been learned and I fully intend incorporating them into my next layout to make exhibiting easier.

Conclusions

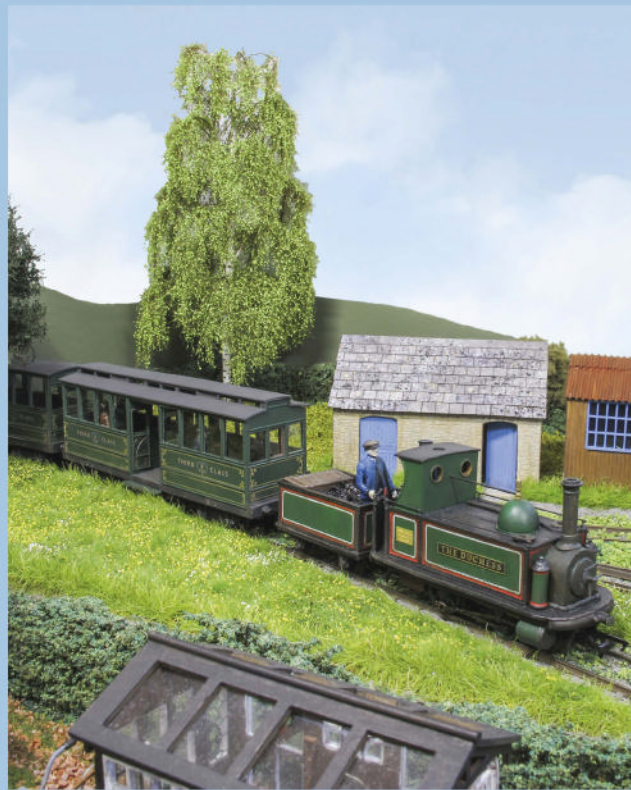
With operation usually taking place at home, 'Wheal Ponder' lives in my attic model railway room and is able to be operated at a moment's notice by turning the power and lights on. I often find myself taking a drink up there after work or in the evening and running a few trains before turning it all off again and carrying on with my day. Doing so gives me a great sense of mindfulness and is most enjoyable.

Overall, I am very pleased with how the layout has turned out. It has helped me enormously overcome all those untested areas that would before have left me pondering and procrastinating, and gives me a great sense of achievement. The buildings and the cottage garden are the most pleasing areas for me, though they do make me want to model a village with a railway running through it. While I am occasionally tempted to incorporate 'Wheal Ponder' into a larger layout, I feel that filling my railway room with a large layout is not for me. I'd prefer to have a selection of smaller layouts filling the space.

On my next project, I will consider using smaller-sized baseboards if the opportunity to exhibit is there to make moving the layout about easier, especially as it all has to come down two flights of stairs to go out to a show and the same back up again after. I also appreciate the laying of track as straight and level as you can more now than I did, which has resulted in 'Wheal Ponder' containing some suitably prototypical lumps and bumps that, while less than desirable, are the sort that would be found in a decaying narrow gauge railway 90 years ago.

One advantage of a smaller-sized layout, in my view, is that you can reach the stage where you consider a layout to be finished and 'Wheal Ponder' is complete as far as I am concerned. It will probably stay as a small standalone cameo layout. However, it has been built in such a way that the fiddle yard can be replaced with a linking board that could attach to another module should I decide to build another layout on the same theme.

While predominantly a narrow gauge model-maker, the emergence of ready-to-run O gauge models suitable for a down-at-heel standard gauge light railway has resulted in me acquiring a selection, and I am currently embarking on a compact O gauge project for my next layout. The trick will be to keep it compact and bring it to completion rather than over-thinking it. ■



LEFT: The horse tramway origins of this bucolic narrow gauge line are evident here in the old stable block, now used as a store, and the former horse-drawn tram cars turned into bogie carriages.

BELOW: Hares go about their business in the undergrowth of 'Wheal Ponder's' leafy glade. They will shortly scatter when *Annabel* departs with the next load of china clay and clatters over the uneven trackwork as it leaves.

“ [The layout] has helped me enormously overcome all those untested areas that would before have left me pondering and procrastinating and gives me a great sense of achievement. ”



PROTOTYPE

BORDERS ROUTE REMEMBERED

By Ian Lamb



This photograph is probably unique. It shows the first public timetabled train from Edinburgh in the form of specially decorated Class 170 DMU passing the second train from Tweedbank at Stow. This happened purely by accident as the ex-Edinburgh train was running late due to the large crowds at Waverley station holding it up. It had been scheduled to pass the ex-Tweedbank train at Bowshank tunnel. IAN LAMB

It is said that you can take the man out of the Borders, but you cannot take the Borders out of the man. Although primarily celebrating a decade of the line being re-instated as far as Tweedbank is concerned – and the hope that it will be continued as far as Hawick – the text also recalls memories of some of the railwaymen who served on the ‘Waverley Route’, including my great grandfather (Loco Foreman Galashiels), my grandfather (driver and goods guard St. Margarets) and my father (wagon repairer St. Margarets all his working life employed with the NBR, LNER and BR). He took up his apprenticeship in 1919 with the North British Railway, and his favourite ‘Borders’ locomotive was the Reid ‘Atlantics’.

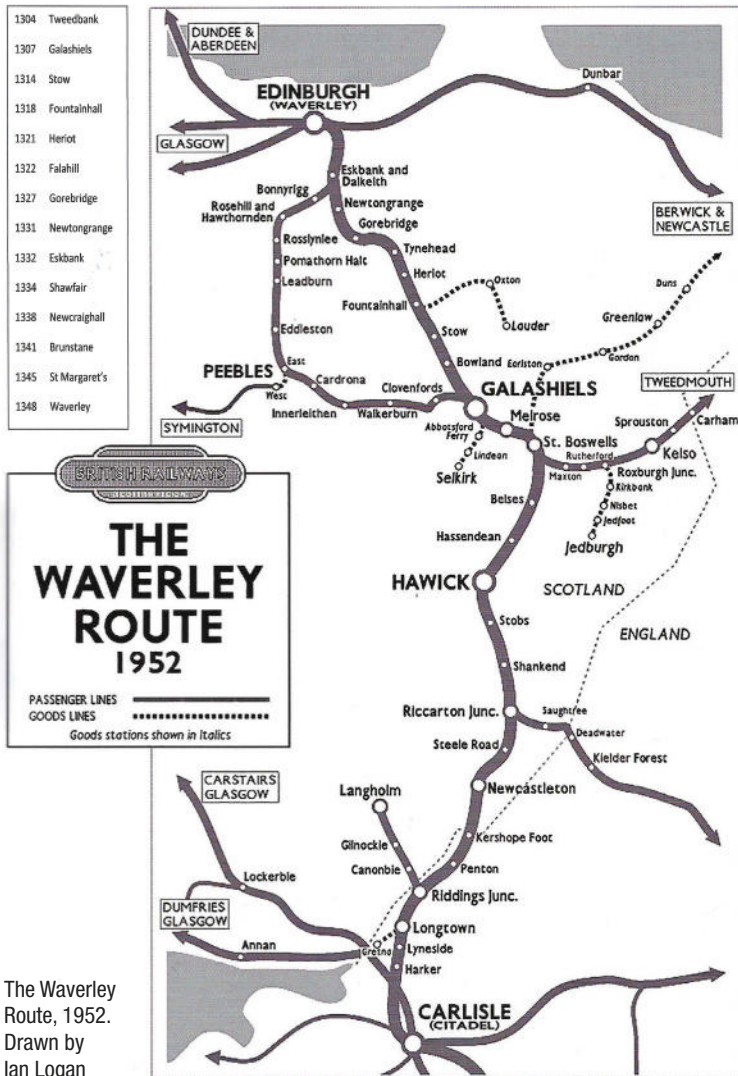
The extent to which the railway dominated late-Victorian life has been well documented. It is generally accepted that the zenith of railway growth and influence was from 1850 to 1914. Over that period, the industry employed about 600,000 people. For a single

industry, that number was a very large percentage of the working population.

While appreciating that steam reigned supreme for most of the time that this route was in existence, the diesel menace had encroached by the late 1960s. I wholeheartedly agree with Adrian Knowles when he said, “There is no more potent symbol of Britain’s growth, dominance and decline than that of the steam locomotive”.

Charles Meacher began his railway career with the LNER in 1935 at Edinburgh’s Haymarket shed, and worked his way through the ranks to become a main-line driver, and eventually senior management at St. Margaret’s and Thornton motive power depots. As far as the railway to Carlisle was concerned, he considered this “picturesque transport artery as much more than sluggish goods trains, black smoke and clanging buffers”.





The Waverley Route, 1952.
Drawn by
Ian Logan

The heart of main line motive power was always St. Margarets, which Meacher described as a “midden which literally reeked to high heaven from a varied selection of old North British Railway engines.” Together with Carlisle Canal depot, these two engine sheds monopolised the ‘Waverley Route’ workings. Recalling his days as a telephone boy at Haymarket, he saw the magnificent Gresley express engines mainly confined to the East Coast route while St. Margaret’s loco men would see nothing of that magic, except one train to drive with pride – the 12.10pm Edinburgh to Carlisle via Galashiels.

Appreciating that the terrain of the ‘Waverley Route’ often required ‘assisting’ engines, a further depot was established at Hawick (64G), and locomotive facilities were created at Hardengreen (for banking up Falahill), Galashiels (subshed of St Margarets), St Boswells and Riccarton Junction (the last two were both subsheds of Hawick). All of these locations had additional workings over the Edinburgh-Carlisle route, plus serving nine branch lines. After closure of St Margarets shortly before the route itself was severed, Haymarket (64B) provided the diesels and Hawick/Carlisle diesel multiple units.

Prior to the engine’s arrival, the actual train would have been marshalled into position in one of the east bays of ‘the Waverley’ station, usually by a Holmes J83, specifically for that purpose since the turn of the 20th century. In that time, various liveries were displayed, and undoubtedly these locomotives looked best in LNER apple green (as Hornby has done with their model: R30378).

Undoubtedly, the period just before the Second World War was a glamorous one when the prestigious Atlantic engines were allocated to the ‘Waverley Route’ where steam traction was worked to its limits. For this ‘special’ train – complete with Pullman restaurant car – an Atlantic locomotive was cleaned and prepared at St. Margarets MPD. Their shining steel rods surmounted by a powerful boiler and squat chimney, lent splendour to the sparkling paintwork.



Circa 1910. F. Moore’s famous railway painting showing Reid Atlantic No. 872 *Auld Reekie* leaving Edinburgh Waverley. PETER WESTWATER COLLECTION



A typical day at St. Margarets MPD near the end of its existence in the mid to late 1960s as B1 4-6-0 No. 61344 and V2 2-6-2 No. 60846 rest between duties. COLOUR RAIL

In his memoirs, Meacher reminds us that the men who fired these massive engines had served a long apprenticeship when promotion during the 1920s/30s was virtually non-existent. They had to be good at their job because as well as having to meet a continuous demand for steam, the rolling, bucking locomotives often threatened to throw the stoker off the footplate at high speed.

Now all set for the run through the Borders, the Atlantic would head off beneath London Road and work its way up Abbeyhill to the Calton Tunnel bores and into its allocated spot in the Waverley station. The locomotive connected up to its seven corridor coaches plus the Pullman car in the middle, weighing a total of 210 tons, (the Atlantic engine's maximum load being 240 tons).

June 1956. This engine was one of the locomotives that ousted the 'Atlantics'. Having received the green flag from the guard, and with the clock on the North British Hotel showing 12 minutes past 12, the driver on A3 Pacific No. 60093 *Coronach* of Carlisle Canal shed pulled on the whistle, and this 'Waverley Route' train moved away towards Calton Tunnel, building up momentum on the falling gradient. COLOUR RAIL





Ex NBR/LNER Class J83 0-6-0 No. 68474 shunting the East end of Edinburgh Waverley station. My great-uncle Tom spent most of his working life shunting vehicles in and out of the Waverley's east end platforms. COLOUR RAIL



Only slight use had been made of the vacuum brake on the twisting descent to Galashiels. Although the hills were a deterrent to sustained high speeds, station stops became a hindrance at places where increased speed was possible. On the approach to Galashiels, the driver gently operated the brake handle, his expertise ensuring a smooth 'passenger stop'. April 18th, 1965. Gresley A4 No. 60031 *Golden Plover* with the SLS BLS 'The Scottish Rambler No. 4 Railtour' reverses its train into Galashiels station. RAIL-ONLINE



Cherished ticket for those fortunate enough to travel on one of the privileged non-stop services. IAN LAMB



May 1963. BRCW Class 26 Bo-Bo diesel-electrics Nos. D5309 and D5301 head fast through Heriot with a lengthy fitted freight at a time when most motive power was still steam worked. W A C SMITH/THE TRANSPORT TREASURY



May 18th, 2025. Newbattle or Lothian viaduct. IAN LAMB

Charles Meacher takes up the story of the journey on the footplate of a Reid 'Atlantic' locomotive, as wonderfully recorded at the time.

Coal was stacked high within a ribbed cage on the tender, providing a veritable mountain of work for one man. As starting time approached, the fireman controlled steam pressure with cooling water through the injector. Most of the hot coal was heaped just inside the firedoor on a ledge, a nucleus of intense heat which sustained the engine on its long haul south. The sloping firegrate was usually covered with glowing red cinders fanned by the air below. Once underway, a 'light and often' shovelling technique ensured a thicker grate covering for the harsh exhaust to bite on. The 'spider's web' of rail crossings which had to be negotiated gave the crew an early taste of the engine's 'rock and roll' capabilities, but the lurching subsided on the straight rails ahead.

The pace was increasing as Abbeyhill Junction came and went, but on passing the 35 miles an hour restriction through St. Margarets, the appearance of the Atlantic engine brought an acknowledging wave from the shed workers who knew her so well. The curved headboard below the chimney said it all – "Carlisle" – and there was the fireman sitting as if on a horse, lashing the cab side with the water spray pipe, like a jockey using a whip.

This was just a lighthearted prelude to some work ahead and, almost immediately, the fireman took up the shovel to start feeding the engine's seemingly insatiable hunger, while the driver pulled on the whistle with one long and two short blasts, informing the signalman that the train was heading for the Carlisle line at Portobello East Junction.

Speed was still restrained, but once clear of Portobello Junction, the valve gear was pulled back a couple of notches, and the steam regulator opened wide. Simultaneously, the fireman put on a spurt to keep up with the Atlantic's increased labouring as the train passed Niddrie North, Niddrie South and Millerhill onto the gentle slopes at Hardengreen before emerging onto the great Lothian Viaduct near Newtongrange.

As the Atlantic revelled in the hill climbing so suited to its rugged structure, life was more peaceful in the train itself, especially as lunch was being served. The passengers had little idea of the effort being expended on the locomotive footplate to get them to their destination. While the Atlantic barked towards Falahill Summit, they enjoyed the service for which the Pullman Car Company was famous. Enjoyable food and refreshment were enhanced by the comfort of the carriage and the splendid panorama passing on either side.

From the engine cab, the view was equally impressive, but there was no comfort on the rolling, swaying Atlantic. Food was usually a bite of cheese and toast, washed down with boiled tea from an overheated whisky bottle! At least on the descent to Galashiels, there was time for relaxation, a chance to replenish the boiler and let the fire burn down.

Running swiftly downhill could be a nerve-wracking experience on these engines, the effect being reminiscent of the "cake-walk" as driver and fireman were bounced about on their seats. Heriot, Fountainhall, Stow and Bowland all flashed past, clear signals beckoning the express on. Back in the restaurant car, the diners were well into their second course. On the Atlantic, the injector was "singing" as the fireman shovelled more coal through the firebox door, his feet and body stable for the first time since leaving Edinburgh.

Reinstatement of the Borders Line 10 Years ago

Having missed out in 2013 on my regular few days in the Borders due to extreme publishing pressure, I was determined not to miss out in the following year, but in the end could only afford the time for

a one-day visit, yet what a tremendous amount of coverage I was able to do. My niece's husband is a civil engineer who was heavily involved with the Airdrie-Bathgate railway project, and when his involvement there was completed, he transferred to the Borders Railway.

While I recognised the need for certain line closures, I never contemplated that 'The Waverley Route' would be one of them; it was too important as a diversionary channel. Then – one day in 1968 – my father came home, quite ashen-faced and declared, "Ian son, they've painted Heriot signal box". "So what," I replied, "it probably needed a coat of paint." "Yer wrong son; it means they're going to close the line." Of course, he was right, and final notice was implemented a year later. Ever since – with a heavy heart and a strong feeling of guilt that I did little or nothing to stop the closure – I've done everything I could to support all efforts towards the reinstatement of the Borders Railway, culminating in a quiet moment standing on the new Galashiels station platform for the first time. That moment, on the Saturday evening prior to the first public train timetable coming into operation, I looked up to the Heavens and said, "Great granddad, granddad and dad; we've put your railway back again."

Earlier in the day at Gorebridge, I boarded one of the special trains for the journey to Tweedbank; nevertheless, it was the non-stop run from there to Edinburgh that I was really looking forward to. While as a child and youth I had travelled on the line many times, I had never done so non-stop. To do so in 44 minutes was quite an achievement, especially when considering the short halts at Shawfair and Portobello Junction. The schedule was 46 minutes for the almost

38 miles of track. The one-minute halt at Shawfair was to let a southbound train pass, whilst the halt beyond Brunstane

was followed at a slow pace to Portobello Junction before accelerating past Craigentenny Yard towards the site of the former St. Margaret's depot, then crawling up Abbeyhill into the Waverley station.



Stow, looking towards Edinburgh, checking prior to public opening and the 2024 Commemorative plaque at Stow Station. IAN LAMB

Stow station was a favourite train-spotting location in my youth, yet ironically it was not originally on the reinstatement plan, and took a lot of effort to ensure that it was. Indeed – in my opinion – it is the best station on the line! I allowed myself a few moments of nostalgia, casting my mind back to these halcyon days when the world seemed to be in a more settled time than now.

Memory can play funny tricks at times, and perhaps I'm over-exaggerating when I seem to recall the warm, balmy days of summer as being the norm in the '50s. Anyway, though not long into my teens, I used to think nothing of cycling down to Galashiels, where I had friends and relatives.

In particular, I used to stop at Stow, a small village on the banks of the Gala Water. Just relaxing by the embankment of the railway's severe curves allowed spectacular views across the valley, and a perfect vantage point to espy the glorious and often motley collection of locomotives and trains that traversed the former North British Railway line between Edinburgh and Carlisle.

Apart from the occasional bleating of sheep, the bells of the local village church were ringing out as a newly-wed couple emerged from the doorway to be greeted by their entourage. For all that, the quietness was deafening; with only the clarion call of the bells hanging in the air. Just then, a B1-hauled short freight clanked its way down from Falahill towards Galashiels; and the musical combination of natural sound just seemed to make the scene a perfect setting.



On September 9th, 2015, Her Majesty the Queen travelled along the route behind Gresley Class A4 No. 60009 *Union of South Africa* to officially open the line from Edinburgh to Tweedbank, leaving the section to Hawick still to be completed.
IAN LAMB



Borders Community Rail Partnership Headquarters, High Street Galashiels.
DENNIS LOVETT



With compliments of Bam Nuttall, who constructed the new Borders railway. A rail section from Stow Station 'Down' line. Ref: CH 142 839/CH 35115 (Project Chainage). IAN LAMB

So, the great day came on Sunday, September 6th, 2015, when Britain's longest newly-constructed domestic railway for over 100 years was finally opened to the public. In the process, new stations came into service – four in Midlothian and three in the Borders regions. Because of my love for Stow, I had long decided that it is where I was going to spend the special moment when the first official trains came through, respectively from Tweedbank and Edinburgh (see introduction photograph).

During 2023/4 the number of passengers increased by more than 30 percent at some stations. It is hoped that these statistics from the national railway authorities will put pressure on the UK Treasury to release cash for a long-awaited investigation into the case for reinstating the rest of the former Waverley route. Some ticket sales and ticketless travel are not included, which may mean that station usage statistically may be under-estimated.

This is not the end! Simply an occasion to take stock, plan the next move, and finally at least give the good people of Hawick the remaining length of railway that they have had every right to expect, and been denied for so long. The original railway from Edinburgh reached Hawick on October 29th, 1849, before closure in 1969.

With that objective, a focal point has recently been established in Galashiels High Street by enthusiastic volunteers as the headquarters for the Borders Railway Community Partnership. It has been named 'The Signal Box', where it hopes to become the nerve centre for reinstating the railway southwards. Honorary Rail Ambassador, former ScotRail's John Yellowless, cut the ribbon to declare the store open.

Apart from acting as a social club to encourage and support personnel campaigning for the rail extension, as a shop 'The Signal Box' will sell a range of second-hand books and other railway paraphernalia to generate income for the partnership and the town. Currently, the opening hours are Tuesday, Friday and Saturday from 10am to 4pm.

Due thanks are recorded to Dennis Lovett for his help with this article. Like myself, he had ancestral links with Galashiels, so makes regular visits to this important Borders town, of which we both became familiar, especially in our childhood and youth. ■

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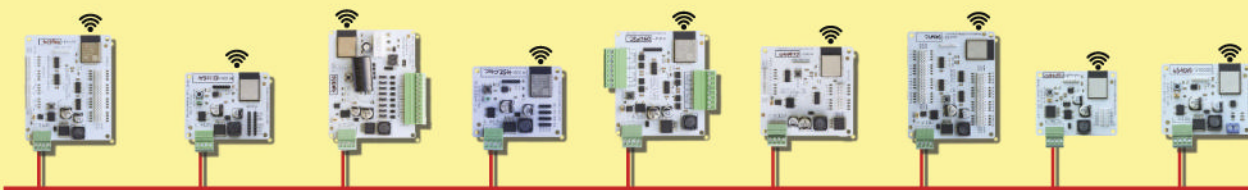
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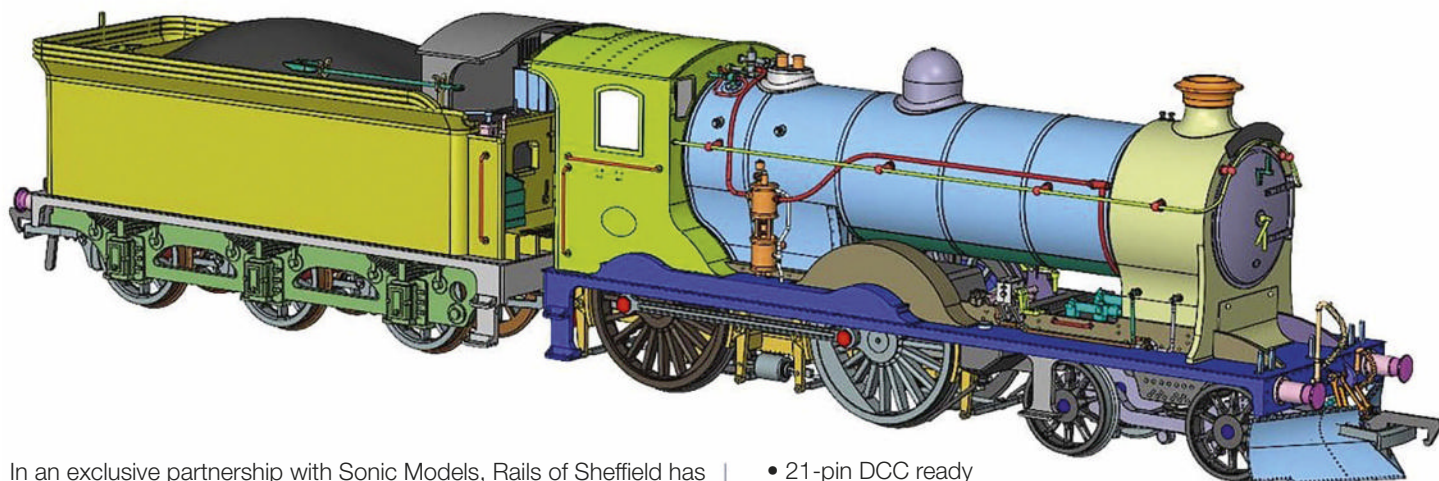
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THE LATEST HEADLINES

Rails of Sheffield reveals North British Railway Class 'K'



In an exclusive partnership with Sonic Models, Rails of Sheffield has announced the much-requested North British Railway 'K' Class (D34- 'Glen Class') 4-4-0 steam locomotive in OO.

A familiar locomotive to fans of Scottish Railways, the North British Railway Class 'K' (later LNER D34) 4-4-0 is available for the first time as a highly detailed OO model. The range caters for this popular class throughout its lifespan, including everything from the early days in the 1910s in North British Railway liveries all the way through to the 1960s in BR guises.

The project is currently at the CAD stage and is expected to arrive in stock during October 2026. Prices start at £179.95, with a special twin pack also available.

Specification:

- Prototypical detail variations, including NB smokebox wing plates
- Internal motion between the frames under the boiler
- Equalised bogie and helical spring bogie frames
- Westinghouse and vacuum brake rigging
- NB and LNER tender variants, including option for enclosed tender cab
- Detailed open cab interior, with illuminated firebox glow
- Driving (4) wheels and tender (6) wheel pick-up

- 21-pin DCC ready
- Speaker factory-fitted
- All models supplied with the front buffer beam snow plough accessory along with a pack of detailing parts, lamps & fireirons

Available versions:

- Class D34 'Glen' 4-4-0 221 *Glen Orchy* NB Olive Brown (Full Lining & Coat of Arms) (1913-1923) Steam Locomotive
- Class D34 'Glen' 4-4-0 291 *Glen Quoich* NB Olive Brown (Full Lining) (1917-1923) Steam Locomotive
- Class D34 'Glen' 4-4-0 9493 *Glen Luss* LNER Lined Grass Green (1923-1928) Steam Locomotive
- Class D34 'Glen' 4-4-0 9307 *Glen Nevis* LNER Lined Grass Green (1923-1927) Steam Locomotive
- Class D34 'Glen' 4-4-0 9153 *Glen Fruin* LNER Black (Red Lining) (1928-1941) Steam Locomotive
- Class D34 'Glen' 4-4-0 62488 *Glen Aladale* BR Lined Black Early Emblem (1948-1956) Steam Locomotive
- Class D34 'Glen' 4-4-0 62467 *Glenfinnan* BR Lined Black Late Crest (1956-1960) Steam Locomotive
- Class D34 'Glen' 4-4-0 256 *Glen Douglas* NB Dark Olive Green (as preserved) Steam Locomotive
- Class D34 'Glen' Twin Pack - BBC Film Special May 1959

Four exclusive wagons from The Wagon Yard

Four new exclusive wagon releases produced by Rapido are now available to pre-order.

The first is an Ammonium Nitrate Tank Wagon in the G. Fawkes livery (pictured above), priced at £34.95 each.

The second new addition is an RCH 1907 Spec. Peaked-Roof Salt Van again in the G. Fawkes livery. Priced at £32.95.

Both OO gauge wagons feature liveries designed exclusively by Rapido Trains. Each wagon has a high level of detail above and below the floor, superb quality wheels running in metal bearings and NEM coupler pockets. Ammonium Nitrate Tank wagons are expected in Q1 2026 and the Salt Van is expected to arrive in Q2 2026.

Next up is The Wagon Yard's first exclusive OO9 wagons, again produced by Rapido. The first is a Bomb Carrier wagon in Acme Corp. livery priced at £25.95 each and the second is a Bomb Carrier wagon in Big Boy livery, priced at £25.95 each.

All wagons are available to pre-order online, with postage costing £4 per order.



TMC unveils six-wheel BR 'BZ'

The Model Centre has announced new British Railway (BR) six-wheel brake/parcels vans with telegraph code 'BZ' in OO.

In production and available to pre-order from the TMC website, the exclusive models are newly tooled by manufacturing partner EFE Rail. The project is at an advanced stage, with tooling complete and livery samples under review.

Eight livery variants are being produced. Delivery is expected early in 2026, with bundle discounts available for twin- or triple-packs, as highlighted below.

Single items: £47.95

Two or more vehicles: £93.95

Three or more vehicles: £136.95

Available liveries:

- E70666 in lined crimson
- E70702E in crimson
- E70715E in BR maroon
- E70700E in BR maroon
- E70654E in BR lined maroon
- E70689 in BR blue
- E70678E in BR blue
- E70709 in BR blue



Accurascale Class 50 Run Two announced



Accurascale has revealed the line-up for the second production run of its ever-popular Class 50 locomotives in OO/4mm gauge.

In addition to an Accurascale Exclusives release, featuring the celebrity pair 50007 (which carried 034 on one side) and 50049 in GBRf livery, there are four main range locomotives covering the British Rail era of operations. This includes the often-requested Revised Network SouthEast livery and the much-loved "Laira Blue" livery, worn by some members of the class towards the end of their careers on the network.

Such is the demand from modellers for their favourite Class 50s in OO gauge that Accurascale felt it best to announce this second run of these English Electric classics without delay. Decorated samples of each locomotive are already available, along with a list of enhancements based on feedback from the warmly received first production run.

Improvements have been made based on modeller feedback, including revised packaging and resolution of issues with self-coloured plastic parts—spare parts from the first run remain available free of charge via the Accurascale website.

Available liveries:

- 50007/50034 *Hercules/Furious* GB Railfreight
- 50049 *Defiance* – GB Railfreight
- 50019 *Ramillies* – Laira Blue
- 50029 *Renown* – Revised NSE (Dark Blue/West of England Branding)
- 50035 *Ark Royal* – BR Blue
- 50046 *Ajax* – Large Logo with Grey Roof

All models are expected to be in stock by the end of the year. To support modellers amid rising living costs, Accurascale has frozen pricing at the first-run rates. Priced at £189.99 (DC/DCC Ready) and £299.99 (DCC Sound-fitted), the models are available to pre-order now.

LSWR Adams T3 decorated samples arrive

Bachmann has shared images of livery samples for its hotly anticipated T3, joining the EFE Rail range in OO.

The first five models span LSWR operations and the SR years, alongside a model of the preserved locomotive, which is depicted in its current form.

Both the locomotive group and the South Western Circle have aided the development of the new EFE Rail model, which has been designed to portray each of the T3s at various points in their working lives, capturing the numerous changes that the real locomotives underwent as their careers progressed.

These livery samples are now under review and improvements and refinements will be made where necessary and incorporated into the production versions. As is often the case with samples like these, the fit and finish of parts will also be improved in production, and the process of providing feedback to the factory has already commenced.

Expected to arrive in the autumn, the new model is priced at £199.95.

Available models:

- LSWR Adams T3 561 LSWR Adams Green (E85019)
- LSWR Adams T3 564 LSWR Urie Green (E85023)
- LSWR Adams T3 560 SR Lined Maunsell Green (E85024)
- LSWR Adams T3 558 SR Lined Maunsell Green (E85025)
- LSWR Adams T3 563 LSWR Drummond Green (E85030)



Accurascale Mk. 2 coaches return

Accurascale has confirmed a new production run of its highly acclaimed Mark 2b and 2c coaches. This release features a range of new liveries and introduces a long-missing link in the Mark 2 story: the Phase 1 Mark 2c coach.

The announcement also includes a twin pack of Derby RTC coaches in their later lettering, part of the “Accurascale Exclusives” line for this run. This launch marks the exciting return of these coaches to the ready-to-run OO gauge market and make ideal companions to Accurascale’s new Class 50, as well as established favourites like the Class 31 and 37.

The Phase 1 Mark 2c has never before been offered in ready-to-run form, making this a significant addition to the BR coaching fleet. All coaches will feature fully detailed interiors decorated to prototype specifications and working interior lighting powered by track pickup and powerpack capacitors for flicker-free operation.

With over 20 coaches available across a broad selection of formats, liveries, and eras, this release offers excellent opportunities for modellers to expand existing rakes or build new formations.

Models are available for pre-order now via the Accurascale website and authorised stockists. RRP is £79.95 per coach, with discounts available when purchasing two or more coaches.



Rapido Trains expands PO wagon range with a new salt van

Rapido Trains has announced it will be expanding a brand new Salt Van, joining its OO Gauge RCH 1907 Private Owner Wagons.

The new salt vans will have the usual wealth of full external and underframe detail. This includes ribbed or smooth-tapered buffers and single or double-sided brakes. There are then five axle box variants within the range; these are square, rounded, Ellis grease, Oil 116, or RCH split oil designs.

All versions are fitted with brass bearings for smooth, friction-free running, split-spoked wheels, NEM coupling pockets, and feature a high-quality livery application.

A selection of interesting liveries that cover numerous private companies is being launched, which would have been seen across the country and throughout the grouping and pre-grouping eras.

Available to order now, the new vans cost £32.95.

Announced liveries

- SKU 967601: A. Cant & Sons No.18
- SKU 967602: Chance & Hunt No.171
- SKU 967603: Chance & Hunt No.333
- SKU 967604: Falk Salt No.2521
- SKU 967605: Imperial Chemical Industries Fleetwood Salt No.11
- SKU 967606: ICI Salt No.2553
- SKU 967607: Mangers Salt No.121
- SKU 967608: Mangers Salt No.147
- SKU 967609: Saxa Salt No.217
- SKU 967610: Saxa Salt No.218
- SKU 967611: Shaka Salt No.166
- SKU 967612: Shaka Salt No.119
- SKU 967613: Snowdrift Salt No.306
- SKU 967614: Stafford Salt Works No.C25
- SKU 967615: Stubbs & Co No.37

New 3rd Class Open Coach from Iconic Rail

A new NG7/O16.5mm scale Glyn Valley Tramway model has been announced, an ideal model for narrow gauge modellers.

The new coach features an injected moulded body and a 3D-printed roof and underframe. Included are brass handles and handrails, a metal roof stanchion, metal wheels, bearings and transfers. Couplings are not included.



Priced at £35.00, the new coach is available to order now from Iconic Rail's website.

New charity wagons from Dapol for September

Dapol will be making a donation to Hope House children's hospice for each commemorative wagon sold.

Available in N, OO and O gauge, the wagons will also be available in clean and weathered versions. These wagons are currently in production and available to pre-order now, due to be released in September 2025. The English logo will appear on one side of the wagon and the Welsh logo on the opposite side.

Prices:

- N Gauge:** £12.00 (£13.30 weathered)
- OO Gauge:** £15.20 (£14.40 weathered)
- O Gauge:** £54.76 (£57.95 weathered)



Oxford Diecast announces new models for second half of 2025

Over 80 new models have been revealed, which will be available to buy within the next 12 months across a variety of gauges, including N, O and HO.

Below is the list of new OO announcements, plus prices.

Bedford CF Van Xmas 2025 - £9.95
 Oxford Diecast Jaguar XK120 Pastel Blue - £9.95
 Wolseley 6/80 Green 1:76 - £9.95
 Whitby Mondial Ice Cream Van Tonibell - £10.95
 VW T1 Samba Bus/surfboards Gulf Blue/White - £9.95
 VW T1 Samba Bus Yellow/White - £9.95
 VW Beetle Rush Green - £9.95
 VW T2 Bay Window Pick Up Dakota Beige - £9.95
 TX4 Taxi Tunnocks - £10.95
 Triumph Stag Majenta - £9.95
 Leyland TLM Liverpool Fire Brigade - £20.95
 Sunbeam Rapier Mk. III Velvet Green/sage Green - £9.95
 Scania S Series Livestock Trailer A W Jenkinson - £30.95
 Skip Rusty Brown 2 Pack - £8.95
 Skip Yellow 2 Pack - £8.95
 Showman's Caravan Blue/Cream - £19.95
 Scania Crane Lorry Yellow - £24.95
 Sunbeam Alpine Series 2 (Open) Wedgwood Blue - £9.95
 Austin Maxi Russet Brown - £9.95
 Diecast Morris 1000 Aqua - £9.95
 Bedford Mk 12 Reg Royal Corps Of Transport British Army - £21.95
 Austin Mini Metro Applejack - £9.95
 Mercedes Actros SSC D-tec Combitrailer Port Express - £30.95
 Mazda MX5 (Open) Mariner Blue - £9.95
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 AEC Matador Wrecker Crouch Recovery - £17.95
 AEC 690 Dump Truck Scottish Land Development - £24.95
 Ford Anglia Monaco Red - £9.95



LMS Ivatt 2-6-2 deco samples arrive

Dapol has shared images of the N Gauge LMS Ivatt 2-6-2T decorated samples, with delivery still slated for the second quarter of 2026.

The decorated samples of the Ivatt are currently being reviewed by the design team as they prepare feedback for the factory in the Far East, although Dapol has said that initial observations are very promising.

Available in seven liveries and available to pre-order now, the model is priced at £110.00 DCC-Ready and £148.00 DCC-Fitted.



Rapido issues key model updates for Autumn 2025

First is the arrival of an engineering prototype for the forthcoming Caledonian Railway No.123.

The Rapido Trains rendition of CR No.123 will be available in its post-1927 rebuilt condition. You can choose from the Caledonian Livery (Railtour Condition), both LMS liveries, and a sleek 'What if' BR Lined Early Crest variant.

Priced at £249.95 for DCC-Ready and £364.95 for DCC-Sound fitted models, the order book is open.

Colour samples have also been received for the N gauge Class 45 and Class 46 locomotives, OO gauge Port of Par tanks, Andrew Barclay Fireless and also the exciting *Ivor the Engine* Samples.





Rapido LB&SCR Class E1 0-6-0



Tony Wright

Accurate in all dimensions and superbly-finished.



Rated 2F, this class of 78 locomotives was designed by Stroudley in 1874 for the London Brighton & South Coast Railway. They looked like an enlarged 'Terrier', but were more suited for goods work rather than passenger duties (hence their rating). Stroudley's successors, Billinton and Earle Marsh (the latter, late of the GNR), made alterations, notably with regard to the boiler. By the Grouping, the Southern inherited 62 E1s, immediately sold five into industry and modified four for use on the Isle of Wight system. In 1927, Maunsell rebuilt 10 into 0-6-2Ts for use in the West Country, rated as 1P2F and classified as E1/R. Confusion arose because there was also another SR class designated E1, a 4-4-0 rebuild in 1919 by Maunsell of a Wainwright E. E1 numbers dwindled into BR days, and by 1955 there just 11 left, though the four on the Isle of Wight were still going strong, until the last one, No. 4 *Wroxhall*, was taken out of service in 1960.

The last one on the mainland, 32694, lasted another year. Fortunately, one of those sold to industry has been preserved and is currently being restored by the Isle of Wight Steam Railway.

The model provided for review represents No. 127 *Poitiers*, in full LB&SCR regalia (other manifestations are also available). I don't know whether this represents Stroudley's 'improved engine green' (his 'Gladstones' appeared in a kind of mustard yellow!), but it is superbly-applied. In just about all dimensions, major and minor, this delightful little loco is as accurate as any I've seen. Attention to detail is wonderful, with many separately-applied fittings. With regard to this, one never gets anything for nothing, and, on removing the loco from its packaging, one of the cab steps fell off! Whatever glue had been used to fix it in place was insubstantial. Just to make sure, I touched the opposite step, and that fell off, too! Fortunately, fitting is by a peg and socket, so a dab of superglue

restored the steps. One thing I didn't break off was one of the leading sandpipes – this was already missing and nowhere to be seen, not even loose in the packaging. I don't know whether the toolbox lid behind the bunker is designed to open or not, but one side was lifted up. It easily clipped back into position *after* I'd taken a photograph. The buffers are sprung.

Performance is exemplary, with super-smooth, even and quiet running. Reports elsewhere have questioned the uniformity of the back-to-backs on the drivers, but, on checking, every set on the review model was consistent at 14.5mm, enabling the loco to run perfectly through OO Peco and hand-built points and crossings with ease – no stuttering and certainly no derailments.

All good so far, until..... Though I don't use DCC (nor ever will), I thought it wise to remove the body to illustrate how a decoder can be fitted. After I'd released the six small self-tapping screws (yes six!) beneath the footplate, I expected



I'm not sure if white was ever the right colour for a steam loco's cab roof, but it's correct.



All-wheel pick-ups ensure good running. I wonder where that missing sandpipe is?

the whole front end to just lift away. No chance! The whistle and its operating rod are fixed to both the top of the firebox and the spectacle plate! How can they separate? Not only that, because of my fruitless 'jiggling', ominous cracking noises were heard, and the cab handrails popped out of their holes in the footplate! Not wishing to damage the delicate bodywork, I put it back together, finding, as usual, that two of the little screws no longer gripped – self-tappers are designed to go in *once*.

In conclusion, I think it's a beautiful little loco; far and away better than anything I might build as an equivalent, with a paint job that even the very best pros could only match (and maybe not). That said, surely a much easier way of getting inside could be devised (or am I doing something wrong? The instructions don't suggest so). We're told that the 'market' (whatever that might be) demands higher and higher standards of detail; very fine detail at that. That's fine, but then bits break or just fall off. There is the usual bag of little extras to fit.



FACTFILE

Models (reviews items in bold):

E1 No.145 *France*, LBSCR Improved Engine Green
E1 No.155 *Brenner*, LBSCR Improved Engine Green

E1 No.127 *Poitiers*, LBSCR Goods Green

E1 No.122 *Leghorn*, LBSCR Goods Green

E1 No.B96 LBSCR Marsh Umber

E1 No.137 LBSCR Marsh Umber

E1 No.B142 Southern Black

E1 No.2151 Southern Black

E1 No.32694 BR Black (early)

E1 No.32138 BR Black (early)

E1 No.32151 BR Black (lined – no emblem)

E1 No.1 *Medina* BR Green (loW Condition)

E1 No.3 *Ryde* Southern Black 'Sunshine' (loW Condition)

E1 No.30 Hartley Main Colliery

E1 No.W4 BR Black (early emblem)

E1 No.110 Marsh Lined Black

Construction: Metal chassis and footplate, plastic body

Weight: 200g

Era: 1874-1961

Price: £164.95-264.95

Minimum curves: Radius 2

Accessories: Vacuum pipes and couplings

WHAT WE LIKE

- ✓ Exquisite livery application
- ✓ Superb running
- ✓ Fine, if delicate, detail

The toolbox lid merely clipped back in place.



Hornby J52



Tony Wright



What became the LNER J52 Class started life in 1897, as the GNR Class J13, introduced by Ivatt as a development of Stirling's final saddle tank design. It featured a domed boiler of greater diameter, a total of 88 being built. Over time, rebuilding of many of the lighter Stirling predecessors took place (GNR J14, LNER J53), until by the outbreak of WW2, there were 132 locos comprising J52, though withdrawal of the rebuilds had started by 1936. After Nationalisation, BR started withdrawals of the Class from 1950, with all disappearing by 1961, apart from one privately preserved in 1959 by Capt. W. G. Smith, GNR No. 1247. This had been BR 68846, and was the only one to carry lined livery under this ownership. Under LNER ownership, the locos were initially black lined red, but post-1928 the livery was plain

black, with shaded numbers and letters. The oldest survivor worked for over 60 years!

Hornby first introduced a J52 in 1981, in the guise of the preserved No. 1247 (J13) in full GNR lined green regalia. It ran on the standard 0-6-0 chassis, with an open-framed motor with straight gears, driving the leading axle. As such, it was simplified, compromised and, in my experience, a noisy runner. I did build a replacement chassis for one example, thinking the body worthy of such an 'upgrade'. There is now no necessity to do that. Why not? Because this latest manifestation is both visually and mechanically superb!

It's representative of a loco in earlier LNER days, still with Ramsbottom safety valves inside a cast iron 'bonnet' (the earlier model had Ross pops). In this guise, the livery should more likely be black lined red. The whistle is fitted to the spectacle plate,

when in earlier LNER times it was on the roof. The coal rails are not plated-over, so this is representative of earlier LNER times as well. But, enough of this minutiae of minor details, because what we have here is a truly outstanding new model. Checking on all the prototype source material in my library (the RCTS, Yeadon Isinglass and photographic albums), this lovely little loco ticks all the boxes. It's accurate in all main dimensions, has a mass of separately-fitted details and is finished to perfection. Regarding detail, even the GNR extra lamp brackets above the RH buffer at both ends are present (these had been removed by BR days). The buffers are sprung, the cab (even though it's difficult to see inside) is fully-detailed, the spectacles are neatly glazed and the coal guards protecting the rear spectacles are perfectly to scale.

Displaying a single lamp denoting a pick-up goods, this lovely little loco is perfectly at home on 'Little Bytham'.



FACTFILE

Models (reviews items in bold):

R30365 GNR - Class J13 - 1257

R30366 LNER - Class J52 - 4225

R30367 BR Early - Class J52 - 68873

Construction: Cast footplate and chassis, plastic body

Weight: 270g

Era: 1924-1950s

Price: £174.99

Minimum curves: Radius 2

Accessories: Vacuum pipes, lamps and coupling bars and hooks

WHAT WE LIKE

- ✓ Overall accuracy
- ✓ Quality of finish
- ✓ Value for money



Now on its way to Corby Glen, though a crew is needed.

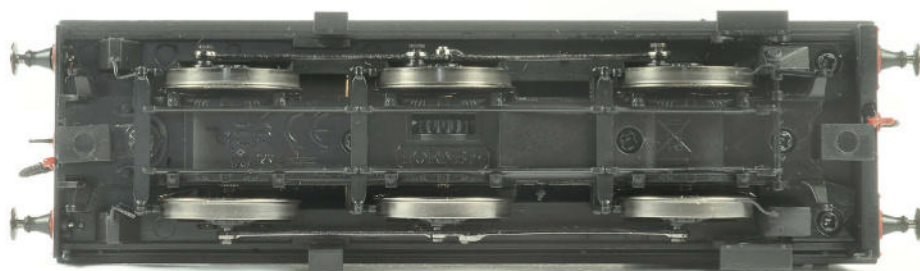
Performance is exemplary, helped by the weight imparted by the cast footplate. The motor is powerful and super-sweet, with almost no noise. All wheels are true-round, to RP25 profile with consistent back-to-backs, enabling this loco to successfully run through Peco Code 100 pointwork and also through hand-built Code 75 crossings. Though carefully running-in is recommended, the running was perfect right from the word go.

There is the usual bag of extra bits for the owner to fit, including vacuum pipes and a tension-lock coupling for the front, though no scale shackles (I wonder why not?). Also in the bag are six LNER-style lamps, among the neatest I've ever seen. They fit perfectly over the lamp irons (which are really robust, unlike some others) and can be configured to work any service – even the Royal Train! I rather hope Hornby will sell these as separate items, because they'll grace any LNER/BR ER/NER/ScR loco.

There's scope for Hornby to do many variations of this Class, including different chimneys, cab roof ventilators and condensing apparatus. In short, it's one of the best new RTR locos I've had the pleasure to review, and I thoroughly recommend it.



From front three-quarters or rear three-quarters, this is every inch a J52. Separate detail fittings abound (though no shackles), and, as mentioned, the cab is fully fitted out.



All-wheel pick-ups ensure no stuttering in the running. The brake rigging is installed at source.



An interesting comparison; to the rear is Hornby's original J52, detailed, and mechanically rebuilt to give better performance; not necessary now.



Bachmann Class 08/09



Jerry Clifford

The new Bachmann 08/09 has been completely retooled from the ground up.

Despite its humble role as a shunter and trip freight loco, the class 08/09, 'Gronk', can justifiably lay claim to being one of the most successful locomotive types ever built for British Railways. The 08s were introduced in 1952, though their origins can be traced back to a pre-war LMS design from 1934 (later Class 11). Between 1952 and 1962, 996 08s were built at BR workshops in Crewe, Horwich, Derby, Doncaster and Darlington. 26 09s, externally identical but with different gearing to give a higher top speed, were also built. Early withdrawals started in the late 1960s, but there remains around a 100 still in service across the network and over 80 in preservation, a pretty good return on locos now entering their eighth decade!

WHAT WE LIKE

- ✓ Nice detailing
- ✓ Range of light options
- ✓ Quality finish

The original 26 Class 09s were predominantly used on the Southern Region for shunting EMUs and even the occasional short passenger working. However, in the early-'90s, a further batch of 08s was converted to 09, and these have been much more widely distributed. 09106, the subject of this review, was upgraded from 08759 in 1993 and has had a long association with the NE of England.

Model 08s have a history almost as long and varied as their prototype counterparts, having been a fixture in manufacturers' catalogues since the late-1950s. Your reviewer had a very crude Tri-ang 08 in the late 1960s, with inside frames and a very un-Gronk like top speed! Bachmann has had an 08 in its range for over 20 years, but this latest incarnation has been completely retooled from the ground up and offers an impressive range of options, including sprung LMS or Oleo buffers, vacuum or air pipes, a multitude of lamp bracket and roof vent variations and an angle- or box-section footplate. The model offered for review, 09106 in the striking DB unbranded red

livery, correctly has the addition of the air compressor cabinet on the footplate, no ladders on the front of the bonnet (though the tiny fixing brackets are there) and dummy buckeye couplings. It also has two working lights front and rear, although Bachmann's tooling suite allows for two, four, or six lights according to the prototype.

As we have come to expect, the level of detail and standard of finish are superb, with numerous separately-applied components such as windscreen wipers, pipe conduits and handrails, along with a fully-detailed cab interior. There is also the usual comprehensive pack of additional details that can be added by the purchaser. Where the model really comes to life is in its performance, which couldn't be more different from the Tri-ang Gronk of old. Under the bonnet is a 5-pole motor driving the rear axle via a flywheel. All-wheel pick-up and a sprung centre axle help deliver beautifully smooth, steady running. The model comes with a sugar cube speaker as standard, along with a 21-pin DCC socket and built-in stay alive,



Cab end view showing twin marker lights and dummy buckeye coupling.



The excellent spring, brake and sanding details are all separately applied fittings.



The roof panel simply unclips to reveal the DCC socket and bank of light switches for analogue users.



The fully detailed cab can be glimpsed through the cab windows of Bachmann's impressive new 'Gronk'.

FACTFILE

Model: (review item in bold)

Class 08 D3785 BR Green (Late Crest)

Class 08 08928 BR Railfreight (Red Stripe)

Class 08 08761 BR Provincial

Class 08 08617 *Steve Purser* BR Blue

Class 09 09009 BR Blue (Wasp Stripes)

Class 08 08329 BR Blue (Wasp Stripes)

Class 08 08923 BR Green (Wasp Stripes) [W]

Class 09 09106 DB Red (Unbranded)

Construction: Plastic body with diecast chassis

Weight: 207g

Era: 1952-preservation

Price: £209.95-349.95

Minimum curves: Radius 2

Accessories: Screw-link couplings, air tanks, lamps and full set of bufferbeam details

which, for those using digital, further enhances the performance. Fitting the DCC chip takes a matter of moments thanks to the neat removable roof panel, which also reveals a bank of 12 micro-switches, giving analogue control of the full range of light options; a nice feature not always available to non-DCC users.

Overall, these are superb models and the comprehensive suite of tooling invested in by Bachmann should mean the end of the days of the generic Gronk. Very highly recommended.



Hornby Class 50



**Paul
Marshall
Potter**

Hornby's Class 50 captures the shape and details correctly of the refurbished locomotive.

The Class 50 locomotives were introduced between 1967 and 1968. Initially leased to British Rail, the entire class was bought in 1973 at the end of the lease, becoming the Class 50. Introduced on the London Midland Region, they transferred to the Western Region in 1976 and were refurbished at Doncaster between 1979 and 1983. Hornby has used the refurbished prototype for its release. It's an excellent choice, it allows the modelling of all but the earliest liveries with this single set of tooling.

The body details all reflect the refurbished locomotives; roof details of note are the

small chimney, enclosed water fillers, and plated-over-head-code boxes. The 'face' is really well done, and the shape of the front windows with new central nose warning light really establishes the character of the model. Appropriate side windows have been replaced with grilles at the No.1 end. The bogie and chassis have separate fittings, giving a suitably busy look. Natural gaps abound, with items like tanks and compressors, rather than a solid moulding.

The review sample is in Great British Rail Freight livery; two locomotives 50049 *Defiance* (reviewed) and 50007 *Hercules* received this scheme between 2019 and

2024. It is a distinctive livery with a scale satin finish overall. Borders between the yellow and blue panels are sharp with no noticeable bleed. Differing tints of yellow at the nose are really well captured, as is the black window surround, clean demarcation makes this model 'pop'.

Logos and lettering are all opaque and legible, and printed colours on components like chassis and bogies are likewise clean-edged and opaque. Individual details are fitted, including handrails, buffer beam steps, jumper cables, fan and etched roof grille, all picked out in appropriate colours.



GBRF livery pops with the correct shades and typeface.



A difficult nose profile is replicated, capturing the face of the model.

We tested using Peco track with medium radius points and its performance was steady and consistent through all the speed ranges. Electrical pick-up is through all six axles driven from a centrally-mounted motor. The flywheel-fitted motor drives all six axles. There was no hesitation across any of the track, and the kinematic coupling system worked reliably, easily coupling to the freight

stock we had available. DCC fitting is simple; undo four screws, unclip jumper cables and the body lifts off. The decoder required is a Next18 and is a simple plug-and-play fitting. The model tips the scales at a very healthy 200 grammes, ensuring that it will be able to pull scale-length trains with ease.

This Class 50 highlights Hornby's commitment to this relatively new UK

FACTFILE

Model: (review item in bold)

TT3013M 5000 *Sir Edward Elgar*

GW150 green

TT3014M 50040 *Leviathan*, Large logo

BR blue

TT3015M 50049, *Defiance*, GBRf blue

Construction: Plastic body and diecast chassis

Weight: 198g

Era: 1967 - present

Price: £167.99 (DCC Ready) £222.99 (TXS Sound)

Minimum curves: Radius 2

Accessories: Etched nameplates, brake hoses, cosmetic couplings and snowplough

scale. The accuracy of the finish, detailing, overall dimensions and running qualities are all likely to attract new and existing modellers to this scale, which is good for both the scale and the hobby. The choice of the refurbished variant will allow Hornby to accurately release 50 years of different colour schemes, including standard BR blue, and Network Southeast, surely the best scheme they ran in!

Having set such a commendable standard and quality with this Class 50 release, our appetites are truly whetted for the forthcoming Class 37s!

WHAT WE LIKE

- ✓ Accuracy of livery and application
- ✓ Authentic capture of character
- ✓ Smooth running



Underside shows attention to chassis details and all axle drive.



Side view shows how the tooling comes together with the appropriate details across the body, chassis and bogies.



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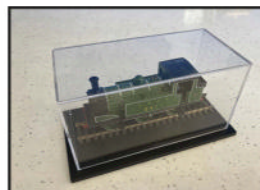
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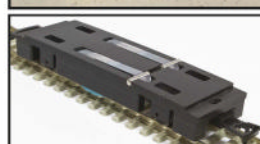
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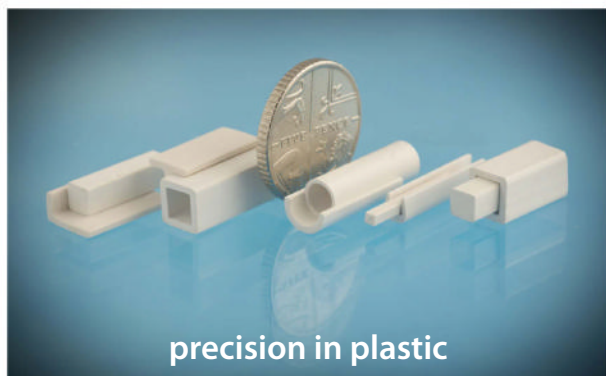
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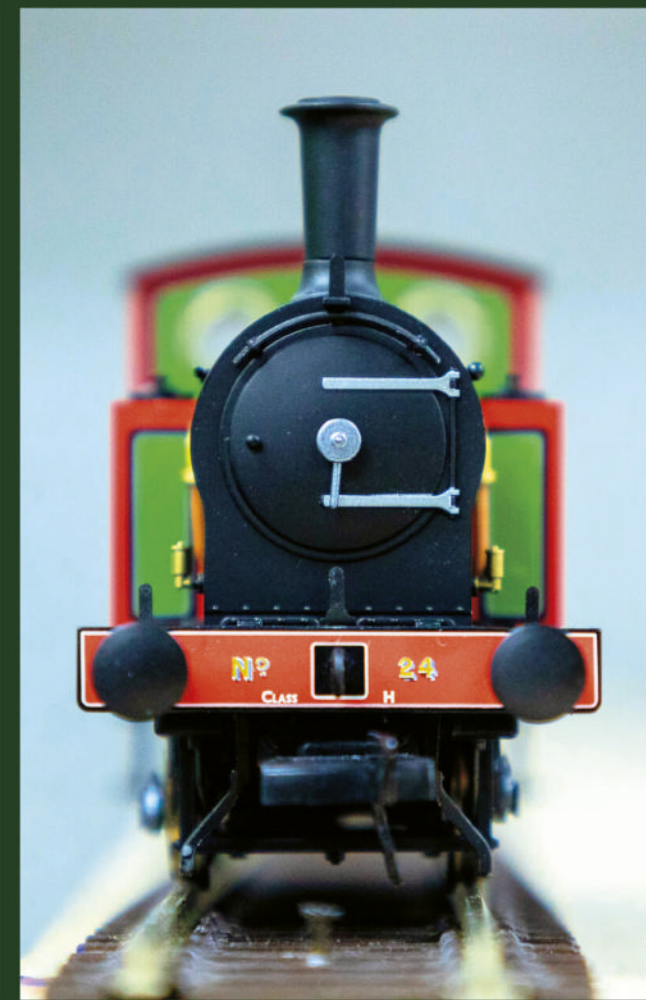
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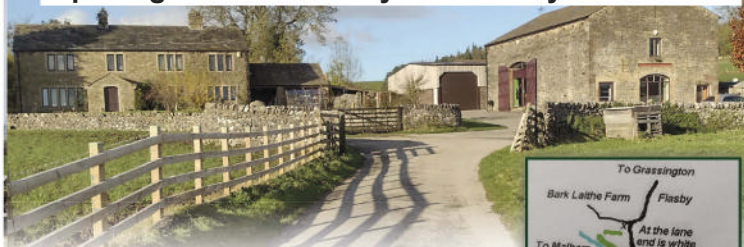
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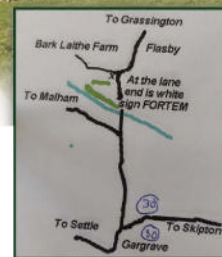
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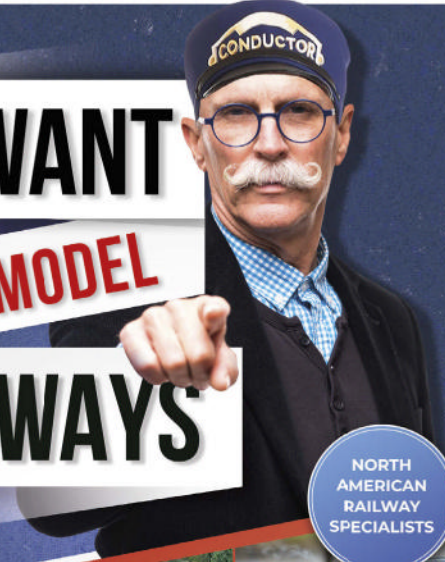
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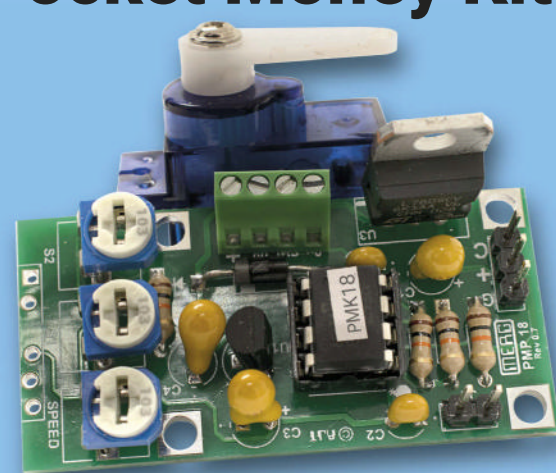
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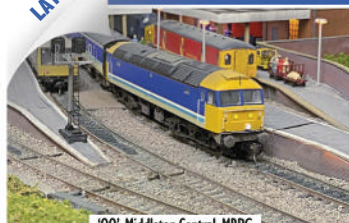
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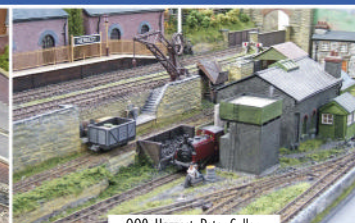
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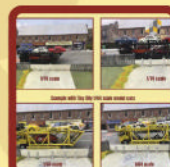
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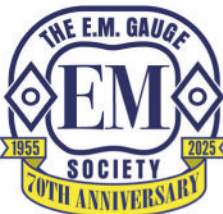
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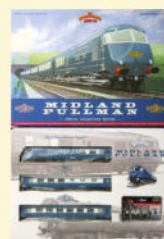
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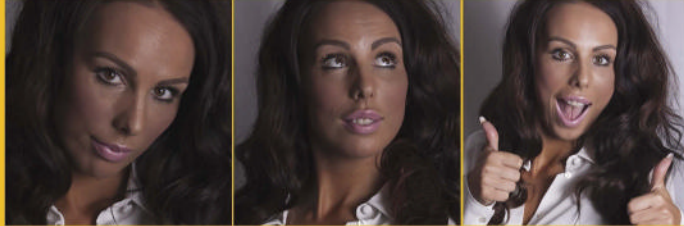
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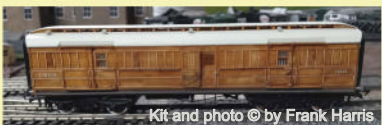
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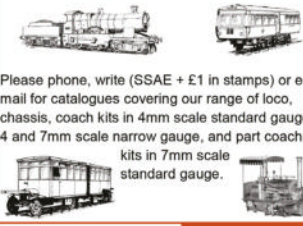
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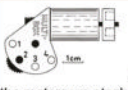
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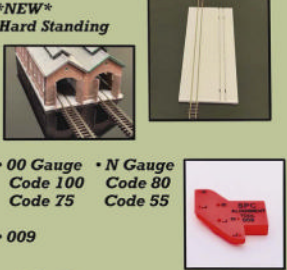


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Buffer Stop

This month in pictures



Debbie took a trip to the Great Orme Tramway and climbed up a hill to get this shot of Halfway station.



You don't often find a model railway club with an actual train, but Corby and District MRC is home to half a Pacer. Yes, they will let people sit in the cab and pretend to be a driver.



Phil driving a Roundhouse live steam locomotive at the Garden Railway Specialists open day. Don't worry, he was under supervision and told not to go too fast.



All the way from Egypt, Sentinel-Cammell Steam Railcar No. 5208, now on display at the Buckinghamshire Railway Centre.



If there is a cat on a layout, we can't resist grabbing a photo of it, along with the trains, of course.



What's this on Phil's workbench? He says a Tamiya Sand Scorchers is one of his dream kits, but we told him to get back to making trains!

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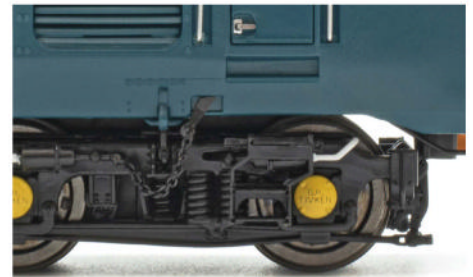
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