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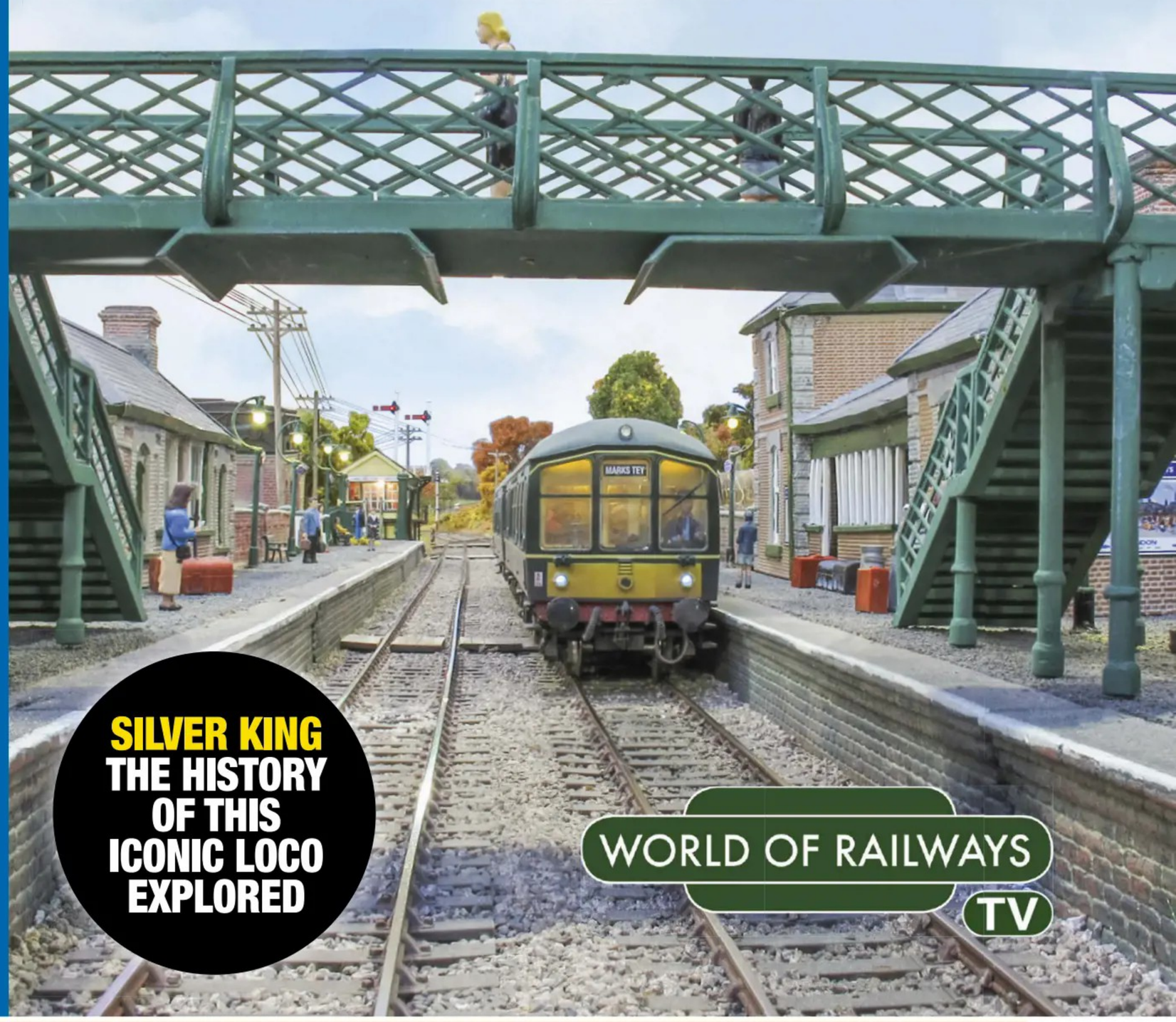

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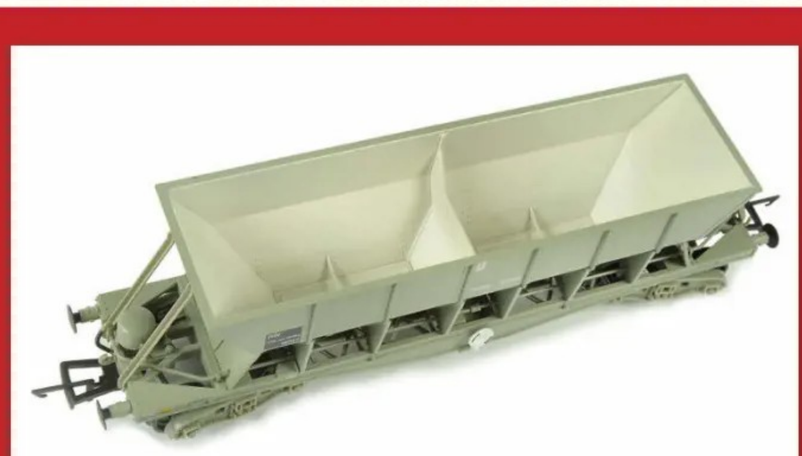

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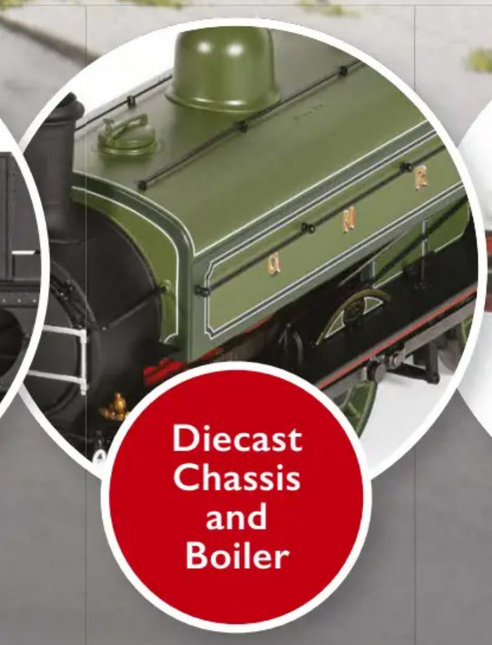
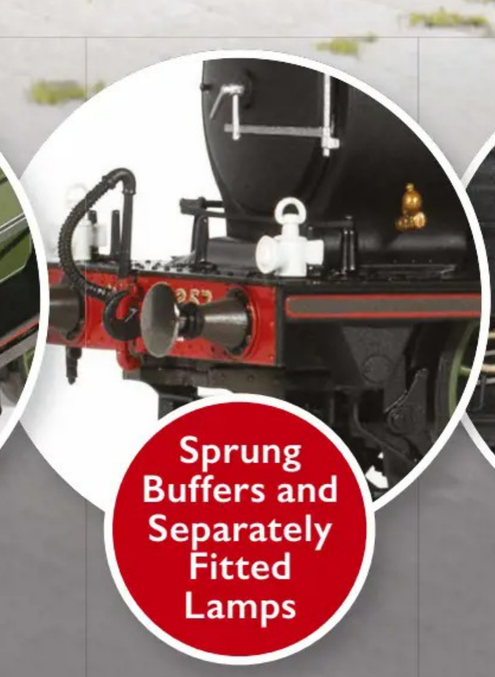


Diecast Chassis and Boiler



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INSIDE OCTOBER 25 BRM

GETTING PRACTICAL



p46 Load a wagon with scrap

p48 Model a factory entrance

p52 Painting a Parkside Vanwide wagon

p55 Model a working garden

p60 Create a swimming pool cameo scene

p64 Budget Modelling: Tri-ang brick wagon

p66 Weathering the Class 44



REGULARS

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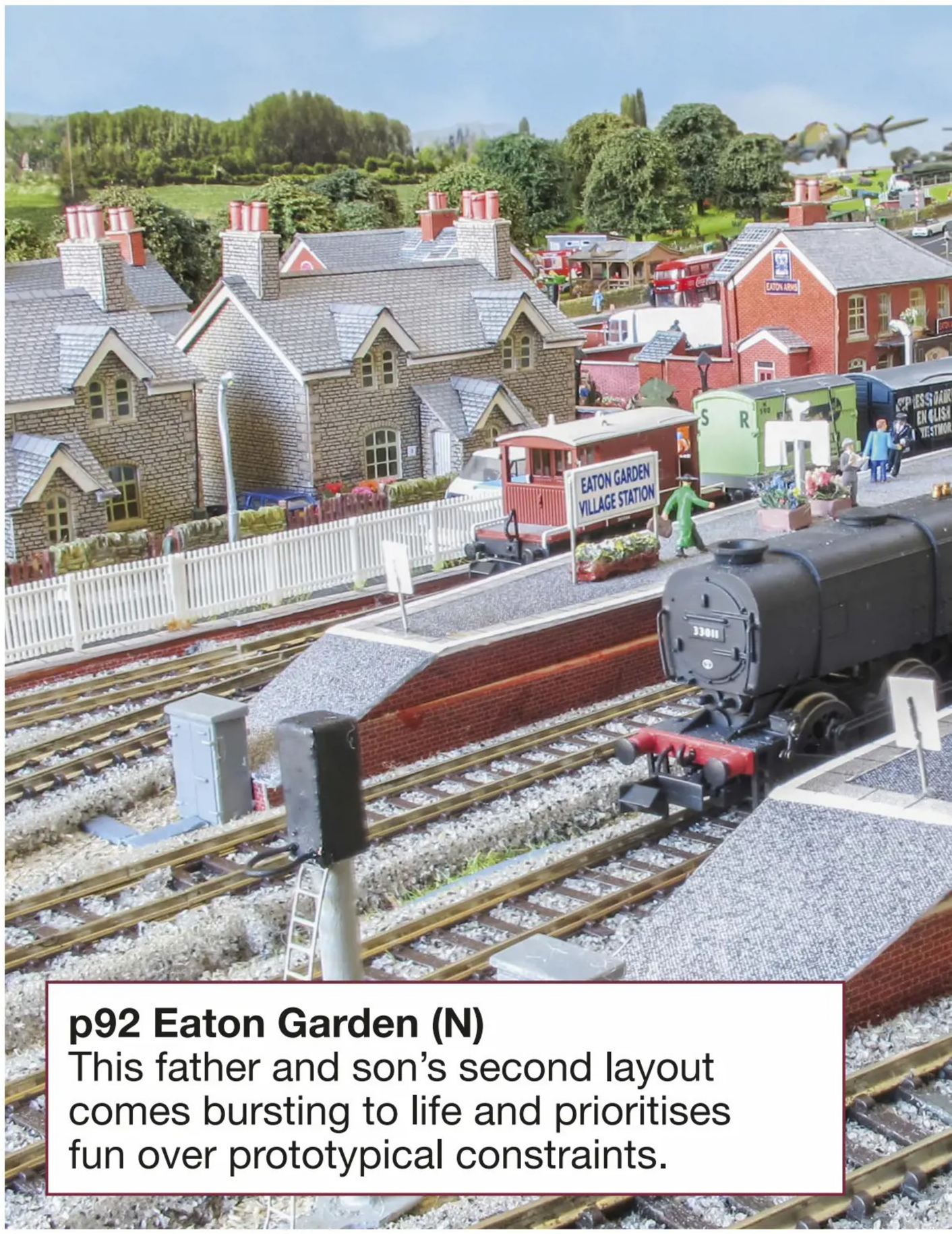
INSPIRING LAYOUTS



p92 Eaton Garden (N)
This father and son's second layout comes bursting to life and prioritises fun over prototypical constraints.



p20 Long Melford Junction (OO)
Spending his childhood lineside in this picturesque village in Suffolk inspired the builder to fulfill a lifelong ambition.





p34 Penrhyn Quarries (10mm:1ft)
Inspired by the slate mines of northern Wales, this wintry scene challenged its builder to learn new skills and push creative boundaries.

TRACTION





p70 The 2018 HST Rail Rover explored
p76 South Yorkshire joint line around Doncaster
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LATEST REVIEWS



p120 Accurascale Classes J68 and J69
p123 Hornby BR 21T mineral wagons
p124 Accurascale ICI Bogie hoppers



p123

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R8073	RH Point	**£11.85**
R8074	LH Curved Point	**£18.85**
R8075	RH Curved Point	**£18.85**
R8076	Y Point	**£13.90**
R8077	LH Express Point	**£18.85**
R8078	RH Express Point	**£18.85**
R8261	4th radius curve	**£2.80**
R8206	Power Track	**£8.95**
R8262	4th rad. Double curve	**£3.95**

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35-077	E4 BR Early	**£93.45**
35-078	E4 BR Late	**£93.45**
31-001	Robinson BR Late Crest	**£94.99**
31-002	Robinson BR Early Crest	**£94.99**
31-127	CL3000 BR ROD	**£118.45**
31-128	BR ROD Weathered	**£105.45**
31-136DC	D11/2	**£115.90**
31-931	LMS Compound	**£112.90**
31-932DC	BR Compound	**£127.75**
31-461A	C Class SR Black	**£106.20**
31-481	G2A BR Early	**£114.70**
31-443	BR Ivatt 2mt tank	**£140.20**
32-131A	GWR 4575	**£140.20**

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32-992	Wickhams Trolley Yellow	**£67.95**
32-993	Wickham Trolley Yellow	**£67.95**
35-126	Harry Needle Cl20	**£152.95**
35-418	BR Class 47 Construction	**£203.95**
35-419	BR Class 47 Rft Distribution	**£203.95**
32-620	Cl. 90 Freightliner grey	**£195.45**
32-619	Cl. 90 EWS	**£195.45**
32-615	Cl. 90 Virgin Trains	**£195.45**
32-614	Cl. 90 BR RES red/grey	**£195.45**
32-613	Cl. 90 Intercity Mainline	**£195.45**
32-612A	Cl. 90 Freightliner green	**£195.45**
31-267A	Class 419 MLV Blue/Grey	**£135.95**
31-265A	Class 419 MLV BR green	**£135.95**
35-337	Class 37/4 Railfreight Metals	**£208.20**
31-502A	Cl158 WPTE Metro	**£280.45**
E83031	Cl. 144 BR WYPTE Metro	**£212.45**
E83022	Cl. 143 BR Provincial	**£212.45**
35-312	Class 37 BR Blue Thornaby TMD	**£212.45**
35-352	BR Cl. 20 BR Green	**£191.20**
32-652A	BR Cl44 Blue Ingleborough	**£161.45**
32-704	BR Cl46 Blue weathered	**£169.95**
32-702A	BR Cl46 Green	**£171.45**
32-679A	BR Cl45 Green	**£161.45**

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NR-P987G	Shell/BP black no. 5171	**£13.45**
NR-P987H	Shell/BP black no. 5176	**£13.45**
NR-P987I	Shell/BP black no. 5174	**£13.45**
NR-P987JW	Shell/BP black no. 5173 weathered	**£14.25**
NR-P987KW	Shell/BP black no. 5179 weathered	**£14.25**
NR-P987LW	Shell/BP black no. 5168 weathered	**£14.25**
NR-P993A	BP Grey no. BPO67266	**£13.45**
NR-P993B	BP Grey no. BPO67082	**£13.45**
NR-P993C	BP Grey no. BPO67095	**£13.45**
NR-P993DW	BPGrey BPO67168 wth.	**£14.25**
NR-P993EW	BPGrey BPO67177 wth.	**£14.25**
NR-P993FW	BPGrey BPO67184 wth.	**£14.25**
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NR-P994B	BP Green no. BPO67162	**£13.45**
NR-P994C	BP Green no. BPO67368	**£13.45**
NR-P994DW	BP Green no. BPO67765	**£14.25**
NR-P994EW	BP Green no. BPO67783.	**£14.25**
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GM4240401	Cl. 02 Redland	**£144.46**
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903006	Hunslet 16" Primrose	**£109.50**
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903005	Hunslet 16" Jacks	**£109.50**
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936007	Class E1 SR Black	**£140.20**
936008	Class E1 SR Black	**£140.20**
936009	Class E1 BR Black	**£140.20**
936010	Class E1 BR Black	**£140.20**
936013	Class E1 SR IoW	**£140.20**
936018	Class E1 BR IoW	**£140.20**

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2D-005-000	Cl.59 59005 Foster Yeoman	**£146.90**
2D-005-001	Cl.59 59103 A.R.C.	**£146.90**
2D-005-002	Cl.59 59206 DB Schenker.	**£146.90**
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2D-005-004	Cl.59 59104 Hanson	**£146.90**
2D-005-005	Cl.59 59005 Aggregate Industries	**£146.90**
2D-023-002	Class 221 Virgin	**£213.75**
2D-023-004	Class 221 Avanti	**£213.75**
2D-010-013	Cl 67 TfW	**£123.95**
GM2210801	Cl.86 Rainhill	**£110.45**

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371-007ASF	BR Class 08 Grey SOUND	**£208.20**
371-011SF	BR Class 08 Network Rail SOUND	**£208.20**
371-012	BR Class 08 RES	**£123.20**
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371-659	Class 57 ARRIVA Wales	**£165.70**
372-876	Class 319 Thameslink	**£297.45**
372-877	Class 319 Northern	**£297.45**
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STATFOLD ..... OCTOBER 11-12
CHELTENHAM .... OCTOBER 25-26
NEC ..... NOVEMBER 22-23
DONCASTER ..... FEBRUARY 7-8
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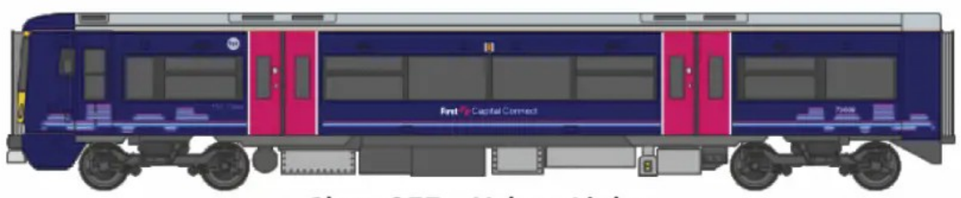
375920 London Cannon St - Ramsgate



Class 377 - Southern

377118 Brighton - Portsmouth Harbour
377101 London Victoria - Brighton
377214 South Croydon - Milton Keynes
377210 Thameslink: Brighton - Bedford



Class 377 - Urban Lights

377501 First Capital Connect: Bedford - Brighton
377510 Thameslink: Brighton - Bedford



Class 387 - GWR

387152 London Paddington - Cardiff
387133 London Paddington - Didcot



Class 387 - Gatwick Exprress

387204 Gatwick Express: Brighton - London Victoria
387201 Debranded: King's Cross - Ely
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Class 387 - Great Northern

387124 London King's Cross - King's Lynn
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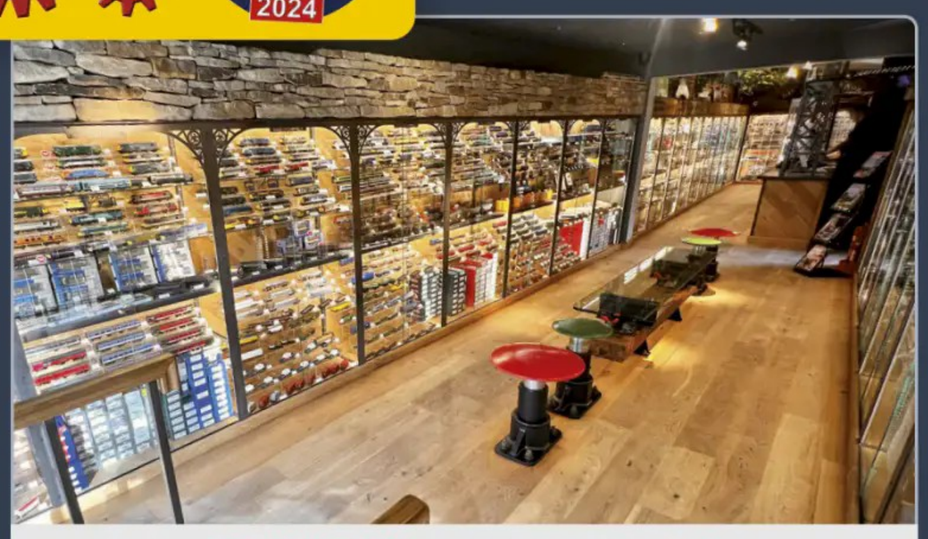

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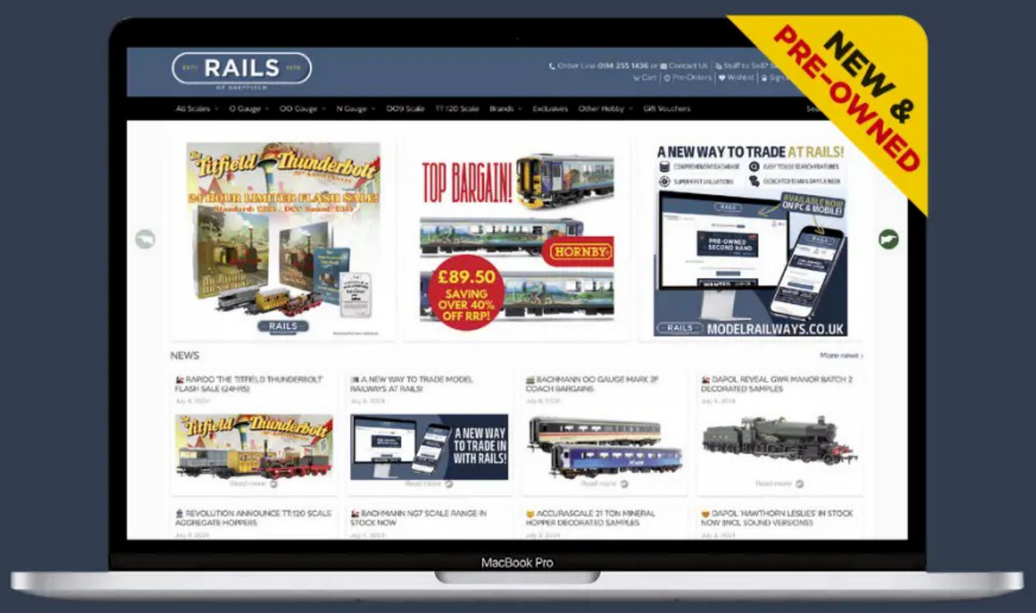

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T. Smart ★★★★★

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

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

My first port of call for all buying and selling, new and used. A+

S. Barltett ★★★★★

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

R. Smalley ★★★★★

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

D. Ager ★★★★★

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

WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC 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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2

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3

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R. Rae ★★★★★

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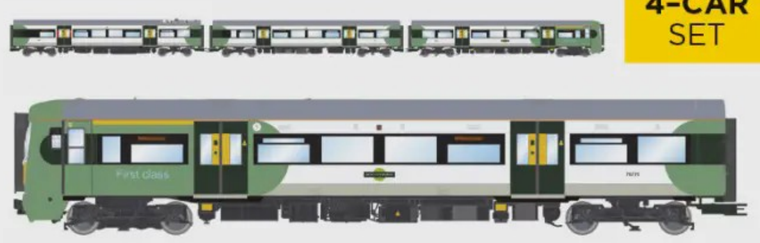

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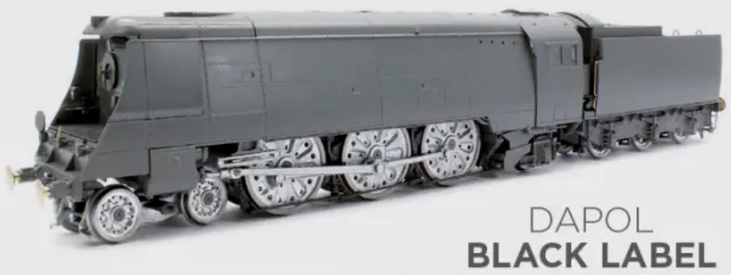

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Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

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

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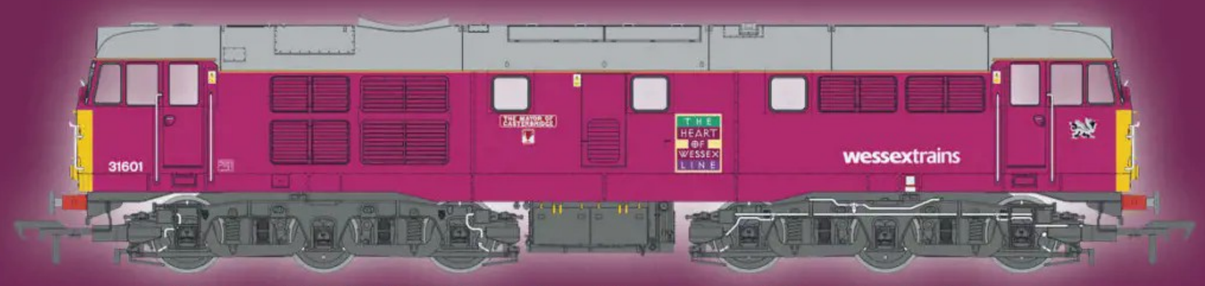

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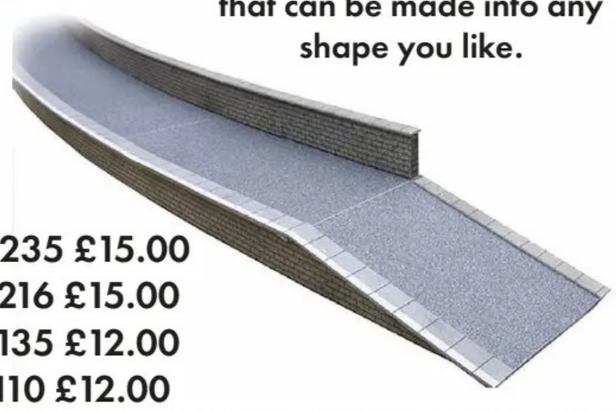

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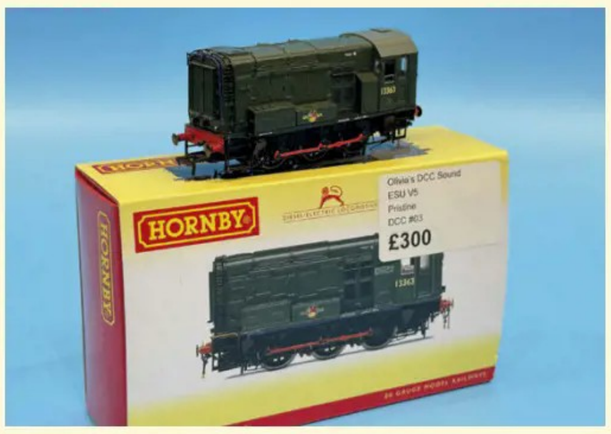

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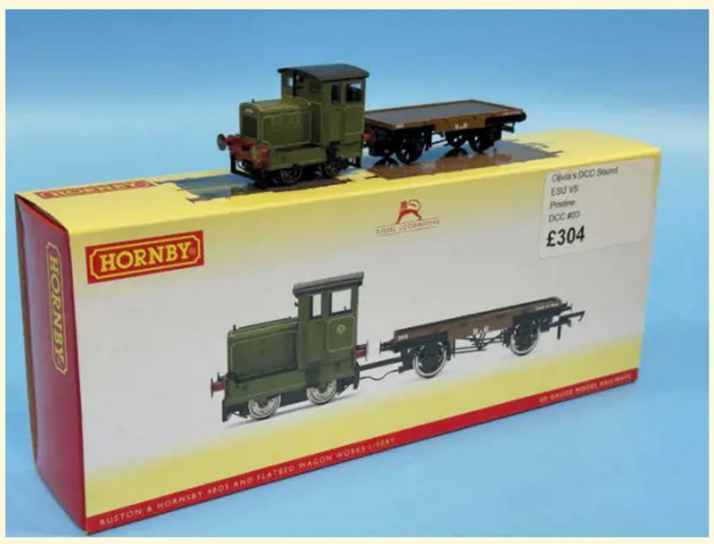

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SIGNALLING SUCCESS

Spending his childhood lineside in this picturesque village in Suffolk inspired the builder to embark on a 15-year modeling journey to fulfill a lifelong ambition.

Words: Nigel Locke **Photography:** Phil Parker

FACTFILE

LAYOUT NAME: Long Melford Junction
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 34ft x 10ft
ERA/REGION: Late-1950s/early-'60s/Suffolk
LAYOUT TYPE: End-to-end

A WD 2-8-0 on its way from Whitemoor to Colchester with 400 tons of coal.

TOP RIGHT: A general view of the station with the maltings in the background.

MIDDLE RIGHT: A Derby Lightweight DMU coming into the station from Bury St Edmunds.

BELOW: A B12 with a four-coach passenger train for Cambridge.





Long Melford holds a special place in my heart, as my dad's youngest brother, Uncle Eric, was a signalman there around 1960, and I used to visit him quite frequently at the box to watch all the goings on - schoolboy heaven! He also used to let me take the tokens down to the drivers. After a while, I realised I was doing his job for him, but it didn't matter, I loved it!

Long Melford was a junction, and the main line and the branch had different radius curves. Proprietary points were of no use at all, then another good friend, Peter Worton, from Sudbury Model Railway Club, asked why I couldn't build my own. Horror! I can't do that!

I now have a 36ft x 10ft shed in the garden, which is large enough to house the layout, allowing me to build the real reason for tackling this project, a working signal box controlling all the points and signals as per the signal box diagram, which I managed to acquire from a company called Swirlmark, who I believe are unfortunately no longer in existence.

I had it enlarged, and as it has always been intended as an exhibition layout, it hangs on the backscene opposite where the signal box actually was. This allows both the signalman and the public to observe it, and always provides plenty of interest at shows.

> "So far, the layout has taken me around 15 years, and I'm always finding little tweaks that need doing, so I'm not starting anything else."



Tricky trackwork

The layout is based on the actual station at Long Melford, as it was around 1960, as I visited it regularly as a boy, and is depicted as I remember it and also from photographs.

I was determined to get the trackwork right, I downloaded the excellent Templot app and made a start. After a few failures, I managed to master it, so now, all the points on the scenic section are hand-built. The rest of the track is SMP. Both fiddle yards are Peco points and track. All point motors are DCC Concepts Cobalt Digital.

The semaphore signals are Dapol, most of which have been modified to represent the signalling at Long Melford. Ground signals were 'dolly disc', but would have been almost impossible for the operators to see, so I've used colour light signals that still show the principle of operation.

I now have a 45-lever replica lever frame that controls all the points and signals on the layout, which sits in the same position as the original.

The lever frame is also made by DCC Concepts, and is operated by feedback to the EcoS via an Ethernet cable. Having built the lever frame and wired it up, the next job was to interlock it so it works exactly as the prototype did. Time to call on my friend Kevin.





ABOVE: The station footbridge, which is an adapted Ratio kit, represents the real thing.

MIDDLE LEFT: A Brush Type 2 with a goods train from Colchester to Cambridge.

BOTTOM LEFT: Shunting grain wagons in the goods yard for the maltings.

TOP: A W&M Railbus on its way to Colchester is waiting for clearance outside the station.

BELOW LEFT: A J15 leaving the station with an Up line train to Marks Tey.

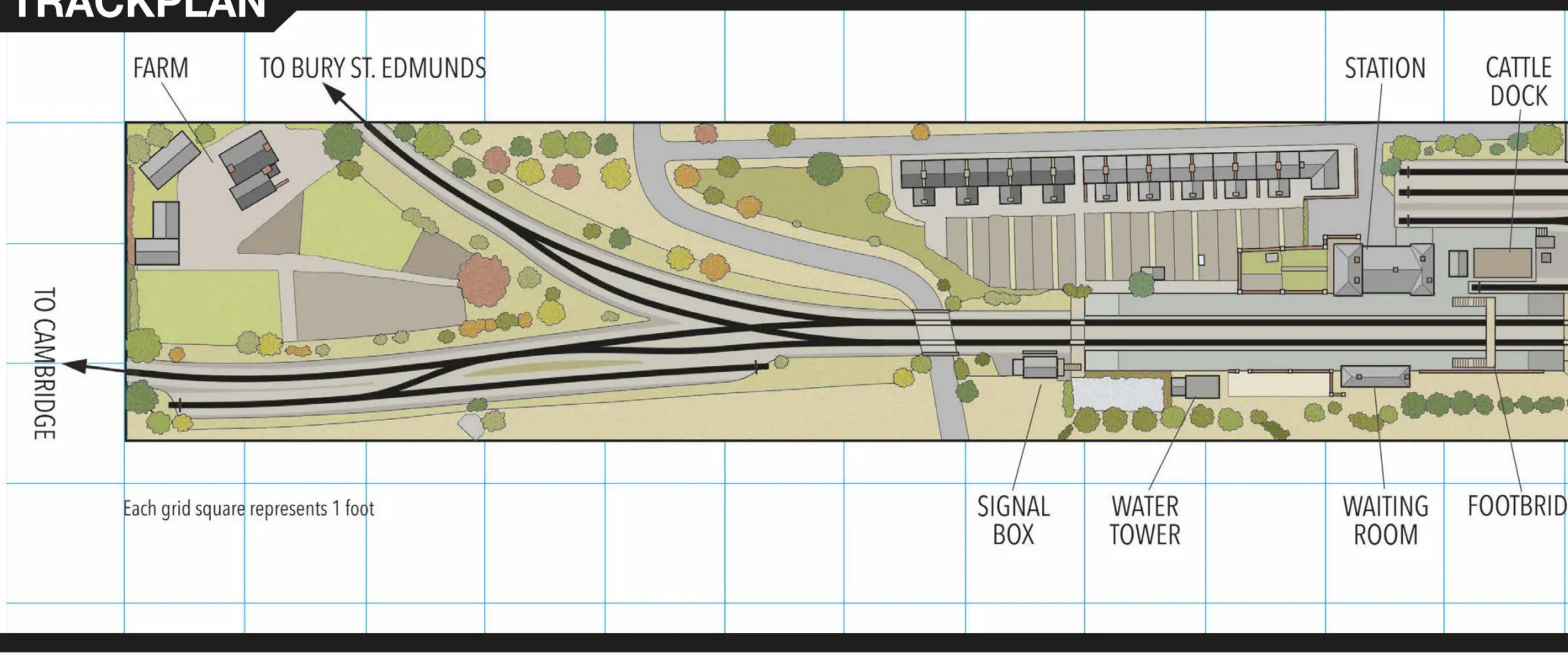
BELOW RIGHT: Driver's eye view of the station looking North.







TRACKPLAN

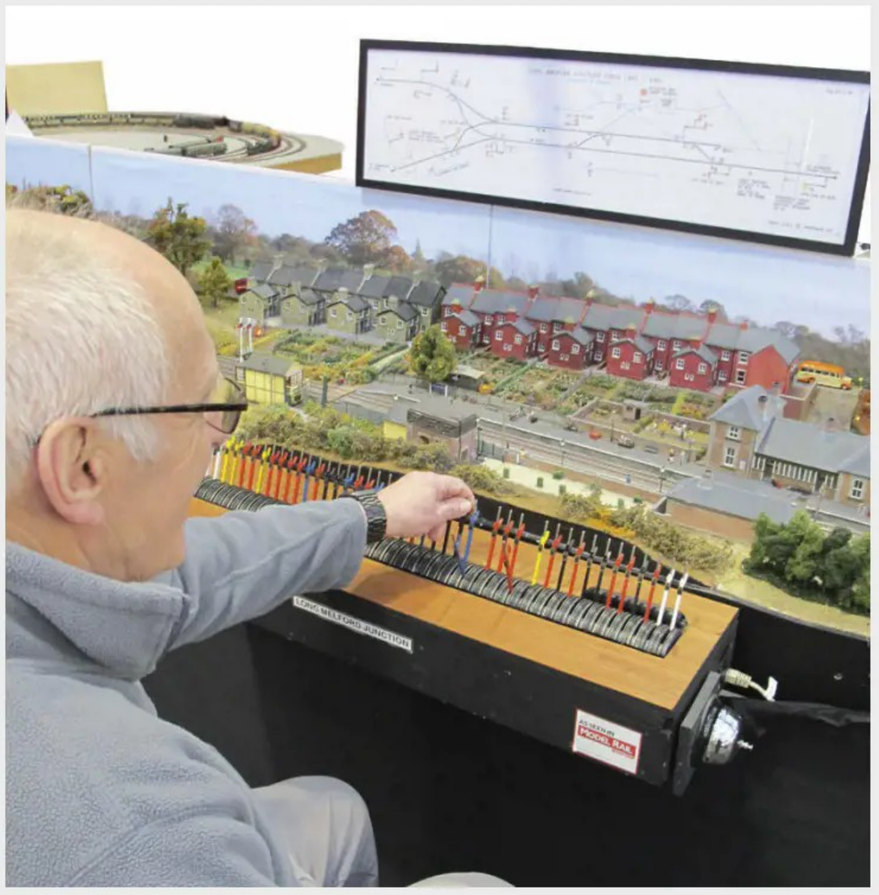


About the modeller

Name: Nigel Locke
Age: 74
Number of years modelling: About 25
Name of your first layout: 'Lockley'
Favourite era/region: BR(E)
Favourite locomotive: J15

I spent the first 15 years of my life living in Sudbury next to the water meadows and not far from both Sudbury and Long Melford Stations, where my dad's youngest brother was the signalman and I visited frequently and got the inspiration to build this layout later in life.

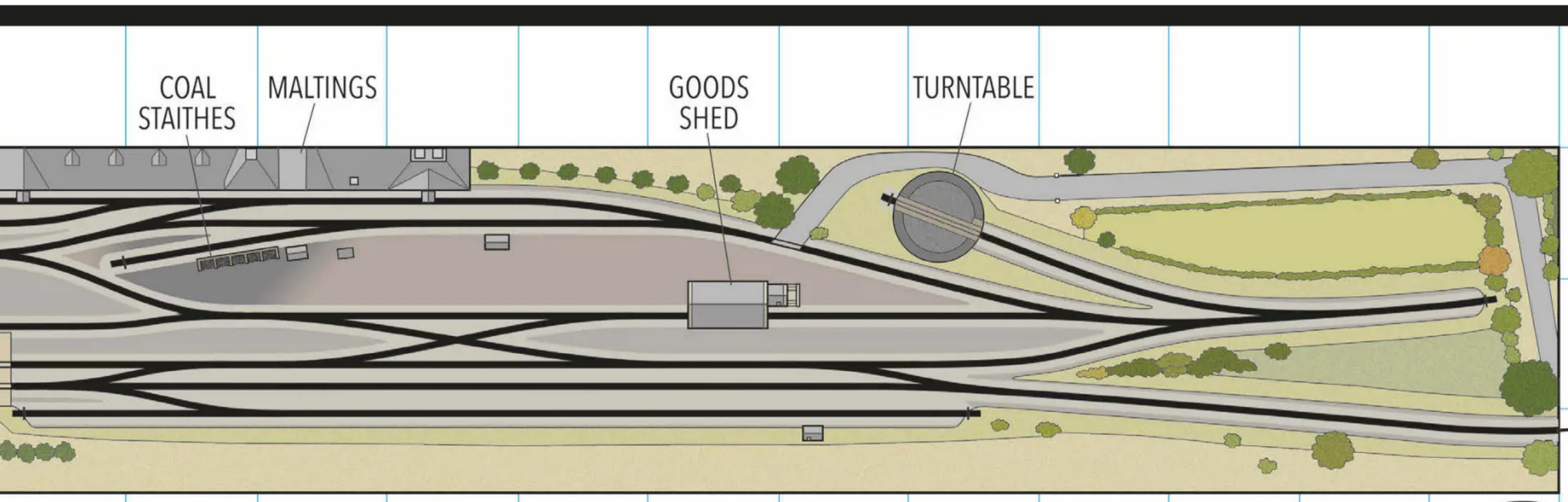
When my wife Carole and I moved into our current house, 15 years ago, the garden was large enough to build a shed for my proposed layout. Over this period, I have built the model of Long Melford Junction and I have taken it to about 15 exhibitions so far, including Taunton, Stafford and the NEC, where we were lucky enough to win the Bachmann Trophy for Best OO gauge layout at the show. We also went to Alexandra Palace earlier this year and have been to several other locations along the Stour Valley Line, including Long Melford itself. At the moment, we have two future confirmed bookings, Workington in November 2025 and Lavenham in May 2026.



Me doing my favourite job, signalman.

Left to right: Carole Locke, Chris Day, John Russell, Darren Malster, me at the front, Brett Elliott behind, Kevin Dickerson (DCC genius) and Matthew Porteous. I am grateful to them all for their help, without which the layout would not be able to go anywhere.





ABOVE: Rear gardens of houses in Station Road with a two-coach passenger train arriving at the station.

MIDDLE RIGHT: Goods train on Up line from Bury St Edmunds to Colchester.

BOTTOM RIGHT: A golden ochre Brush Type 2 with passenger service arriving at the station. Up service to Colchester.





Unfortunately for him, he only lives about a mile from me, and he kindly came and showed me how to do one signal, then said, "There you are, that's how you do it", and off he went. It was probably the best thing he could've done, as I had to do it myself! All done now, but only electronically. I would have loved to have had it mechanically, but I might not have enough time left to live to finish it! So far, the layout has taken me around 15 years, and I'm always finding little tweaks that need doing, so I'm not starting anything else.

Scenic features

Buildings are a mixture of proprietary, kits (some modified) and scratch-built. The maltings and station buildings were built by my good friend Derek Reeve, sadly no longer with us, who was probably the best scratch-builder I have ever known. He studied both buildings at length and made exact replicas of both; thank you, Derek.

Scenery is mostly scratch-built, with a lot of trees made from sea foam and flock. I have put a farm at the junction end of the layout, which was not actually there, but a little nearer to the village itself, so I've applied a bit of modellers' licence

by putting it in, but not in the right place; thanks to Eric Morcambe for the line!

I've also included a turntable, which was redundant at the time the model is set, but as it was there, it works and is used as part of the operating sequence and is popular at shows.

In action!

I have also introduced a monitor screen, next to the signal box diagram, which shows where each train has come from and where it's going and can be seen by both the signalman and the public. All movement is based on real timetables from the period and four operators are required to work the layout at any time; a signalman, an operator in each fiddle yard, who also has screens to tell them which move is next, and a shunter driver in the yard.

Rolling Stock is of the period and as I remember, fairly accurate to what actually was used. All locos and DMUs are proprietary, converted to DCC with sound by Kevin Dickerson from Coastal DCC, who is also a member of the operating team at exhibitions, and quite honestly, without whose help I would have been totally lost! The whole layout is controlled by an ESU EcoS, which is nothing short of fantastic!



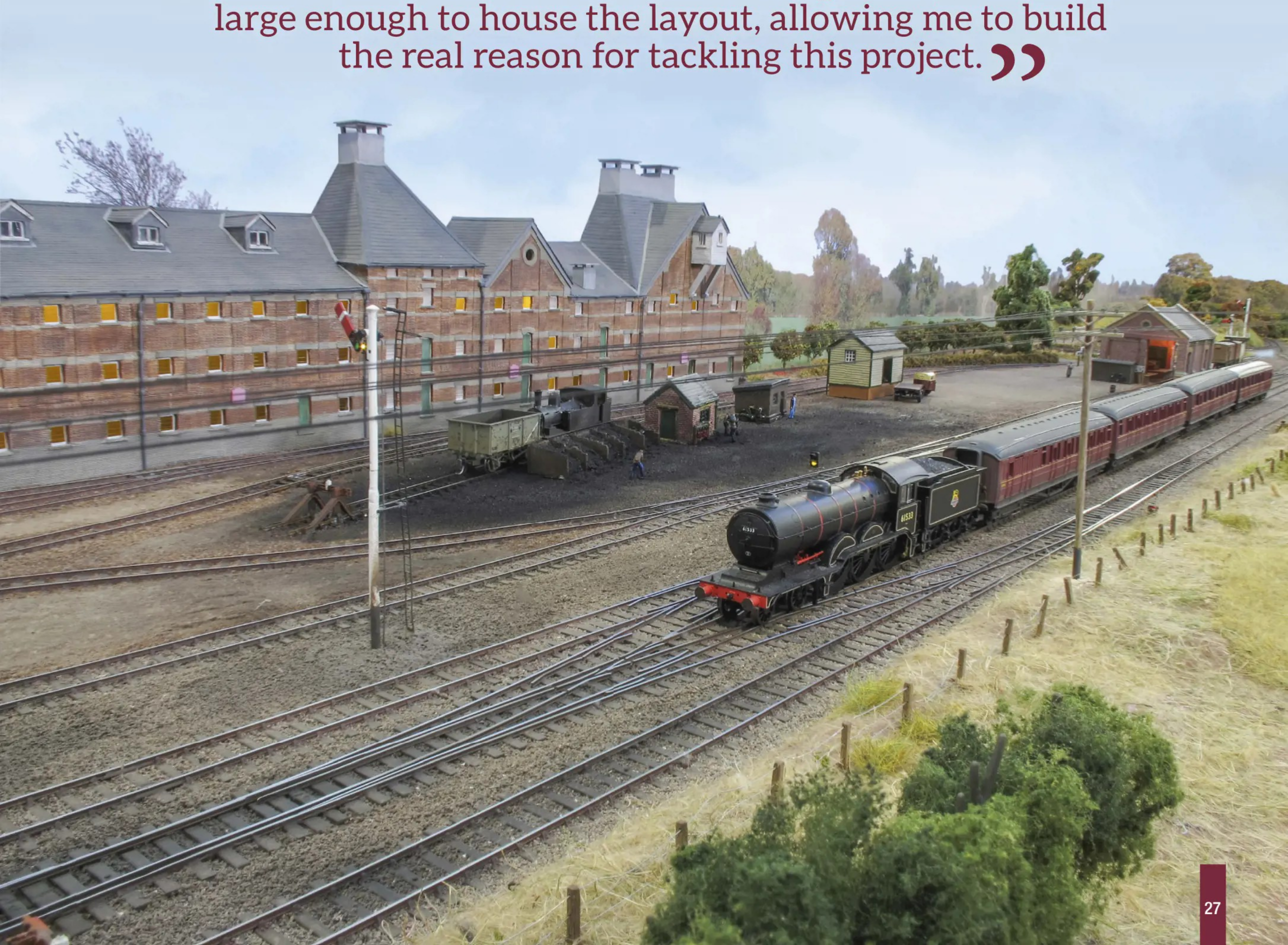


TOP LEFT: The goods shed is a Townstreet model, which was one of the first kits I made.

MIDDLE LEFT: Coal delivery for a local coal merchant in the goods yard.

BELOW: A B12 with Down passenger train for Cambridge.

> "I now have a 36ft x 10ft shed in the garden, which is large enough to house the layout, allowing me to build the real reason for tackling this project."



TOP RIGHT: A J15 with an Up passenger service train to Colchester.

MIDDLE RIGHT: A J15 being turned ready for departure back to Bury St Edmunds.

BELOW: A golden ochre Brush Type 2 with a passenger service from Cambridge to Colchester.





There is a team of eight people who come out and help at shows. Myself, my lovely wife Carole, Brett Elliott, Kevin Dickerson, John Russell, Chris Day, Darren Malster and Matthew Porteous. Thank you all for your help, and of course, for putting up with me!

We have been to about 15 shows so far, including Warley at the NEC in 2023, where we were lucky to win the Bachmann Trophy for the best OO gauge layout at the show.

The future

At the moment, we have two exhibitions booked, Workington, later this year and Lavenham Church next May, in the church, where there was a station on the branch line from Long Melford to Bury St Edmunds. There is also a possibility we may be going to Model Rail Scotland next year, but not confirmed as yet.

I'm 74 at the moment, and have fulfilled my greatest ambition, so no plans for anything else. 'Long Melford Junction' will keep me entertained for many years to come. ■

"We have been to about 15 shows so far, including Warley at the NEC in 2023, where we were lucky to win the Bachmann Trophy for the best OO gauge layout at the show."

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COMMUNITY

EDITOR'S COMMENT

The summer holidays are now over, which will come as a welcome relief for some parents who have been juggling all the childcare responsibilities (your Editor included). The end of summer also means more time for hobbies, manageable temperatures in your modelling rooms and the return of a busier exhibition schedule – albeit, the increased traffic on the roads in the mornings is less welcome.

It's been a hot summer this year, and I'm sure I'm not the only one who secretly hankers for cosy jumpers, darker evenings and a crockpot full of stew and dumplings. Is there anything better than retiring to your armchair at 6pm with a cuppa and your latest modelling project without the guilt that you are 'missing a nice evening'.

To get you in the mood for the colder days ahead, we couldn't resist featuring 'Penryn Quarries' this month. Inspired by the slate mines of northern Wales, this wintry scene challenged its builder in many ways and offers one of the best representations of snow we have seen on a model railway. It was so good we had to invite it to our flagship show, The National Festival of Railway Modelling, this November.

In complete contrast, the sun is definitely shining over 'Long Melford Junction', our cover feature for this month, which is a wonderful layout that took 15 years to complete and includes a working signal box controlling all the points and signals as per the signal box diagram. Impressive stuff.

Our final layout for this month is the quirky 'Eaton Garden', where Daleks and steam locomotives combine on this father and son creation, which prioritises fun over prototypical constraints and serves as a reminder that we can all sometimes take this hobby a little too seriously.

If you are using the change of season to kick your modelling up a notch, make sure you keep us informed of your latest projects by emailing us at **brm@warnersgroup.co.uk** – we'd love to hear from you!

Enjoy the magazine.

Debbie Wood

WEEKEND PLANS...

Wilton Railex
Salisbury & South Wilts Railway Society is hosting the 2025 event at the Michael Herbert Hall in Wilton, which will host 12+ layouts is a variety of scales and gauges, plus a mix of trade support. Doors open for the one-day show at 10am and it will cost £5 to enter with local free parking.
DATE: September 20th, 2025

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

Caistor Model Railway Club Exhibition
This annual exhibition is to be held at Caistor Town Hall, High Street, Caistor, with doors opening across both days at 10am. There will be 12 layouts and a selection of traders in attendance, plus a Tombola in aid of Caistor Food Bank. It will cost £5 for adults to enter and £3 for under-16s.
DATE: October 18-19th, 2025

Chelmsford Model Railway Exhibition
Held at St. John Payne School in Chelmsford, this busy show will feature 21 layouts in N, OO, O, HO, and On30 gauges, and will also include trade stands and club stands. Free parking is available and entry costs £7 for adults, with free entry for under-12s accompanied by a paying adult.
DATE: October 18th, 2025

Uckfield Model Railway Club's 40th Exhibition
Held at the Uckfield Civic Centre, Civic Approach, Uckfield, the anniversary show will also host Scalefour Southeast as well as the 2mm Association Roadshow. Featuring 20 layouts in a wide range of scales and gauges, supported by 22 trade stands, the doors will open at 10am until 5pm each day. Entry costs £10, with accompanied children free.
DATE: October 18-19th, 2025

DATES EXTENDED



The increasingly popular World War One event on the Lincolnshire Coast Light Railway is to be extended to two days this September – Saturday and Sunday, September 20th and 21st, 2025.

It is hoped that attractions will include the arrival on the adjacent Skegness Airfield of no fewer than four biplanes – de Haviland Tiger Moths; a farrier demonstrating the shoeing of the many horses used in the conflict, and the living history group Hull Rifles firing replica weapons from that conflict (on the Saturday).

The railway's origins go back to the First World War, when much of its rolling stock and some of its rails were used in the War Department Light Railways in France, supplying the British Army and evacuating the wounded. They include the only surviving railway ambulance van (in the UK), bogie wagons of Class D (one of which, still carrying shrapnel holes inflicted by German artillery, is used as a disabled access passenger carriage) and four-wheeled ration wagons, which could be moved either by soldiers or mules to deliver supplies where they were needed in the trenches and to evacuate the wounded for treatment.

Fees will be £10 per day for lineside access; a reduced service of passenger trains will operate at the normal fare of £2 or £5 for a family of two adults and up to three children (aged three and over).

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DIAMOND DIORAMA



2025 marks the 60th anniversary of the 3mm Society, and, as part of the celebrations, members were encouraged to build a diorama or layout with a diamond theme, which had to be prominently featured on the display. I chose to build a small military diorama with some automation and include a working railway as part of those celebrations. The result is a military railway line that operates automatically, ferrying passengers from the military base to the station on the national network.

The Army base stores and services various vehicles and, on this day, there is a royal visit. A small housing estate, based on the houses in New Close in Portchester, has been built on a site vacated by the military. A bus service operates, extending an existing service by the Hants and Sussex company to service the area. The model vehicle is based on the Faller system and operates automatically, including the bus stops. The layout includes a terminus for both the military line and the national network, including all the facilities on a typical Southern branch line. The trackwork is all from the Peco system, the buildings are all scratch-built, and the locomotives and rolling stock include both kit-built and scratch-built models.

Paul Hopkins

PERFECT RUNNING

After watching some videos on the World of Railways YouTube channel about the 'Little Bytham' layout and listening to people talk about how everything must run perfectly, I was wondering if an article or video was ever made about how that layout and models are maintained? Because they all do run perfectly and Tony has massive amounts of rolling stock, so I was just wondering how he keeps the wheels and track clean and how often he services the locomotives.

James



Tony Wright says: Many thanks for your compliments, James. I'll produce an article right away on how I keep 'Little Bytham' running well (with friends and visitors) by keeping the wheels and trackwork clean.

MP SUPPORT FOR PECO'S 80TH YEAR



Left to right: Ben Arnold (Managing Director), Richard Foord MP, Michael Pritchard (Chairman) visiting the offices and factory of Peco Model Railways.

Photo credit: PECO Model Railways

Devon's local MP for Honiton and Sidmouth, Richard Foord, visited the offices and factory of Peco Model Railways this week to witness first-hand how the iconic British manufacturer is expanding its operations both at home and abroad, as it approaches its 80th anniversary.

Founded in 1946 by Sydney Pritchard and now in its third generation of family ownership, Peco is currently the world's largest manufacturer of model railway track. All of its products, including track systems, kits and model scenery, are designed, engineered, and produced entirely in the UK, at its factory located in Beer. During the visit, MP Foord observed Peco's commitment to British manufacturing and its reputable heritage, reinforcing the company's national and international credentials.

Sydney Pritchard started the company after the Second World War, having been involved in making munitions for the Allied armed forces, at a discreet location in Branscombe, and soon after turned his attention to his love of model railways. He developed and engineered a unique coupling product, which he patented and was then able to license to the market leader, Hornby. Shortly after, sales of the product soared and Sydney was able to start the company that still stands today.

"It's so impressive to see a manufacturer with this kind of history, right here in Devon," said Richard Foord MP, "and wonderful that so many of its staff are locals from the surrounding area."

COMMUNITY

CLASS PROJECT

On display at the International 'N' Gauge Show (TINGS) will be the result of a whole-class project completed by the Year 4 children at St. Lawrence CofE Primary School, Napton on the Hill, Warwickshire, during the summer term of 2025.

The N gauge model railway layout on display shows how the imagination of children, with gentle direction, has resulted in what will be the most unusual scenery on display over the weekend. Every one of the 32 dioramas has its own story to tell, created in the minds of the children involved.

Their classroom teacher, a member of the Leamington & Warwick Model Railway Society, was inspired by the teaching materials made available by the Railway200 project. He approached colleagues at the club for help to develop his idea for practical work that he hoped to include in a lesson plan on the history of the modern railway.

A small group of members agreed to help with his idea and investigated the procurement of mini-board bases. The idea provided for each of 32 children in his class to receive a bare mini-board and, under the guidance of staff and club members, develop their own personal dioramas. The materials necessary were obtained and assembled by club members who also sponsored the project on behalf of the club.



Members of The Leamington & Warwick Model Railway Society with the model.

The class was introduced to the project at the end of June and set homework to investigate and bring back some ideas for a diorama and to collect any items that were to be included in their scene. In the meantime, the school and club members collected a full range of modelling material, including flock, figures, signage and trees for the children to select during the practical sessions.

At the beginning of July 2025, two full morning sessions were arranged and took place at the school. Four members of the club joined the classroom teacher and his teaching assistant to supervise and guide the children as they created their dioramas. Towards the end of the second session, the club volunteers collected each of the mini-boards to set up a display of the work away from the classroom. When connected (and after some rigorous track cleaning), it was possible to run a loco.

The volunteers from the railway club were so pleased with the results produced by the children that they brought the project to the attention of the Meridienne Exhibitions team who organise The International N Gauge show at the Warwickshire Event Centre, who invited the school to display the dioramas on a stand adjacent to the Leamington & Warwick Model Railway Society at the exhibition in September 2025.

The Leamington & Warwick Model Railway Society

THE STAGE IS SET

The National Festival of Railway Modelling 2025 will host what promises to be a spectacular finale to the Peco RAIL200 Model Layout Competition.

With the closing date for purchasing entries to the competition having now passed, September 30th is the deadline for those taking part to submit photos of their finished models.

Judging will commence in early October, drawing up a list of finalists from which a winner for each prize category will be chosen *(the winners will also be announced in the December issue of Railway Modeller).*

Arrangements will be made to have the selected finalists' entries displayed to visitors at The National Festival of Railway Modelling, the UK's biggest model railway exhibition of the year, on the weekend of November 22nd and 23rd, held at the NEC in Birmingham.

As a fitting finale to the competition, it is planned to join the modular OO entries together and have a special train running from one end to the other.

The National Festival of Railway Modelling will play host to a large selection of the UK's finest model railways covering all gauges and scales, plus a mix of trade, including major manufacturers, the UK's best retailers and specialist traders selling everything a railway modeller could possibly need, plus there will be some exciting family exhibits and showcases to enjoy.

Find out more by visiting; www.nfrm.co.uk.

MATCHED SETS

Another version of the Mk. 2 coaches has been announced, which are unlikely to match up with others, thus negating individual purchases being used in a single train. Have you ever considered comparing the old and new from various manufacturers all together? For example, which manufacturer makes the best set in general detail, accuracy, running qualities, etc?

Before leaving Scotland in the 1960s, my views of the *Queen of Scots* all included matched sets.

Given this age of possible reductions in followers and increasing prices, how many of us can support buying a whole new set when we may already have one or two previous versions?

Dave

BRM Says: Thank you for the idea, Dave. We will certainly take a closer look for a future article.

Inspirational modelling with RMweb

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



Grid 093 screaming down the line, as per usual. **RMweb user: Cuthbert 80**



It's the summer of '36 and a Terrier shunts the East Dorset Dairy siding at Broadwindsor. **RMweb user: Rocketman54**



Tree for the NRM's O gauge layout. **RMweb user: West Halton Sidings**



A Bachmann 9F at 'Springfield MPD'. **RMweb user: 92912**



Corner shop, Forest Lodge, Sydney. Now tarted up and turned into a cafe, this is as it appears on the 2009 Google Streetview images. (2mm/ft). **RMweb user: monkeysarefun**



Workmen at Asham Cement Works. **RMweb user: Boghopper**

ARTISTIC REALISM

Inspired by the slate mines of northern Wales, this wintry scene challenged its builder to learn new skills and push his creative boundaries.

Words: **Bill Ferguson** Photography: **Tony Wright**

FACTFILE

LAYOUT NAME: Penrhyn Quarries
SCALE/GAUGE: 10mm:1ft scale
SIZE: 22ft x 2ft
ERA/REGION: 1800s - 1950s/Caernarvonshire
LAYOUT TYPE: End-to-end

Hunslet *Tryfan*, from the Alexandra Quarry, pulling the rubble train from the quarry to the slag heap.

TOP RIGHT:
Alice, the De Winton vertical boiler engine, from the Penrhyn Railway, building up steam on shed.

MIDDLE RIGHT:
Hunslet *Cackler* from the Penrhyn Railway heading for pick up of the loaded slate wagons.

BELOW:
Hunslet *Cackler* heads for the shed for more coal and water, and likely the driver is going to get a cuppa.



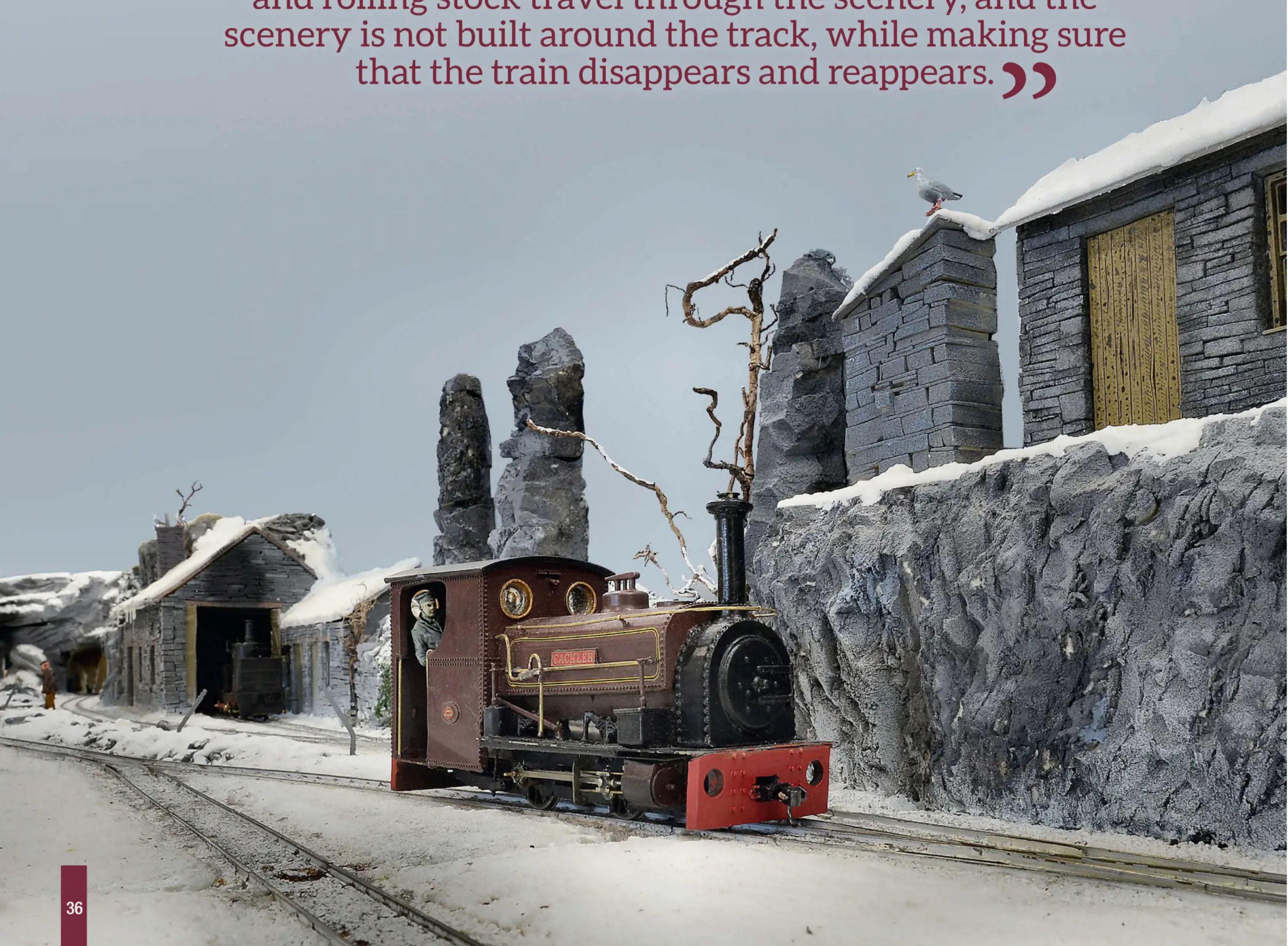


This is a prototype end-to-end 10mm narrow gauge layout, based loosely on typical 19th and 20th century quarries within mid- to north-Wales, featuring actual slate buildings mainly from the Llanberis Railway. Set in winter with snow and ice, allowing more artistic licence, the buildings are entirely scratch-built, as are the rolling stock and locomotives.

When choosing Penrhyn, I wanted to do a quarry scene, as the majority of quarries used narrow gauge tracks. I thought it would be a challenge to model a quarry and slate mine, and the bonus was that there weren't many layouts out there featuring the same subject in my scale.

I've always believed in building a layout so the track and rolling stock travel through the scenery, and the scenery is not built around the track, while making sure that the train disappears and reappears. So, some sketching was done and, after a nose around in some books for prototype locos and buildings, I was happy with the results. Although the layout is not strictly from one railway, it has a sense of realism, which was my main goal, as well as being able to fit into my side of the shed!

> "I've always believed in building a layout where the track and rolling stock travel through the scenery, and the scenery is not built around the track, while making sure that the train disappears and reappears."



First steps

The reason I chose 10mm scale was twofold; one, it would enlarge detailing of the scenery, which I could really get into, and two, overcome the issue that I would have getting locomotives in 7mm scale that I wanted for the layout. As the locos were outside-framed, which means the cranks are on the outside and they needed longer axles, they were difficult to obtain ready-to-run (they are now coming back onto the market). I am not an experienced engineer who can make locomotives, and find repairing them challenging enough, so I went for 16.5 gauge, for which parts were readily available.

I had a new shed built, a product of three sheds giving in to time and weather and requiring replacement. So half is for me, as a 'man cave', and half for my wife as an artist's studio/gallery. The halves are long and narrow, so to accommodate my layout scale, I decided to go for end-to-end shunting. I created four sections. Three scenery and one fiddle yard using the transverse method.

Two 18mm full sheets of plywood were bought, one was cut up into 7.62cm [3 inches] and was made into a frame of 6ft by 2ft with a plywood top. Not too heavy. Legs were made from CLS with plywood bracing and just slotted into the frame. I felt adding legs would make a board too heavy for two people to carry safely.





ABOVE:
Bagnal *JC Gray* from the Penrhyn Railway, pulling loaded slate wagons that are getting ready for departure.

MIDDLE LEFT:
Hunslet *Cackler* is shunting large slate slabs on wagons into the slate works.

BOTTOM LEFT:
Hunslet *Linda*, the large locomotive from the Penrhyn Railway, passing the powder store with empty slate wagons.



ABOVE: Bagnal *JC Gray* is negotiating the deep cut through the old section of the already quarried section of the line.



ABOVE: Kerr Stuart *Stanhope* is shunting Corris open and the large slate slab wagons towards the cutting room.

Three boards of 6ft and one of 4ft made the length of the layout. "That's some shed I hear you say". And I devised a numbering system to ensure the legs fitted correctly. I placed adjustors on the ends of the legs to allow for uneven flooring for exhibition purposes. The backscene was added at this point from 8mm MDF.

Trackwork was provided by Peco, O16.5. The real trackwork was 2ft 3 inches and in 10mm scale would be 22mm, but I wanted to emphasise on the narrow gauge, so kept the 16.5. This was laid to my track diagram/plans and wired for DC control for use with my trusty Gaugemaster walkabout controller. Each board's electrics are connected to each other by a multipin connector, and two of the boards have a control panel with isolating switches for the various roads.

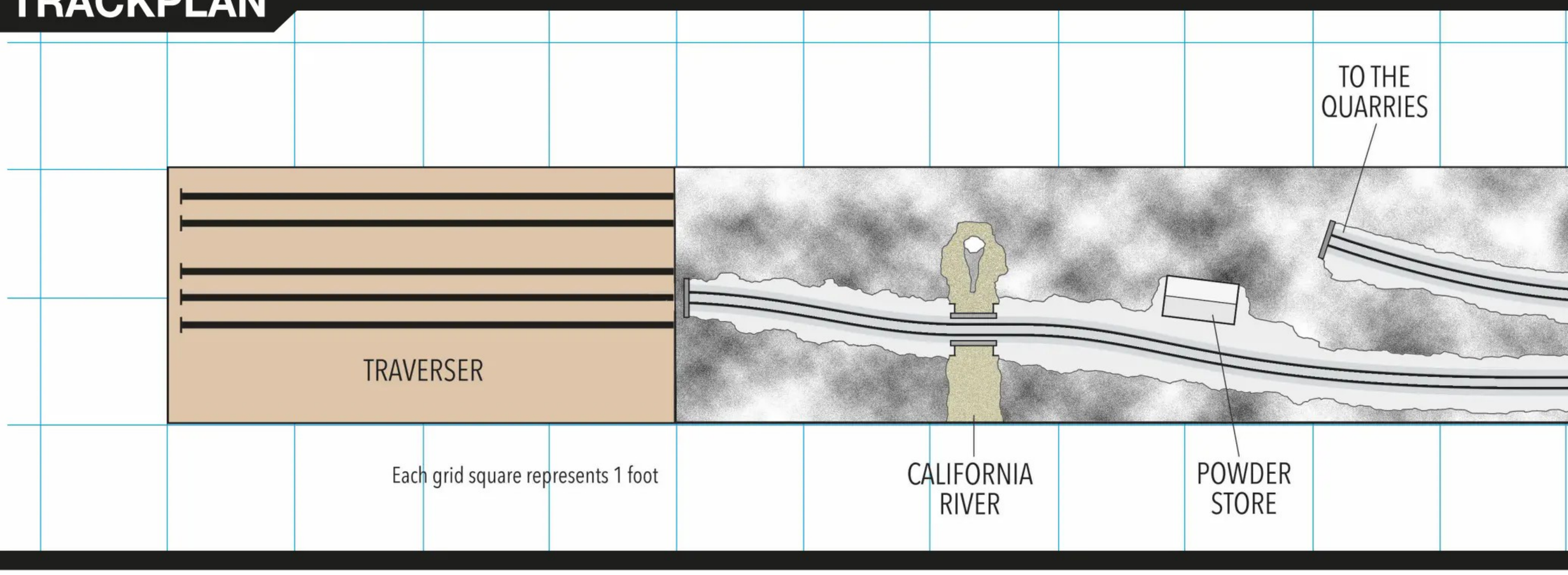
The points operate by tube and piano wire to a sliding switch. I had used a router to cut the grooves into the board, so they can't be seen from above. All of this was to allow one person to be able to operate the layout.

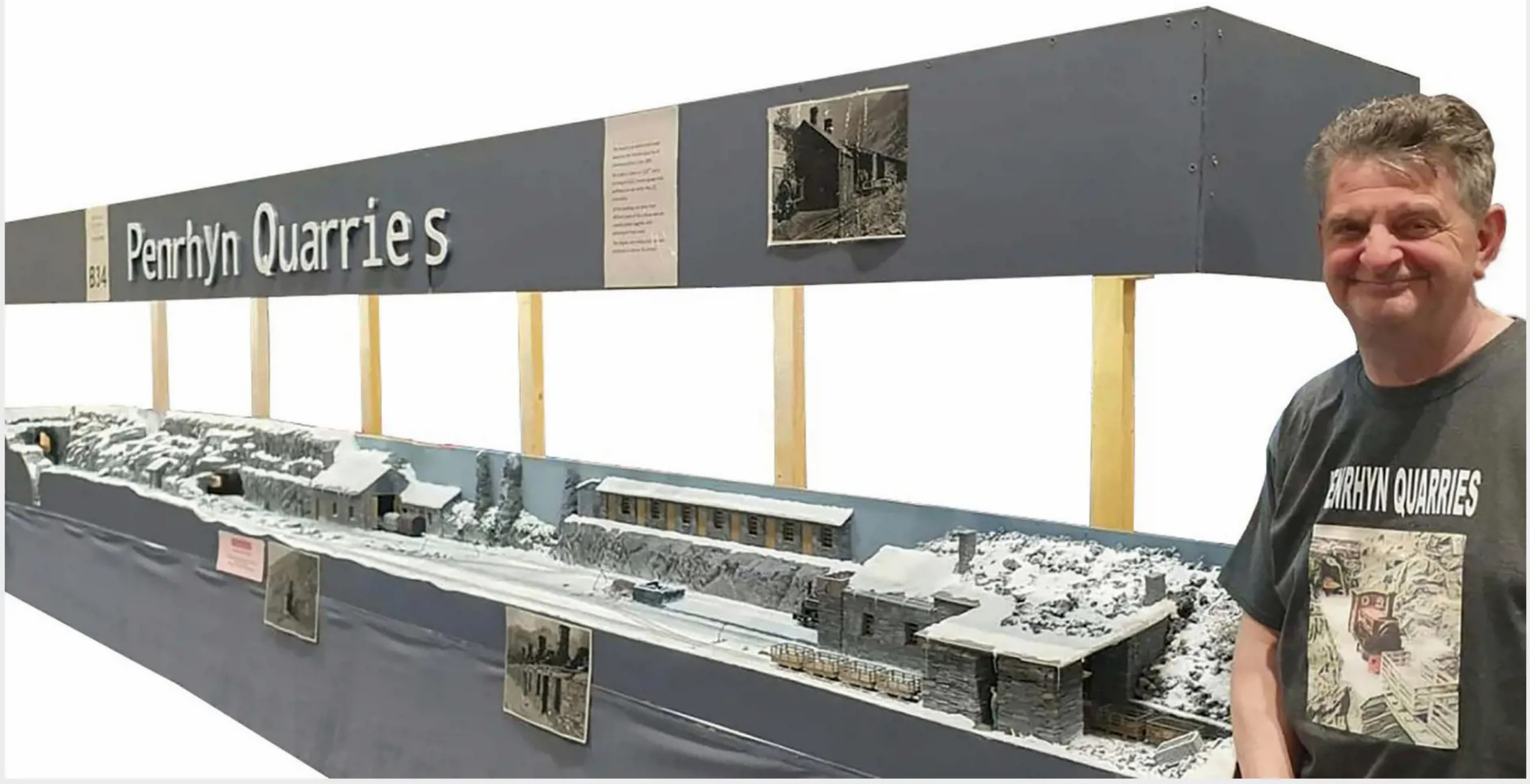
A break from the norm

My dilemma was whether to model in autumn or winter. My wife, an artist who attended a lot of railway shows with me, had commented that there were very few layouts completed in snow and that snow and ice could be challenging, so I decided that this would make my layout stand out more. My wife also said she would help artistically by looking at my layout as it progressed to ensure that, for realism, I got my scenery correct. So, winter it was.

Once the track was laid and all was running on it smoothly, the scenic work began. Firstly, the rock face of the previously-quarried rocks, where the rail had been built through. These were made of Kingspan household insulation block that I had left over from the shed building. I carved into the block and shaped it like stone rock faces, which I got my inspiration from YouTube videos. They were then sprayed with Halfords grey primer, which I then found out melted them, so restarted and primed with household grey emulsion, which worked well.

TRACKPLAN





About the modeller

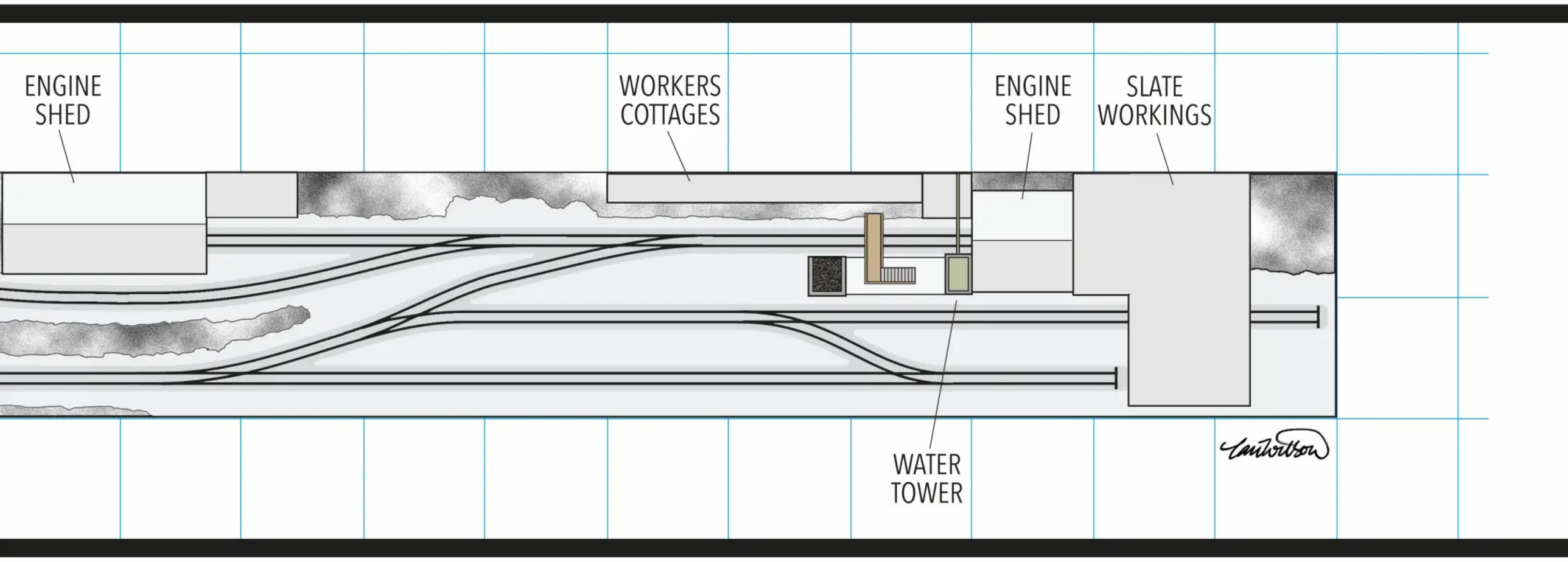
Name: William (Bill) Ferguson
Age: 62 years
Number of years modelling: 50yrs (first started with Airfix kits)
Name of first layout: 'Llanish'
Favourite era: Steam!!
Favourite locomotive: *Dolgoch*

My first experience in model railways was at the tender age of 16 years. I bought the Hornby Starter Set with a Class 25 and a few wagons, then joined my local Dunfermline Model Railway Club. I was hooked and soon built a layout of my own, which was a basic roundy-round layout of country/town scenery. I took it to the club's exhibition in the Glen Pavilion in Dunfermline in the early-'80s and it was placed second in show.

As the layout took up my brother's and my shared bedroom, and although my parents or my brother didn't mind, I decided next time to go for a smaller layout, which was easier to manage and took up less space.

Still in 4mm, I had seen some layouts at shows that were 009. I was bitten by the narrow-gauge bug. From 009, I moved to 7mm narrow gauge and joined the 7mm NG Association and modelled the Lynton and Barnstaple Railway. This was difficult, as most models for the L&B were kits and not ready-to-run. I was inspired at that time by Henry Holdsworth's 'Lynbridge' in 16mm and was honoured to visit Yorkshire with my wife and run his layout and glean handy tips and help from him as a mentor. I did finish the layout, well as well as modellers know it is never really finished, and exhibited it at Glasgow and New Lanark. It was well received.

I soon realised that I much preferred the building of scenics more than rolling stock, and the inspiring talents of Maggie and Gordon Gravett's scenery caught my eye. Their trees, rivers and buildings I read about via model railway magazine features and saw their layouts at shows. Their model of 'Llandref' is memorable to me as it was a small layout with plenty of interest and realism on it. I spoke at length with them at rail shows, learning from them as time went by.



TOP RIGHT: Hunslet *Betty* is sitting idle underneath the icicles beside No.1 shed. This was the first locomotive made for the layout, from drawings by the late Roy C Link.

MIDDLE RIGHT: Hunslet *Winifred*, from the Penrhyn Railway, is crossing over the frozen waterfall of the Californian section of the quarry.

BELOW: While Charley sweeps the snow from the footbridge, Hunslet *Cackler* takes on coal. There is a character, also on the footbridge, showing off his teddy.





When the quarried rocks were completed, I started on the buildings. I am particularly happy with my buildings. All in all, they took approximately six months of painstaking cutting individual stone blocks made from foam sculpture block. Applying to a foam board carcass and painting an overall colour, then picking out blocks with individual colours. I feel they give a very realistic and authentic look to the buildings as a result. The doors, windows and water tank were all 3D-printed by my own 3D printer and programme design.

How to get the snow correct was certainly a challenge. However, as I had also been into wargaming and had made bases for figures in winter, I did have a few failures trying to make realistic snow back then. Trial and error, I soon worked out that, instead of applying the snow onto the glue, if I mixed the two together, the finished hard result was much better and less likely to yellow or fade over time.

I was also very pleased with my attempt at a frozen waterfall and my icicles. These have been favourably commented on at exhibitions. I had watched several YouTube videos on "How to" make waterfalls. However, I felt they were inappropriate for what I was trying to achieve. So, by sheer luck and little experience, I used a hot glue gun to make the appearance of water falling first. I then added

> "I also added a small smoke machine to make a vapour effect, which runs every now and again via a remote controller activated by the operator."

Woodland Scenic's "Easy Water" and let it flow from the top, over the glue gun, 'falling' water into the base of the lower river. This gave a very fluid 'flow' to the whole river. I also added a small smoke machine to make a vapour effect, which runs every now and again via a remote controller activated by the operator.

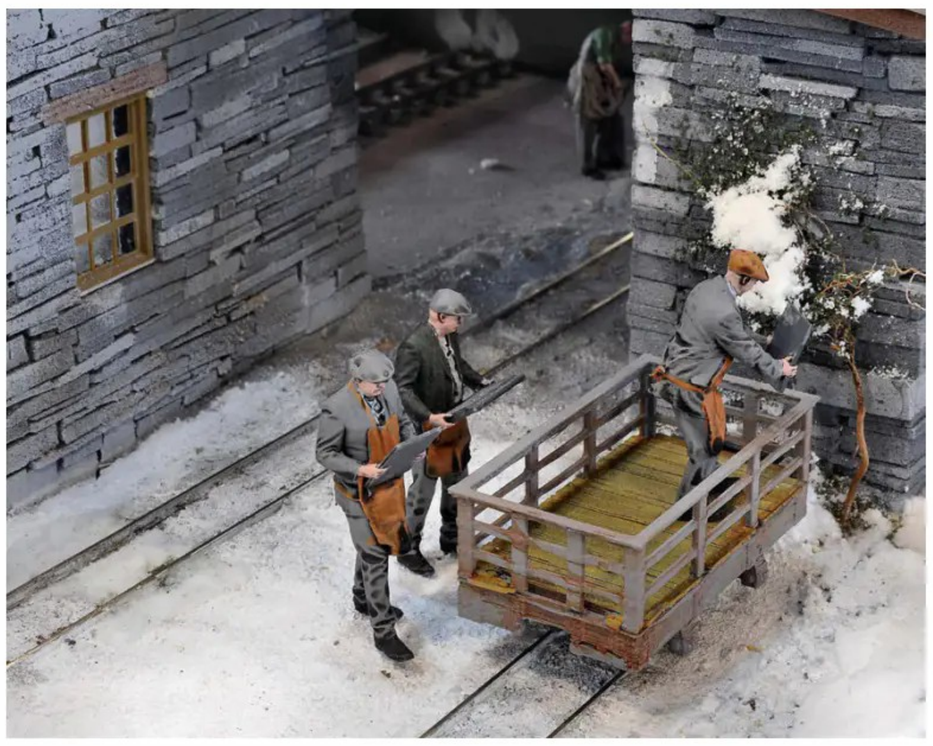
Rolling stock

As I explained, I am no engineer and found the thought of building my own locomotives daunting. So, I asked around in model rail circles and found a really good chap called Mick Davies who designs nickel silver etchings. I asked him to do the etchings for two chassis of the Hunslet locos and asked Nick Dunhill if he would build them for me. Nick required help with metal turnings on a lathe, so he asked the now-late David Smith for his input to complete the chassis for me.

I proceeded with building the body of the Hunslets to go on the chassis, which was done by a combination of 3D-printing and resin casting.

Later, I decided, due to financial pressures, although not experienced, to have a go at chassis building myself and requested more flat nickel silver etches of chassis from Mick. Using brass bits and pieces, I made the turnings myself and added them to the chassis. I was very proud of myself as I managed to build them without any instructions and only followed drawings and photos of the Hunslets, plus diagrams from *Penrhyn Quarry Railways 16mm Scale drawings Parts 1 & 2* by





ABOVE: Hunslet *Tryfan* rolls along underneath the workers' cottages with a rake of loaded rubble wagons from the mine. The layout wasn't wide enough to add the cottages beside the rails, so I modelled them in low relief on the rocks instead, as I wanted to include them.

MIDDLE LEFT: Fred, sitting with his back to us, can't resist telling Bert how to do the job right. As per usual there, two workmen are watching someone else working. All figures are by Modelu.

BOTTOM LEFT: Willy and Jack are helping Thomas load up a special order, which was needed ASAP, as there has been some damage to the roof on the quarry owner's mansion.

ABOVE: Hunslet *Linda* squeezes through the arch, carved by the engineers to allow access to the rest of the quarry.



MIDDLE RIGHT: Cannibalism happened a lot in slate quarries. Incomplete wagons lay where they were left, and often bits were taken off them to repair others. Dave was ready with the big hammer just in case.



BELOW RIGHT: After having their dinner, drivers Tom and Jonesy are getting up steam in *Betty* for the afternoon's work.

Bernard Rocket and it worked! All in all, I have; a red, orange, green, brown called *Cackler*, and black and blue Hunslets (the rest have to be named).

The locomotives and rolling stock are a combination of Llanberis, Dinorwic and Penrhyn Quarries.

All of the other non-Hunslet locomotives were made via my 3D printer of bodies on proprietary ready-to-run chassis. These include; a De Winton vertical boiler/coffee pot, Bagnall quarry loco, Avonside loco and a Kerr Stuart Loco.

The rolling stock again was mainly printed via my 3D printer. The wheels and bearings came from Markits. I used various photos and drawings, again from a variety of sources similar to the locos, including slate wagons, spoil wagons, coal wagons and gunpowder wagons.

Final thoughts

If I had to start again, I would rethink the slate rocks of the remnant quarry. They, unfortunately, are very soft and easy to break and have suffered damage during track cleaning and, of course, moving in and out of the shed and vans while transporting to exhibitions. At present, as rocks are damaged, I retouch them with the same emulsion of which I keep a small amount with me on exhibition trips.

RIGHT: Hunslet *Linda,* now on the Ffestiniog Railway, crosses the bridge over the frozen river and waterfall that comes from the River Californian section of the quarry.

BELOW: Bagnal *JC Gray*, built in 1907, shunts the empty slate wagons towards the slate works for the last time as it's tea time.



I printed and laminated information and pictures of buildings and locos featured on my layout to be attached at exhibitions to add interest and show people where I got my inspiration from.

Running sessions are not timetabled, but the slate wagons arrive empty, are filled with slate (at the back of the buildings), or are swapped for full ones waiting at the back of the building. This is to give a little authenticity to the viewers.

Looking to the future, my thoughts are to try and build Dolgoch station and viaduct in 7mm O16.5 from the Talyllyn Railway. I was lucky enough to spend my 60th on the Talyllyn Railway and stay in the old station master's building, which is now a B&B, so watch this space… ■

See 'Penrhyn Quarries' in action at
NOVEMBER 22 & 23, 2025
THE NATIONAL FESTIVAL OF RAILWAY MODELLING
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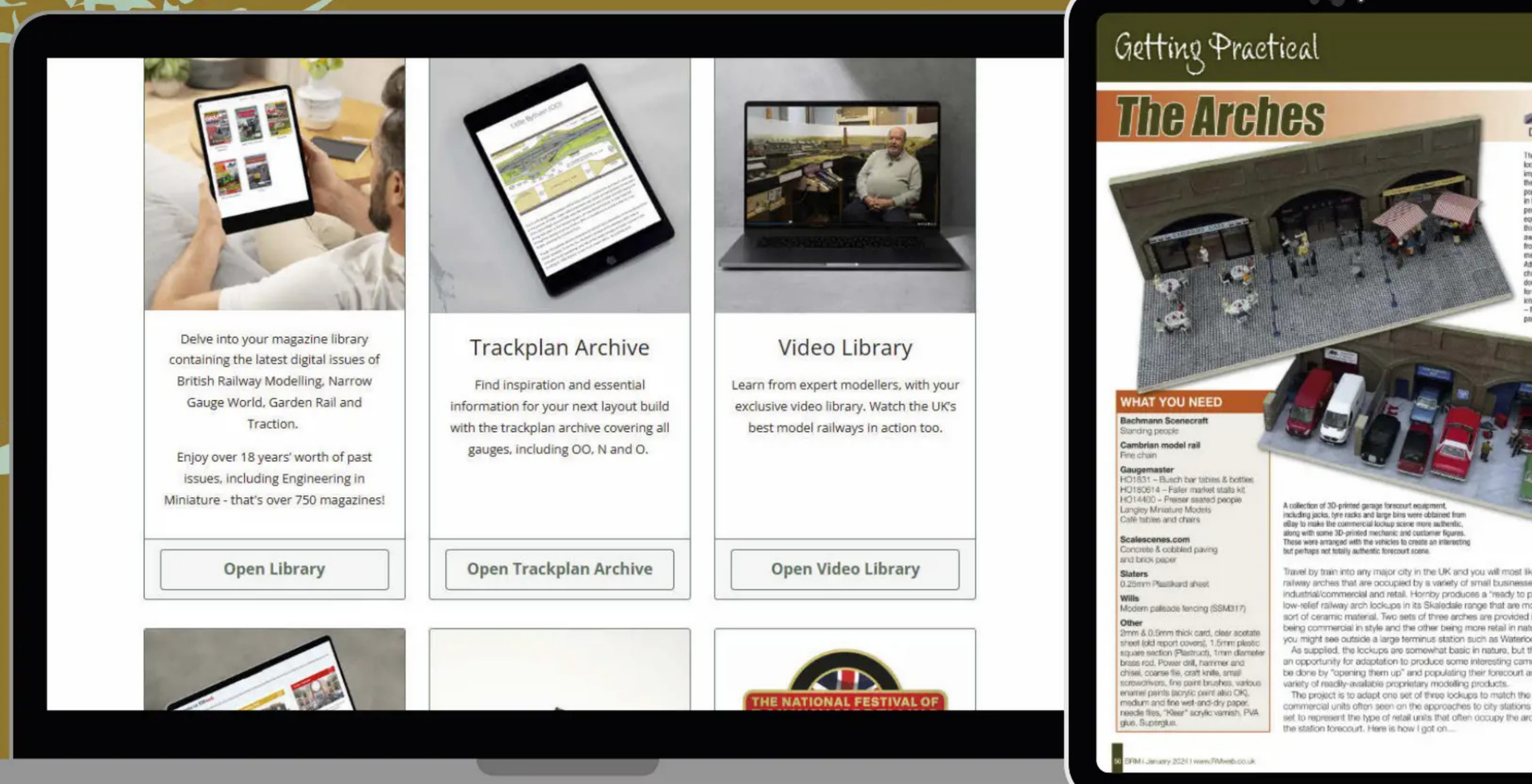
"The locomotives and rolling stock are a combination of Llanberis, Dinorwic and Penrhyn Quarries."



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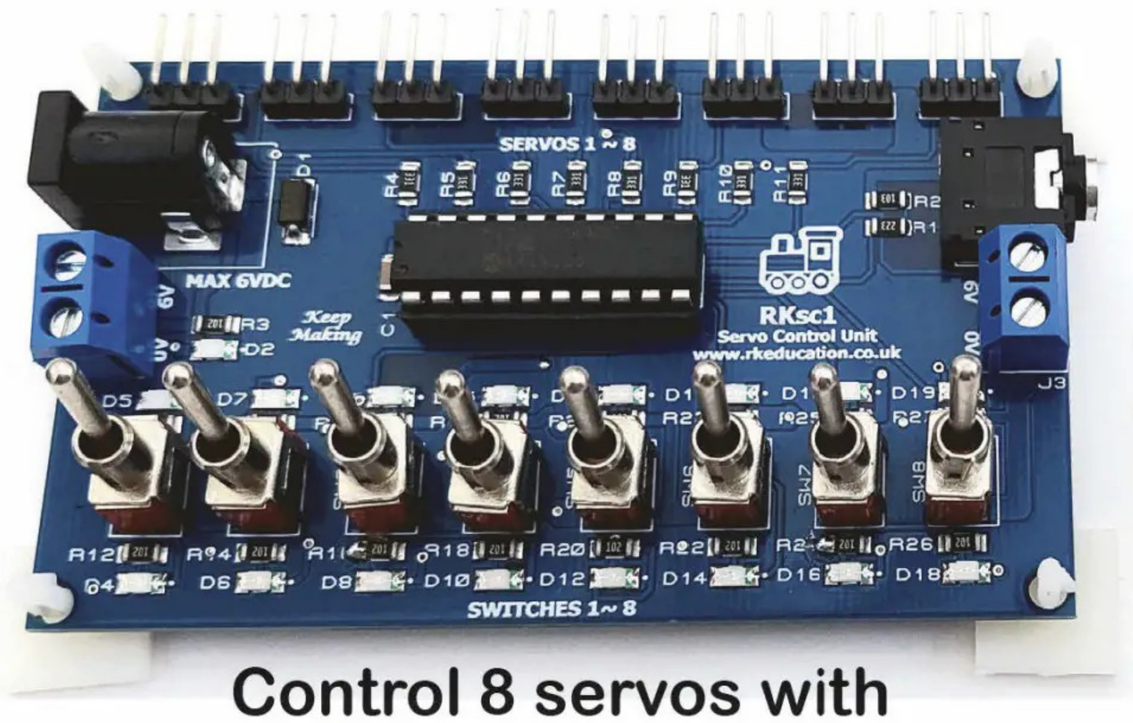
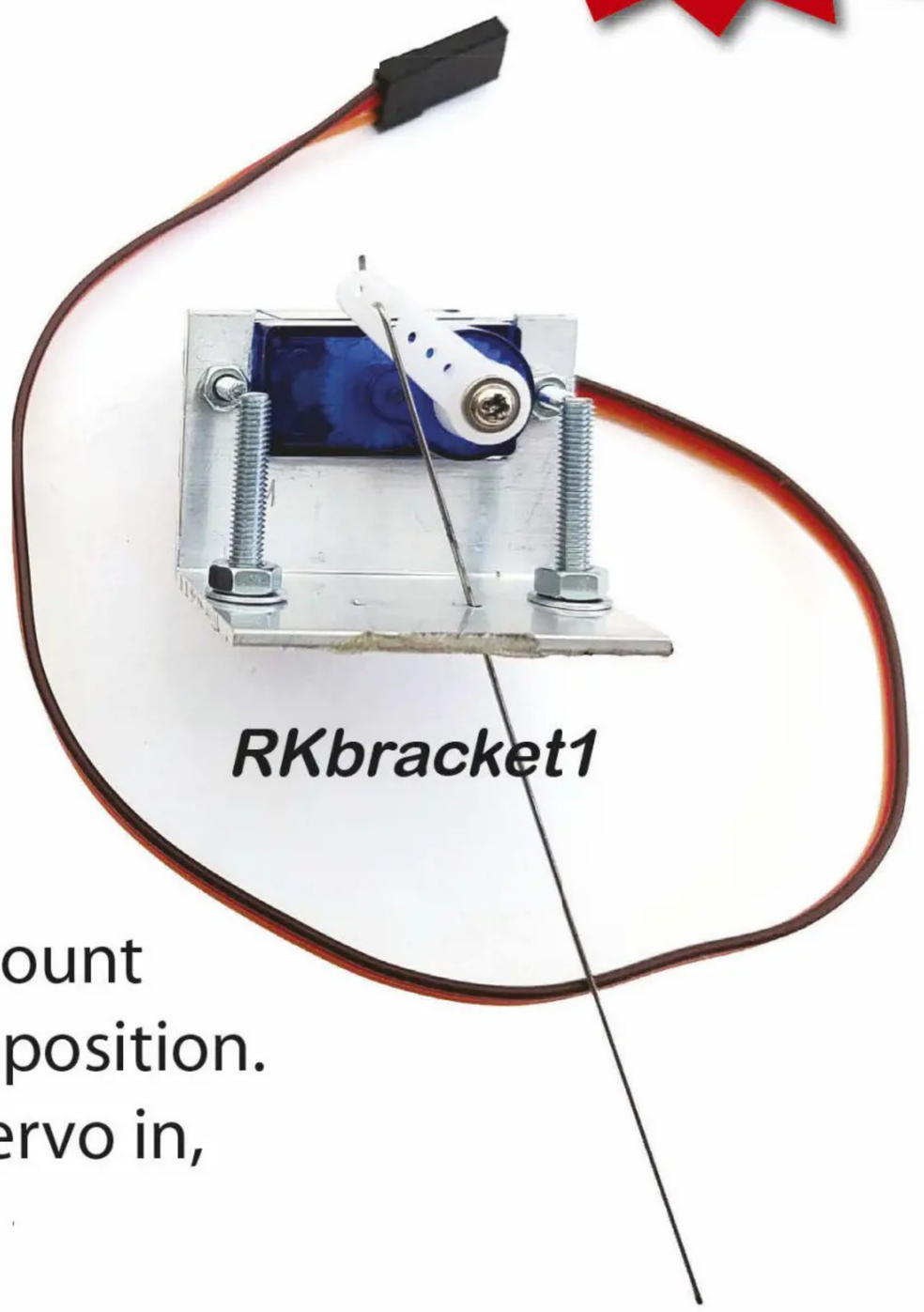


Control 8 servos with the RKsc1



Each servo is controlled using a PCB mount toggle switch and LEDs indicate servo position. The unit is very simple to use, plug a servo in, power up and start controlling servos.

Starter kit includes: RKsc1 with mounting feet, 5V 3 amp power supply, 8 servos, 8 servo brackets, 8 piano wires, 8 sets of fasteners to attach the servos to the brackets and the brackets to your base board.

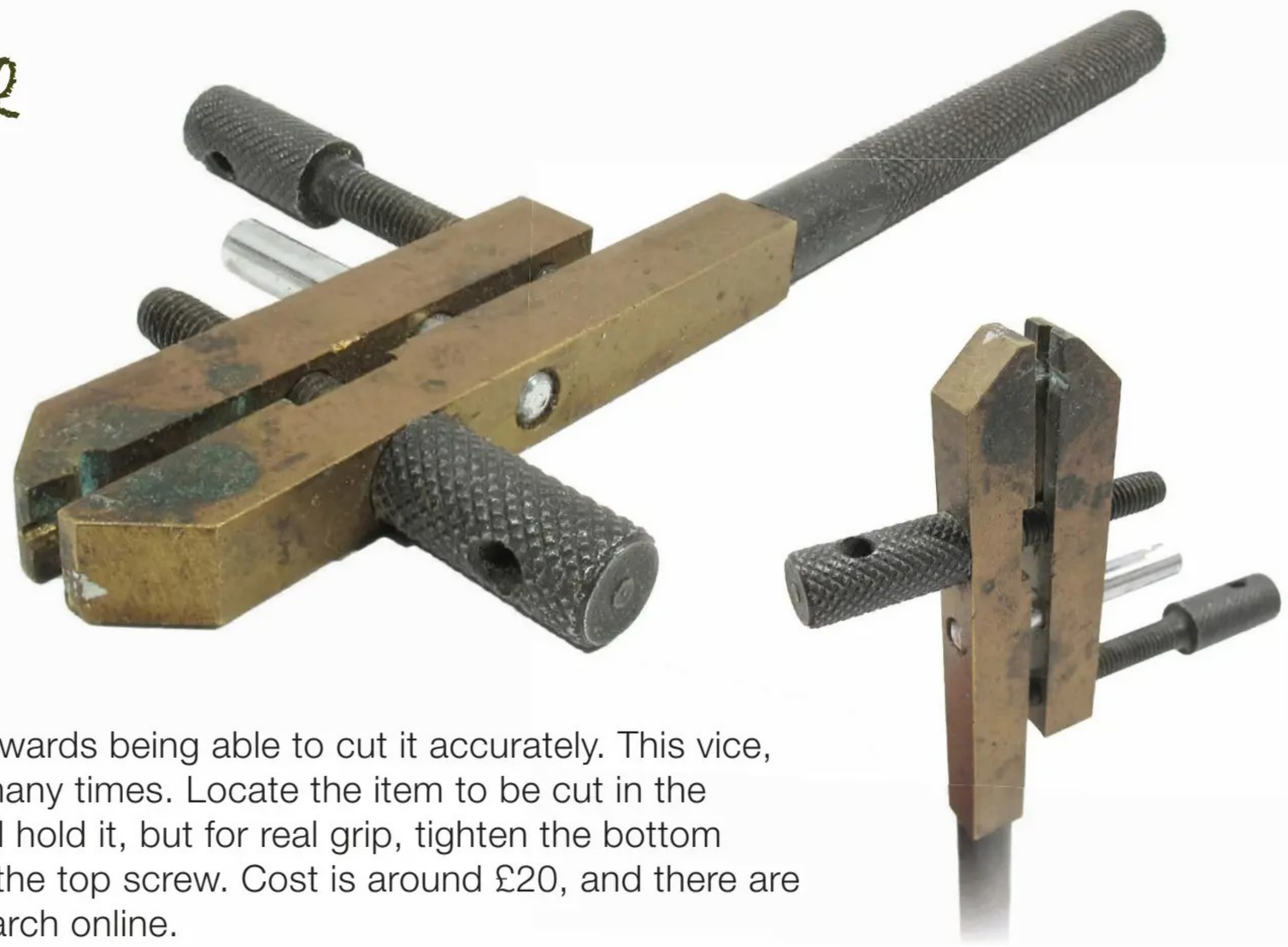
RKsc1 available for £34.99

Servo extension leads are available from our store.

www.rkeducation.co.uk

Getting Practical with...

TOOL of the MONTH



Hand vice

Holding an item securely is a big step towards being able to cut it accurately. This vice, made by Aurifex, has proved its worth many times. Locate the item to be cut in the jaws, and tighten the top screw. This will hold it, but for real grip, tighten the bottom one, which makes the jaw pivot around the top screw. Cost is around £20, and there are many similar designs out there if you search online.

Ask Phil

How big should the lumps of coal be in my wagons?



I'm afraid there isn't a single answer to this. Coal is crushed to different sizes depending on the job it's being used for. In steam days, larger lumps would burn for longer, but you didn't want anything so big the fireman couldn't heft it through the firebox door, which is why he'd carry tools to reduce the size. Wagon loads were fairly accurately sorted, so you would see different-sized lumps in different wagons on a train. As ever, the best answer is to look at prototype photographs and make a judgement from there.

New on the workbench

ScaleModelScenery – Shop window transfers



Adding signs to a model shop front is easy enough, but modern retail premises often put the advertising on the glazing. SMS has produced a selection of transfers with a clear background, to allow us to detail those 4mm scale windows. There is quite a selection, from taxi firms, betting shops, barbers, fast food, and something a little more spicy. Perhaps time to draw the blinds over that, which are also on the sheet!

Visit: **www.scalemodelscenery.co.uk** for more details.


Phil Parker


Michael Russell


Chris Mead


Michael Campbell


Tony Wright


Darius Aibara

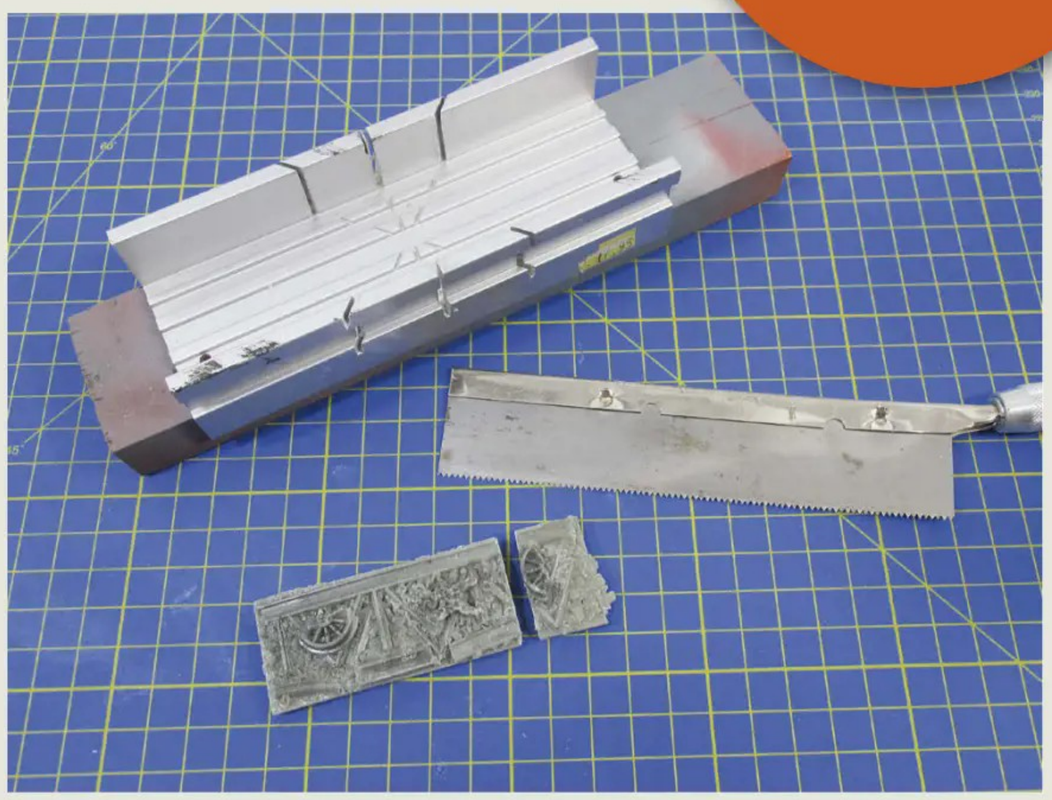
Load a wagon with scrap

The World of Railways exclusive scrap wagons from Accurascale look great, but let's be honest, British Steel didn't buy them to run empty. Scrap loads are fiddly things to build, but fortunately, there is a shortcut – Black Cat Bridges (**www.blackcatbridges.com**) offers one, cast in resin.

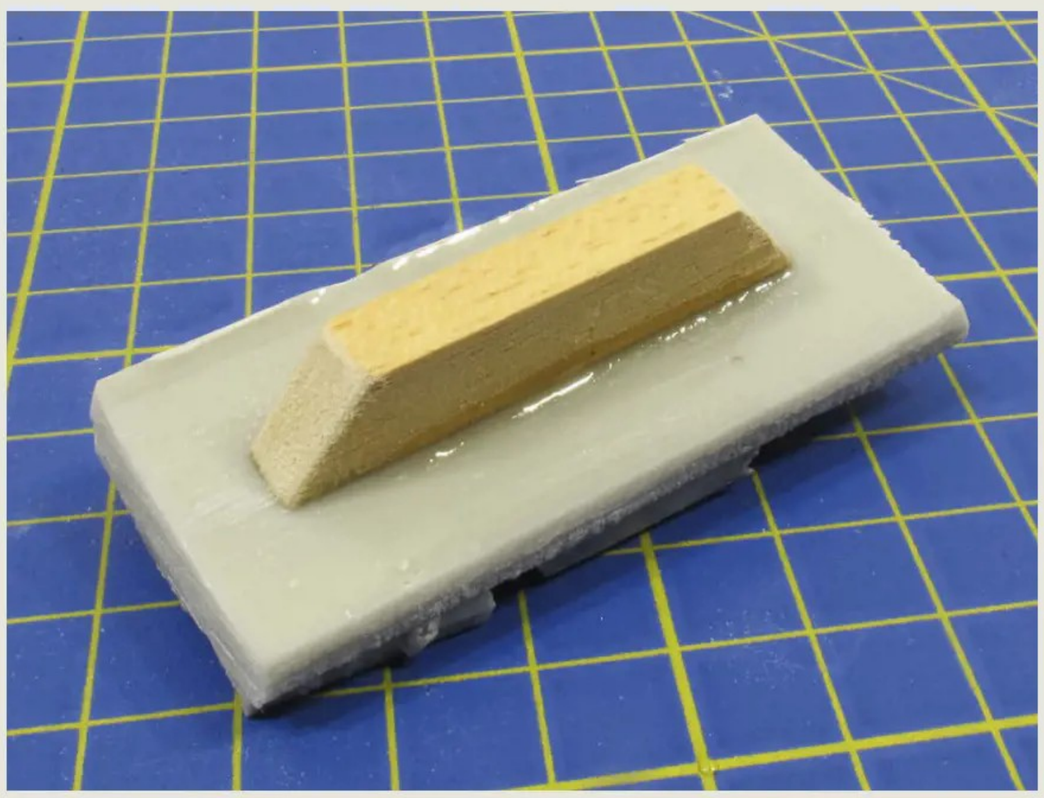
Get your exclusive scrap wagons from: www.brmm.ag/16tscrapwagons



1 The moulding is generic, suitable for a variety of wagons. There's some bits of girder, chain and even a part of a locomotive wheel. You could always add a few more bits from your scrap box to add variety, but it's an excellent start.



2 The first job is to cut the length down to 64mm. A cheap mitre block helps keep things square. Clean up the edges with a coarse file or abrasive – but wear a mask as breathing in the dust isn't healthy.



3 I'm leaving the load loose, so the wagons can run empty. A strip of wood superglued under the casting lifts it up a bit. If you are loading several wagons, vary the thickness of this so they aren't too uniform.



4 Paint the casting black, then dry brush with grey and rust colours. Finish with weathering powder for a dusty feel. If you've never weathered before, this is perfect as you can't go over the top! Talking of weathering, I really must have a go at that wagon...



Modelling a factory entrance



Michael Russell

DURING THE Industrial Revolution, large numbers of factories were erected in Britain, and the paintings of Lowry are perhaps the first image that comes to mind nowadays. Many still survive, repurposed for housing or offices. Since the railways' primary task was to serve industry, the two go hand in hand. Warehouses and factories make an excellent backscene and this kit could be exactly what you need if you are looking for suchlike.

The factory back was cut into two wings to be placed on either side of the entrance building. Additional trim for the entrance roof is loosely based on designs I have seen on real-world mills, such as Salt's Mill, Saltaire. I have used kit-supplied and new parts to give the building a contemporary feel.

WHAT YOU NEED

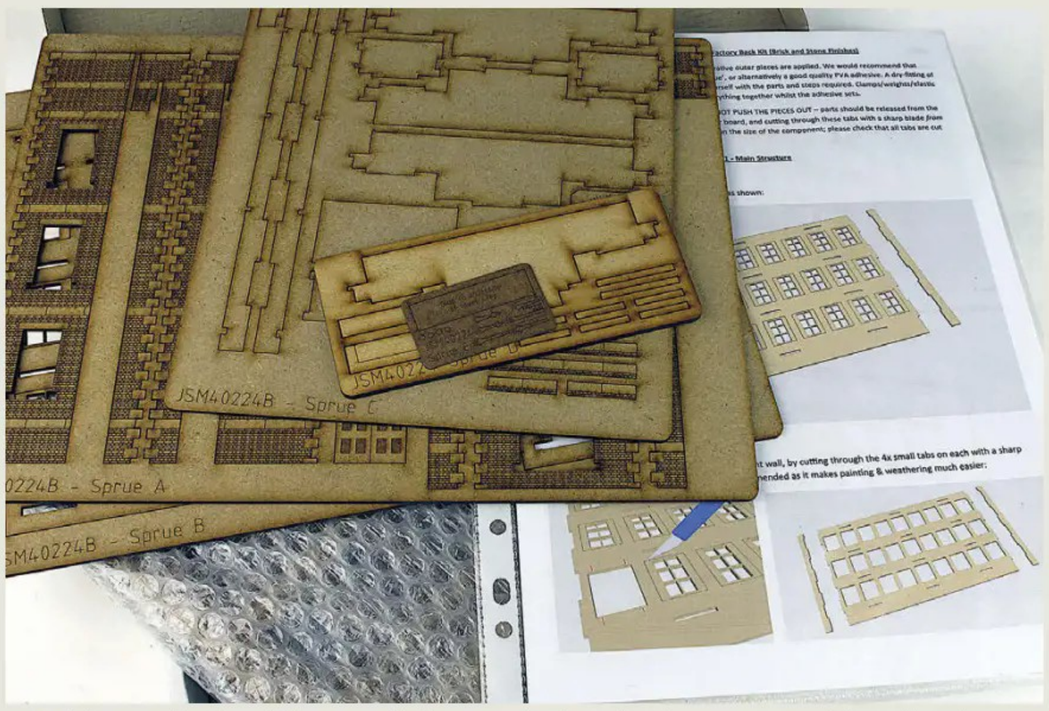
JS Models

JSM40224B Factory entrance (brick)
JSM22B Medium extra-low relief factory back (brick)

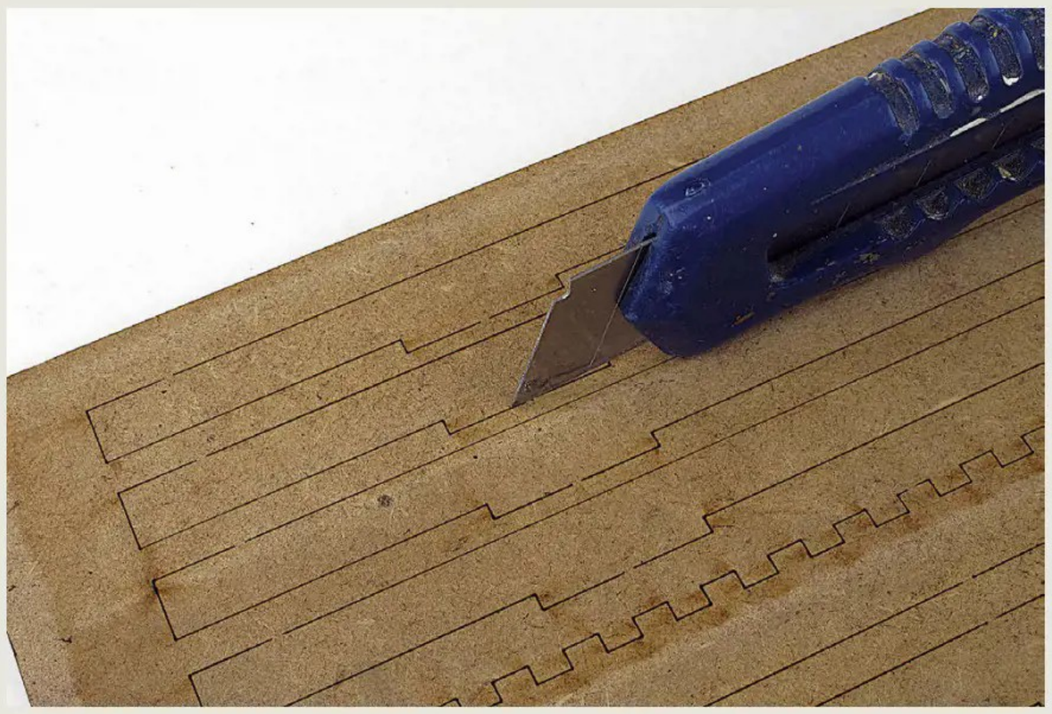
Other

PVA glue, orange or brown ink/wood dye, household powder filler, decorator's masking tape, black card, black and pale sand acrylic paint, brown/orange/black coloured pencils, matt varnish, cereal packet cardboard, 3D printer, craft knife, clamps, scissors, steel rule, cocktail sticks, clean rag.

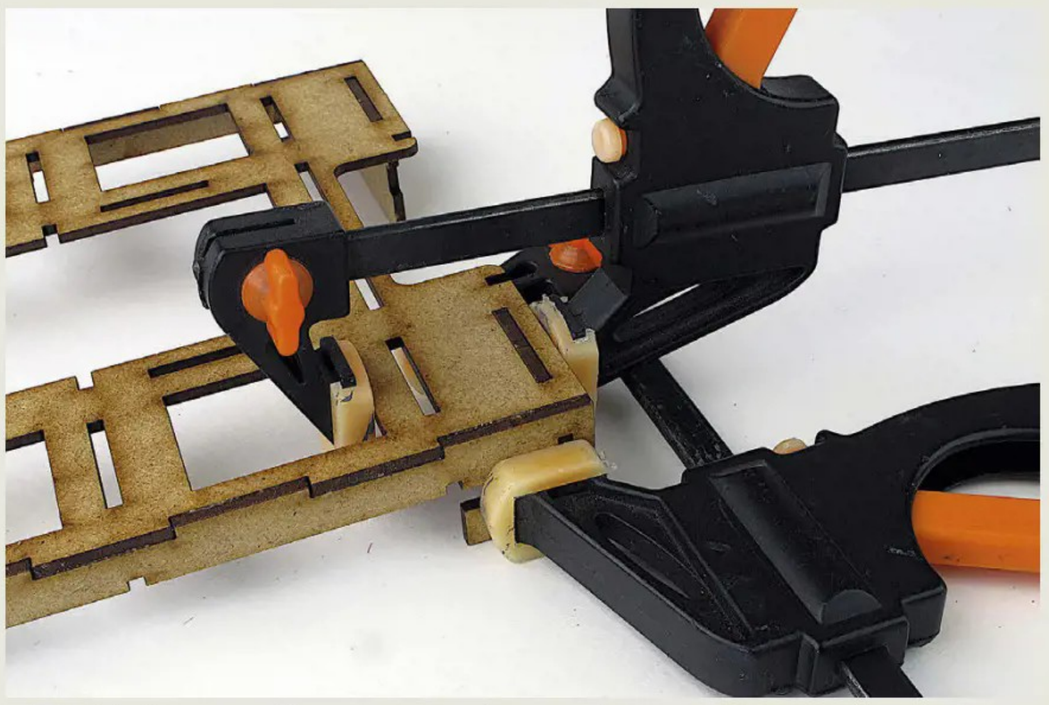
ALL SKILL LEVELS



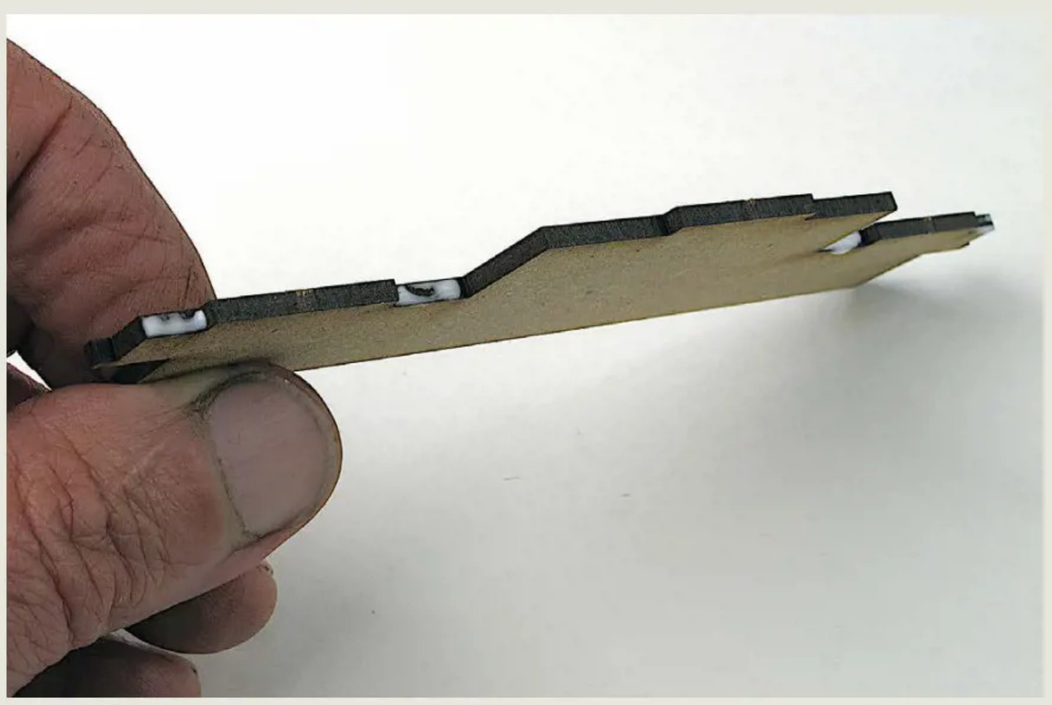
1 Unpack the kit carefully and check that everything is there. Read the instructions and familiarise yourself with the runner ('sprue') numbers and where the parts are. Kits always look intimidating to start with, but this will help to relieve this anxiety.



2 Parts are cut from the runners from the reverse, so the tabs are uppermost. Use a knife at a shallow angle to cut through all the tabs and then gently push the part out, if it doesn't drop out of its own accord.



3 Before mating any surfaces, have a dry run to make sure that you understand how the parts fit together and the correct orientation. Work out the best locations to place clamps so that they do not interfere with each other.



4 Work out where the adhesive surfaces are and then add a small amount of glue and use a cocktail stick to spread it into a thin, even layer. PVA sets quickly, so once added, place the parts together and clamp without delay and wipe away excess that is squeezed out by using a rag.



5 To cut the back building into two wings, first mark the centre of the middle window and then cut using a sharp knife and a metal rule. Make the first cuts very light to ensure they run along the rule's edge. After separating the two pieces, make a second, cleaner cut a few millimetres further in.



6 A new window for the clock aperture, some trim for the roof and extractor fans were 3D-printed using PLA on an FDM printer. The arch is a ready-made shape in Tinkercad in the Structures & scenery section.

Getting Practical

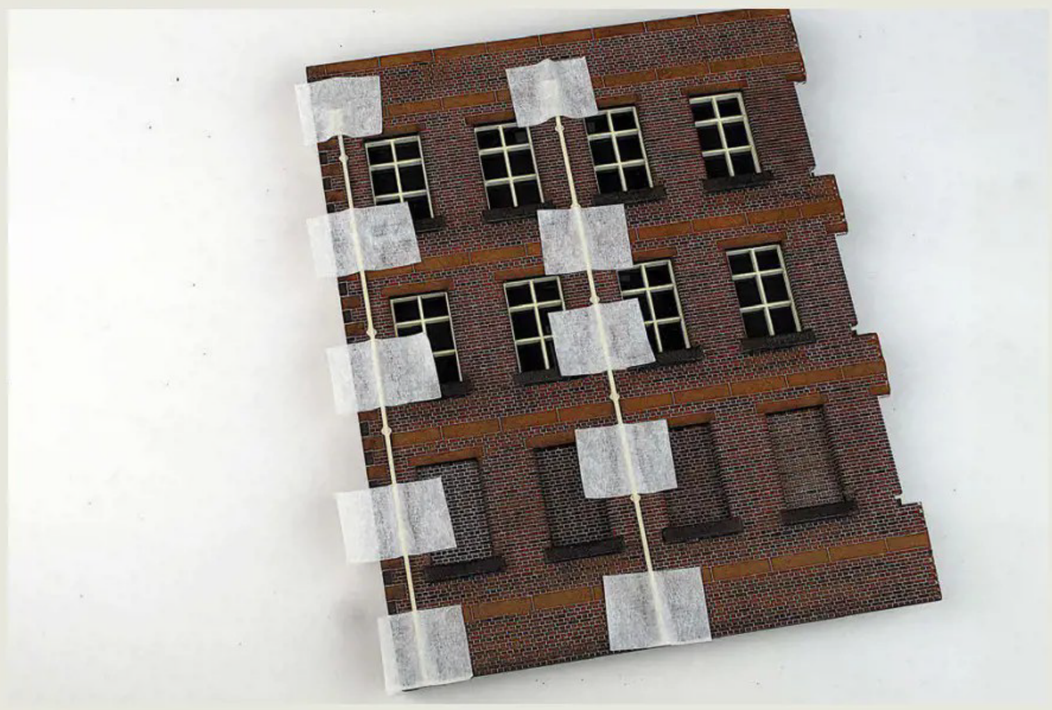


7 When adding the windows, you can speed things up on the wings by cutting one piece of glazing to stretch across multiple windows. PVA is suitable for gluing the windows, but beware if using other glues: superglue can fog and contact adhesives tend to string.

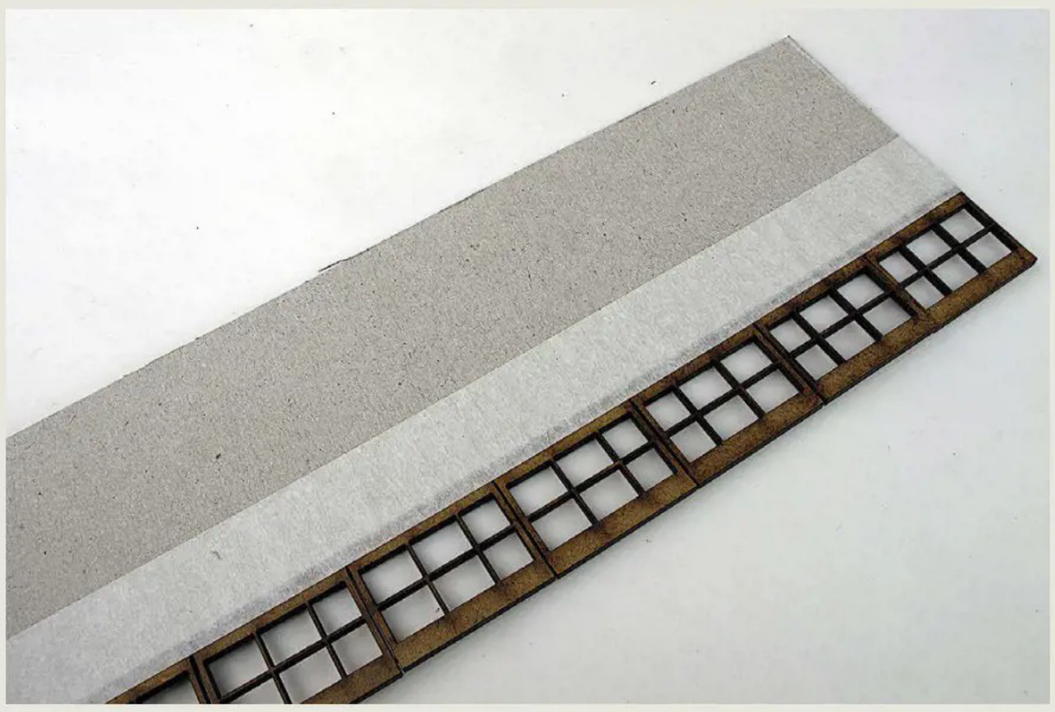


8 To make the interior dark, paint the internal walls with black acrylic and then cut pieces of black card and use PVA to glue these to the back of the building parts, overlapping where the buildings join. Alternatively, you could paint the backscene black once you know where the buildings will be.

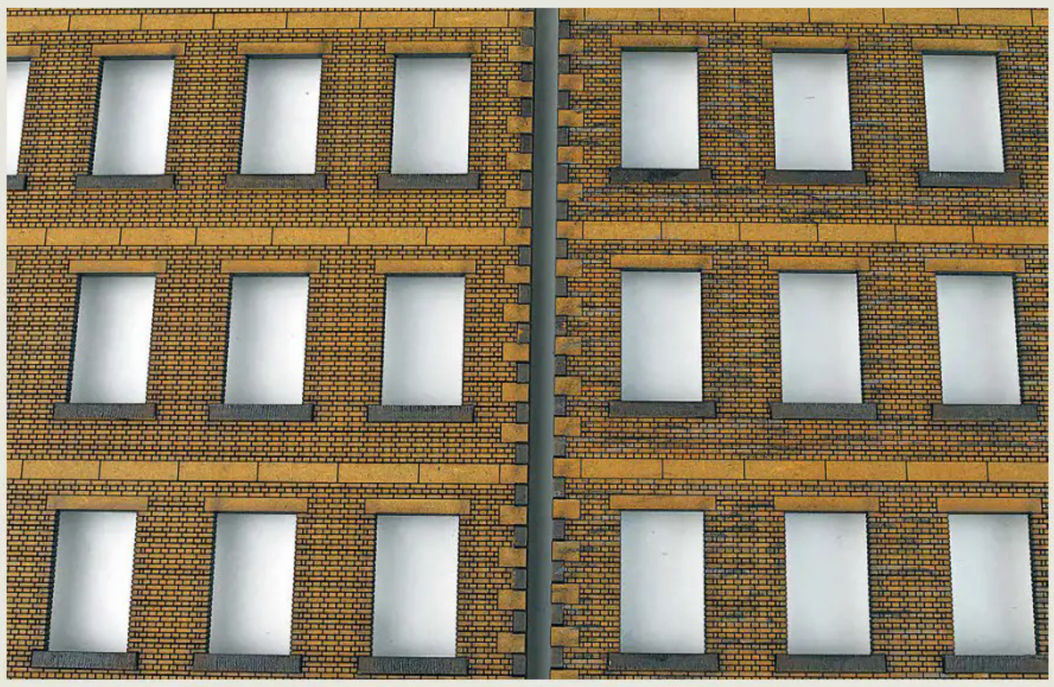
MORE MAGAZINES: XSAVA.XYZ



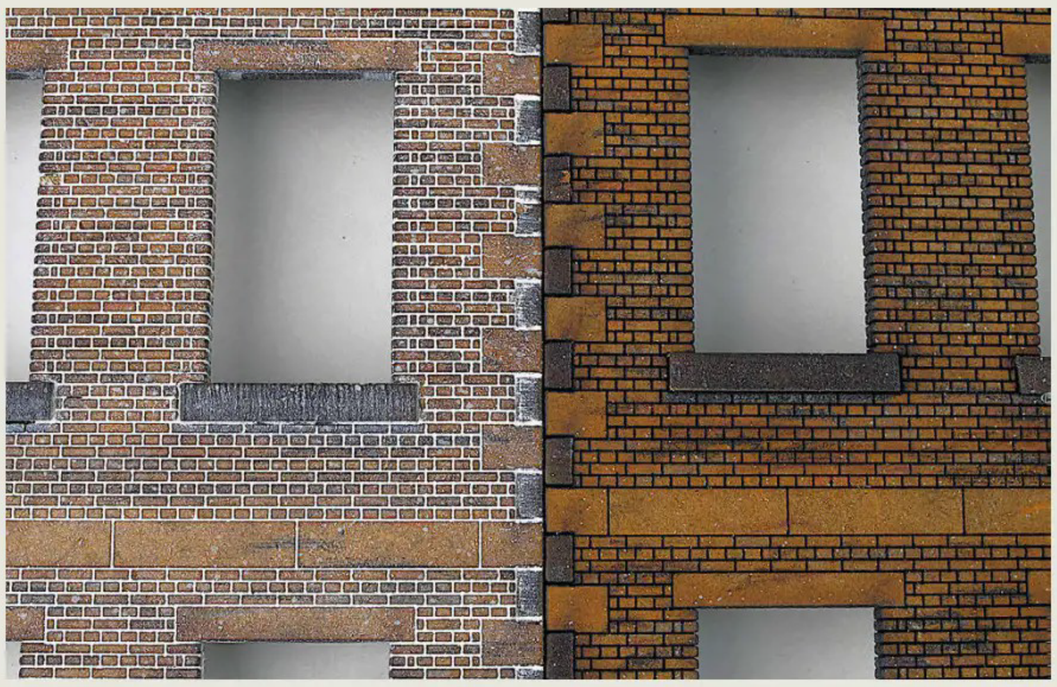
9 Downpipes were designed in Tinkercad and three different lengths made to match the three heights of the buildings. After 3D printing and painting, they were glued in place with PVA, adding drops where the brackets are located and holding in place with masking tape placed at regular intervals.



10 The biggest task with any building is painting the window frames and it is far easier to spray-paint these. Arrange them along the edge of a piece of cereal packet cardboard and hold in place with decorator's masking tape.



11 Hand-paint the building using a dye that will dry quickly and won't clog the detail. I used an orange shade, but a brown will work well. When dry, rub coloured pencils of various shades of brown, black and orange over the brickwork in a random fashion.



12 Spray the brickwork with a matt varnish and allow to dry. Then, wipe a mix of household filler of thick cream consistency over the brickwork, working it into all the mortar courses. Wipe down with an old rag. When dry, polish with a clean rag. Tone down with a further coat of varnish with a little black added.

ALL SKILL LEVELS

CONCLUSION

This is a straightforward kit to make and goes together very easily due to the accuracy of the parts.

It does take more effort to produce brickwork in this fashion, but it is worth that effort as it looks more realistic than a printed paper surface. Stone versions of these buildings are also available.

Although the parts are strong, the brickwork can be damaged by rough handling, especially along the edges. Any damage is difficult to repair, so it is best to bear this in mind during construction and to be gentle.

The back building comes with six window infills. These can be used as test pieces to try out your brick-painting technique. If you decide to employ them, then any difference with the rest of the building is good, as later brickwork often doesn't match the original.

I am very happy with the model and can see it finding a place on my next layout after a little more weathering.







Painting a Vanwide



Michael Russell

ONCE A plastic rolling stock kit has been made, you need to paint it. Goods wagons like this have a simple colour scheme and so are relatively easy to paint. They are also good subjects if you are just starting out airbrushing, as the finish is not so critical and can be hidden under some weathering if necessary.

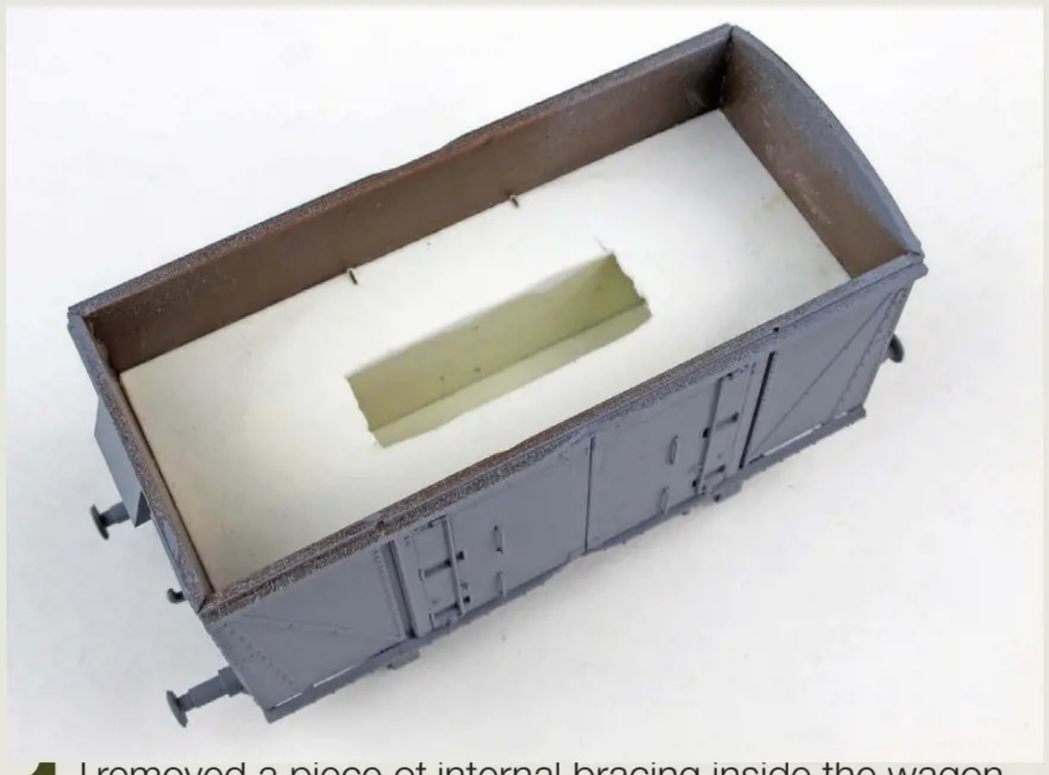
The subject for this article is a Parkside Vanwide wagon, the build of which was the subject of a BRM article last month. You can use an airbrush or a paintbrush for this project.

WHAT YOU NEED

Humbrol
Maskol, Grey primer
Brown and black acrylic paint, Matt Cote, Clear matt varnish, DecalFix

Peco
PC41 British Railways 12 ton 'Vanwide' van

Other
Etching primer, modellers' masking tape, superglue, cocktail stick, toilet roll insert, 3D printer with PETG filament, small paintbrush, scissors, lint-free cloth, small dish, double-action airbrush



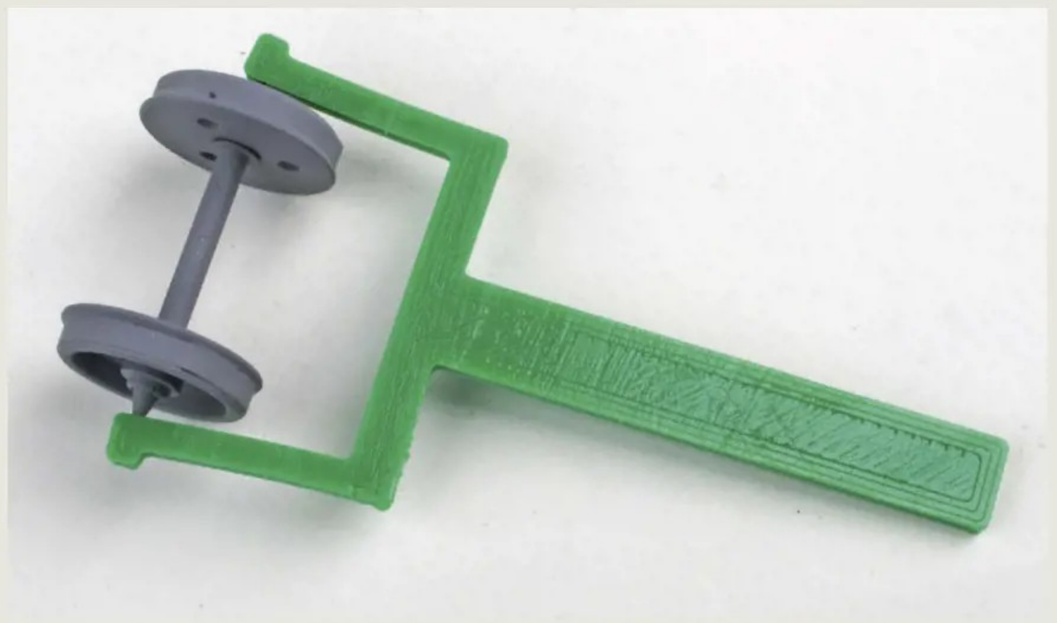
1 I removed a piece of internal bracing inside the wagon to retrofit some weight, which needs to be fixed as low down as possible in order to achieve a good centre of gravity. It is better to fit the weight after painting and weathering, as a lighter item is easier to handle.



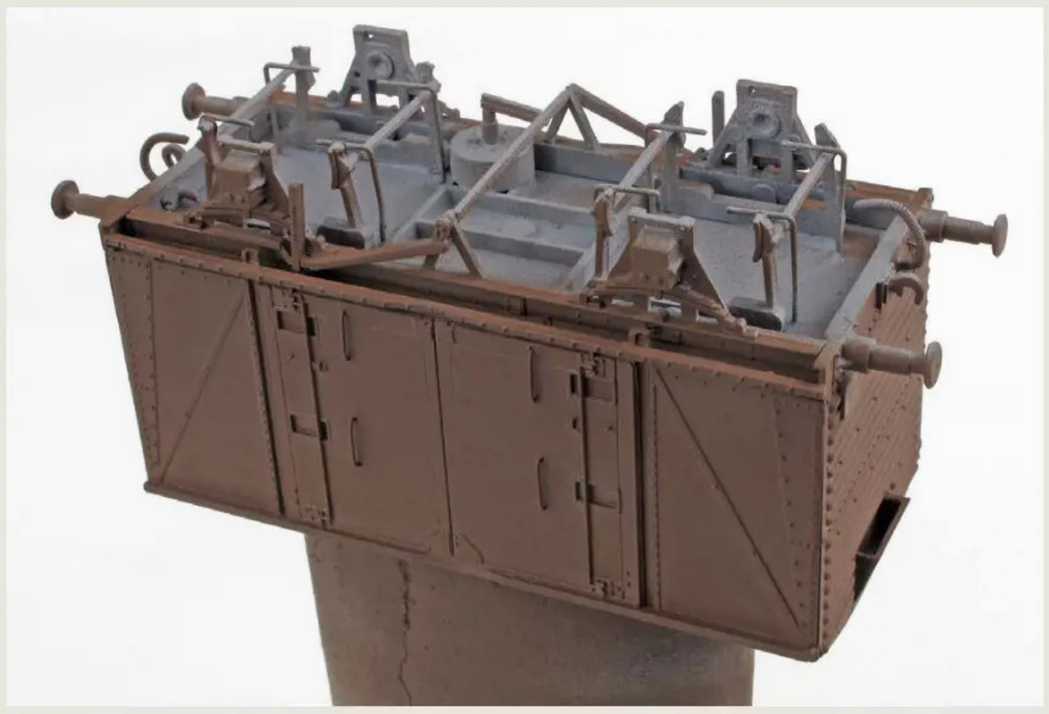
2 It is vital that your rolling stock performs well on the track. To keep the top hat brass bearings free from contamination, add a dab of Maskol using a cocktail stick and wait for it to dry before applying any paint.



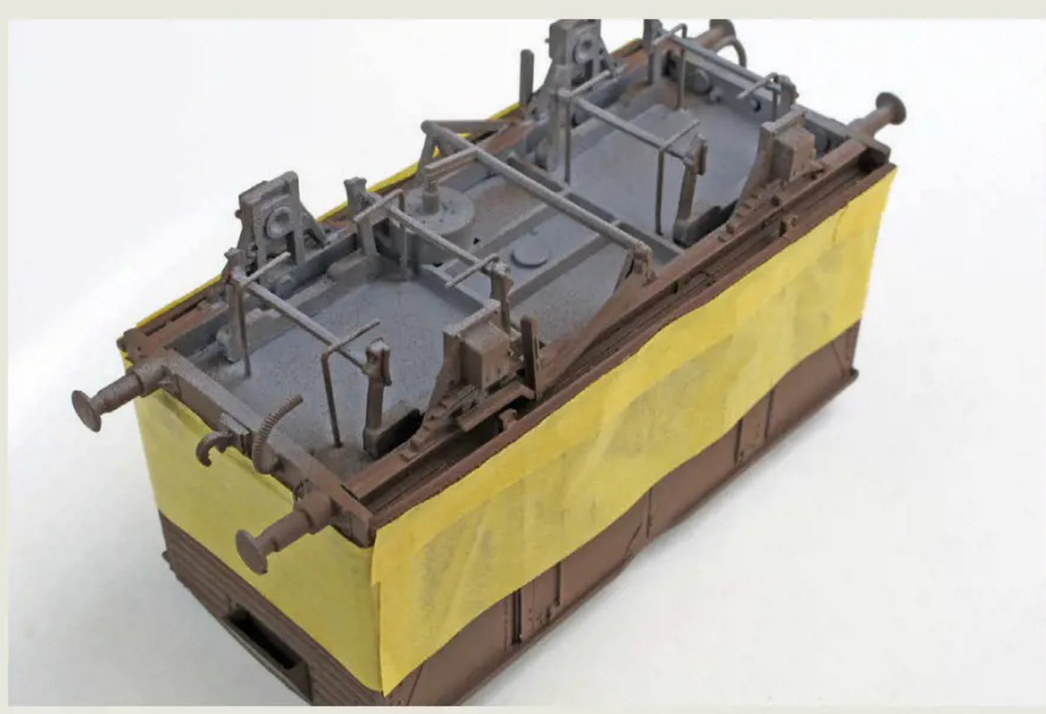
3 The main body is handled by using a toilet roll insert compressed between the van sides. For the roof, I stuck a temporary plastic handle in place and sprayed an ordinary grey primer and then grey acrylic as a separate item. Etching primer was used on the main body as metal parts are involved.



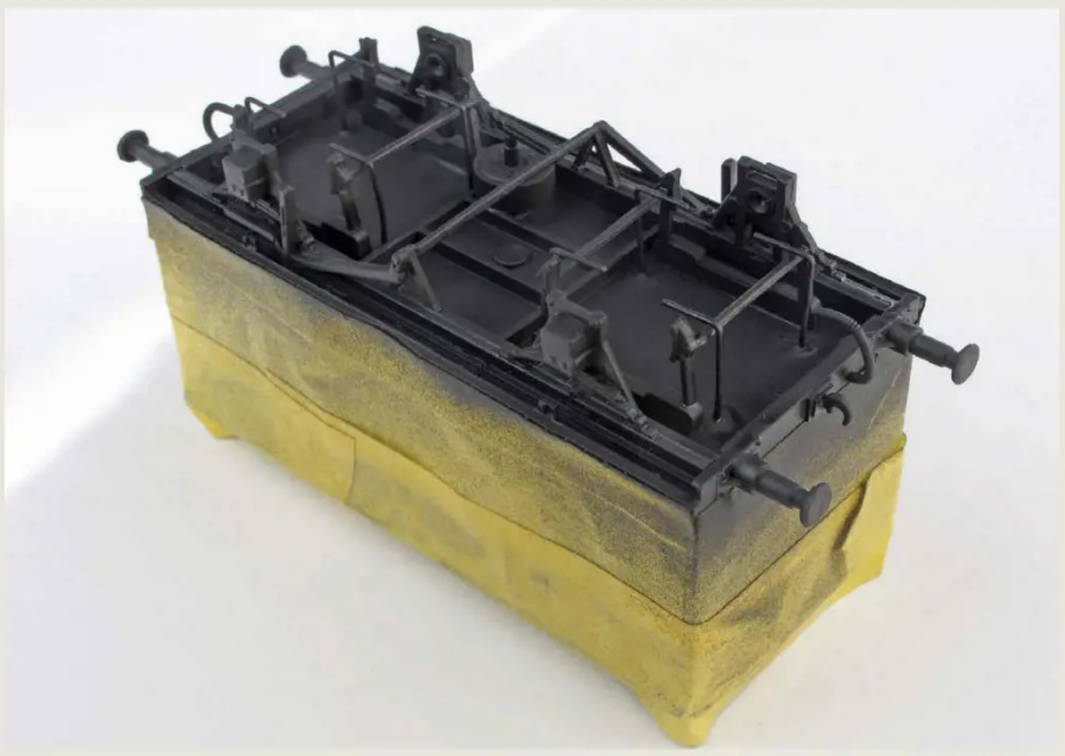
4 The wheels were painted separately to the body. Cut a thin slip of masking tape and add this to the wheel treads to protect them. Make a wheel holder on your 3D printer to grab the wheelset by the outer ends of the axle. PETG is the best material to use as it is flexible.



5 Spray the body using acrylic paint. No masking is needed and overspray on areas to be painted a different colour doesn't matter. I mixed my own shade of brown as you do not need to be too accurate, as the colours quickly weather on the real thing.



6 When dry, add masking tape to the lower body sides and ends to mask the brown areas from those to be sprayed black. To be on the safe side, cover all of the brown areas and you can then relax while spraying knowing you cannot overspray.



7 Spray acrylic black onto the base of the model. There are lots of areas that are hidden, so you will need to move the model constantly to ensure that every nook and cranny is reached. Take the model into good light and examine carefully. If your airbrush nozzle clogs, try adding some retarder to the latter to extend the drying time.



8 Acrylic paint dries quickly, but you can speed it up by using a hairdryer. When dry, paint gloss varnish onto those areas where the transfers will be applied. You do not need to varnish other areas, although it won't matter if you do. Use a thin varnish such as Humbrol Clear applied by brush – several coats are required.



9 Cut around each transfer in turn and separate it from the backing sheet by dipping it into DecalFix. Slide into place with a cocktail stick and dab dry with lint-free cloth. When all decals have been added and the model is completely dry, spray the gloss-coated areas with an oil-based matt varnish.



10 When dry, remove the masking tape from the wheels, remove the Maskol from the wheel bearings and refit. Add weight to the van, snap off the paint handle from the roof and stick in place, holding it with rubber bands until the glue has set.

CONCLUSION

Using a primer allows you to get a really nice surface for the top paint layer and allows you to employ acrylic paint, which does not stick as well to bare plastic as enamel paint does.

Be careful to get the paint to the correct consistency, leading to better atomization and a smoother finish and use filters and paint strainers to ensure that all contaminants that could clog your airbrush are removed before applying to the model.

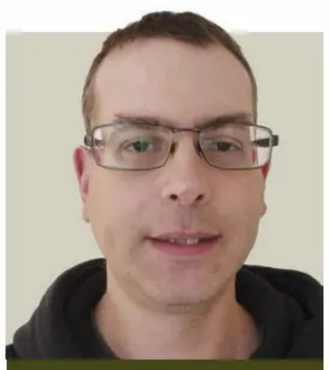
The van is now ready for weathering and this will be the subject of a future article, when an O gauge Vanwide model will be used.



ALL SKILL LEVELS



A working Garden



Michael Campbell

DETAILED GARDEN scenes add interest to any layout yet take up little space. These Dapol kits for a garden shed, greenhouse and chicken coop make an ideal basis for a garden or allotment scene for modellers in 7mm scale. There are a range of detailing options; I've used 3D-printed chickens, plant pots and a bench, and etched brass garden tools, which look great.

A garden is an opportunity to try different scenic techniques too, with soil, grass, pathways, fencing, and, of course, plants. This garden features tomato and runner bean plants from Tasma Products.

The laser-cut garden buildings go together easily and offer scope for further detailing. I've tried some new scenic methods, such as the dusty ground, path, and real soil, which have worked out well. Adding plants and other details is fun and brings the scene to life.

WHAT YOU NEED

Dapol
O Gauge kits 7B-006-001 Garden Shed, 7B-006-002 Chicken Coop, 7B-006-003 Greenhouse.

Severn Models
O5 Garden Tools Set

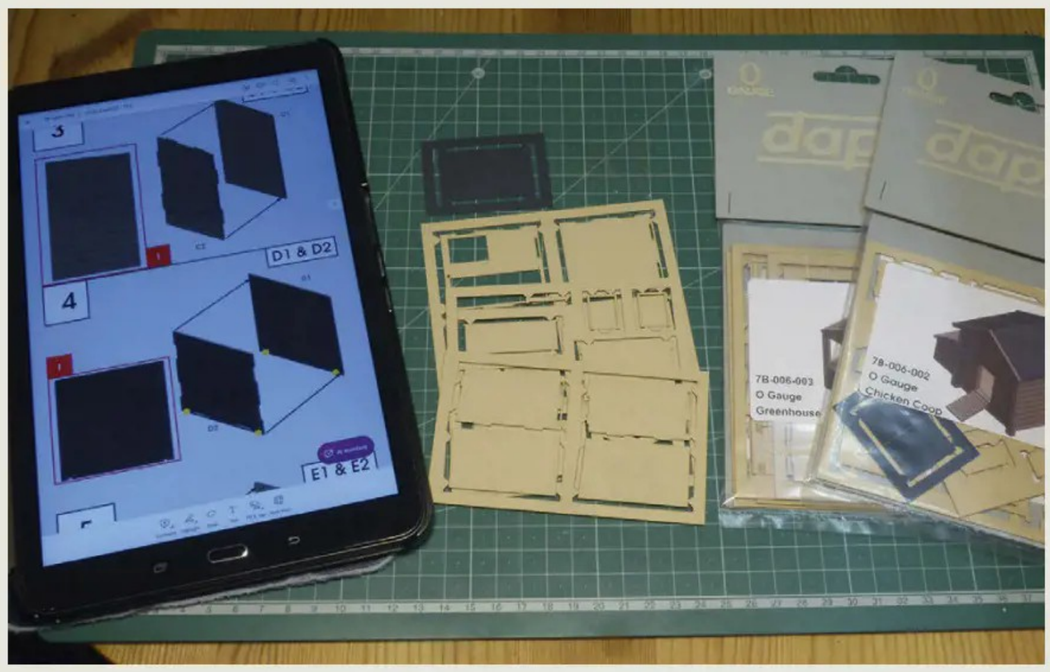
Scale3d
ADM1001 Roosters and Chickens, DO001A Plant Pots and DO103A Park Benches

Scale Model Scenery
CX007 Ultra Fine Black Mesh and CX008 Fine Grey Mesh

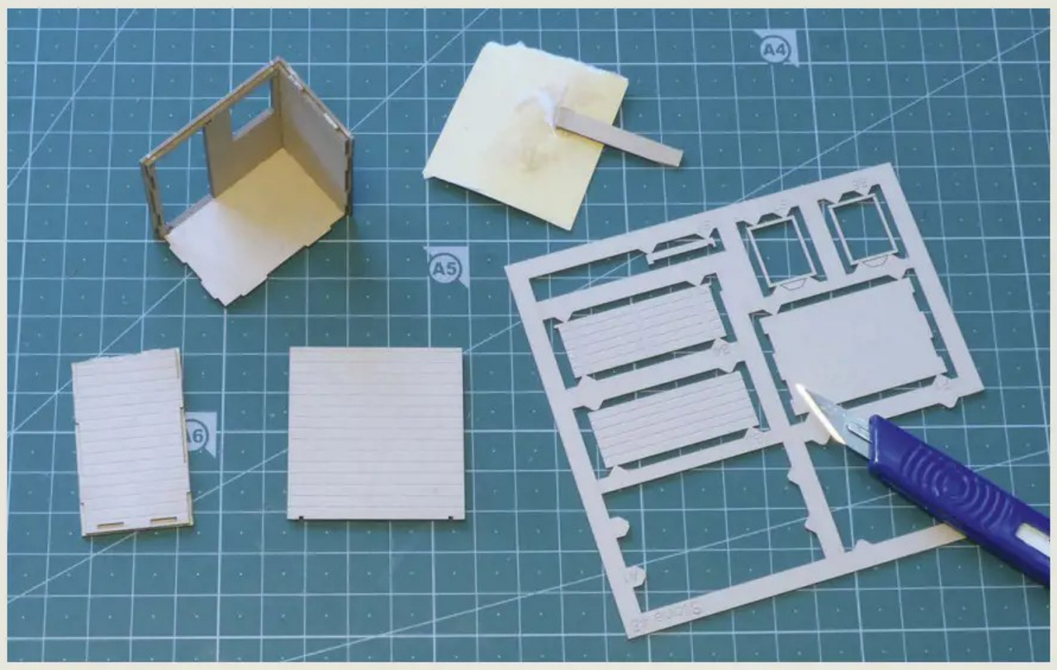
Tasma Products
00682 Tomatoes and 00901 Runner Beans

Other
Craft knife or scalpel, steel ruler and square, fine files, tweezers, side/sprue cutters, pin vice and small drill bits, dental probe or similarly pointed tool, pliers (preferably with smooth jaws), PVA or contact adhesive for the wood parts, superglue, matt medium for scenic work, old brushes, wooden coffee stirrers and cocktail sticks, grey card, paperclips, tile grout (brown), old tea strainer and teaspoon, static grass, applicator, and basing glue, flower tufts, paints of choice; I used car primers (red oxide and white) and a selection of acrylics. An etch primer is recommended for brass parts.

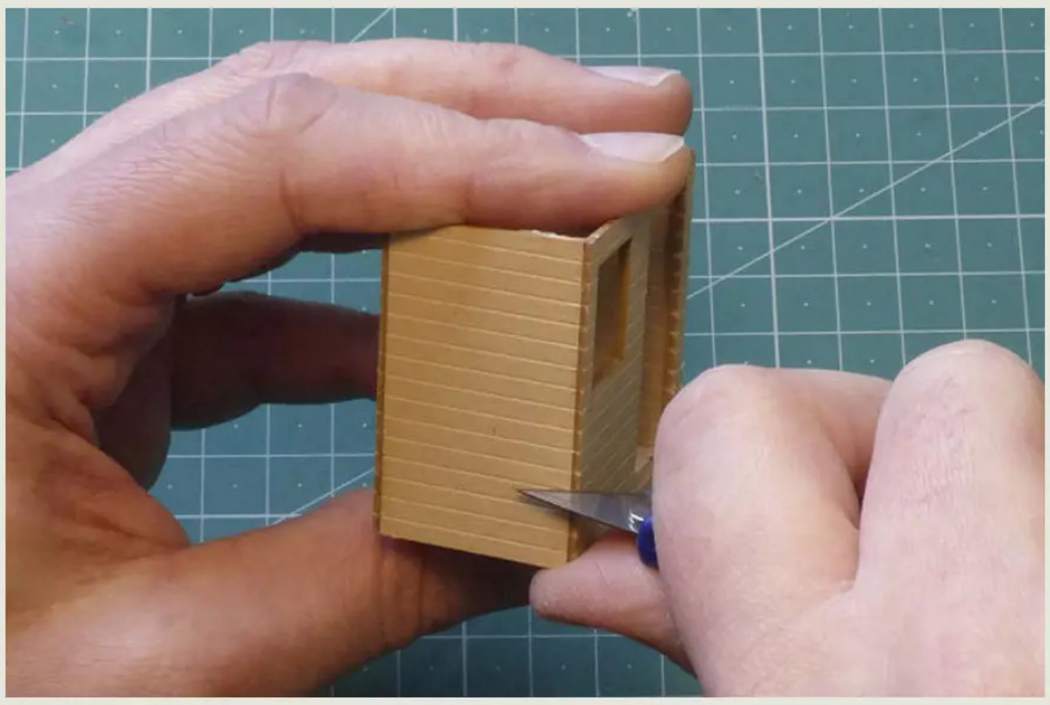
Getting Practical



1 The Dapol kits are laser cut in card, paper, and clear plastic. The instructions are easily downloaded (in PDF format) and are excellent, with clear diagrams.



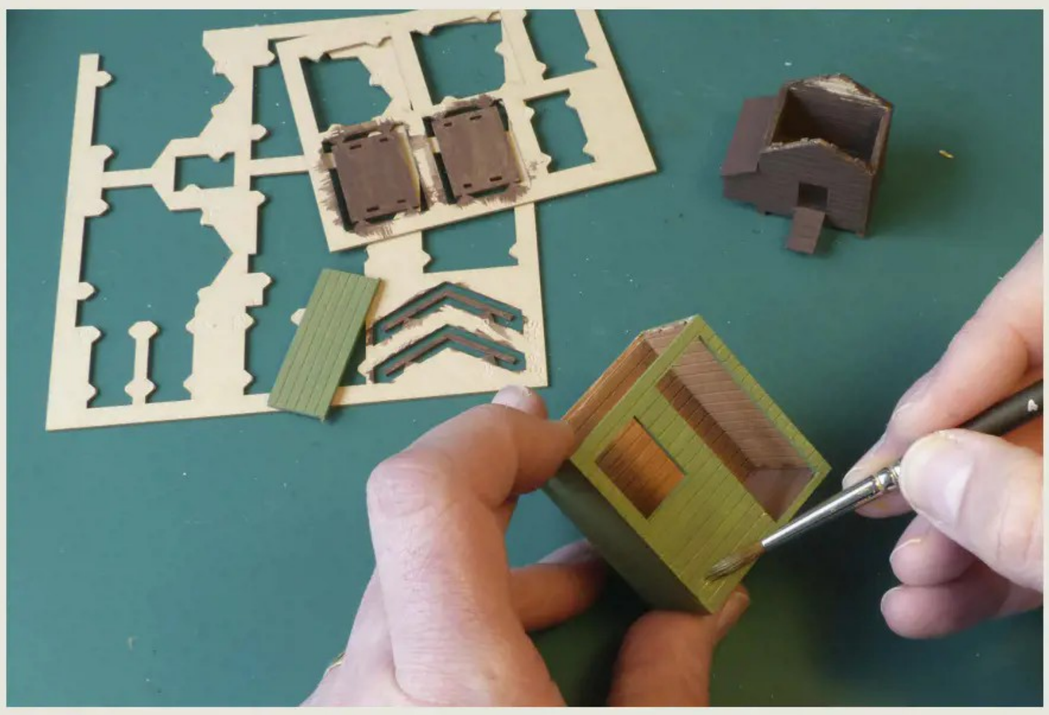
2 The parts are cut from the fret with a sharp blade, cutting close to the part. Check the instructions carefully for the correct alignment of the parts. I assembled using tacky PVA applied with an offcut of fret.



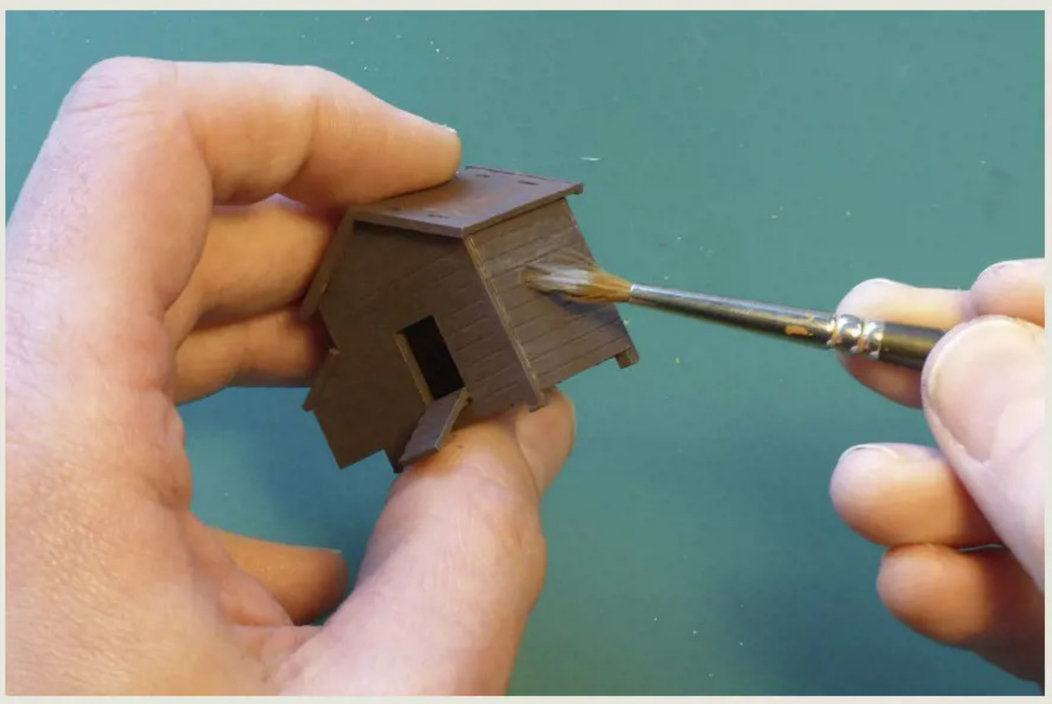
3 The shed has planked sides, but the edges stood out far too much for me. So using a scalpel, I carefully cut the grooves around the edges to represent the ends of the planks. This worked well and was worth the extra effort.



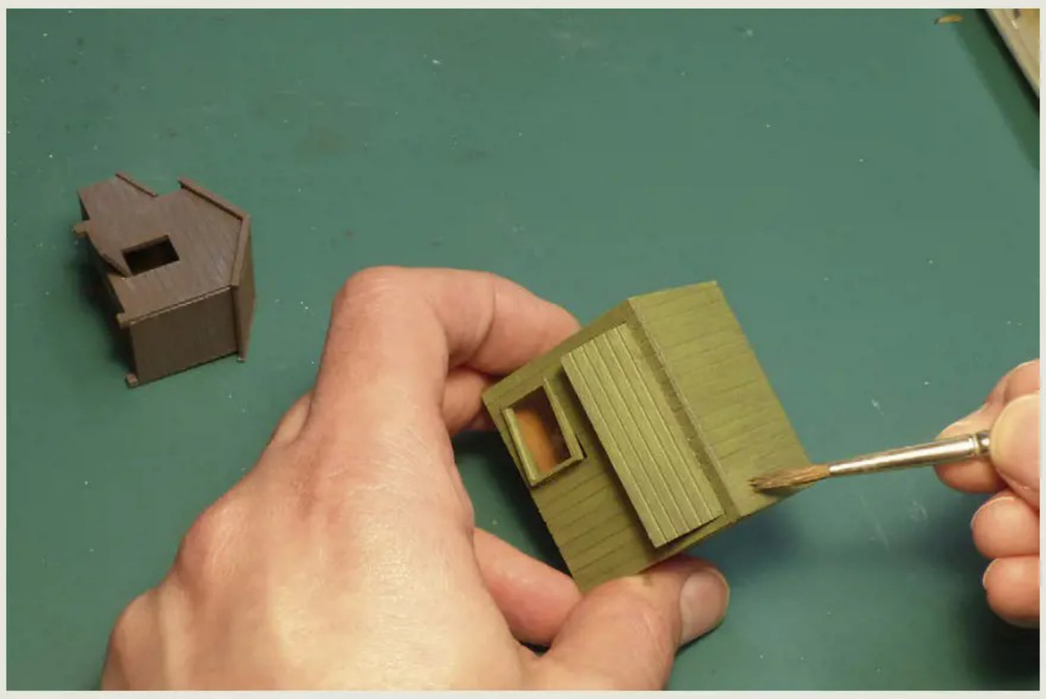
4 The greenhouse has lots of glazing, but being thin, I thought it might not sit flat, and I found it slightly opaque. So, I cut new glazing from 20 thou clear plastic. A calliper made transferring dimensions from the kit glazing easy.



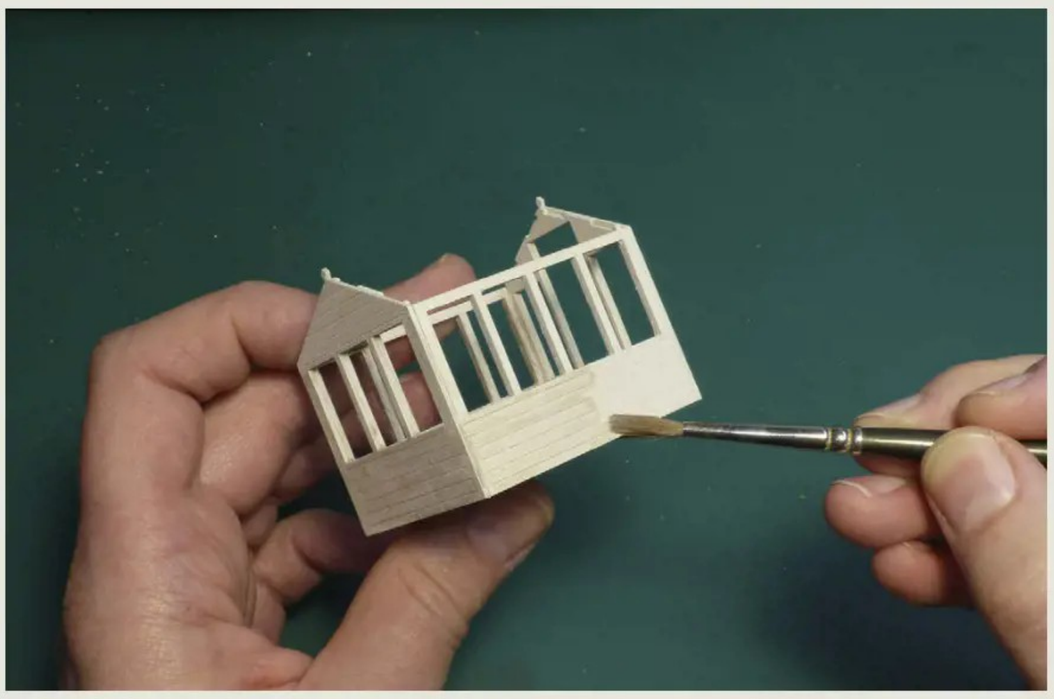
5 I painted the kits with acrylics. I had left the roofs and doors off to aid painting. The shed window frames were painted on the fret before being cut off, glazed, and fixed in place after painting. I fitted the window slightly open and the door ajar.



6 The chicken coop was painted dark brown, then dry brushed with paler brown and grey for fading and highlighting of the planking. The roof “felt” was stuck on after painting, allowing plenty of time for the paint to dry.



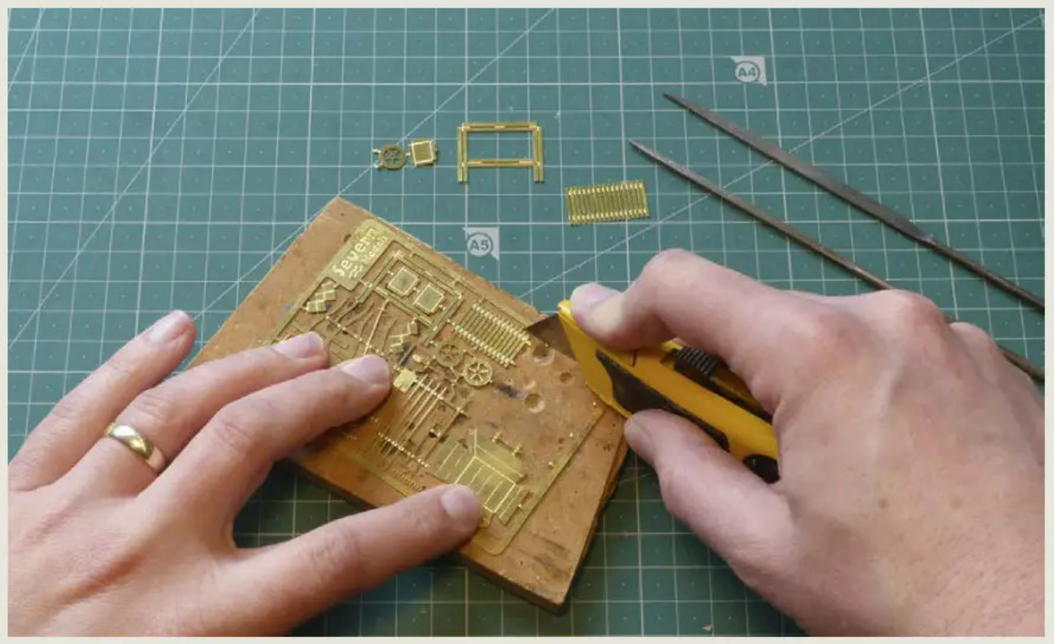
7 The shed was washed with the base green colour mixed with a little brown to a darker shade. While wet, the darker paint was removed from the planks using a damp brush, leaving shadows in the planking and slight staining on the surface.



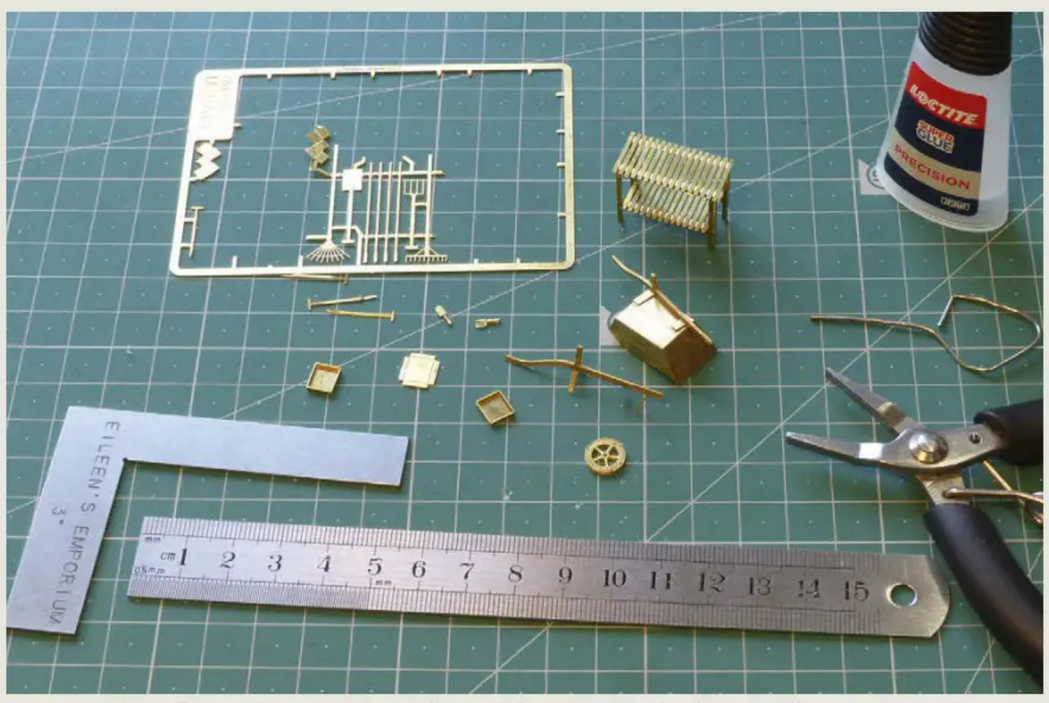
8 The greenhouse was sprayed with white automotive primer, which made a coat of off-white easy to apply. As with the shed, a “dirty” white was washed over and mostly removed to highlight planking and weather the white.



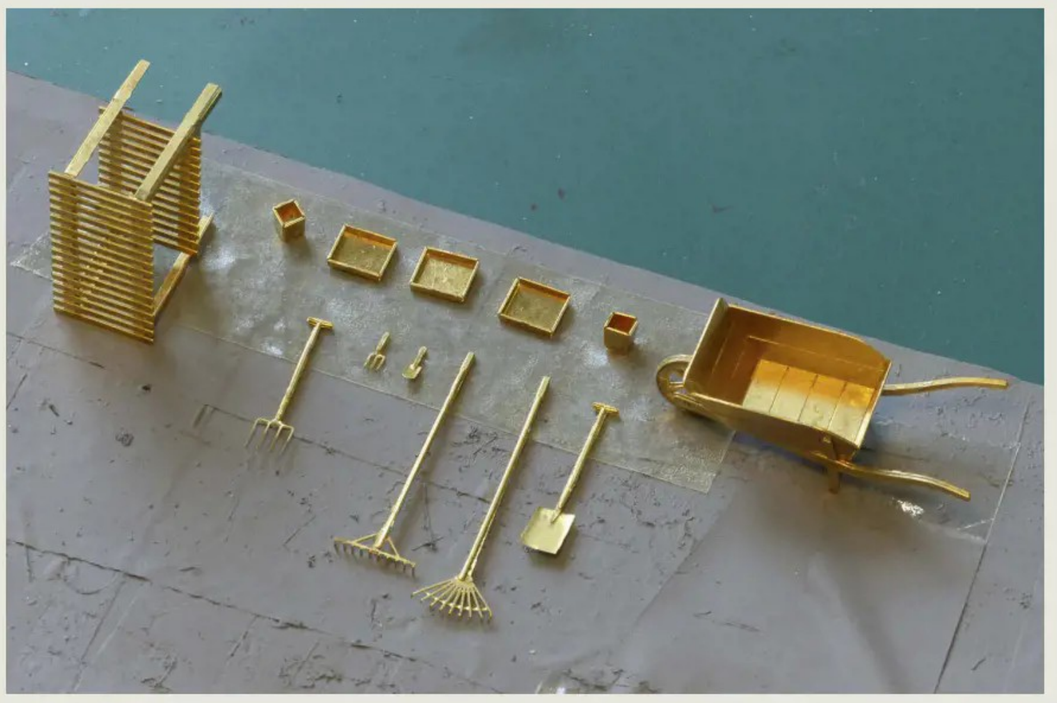
9 I made up some strap hinges and latch for the shed from 10 thou plasticard. Bolt detail was pressed in with a point and plastic rod formed a hinge. Both the shed and greenhouse got handles from thin wire. These were painted black and superglued in place.



10 The Severn Models garden tools set looks a perfect accompaniment to the garden buildings, don’t be put off by them being etched brass. Parts are cut from the fret carefully with a heavy knife against a block of wood, cleaning up with fine files.



11 Bends are made with smooth-jaw pliers or using steel rulers to hold longer folds. The parts are superglued together using a paperclip wire to apply drops of glue where needed. Laminating the tool handles is the fiddliest part.



12 Brass parts need an etch primer before painting and I used an automotive spray. I stuck the parts to a piece of card with double-sided tape to stop them blowing away, sprayed a light coat or two, then turned them over to do the other side.

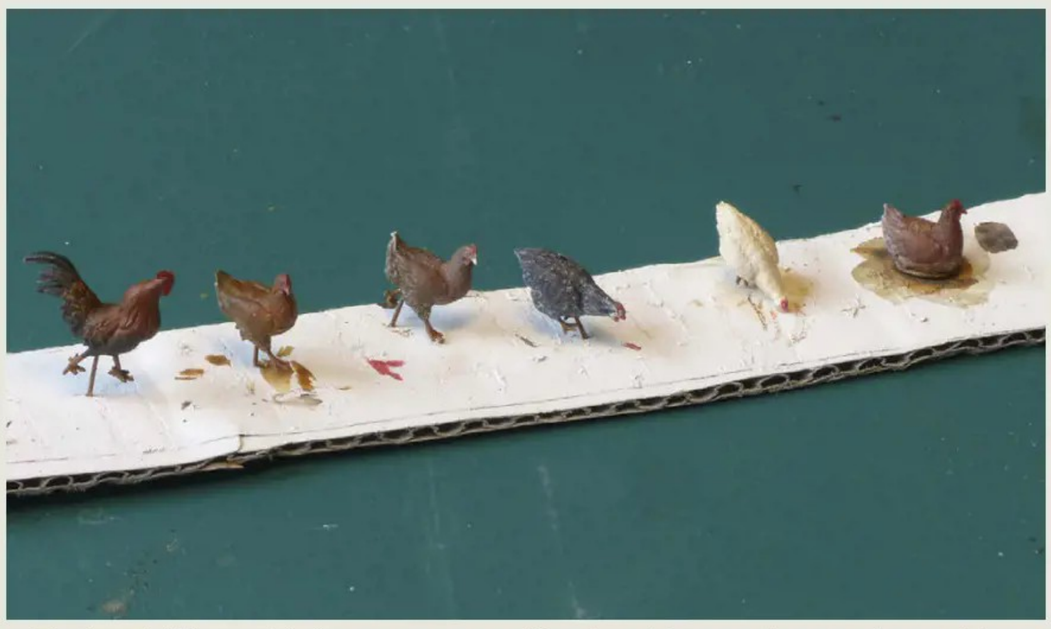
Getting Practical



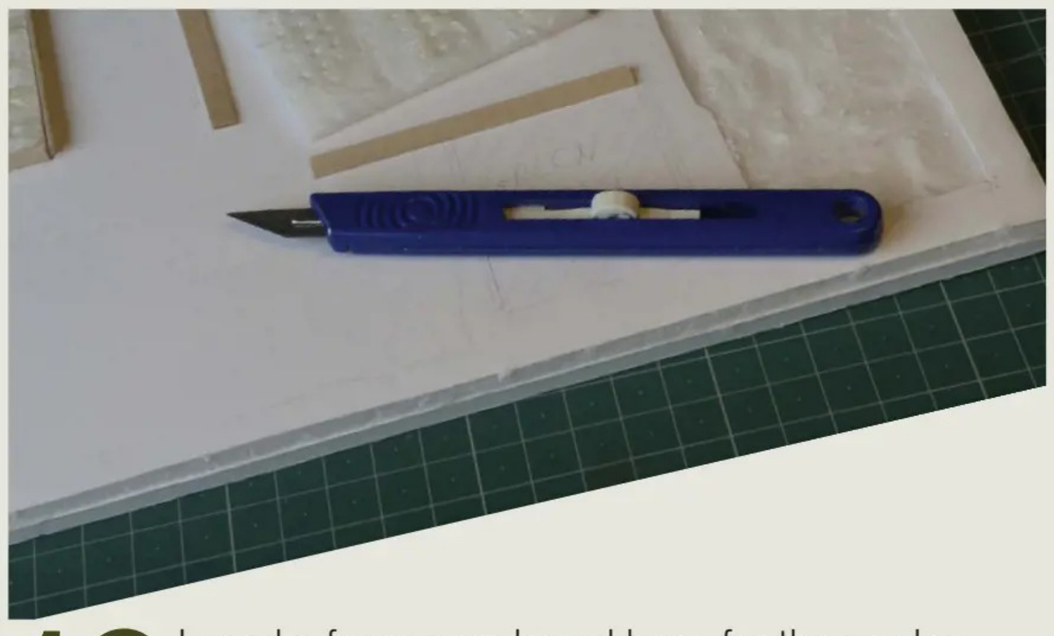
13 The plant pots and bench are 3D prints from Scale3D. After a quick wash in warm soapy water, they were primed and then painted along with the brass details. I used dry brushing and washes to vary the shades for a more natural look.



14 The chicken coop needed chickens; these are also 3D prints from Scale3D that needed careful cutting from their support structure. The feet are delicate, so I drilled a hole in the undersides and superglued in a short length of wire to help support them.



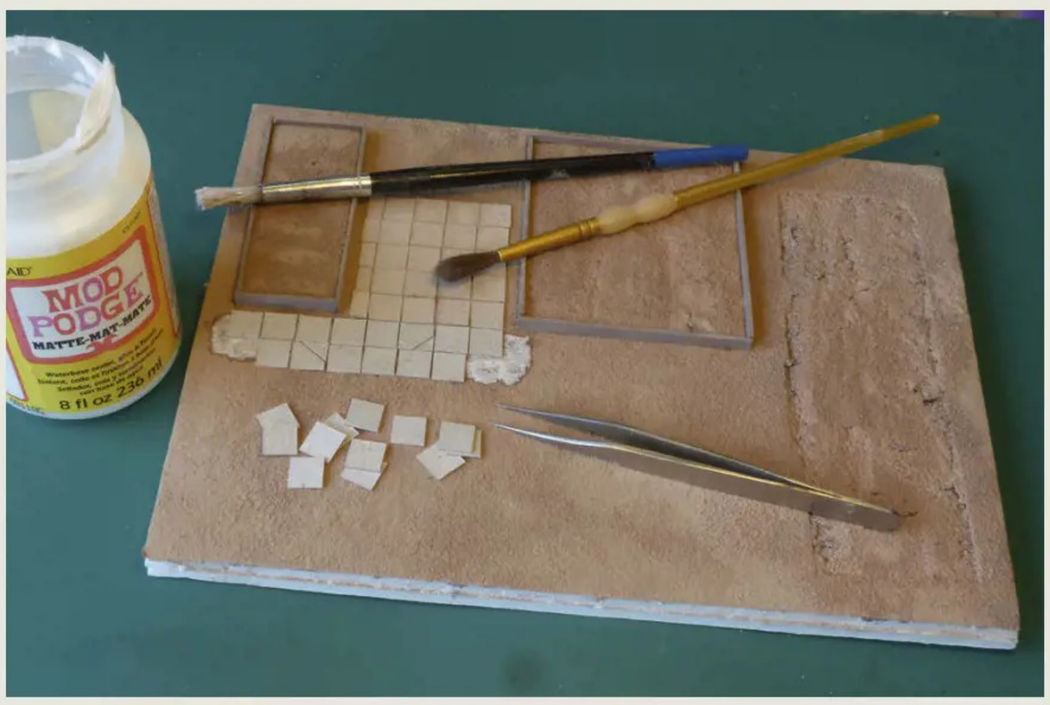
15 The chickens were attached to a piece of card by their wire supports and given a spray with white primer before painting. I'm no chicken expert, but a Google image search really helps – apparently they aren't just brown!



16 I used a foam-core board base for the garden. I cut away the thin card surface, exposing the polystyrene, which I roughened for a vegetable patch. Raised beds were created from a polystyrene pizza base, carved for furrows and edged with coffee stirrers.



17 The ground was painted with a mix of brown acrylic paint and PVA. While wet, brown tile grout was applied dry via a tea strainer, tapping the strainer with a spoon creates an even flow of tile grout, which soaks into the glue/paint.



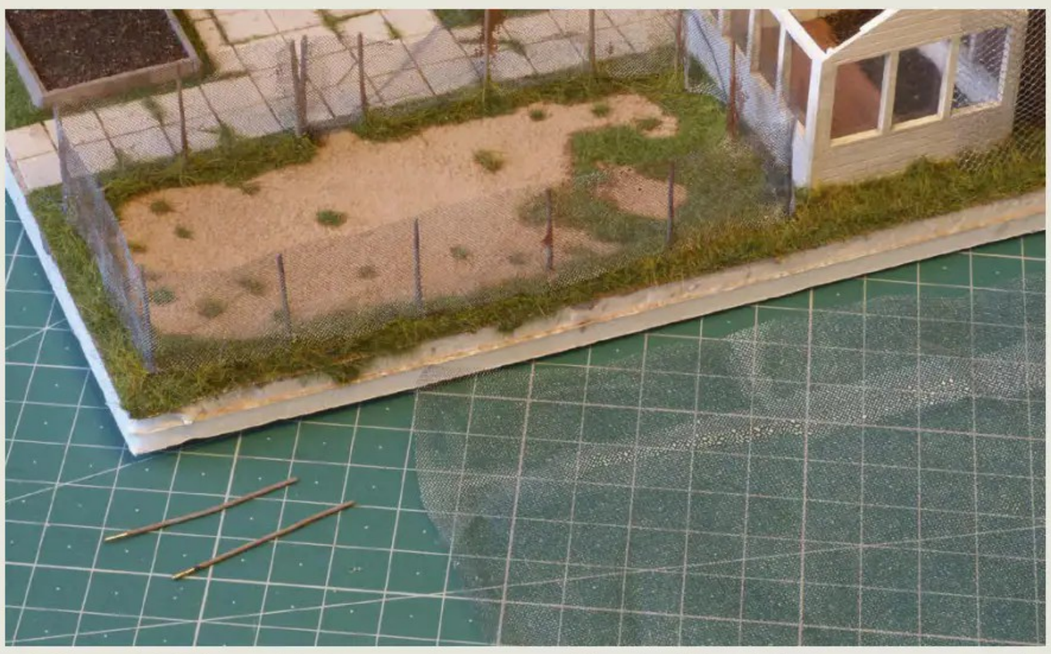
18 I cut 10mm square paving slabs from grey card. Matt medium makes a good scenic glue as it dries less shiny than PVA. With the glue still wet, tile grout was rubbed into the gaps and brushed off the surface of the paving, leaving it a convincing concrete/stone colour.



19 For soil, I chose soil! A sample from the garden was microwaved to kill off any unwanted contents and dried on a sheet of foil. Applied over matt medium via the tea strainer (as with the grout) resulted in a fine layer of soil.



20 The shed and greenhouse were glued in place, then the remaining ground grassed. The glue sold for static grass does work better than PVA, which skins quickly, allowing a couple of applications. I used a layer of short grass, then longer yellower fibres where appropriate.



21 The chicken wire uses Scale Model Scenery mesh (intended for OO scale fencing). I sprayed it with a silver aerosol, although the result is patchy, I also dry-brushed with some rust colour. The posts are a straightened paper clip wire, cut into three and painted.



22 The interior of the greenhouse was detailed with the Severn Models bench and seed trays, and the Scale3d plant pots, plus some flower tufts, before fixing the roof in place. Don't forget to clean stray grass fibres off the glazing first!



23 Having punched rows of holes into the polystyrene base with a dental probe, the Tasma Products runner bean and tomato plants were planted with a drop of matt medium. I'm not sure what scale these are intended for, but they work well in 7mm scale.



24 Other plants used flower tufts, and I used some screwed up green tissue paper to represent cabbages. The final step is to add the details – bench, plant pots (with flower tufts), wheelbarrow (with some soil) and tools.

Getting Practical



INSET: Swimming figures were fixed in place with superglue before the resin was added. I used a better-quality set in the more prominent positions.

Pooling Ideas



Chris Mead

WITH LARGER markets, American and European manufacturers can make kits of subjects that local ones cannot. The downside is that not only are they to a different scale (HO), but they often look decidedly un-British. However, they can bring something different to your layout, provided they are suitably adapted. I was given the task to see if this was possible with one of the larger offerings from Faller; kit no. 190136 – their 'Leisure Time' set.

A HISTORY OF LIDOS

Derived from the Italian for beach, 'Lido' was probably first used to describe an open-air swimming facility with the opening of the Serpentine Lido in Hyde Park in 1930. That decade saw a great deal more open across the country, but their use declined and many were closed in the '60s & '70s. Recently, however, there has been a revival of interest, and it is thought that about 160 lidos still exist in the UK today.

WHAT YOU NEED

Faller
Leisure Time set

Noch
Bathers and Swimmers figure set

Slaters
40thou Plastikard

Wills
Concrete fencing packs

Woodland Scenics
'Water Waves'

Other
Modelling knife, steel rule, electric scroll saw, assorted files, brushes & acrylic paints, disposable plastic drinking cups, plastic mixing jug, masking tape, Nitrile gloves, spirit level and packing pieces, 2-Part clear epoxy resin, second-hand swimmers, grass flock powder, tissue paper, Adhesives: superglue, contact, 50/50 water/wood glue mix



1 There are a lot of parts in the Faller 'Leisure Time' set. In fact, three potential projects in one – enough to make not only the Lido, but also a playground and a crazy golf course. Since the swimming pool scene was big enough by itself, the others were put aside for later projects.



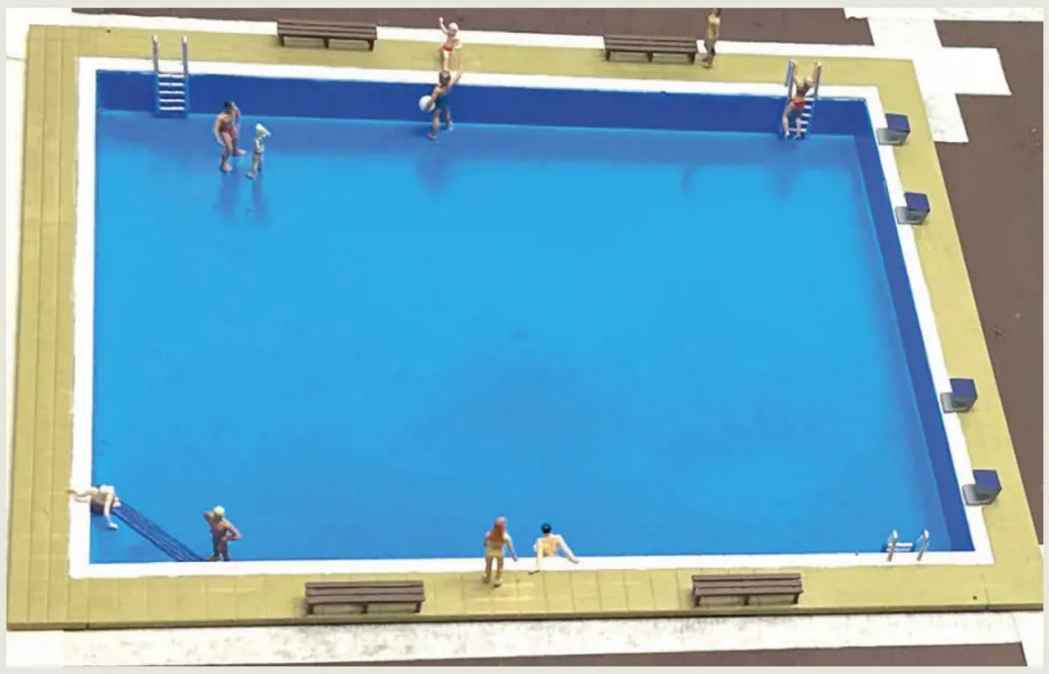
2 The scene needed a 350mm x 500mm base with a hole cut into it to take the pool. This was done by marking out the footprint of the pool and buildings and creating a clearance hole for the pool by drilling holes in the corners, then cutting between them with a hand-held scroll saw.



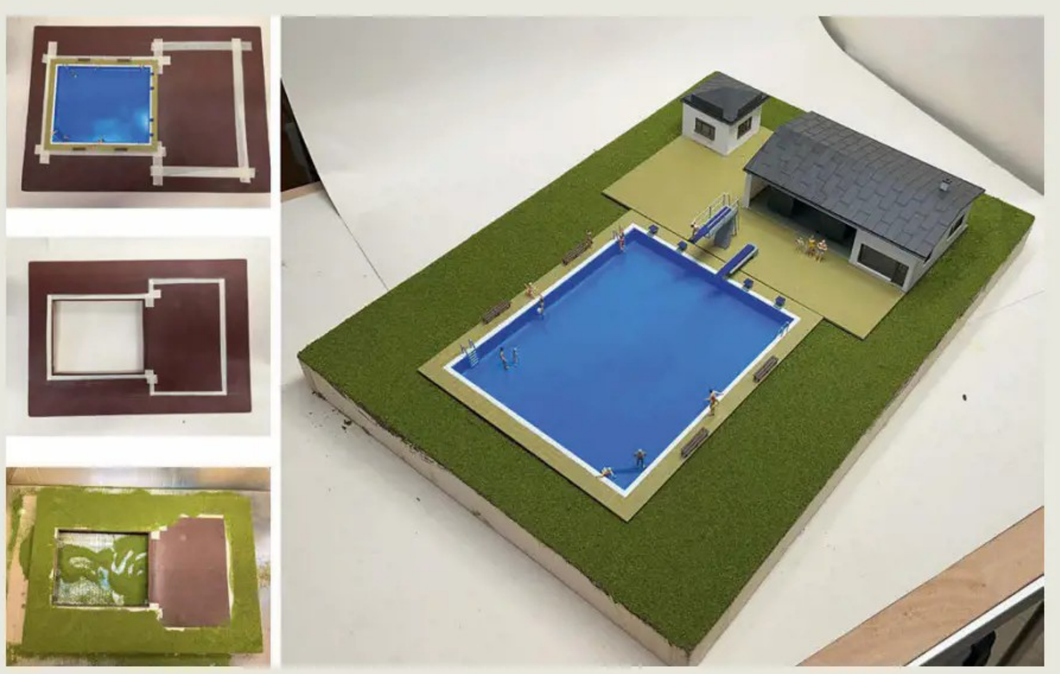
3 The pool has two main subassemblies – one for the entrance kiosk and changing rooms, and one for the pool. The main parts were assembled and loosely put in place. The raw plastic colours immediately stood out as being in need of attention. Fortunately, this was easily remedied - paint everything!



4 After a base coat of white primer, came more subdued colours; dark yellow for the paving, brown for the window frames, eggshell for the changing room floor, dark iron for the roofs and dark green for the chairs. The diving platforms were picked out in grey and dark blue, with silver for the chrome work.



5 After filling the moulding spots in the floor, the swimming pool was sprayed light blue, with the steps at the shallow end edged in dark blue, the ladders painted silver, and the benches brown. The paving was again dark yellow with the pool edging picked out in white, and some standing bathing figures added.



6 For the grassed area around the pool, the base was painted dark brown, masking tape laid approximately around the pool and building base silhouettes, their exact shapes marked on it, and the external pieces cut away, a coating of watered-down PVA and grass scatter applied. When dry, the remaining masking tape was removed.

Getting Practical



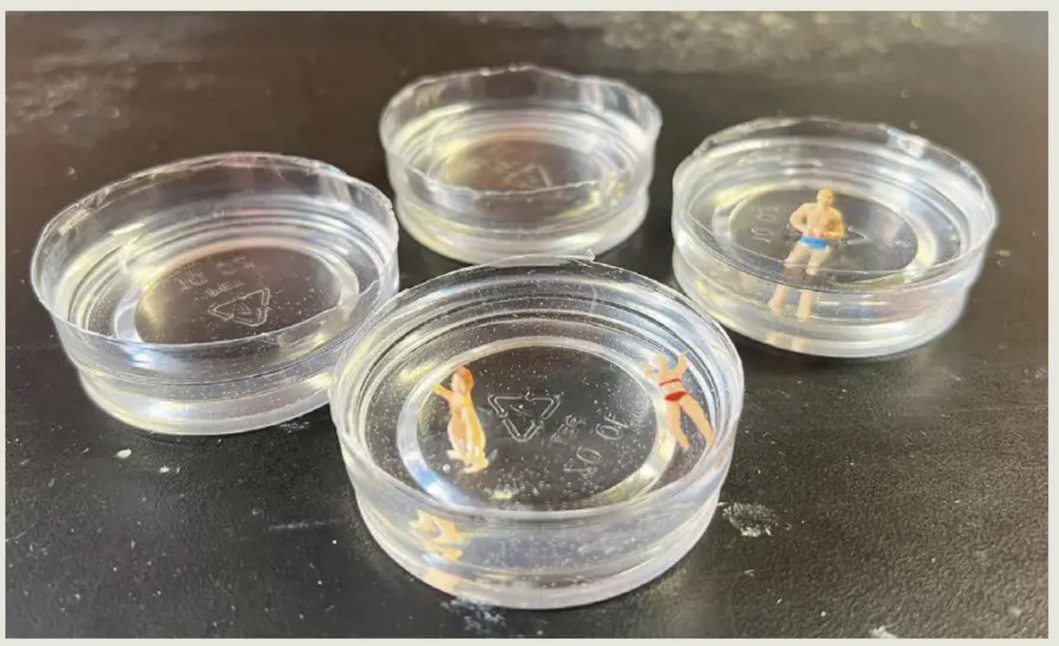
7 The lido's key feature is the swimming pool itself, for which clear 2-part epoxy resin was used. The resin/hardener ratio is critical, and this can differ from product to product. The brand I used had a ratio of 1:1 by volume, which simplified things. Using masking tape, a pen, scales and a jug of water, I prepared some disposable cups to get the correct quantities.



8 Before pouring, the pool was levelled and secured. Given the state of my table, this needed a lot of packing! The resin was prepared by standing the bottles in warm water for about 20 minutes; and mixed in a jug after using the marked cups to measure out the correct amounts. The resin turns milky at first, but returns to clear when mixed thoroughly.



9 Once thoroughly mixed, the resin was poured into the pool until about two-thirds full. It took a while to level out and flow into all the nooks and crannies. Once it had, the model was covered with a large plastic box to stop any dust and debris from getting in and was left to set for 24 hours.



10 Calculating the exact amount can be tricky as a lot sticks to the cup sides. Fortunately, enough remained for samples to try different ways of making the surface waves. Resin curing time can vary greatly depending on brand and ambient conditions, so they were also useful to check.



11 When set, more swimming figures were added to the surface with superglue. A second mix of resin was added until it came up to the correct level around the new bathers. I was concerned that there would be a visible division between the two resin layers, but there was not.



12 The final pool waves and ripples were next. After testing a couple of different products, I eventually chose 'Water Waves' from Woodland Scenics. This is a clear thick paste that was applied with a stiff paintbrush in short sharp dabs to give a slightly choppy appearance.



13 The ‘Water Waves’ was worked across the rest of the surface and between the figures. At first, I thought the effect looked too choppy, but - being water-based, when it dried completely after about 24 hours, the wave peaks had reduced and softened sufficiently to a finish that I was happy with.



14 After gluing the buildings and pool onto the board, they were enclosed with the large panels from three packs of Wills concrete fencing. The sides and back were pre-assembled with superglue using a steel rule to keep them level, given a coat of white to match the buildings and then stuck in place.



15 No sun lounger – especially a German one - should be without a towel. A single ply of tissue paper was sprayed on both sides with white primer, sliced into towel-width strips, coloured with felt-tip pen, cut to length and rolled up into a ball for a crumpled look. When flattened out, they draped over the furniture well and could also be rolled or folded.



16 The final details were added, such as showers, tables, chairs, Tannoy, wall-mounted clock and extra figures. The original kit contains a selection of signs, but I decided to use only those for the pay kiosk. The main sign was home-designed on a laptop using standard presentation software, printed on adhesive address labels and stuck onto 40thou Plastikard.

CONCLUSION

This is physically my largest project to date, and initially, the most challenging given its beginnings as a continental kit in HO. Tackling the pool itself required a bit of thought and preparation, and its size may not make it appropriate for everyone’s layout, but nevertheless, the rest of the work to make it compatible with a British setting was not that difficult, and could easily work on kits of a similar origin.

Chris will be showcasing a number of his BRM projects at the Wakefield MRC Exhibition on October 11-12th, so make sure you stop by and say hello!





Budget Modelling: Part2 Tri-ang brick wagon



Tony Wright

MANY YEARS ago, I saw a full-sized advert for the Tri-ang bogie brick wagon in one of the model railway magazines, and I was immediately hooked; spending my paper round money on buying it from Mr Trickett's shop in Garden Lane, Chester. As you'll see, I still have that model.

I recently came across several Tri-ang brick wagons being sold as a job lot, with each wagon going for under £3.00. I inspected them (some were better than others) and noted one had been fitted with scale wheels. In deference to this real improvement, I bought it for a fiver, thinking it an ideal candidate for another 'budget modelling' article. A fiver just about bought the wheels!

Anyway, here's how I got on...



One thing I didn't alter was the ride height – in true Tri-ang fashion, the wagon rides too high. In comparison with a Parkside kit-built example, the discrepancy is evident. The Tri-ang bogies are held in place by substantial hollow rivets, but there must be a way of getting them off (perhaps a reader knows) and shaving a bit off the top of the bogies' bolsters. As it is, my pictures are for comparative purposes, and the two should never be paired together.

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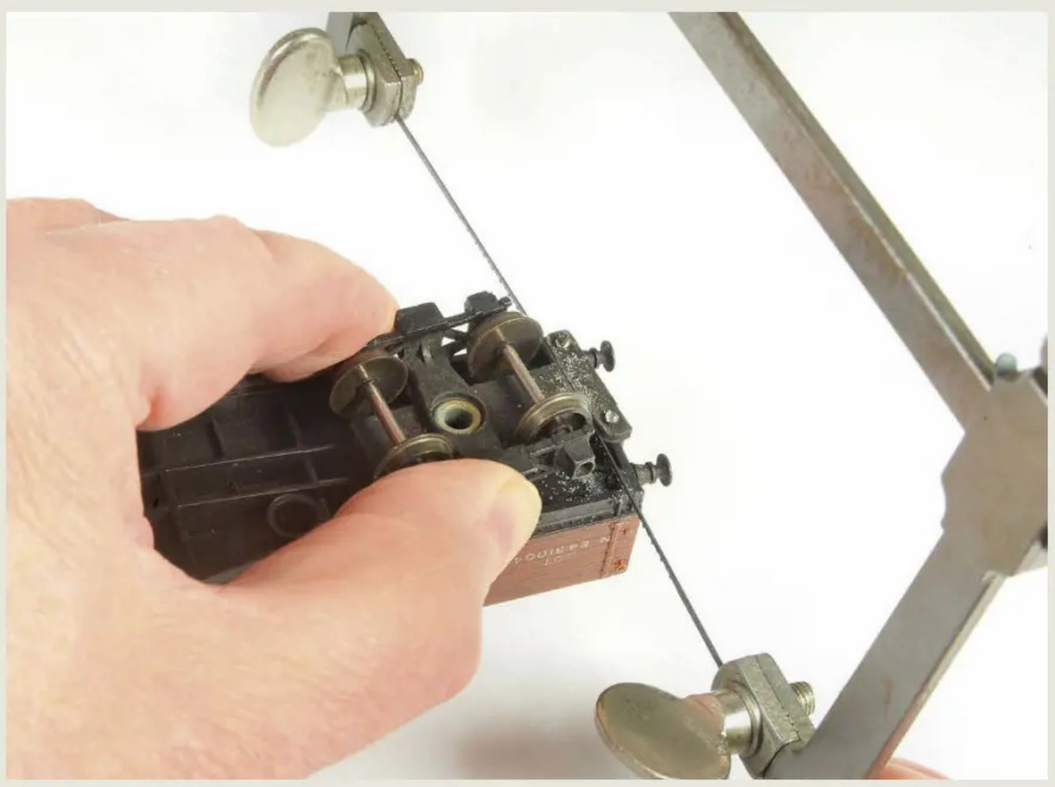
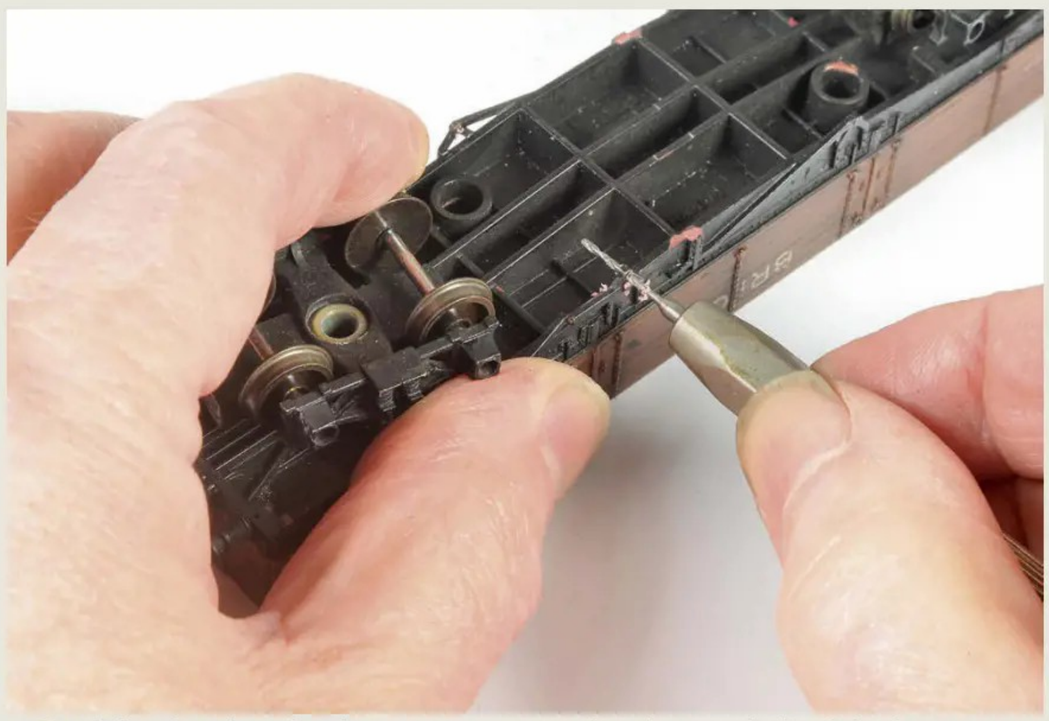
Tony Wright will be running a special presentation at the World of Railways Stage at The National Festival of Railway Modelling this November 22-23rd at The National Exhibition Centre in Birmingham. The stage will offer a number of presentations, modelling advice, layout videos and expert panels for all visitors to enjoy as part of their entrance ticket. Don't miss the UK's ultimate model railway event – incredible layouts, leading traders, expert demos, and more for enthusiasts of all ages! For more information, visit: **www.nfrm.co.uk**



1 The first job was to remove the awful tension-lock couplings (still universally awful in my opinion), easily achieved with the trusty Xurons. You can see the new wheels.



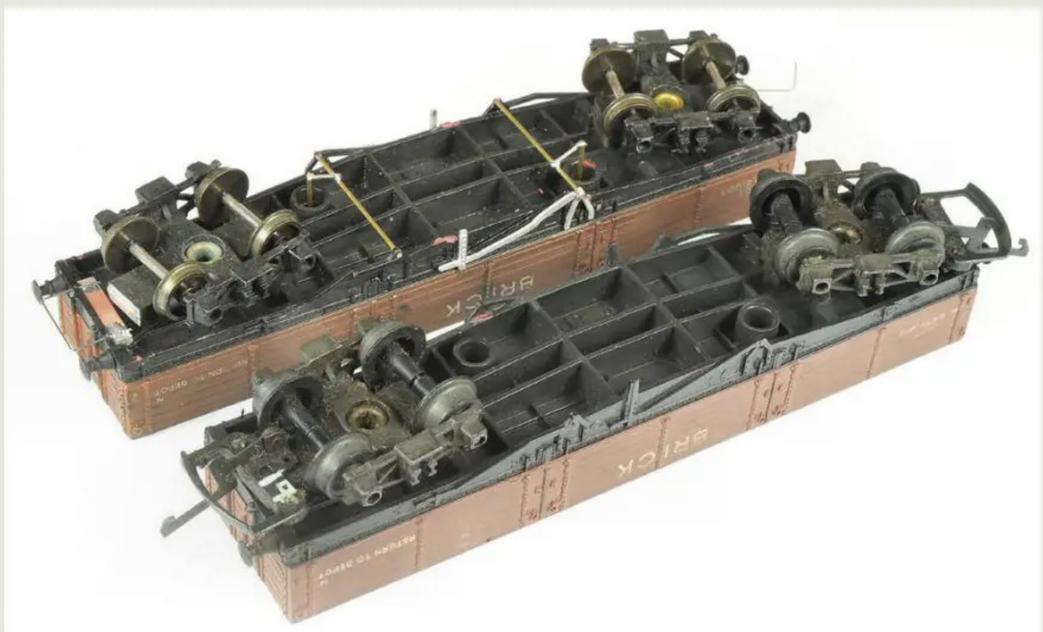
2 This done, I was still left with the hefty Mazak lump on the end of the bogies to accommodate the original couplings. This was carefully removed with a piercing saw.



3 The brake rigging was pretty basic, so I decided to improve it. First job was to very carefully drill through the bottom of the 'V's using a small bit in a pin vice.



4 For comparison's sake, here's that original brick wagon of mine, bought from a long-gone shop all those decades ago. Why I still have it, I can't recall.



5 Upside-down views of the two brick wagons (mine must have been No.19 in my collection) showing my brake gear additions (note the difference in the wheels). The cast metal replacement parts came from Kenline and the rest from brass stock. My new couplings are also apparent – not accurate, but far less obtrusive.



6 The completed wagon. Vacuum standpipes also came from Kenline. I realise that many (most?) won't have access to such a large spares/scrap-box as mine, but, over time, it's astonishing how much one acquires. I plugged the open axleboxes with Araldite and finished off the weathering. How the original wheels were replaced, I have no idea, and I wouldn't like to guess the method, but the new ones are a great improvement.



Weathering a Rapido Class 44 in N Gauge



Darius Aibara

THE NEW Rapido Class 44 is a highly detailed model that is even supplied with a bag of (very) small detailing parts. The challenge from BRM was to weather this lovely model to give it a more "operational" appearance to the pristine condition as supplied straight out of the box by Rapido.

My first step in any weathering, or indeed modelling, project is to study pictures of the real thing to see what condition it took in service. To that end, I consulted websites and my own reference books to find suitable photos. The model I was weathering was D7 *Ingleborough* in its original green livery. The pictures I found showed it to be lightly weathered rather than having the heavy weathering the Peaks displayed in later life. I am definitely from the "less is more" school of weathering.

WHAT YOU NEED

Rapido
Class 44 Peak D7 *Ingleborough* Plain BR Green

Other
Fine paint brush, Airbrush, Track colour, black and yellow enamel paint, Paint thinners, superglue, Masking tape



1 The reference photos showed the bodyside grilles to have a dark, stained appearance, so these were carefully painted with a thinned black enamel wash using a fine brush. Several coats were applied to get the required depth of colour, taking care to leave the outer frames of the long bodyside grilles unweathered as they appeared in contemporary photos.



2 Photos showed the roof to be relatively lightly weathered, so I applied the dark enamel wash to the roof panel lines and then wiped it away with a tissue. This leaves a residue in the panel lines and tones down the clean grey painted roof. Parts are provided to cover the recessed roof hatches, but photos of D7 showed these not to be fitted, so I left them off.



3 The buffer beam detail parts, hoses, 3-link coupling, etc., were applied to one end after removing the coupling, which comes out after a cover plate is unscrewed. The instructions recommend using PVA adhesive to hold them in place in the tiny holes provided, but they tended to fall out immediately, so I used a small amount of superglue. I had to enlarge some of the location holes with a fine drill bit to enable the parts to fit.



4 I intended to use an airbrush to weather the locomotive chassis, so, to prevent overspray on such a small model, I masked the locomotive body, leaving a small strip at the base to be weathered. Photos showed the bodysides to be relatively clean. A thinned enamel mix of track colour, black and yellow, was airbrushed onto the chassis – two coats were applied.

5 Completed model with the headcode discs supplied with the model fitted to one end. The Rapido Peak is an excellent and richly detailed model, but applying some weathering does bring out its character. Weathering is a matter of taste and you may prefer light effects or heavy effects, however, it is fair to say that model railway weathering can easily be overdone.



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ISSUE 301 | OCTOBER 2025

HST RAIL ROVER





ALSO INSIDE:

- North from Carlisle
- South Yorkshire Joint Line
- Test Train Coaches

2018 HST RAIL ROVER

By John Dedman

HST power car 43185 *Great Western* is leading a Paddington service at Reading with 43153 at the rear. June 27th, 2018.

The 16:00 Kings Cross to Aberdeen is departing from Kings Cross with 43318 on the rear. June 27th, 2018.

While sitting around the table having coffee at the Southampton Model Railway Exhibition in January 2018, a group of four of us were discussing the future of the High Speed Trains, which were starting to be replaced with Hitachi IET units during the next few years. We discussed and decided we would spend a week on as many existing HST routes as possible before they were withdrawn from service.

We had a plan drawn up by Darren, one of our team, and we all travelled on a seven-day All Line first-class Rail Rover ticket. The attached list shows all the trains travelled on; obviously, we had to use non-HST trains at times and I have included these on the list. Not all journeys went to the original plan, and Darren was often on his laptop working out alternative trains and routes to get us back on track. The accompanying photos were all taken during the week, but not always of the trains we travelled on.

On day one, we met at Reading station, where there was plenty of HST activity; our first HST ride was a Paddington to Hereford, which, unfortunately, terminated early at Worcester Foregate Street. To get back on to our plan, we took a Class 158 to Cheltenham Spa, where we caught the 12:36 to Paddington as far as Didcot. From here, we took another HST, which came from Weston-Super-Mare on to Paddington. A trip on the Tube took us to Kings Cross, where we had time to grab a few photos of HSTs and Class 91s before settling into our reserved seats on the 17:33 to Harrogate. It was a short walk from the station for a quick drink at Betty's Tea Rooms before our Northern service to York. Unfortunately, the York train was cancelled and after a bit of a battle, the station staff supplied us with a taxi to York. Here we went to Doncaster with 91116, where we caught an HST to Newcastle, the 22:00 from Kings Cross.

Day two started with a taxi ride to Sunderland station so we could catch the 05:40 HST to Kings Cross; we left this service at York, where we caught the 07:08 Leeds to Aberdeen. The ScotRail HST sets had not started running and so our next ride was in a Class 170 to Haymarket where we changed into the 'Highland Chieftain', the 12:00 Kings Cross to Inverness. The weather was extremely hot and speed restrictions were in force on the Highland Main Line and our train was losing time all the way north. This meant we would miss our connection at Inverness for our return south, so we got off at Kingussie. This meant another trip in a Class 170 to Perth, followed by a similar unit to Glasgow Queen Street.



Power cars 43002 *Sir Kenneth Grange* and 43192 are at the buffers after arriving at Paddington station. June 27th, 2018.

Wednesday, June 27th			
221133	Brockenhurst - Reading	1M26	06:30 Bournemouth - Reading
43042 + 43186	Reading - Worcester Foregate Street	1W00	08:21 Paddington - Hereford
158961	Worcester Foregate Street - Cheltenham	1O98	10:48 Great Malvern - Brighton
43087 + 43139	Cheltenham - Didcot	1L58	12:36 Cheltenham - Paddington
43192 + 43177	Didcot - Paddington	1A19	13:01 Weston-super-Mare - Paddington
Tube	Paddington - King's Cross		
43306 + 43239	King's Cross - Harrogate	1D24	17:33 King's Cross - Harrogate
Taxi	Harrogate - York		Train Cancelled
82228 + 91116	York - Doncaster	1E29	19:36 Edinburgh - King's Cross
43251 + 43314	Doncaster - Newcastle	1N35	22:00 King's Cross - Newcastle
Thursday, June 28th			
Taxi	Newcastle - Sunderland		
43310 + 43320	Sunderland - York	1Y08	05:40 Sunderland - King's Cross
43317 + 43309	York - Aberdeen	1S03	07:08 Leeds - Aberdeen
170453	Aberdeen- Haymarket	1B35	14:04 Aberdeen - Edinburgh Waverley
43295 + 43272	16:39 Haymarket - Kingussie	1S16	12:00 King's Cross - Inverness
170395	Kingussie - Perth	1B44	18:45 Inverness - Edinburgh Waverley
170456	Perth - Glasgow Queen Street	1T48	19:46 Aberdeen - Glasgow Queen Street
Friday, June 29th			
221126	Glasgow Central - Edinburgh	1V52	06:01 Glasgow Central - Plymouth
43366 + 43285	08:09 Edinburgh - Taunton	1V54	06:32 Dundee - Plymouth
153318 + 158766	Taunton - Weston-Super-Mare	2U24	16:07 Taunton - Bristol Parkway
43056 + 43159	Weston-Super-Mare - Reading	1A27	17:10 Weston-Super-Mare - Paddington
800023 + 800028	19:48 Reading - Swansea	1B81	19:15 Paddington - Swansea
Saturday, June 30th			
43194 + 43035	Swansea - Pembroke Dock	1B01	07:23 Swansea - Pembroke Dock
43035 + 43194	Pembroke Dock - Swindon	1L62	10:01 Pembroke Dock - Paddington
43069 + 43180	16:32 Swindon - Bristol	1C20	15:30 Paddington - Weston-Super-Mare
220002	17:45 Bristol - Penzance	1V60	08:20 Aberdeen - Penzance
Sunday, July 1st, 2018			
43138 + 43193	Penzance - Totnes	1A83	09:47 Penzance - Paddington
43030 + 43018	Totnes - Newquay	1L77	09:57 Paddington - Newquay
43018 + 43030	Newquay - Paddington	1A94	15:59 Newquay - Paddington
Tube	Paddington - King's Cross		
43075 + 43064	King's Cross - Leeds	1D36	22:35 King's Cross - Leeds



43295 is leading the 12:00 Kings Cross to Inverness at Kingussie on June 28th, 2018. Due to the hot weather and very slow speed restrictions, we had to leave this train at Kingussie to enable us to get back south to Glasgow for our overnight accommodation.

After a night in Glasgow, we walked to Central station for the first train of our third day, which was a Cross Country 'Voyager' to Edinburgh, from where we did our longest single HST journey to Taunton with Cross Country. Unfortunately, the buffet was out of order and we were reliant on the staff collecting flasks of hot water at major station stops to serve hot drinks. From Taunton, we caught a 'Sprinter' to Weston-Super-Mare. From there it was back on to a GWR HST to Reading, followed by my first trip on a Hitachi IET, which took us to Swansea and its lively Friday evening streets for the night. I thought the Class 800 lacked the comfort and ride of the HST Mark 3 coaches.



Sitting in the early morning sunshine at Swansea are 43151 with the 08:39 to Paddington and 43194 with our train, the 07:23 to Pembroke Dock. June 30th, 2018.

Under a blue sky, 43194 is at Carmarthen after arrival with the 10:01 Pembroke Dock to Paddington. The train reversed here and would be led by power car 43035 as far as Swansea. June 30th, 2018.

Saturday morning started with the 07:23 Swansea to Pembroke Dock HST; we remained on this train for its return journey to Paddington. On the way, there was a reversal at Carmarthen, which gave us enough time to get off for a photo. We alighted at Reading to catch another GWR HST going west to Weston-Super-Mare. We left this train at Bristol Temple Meads, where the 'Northern Belle' special was in town with 57313 and 57314. From Bristol, it was on to a 'Voyager' again for our final trip of the day to Penzance.

Being Sunday, day five started a bit later with the 09:47 HST from Penzance as far as Totnes, where we had a meal in the former signal box café, which is well worth a visit. Our next train was another HST going back west, this time to Newquay where we had a few minutes break before returning on the same set all the way to Paddington. Then it was another cross-London trip on the Tube to Kings Cross where we ended our day on the 22:35 Virgin HST to Leeds with East Midlands-liveried power cars. We then had an uncomfortable night on a Class 185 to Manchester Airport and back again.

Day six started with the 06:33 from Leeds to St Pancras HST, which we left at Leicester, where we changed to a northbound HST to Nottingham. From there it was a Class 158 to Sheffield, where we had time for a walk from the station to admire the fountains in the sunshine. Our next train was an HST to St Pancras, but, unfortunately, this was terminated at Derby and we had to transfer to a Class 222 for the rest of our journey to London. A walk across the road from St Pancras and we were at Kings Cross again; time for some photos of HSTs and Class 91s before we caught the 17:18 HST to Hull, which was the same set that took us to Leeds the previous evening. A few photos and a quick turnaround at Hull and we were back on the same HST set as far as Doncaster. Our next trip was on a Mark 4 set with 91126 heading south to Newark Northgate. From there we walked to Newark Castle as one of our team wanted to travel over the flat crossing over the East Coast Main Line, although it was dark. This was achieved on a Class 156 from Newark Castle to Lincoln, where we spent the night.



43030 is at the buffer stops at Newquay on the rear of the 15:59 to Paddington. July 1st, 2018.



East Midlands 43423 with 1D24, 10:05 from St Pancras, which terminated here at Nottingham. 43467 is on the other end of the formation. July 2nd, 2018.



Power cars 43075 and 43064 had arrived at Hull with the 17:18 from Kings Cross. Both were in East Midlands Trains livery with Virgin-liveried coaches. 43064 is heading the return working, the 20:28 to Doncaster. July 2nd, 2018.

Our final day started with the 07:30 Lincoln to Kings Cross HST. Our Rover ticket did not allow us to arrive in London before 10.00am on weekdays, so we left this train at Peterborough, where we had time for a few photos, including 66783 in Biffa livery on a passing stone train. Our next journey was on a Class 700 unit to St Pancras, from where we walked to Euston. Here we rode on our first 'Pendolino' of the week, the 11:23 to Birmingham New Street. Another walk took us to Birmingham Moor Street, which was very relaxing after the hustle and bustle of New Street. From Moor Street, we had 68011 powering us back to London Marylebone. Then, it was a trip on the Tube to St Pancras and another HST, the 16:50 to Corby. After a quick look around the station, we went back on the same set to St Pancras. Finally, it was back on the Tube again, this time to Waterloo, where we caught our final train of the week back to the South Coast.

Monday, July 2nd			
185137	02:05 Leeds - Manchester Airport	1P04	01:38 York - Manchester Airport
185137	Manchester Airport - Leeds	1P20	04:22 Manchester Airport - Newcastle
43058 + 43066	Leeds - Leicester	1B23	06:33 Leeds - St Pancras
43423 + 43467	11:30 Leicester - Nottingham	1D24	10:05 St Pancras - Nottingham
158843	12:17 Nottingham - Sheffield	1Y16	12:17 Nottingham - Leeds
43480 + 43465	Sheffield - Derby	1C52	13:59 Sheffield - St Pancras
222016	14:33 Derby - St Pancras	1C52	13:59 Sheffield - St Pancras
43075 + 43064	17:18 Kings Cross - Hull	1H10	17:18 Kings Cross - Hull
43064 + 43075	21:22 Hull - Doncaster	1J10	21:22 Hull - Doncaster
82200 + 91126	21:42 Doncaster - Newark North gate	1E27	18:30 Edinburgh - Kings Cross
Walk	Newark North Gate - Newark Castle		
156411	Newark Castle to Lincoln	2T91	22:26 Nottingham - Lincoln
Tuesday, July 3rd			
43299 + 43318	Lincoln to Peterborough	1B81	07:30 Lincoln - Kings Cross
700116	Peterborough to St Pancras	9J19	08:57 Peterborough - Horsham
Walk	St Pancras - Euston		
390011	Euston to Birmingham New Street	9G17	11:23 Euston - Birmingham New Street
Walk	Birmingham New St. - Moor St.		
82303 + 68011	Birmingham M.S. to Maryle-bone	1H48	13:55 Moor Street - Marylebone
Tube	Marylebone - St Pancras		
43480 + 43465	St Pancras to Corby	1M56	16:50 St Pancras - Corby
43465 + 43480	Corby to St Pancras	1P71	18:37 Corby - St Pancras
Tube	St Pancras - Waterloo		
444036	Waterloo to Brockenhurst		20:35 Waterloo - Weymouth

Some of the destinations we travelled to by HST including Harrogate, Sunderland, Pembroke Dock, Newquay, Hull, Lincoln and Corby, were soon to lose those services. It was a very enjoyable week, so much so that we have now almost made it an annual event with various members of our group joining up for a week in 2019, 2022, 2023 and 2024. Each year has been totally different, using some new routes and new and old trains each time. We will see what 2025 has to offer.

Cross Country HST power cars 43304 and 43303 are arriving at Totnes with the 12:24 Plymouth to Motherwell. Normally, the train would terminate at Glasgow Central, but due to Sunday engineering work, terminated at Motherwell. July 1st, 2018.

SOUTH YORKSHIRE JOINT LINE AROUND DONCASTER

Photography and words by Andrew K. Overton

PHOTO 1: 56015 is seen from the signal box window at Brancliffe East Junction, and is about to take the South Yorkshire Joint line with 6G50 Worksop to Dinnington Colliery MGR empties at 14:52 on May 23rd, 1989.

PHOTO 2: 56112 passes Markham Main Colliery Sidings heading towards Worksop with a train of MGR empties from Immingham export terminal at 10:47 on August 28th, 1985. The colliery headstocks can be seen on the skyline.

Of all the lines in the Doncaster area in the 1980s, the South Yorkshire Joint Railway (SYJR) was one of the least photographed, especially the northern portion between the junctions at St Catherine's and Kirk Sandall. Construction of the line started in 1905, and it opened for traffic on January 1st, 1909, running from a junction with the Great Central & Midland Joint (GC&Mid Jt) line at Dinnington through to the Great Central (GCR) Doncaster to Cleethorpes line at Kirk Sandall, east of Doncaster. The route southwards towards Worksop along the GC&Mid Jt to junctions with the GCR at Brancliffe was already built and, although not strictly part of the SYJR, by at least the BR-era for operating purposes was considered to be one and the same. Between 1926 and 1929, further lines were constructed to Firbeck and Harworth collieries from new triangular Firbeck Junctions on the outskirts of Tickhill village. Although a short-lived passenger service was provided south of Doncaster, the raison d'être of the line was always to serve the coal mines in the area through which it ran. Despite running through the heart of South Yorkshire, the line is very rural in nature, mostly skirting the towns and villages it approaches.

I worked for a while as a signalman at Brancliffe East Junction (see photo 1) and later in Doncaster Power Signal Box (PSB), so I built up a good knowledge of traffic and had lineside access. By the period in which I was photographing, the traffic was almost exclusively merry-go-round coal trains (MGR) for power stations, running to weekly schedules to meet Central Electricity Generating Board requirements and being suspended entirely during pit holidays. As the pits didn't work weekends, the line closed at the end of traffic on Friday night until Monday morning, although as the northern section was signalled by Doncaster PSB, which never closed, that section was ostensibly always open.



PHOTO 3: 56060 heads towards Doncaster with a loaded MGR at Firbeck West Junction at 13:35 on July 15th, 1985. This is probably a train from Maltby or Harworth collieries.



PHOTO 5: 56113 sets back onto its MGR hoppers after completion of pad loading at Markham Main Colliery at 11:56 on July 16th, 1985.

In reality, the only part that saw weekend use was the St Catherine's Junction area, which was used for transfers between the East Coast Main Line (ECML) yards, as described in an earlier article (TRACTION 276 July/August 2023). The photographer, therefore, was destined to spend many hours by the lineside waiting for trains that frequently never turned up, or which came long after he had left due to the sun moving around or the light failing.

MGR traffic in the Doncaster area frequently did not follow the template of trains running continuously between pit and power station, due to agreements as to which loco shed's crews served which pit and power station. This frequently led to trains being staged at one of the Doncaster yards and taken forward by another crew, usually with another engine. This could lead to the situation where trains headed in the opposite direction to their destination to be staged. After having been re-crewed and re-engined, they went back the way they had come, rather negating the MGR concept. This also occurred at the south end of the line, where coal from collieries bound for export at Immingham would be tripped to Worksop first - in the case of Dinnington and Thurcroft collieries being then worked back partly the way it had come along the SYJR - with returning empties following a reverse pattern (see photo 2).

By the mid-1980s, the lines from Firbeck West Junction onwards to Harworth and Kirk Sandall had been re-signalled with colour lights and consisted of single lines, apart from the loops at Harworth and St Catherine's Junction. Firbeck Junctions were no longer a triangle and there was only a west to south curve to Harworth, with the signalling controlled by Maltby box. The line to Frickley Colliery had also long gone.

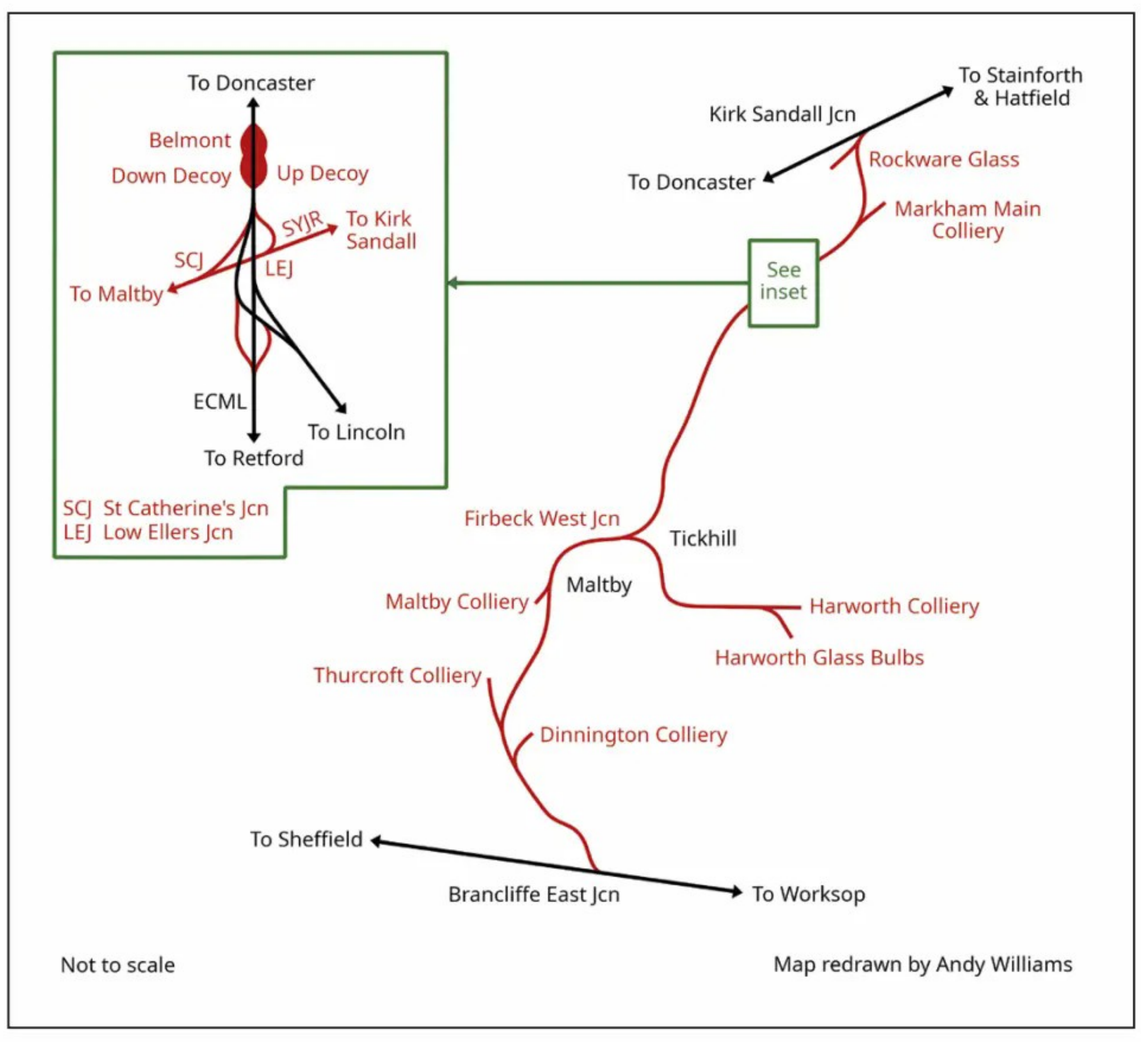



PHOTO 4: 37134 heads south through Sandall Beat Woods past the site of the former Markham Main Colliery Sidings signal box with a short Speedlink service on July 11th, 1984. The rusty line in the foreground is the long headshunt of the colliery sidings run-round loop.



PHOTO 7: 31187 has arrived with a Speedlink service of empty household coal wagons and is running round on the arrival line prior to hauling them up to the loading pad at 10:03 on July 16th, 1985.



PHOTO 8: 56003 heads MGR empties to Markham Main Colliery north of Low Ellers Junction at 15:42 on August 19th, 1985. The waste ground to the right is nowadays occupied by high-density housing.



PHOTO 6: 56113 propels its loaded train out of Markham Main Colliery Sidings onto the South Yorkshire Joint single line prior to departure for Doncaster at 12:10 on July 16th, 1985. The train will run round at St Catherine's Junction.

Traffic between Doncaster and Harworth now had to go to Maltby to run-round. The approach to Firbeck West Junction was in a deep cutting and provided a pleasant location to spend the numerous hours waiting for something to turn up, being something of a favourite location of mine as it could be easily reached from Doncaster by bus and a short walk (see photo 3).

In the Doncaster area itself, the line is very close to where I live, skirting the eastern side of the town and the racecourse. I had spent my childhood playing in Sandall Beat Woods adjacent to Markham Main Colliery, so I had always been used to the trains passing, and it was natural that this would be a popular location to visit 'on spec' from time to time to see if there was anything to photograph. Expecting only coal traffic, I was quite surprised one day by a short Speedlink service heading south, which I suspect was going to run round at St Catherine's Junction to access Belmont Yard. I saw this several times in 1984 and 1985, and 37134 seemed to be a regular performer (see photo 4). But it was coal that was king here and provided the majority traffic, which could be seen from a long footbridge that spanned the throat of the colliery sidings near to the connection off the single line.

Empty MGRs arrived from Doncaster and dropped the guard off at the ground frame, which worked the connection, before drawing forward. Once the points were set, the train would propel into the arrival line and take the empties up to the loading pad at the colliery. Trains here were pad-loaded by shovel loaders; there was no rapid loading bunker. After loading, the loco again ran round, pulled the train down onto the arrival line and propelled it out onto the single line and away to Doncaster. The whole process took about two hours (see photos 5 & 6). As well as MGR traffic, Markham Main Colliery also supplied household coal, which was worked out as Speedlink traffic and dealt with in the same way as the MGR sets (see photo 7). Trains for both of these traffic flows could be present at the same time, with several BR movements taking place in the colliery sidings, largely hidden away in the woods.



PHOTO 9: 56003 skirts the Bessacarr area of Doncaster near Low Ellers Junction with its return trip of loaded HAAs from Markham Main Colliery at 17:52 on August 19th, 1985. This train will be tripped to Down Decoy for onward movement by another crew and probably re-engined.

Although MGR traffic was hard to predict, it did often follow a pattern in any one week, so if you had more than one day available and had seen a train earlier in the week, there was a reasonable possibility that it would run in similar timings on another day. That was the theory, anyway! Sometimes it worked, sometimes it didn't. This strategy paid off for me when I found a good vantage point just north of Low Ellers Junction on the outskirts of the Bessacarr area of Doncaster. In those days, the land west of the line was mostly un-built on, being the former Doncaster Airport site, but nowadays it is the extensively developed Lakeside area. Again, this was a Markham Main Colliery trip, out from and back to Doncaster Down Decoy with a two-hour wait for me lineside during loading, during which nothing else turned up, which was not in the slightest bit unusual (see photos 8 & 9).

We have already touched on Speedlink traffic and there were two flows south of Doncaster. In an earlier article, the British Industrial Sand train from Middleton Towers, which came to Doncaster via the GN&GE Joint line, was shown (TRACTION 281 Spring 2024). This also conveyed portions for the glass works at Worksop and the Harworth Glass Bulbs Ltd factory, being tripped out from Doncaster over the SYJR. This train ran out from Doncaster as 6G09 to Worksop, where it ran round and, after detaching the portion for the glass works there, tripped the Harworth portion back along the SYJR (see photo 10). Memory fails me in recalling the details of the return traffic.



PHOTO 10: 56110 is just south of the site of the former Tickhill & Wadworth Station with 6G09 Doncaster to Worksop/Harworth sand train in late September 1989.



PHOTO 11: 20167 heads 20111 on 6T14 Worksop to Harworth Glass Bulbs at Firbeck West Junction at 10:32 on July 23rd, 1985. The latter loco still sports an Eastfield depot 'Scottie dog'.

This traffic was diverted off the portion of the SYJR from Doncaster to Firbeck West Junction in 1991, when the train was rerouted along the ECML to Doncaster and detached the Worksop and Harworth portions at Retford. They were then tripped from Retford direct to Worksop, where the Harworth portion went forward.

At Harworth, as well as the colliery there providing MGR traffic, a short branch led off to the Harworth Glass Bulbs Ltd factory. This was actually the remaining stub of the former Great Northern Railway line through to Scrooby on the ECML. Access to this branch was via a ground frame at Harworth, which was released by a key on the single line train staff controlling the branch, this staff having to be collected from Maltby signal box by the train crew on the outward journey. As you might expect from the name, the factory manufactured light bulbs and had its own internal diesel shunter. As well as the previously-mentioned sand traffic inwards, the manufactured product was also transported outwards by rail and destined for export, hence the use of ferry vans. Wagons off 6E61 Toton to Worksop Speedlink service were tripped to and from Harworth as 6T14 (see photos 11 & 12). The outwards traffic then returned south as 6M70 Worksop to Toton Speedlink. As this was a regular timetabled working, it was relatively easy to capture on both legs of the journey.

Nowadays, the line is almost unused apart from, as before, the yard transfer facilities at St Catherine's Junction, which also includes a busy railport connection built on a former greenfield site. The collieries along the line are all long-gone, as is the glass bulbs factory, and the line to Harworth from Firbeck West Junction is lifted, so robbing the route of its life-blood traffic. Previously, imported coal from Immingham to West Burton and Cottam power stations kept the line busy as a through route, but this has now gone, too. At the present time, the future does not look good, and those 1980s days of lineside photography seem a lifetime ago.

PHOTO 12: 37031 approaches the Harworth end of the Glass Bulbs Branch with the loaded return 6T14 working from the factory at 11:25 on August 13th, 1985. The line to Harworth Colliery rapid loading bunker is out of shot to the left.



NORTH FROM CARLISLE TO BEATTOCK

In this photo feature, we look at diesel motive power over the notorious Beattock summit on the West Coast Main Line north from Carlisle.

By Gavin Morrison

For many years, HSTs were a common sight on Cross Country service on the West Coast Main Line. With 43184 on the front and 43186 on the rear, the Plymouth to Aberdeen service is seen at Crawford on September 19th, 2019.

D327 has started the climb to Beattock summit and is passing Harthope with the eight-coach northbound 'Royal Scot' from London Euston to Glasgow Central on May 20th, 1961. After delivery to Crewe North shed on December 29th, 1960, it was almost immediately re-allocated to Camden shed (1B) from the beginning of 1961, where it was based until January 1966.

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37203 is at Crawford at the head of a train of northbound steel slabs on June 14th, 1991.



Seen from the bridge at the north end of Beattock, 56066 shunts timber wagons into the yard for loading on July 29th, 1998.



On the early morning of Sunday, May 4th, 1980, 'Deltic' No. 55013 is seen passing Greskine, about halfway up Beattock bank, with the diverted 22:30 King's Cross to Edinburgh train.

D328 heads south at Crawford with a Glasgow to Birmingham express on July 14th, 1962. Interestingly, the locomotive is carrying steam-era headlights even though its headcode is displaying 1M.



Taking a break from duties on the West Highland Line, 37403, in Railfreight Distribution livery, is heading north at Crawford with a tank train on September 23rd, 1992. At this time, the locomotive was named *Glendarroch* and had recently been transferred from Eastfield to Motherwell depot.

TEST TRAIN COACHES

By David Ratcliffe



A wide range of different test coaches have been employed on Britain's railway network, from the dynamometer cars operated by the Big Four railway companies, and later by British Rail, to the current fleet of test vehicles owned by Network Rail. Work for which the various coaches have been used has included the evaluation of new rolling stock, including both locomotives and passenger and freight vehicles, as well as the monitoring and evaluation of the track, lineside equipment and structures, along with numerous other functions such as fire prevention and acoustics testing.

For much of the previous century, the evaluation of rolling stock was the more-prevalent. However, with the closure of many local signal boxes in favour of remote control centres, coupled with the disappearance of the linesmen who had regularly walked the right of way to visually assess its condition, plus the general increase in line speeds since the 1970s, the emphasis has switched to more regular mobile track and infrastructure monitoring.

Former Hawksworth-designed auto coach No. W233W had been converted into a test vehicle for the Railway Technical Centre at Derby in the early 1970s. TOPS coded QXX and renumbered ADW150375, it was fitted with a 240v generator to power the onboard instrumentation and would subsequently also receive Oleo pneumatic buffers and B4 bogies. In 1985, it was repainted into chocolate and cream livery for the GWR 150 celebrations and then used by the DM&EE in the vehicle Type Test Approval process. Lettered *Test Car 1,* it is seen at Warrington Dallam on October 30th, 1996, when being used to monitor the ride performance of a new wagon design, the prototype 'Piggyback' set numbered PIGY 97001. Subsequently, ADW150375 was sold to the 7F Preservation Group at the Midland Railway Centre, Butterley, before later being transferred to the South Devon Railway.
DAVID RATCLIFFE



A number of coaches saw further use as test vehicles once their days in revenue service had ended, amongst them Mark 1 BSK No. M35061, which in 1980 was acquired by the Hazards Unit at the BR Research Department in Derby for the testing of fire prevention systems. Renumbered RDB975956, and named *Phoenix Laboratory 7*, it is seen at Derby on September 20th, 1986. As it lacked brakes, the coach had been TOPS coded QRO, while the fitting of a tall chimney made it well out of gauge thus confining it to the Railway Technical Centre and as such had been allocated internal user No. 024822.
TREVOR MANN



In 1961, BR Western Region put Dynamometer Car No. DW150192 into service after it had been converted from a 1947 vintage, Swindon-built, 3rd class Hawksworth corridor coach. First used to monitor the performance of the region's new diesel hydraulic locomotives, it had become *Test Car 4* by the late 1960s and been moved to the RTC at Derby for use as a mobile laboratory. The first workings over the main line of the loaded Hot Metal Torpedo Wagons from Cargo Fleet to Consett in 1969 saw DW150192 included in the formation, while subsequently it was involved with the Edinburgh to Glasgow push-pull train trials and in the testing of the new B4 coach bogie design. It is pictured on display at the Old Oak Common Open Day in September 1985. DAVID RATCLIFFE



The BREL works at Crewe and Doncaster each had their own test trains formed of rakes of ex-revenue coaches. Such coaches normally had their windows plated-over, as seen in this view of QXV No. ADB977327, previous Mark 1 CK No. M16114, recorded at Crewe on September 2nd, 1987. DAVID RATCLIFFE



In addition to coach RDB975956 *Phoenix*, the Hazards Unit at Derby also employed a BR-designed CCT as a workshop and store with the former W94507, now IU No. 024497, being recorded in September 1986.
TREVOR MANN



Mark 3 coach No. E10000, later renumbered W40000 and originally part of the prototype HST, was converted by the RTC at Derby to become *Lab Coach 15*. Renumbered RDB975984 in 1986, it was later transferred to the DM&EE to become the new *Test Car 4* and was recorded when painted in Serco colours at Crewe Electric Depot on May 3rd, 1997. TOPS coded QXA, it was one of the Mark 3 coaches chosen to form Network Rail's New Measurement Train in 2003, becoming the train's messing vehicle as it was already equipped with a kitchen and generator. DAVID RATCLIFFE



Mark 2e TSO coach No. W5854 was withdrawn following the introduction of the Voyager fleet in 2000, then becoming AEA Technology's *Track Lab 5.* Spotted at Banbury on September 13th, 2002, having been renumbered RDB977974 and TOPS-coded QXA, it was used for track inspection. In 2003, it became one of the coaches to form Network Rail's first New Measurement Train for which it was fitted with video cameras. Coach 977974 was returned to Network Rail's loco-hauled test fleet in 2005, although with its measuring equipment removed, it became a brake force and toilet vehicle. DAVID RATCLIFFE

Get in touch

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

The envelope into which all buildings, bridges, tunnels, and lineside equipment must not encroach is known as the structure gauge, and the first modern Structure Gauging Car was a two-axle purpose-built wagon numbered DC460000. Introduced in the early 1980s, it was withdrawn in 2013 and replaced by former Mark 2f Open Standard No. 6019, which was renumbered 977985 and fitted with a Laserflex module at one end located above an extended coupling, which joined 977985 to 977986, the Structure Gauging Support Coach, itself a modified Mark 2d FO. TOPS coded QXX 977985 is seen at Stockport on August 9th, 2024, painted in the all-over yellow Network Rail livery complete with descriptive lettering and Test Coaches Pictogram. DAVID RATCLIFFE



In 1975, Mark 1 BSK No. W34875 was converted at Swindon Works into a test coach for the Electrical Equipment Section, becoming *Lab 6 Prometheus.* Renumbered RDB975422, the coach was initially based at Rugby, being fitted with a pantograph over the passenger end for testing overhead power equipment. The coach also had a generator, workshop, kitchen and conference area, while a vertical ladder gave access to the roof via a locked hatch. The instrumentation area also had a raised dais to aid observation of the pantograph through a strengthened glass window. After being used in the high-speed testing of the then-new BR/Brecknell Willis pantograph between Euston and Carlisle in 1978, the coach would later feature in test runs hauled by the new Class 89 locomotive. TOPS coded QXB RDB975422 is seen at Bedford in October 1982. Fitted with BT10 bogies, it was later transferred to the DM&EE, who re-titled it as Test Car 5. However, after becoming part of the Serco fleet in 1997, the coach saw little further use as a test vehicle, ending its days as a brake force runner before being scrapped in 2007. DAVID RATCLIFFE



Also photographed at Warrington Dallam on October 30th, 1996, was the DM&EE's *Test Car 2*, QXX No. ADB975397, which had been Mark 1 BSK No. 35386. After conversion in 1977, it had carried a red and blue livery before being repainted maroon in 1995, while in 1998 it would be one of the test coaches to gain the red and grey livery of Serco. ADB975397 had two additional end windows fitted to facilitate the slip and brake testing on which it was employed, along with its own independent brake system, which enabled the brakes on the coach and the hauling locomotive to remain released after slipping a test vehicle. In 2011, it was transferred to the Old Dalby test track for use as a conference coach before being sold to the Great Central Railway in 2016. In addition to a diesel generator, ADB975397 also had a workshop area at one end, with instrumentation tables and recording equipment at the end with the observation windows.
DAVID RATCLIFFE

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LAYOUT | N | EATON GARDEN

A GWR Class 43 pulls into platform 2 at Eaton Garden Village Station. The lifts, walkways and waiting rooms were scratch-built to make the station look more modern.

FACTFILE

LAYOUT NAME: Eaton Garden
SCALE/GAUGE: 2mm:1ft/ 9mm/N
SIZE: 6.6ft x 4ft
ERA/REGION: UK fictitious/Modern day
LAYOUT TYPE: Continuous run

THE SNOWDROP LINE

This father and son's second layout comes bursting to life thanks to its inventive cameos and clever use of space, which prioritises fun over prototypical constraints.

Words: Colin Eaton **Photography:** Phil Parker

TOP RIGHT
View of the T junction between Charlie's Groceries and the station car park. The traffic lights and the warning lights outside the fire station were all scratch-built and have sequential working lights.



MIDDLE RIGHT: A Class 43 waits at the station as a container train runs through. In front of the photo, Malcolm's Garage is checking over some older cars.



BOTTOM: A 3MT runs through the station towards the tunnel. The retaining wall and the tunnel were all scratch-built.

My father and I had always talked about doing a new layout, but it was only when lockdown started, when we wanted something to do, that we started to plan in earnest. It took a while to get our plan right, but by the end of 2020, we had a track and wiring plan, and we started building at the beginning of 2021.

The board is 2 metres long and 1.2 metres wide, and is made of 6mm and 9mm MDF, with 25mm by 50mm wood to make up the underframe. Before Dad retired, he had worked for 46 years in wiring machinery, so wiring the layout was easy. Because our first layout had been DC and we were happy to carry that over, we made the 'Eaton Garden' a DC layout too. We also used the same Gaugemaster Four Track Cased Controller to control the two loops, the side line and the engine shed.

When all the wiring for the track, points and lighting is added together, we have ended up with 250 metres of wiring. For our track, we used a mix of Peco 55 and 80 set track and flexi track and radius 3 and 4 curves, so we can run as many different locos as we can. All the points at the front of the layout are powered, and the points in the fiddle yard are manual. Like our first layout, we had to make a lid with wheels on it, so the layout can be put away when not in use and, like before when we get the layout out, we put it on our dining room table.

> "All the points at the front of the layout are powered, and the points in the fiddle yard are manual."

We wanted to keep the track on this layout the same level all the way round, so locos would run easily, but we still wanted to have different levels on the layout, so we ended up dropping part of the baseboard at one end of the village to create a road tunnel and raising the other end of the village to create a tunnel.

Fictitious setting

We didn't want to have to choose a real location or era for our layout, so we made our village a fictional place called 'Eaton Garden village', set somewhere in the UK. This has allowed us to come up with our own ideas and add what we like to the layout. We have set the village in the present day. The station is a junction between the main line and a preservation line that comes off at the station, which we have called the Snowdrop line.

Dad has also been into military model making in different scales for about 40 years now and has built up a lot of skills, which have helped with making bits for the layout. Most of the buildings are card buildings or plastic kits we have put together. Some of the buildings have been scratch-built. To do this, we have ended up photographing real buildings seen around the UK, to give an idea of sizes and different styles we could copy. The two barns at the farm were based on a farm we stayed at in Yorkshire and the other scratch-built buildings include the stable blocks at the farm, a diesel filling station at the engine



ABOVE: SR V Class leaves platform 5 with a passenger train. In the background, you can see the local fire crew doing some training.

MIDDLE LEFT: A view of the station and its car park. All the road markings were done by using handmade stencils.



BELOW LEFT: A Class 52 refills with diesel, as a Class 66 passes by. The diesel refilling station was scratch-built. The small trackside huts on the right, like all the other buildings on the layout, have working lights.

TOP RIGHT: The farmers at Eaton Farm are having a busy day in the farmyard. The big barn on the left was handmade and is based on a barn from a farm we stayed at in Yorkshire.

MIDDLE RIGHT: A view from the farm looking over the horse and pig fields, with the church in the distance. We added some brown paint to the grass in the pig field to give a mud effect. We have ended up with a good range of animals, from livestock, wildlife and pets.

BOTTOM: We started to come up with our plan near the end of 2020, it took us about a month to come up with an idea we were both happy with.





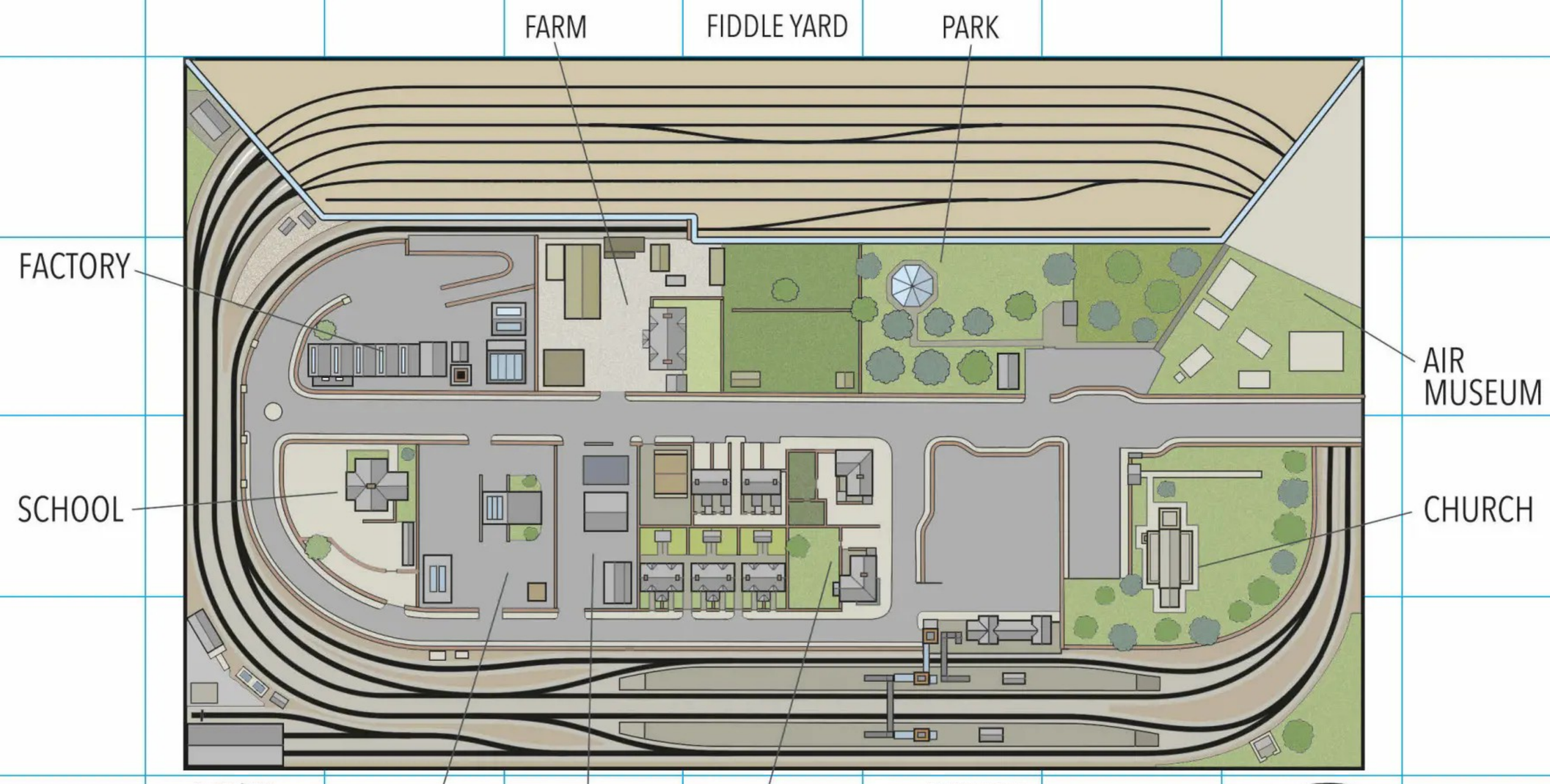
shed, the toilet block and bandstand in the park, the lifts and walkways at the station, car sales building and petrol station cover and pumps.

All the buildings on the layout have working lights. All the streetlights, the warning lights on the roads outside the fire station and the traffic lights at the junction by the shop were scratch-built and work. We have also added lights to the bus stops and telephone boxes.

We managed to find a company that would print custom signage and it has allowed us to name our businesses after family and friends and give our roads our own numbers. The company was very good and sent us some extra road signs, too, and added extra detail to the signs. One of our favourite signs was the health and safety sign for the building site; it just adds an extra bit of detail.

It took us a while, but we made some stencils so we could add our road markings, car park spaces, disabled bays, electric car changing bays and some other road markings. It was important to us to add as much greenery to the layout, so we have a lot of grass, trees, and flowers to try and make it look more like a rural village. We also added a stream, which runs through our air museum, wild area and park. We added some deer, foxes and a badger to our wildlife area, and the rocks in that area are small stones we collected from our garden.

TRACKPLAN



Cameos aplenty

We have tried to add as much detail as we could to make it look more real. Due to not much detail being made in N gauge, most of our bits are scratch-built. These include allotments, pub garden and memorial garden at the church. Smaller details we have added are TV aerials, solar panels, air source heat pump, car park and home car chargers, bins, grit boxes, washing on the washing lines with clothes, garden chairs, internet boxes, drains, bird boxes, bird tables, dog houses, defibrillators, blankets for people to sit on in the park and museum, zebra crossing poles, veg for the two allotments and a flagpole on the church, wheelchairs, mobility scooters around the layout and wheelchair ramps at the station, a greenhouse with tools in the farmer's garden, a scarecrow in the shop's allotment and some others.

We have ended up with around 450 people on our layout and have tried to set up little dioramas around our layout; from the fire crew training, to road works on the front road, hikers getting ready for a walk, kids playing in the school playground, horses having their shoes changed at the stable block, a wedding at the church and a photographer taking the photos. There are also people in most of the buildings. The factory buildings have got boxes and work benches in them, the pub has tables and people in there and the shop has food stands and people, too.





TOP LEFT: As the Blue Pullman enters the tunnel, a Class 43 comes out. As you can see on the barn, we handmade some solar panels to add to some of the south-facing roofs.

MIDDLE LEFT: *Mallard* leaves the station, passing a work gang who are pulling through some new signalling cables.

BELOW: A Q1 pulling freight waits for the signal to change. Most of the buildings in the village are card kits, but some buildings like the bandstand and toilet block in the park have been handmade.

> "We have ended up with around 450 people on our layout, and have tried to set up little dioramas around our layout..."

About the modellers

Name: Colin and Andy Eaton
Number of years modelling: 22
Name of your first layout: We never named our first layout
Favourite locomotive: Colin: Big boy and Class 37.
Andy: Merchant Navy and Class 28

My dad (Andy) and I have always had an interest in the railways. We both ended up growing up by main lines and have enjoyed watching the different types of locos that go past and seeing how the railways have changed over the years.

We have also visited a lot of the preservation railways around the UK to travel on all the old lines and see the old steam, diesel and electric locos they have. Over the years, we visited a few model railway exhibitions and enjoyed seeing people's layouts of all scales and talking to them about how they built their layouts. It allowed us to build up ideas if we ever put a layout together ourselves.



Dad worked as a prototype wireman for 46 years before retiring, so he enjoyed coming up with a wiring plan for the track, points and lighting. He has labelled it all, so if we ever have a problem, we can resolve it easily.



Andy (left) and Colin (right) taken by Carol Eaton.

We first looked more into doing our own layout at the end of 2003 and we both thought of N gauge because of lack of space. Our first train set was a Graham Farish 0-6-0 steam loco, with three wagons, from the old model railway shop that was at York railway station.

We started our first layout not long after that and it was 1.8 metres long by 1 metre wide, but we never finished the village and the detail. It was basic with just two loops of track, a side line that linked them both together and a small siding. We enlarged it a bit and redid parts of the track to make a fiddle yard at one side. It was a DC layout, and we used a Gaugemaster Four Track Cased Controller to control all the locos. Due to lack of room, we couldn't leave the layout out, so we had to make a lid with wheels on it, so the layout could be put away when it was not in use. When we did get the layout out, we put it on our dining room table. But, after a while, we noticed a few problems. The change in height on the embankment was a bit too steep and our curves were a bit too tight for some locos, which limited what we could run. Thoughts turned to a new layout…

> "When all the wiring for the track, points and lighting is added together, we have ended up with 250 metres of wiring."

A 3MT goes over the road tunnel, as the kids play in the playground at the school. The road tunnel and the retaining wall were scratch-built, with working streetlights built into the retaining wall.

We know a lot of them are very small and hard to see, but we have added a lot of animals to the layout, including a range of different livestock for the farm, some local wildlife and a few cats and dogs around the layout. For the farm's loading bay, we have also put some horses, cows and sheep on plastic sheets, so we can change them around each time we have the layout out.

By the end of 2023, we had nearly finished and were happy with the layout and all our locos run without any problems.

The parts of the layout that we think have come out well are the farmyard and the fields with all the animals. The lifts and walkways that dad made for the station have turned out very well, too, and something you don't see often on layouts.

For both of us, the details we have managed to add is what we are most pleased with, like the extra details around the engine shed and the house gardens. When family and friends have seen our layout, they all pick up on the detail and they always say they see something different every time they look. So, if there is one tip we could share with other modellers, it is to make sure you add as much detail as you can; even if it seems small, it all makes an impact.





ABOVE: An Ivatt Class 2 with its passenger service on the Snowdrop line going towards the station, to join the main line. A Class 66 passes by.

MIDDLE LEFT: A view of Elizabeth Park, with an exercise group making the most of the good weather. All the streetlights on the layout are scratch-built and working.

BOTTOM LEFT: A 3MT pulling freight passes through the station, as an SR V Class is pulling into platform 4. We managed to find a company that would print signs to scale for us; this has allowed us to give buildings and roads our own names and numbers.

TOP RIGHT: A view of RAF Eaton Air Museum, with a range of military aircraft and vehicles on display. Some of these are diecast and others have been kits that dad has put together. We do have different models, so we can change them around every time we get the layout out.



MIDDLE RIGHT: The Daleks are patiently waiting for the next bus. We thought it was important to have a bit of fun with the layout, so we have got some film- and TV-related bits we can put on the layout.



A mixed bag

Onto our locos and rolling stock, dad and I have always liked all types of locos from all eras and all the different liveries, so we haven't fixed our era or country for the locos we run. Over the last 22 years, we have built up a good collection of steam, diesel and electric, ranging from British, American, Canadian, Japanese, and European locos. For our rolling stock, we have ended up with a good collection, covering all eras and countries and we like having different types, so we don't have full rakes of the same wagons or coaches, but it works for us. We don't have timetables or a running order when we run our locos - we just run any of them at any time. We even have locomotives from different countries pulling rolling stock from other countries.

Over the years, we have built up a large range of different vehicles from different companies, which we haven't glued down, so we can move them around each time to make the layout look different. These include a horse dray, horse-drawn fire engine, traction engine, a steam lorry and a Ford model T. For the military museum, we have ended up with a good range of military models covering vehicles and planes; some were kits and some were diecast models.

> "We thought it was important to have a bit of fun, so we have got some film- and TV-themed items, from Daleks, a Tardis, a Rancor and some other film/TV bits we can put on our layout."

A Class 43 coming out of the tunnel, heading towards the station. Even though most people won't see them, we have added detail into some of our buildings, so there are people and workbenches in the factory, people sitting at tables in the pub and customers buying food in the shop.



An Ivatt Class 2 pulling into the station. We have tried to add little dioramas around the layout, from roadworks, a group of hikers getting ready to go for a walk, a wedding photographer taking photos and more.

We thought it was important to have a bit of fun, so we have got some film- and TV-themed items, including Daleks, a Tardis, a Rancor and some other film/TV bits we can put on our layout. We have also added a Platform 9 and ¾ sign on the station. Dad has also made a Christmas train with a few wagons and a Father Christmas standing in the brake wagon at the back who comes out during the festive period.

We are very happy with the layout as it is, so we don't have any plans to change anything or add anything to it at the moment, but we are always looking at other people's layouts at railway model exhibitions and online, and looking at the real railways to see if it will give us any ideas for more detail we could add to our layout. ■



A photo showing the whole of our layout, letting people see how all the buildings and track are laid out.

How to find us

Because we don't take 'Eaton Garden' to exhibitions, we have made a Facebook page and a YouTube channel, so we can share our layout with more people and share updates, photos and videos. Search for 'Snowdrop Line N Gauge Model Railway' on either channel and you should find us!

SILVER KING

By J Crosse

LEAD IMAGE: In some ways, colour photography was wasted on the first A4s and they appeared much the same in either medium, but this is a rare colour view, on this occasion of 2509 *Silver Link* at Grantham in 1937. **J A Whalley/Colour-Rail.com**

If the man in the street was approached and asked 'what do you know about 'Silver King'?' I am sure the response from most would be to the effect that they did not know what you were talking about. However, to those of a certain age, an image would instantly be conjured up of a sleek steam engine, either the real thing full of life and emitting smoke and steam, or to others, the model version of Gresley's A4 design would flash through the mind. I never did see the former, but I was the very brief owner of the latter.

As a youngster, I had enjoyed playing with a Hornby clockwork train set, but with an interest in real railways, it was apparent that the models were not exactly true to real life, so although I don't remember, I expect that parents were 'advised' that an electric OO railway would be much better. It was probably the Christmas of 1959 or 1960 that Santa got the hint and delivered said train set comprising a basic circle of three-rail track, massive-sized controller, two carriages and a locomotive. There are no prizes for guessing that the loco concerned was *Silver King*.

This undated view of A4 2511 *Silver King* was taken at Haymarket but must have been between 1936 and 1938, as front numbers were not initially carried. **Colour-Rail.com**

However, given the subject of this article, the next happening might not seem appropriate. This particular green-liveried model had a high gloss finish, which, for some reason, the young trainspotter thought did not look realistic, and complaints were duly registered, no doubt to muttered comments about an ungrateful child from parents. Quite how my father manged it I don't know but within three days, *Silver King* had been banished back from whence it came to be replaced by a nice 'dull finish' *Duchess of Montrose,* which was a major part of my model railway collection until all was replaced by the two-rail version of track and locos, probably within three years or so. As my trainspotting life took hold, I saw around half of the A4s, but never did catch up with 60016 *Silver King.*



Even before the Second World War, the A4s were not always kept in pristine condition and the accumulation of dirt can be seen around the numerous rivets, accentuated by the faded garter blue paint. The fact that the nameplate has chrome-plated letters and a red background can just be seen in this 1938 view taken at Kings Cross. **Colour-Rail.com**

Nigel (later Sir) rose to prominence on appointment as the chief locomotive designer of the Great Northern Railway in 1911, having taken over from H A Ivatt, but it was not until 1920, following improved knowledge about the effects of hammer blow on bridge structures, that Gresley actively pursued the design of a three cylinder Pacific (4-6-2) design for use on the East Coast Main Line route. This morphed into what was designated as the A1 class (much later re-designated as A10) when the first appeared in 1922, which of course was shortly before the formation of the London North Eastern Railway (LNER) in 1923, at which point, Gresley became responsible for providing the motive power throughout the enlarged system. 50 of the type had been produced by 1925, with these having a boiler pressure of just 180lb/sq in, and it was found that while the haulage capability was good, they used excessive quantities of coal and water.

Ever mindful of what the competition was achieving, the LNER negotiated the loan of 4079 *Pendennis Castle* from the Great Western Railway to carry out comparative trials. The results of those trials led to changes in valve gear settings, and in due course, the use of a 220lb/sq in boiler pressure, with such locomotives being classed as A3. Train weights continued to grow, but also the landscape was changing as the big four railways vied for first position in having the most powerful design but also the fastest trains, both in respect of overall journey speeds and the steam speed record. This was particularly relevant in comparison with the competing London Midland & Scottish Railway (LMS) on the ever-contested London to Scotland routes, and with the arrival of William Stanier at Crewe, the LNER suddenly found it had a serious competitor on its hands. The prestige train for the LNER had for some time been *The Flying Scotsman* but the development of the specially built Coronation set and matching streamlined locomotives on the LMS threw down the gauntlet to which the LNER felt it had to respond. Having previously investigated the use of a diesel powered multiple unit similar to the 'Flying Hamburger' sets in Germany,

Gresley had concluded that the use of steam power was still the answer and the challenge was set when the LNER board decided that they wanted to introduce a high speed, lightweight train marketed as the Silver Jubilee to commemorate the 25th anniversary of the reign of King George V, which would occur in the autumn of 1935.

It is not clear when the first suggestions were made about the running of that service, but in 1934, Gresley considered modifying the existing P2 2-8-2 design to make it suitable for high speed passenger duties, but that idea was abandoned and a revised proposal for an 'A4' design was submitted in March 1935, along with a request for a wooden model to be made for wind tunnel testing. Various amendments saw a semi-finalised proposal, which was basically a modified A3, prepared but with the boiler pressure upped again to 250lb/sq in. However, the outline of the locomotive was completely different, being 'fully streamlined' with the front end shape apparently being derived from that of a French petrol railcar designed by Bugatti, while on the sides, a valance covered the top half of the driving wheels as well as between the buffer beam and the cylinder casing. Overall, the design was deemed by LNER followers as being much more pleasing than the bulbous front end that was employed on the rival LMS Pacifics. Access to the concealed smokebox door was gained by raising a flap in the front streamlining using a winding handle, which became known to some as the cod's mouth. Critical to the design were the cylinder and piston valve sizes' ability to use steam efficiently by correctly-sizing the port opening area. The maximum possible cylinder diameter was employed, that being 18 ½", and great care was taken to maximise the size and smoothness of the steam pipes.



Rarely photographed were examples of the wartime black livery. This is 2510 *Quicksilver* at Hatfield in 1946. Note the LNER lettering on the tender. This had almost certainly been applied after the war, as the wartime version carried was just NE. **E D Bruton/Colour-Rail.com**



All of the class received BR blue livery, but its use was short-lived as it was decided that it did not stand up well to the rigours of everyday service. That said, the paintwork on 60025 *Falcon* looks commendably clean at Grantham in June 1952, but it was replaced by BR green just five months later. **T Owen/Colour-Rail.com**

An order for four A4s was placed on Doncaster Works in March 1935, with the frames for the first class member, 2509, being laid on June 26th. The design of the side valances evolved as the engine was built and such was the urgency that plywood sections were used and shaped when fitted to the loco, these subsequently being used as a pattern for the required metal versions. Construction of the first of the class took almost exactly three months, with a first trial run on September 27th, 1935, just three days before the launch of the service. 'Running-in' was hardly an option and on the trial run, a speed of 112½mph was recorded twice. The second locomotive, 2510, was available after three weeks and the final two 2511/2 entered service in the November, with 2511 being named *Silver King*. Because of the intended use of the four engines on the Silver Jubilee service, all had related names, with the other three being *Silver Link, Quicksilver and Silver Fox* respectively.

Some 31 further examples of the type were built during 1936 to 1938, carrying the numbers 4482-98, followed by 4462-9, then 4499, 4500 and finally 4900-3, following the somewhat chaotic LNER pattern of 'filling gaps' in the available number sequence. The names carried on these locomotives were primarily of birds, and five celebrated the principal members of the Commonwealth, these names being chosen for engines that were nominally assigned to working the new Coronation service. Subsequently, some of the bird names were replaced with those of LNER dignitaries, plus Dwight D Eisenhower. 4469 did not have a long career as it received severe bomb damage at York and was withdrawn in 1942.

60016 stands at the south end of York station with an express bound for Kings Cross on July 1st, 1959, which, unusually for the period, appears to be formed of almost a full rake of carmine and cream stock. **Colour-Rail.com**

The livery carried by *Silver King* and its three companions was a complete break with tradition. The layout of the livery on 2509 changed even before it left the works, but the in-service version could best be described as having the wedge-shaped front of the smokebox casing painted in a charcoal shade, the aerofoil side skirting and the frames in battleship grey, and above the skirting, the whole of the engine, the body of the tender and the wheels carried silver grey, this to match with the specially-designed coaching stock that was used on the Silver Jubilee service. There was no lining. Numbers and lettering were applied with the usual transfers, but those were in silver with blue shading. Initially, no front number was carried. A total break with tradition saw the name of each of the four applied with transfers centrally on the streamlined casing.

With the delivery of more class members, the use of the A4s spread to cover many services, which at the time were mainly formed of teak-panelled stock, and the silver livery was not appropriate and the next batch of A4s emerged in apple green. A change in policy then saw garter blue with red wheels adopted for the A4s and eventually the whole class was painted thus. *Silver King* was the last of the quartet to receive blue (it never carried apple green) in August 1938. It acquired the standard brass nameplates as carried by the other class members at that time, but with chrome-plated letters. For a short time from 1938, the nameplates had a red background rather than the standard black. The war years saw the whole class succumb to plain black, with again 2511 being one of the laggards, being so painted in April 1943.

The next change to befall the class was a renumbering, with the whole LNER fleet extant in 1946 being allocated a new number. In fact, two renumbering schemes ran that year and at first *Silver King* was allocated 582 with the numbering sequence following the logic of numbering in age order, but the number was never carried, with the second scheme seeing the A4s taking their place at the head of the system as numbers 1-34 but this time not in age order; so, *Silver King* became 16 and this was applied in November 1946 on its black livery. The LNER re-introduced garter blue for the A4s after the war. Just one loco received this in September 1945, this being 4496, coinciding with that engine receiving the *Dwight D Eisenhower* name.



This view of 60016 is interesting for at least two reasons. Firstly, it shows a good clear view of the tender, which had long been changed from the original corridor fitted design with which it had entered traffic. Secondly, the loco is evidently just ex-works at Doncaster on August 19th, 1962. This relatively late overhaul date probably helped qualify it to become a 'survivor' and move to Scotland in 1963. **Colour-Rail.com**

General repainting started in the middle of 1946, and No 16, as it had become, was so treated in May 1947. Some 13 months later came the next identity change with the application of the newly-allocated British Railways number of 60016, this being on the garter blue. It probably also received British Railways lettering in full on its tender at that time, but that is not confirmed. The loco lasted in this guise until October 1949, when it gained the recently-introduced British Railways blue livery with lion & wheel tender crest. A final change to standard BR green was applied in July 1952, over the years the tender crest changing to the 'ferret and dartboard' variety.

Noticeable physical changes to the A4s were minimal, with the most obvious being the removal of the side valancing, with most of the class being so treated as a wartime measure, primarily to ease maintenance access but no doubt also to recover metal for other uses. Four A4s had been built with a double chimney, but it was to be some 20 years before that became a standard class feature, with 60016 being one of the first modified, that being in June 1957. A less noticeable

In what might be described as typical late Gateshead condition, 60016 is seen at Eaton Wood. **P Hughes/Colour-Rail.com**

feature as-built was the fitting of a Flaman speed recorder to all class members. During the war years, these were removed and in most cases never refitted. Instead, between 1959 and 1961, a Smith-Stone recorder was fitted to all of the class, this being a standard design used across all of the regions on express classes.

2511 was delivered new with a corridor tender, but not all of the A4s were so graced. Nine A4s that were paired with corridor tenders from new retained them throughout, but 60016 did not. Haymarket-allocated A4s were always so paired, while those working from Gateshead were not.

All four of the first batch of A4s started life allocated to Kings Cross. However, 2511 was immediately transferred to Gateshead and stayed in the north of England moving between Gateshead and Heaton until October 1963. Meanwhile, its three original compatriots, staying almost exclusively at Top Shed, remained south of Doncaster except for 2510, which enjoyed a whole month working from Gateshead. Reports of the activities of the Newcastle engines were always scarce compared to their brethren allocated in the south and at Haymarket. They appeared to operate many of the overnight sleeper trains and, if working south, would typically be replaced at Grantham, where they would rest until heading north again the next evening, and at least photographically 60016 was about the most elusive member of the class. Very early in its career, it was used on a test run to evaluate the possibility of introducing a high-speed service between Kings Cross and Aberdeen, but that idea was not pursued and, unlike some other class members, rarely featured in reports of the various high speed exploits of the class.

In later years, Gateshead engines were also noted for an all-pervading coat of grime, often only relieved by a visit to Doncaster for attention, and clearly the writing was on the wall for steam on the East Coast Main Line. The first signs of change saw the arrival of the 2000hp English Electric Type 4s, and while they could keep time on the 'normal' East Coast duties, they had neither the speed nor horsepower to match an on-song A4. The management of the Eastern Region recognised this from the outset and made a convincing case for the building of the 22 Deltics, which indeed were masters of the task, but with occasional poor availability, steam was still required



The ever-present need to be able to empty the smokebox saw a simple but effective solution in that the front section of the streamlining was simply wound up to reveal a conventional smokebox door behind, as seen here on 60005 at Kings Cross shed in June 1963. **J T Inglis/Colour-Rail.com**

as back up and it was only the delivery of large numbers of Brush Type 4s that led to the elimination of express steam power south of Doncaster in the autumn of 1963. This resulted in the withdrawal of around 50% of the A4s, but possible salvation was at hand when the Scottish Region declared that the North British Type 2s employed on the three-hour expresses from Aberdeen to Glasgow and Edinburgh were not fit for purpose. This saw the remaining A4s migrate north of the border, with 60016 moving to St Margarets depot Edinburgh and a month later, in November 1963, on to Ferryhill shed at Aberdeen, where it was promptly put into store. Indeed, at that time, the Scottish Region seemed to have more A4s than it might need and no doubt some mileage equalisation was to be achieved by putting some engines aside initially to fill the gaps as others fell by the wayside. Nonetheless, by the spring of 1964, 60016 was again active. It proved to be one of the more robust class members, not being withdrawn until March 1965, being one of the last 10 in service. However, at this point its luck ran out as it could in no way be described as a celebrity member of the class, and being cut up for scrap was its fate. ■



At first sight, 60016 looks well cared for in this view taken at Perth. However, a more careful inspection shows that the nameplate appears to have been cut out to enable it to be removed, as indeed the loco had been withdrawn some six months before this picture was taken in September 1965. **A J Clarke/Colour-Rail.com**

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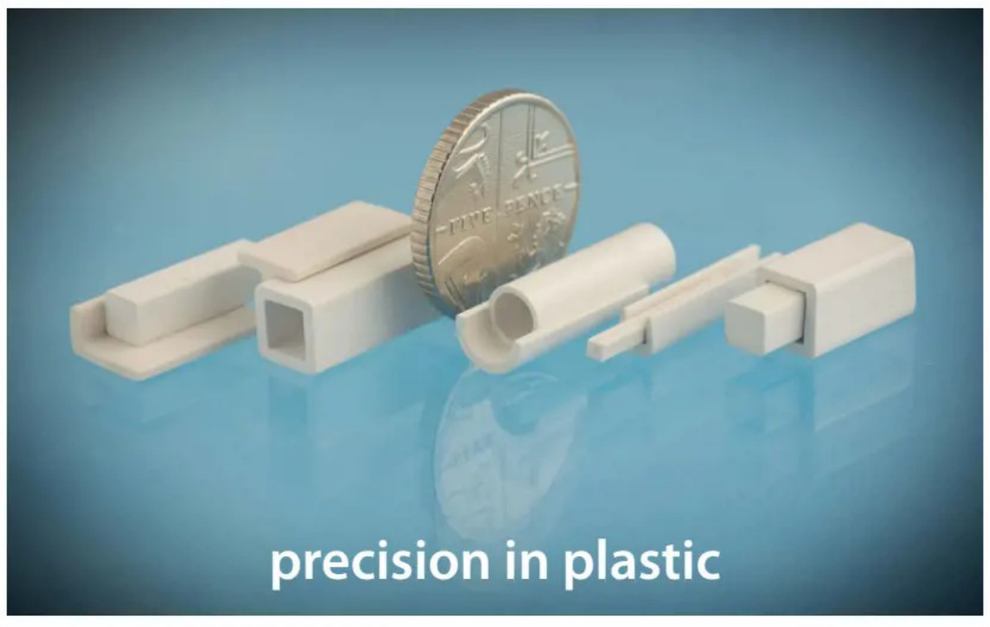

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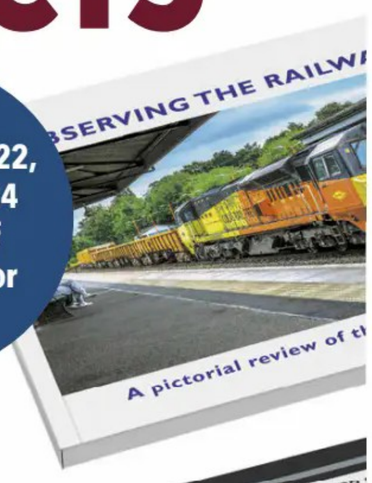

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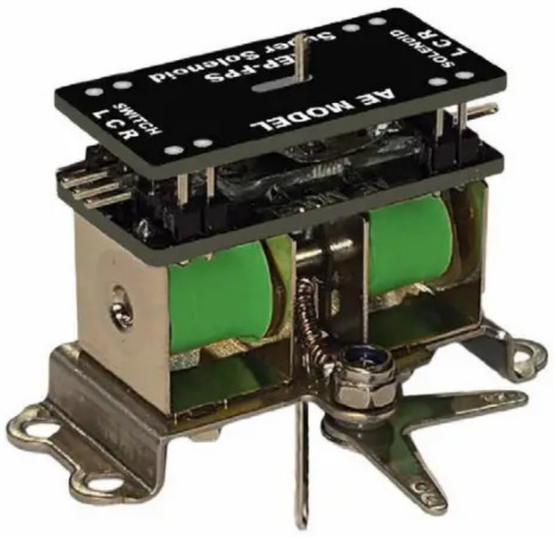

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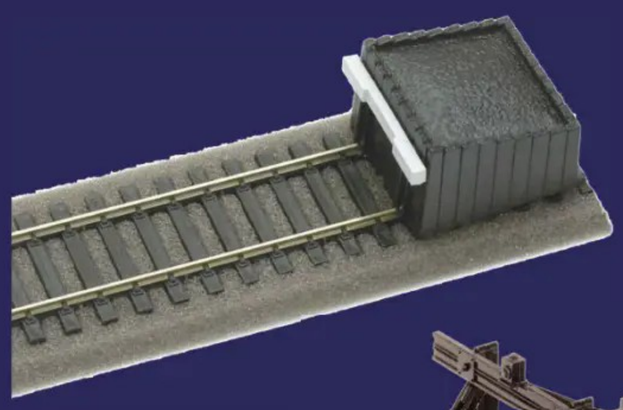



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THE LATEST HEADLINES

New 8F leads the 2025 Autumn Bachmann announcements



Following hot on the heels of the NER E Class (J71) 0-6-0 Tank locomotive that was launched ahead of The Greatest Gathering, Bachmann has revealed that a brand new model of the Stanier 8F has been developed for its Branchline range.

A new subject for the Bachmann Branchline range, the 8F joins a burgeoning stable of LMS machines and draws inspiration from its award-winning smaller brother produced by the company's Graham Farish brand. Boasting a diecast metal boiler and running plate, numerous separately-applied details, cab roof ventilator and the myriad controls, dials, gauges and valves that make up the locomotive backhead, the locomotive connects to the tender through an adjustable length drawbar, meanwhile tender options come in the form of the riveted or welded Stanier 4,000- gallon types, or the Fowler 3,500-gallon tender.



DCC provision comes in the shape of a Plux22 DCC Decoder socket that is fitted within the boiler and DCC users can benefit from uninterrupted running thanks to the pre-installed Bach-Up Stay Alive system. A firebox lighting system gives added impact within the cab and this operates on both analogue and DCC. The Dual Fitted speaker system, which is included with every model, sees a speaker fitted inside the locomotive's boiler, with a second located in the tender for optimal sound reproduction. Sound-fitted and Sound-fitted Deluxe models will come with a Zimo MS450P22 DCC Sound Decoder pre-fitted and again, this feature can be used on both analogue and DCC.

Tooling for the Branchline 8F is now complete and the livery samples will arrive for review in the coming weeks, ahead of the models hitting the shelves of Bachmann retailers in summer 2026. Pricing starts at £249.95, rising to £359.95 for Sound-Fitted examples and £379.95 for the ultimate Sound-Fitted Deluxe versions.

More new models…

Continuing the steam theme, the LB&SCR E4 0-6-2 Tank returns to the range this autumn, having been upgraded for sound and four models will be available with optional Sound-Fitted, including the sole-surviving E4 in BR guise as No. 32473. Prices start from £164.95, increasing to £274.95.

Another model to have been upgraded before its return is the Class 30/31 Diesel, first unveiled in 2024, which now has a Bach-Up Stay Alive system fitted as standard and all-wheel electrical pick-up. Six models will be available, including some new liveries not yet offered on the Branchline model, and all come with the option of Sound-Fitted or Sound-Fitted Deluxe with Auto-Release Coupling system. Prices start from £214.95, increasing to £374.95 for the Sound-Fitted Deluxe models.





The 2-HAP Electric Multiple Unit (EMU) also joins the autumn 2025 range with two new livery options, and again, for the first time, this model will be offered with optional Sound-Fitted, priced at £299.95 and £409.95 respectively. Joining these main line locomotives and units is the diminutive Wickham Trolley, priced at £99.95, with two new versions, including a model of Longmoor Military Railway No. WD9033, which found fame in the 1960s film 'The Great St. Trinians Train Robbery'.

OO Rolling stock has a hopper theme this quarter as new versions of the Bulk Grain Wagon and JGA, HHA and HKA Bogie Hoppers will all be available in the near future.

Graham Farish

The steam releases are not reserved for OO either, as the Graham Farish range welcomes back the GWR Castle Class locomotive and three new N Scale models will be produced with or without sound, priced at £179.95 and £289.95 respectively.



Continuing the Western theme, the Class 150/2 Diesel Multiple Unit (DMU) will be arriving in two new liveries depicting operations in the west of England and Wales, namely GWR Green and Transport for Wales. Prices are £239.95 and £359.95 for sound-fitted models.

Joining the NER P7/LNER Diagram 12 Coal Hoppers that were launched last week are new examples of the 3-Plank Open wagon, which now boast NEM Coupling Pockets for the first time - priced at £21.95. There are also new versions of the 5-Plank China Clay wagon (priced at £22.95), and the BR Carflat joins the Graham Farish range for the first time, priced at £36.95.

Scenecraft

There is a low-relief theme as far as the new N Scale models are concerned, with five low-relief dwellings available, along with the return of the Sectional Lineside Hut and Highley Station Yard Crane.

New exclusives for Bachmann Collectors Club members

Club-exclusive models have been announced as part of Bachmann's Autumn 2025 British Railway Announcements.

The first is the N Scale Mk. 1 BG High Security Brake Gangwayed vehicle appearing in EWS livery. The real vehicle was used on the Cruise Saver Express from 2010 and travelled across the UK. The Club model is priced at £42.95, but members pay £37.95, or can buy a pack of four for £140, giving a saving of more than £30 off the RRP.

There is new rolling stock for OO, with the REA Translator Vehicle based on the Branchline VDA Van. Translator Vehicles were used to move London Underground trains on the national network, usually on delivery or transfers to and from test sites and were fitted with appropriate drawgear at one end to couple to the tube train, with conventional gear at the other end to couple to the train loco.



The model is fitted with standard tension-lock couplings at each end, enabling it to couple to other OO models. Wearing the red, white and blue synonymous with London Underground, the REA Translator Vehicle is priced at £35.95 or £31.95 for members.

As the real vans operated in pairs, two can be purchased for the discounted price of £60.00. Meanwhile, both new models are in stock and available to purchase from the Club website, or for non-members at full RRP from www.clubmodels.co.uk.

New Scenecraft models for OO include a GWR Standard Station, modelled on Toddington Station on the Gloucestershire Warwickshire Steam Railway, a selection of depot mess and crew rooms, and coal barges and narrow boats to aid anyone modelling a canal or river scene. There are two new NG7 models from Scenecraft, too, with a corrugated engine shed and metal water tank to provide new options for those wishing to create on-shed scenes for their NG7 locomotives.







New Victorian station building from Atkitz

With a footprint of 300mm x 120mm at the base, this is the largest building Atkitz has produced to date.

Featuring a one-piece building shell and one-piece roof, this model will be a useful addition to anyone with a secondary main line or branch.

Based on Corpusty and Saxthorpe Station in Norfolk, but easily customisable for any location, the new model was made with the assistance of the Midland and Great Northern Railway Circle.

The model has internal walls and Atkitz's trademark fireplaces. Glazing needs to be acquired, plus any external features your railway requires.

Available to order now on Atkitz's website at £75. Because of its size, it may take around 10/15 days to fulfil orders. Atkitz also offers different colour schemes, depending on availability, to help customers create a more bespoke model.

To complement the station, the next release will be self-coloured red brick O gauge platform edging, hoped to be on sale next month.

Cavalex Models reveals the Class 47 in 00 scale

Following the same approach taken with its first two locomotive projects, the Cavalex Brush 4 has been designed completely from scratch. Using original works drawings and extensive surveys of multiple locomotives, the design incorporates a comprehensive tooling suite, which has taken years of significant research and development time and caters for the numerous detail differences and cosmetic changes over the life of this multi-purpose Class of locomotive.

The model is already at the tooling stage and Cavalex has shown a full 3D-print of the design at last month's The Greatest Gathering. The RRP of the Cavalex Class 47 is TBA, and more information on the sound-fitted models will be released in due course, with an expected delivery date of Q1 2027.



Available models:

- 1920 – BR Two Tone Green – (CM-1920–T T Green)
- 47217 – BR Blue - (CM-47217–BRB)
- 47423 – BR Blue - (CM-47423-BRB)
- 47085 - Petroleum – (CM-47085-TGP)
- 47049 - RfD - (CM - 47049-TGRfD)
- 47482 – Large Logo - (CM-47482-LL)
- 47847 – Swallow - (CM-47847-ICS)
- 47358 – Original Railfreight - (CM-47358-OR)
- 47567 – IC Mainline – (CM-47567-ICM)
- 47716 - ScotRail – (CM-47716-SR)
- 47710 – Revised NSE - (CM-47710-RNSE)
- 47770 - RES – (CM-47770-RES)
- 47460 – Large Logo - (CM-47460-LL)
- 47611 – IC Executive – (CM-47611-ICE)

DMG Electech takes over Express Models

DMG Electech has announced that it is taking over Express Models and its exclusive range of lighting and special effects for the railway modeller.

Express Models' long-established range of over 350 items includes street lighting, locomotive lighting and much more. The full transition should be completed by the end of September.



New lamp kits from Ratio light the way

Based on typical modern lighting seen on stations, streets and urban areas across the UK, these brand-new kits come with optional extras to allow CCTV cameras, loudspeakers and station signage to be fitted.

Produced mainly in plastic with clear instructions, a feature of the OO/HO version allows for five lamps to be created and the N gauge kit enables 10 lamps to be created.

OO: £12.95 **N:** £10.95





New BR 13-Ton Hopper kit arrives

A welcome addition to Peco's popular O gauge range, the kit includes transfers, allowing various running numbers to be created.

Most of the kit is injection-moulded plastic, meaning only basic modelling tools like glue and paint are required. With clear instructions, it is ideal for both experienced modellers and those wishing to have a dabble with the enjoyment of kit-building.

Metal wheels, buffers and couplings are in the box, and you can look out for a step-by-step build in a future edition of British Railway Modeller magazine.

The 13-ton steel hopper was a reliable and workmanlike vehicle. 2600 were constructed from an LNER design between 1949 and 1953 and they served across the UK for several decades. Its robust construction meant it could withstand heavy use, and it became a mainstay of freight traffic in the post-war period.

Although newer wagon designs eventually replaced them, some examples remained in service into the early 1980s, making them one of the longer-lived mineral wagon types of the mid-20th century.

The model is available from Peco, priced at £55.95.

Revolution reveals first TT:120 box wagon samples

Revolution Trains has received EP1 samples of its first TT:120 model, the MMA/JNA box wagon.

The samples shown cover the Ermewa grey, GBRf steel blue and Wascosa Network Rail models, along with the exclusive Touax versions being offered by TMC.

The accompanying image shows the 11-rib version with no side doors and body-mounted parking brake wheels (Wascosa, Touax); 11-rib version with side doors and bogie-mounted parking brake wheels (GBRf); and 9-rib version without side doors and body-mounted brake wheels (Ermewa/Tarmac).

In addition, there are 9-rib versions with side doors in DB red and 11-rib versions without side doors and bogie-mounted brake wheels in Mendip Rail silver.

All models are supplied with loads (the smooth load in the image will have texture engraved ahead of production) and these are removable should the customer wish to operate the wagons as empties. Each livery is available in five different running numbers.

There are around 1200 of these box wagons in service and they are operated by numerous freight operators and Network Rail. They form the ideal accompaniment for Hornby's recently released TT:120 Class 66 locomotives, offering modellers the chance to build cohesive fleets that can be operated authentically together.

Priced at £44.95 and available to pre-order now, the new models are expected to arrive in spring 2026.



Severn Valley Railway Volunteer figures



Among the key new models from Modelu this summer include these mini versions of volunteers scanned at the Severn Valley Railway (0289), all in useful poses from drinking tea, standing around or enjoying a sandwich. At £25.49 (OO) or £39.95 (O), this eight-figure set provides great value, with the added bonus of Modelu donating 50% to the SVR resilience fund for each set sold.

New Oxford Rail J26 delivery imminent

Oxford Rail's new J26 in OO gauge has been in the works for some time, and it looks like the wait is finally over as the manufacturer has confirmed that the new models have been shipped and are now on their way. Four versions of the J26 have been produced, and models are available DCC-Ready or sound-fitted, priced at £129.95 and £229.95, respectively.



Hornby reveals new TT:120 models for summer 2025

Hornby has announced the latest models that will be joining its TT:120 range, all due to appear in shops before the end of the year.

The first model joining the range in November, and likely to be very popular, is the LNER Class A4 4-6-2 *Sir Nigel Gresley* (pictured below). Priced at £179.99, the new model joins others like 60025 *Falcon*, 4468 *Mallard* and 60016 *Silver King* in the range.

A duo of Class 50s has also been announced by Hornby, one in the colours of Network SouthEast, 50035 *Ark Royal* and the other BR 50016 *Barham*. These new additions join 50007 *Sir Edward Elgar*, 50040 *Leviathan* and the recently-arrived 50049 *Defiance*. Priced at £167.99, these new models will also be arriving in November.



A variety of wagon arrivals bolster these summer announcements and are available as single items and as triple packs.

- CDA Hopper, ECC, No.375026 - £27.99 - expected November 2025
- CDA Hopper, ECC Triple Pack - £80.99 - expected November 2025
- MHA 'Coalfish' Ballast Wagon No.396082, EWS - £27.99 - expected November 2025
- MHA 'Coalfish' Ballast Wagon triple pack - £80.99 - expected November 2025
- BR 21T Mineral wagon B313504 - £22.99 - expected November 2025
- BR 21T Mineral wagon Triple Pack - £67.99 - expected November 2025
- GT Parker & Sons 7 Plank Wagon - £23.99 - expected November 2025
- T Burnett 7 Plank Wagon - £23.99 - expected November 2025
- 7 Plank Wagon triple pack - Lowe & Warwick Bernard T Frost Shirebrook - £69.99 - expected November 2025
- BR Vent Van Cadbury - £27.99 - expected December 2025
- BR Vent Van Triple Pack - £81.99 - expected December 2025







Dapol announces new 009 Glyn Valley buildings

Dapol is bringing modellers an exciting new range of 4mm scale laser-cut card kits based on the preserved Glyn Valley Tramway, which is close to its Chirk facilities.

The Kitmaster Genesis range is designed for easy self-assembly and features self-coloured card components along with moulded or 3D-printed accessories and glazing. The modeller simply requires suitable glue. The buildings are highly customisable and suitable for kit-bashing to enable completely bespoke models. Each kit comes with a set of detailed instructions.

4B-000-001 Glyn Ceriog Station Building
Based on Glyn Ceiriog
Moveable Doors
Posable Windows
Footprint - 222mm x 82mm
£34.99



4B-000-002 Glyn Ceriog Engine Shed (009 only)
Moveable Doors
Posable Windows
Footprint - 222mm x 82mm
£34.99



4B-000-003 Girder Bridge
Footprint – 244mm x 74mm x 59mm
Span - 155mm length x 42mm height
£19.99



4B-000-004 Pontfadog Waiting Room
Moveable Door
Posable Window
£14.99

The station building, engine shed, and girder bridge are coming to the end of their production cycle, and the small waiting room building will be going under the laser in the next few weeks. Dapol expects the whole range to be available for purchase exclusively from its website towards the end of September or the beginning of October.

WIN BIG WITH BRM!

Fancy winning a triple pack of the excellent Accurascale BR HTO/HTV hoppers? Here's how...

We are giving two lucky readers the chance to enter a prize draw to win one of these excellent twin packs



The packs up for grabs are;

ACC2538 - HTO - BR Grey - Pack E

ACC2543 - HTV - BR Bauxite Pack J

Widely seen across the BR network from the '50s to the noughties, there's plenty of scope to add a set of these into your wagon fleet.



All you have to do to be in with a chance of winning is answer this simple question.

Which company is the sister brand to Accurascale?

A: English Railway Models
B: Scottish Railway Models
C: Irish Railway Models
D: Welsh Railway Models

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

The competition will close on October 31st, 2025.

00 1892-1961 £££ 139.99-239.99

Accurascale Classes J68 and J69



Tony Wright

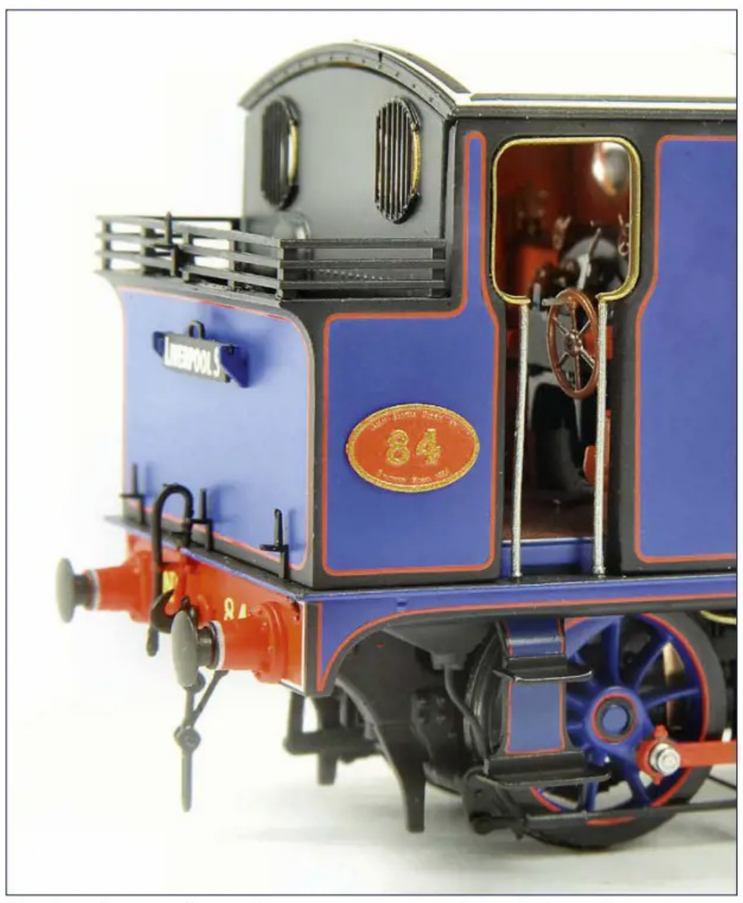


Before writing this review, I must express an interest; Accurascale borrowed a South Eastern Finecast J69 I'd built for minor reference during the development of these wonderful new models. That these little locos are exceptional owes precious little (if anything) to me. The diligence regarding the research, development and production of these wee masterpieces is entirely down to Accurascale's whole team.

As for the history of these long-lived little locos, other than a few comments, I'm not even going to try and cover it. The works of the RCTS and Yeadon are worthy of study, but the most comprehensive histories of these GE 0-6-0Ts are evident in the literature provided in the (very stout) boxes containing the locos. The basic designs were originally conceived for hauling the intensive 'Jazz' services in and out of Liverpool Street, the Great Eastern's main line terminus in London. It was the most intensive steam-hauled service in the world, continuing into LNER days, though the 0-6-0Ts were superseded by the more powerful 0-6-2Ts of Class N7 as carriage weights increased. The permutations among the various types (LNER classes J65, J66, J67, J68 and J69) were enormous, which is probably why no RTR manufacturer has touched the group until now (though they've been popular as kits). There were builds, rebuilds, re-rebuilds, reclassifications and innumerable detail differences down the years, with many locos lasting into BR days. In later days, they ventured much further than the GE, and could be found in the Midlands, Scotland and even North Wales (I saw a couple of J69s at Wrexham in my 'spotting days!). Some were built for just freight duties, having more spokes in their driving wheels than the passenger locos and no Westinghouse brake pumps. One J69 (68619) became a celebrity in BR days as one of Liverpool Street's pilots and was painted in GE blue. Another J69 (GE Class S56) is preserved in the wonderful full GE regalia as part of the National Collection. The classes rejoiced in the sobriquet of 'Buckjumpers'.

Accurascale has produced six different 'Buckjumpers', covering variations of S56, J68 and J69, depicting all the periods in their lives. I have to say the coverage of the differences among this quintet is extraordinary, and must have required an enormous tooling suite. The list is legion – different cabs, side tanks, wheels with different numbers of spokes, safety valves, toolboxes, chimneys, plus many subtleties of livery. I had the Great Eastern version (what later became J69) and the late-BR version

MORE MAGAZINES: XSAVA.XYZ



Etched numberplates are provided for the GER version.



The supplied tweezers allow the circuit board to be removed.



A whole range of destination boards are provided. These just clip into place.

of the J68 for review. I also had access to the LNER J69 version as well as the Scottish-allocated, freight-only BR J69. I'm told by traders that the Liverpool Street pilot version is proving to be the most-popular – with justification. The only version I haven't seen is the LNER J68, in what appears to be weathered condition. Of the two I was sent, the GE version is DC and BR J68 is DCC, meaning the latter is not programmed at source to work on DC. As such, someone with a DCC system will have to assess its running capabilities.

It's difficult to know where to start in reviewing these splendid little locos, because I don't believe I have access to enough superlatives! I've built three 'Buckjumpers' from kits – one Wills from decades ago and two more-recently from South Eastern Finecast (sadly, the onetime proprietor of which, Dave Ellis, died recently). None of these, despite my best efforts, comes anywhere near these latest RTR equivalents in every department – accuracy, quality of finish and running (the last-mentioned, perhaps, on a par). As mentioned, there are different styles of cabs (the J68 with its side windows half open) and side tanks, all perfectly modelled. The cab roofs are held in place by small, discreet magnets, and, when lifted off, reveal full cab interiors. The Scottish-allocated loco, correctly, has grabrails on the bunker side and footboards for the shunters to ride on – definitely pre-Health & Safety days! I don't know how many separate detail parts there are, but the number of them must be enormous. The driving wheels and coupling rods are just about the most accurate I've ever seen in 4mm – not just RTR, but those provided for kit-builders as well.





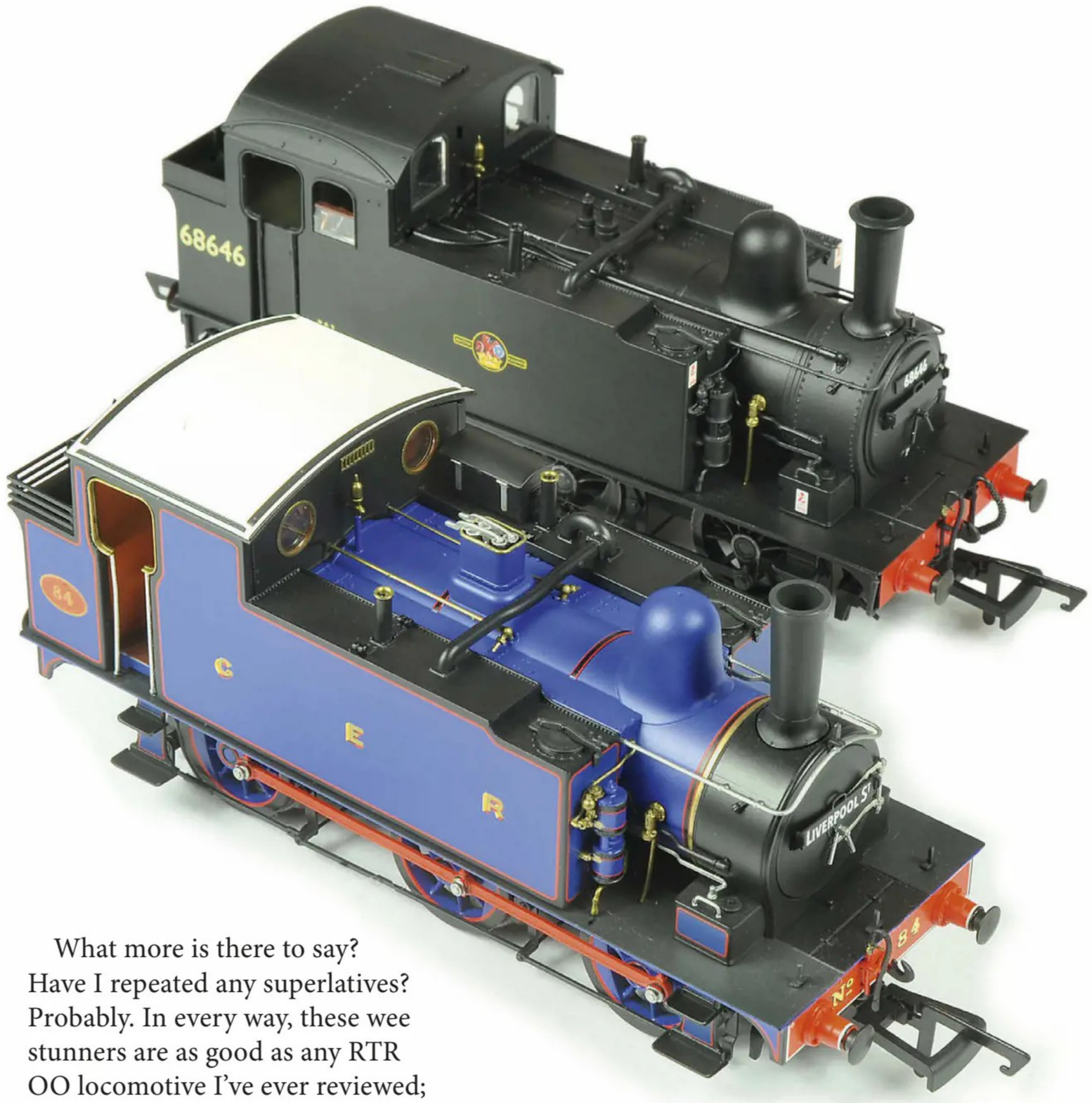




Perfection captured in miniature, and exceptional value, too.

Performance, which is exemplary, matches the appearance of the running gear. I would have liked to have looked inside, but, even though I followed the instructions in removing the three small screws to release the body, it only came away at the rear end – accompanied by ominous cracking noises! Not only that, my efforts resulted in bending the rods (since straightened). I gave up! I've since learned that in order to get the front end off, the decoder board must be removed from the smokebox, as well as undoing the screws. This can be accessed by removing the smokebox door (which is also held in place by discreet magnets) and removing the circuit board using the pair of tweezers provided (is this the first time such tools have been provided with an RTR loco?). While this procedure is perfectly explained with regard to fitting a DCC chip, nowhere does it say that the board must be removed to enable the body to be lifted off. I recommend Accurascale revises the instructions to point this fact out.

The livery application is exquisite, especially on the fully-lined GE version. Brass numberplates are included in the detail pack, and I fitted these. I also fitted the screw shackles in place of the horrid tension-locks, though removal of the industry-standard 'snowploughs' is not necessary to fit the scale couplings. The buffers are sprung. Oddly, unless I've missed something, the bunkers are completely empty.

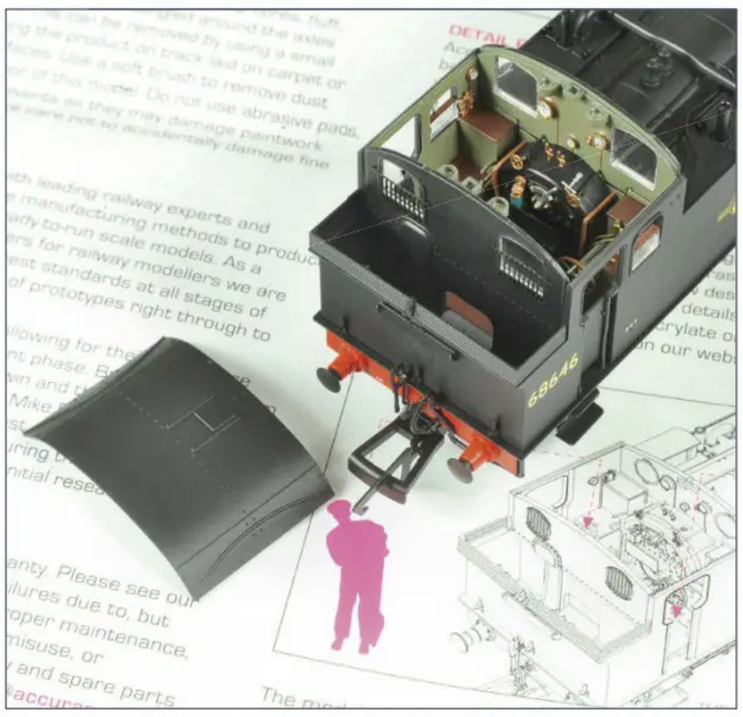


What more is there to say? Have I repeated any superlatives? Probably. In every way, these wee stunners are as good as any RTR OO locomotive I've ever reviewed; they are simply outstanding!

The differences between the two classes are readily apparent.



All wheel pick-ups ensure good running. Note the shunter's footboards on this Scottish-based example.



Has there ever been a more-detailed cab interior?



Working into Liverpool Street was usually bunker-first.

FACTFILE

Models (reviews items in bold):
7027 - LNER J68
68535 - BR J67 - Plain Black, with Early Emblem
68619 - Late BR J69 - Lined Dark Blue (Liverpool Street Shed Pet)
68646 - Late BR J68 - Plain Black
359 (7359) - LNER J69 - LNER Lined Black
84 - GER J67 - GER Ultramarine
Weight: 200g
Era: 1892-1961
Price: £139.99-239.99
Minimum curves: Radius 2
Accessories: Brass numberplates, destination boards and scale couplings

WHAT WE LIKE

- ✓ Range and variations
- ✓ Superlative performance
- ✓ Attention to detail
- ✓ Quality of finish

TT:120 | 1950-1990s | £££ 22.99

Hornby BR 21T mineral wagons



Both liveries are very well applied.



Steven Draper

The BR 21T mineral wagon played a key part in Britain's post-war recovery, being designed to replace worn-out wooden wagons and efficiently haul the millions of tonnes of coal necessary to power industry and homes. Common from the early-1950s, they were hauled across much of the country in long trains by BR steam, before green and blue diesels like the Class 50 of later eras.

Appearing well proportioned, the welded steel construction and characteristic double-side and single-end doors of the prototype are well moulded in plastic. Very fine buffers and the fitting of door springs add real finesse. The black or grey paint is a pleasing, smooth matt finish, and a magnifying glass reveals incredible printing quality.

Both review samples represent the earlier versions without continuous braking, and therefore, no detail bag is needed or included! The brake gear is finely modelled, appears reasonably robust (a tiny dab of glue will repair any mishaps) and compares very well to photos of the prototype.

Metal wheels spin freely and have a welcome dull metallic finish, adding realism and there was no hint of any wobble from either wagon, which is excellent.

Standard TT:120 Kinematic couplings do add an element of visual bulk and complexity to wagons. However, for fun operations in mini model worlds, they work incredibly well, coupling up with minimal contact, enabling running over radius 1 curves, and to be honest, I don't notice them when running.

The wagons internal space is simple. I suspect many modellers will enjoy adding coal loads or will grubby them up, so see decisions like this by Hornby as really positive ways to maximise value without compromising the excellent looks, running and real opportunities TT:120 offers British railway modellers, which this wagon delivers.

FACTFILE

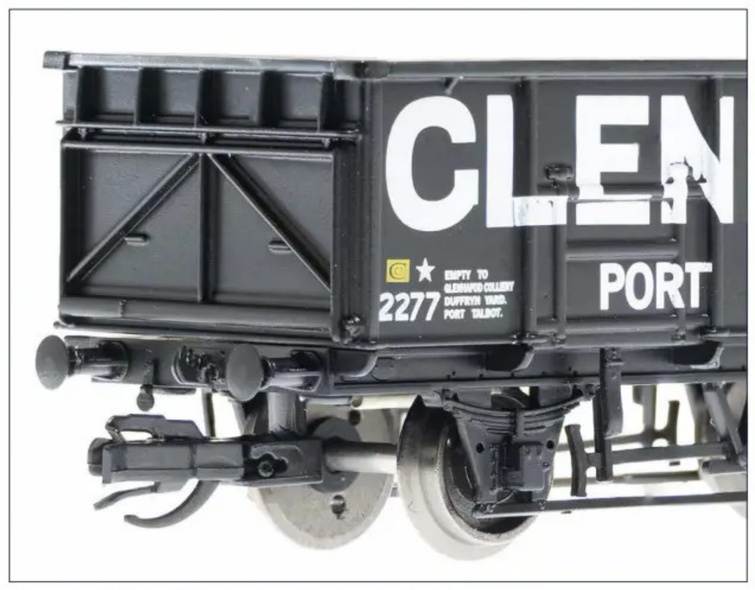
Model:
21T Mineral wagon, P200781 - Era 4
BR - 21T Mineral Wagon - 'B313504'
21T Mineral Wagon, B316500 - Era 6
BR - 21T Mineral Wagon - Triple Pack (£67.99)
Construction: Plastic Body and underframe - turned metal wheels.
Weight: 10g
Era: 1950s to 1990s
Price: £22.99
Minimum Curves: Radius 1
Accessories: Brake pipes (P200781)

WHAT WE LIKE

- ✓ Attention to fine detail
- ✓ Excellent application of different liveries
- ✓ Free running - no wobbles



Kinematic couplings allow for radius 1 curves.



A wealth of impressive detail.

Accurascale ICI Bogie hoppers



Paul Marshall Potter



Imposing presence and volume of the wagons is captured with removed ICI late livery and roller bearing bogies.

On the desk in front of me is a sea of grey, and it's a grey we've seen before. Now that might sound a bit dull, but actually, it's quite the converse. Accurascale's latest exclusive release is the iconic 43.5 tonne ICI bogie limestone hoppers. The models are familiar as Accurascale has acquired the tooling previously used by the late lamented Hatton's model shop. There are a couple of minor changes with improved metal buffers and three-hole disc wheel sets, the wagons packaged in the familiar Accurascale cartons as a twin pack.

The mid-1930s brought the arrival of bogie hopper wagons to the Peak District for Imperial Chemical Industries (ICI) limestone traffic. 152 of the wagons were built over a 17-year period, and Accurascale's model covers the prototypes from introduction to withdrawal in the late-1990s. With this breadth of eras, they can appeal to LMS steam modellers up to sectorisation, depending on which model is purchased, and the range of livery and detail variations available (15) covers these eras.

The dimensions match published general arrangement drawings and the model captures the mass and physical shape of these unusual wagons. The models are of a conventional construction and are predominantly plastic components. This accounts for their relatively light weight of 48gms per wagon. However, they run very smoothly with no unsteady shaking or rolling on all six examples we have for review. The couplings are standard tension-lock types, which are mounted to the chassis. While these are quite long wagons, there was no problem with them coupling and uncoupling on second radius curves. There is also three-link chain supplied for those wishing for a more scale coupling appearance.



1960s Limestone haulage depicted with classic Stanier 8F power.

The structure of the hopper with its multiple rivets and stanchions is crisply tooled. Inside the hopper, there are separate supports with rivet and panel strap detailing. The hopper assembly sits on a chassis with the distinctive bracing and correctly orientated angle supports, all captured with finesse. Along the top of the chassis, the vacuum brake cylinders and associated pipework are all extant. Through the centre of the hopper, the door actuation mechanism is captured as well as the relevant chassis detail underneath.

The wagon details were largely unchanged throughout the lives of these wagons. However, the subtle changes are reflected in the detail fittings and liveries applied.



Detailed, open chassis structure showing the operating mechanism and early diamond-frame bogies.



Internal hopper structure and chassis emphasised, with ICI lettering removed for the 1990s.

Twin Pack C ACC3066 1950-1973
This early set features two sets of bogie side frame designs. One has diamond open-frame bogies and the other has the early plate bogies with oil axle boxes. The diamond frames were all replaced by the mid-1980s to standardise the fleet. The wagon running numbers are on plates on the chassis solebar, these being removed with the introduction of British Rail's TOPs numbering system. The ICI lettering is of two different sizes; this is consistent with the prototype and with the running numbers chosen from different production batches. The markings are all opaque and legible, including the axle box lettering and chassis maker's plate. Being an early livery, there are no overhead warning signs applied.

Twin Pack C ACC3071 1973-1992
This mid-era set reflects the subtle changes in livery and bogie upgrades. The bogies are plate frame with roller bearings, and the hopper side plate lettering reflects two sizes, matched as above to the respective batch builds. The core battleship grey livery doesn't change across the three variants, and the early TOPs pattern of lettering and overhead warning signs are featured.

Twin Pack A ACC3074 1992-1997
This late era pack reflects the final style with roller bearing bogies and the ICI plate lettering removed. TOPs panels reflect the final lettering style.

The overall decoration of these models is to the standard we have come to expect from Accurascale. Construction is excellent with no parts missing or glue markings, the base colours are solid and lettering and markings are all legible and opaque. The sea of grey is an impressive sight equally behind a Stanier 8F or EWS Class 37s. Top marks to Accurascale for not letting these iconic wagons fade to grey!

FACTFILE

Model: (review item in bold)
ACC3064 ICI Hopper - 1950s to 1973 - Twin Pack A
ACC3065 ICI Hopper - 1950s to 1973 - Twin Pack B
ACC3066 ICI Hopper - 1950s to 1973 - Twin Pack C
ACC3067 ICI Hopper - 1950s to 1973 - Twin Pack D
ACC3068 ICI Hopper - 1950s to 1973 - Twin Pack E
ACC3069 ICI Hopper - 1973 to 1992 - Twin Pack A
ACC3070 ICI Hopper - 1973 to 1992 - Twin Pack B
ACC3071 ICI Hopper - 1973 to 1992 - Twin Pack C
ACC3072 ICI Hopper - 1973 to 1992 - Twin Pack D
ACC3073 ICI Hopper - 1973 to 1992 - Twin Pack E
ACC3074 ICI Hopper - 1992 to 1997 - Twin Pack A
ACC3075 ICI Hopper - 1992 to 1997 - Twin Pack B
ACC3076 ICI Hopper - 1992 to 1997 - Twin Pack C
ACC3077 ICI Hopper - 1992 to 1997 - Twin Pack D
ACC3078 ICI Hopper - 1992 to 1997 - Twin Pack E
Weight: 48g
Era: 1950-1997
Price: £79.94
Minimum curves: Radius 2
Accessories: NEM coupler pockets with mini tension lock couplers

WHAT WE LIKE

- ✓ Welcome return of an iconic Peak District prototype
- ✓ Build quality and paint finish
- ✓ Subtle prototype variations captured



Early era variations showing the different-sized lettering and two types of bogie design, open Diamond and Plate with oil axle box.

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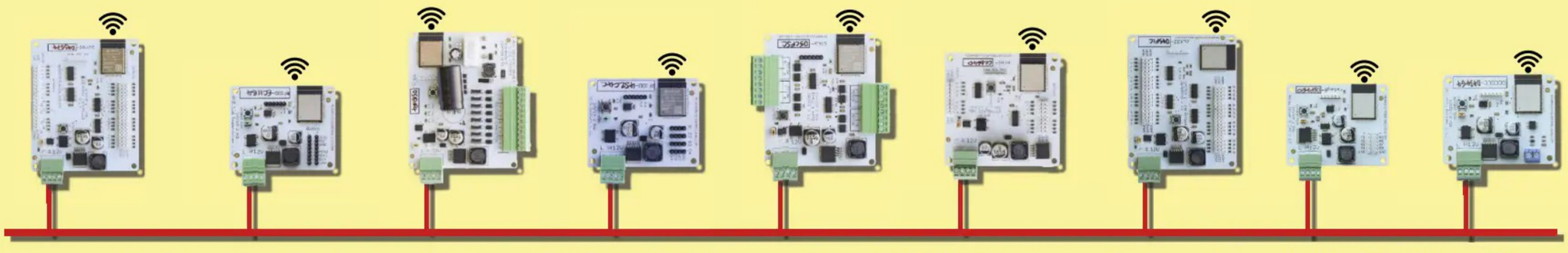

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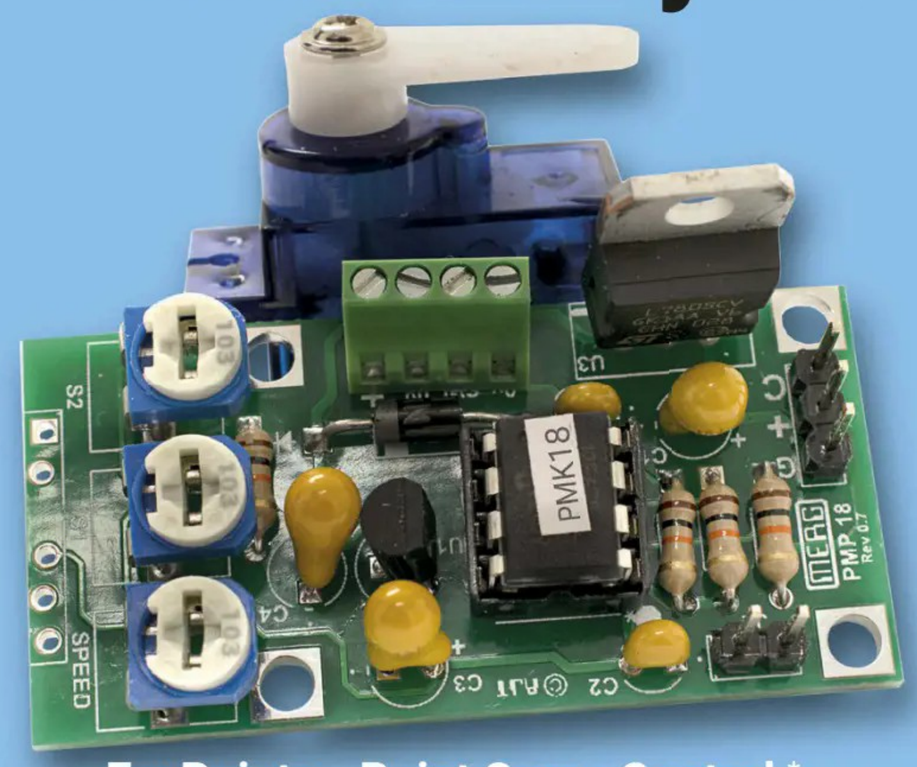

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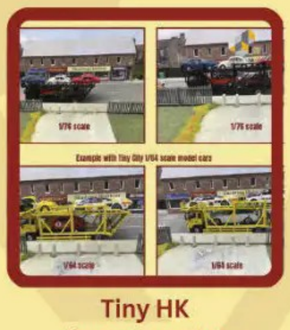
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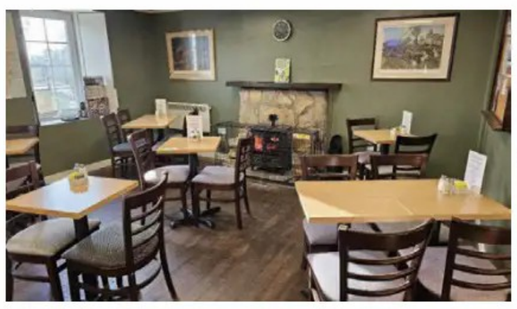





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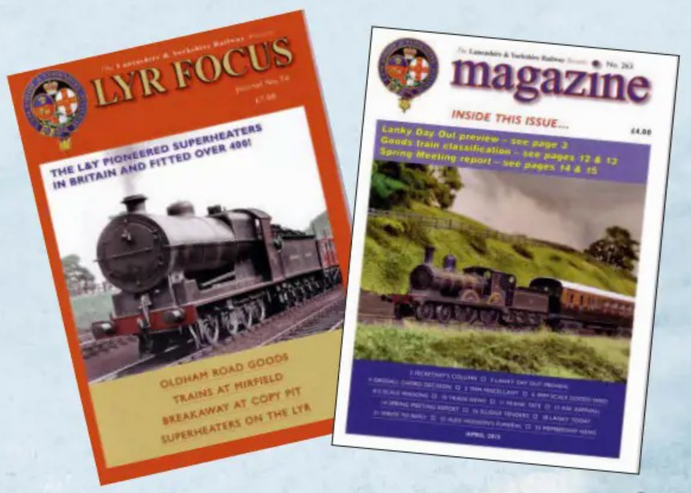

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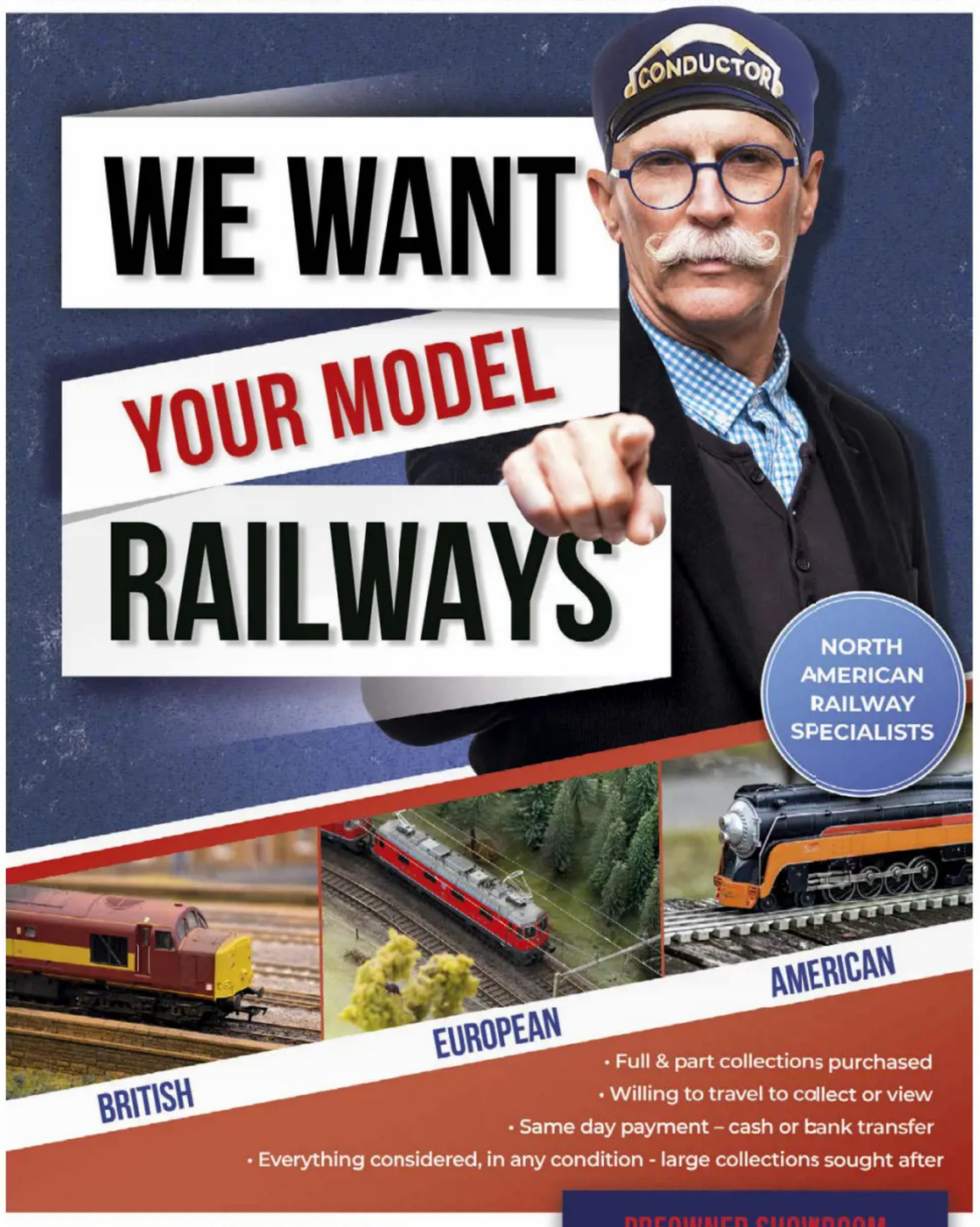

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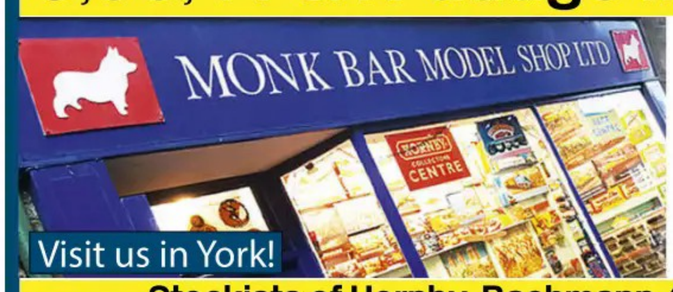

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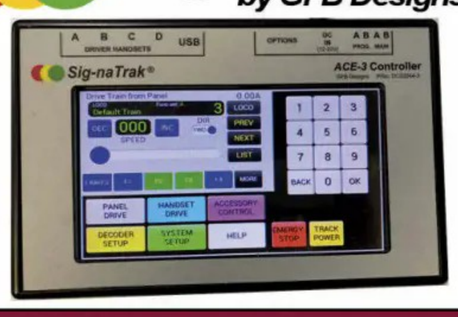

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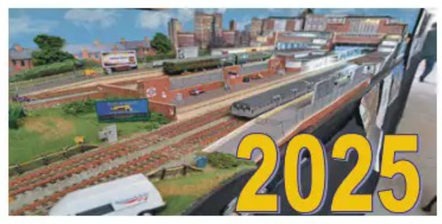

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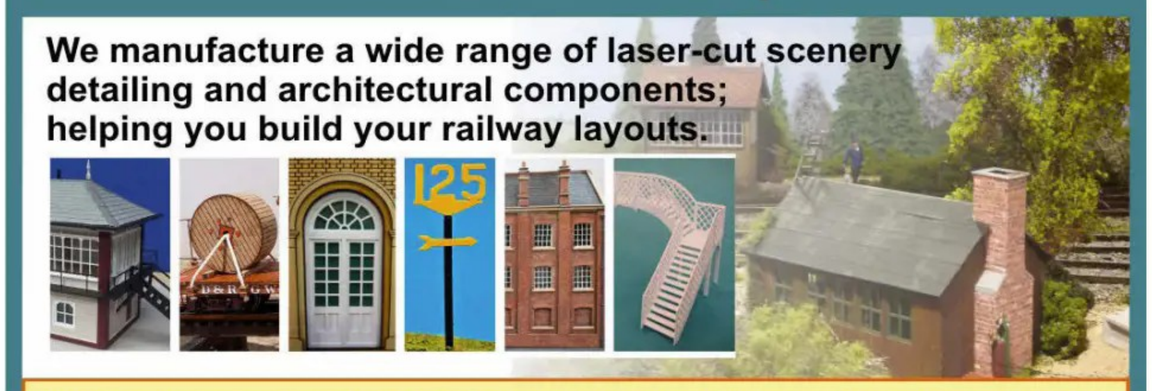

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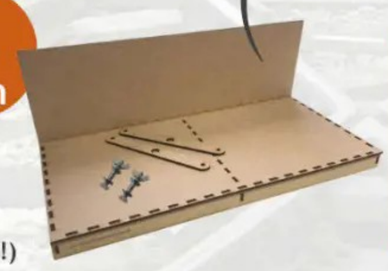

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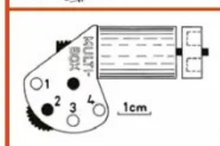

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NEXT ISSUE

GLEBE STREET

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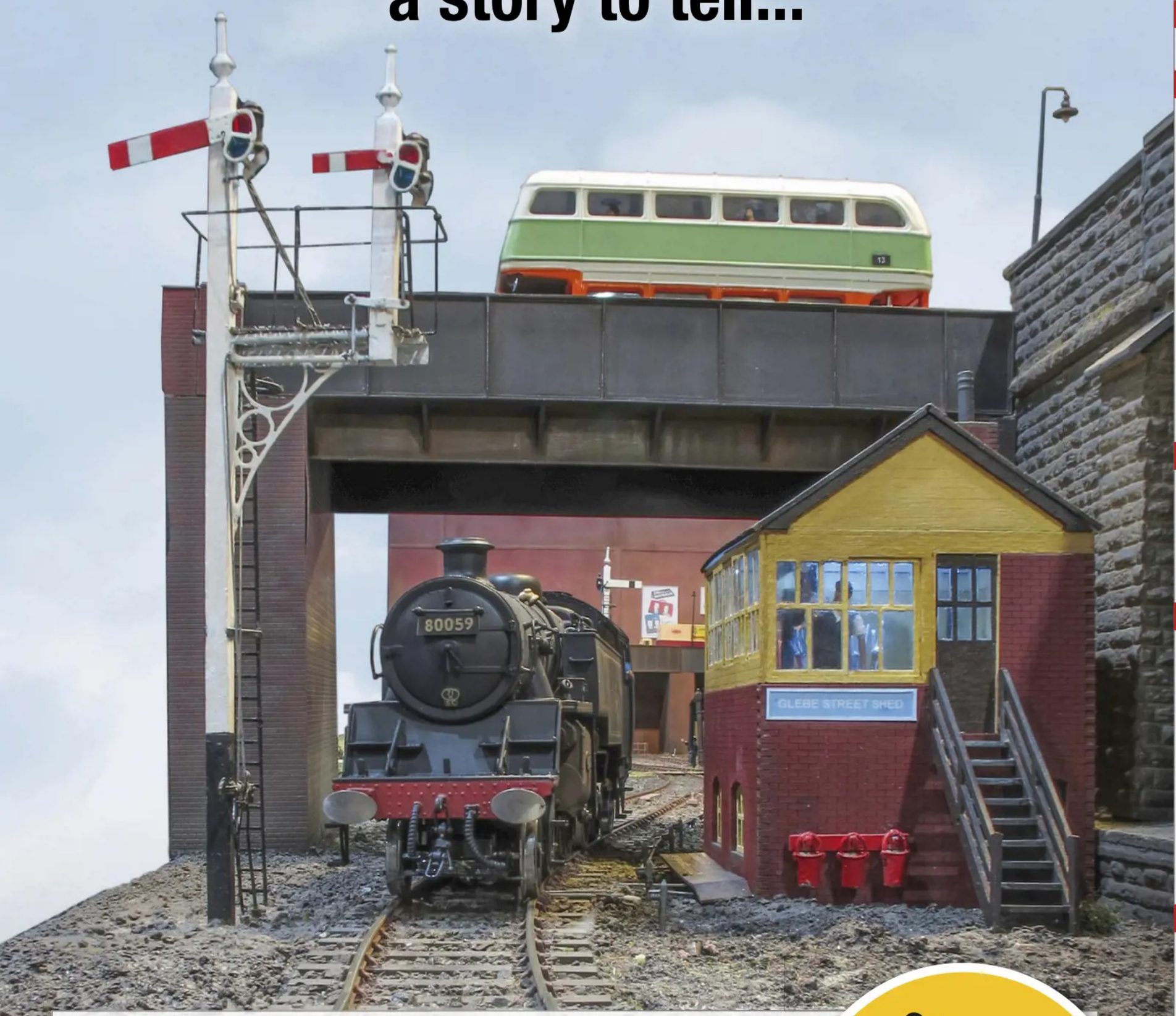

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EDITORIAL

BRAND CONTENT MANAGER
Debbie Wood
E debbie.wood@warnersgroup.co.uk
FEATURES WRITER
Phil Parker
E phil.parker@warnersgroup.co.uk
DIGITAL CONTENT CREATOR
Steven Draper
E steven.draper@warnersgroup.co.uk
TRACTION EDITOR
Stephen Rabone
E: steverabone@hotmail.com
PROOF READER
Tony Wright

PUBLISHER

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

ADVERTISING

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Matthew Vines
E matthew.vines@warnersgroup.co.uk
ADVERTISING ACCOUNT ASSISTANT
Allison Mould
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E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

DESIGNER
Dan Jarman
E danjarmandesign@gmail.com
ADVERTISING DESIGNER
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Buffer Stop

This month in pictures



OK, who put cake in the wagons on the 16mm scale *Olive Branch Tramway* Open Day train?



Steven's first task in our studio? Review the Hornby Christmas Train, complete with tree and Phil wearing suitable headgear. Yep, we filmed this in August.



Life copying modelmaking. Locomotives on the Isle of Man steam railway fitted with welded side tanks are decorated with fake rivets!



Phil enjoyed a ride on MEC4, the Manx Electric Railway battery-electric people mover. He says it's pretty nippy, but a bit draughty for a ride along the coast.



Little Phil enjoyed his trip to the Groudle Glen Railway gala nearly as much as the cakes at Sea Lion Rocks station.



Is this the ugliest locomotive in the world? *Ailsa* is an ex-Channel Tunnel machine that has found employment and a new blue livery on the Isle of Man.

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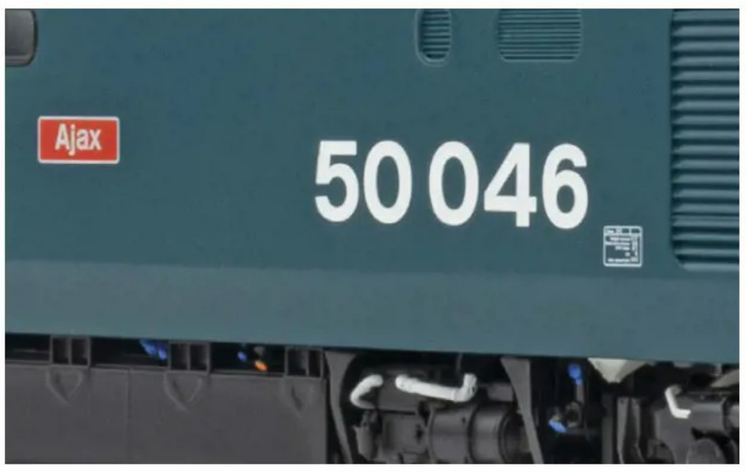

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There are loads of reasons to go micro. Maybe you like the challenge of swapping from one idea to the next. Or perhaps you're just starting out and want to learn the ropes without committing to a full-sized project.

Micro layouts are also perfect for seasoned modellers who need a break. Why not try out a new scale, era, or concept? You'll return to your main project with fresh energy and ideas.

Sure, you won't be running 12-coach expresses or hauling endless coal wagons behind a 9F. But that's not the point. Micros are about creativity, problem-solving, and the joy of building something detailed and bursting with character in a compact space.

So, if you've been hesitating, take the plunge. We bring you four different models in this guide, along with a DVD showing how one of the layouts was built. We're a practical bunch at BRM, and love nothing more than getting our hands dirty on the workbench. Hopefully, you'll be inspired to do the same. If you do, send us some photos via our social media; we really enjoy seeing what you get up to.

Happy Modelling

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I BRAND CONTENT MANAGER
Debbie Wood
E debbie.wood@warnersgroup.co.uk
I FEATURES WRITER
Phil Parker
E phil.parker@warnersgroup.co.uk
I DIGITAL CONTENT CREATOR
Steven Draper
E steven.draper@warnersgroup.co.uk
I TRACTION EDITOR
Stephen Rabone
E: steverabone@hotmail.com
I PROOF READER
Tony Wright

PUBLISHER

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

ADVERTISING

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

DESIGN AND PRODUCTION

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

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire
PE10 9PH

BARLEY-BREE

Proving you don't need a lot of space to create something impressive, this micro layout draws inspiration from the rail-served whisky distilleries of Scotland.

Words: Adam Miles **Photography:** Phil Parker

The distillery's own Peckett locomotive, aptly named *Robert Burns*, draws a wagon of filled casks out of the main building. The Peckett started life as a Hornby *Bear* before being renamed and given some light weathering.



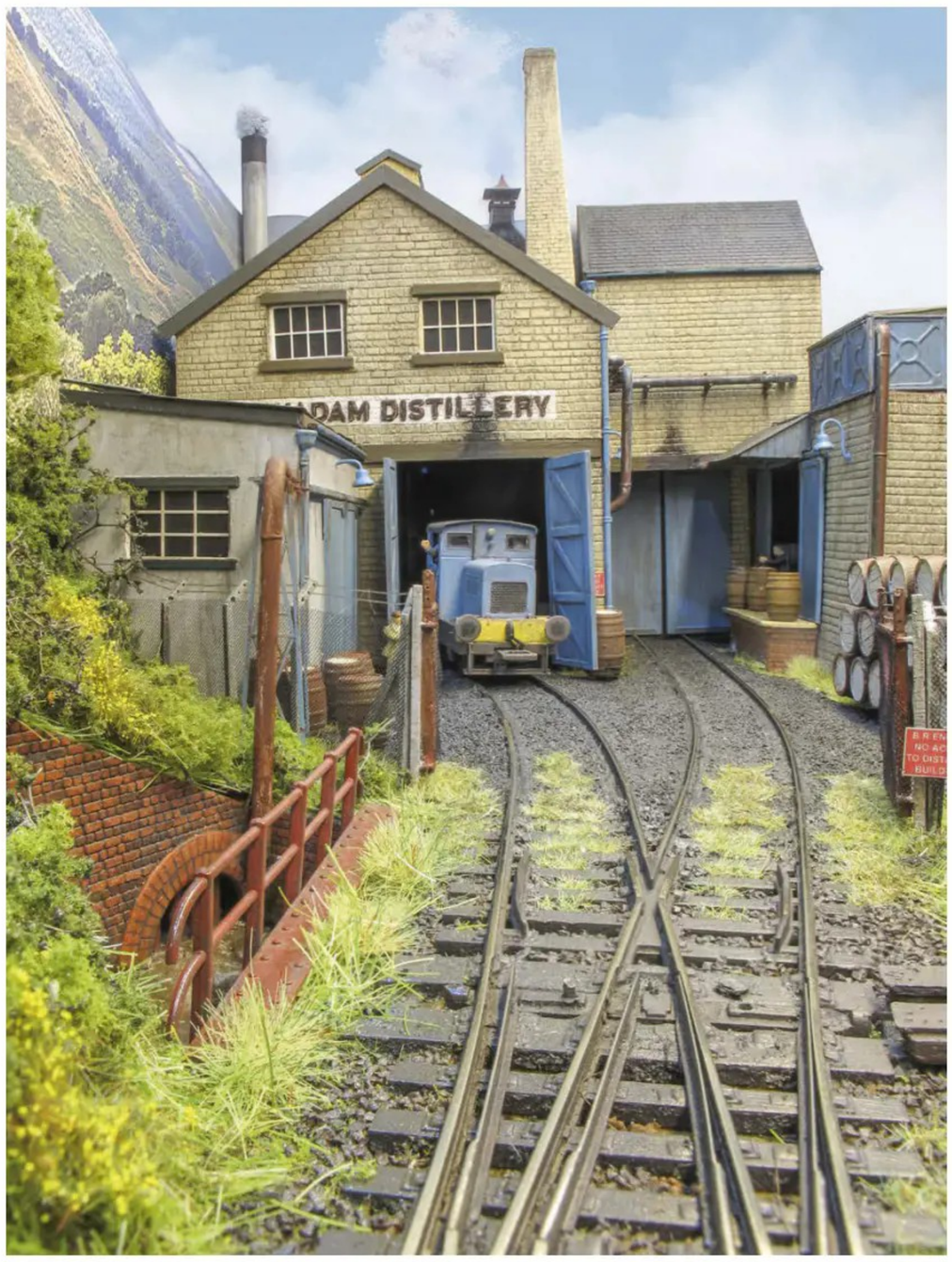
FACTFILE

LAYOUT NAME: Glenadam Distillery
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 4ft 2in x 8in
ERA/REGION: 1960s/Scottish Region
LAYOUT TYPE: Micro – Shunting puzzle



ABOVE: The sound of water rushing over the rocks is interrupted by a Scottish J72 68733 locomotive rolling into the distillery yard to collect the day's produce. This view shows the double slip point, which helps to give the layout its operational interest.

RIGHT: An overall view of the distillery buildings, showing how selecting the right backscene and using low-relief buildings can help set the scene and add depth to even the smallest of layouts.



The idea for 'Glenadam distillery' came from a visit to my local whisky distillery, White Peak Distillery, in Ambergate in Derbyshire. The distillery sits on the River Derwent and is based in an old wire works, meaning the buildings have a very industrial feel to them.

White Peak Distillery has only been operating for under a decade, but it has an old feeling about it. During the visit, while the tour guide was talking about fermentation lengths and cut points, I was thinking, "I wonder if any distilleries ever had an internal railway system?".

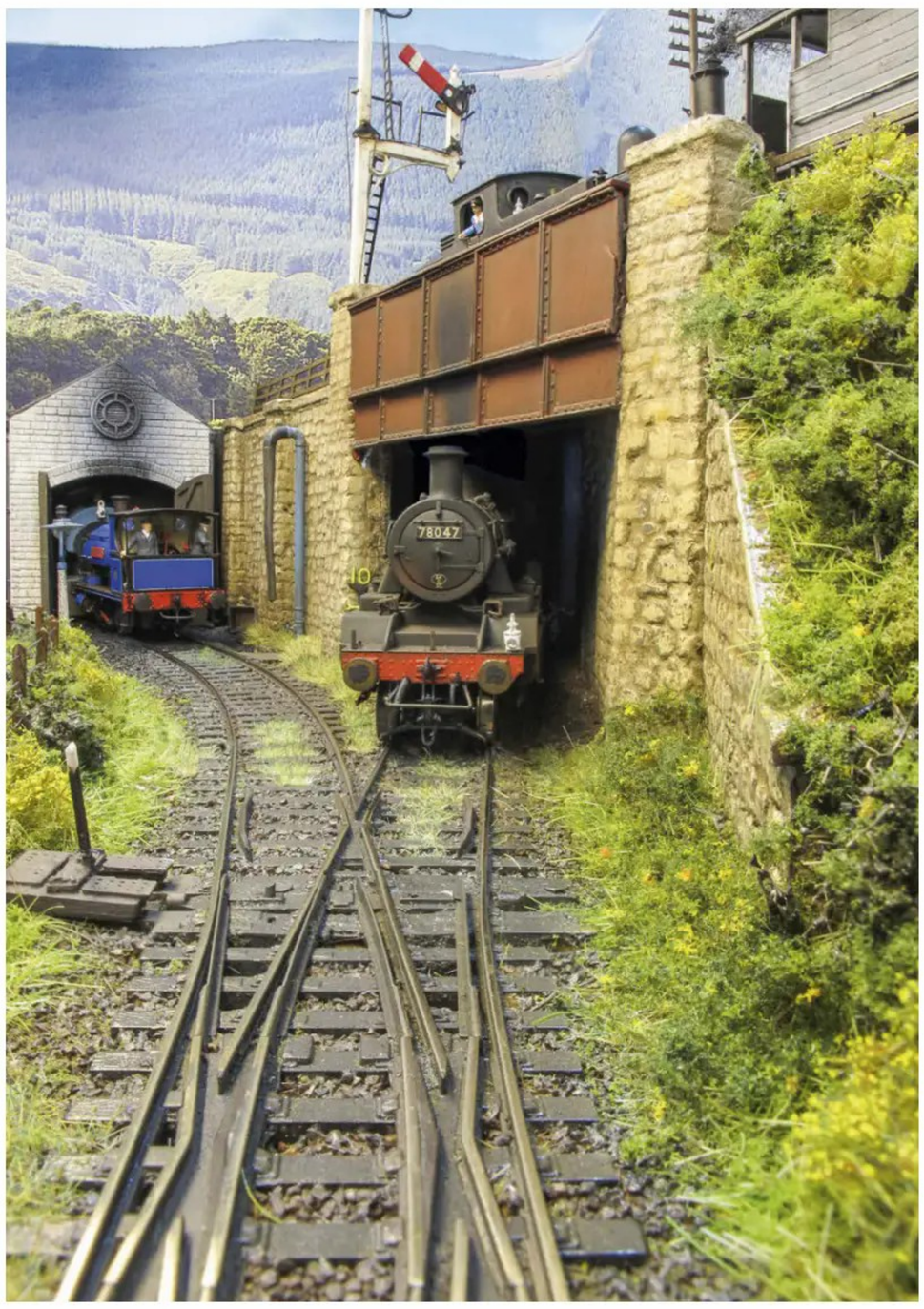
That night when I got home, I started to research distilleries with railway connections. I discovered many Scottish distilleries had railway sidings where wagons delivering the grain and coal and empty barrels would be shunted into from the main line, but one distillery in particular, Dailuaine Distillery, had its very own internal railway system and even its own Andrew Barclay locomotive named *Dailuaine,* which was used to shunt the distillery and take wagons to the main line exchange sidings. The images of the distillery, internal railway and exchange sidings at Carron station were taken in the 1960s, so this became the era I wanted to set the layout in. There was a good set of images of Scottish BR green Class 20s delivering a variety of wagons to the exchange sidings for the Andrew Barclay *Dailuaine* to collect and move to the distillery; this will give the layout some operational interest, I thought.

Industrial look

I knew from the early days of planning that the layout would be a 'micro layout', this being due to the limited space I have for modelling, usually the kitchen table (much to my wife's annoyance). I had a Scale Model Scenery 'BB018' baseboard spare that I decided would be the base for the project. I spent a few hours playing with points to try and create an interesting trackplan that would make the most of the small space. Eventually, I decided a double slip in the middle would be the way to go; by using a double slip, I could access all four lines, which would be interesting for both the operator and the viewer.

I decided that I would loosely base the distillery buildings on the ones at Dailuaine. Whereas most distilleries have the same look about them (usually whitewashed stone), Dailuaine had a more industrial look to it - weathered stone, rendered outbuildings and rusty corrugated roofs. I measured the space I had on the baseboard and with a rough idea in my head and some pictures of Dailuaine next to me, I started to build the distillery buildings. At this point, I hadn't even laid any track!

The distillery buildings are all scratch-built. The main distillery buildings were constructed in card and covered in stone-effect Plastikard, with the doors and windows coming from my spares box, left over from previous projects. The smaller grey warehouse is made of Plastikard. The walls were covered in Polyfilla, painted and weathered to give an appearance of a rendered building.

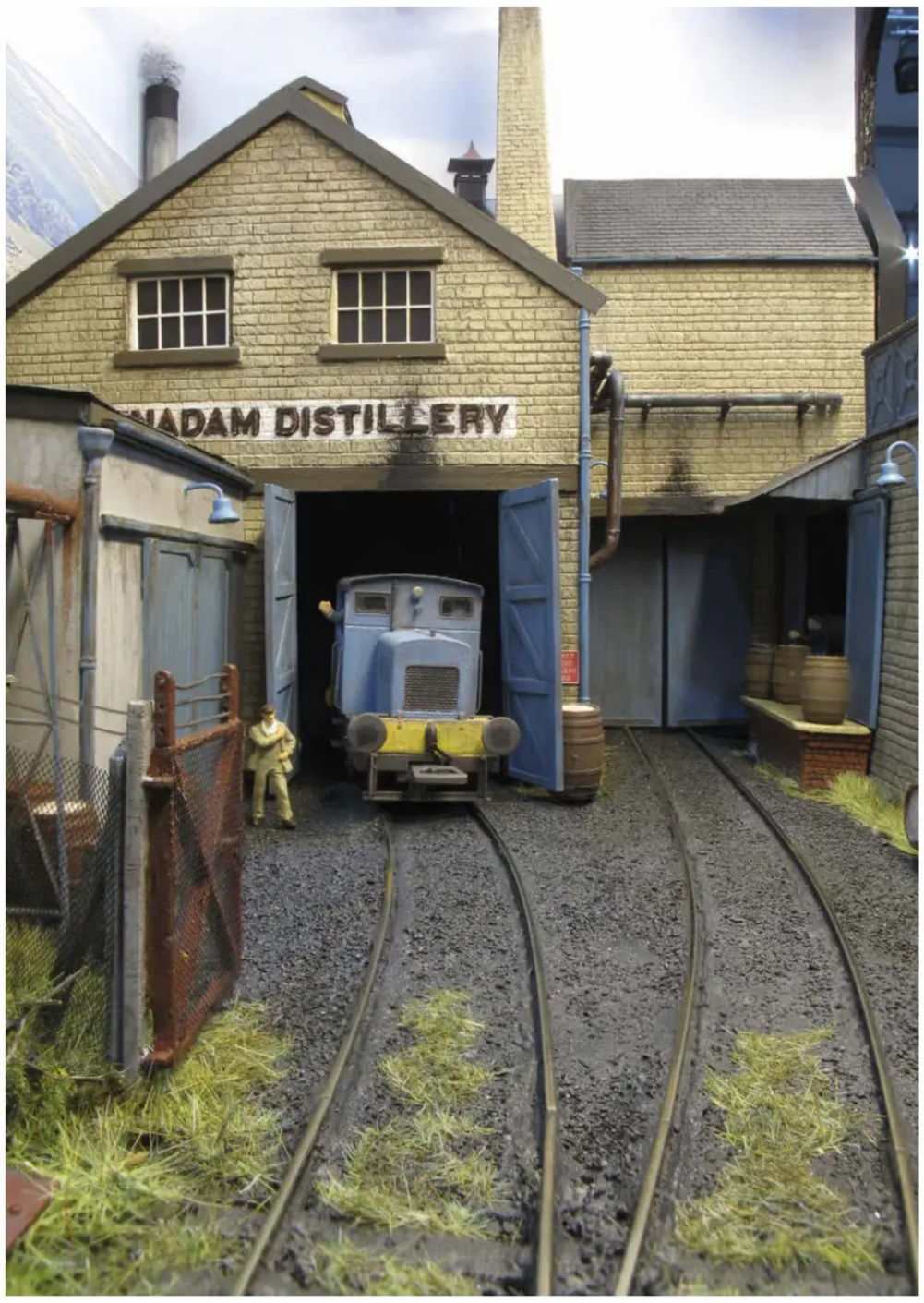


ABOVE: A stag gets a front row seat as Scottish 3F Jinty 47536 propels a loaded wagon into the distillery yard with coal to fire the stills. Above, a J72 slows to enter the exchange sidings with a pick-up goods (the 'smoke' is actually teddy bear stuffing).

LEFT: The largest locomotive on the layout is Hornby 2MT 78047, allocated by British Railways to the North of England. A rare trip across the border sees it heading down the distillery branch line to collect some empty wagons.

ABOVE: The distillery's diesel shunter (a Hornby Ruston 48DS) gives an audible warning as it heads into the building. Casks at this distillery aren't in short supply; one wonders if these will be used again and filled with whisky or just end up in the local garden centre.

RIGHT: The infilled track in the distillery yard was created using DAS modelling clay, layered up to just below the rail height, next adding a layer of PVA glue and fine granite stone, finished with multiple washes of varying shades of grey paint to give a realistic industrial look.



The engine shed is scratch-built using the same method; built as a low-relief building, it even includes a low-relief locomotive inside, which helps to make the layout feel larger than it is. The signal box is a Peco Highland Railway signal box laser-cut kit, built complete with lever frame and internal signal box details.

The scenery started coming together quickly after I completed the distillery buildings by adding the details, external pipes, windows, doors and roof vents, until I was happy enough to paint and weather everything to create the industrial look I was aiming for.

The layout has three levels - the track is raised from the baseboard by 20mm using a shaped piece of MDF wooden board. I wanted to create enough height to have a rocky stream passing underneath the tracks, because it only felt right that a distillery had some sort of water course passing by.

The top level came about with the need of a scenic break between the layout and the fiddle yard; I decided to create a diorama of a main line railway passing over the top of the branch line, complete with a smoking J72 locomotive and brake van to add some extra interest.

In the remaining areas, I wanted plenty of foliage to give the idea of the distillery being set in a rural area, with a good helping of yellow flowering gorse also setting the Scottish scene.

I built the embankments and started to add the foliage. This took some time to get right, using various types of foliage with differing shades of green, trying to achieve a natural look. The best advice I could give to fellow



modellers is not to give up and to keep working on it until it looks right, finding some reference images to help you achieve the right look.

The rocky stream is an area of the layout I am particularly proud of, because this was my first time modelling any sort of water. Starting with a layer of DAS modelling clay as a base, I added specially selected pea gravel from the garden, I then painted the dried clay dark brown, leaving the gravel as its natural colour to add realism. Next, I added a layer of gloss varnish to the brown area and, once dry, I picked out the fronts of the gravel with white paint to give the idea of foaming water around the rocks. Finally, I added a layer of PVA glue, roughed up with a small paint brush to give the look of the water flowing down the stream; a simple but effective technique and one I will use again on future projects.

Operating fun

During the build, I kept a topic diary on RMweb and posted pictures of my progress on the Micro Layouts group on Facebook. I received helpful advice from fellow modelers that helped make the layout what it is today. It's great to have these friendly communities where us modellers can receive help and advice and share our work. Fellow modellers such as Chris Nevard and Dave Hall have served as a huge inspiration to me. In fact, Chris's brilliant 'Catcott Burtle' layout was the reason I started building micro layouts many years ago, and more recently, Dave's 'Blacker Lane' has been an inspirational model of a coal disposal point, showing what can be achieved in 1/76 scale.



ABOVE: The bridge works as a scenic break between the layout and fiddle yard. This is the only track where trains can leave the layout. Viewers are always amazed that the engine shed even has its own low-relief locomotive inside.

LEFT: The keen eye of viewers sometimes spots that the brake van is also low-relief. Cutting the brake van at the same angle as the backscene allows the train to be placed slightly further back on the embankment, helping to hide the joint between the backscene and the layout.

During the research for the layout, I studied the types of freight flow that the Scottish distilleries were receiving around the 1960s era. I wanted to replicate this as closely as possible to make some operational interest for the viewer. When at exhibitions, I told a story that the main line exchange sidings were in poor condition, meaning that the BR locomotives had to travel down the distillery branch to deliver/collect wagons directly from the distillery. This was my excuse for having a good variety of locomotives on the layout. The Peckett and the Ruston would shunt the wagons, ready for a BR locomotive to come and collect them. They would then exit stage left, under the bridge, along the branch line and back onto the main line; in reality, into the fiddle yard.

I originally planned to have the layout under a simple DC control, but when a friend offered me a DCC sound Bachmann J72 for a real 'mate's rates' price, the plan quickly changed. I adapted the wiring to be suitable for DCC and purchased a DCC controller. I made the decision early on to fit all of the locomotives with a 'stay alive capacitor'. Although on testing, the trains ran smoothly over the pointwork, I didn't want to take the chance that a train would stall during an exhibition when all eyes were on the layout. It works well and gives me peace of mind when operating in front of the public.

'Glenadam Distillery' uses a variety of different locomotives. The distillery has its own internal locomotives; a Hornby Peckett named *Robert Burns* and an unnamed Hornby Ruston, custom-finished in faded blue. These locomotives are used to shunt wagons around the distillery and ready the wagons for collection by British Railways' locomotives, ready to take them out onto the national rail network.

The British Railways locomotives are modelled on Scottish-based prototypes from all over the country and are from the 1960s era. These include:

- Hornby 2MT – 78047
- Bachmann Class 20 – D8028
- Bachmann J72 - 68733
- Bachmann Jinty – 47536



About the modeller

Name: Adam Miles
Age: 33
Number of years modelling: 25
Name of your first layout: 'Bridgport'
Favourite era/region: 1960s - Midland Region
Favourite locomotive: Bachmann 3F Jinty

Trains have been my life from a very young age. Like many people within the hobby, it all started with *Thomas the Tank Engine*; from watching it on the television to then meeting the 'real' *Thomas* at my local preserved railway, railways were in my blood for life.

I have volunteered at a couple of preserved railways in my life, most recently at the Great Central Railway, where I achieved the grade of steam locomotive fireman. In early 2023, I decided that with a young family at home and a busy work life, I needed to take a step back. This was around the time I decided to pick my modelling back up, and 'Glenadam Distillery' was the result.





LEFT: Distilleries were usually built in scenic and remote parts of Scotland. 'Glenadam Distillery' tries to capture this crossover between industry and nature in 1/76 scale.

BOTTOM LEFT: The devil is in the details! Details such as signage, point levers and fencing can really help to bring a layout to life. Different types of foliage also help to set the scene. Remember, nature isn't neat, so mix it up a little!

The layout has a variety of wagons, which were chosen by researching prototypical scotch whisky traffic of the 1960s era. These include:

- Grain wagons – delivering grain to the distilleries to be made into whisky.
- Mineral wagons – delivering coal to the distilleries to fire the stills.
- Open wagons – delivering empty casks for filling with whisky.
- Shock vans – for transporting the filled casks to the storage warehouse or bottling plant.

Final thoughts

'Glenadam Distillery' was sold to a fellow modeller at the end of 2024. As much as I do enjoy the operating side of model railways, I much prefer building them - from starting with an idea to seeing a completed layout is the buzz for me. One of my favourite things about 'Glenadam Distillery' was how much it inspired fellow modellers. Even now, people say to me, 'I'm building a micro layout myself because of what you created in that small space'. To hear that my modelling is inspiring other people absolutely blows me away.

I'm currently working on two new layouts. The first is a micro layout of some fictitious industrial sidings, but I still haven't decided which industry they will yet represent. As 2025 has been the year for UK steel, I might model something dedicated to that; time will tell. The second is another distillery layout, and is still in the very early stages. It is, of course, another micro layout, this time being built inside an 80-year-old wooden whisky crate! Why not? ■

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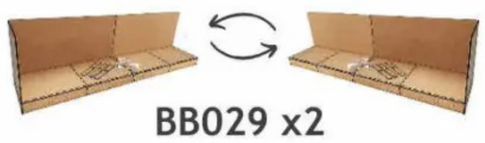
2. 
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Building a railway under a cake cover



ALL SKILL LEVELS



Phil Parker

BUILDING MODEL railways in unusual containers has a long history. It seems modellers can't look at a guitar case without thinking, "I could build a layout in there". If you visit the National Railway Museum, the North Hall contains a display case holding the early 2mm scale "Inversnecky and Drambuie Railway", built by the late Ron Bryant.

I don't have a guitar case, nor any musical ability whatsoever, but I do spend time looking at cake. As I stood in the queue for food at Alexandra Palace this year, I found myself wondering what sort of diorama could be built under one of these transparent covers. After all, if a delicious-looking Victoria Sponge will fit, there's got to be plenty of space in there.

The Japanese specialise in very tiny layouts, and while I didn't want to build a highly-detailed two-inch square novelty, fascinating though such things are, there's still material to be used. In this case, a circle of Tomix inlaid track, sent to me by a friend. It's really good and would make an excellent basis for a layout.

As it is, I was able to prove a Bachmann 009 Quarry Hunslet would happily circle on it – and so if I laid a slightly larger circle of Peco in the more spacious cake cover, all my small locos could take a turn. Short wheelbases are the key, though. The Hunslet is fine, but the same firm's longer Baldwin won't work.

My layout (assuming you can call something so small and simple a layout) is, therefore, a novelty that gives a loco the chance to stretch its legs. I imagine it sitting on a sideboard or coffee table, so it has to look attractive to non-enthusiasts. Pretty scenery and a cute building are called for, and I knew what I wanted to build for the latter.

Really, there's not much space for actual scenery, but a good, thick clump of trees hides half of the circle. Potentially, I could build a second scene behind the trees, effectively, two layouts in one! Having the loco go in and out of view makes the model look a lot more interesting and less toy-like. I've added a red telephone box to encourage on-lookers to move around the model for different views.

Now complete, I'm sure this tiny model will amuse visitors to the World of Railways stand at future exhibitions. Probably more so than larger layouts I've built, but then people love novelty!

WHAT YOU NEED

Airfix
Coal Office

Bachmann
009 Quarry Hunslet

Dapol
C011 - Trackside Buildings

Deluxe Materials
Glue'n'glaze

Geoscenics
N gauge limestone ballast

Langley Models
F31 – Telephone box kit

Nisbets
FE473 - Olympia Kristallon Polycarbonate Display Cover
FE474 - Olympia Kristallon Polycarbonate Display Plate

Peco
OO9 track

Railmatch
Sleeper grime

Scale Model Scenery
LX102 – School/Park railings and gates
LX239 – Parish/Village noticeboards
S022 – Early station signs

West Hill Wagon Works
3D-printed 009 platform

Wills Finecast
Corrugated iron

Other
MDF, Jigsaw, trackpins, fine saw, superglue, DIY store wall filler, emulsion paints of various shades, sponges, PVA, various grass scatters, seafoam, hairspray, microstrip, plastic packaging for windows, pliers, screwdriver.

COUPLINGS ON TIGHT CURVES

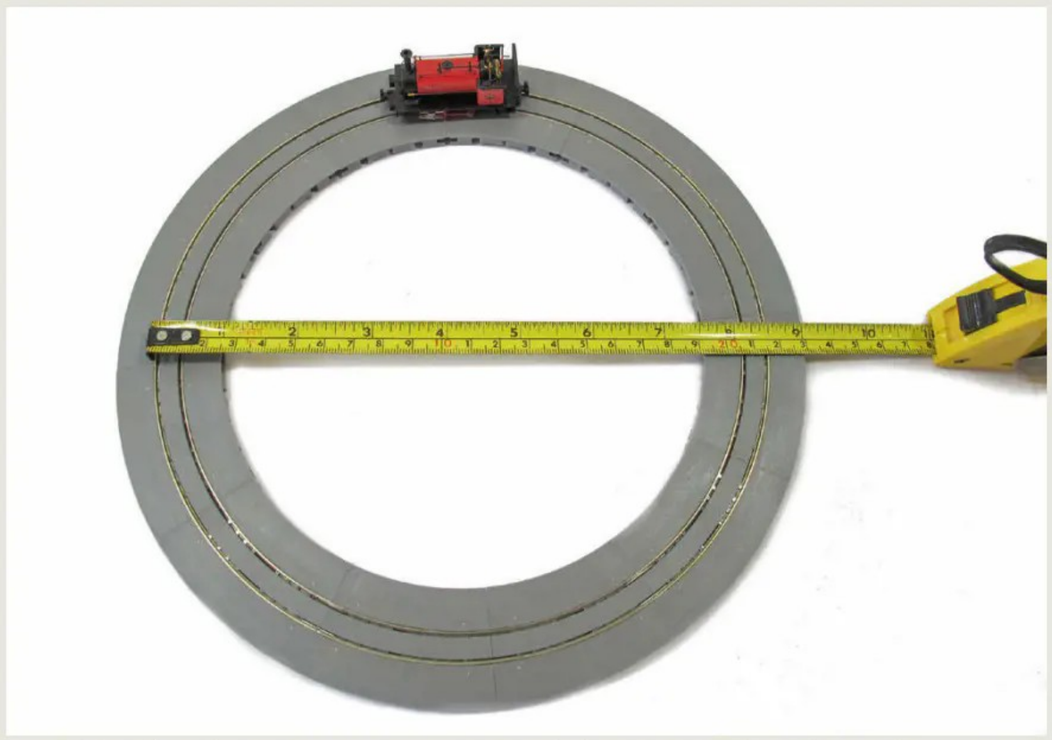


Talking to other micro layout builders, once you bend track very tightly, there can be a problem with the standard Bemo couplings fitted to most 009 rolling stock.

On a short wheelbase wagon, they can stick out a long way, and on a tight curve, this means the coupling pins will be close to the rail rather than the centre of the track.

West Hill Wagon Works has produced a new, swivelling version, which fits into the NEM pocket. In addition, they incorporate magnets for easy coupling and uncoupling. They also retain a pin for compatibility with BEMO models, which often use a different coupling system.

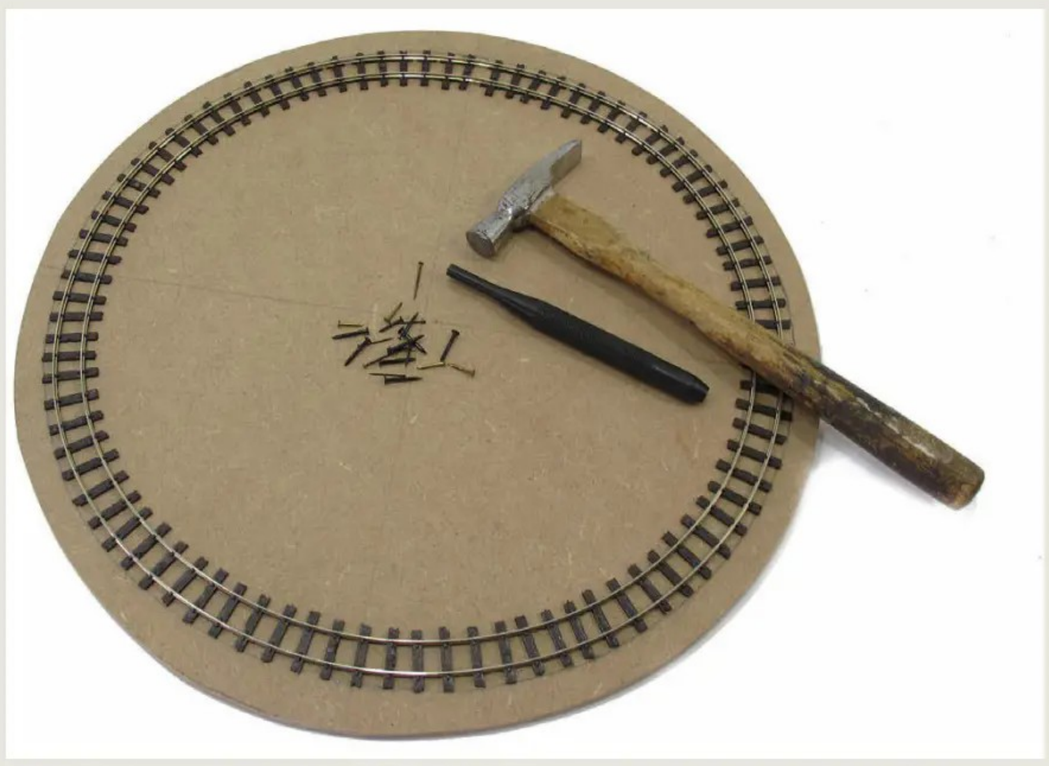
Getting Practical



1 Firstly, time to measure up. The cover is 29cm in diameter, and this circle of Tomix track is 22 – and since a Bachmann Quarry Hunslet will trundle around it perfectly happily, a working layout appears to be on the cards.



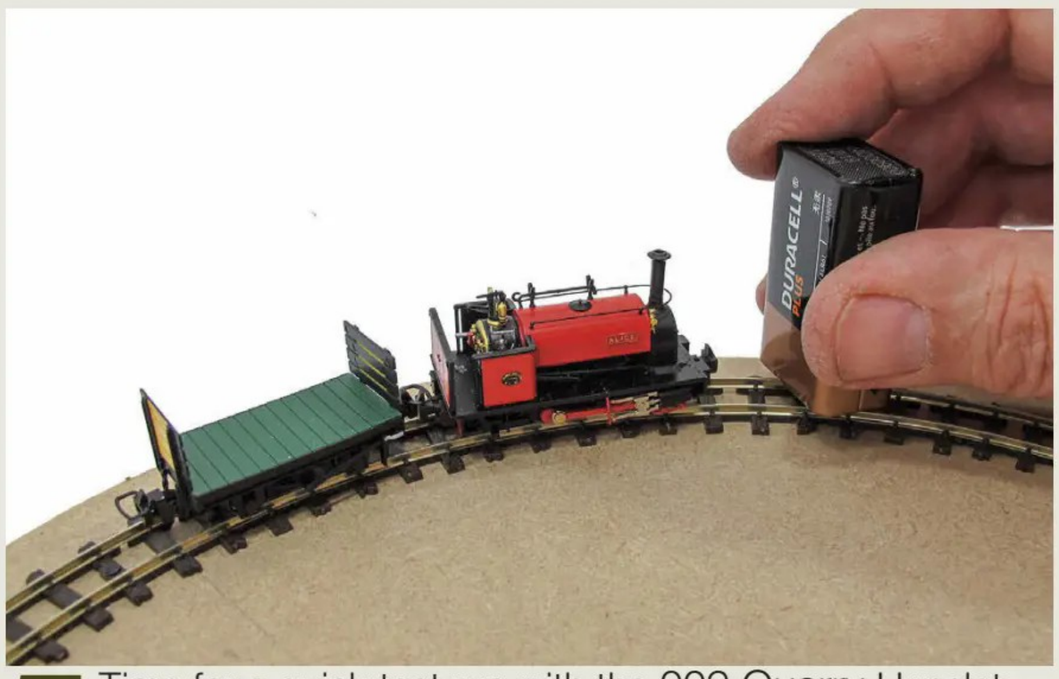
2 We need a baseboard. Normally, I'd use plywood, but, without bracing, it can warp once the wet scenic materials are applied. So, this time I'm using some 6mm thick MDF, carefully cut to shape with a jigsaw fitted with a laminate blade. The result was so neat, it didn't even need to be sanded.



3 A length of Peco 009 track is fixed down. It's not a perfect circle; there is a 2cm long straight at the front and back, so the rail joint isn't on a bend. That way leads to doglegs as the rails try to straighten themselves.



4 With such tight curves, it pays to give each sleeper a wiggle to ensure it's as close to right angles to the rail as possible. This reduces the stress, as the rails are properly supported.



5 Time for a quick test run with the 009 Quarry Hunslet. A 9V battery is perfect for this; wiring up can come later, although we are only talking a pair of wires - nothing too taxing.



6 Before ballasting with Geoscenics N gauge limestone, the track is sprayed with Railmatch sleeper grime. It's important to leave this overnight to harden before ballasting, or the stones will strip the paint off the sleepers.



7 I'm using a 3D-printed 009 platform from West Hill Wagon Works. However, this is straight and so needs to be chopped up with a fine saw to bend it to match the track. The resin is a little brittle, so go carefully or chunks can break off. Superglue effects repairs if this happens.



8 Most importantly, check trains will pass before fixing the platform in place. The slidebar supports on the Hunslet stick out a bit more than I thought, and could easily catch the platform if it's not set well back, so bear this in mind before starting the scenery.



9 Scenery starts with a big blob of wall filler to build up some ground contours. This is painted with emulsion paint using sponges, as this makes blending the colours much easier than if using a brush. I dab along the line between the light and dark brown, and the result will look like I sprayed it.



10 As plaster dries, it shrinks. Cracks open up in the surface, especially when it's 6mm thick. What I should do is carefully fill these, but as I'm in a rush, I put a bit of PVA down the crack and rub some green scatter into it, the result looking like an unkept road.



11 Trees are nothing more sophisticated than pieces of seafoam ("Forest in a box") planted in holes, sprayed with hair lacquer and sprinkled with green scatter material. I'm aiming for a clump to block the view from front to back of the model, rather than some nice specimen models.



12 There's not much space for scenery on this layout, but we can still add some small detailed elements. Fencing, noticeboards and "Beware of the trains" sign are all laser-cut kits from scalemodelscenery and bring the scene to life.

The station building

Inspiration for the station building comes from the late Roy C Link's Crowsnest Tramway, originally built in February 1979.

Roy built his line several times, in both 1:32 and 16mm scale, but the station remained largely the same in each version.

I've always loved the look of the model, and was lucky enough to come across one version at a Canadian model railway exhibition.

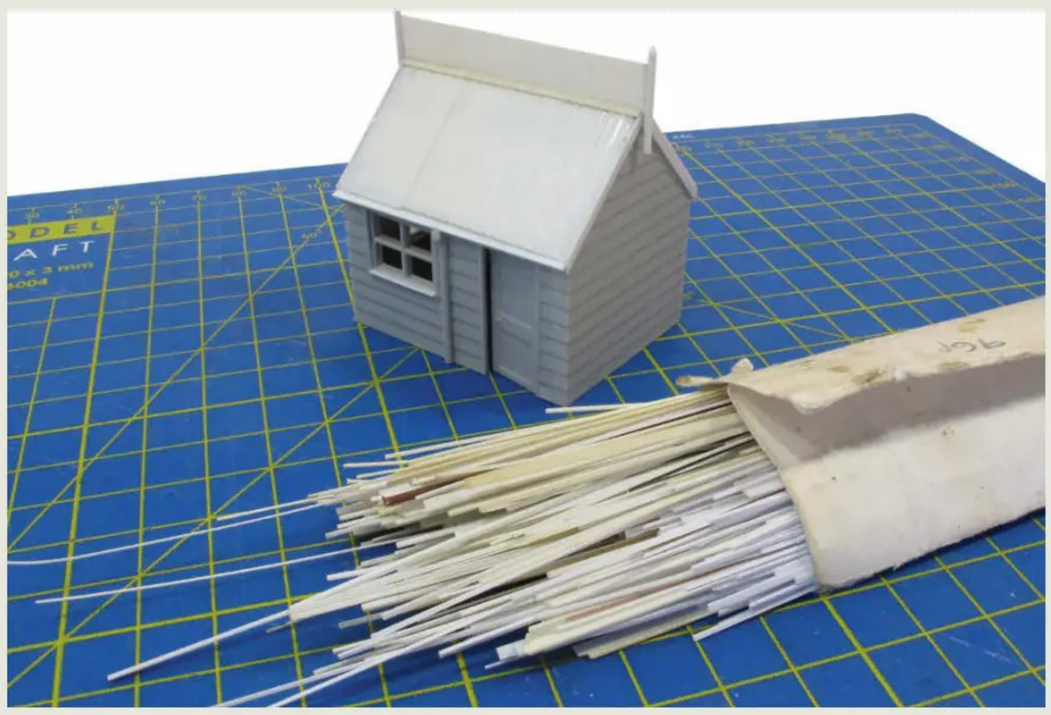




1 My station will be influenced by Roy's design, rather than a copy. The basic building starts as the venerable Airfix Coal Office, but I replace the slate roof, which isn't great, with some Wills Finecast corrugated iron.



2 A handy hint to improve Airfix buildings is to fit the windows inside out. On the left, we have the window fitted as per the instructions. On the right, fitted from the inside, with a plastic window sill attached at the bottom.



3 The signboard on top is scratch-built, mainly from pieces from my ever-useful Assorted pack of Slater's microstrip. No modeller should be without these handy materials. I tend to top the packet up every so often, so there's usually a piece the right size when I need it.



4 Roy wasn't only a superb modelmaker, but a talented signwriter, so his signboard looks more ornate than mine, which was quickly run off on the computer. Green window frames set the model before the 1960s, when ICI introduced non-fading white paint.

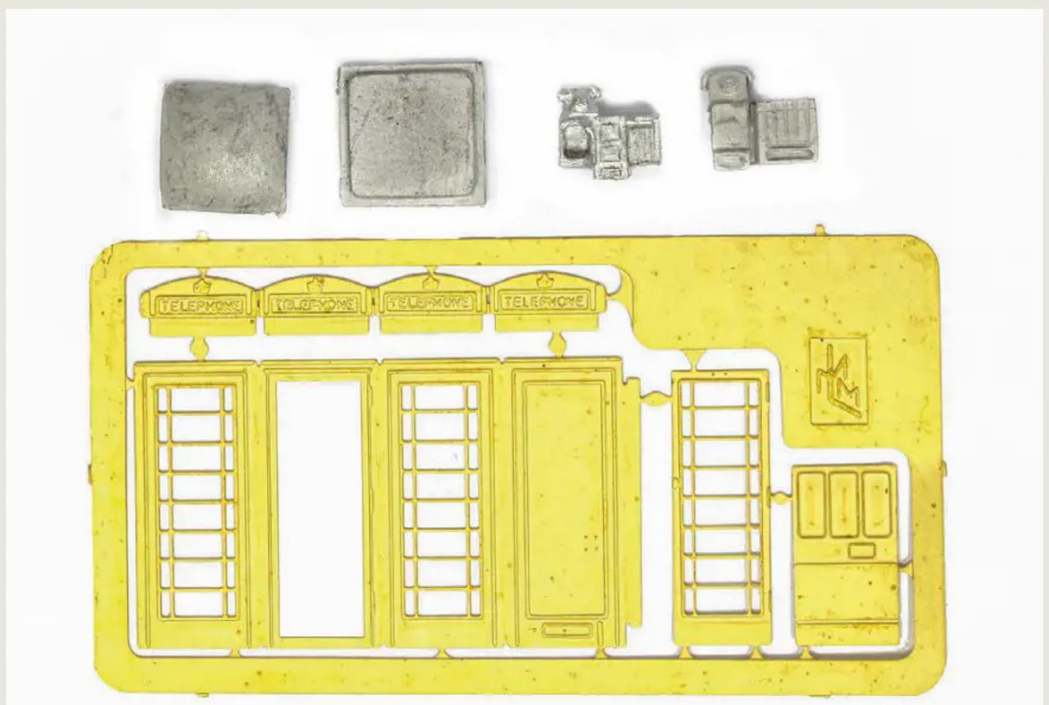
ALL SKILL LEVELS

A red telephone box

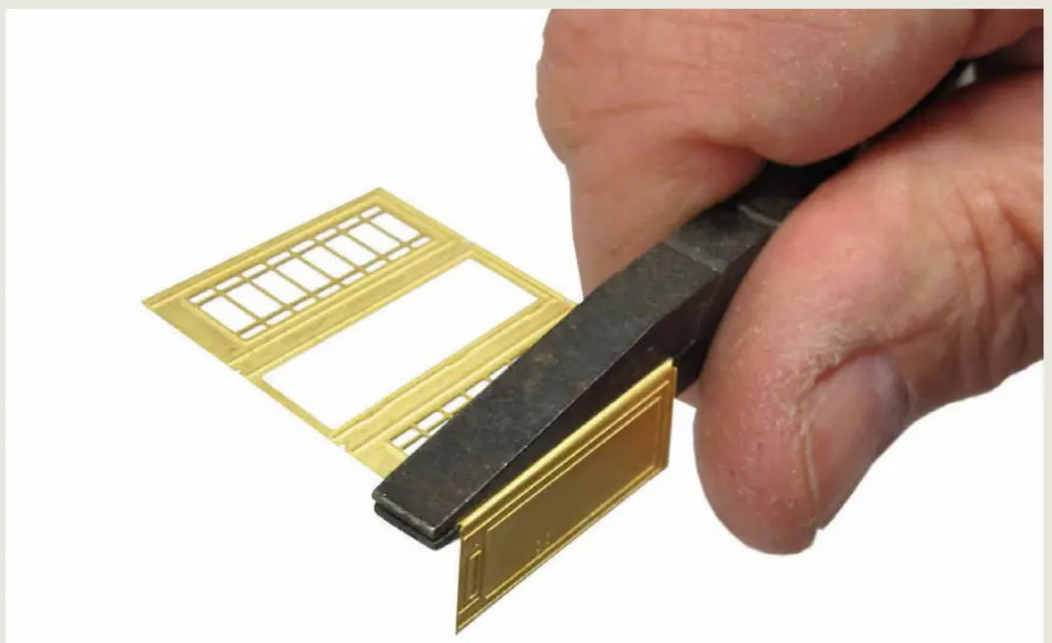
I like to add a bit of colour to any layout, and the traditional British red telephone box is ideal as they popped up everywhere and were a common feature of railway stations.

Sitting in place, behind the station, the colour encourages viewers to look around the model, making it seem bigger than it really is.





1 There are several kits and ready-to-use versions available, but despite its age, the Langley etched brass and whitemetal kit is still capable of producing the best results.



2 The main body has to be folded up using the marks on the top and bottom of the etch. A pair of pliers is fine for this; no need for fancy tools.



3 Superglue can be used to fix the door to the body and then join the corners. I used solder, thinking it would be quicker. It wasn't! Cleaning up the joints took ages, so the wrapper around the top was glued in place. Note, two telephones are included and I've selected the older "Button B" version.



4 To glaze the model, you can cut out clear plastic and stick it behind the etch, but I've always found this to be fiddly, as you don't want a gap between metal and glass. This time, I put some Deluxe Materials Glue 'n' Glaze on a screwdriver and pat it on the insides, giving nice, flush glazing.

CENTRAL LINE TUNNELS

This simple diorama tells an important story in history, when women were the primary driving force for a wartime factory producing vital defence electronics equipment.

Words: Martin Rich **Photography:** Phil Parker

A female driver in dungarees, driving the scratch-built battery electric locomotive and flat wagons. On the left is part of the Plessey production line, with a pillar drill and assortment of tools. Notice the woman in brown dungarees and a headscarf, typical of the period.

FACTFILE

LAYOUT NAME: Gants Hill
SCALE/GAUGE: 1:35 Narrow Gauge using 16.5mm track
SIZE: 2ft x 4ft
ERA/REGION: 1940s East London/Essex
LAYOUT TYPE: Micro/Industrial NG



'Gants Hill' is inspired by the wartime underground Plessey Company's factory between Gants Hill and Wanstead on the unfinished Central Line tunnels in East London. As part of the New Works programme, The Central Line was to be extended in a tunnel between Leyton and Newbury Park to join the Great Eastern branch line from Ilford to Hainault and Woodford. Construction ceased at the start of the war.

During the Second World War, the Plessey Electronics factory in Ilford, Essex, was bombed in September and October 1940. With factory output vital to the war effort, the incomplete Central Line tunnels were quickly identified as ideal, and conversion began. Construction began in late 1940, in the 2.5-mile twin tunnels between Leytonstone and Gants Hill. Manufacturing began in 1941, and by March 1942, the factory was fully complete with flat floors, electrical switch rooms and air conditioning installed. The factory closed in 1946 and the Central Line extension was completed by 1949.



LEFT: In the main tunnel, a battery electric locomotive pulls some flat wagons past the female workers on the production line.

TOP RIGHT: The scratch-built locomotive uses a Tenshodo motor bogie. It is based on a Wingrove and Rogers battery electric vehicle (BEV). The hooks were used to replace the heavy batteries, which were exchanged at the charging stations.

MIDDLE RIGHT: The tunnel sides were made from an eight-inch diameter plastic tube and lined with embossed Plastikard to represent tiles.

BELOW RIGHT: The male and female figures came from a variety of 1:35 scale kits, suitably adapted, and the two shown here were specially 3D printed.

BELOW: The front view of the layout, showing the production line and machinery. The lathe and pillar drill were sourced from Plusmodel resin kits in the Czech Republic. The lady on the bench on the left was originally a female Soviet soldier.







The workforce

The wartime factory had 2,000 staff, mostly women, working in shifts 24 hours a day. They could enter and exit the factory at Gants Hill, Redbridge, or Wanstead. Plessey produced a variety of vital defence electronics equipment, including the wireless receivers used in the cockpits of bomber aircraft. The work could be repetitive and tiring, particularly with the lack of natural light underground. But this also meant work could continue safely around the clock.





These two photographs inspired me to make the layout. **(London Transport Museum)**





ABOVE: At each end of the layout, there are further cameo scenes. Here we see a ventilation shaft. Access to the surface was by a vertical shaft and spiral staircase. Although not modelled, the shaft can be seen in real life on Eastern Avenue between Gants Hill and Redbridge Stations.



MIDDLE RIGHT: A close-up view of the lathe. The workman is carrying a tool chest.



BOTTOM RIGHT: Each train is coupled to two flat wagons by chain and pin, and the trains run as fixed rakes in each direction.

Recreating history

A narrow gauge railway was constructed using battery-electric locomotives by Wingrove and Rogers. I have done my best to replicate these from the photographs available, using Tenshodo motor bogies and scratch-built Plastikard bodies. The 4-wheel flat wagons were scratch-built using short proprietary OO chassis. Using OO track in a simple circuit with a passing loop at the rear, the gauge represents about 18 inches. The track has been embedded in plaster. Three cameo scenes can be viewed on three sides, showing various scenes based on the photographs available.

The scale was chosen as there are quite a lot of figures and scenic accessories available that are suitable for wartime modelling. The majority of workers in the factory were women and many of the model figures needed to be adapted. Tools and other equipment were sourced from various manufacturers, such as Miniart and Plusmodels. Some items have been specially 3D-printed.

The tunnel section was constructed from a 7in diameter plastic tube, and the ribs are plastic strip. The end scene walls were made from embossed Plastikard to represent yellow tiles. LED lights have been installed.





The layout is powered by a DC Gaugemaster Controller. Track is coated with a graphite pencil, which keeps the track clean and gives excellent electrical continuity and allows slow -peed running. Track rubbers and solvents are a thing of the past.

At the time of writing, the layout has appeared at a few model railway exhibitions in Wales and the West Midlands and has provoked some interesting comments. Comments on Social Media, such as Facebook, have also been very positive. It is due to appear this year at Bala in September, Cradley Heath in October and Newcastle upon Tyne in November. ■

About the modeller

Name: Martin Rich
Age: 75
Number of years modelling: 30+
Name of your first layout: 'Mill End' (Completed in 1999)
Favourite era/region: Steam/diesel transition in the 1960s around the North West of England
Favourite locomotive: The Earl (WLLR)

I grew up in Gants Hill, Ilford, in the 1950s and was always aware that the factory existed during the war. Now in my mid 70s, I decided to construct a simple diorama to demonstrate this episode in history.

Now living in Mid Wales, I volunteer on the Welshpool and Llanfair Light Railway as a Stationmaster, Guard and Blockman. My main modelling interest is narrow gauge, and I have constructed a number of small layouts in O.16.5 ('The Bumf Mine'), O9 ('Afon Adit Goldmine') and Gn15 ('Mary Jane's Mushroom Farm'). My layouts tend to be quirky and I like to tell a story and engage with the viewing public.

Future projects include reinstalling a 7mm standard and narrow gauge layout of the Welshpool and Llanfair Railway in the museum at Llanfair Caereinion. Another project will be entitled 'Tom Dick or Harry' and will be based on the Great Escape, with a working wooden trolley on wooden rails in an underground tunnel.

ABOVE:
The female operator of the pillar drill started out as a Miniart 1:35 kit of a GI's girlfriend. I am sure she should have had her hair tied back when operating machinery.

LEFT:
The track gauge is 16.5mm (00) and, with a scale of 1:35, represents 18 inches. This is ideal for carrying goods in a tight space.

A TRIP TO FERNESS QUAY

An attractive micro layout with all the features of a bigger project, the BRM lockdown project has proved a huge success on the road.

Words & Photography: Phil Parker

The J72 pulls in a short goods train. A couple of wagons is plenty for a layout of this size. Anything longer fills the track, and anyway, you can't shunt if there are too many wagons. The Morris Minor pickup is an Oxford diecast model, matt varnished and heavily weathered. Not a difficult job, and it takes away the toy-like look.

FACTFILE

LAYOUT NAME: Ferness Quay
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 2.5ft x 1.25ft
ERA/REGION: East Anglia/1950-60s BR
LAYOUT TYPE: Micro/Cameo scene

Why do people build layouts?

Unlike most, building models is part of my job. Another is waffling about them at shows, so a layout small enough to move easily, that also demonstrates most of the techniques used in much bigger projects, is very useful. Let's face it, if you want to know how to fit a point motor, the best person to ask is the one whose layout is small enough to turn over and show you.

The other reason I build tiny layouts is my low boredom threshold. I have many projects stuck in boxes that I've started, full of enthusiasm, and never finished. Many years ago, my father and I started on an 18ft roundy-roundy layout. After three years of fairly dull modelling, we sold it unfinished. Lesson learned, I've never built anything longer than 7ft in length, and can claim a 100% success rate in getting the models reasonably completed.

For a change, this article isn't going to explain any of the layout's construction details. These can be found on the DVD attached to this issue, or BRM TV for subscribers. Sit back, and enjoy.

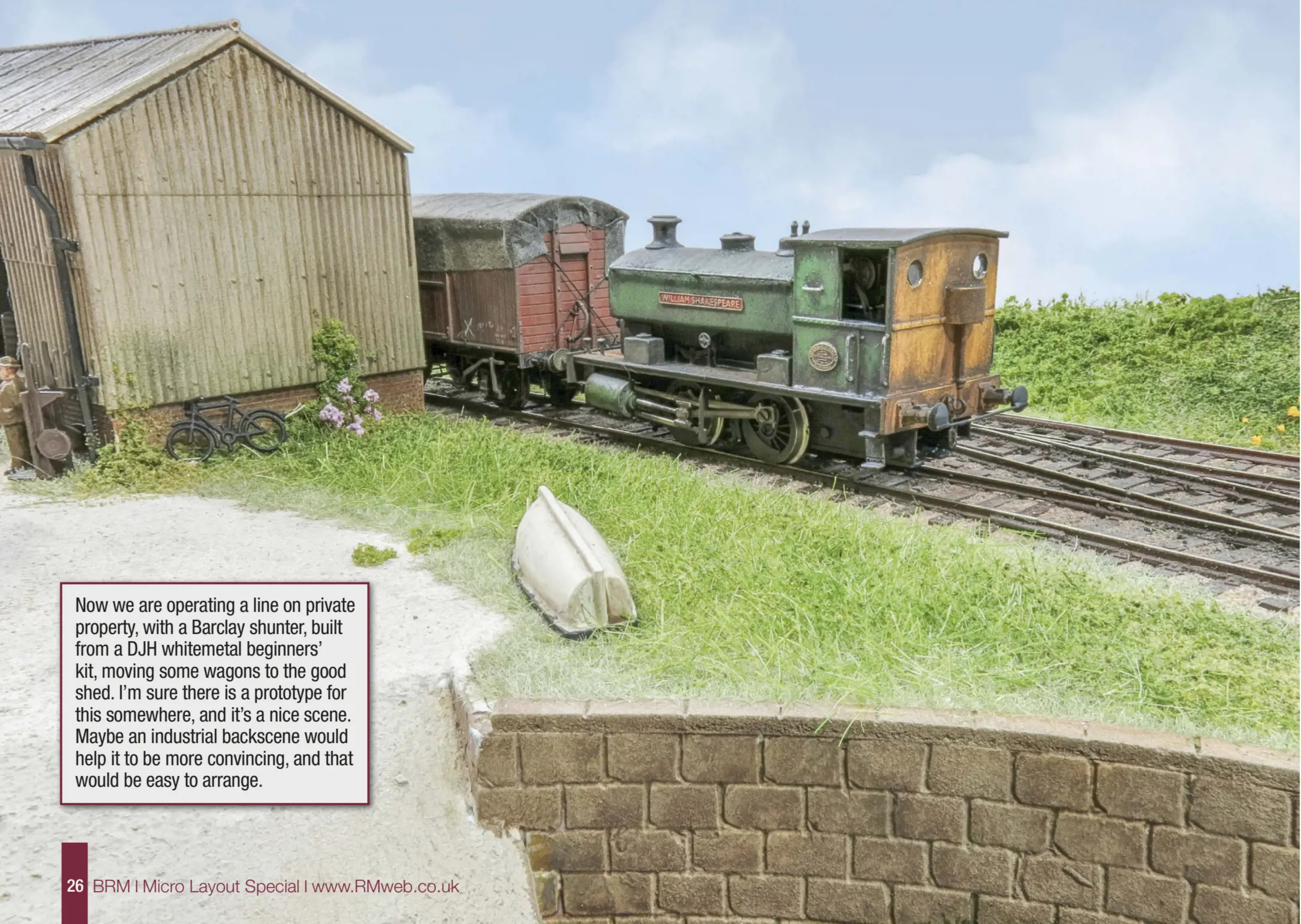


LEFT: This classic figure, from the Airfix range, is one of my favourites. Standing there reading a newspaper, his relaxed stature is perfect for a quiet branch line station. The station halt itself is a Wills plastic kit, another classic that just looks right for this job. Just remember to put a bit of grass in under the platform before you stick it down as it's a devil of a job afterwards.



MIDDLE LEFT: My J72 is an old Mainline Trains body, sitting on an etched brass chassis – it's the sort of thing you used to do before Bachmann produced its superb model. Staying with the kit theme, the Ford Thames 400E is from road transport images. With a little layout, there is plenty of time to build something like this, rather than using a diecast model.

> "Building a control panels into a layout saves a lot of messing around with plugs and sockets, removing soldered connections that can fail, and saving a few quid on components."



Now we are operating a line on private property, with a Barclay shunter, built from a DJH whitemetal beginners' kit, moving some wagons to the good shed. I'm sure there is a prototype for this somewhere, and it's a nice scene. Maybe an industrial backscene would help it to be more convincing, and that would be easy to arrange.

TOP: If we imagine the model is at the end of a branch line, why shouldn't a Hunslet D1/1 shunter make an appearance? Perhaps this is something like the Wantage Tramway, which required the moving bits of locos to be covered up. The model is from a Silver Fox resin kit, running on a Tenshodo SPUD power unit.



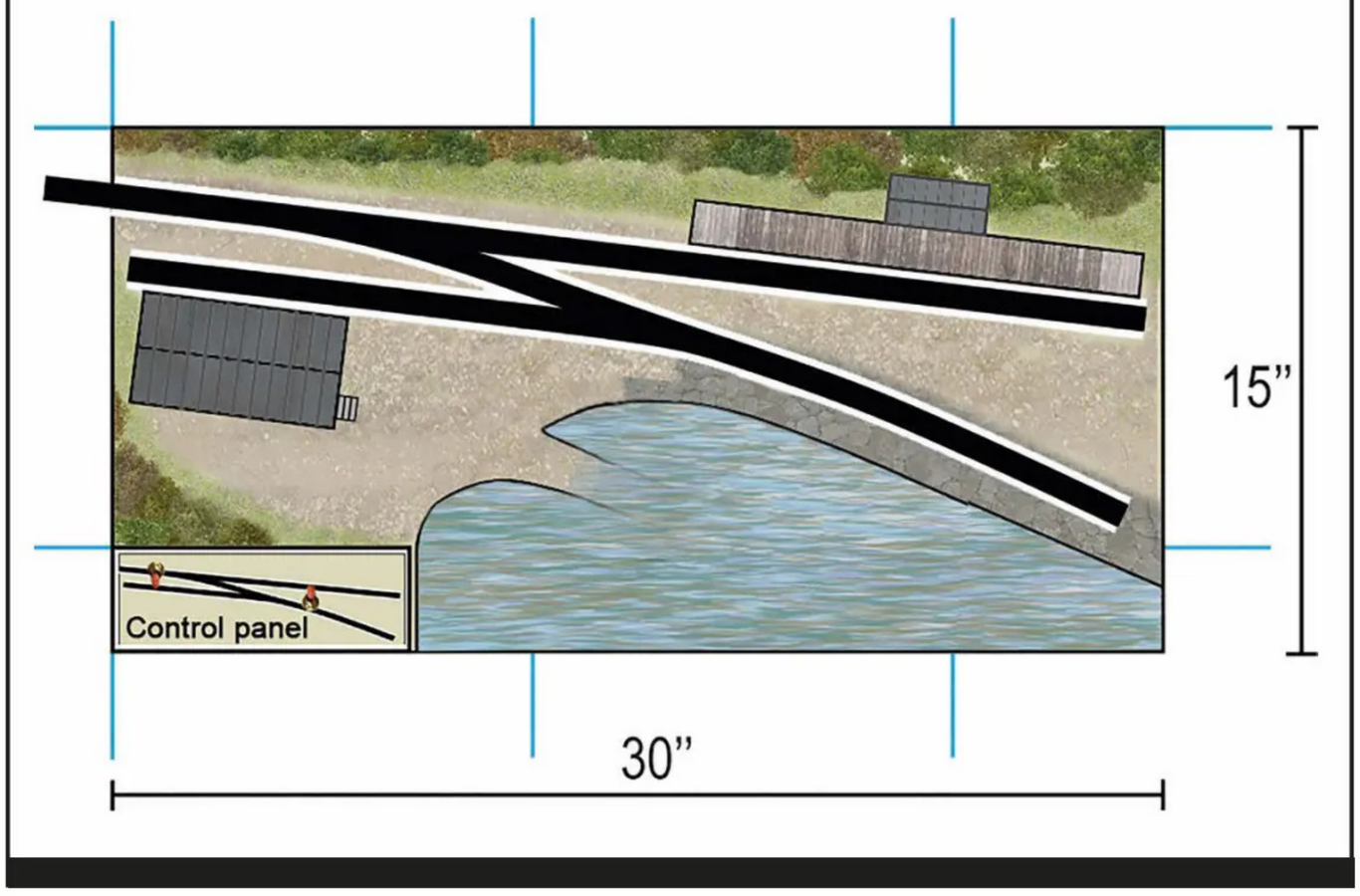
MIDDLE LEFT: Little layouts look better with little locomotives. This Heljan Class 15 diesel isn't out of place; several were allocated to March depot in East Anglia and would have worked short goods trains in farming areas. It fills the headshunt, though, making operation impractical.



MIDDLE RIGHT: A Bachmann 1F, weathered to match one I saw at Barrow Hill shed while at a show. The shiny cab sides are created with a bit of car paint polish to show this is a well-loved locomotive, perhaps the shed "pet". This contrasts nicely with the matt smokebox.



TRACKPLAN





An overview of the layout (it's small enough to be easy to spin around). Building a control panel into a layout saves a lot of messing around with plugs and sockets, removing soldered connections that can fail, and saving a few quid on components. In real life, you don't really notice it either. The panel is Plastikard with self-adhesive Trimline for the trackplan.



Instead, I've raided my stock box to show a few locomotives on the layout, and suggesting the sort of trains that work on a tiny model. Remember, if you don't need many trains, then you aren't going to be spending a fortune on rolling stock. 'Ferness Quay' could be operated with a railcar, shunting loco, and half-a-dozen wagons. Not that stops me building and buying far more, but the idea is sound.

So, welcome to 'Ferness Quay'. A halt at the end of a branch line, which still sees a little bit of traffic to support the local farmers, and the occasional coaster or fishing boat that ties up at the dock. Imagine you have your Ian Allan spotting book and Kodak Retinette, with a full roll of film, just waiting to see a few trains and enjoy the visit. ■





TOP LEFT: Looking along the layout, we find a Hornby Class 121 Bubble Car in the station. Even straight from the box, this Railroad model sits well in the scene, although some couplings and pipes on the buffer beam would be a nice touch.

TOP RIGHT: For a little layout, a short single-car DMU is the perfect train. This is the Heljan model, although keen types can try motorising the Kitmaster/Airfix/Dapol version. This layout provides the perfect excuse to build up a collection of these lovely vehicles, if you need one.

MIDDLE RIGHT: Pretty much every layout I build features a red telephone box. I like to explain that the splash of colour attracts the eye to the model, but mostly it's because I am a massive phone box nerd. Anyway, this is a Brawa 5437 HO model, ready-built and fitted with a working light, it's nicely detailed, as befits a very visible detail.

> "I've never built anything longer than 7ft in length, and can claim a 100% success rate in getting the models reasonably completed."

If we ignore the BR lorry, the layout can be backdated with a set of Accucraft cauldron wagons being moved by a Stephen Lewin *Lewin*, built from an Impetus kit. Early trains are ideally suited to small layouts, due to their shorter rolling stock and more limited length trains.



MICRO LAYOUTS IN PICTURES

Here at BRM, we love a micro layout and here is just a taster of those that have graced the pages over recent years…



RAVEN'S RAVINE

Under thunderous skies, this fantasy layout stands out for its dramatic landscape, guarded by dragons. David Wright's creation may be small, but it makes a big impact.

FACTFILE

SCALE/GAUGE: 4mm:1ft scale/9mm gauge/OO9
SIZE: 32in x 24in
ERA/REGION: Day's of Old/Fantasy
LAYOUT TYPE: Continuous Run





RYCROFT ARENA

High-rise, high-impact, but at a relatively low cost, Steven Farmer was inspired by inner-city regeneration for his modern station terminus layout.

FACTFILE

SCALE/GAUGE: 2mm:1ft scale/9mm gauge /N
SIZE: 39in x 10in plus 23in fiddleyard
ERA/REGION: Modern image/fictitious city scene
LAYOUT TYPE: Fiddleyard to terminus



LOCTERN QUAY

Michael Campbell sought time-saving kits and fast construction methods to create his space-defying layout, with impressive results.

FACTFILE

SCALE/GAUGE: 4mm:1ft/9mm/OO9
SIZE: 2ft 6in x 1ft
ERA/REGION: Pre-WWII / fictitious
LAYOUT TYPE: Fiddle yard to sidings







MUTTON

Rob Gunstone's small slice of ex-L&SWR territory with an ingenious baseboard solution becomes the playground for a collection of Adams Radial Tanks.

FACTFILE

SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 110cm x 26cm
ERA/REGION: BR (W) / fictitious
LAYOUT TYPE: End-to-end

PONT-Y-DULAIS

James Hilton is no stranger to building micro layouts and this lovely model is a no-nonsense, simple-to-operate layout that has great benefits for short running sessions, yet can remain evocative of an era no more.

FACTFILE

SCALE/GAUGE: 1:76 scale/16.5mm gauge/ OO
SIZE: 98cm x 24cm
ERA/REGION: 1970s/80s NCB South Wales
LAYOUT TYPE: Fiddle yard to sidings





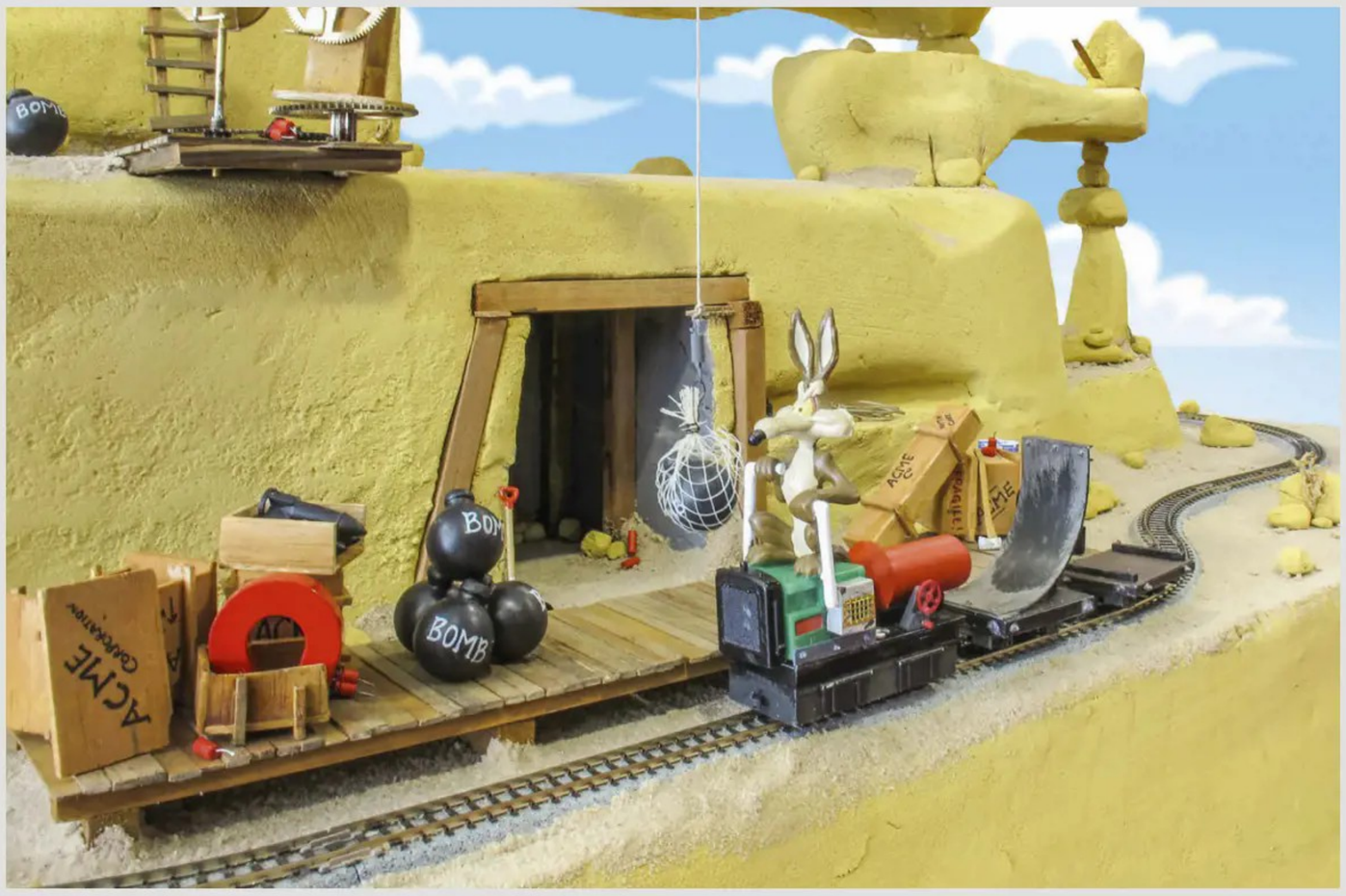
CHARLESTOWN KILN

Jonathan Gourlay's first and layout build is deemed a great success, allowing many atmospheric photographs to be captured.

FACTFILE

SCALE/GAUGE: 4mm:1ft/16.5mm gauge/OO
SIZE: 1.6m x 0.8m
ERA/REGION: Nationalisation 1960s
LAYOUT TYPE: End-to-end





ROAD RUNNER



Not a layout for rivet counters, but mostly true to the source material - the fun side of the hobby is fully explored in Les Conn's latest creation.

FACTFILE

SCALE/GAUGE: 1:24/ 9mm gauge (Gnine)
SIZE: 4ft x 18in
ERA/REGION: Early 1960s, US south-western desert
LAYOUT TYPE: Continuous Run

TRAETH HAFREN (SEVERN BEACH)

Another excellent micro scene from James Hilton, this time creating a winter scene, which deploys some clever modelling skills to depict a bitterly cold windswept morning at the Severn Beach branch.

FACTFILE

SCALE/GAUGE: 2mm:1ft/ 9mm/N
SIZE: 55cm x 10cm
ERA/REGION: 80S/WESTERN REGION
LAYOUT TYPE: Cameo/Shelf



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