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INSIDE OCTOBER 26

BRM

GETTING PRACTICAL



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INSPIRING LAYOUTS



20 Horncastle (OO)

After succumbing to competition from local bus services and car ownership, this branch line gets a new lease of life in model form.



88 Hanton Tarrant (3mm)

Taking the reins on this layout rebuild project proved quite a challenge for Paul Hopkins, who brings this excellent scene to life.

TRACTION



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130



34 Ambleton Vale (N)

This immersive layout comes packed with busy scenic cameos, including its very own racecourse with sound!



106 Monktonmead LMS (OO)

Proving it's never too late to pick up a new hobby, this debut layout proved the ideal testbed for learning new skills.

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R606	Curve 2nd Rad.....	£3.05
R607	Double Curve 2nd Rad.....	£3.90
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R609	Double Curve 3rd Rad.....	£3.90
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31-001	Robinson BR Late Crest.....	£94.99
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31-127	CL3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
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31-931	LMS Compound.....	£112.90
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31-461A	C Class SR Black.....	£106.20
31-481	G2A BR Early.....	£114.70
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35-419	BR Class 47 Rft Distribution.....	£203.95
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35-352	BR Cl. 20 BR Green.....	£191.20
32-652A	BR Cl44 Blue Ingleborough.....	£161.45
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32-702A	BR Cl46 Green.....	£171.45
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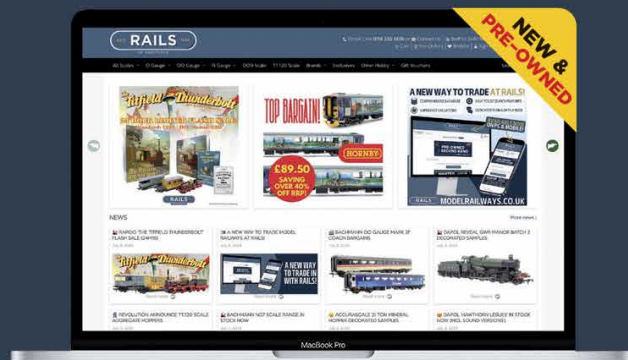
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T. Smart ★★★★★

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

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. Bartlett ★★★★★

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

R. Smalley ★★★★★

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

D. Ager ★★★★★

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

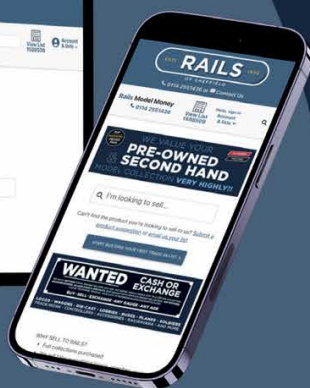
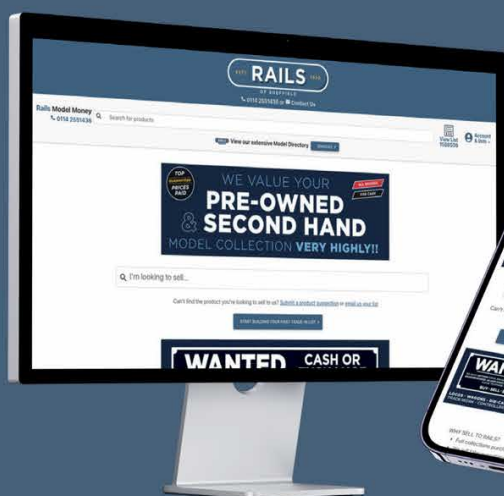
D. ★★★★★

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

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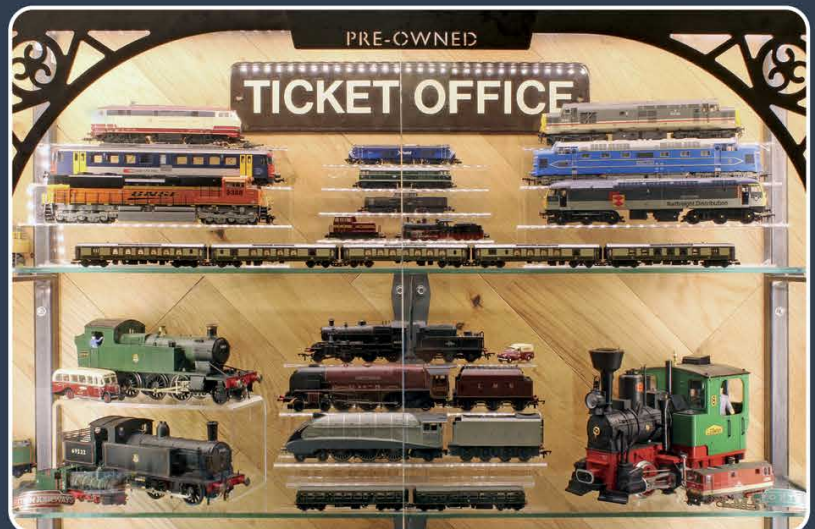
R. Rae ★★★★★

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

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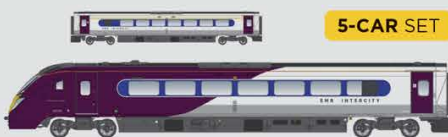


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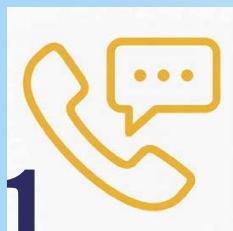


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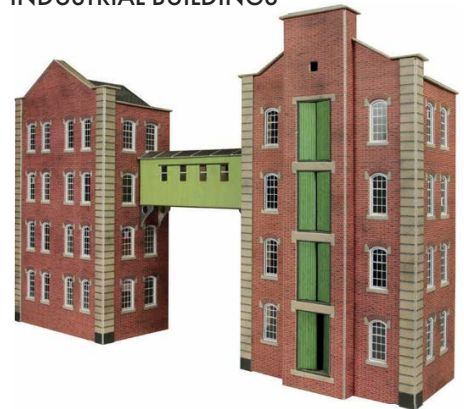
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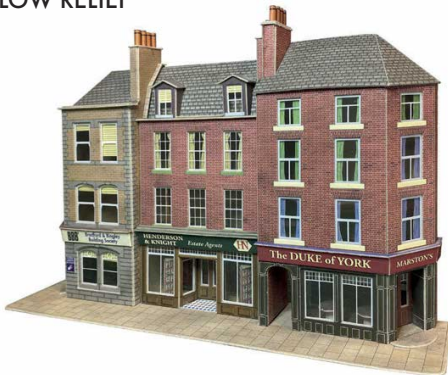
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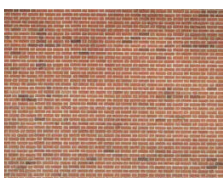


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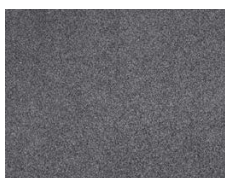
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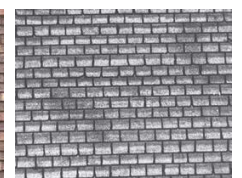
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A Class 114 waits for its return trip to Woodhall Junction, while the resident 08 prepares to shunt the recent trip freight arrival from Lincoln.



FACTFILE

LAYOUT NAME: Horncastle

SCALE/GAUGE: 4mm:1ft/16.5mm/OO

SIZE: 13ft x 2ft

ERA/REGION: 1980s Eastern Region

LAYOUT TYPE: End-to-end

REVIVAL

After succumbing to growing competition from local bus services and car ownership, this small branch line gets a new lease of life in model form, enabling its passengers to head east to the coast, or west into the Midlands and beyond.

Words: Simon Stewart **Photography:** Steven Draper



TOP RIGHT:

Rolling stock is a mixture of RTR and kits, the Mermaid being a Cambrian kit, while the Shark is a Hornby model.

MIDDLE RIGHT:

UKF warehouses were once a common sight across the network; this one was created from a Hornby warehouse, cut in half along the roof ridge then placed side-by-side to make a half-relief building.

BELOW:

Cricklewood-allocated 25309 waits to depart for Peterborough on an increasingly rare vacuum-fitted freight service.



The short branch line from Woodhall Junction to Horncastle opened on August 17th, 1855. It was owned by the 'Horncastle Railway Company', but was operated by the GNR until both companies were amalgamated into the LNER in 1923. The line was an instant success and made a profit during every year of the company's existence.

After World War II, the line started struggling against growing competition from local bus services and car ownership, and as a result, passenger services were withdrawn by 1954. Freight services, generally oil, fertilisers, animal foodstuffs and coal, kept the branch open, but it finally succumbed in April 1971, when the GNR loop line from Lincoln to Boston and Spalding, on which the branch connected via Woodhall Junction, also closed.

What if...

The Horncastle Branch and loop line had survived and was still operational into the 1980s. This would have allowed passengers good connections north via Lincoln, and south via Peterborough. From Boston, passengers could also head east to the coast, or west into the Midlands and beyond.

The main factor for the branch surviving would have been its freight traffic. This would have predominantly been with agricultural services, in the form of grain, fertiliser, sugar beet (seasonal) and other agricultural by-products. I have also surmised that there would also be a limited MOD service supplying outlying RAF bases, for which Lincolnshire had its fair share.

“My idea was to use the general layout of the original trackplan, with some track rationalisation as would have been the case by the early-1980s.”





Most of the freight would have been local trip workings from Lincoln or Peterborough, which would have originally come off one of the 'Speedlink network' services.

Passenger services would generally be in the hands of LN-allocated 105 or 114 DMUs, although the odd Met Cam may make an appearance. With just one unit a day required to work the branch, this would connect with Lincoln to Boston services at Woodhall Junction.

Why Horncastle?

The idea for 'Horncastle' ironically came from a picture found in *British Railway Goods Wagons in Colour 1960-2003*, which showed a Class 31 in BR blue but still with pre-TOPS numbers, on a short freight waiting to return to Lincoln. After doing a bit of digging and finding trackplans, it soon became apparent that the station could be made to fit, with a little compression, into a 12ft x 2ft space, which happened to be the only space available to me at that time.

My idea was to use the general layout of the original trackplan, with some track rationalisation as would have been the case by the early-1980s, but also have some new track laid to two new buildings; these would be a large grain silo and a UKF fertilizer depot. These two buildings would help conceal the fiddleyard area behind, which would use a cassette system.



ABOVE: 37001 rolls into the yard before setting back into the UKF depot with a bagged fertilizer load. The signal box is a Hornby item, but has been modified to have the door and steps at the other end.

MIDDLE LEFT: More BR staff than passengers waiting for the next service to Woodhall Junction.



BOTTOM LEFT: The Horncastle Egg building, across the road from the station, still survives to this day but is now used as a children's nursery. This was built using foamboard as a base with brick Plastikard laid on top.



ABOVE: The very recognisable Walther's Grain Elevator dominates the scene as the 37 shunts bagged fertiliser into position for unloading at the UKF depot.

MIDDLE RIGHT: Class 25s were becoming relatively rare in Lincolnshire by the early-1980s, but this one managed to sneak out from Peterborough.

BOTTOM RIGHT: A Class 25 departs the goods platform, which would have originally been used for loading and unloading of farm animals, including horses for the famous 'Horncastle Horse Fair'.



After drawing up a plan, three 4ft x 2ft boards were constructed from 12mm ply supported by 100 x 15mm timbers. This was my first attempt at building baseboards, so no fancy woodwork, but something that has proved to be sturdy without being too heavy.

Having decided that the trackwork should be as realistic as possible, but not having the relevant skills or knowledge to build points at the time, Marcway Models points were used along with C&L bullhead flexitrack. Droppers were soldered to the bottom of each rail before gluing into place, to ensure no wires would be showing once ballasting was completed. Points were originally operated by Seep motors, using the switch on the motor to change polarity for the frogs. But after the frog switching proved to be inconsistent, they were all replaced with Cobalt slow-speed motors, which so far have proved very reliable.

Ballasting was carried out using the usual tried-and-tested methods, ballast used being a mixture of different colours of Woodland Scenics fine grade. This was then weathered using an airbrush, while areas where locomotives or units stood for long periods of time were given a coat of oily grime via an airbrush and dry-brushing.

Key structures

Buildings are a mixture of scratch-built, kit and proprietary. The UKF depot is a Hornby Industrial unit, cut in half along the roof ridgeline and then

placed side-by-side to produce a half-relief building. One of the shutter doors was cut out, with crates of fertiliser sacks on view through the opening. The grain elevator is one of the very recognisable Walther kits, with lights and other small touches added. The signal box is another Hornby product, with interior detail and lighting added. A little work had to be carried out to change which end the door and stairs were, to match the prototype.

The goods shed was a slightly unusual building at Horncastle, in that it is located alongside the station building, with access to it via a mini turntable on the run-round loop. Sometime after the station closed to passengers, a local tyre distribution company took over the building and proceeded to brick up and fit a large window where the entrance door once stood. It is in this condition that I have decided to model the shed, seeing as most goods sheds had been put out of use by the 1980s. For the construction of the shed, I used foamboard overlaid with Slater's brick-embossed Plastikard.

The 'Horncastle Egg' warehouse across the road from the station was constructed in a similar fashion to the goods shed. This building is located on an extra baseboard that was constructed shortly before completion of the layout, to help complete the scene of the station area, as most pictures seen of Horncastle usually have this building in the background.



TOP LEFT: 37001 waits in the yard for the OAA and OBA wagons to be unloaded of their fertilizer bags.

MIDDLE LEFT: All rolling stock is modified in some way, the 37 having its water tank removed and headcode boxes plated over, as seen in pictures during that period.



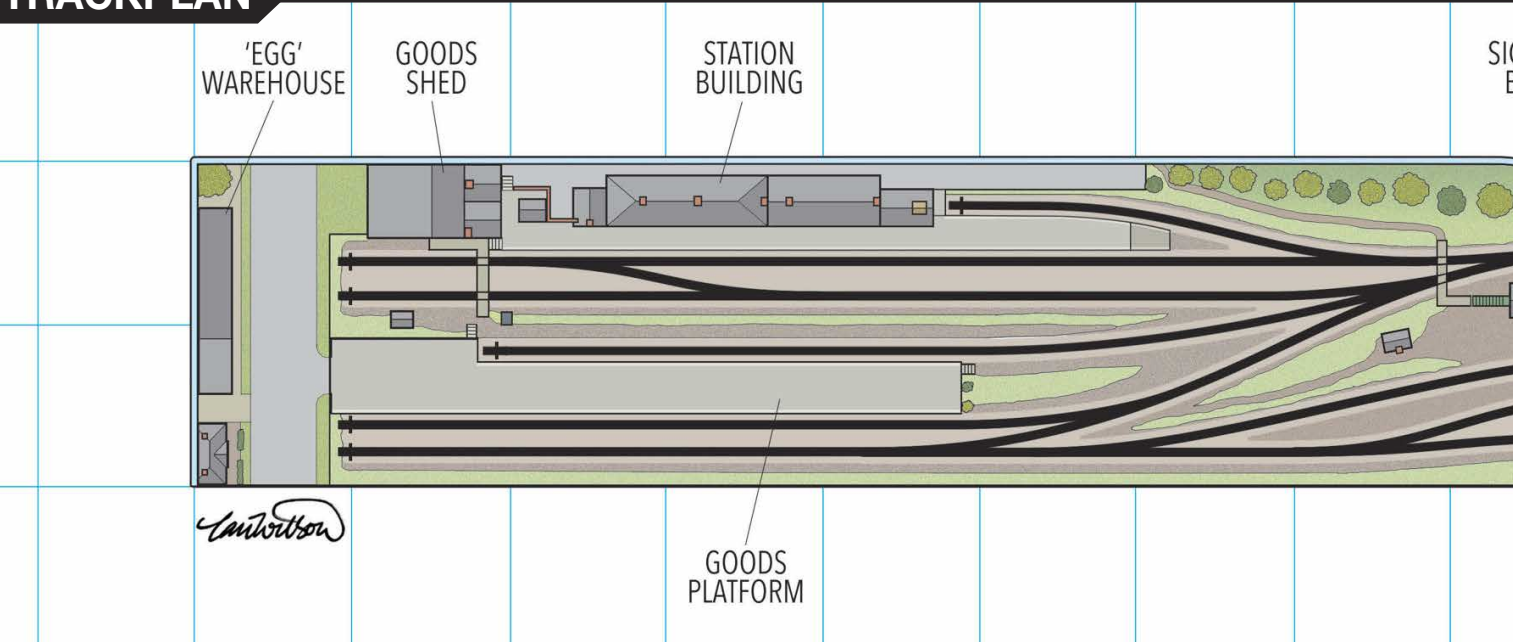
BELOW: Signals are all kits from Model Signal Engineering, operated using servos and electrically interlocked with the points.

“After making a start on the main structure of the building, I wasn't happy with how the progress was going, so decided to turn to professional model builder, Howard Leader...”





TRACKPLAN





TOP LEFT (OPPOSITE PAGE): A Class 114 waits for the next service. This is a DC Kits model, with plenty of added details, particularly on the underframe and then professionally painted by Andy Clayton



BOTTOM LEFT (OPPOSITE PAGE): 25309 slowly departs the yard; this is a renumbered SLW locomotive, with weathering completed using photos from the internet.



TOP LEFT: A Class 114 waits for the signal to return to Woodhall Junction; these units, along with some Class 105s, spent most of their careers based at Lincoln depot.

MIDDLE LEFT: Local bus services to the Lincolnshire Wolds connect at Horncastle.

BOTTOM LEFT: 37001 of Stratford depot was renumbered to 37707 after refurbishment in 1987.



About the modeller

Name: Simon Stewart

Age: 53

Number of years modelling: 22 years

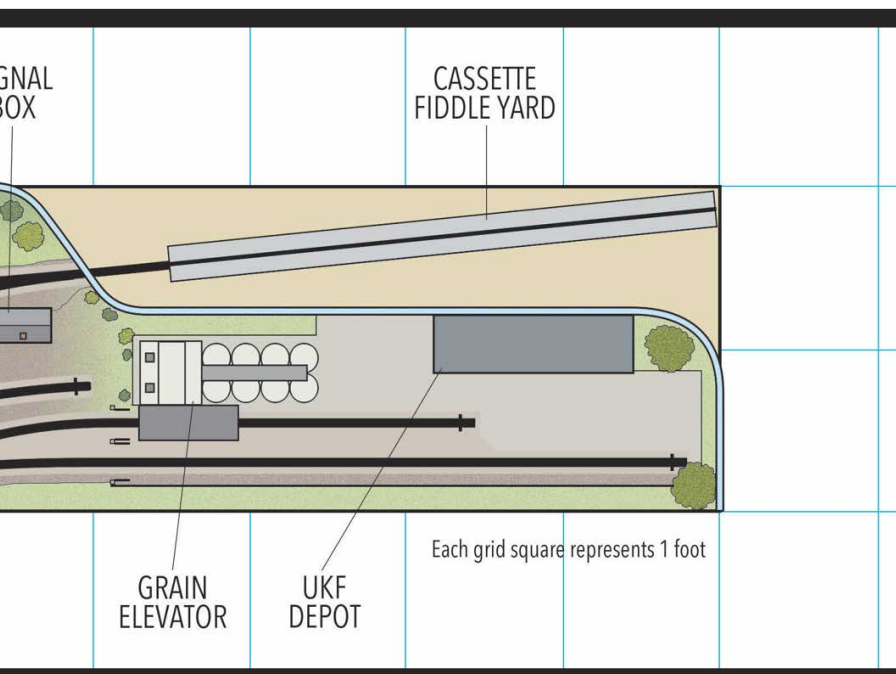
Name of your first layout: 'Horncastle'

Favourite era/region: Southern Region, western division in the 1980s is my favourite

Favourite locomotive: Class 33

My interest in model railways started with getting my first train set at the age of 8, which contained an HO gauge Class 33. Even at this early age, I was fascinated by what all the grills on the roof and body sides were for and wanted to know more about how the real thing worked. At the age of 15, I joined Lincoln & District MRC; this opened up my eyes to what was possible in the hobby and I met like-minded people, some who would end up being lifelong friends. After taking several years out from the hobby, I rejoined the club in 2004 and have been an active modeller since then. I spent several years helping to bring Class 33 33035 back to life, using my electrical knowledge to help with the control circuits on the loco. This was one of the most fulfilling projects I have had the pleasure to be part of, and I recommend anyone to go out and have a go at volunteering on your local heritage railway. The next model railway project is in the planning stage and will be based around the Southern Region, western division.

I have lived near Lincoln my whole life, apart from my six years in the forces. I'm currently a driver instructor for EMR, based at Lincoln depot.





ABOVE: After track laying, rail sides were given a coat of rust colour, then the whole lot was sprayed with sleeper grime to help tone down the look of the sleepers before ballasting commenced.

MIDDLE RIGHT: Two members of staff are standing outside the mess room, waiting for the next arrival.

BOTTOM RIGHT: Two members of the yard crew discuss the weekend football results while waiting for the daily trip freight from Lincoln.



With no available drawings, brick counting from photographs was the only option left to create a design for the station building. After making a start on the main structure of the building, I wasn't happy with how the progress was going, so I decided to turn to professional model builder, Howard Leader, after seeing his excellent work on Lincoln Central. Howard has done a wonderful job on the building, including detailing the interior of the entrance lobby, mess room and traincrew booking-on point, with working lights so that all the added detail can be appreciated from the platform.

Rolling stock

Rolling stock is generally RTR products with a good handful of kit-built items, including a 'DC kits' Class 114 and several types of wagons. All items have at the very least been weathered, renumbered and detailed, with some items having further items, such as etched fan grills, laser glaze and other modifications before being resprayed.

From the age of 16 and while helping out on our club layout, 'Gowts Bridge', I had got used to using 3-link couplings, so started adopting my own rolling stock to the same type of couplings shortly after. I totally understand they can be incredibly frustrating at times and that some people don't like the 'hand of God' effect

at exhibitions, but for me, they are the only option, even if I do have to put on the reading glasses to see what I'm doing nowadays! And to be honest, it's a great way to interact with your audience when struggling to hook up a Class 31 to a VEA van at an exhibition!

The layout is controlled by DCC using two NCE Powercab controllers, which have proved to be reliable. All locomotives and DMUs have been sound-fitted, including 'stay alive' capacitors; these make such a difference to the reliability of operation of the rolling stock, I cannot remember the last time I had to give a nudge to a stalling loco.

'Horncastle' is my first completed layout after getting back into the hobby, and has taken 14 years to complete due to many reasons, including a house move, a new career and bringing up a young family. I've learnt many new skills along the way, made plenty of mistakes and learnt from them (hopefully). Most of the skills learnt have been through talking to club members over the years and looking at the construction techniques of the club layouts, particularly when it comes to making the layout safe when taking it to exhibitions. I wouldn't be where I am now without the help of people like Howard Leader and Paul Ransome, whose knowledge has been invaluable over the years. And lastly, a big thanks goes out to my wife, Suzie, who has had to put up with me disappearing to the shed in the evenings for too many years to remember and looking after the family at the weekends when I'm away at exhibitions. ■



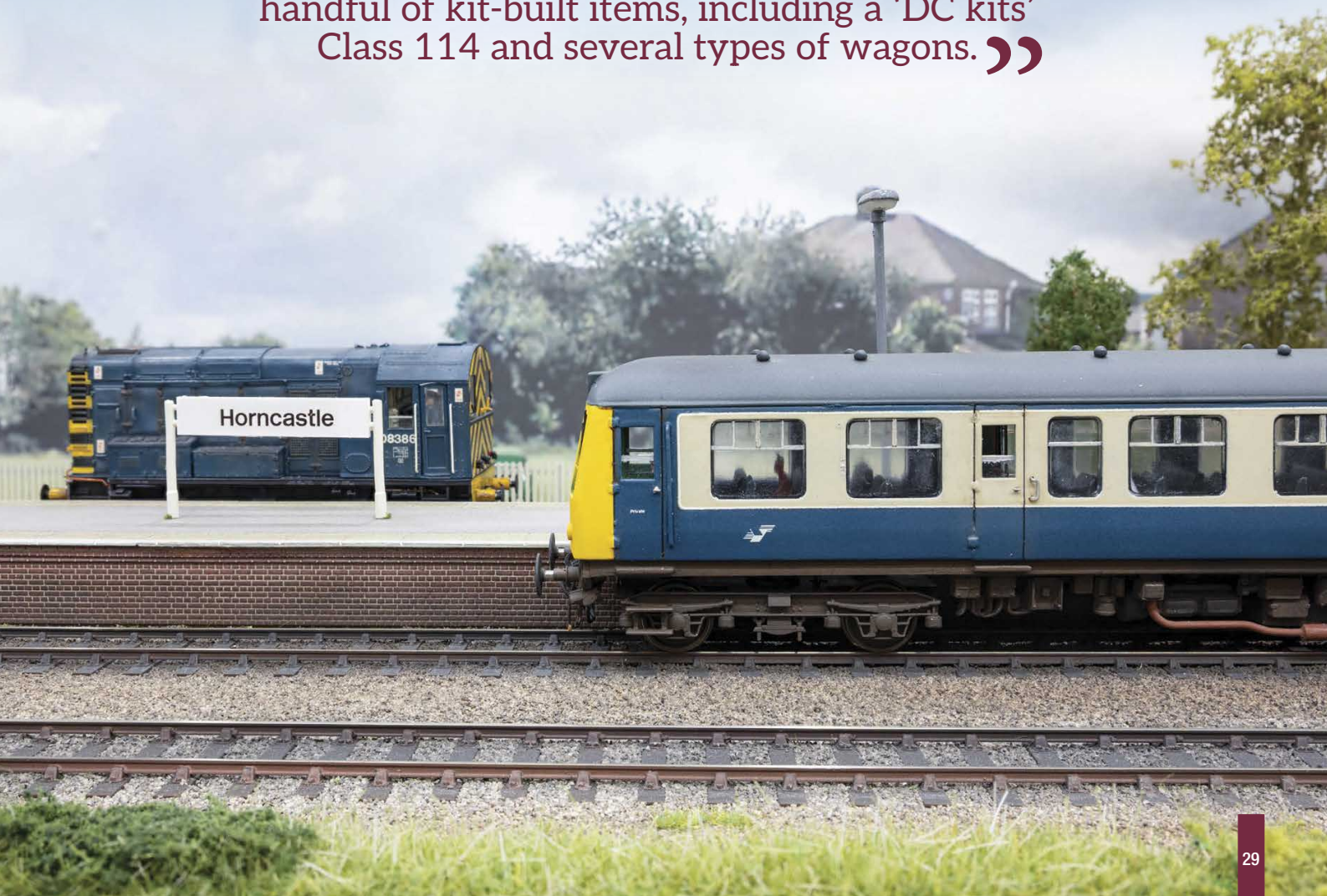
TOP LEFT: Immingham-allocated 31183 shunts grain wagons for loading, this is a heavily-modified Hornby model, including waist bands, roof grills, respray and lazergrazing added.



MIDDLE LEFT: A Class 25 waits the road after the arrival from Woodhall Junction.

BELOW: 08386 waits for its next turn, while the DMU returns from Woodhall Junction. The 08 was a Lincoln-allocated engine and was scrapped on site in Holmes Yard, Lincoln, in 1987.

“Rolling stock is generally RTR items with a good handful of kit-built items, including a ‘DC kits’ Class 114 and several types of wagons.”



COMMUNITY

EDITOR'S COMMENT

I think you would be hard-pushed to find anyone who has enjoyed the hot weather of late. It has been uncomfortable to say the least and left many of us not really able to do much at all.

Managing the heat for people is difficult enough, but what about our models? We do so much to protect layouts from the elements, but extreme heat – is anyone prepared? There has been an interesting discussion on RMweb on how models have fared during this latest heatwave, and we'd love to hear from readers on what they have done to protect their modelling. If you are looking for some advice, I would highly recommend checking the thread out.

In the pages of BRM, we are fully embracing the season, with some excellent summer-themed practical articles. This issue, Ben Bucki rounds off his beach-themed articles with a seaside café; those ice creams look good enough to eat - check out page 48 for more.

Although you can go in all weathers, nothing quite beats a day at the races in the summer sun, and one of our fantastic layouts in this issue, 'Ambleton Vale' (page 34), includes one of the best we've seen; those lucky enough to catch it at an exhibition can enjoy sound effects, too!

One layout that you won't catch at an exhibition is 'Monktonmead LMS' on page 104. Proving it's never too late to pick up a new hobby, this stay-at-home layout packs a punch for LMS nostalgia.

Our headline layout, the wonderful 'Horncastle', caught our attention at our Ally Pally show earlier in the year and is a favourite among exhibition goers. Altering history for this doomed branch line, many an hour could be spent leaning on the barriers watching this layout; however, if you can't get to see it at a show, World of Railways Gold members can see some footage of the layout in action.

Our final layout, 'Hanton Tarrant', you can see at a show, our show in fact. It will be appearing at The National Festival of Railway Modelling in November – along with 65+ others. To grab a ticket, head to www.world-of-railway/shows for more information.

Debbie Wood

WEEKEND PLANS...

Stafford Railway Circle Exhibition 2026

Held once again at Bingley Hall at the Stafford County Showground, this large two-day event will play host to over 50 layouts, a large selection of trade stands, plus feature demonstrators, society and club stands and free parking. Advance tickets cost £16 and doors open at 10am on both days.

DATE: September 26th-27th, 2026

The Midlands Model Engineering Exhibition

The UK's largest model engineering exhibition is back again at the Warwickshire Event Centre and will feature nearly 40 leading specialist trade suppliers, hundreds of exhibits across 32 competition and display classes, and more than 30 clubs and societies. There will be live action, plus Neil Wyatt, Editor of Model Engineer & Workshop, will be hosting a series of expert talks again this year. Adult entry costs £14.

DATE: October 15th-18th, 2026

Chelmsford Model Railway Exhibition

Held at St. John Payne School, Chelmsford, this year's one-day exhibition will feature a collection of layouts, trade stands, plus the club stand, with free parking onsite and refreshments available. Entry costs £8 for adults, £2 for over-12s and free entry for under-12s when accompanied by a paying adult. Doors open at 10am.

DATE: Saturday, October 17th, 2026

Uckfield Model Railway Club Exhibition

Held at the Uckfield Civic Centre, Uckfield, this year, the show will host Scalefour Southeast as well as the 2mm Association Roadshow. Featuring 20 layouts in a wide range of scales and gauges, the show will also be supported by 22 trade stands. Doors are open from 10am each day and entry costs £10, with accompanied children free.

DATE: October 17-18th, 2026

Hazel Grove Model Railway Exhibition

Celebrating more than 50 years of Railway modelling inspiration, and organised by the Hazel Grove and District Model Railway Society, the 2026 show will be held at Woodford (War Memorial) Community Centre on Chester Road in Woodford. Visitors can expect club and visitor layouts, trade support, demonstrations and more, with adult tickets costing from £8.

DATE: October 25th-25th, 2026

THE SMOKE DEBATE

I have seen 'Eyemouth' at an exhibition. It is an excellent piece of N gauge modelling. I did not see any engine movements. Mr Spence was far too busy discussing the row of houses overlooking the station with two people who knew the area well to be able to operate it at the same time. I am sure that none of the locomotives would have emitted smoke had they moved.

So, AI smoke effects? No, thank you. Photoshop smoke effects? No, thank you. I can accept digital tidying up of an image, but adding something that was never there is fakery and should have no place in railway modelling. When I saw the cover photograph of 'Eyemouth' in the BRM September edition with the fake smoke, my first reaction was "Oh no!". Readers want to see what other readers have achieved and compare it to their own efforts. They do not want to see a digitally-enhanced version of something that does not exist in reality. What is to stop someone creating a set of images using AI of a layout that does not exist and submitting it for publication in BRM?

Please keep BRM 'honest' in the way it presents readers' layouts. Tidy them up if needs be, but do not add anything that is not there.

Colin Tanner

BRM Says: Thank you for your reply to our question in the last issue of BRM about smoke effects; we've seen quite a heated debate over on RMweb as well as comments received. There are some strong arguments for and against, and we will certainly take your feedback on board.

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CLASS N2 RETURNS



The Gresley Society, founded in 1963 to honour the life and works of Sir Nigel Gresley, is delighted to announce the return to traffic of Gresley class N2 No. 1744, Sir Nigel Gresley's oldest surviving locomotive, on the North Norfolk Railway. The official launch and rededication ceremony took place today at Sheringham Station, marking the successful completion of an extensive eight-year overhaul.

The locomotive was withdrawn from service in late 2018. The overhaul, which has cost approaching £800,000, included significant mechanical and boiler work and was initially conducted by Northern Steam Engineering in Stockton-on-Tees and completed at the North Norfolk Railway at Weybourne. Key elements comprised new

driving wheel and pony truck tyres, new front boiler ring and tubeplates, new firebox wrapper sections, and the manufacture of new superheater tubes. It now returns to service in its distinctive Great Northern Railway green livery during Sir Nigel Gresley's 150th anniversary year and is the only working locomotive from the GNR.

The event programme included a special viewing at the NNR workshops in Weybourne, followed by a rededication ceremony at Sheringham Station. Guests had the opportunity to travel behind No. 1744 on special trains to Holt using the sole-surviving Quad-Art set of carriages.

After returning to traffic for 'The Golden Years' event, No. 1744 is scheduled to rejoin

the North Norfolk Railway's historic fleet, hauling services along the line which runs from Sheringham to Holt. The locomotive is also due to appear at some of the popular heritage line's special events, including the 'Festival on Rails' on August 22nd-31st and 'Steam Back to the Forties' on September 19th-20th.

The N2 Overhaul Completion Club has raised almost £60,000 towards the final £100,000 target, with strong ongoing support. The club offers attractive benefits for those contributing £1,000 each (payable in up to eight instalments). The North Norfolk Railway has generously funded the completion of the work, to be reimbursed through operational use of the locomotive.

SILVER ANNIVERSARY

The Model Centre is celebrating 25 years of production customisation, marking a quarter of a century of weathering, detailing, renumbering, sound-fitting and bespoke commissions.

Founded in 1998, TMC occasionally customised selected models on special request during its early years. In

2001, a customer request marked the beginning of its production customisation service.

Since then, the service has expanded to encompass weathering, renaming and renumbering, decoder and digital sound installation, detailing and bespoke commissions, with TMC continuing

to develop and refine its customisation techniques over the past 25 years.

To mark the milestone, TMC ran a week of exclusive promotions and special offers, together with behind-the-scenes content and a look back at some of the milestones that have shaped its customisation department during the past 25 years.

KING VISIT

The Nene Valley Railway has announced that GWR 'King' Class locomotive No. 6024 *King Edward I* will make its first-ever visit to the heritage line on October 10-11th, 2026.

Fresh from an extensive overhaul and recent return to steam, the locomotive will haul passenger services during the railway's 'Travel with a King' event, giving visitors the opportunity to travel behind one of Britain's most recognisable express steam locomotives.

Built at Swindon Works in 1930, *King Edward I* is one of the Great Western Railway's celebrated King Class locomotives. Designed for hauling the heaviest express passenger trains on the Great Western main line, the class became synonymous with high-speed long-distance operation.

Only a small number of King Class locomotives survive today, making opportunities to see one in steam relatively uncommon. Following a lengthy restoration and overhaul, No. 6024 has recently returned to both heritage railway and main line service.



Throughout the weekend, *King Edward I* will operate heritage passenger services across the railway.

The visit will also feature a special Cornish Riviera Express 'Jolly Fisherman' evening dining train, offering passengers fish and

chips while travelling behind the locomotive.

The locomotive's appearance has been arranged courtesy of the Royal Scot Locomotive & General Trust.

Tickets for both events are available through the Nene Valley Railway website.

WIN WITH BRM!

You could be a lucky winner!

WIN a Rapido Kerr Stuart *Sirdar*!

Reviewed on page 126 in this issue, these fantastic locos from Rapido from its Narrow Lines range would find a home on many 009 layouts.

For your chance to win, you need to head to World of Railways and answer the question below to enter the prize draw.

Built at Kerr Stuart's California Works from 1899, which city was the Works based in?

- A: Doncaster
- B: Stoke-on-Trent
- C: Swindon
- D: Crewe



The competition will close on October 31st, 2026

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

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Photos courtesy of BRM Magazine

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A Class 20 pulls into 'Ambleton Vale's' Platform 1. Behind the railway tracks, the cattle market is in full swing.



TRACKSIDE

This immersive layout comes packed with busy scenic cameos, including its very own racecourse with sound!
A feast for the eyes and the ears.

Words: Anna Bass and Ray Taylor **Photography:** Phil Parker



FACTFILE

LAYOUT NAME: Ambleton Vale

SCALE/GAUGE: 2mm:1ft/9mm/N

SIZE: 16ft x 1ft 5in

ERA/REGION: Late 1950s - Early 1960s

LAYOUT TYPE: End-to-end

TOP RIGHT: Horses are lining up for the start of the next race. The grandstand building is loosely based on the stand at Fakenham Racecourse in Norfolk.

MIDDLE RIGHT: Some livestock wagons wait behind the racecourse. In the 1960s, horses were still being brought to the races by train.

BELOW: A Q1 locomotive takes on more coal at the fuelling station, with a Hunslet farther along the track. The signal box can be seen in the background.



Ambleton Vale' is an N gauge end-to-end layout set in rural southern England sometime in the late-'50s or early-'60s. It was our second layout, but the first built specifically for exhibitions. With that in mind, we were conscious that not everyone at a model railway show is a railway fan. But a lot of people like animals – so we included a racecourse and a cattle market in the layout to provide interest for those humouring their family train fanatic. Our choice of N gauge had its origins in our first build – a layout in a coffee table, N gauge being an ideal gauge for small spaces – and it stayed with us because it's useful in terms of minimising storage space as well as scenery per square foot.

Our starting point for all exhibition railway projects is: will it fit in the car for transportation? 'Ambleton Vale' was designed to divide into four-foot sections, which stack neatly both in the car and for storage at home. However, when we reached the point of sourcing boxes in which to transport the sections, we realised that we should have made each section slightly LESS than four feet long – because a four-foot layout board requires a box slightly longer than four feet – which is, of course, a non-standard size. We ended up making our own, from wardrobe moving boxes.

“We can't say enough about how supportive and helpful the model railway community has been for us in general.”





People ask us where the layout is displayed when we're at home. The short answer is: it isn't. We built it in four sections while living in a house that only had room for two sections to be connected at any one time. However, the positive side to this is that when we assemble it at a show, it's a novelty all over again and it's a bit like arriving at a familiar and well-loved destination where we're going to spend the weekend.

Creative influences

We can't say enough about how supportive and helpful the model railway community has been for us in general. We asked a million questions (mainly at online forums, but also at shows) and we learned an enormous amount. Early in our development process, we saw the N gauge layout 'King's Park' at a show – we asked about the control system, and the people running the layout invited us around the back and talked us through all the bells and whistles. It's a complicated layout and they were incredibly kind and encouraging. We have a special affection for N gauge, of course, and one we've seen several times but never had enough time to explore in detail is the spectacular 'James Street'. Another favourite layout because of its excellent weathering is the OO gauge 'Trinity Dock Street Bridge', which captures the atmosphere of urban grime perfectly.



ABOVE: The auction is already in progress, but cattle are still arriving at the market by train.

MIDDLE LEFT: Racegoers ride behind *Nunney Castle* on their way to the station get a sneak preview of the racecourse stabling area as they go by.



BOTTOM LEFT: The station building was based on Dullingham Station, near Newmarket. The main structure is cardboard; the roof tiles are printed from a downloaded pattern, and the adhesive brick paper came from a bargain bin at a model railway shop in Norwich.



About the modellers

Name: Anna Bass and Ray Taylor

Age: 63 and 74 respectively

Number of years modelling: 10 (although Ray had a brief episode of railway modelling in his 40s)

Name of your first layout: 'Feldspar'

Favourite era/region: Era 5, Southern England

Favourite locomotive: *Nunney Castle* (Anna) The one that's running most smoothly (Ray)

Anna grew up in Dorset but spent the early part of her adult life in the USA. She liked trains from the first time she rode one as a child, but seeing the massive goods trains in the American desert only increased her interest. However, having grown up in the '60s, she was the wrong gender to be offered a model railway for Christmas. Ray, on the other hand, was more fortunate, having a model railway in the South London house he grew up in, and had a go at railway modelling himself when he was older, although he was never happy with the results. When he and Anna, by this time living in Essex, discovered that they each had an interest in model railways and trains in general, it became clear that sooner or later they would build a model railway.

TOP TIP:

Organise your backdrop before you build your scenery.



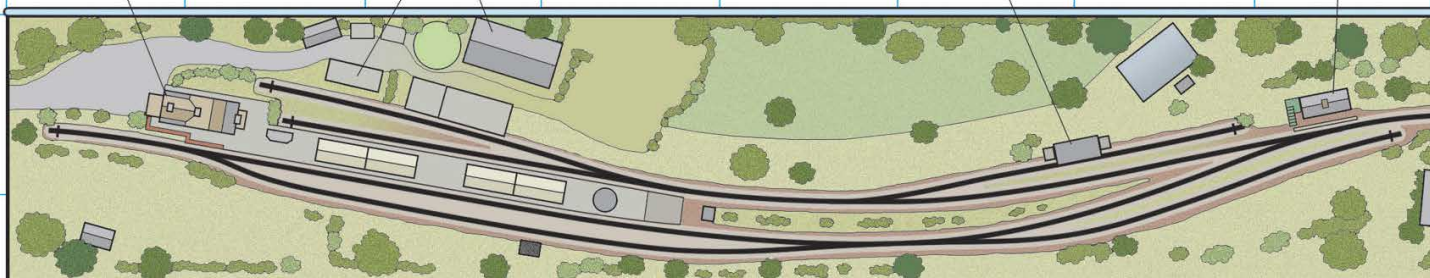
TRACKPLAN

STATION BUILDING

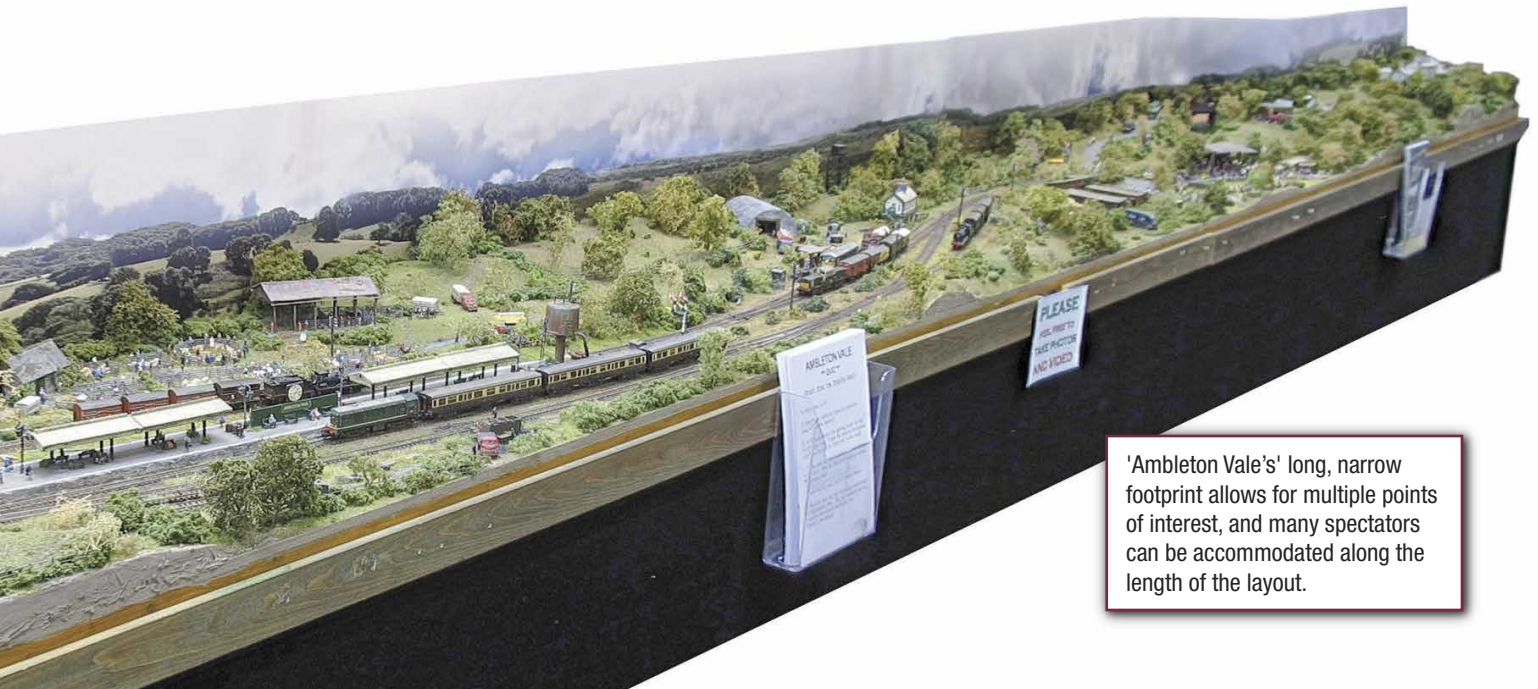
CATTLE MARKET

DIESEL FUEL

SIGNAL BOX



Lambertson



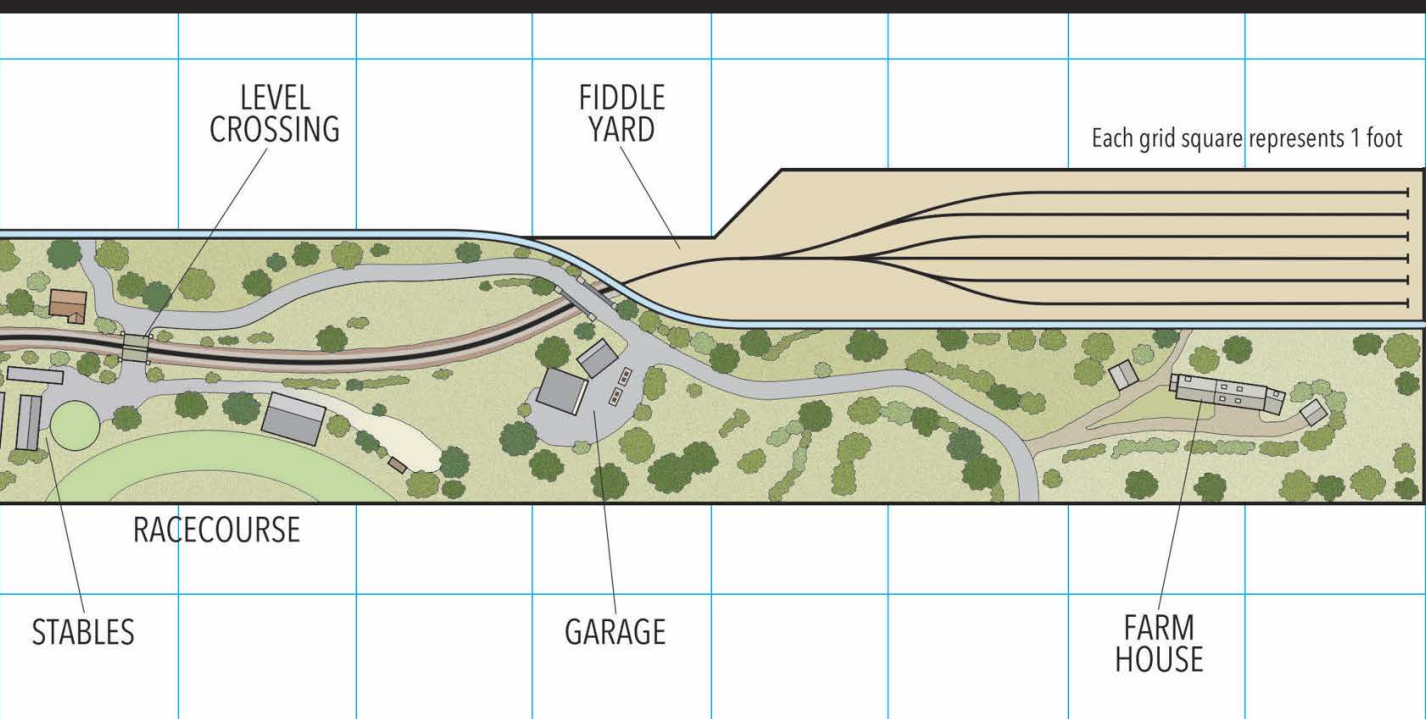
'Ambleton Vale's' long, narrow footprint allows for multiple points of interest, and many spectators can be accommodated along the length of the layout.



ABOVE: It's quarter past one and a Standard Five is bringing eager racegoers into Platform 1.



ABOVE: We like the scenery to look as realistic as possible, which involves a lot of very carefully applied "random" weeds and bushes.



TOP RIGHT:

Nunney Castle passes the coaling station while running around its carriages.

MIDDLE RIGHT:

Racegoers make their way to the viewing areas as the horses head for the starting gate.

BELOW:

A Class 17 brings a mixed goods train past the signal box.



One of our early supporters and role models was railway modeller Chris Nevard, who creates beautifully realistic scenery. We learned a lot from him about making sure the layout doesn't look too clean and tidy, and how a little artfully deployed untidiness makes the world you've built look more natural. He also gave us possibly the best piece of advice anyone has given us, and which I'd pass on to others just starting out: organise your backdrop before you build your scenery. It's a lot easier to build scenery to a backdrop than the other way around – and if your backdrop is photographic, it also ensures that your scenery will develop in realistic colours.

Bringing the layout to life

We love steam and early diesel engines, so we set the layout deliberately in the transition era so we could run the engines we find most appealing. We especially like to use sound-fitted locomotives, and we find that many onlookers particularly enjoy the extra dimension that this provides. With this in mind, we have also created two "sound puddles," one at each end of the layout, which provide station announcements, racecourse announcements, and the sounds of the cattle market, complete with auctioneer.

“We love steam and early diesel engines, so we set the layout deliberately in the transition era so we could run the engines we find most appealing.”





The layout is deliberately designed with gentle curves – partly because they enhance the motion of a train, and partly because the layout we'd built earlier was a 2ft x 4ft coffee table with necessarily tight turns, and it was a relief to be able to open out the trackplan a bit. The short distance between the front and back of the layout enables us to chat to onlookers easily, and also to control the points manually – which we really enjoy. The buildings are all scratch-built from cardboard and based on existing buildings that caught our attention. The station, for example, was designed from photographs of the old Dullingham Station building – now no longer standing.

Busy operations

'Ambleton Vale' is DCC and is controlled by NCE PowerCab. There are two slave controllers, one of which is wireless, and this has vastly improved our operating experience. Because the layout is end-to-end rather than a loop, each train that enters and exits the layout has to be reversed at the station, which means we are constantly walking up and down the layout in opposite directions.



ABOVE: The Class 108 DMU (R) was the first locomotive we bought, which was sound-fitted; we were hooked as soon as we heard it. The *Nunney Castle* (L) is probably the engine whose evocative sound gets most attention from spectators.



MIDDLE LEFT: A goods train departs from platform 2.

BOTTOM LEFT: Shuttle buses take racegoers from the station to the racecourse.

TOP RIGHT:

A drone's eye view of the cattle market.

MIDDLE RIGHT:

We decided to hide our fiddleyard behind scenery. The farm buildings at the far end of the layout started life as leftovers from a Metcalfe Manor Farm kit but have now been extensively re-imagined.

BELOW: A Class 20 rolls into Platform 1.



When each of us had a controller with a cable, this led to some awkward tangles! The addition of a wireless controller was a huge improvement. It's still not the easiest layout to run – it keeps us both occupied pretty much continuously – but the uncoupling and shunting that occur at the station provide good entertainment for onlookers.

We don't run to a timetable. Our goal is to try to have trains moving on the layout at all times if we can, and to try not to collide on the single-track section, which goes past the racecourse.

Other Projects

Since building 'Ambleton Vale', we have completed a second exhibition layout (our third, altogether) which is thankfully considerably less exhausting to run, as it features a loop as well as a shunting area. Having recently moved house, which has given us a little more space, we are working on an O gauge layout that will eventually be a coal yard with lots of shunting – but currently only features track and rolling stock. Watch this space! ■

“Our goal is to try to have trains moving on the layout at all times if we can, and to try not to collide on the single-track section, which goes past the racecourse.”



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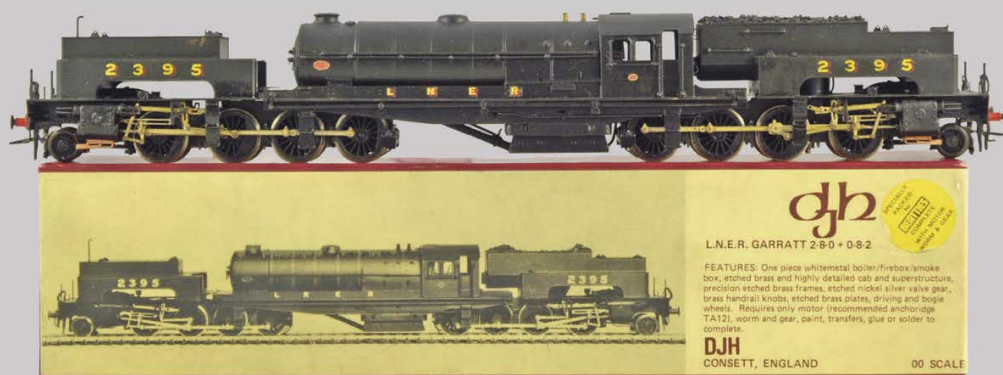


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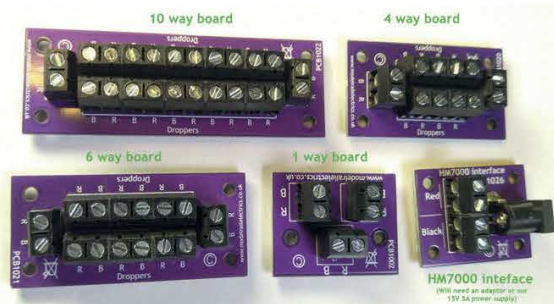
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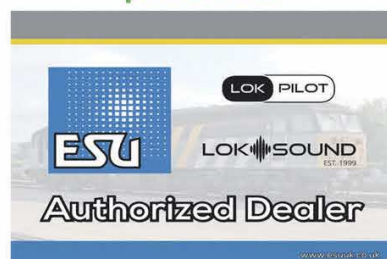
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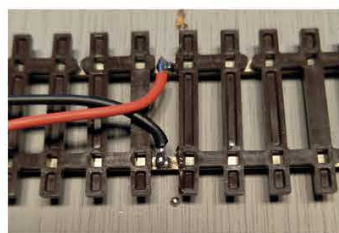
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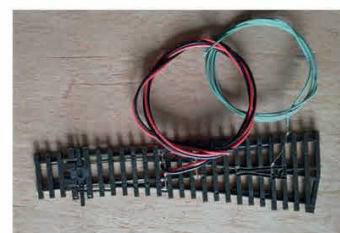


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Getting Practical with...

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Cotton Buds

I've used cotton buds (Q-Tips for American readers) a few times when modelling – mainly for cleaning up models after weathering, to replicate the efforts of a locomotive cleaner. However, for a couple of months, there has been a box beside the workbench, and I'm close to emptying it. Recently, I've painted a model patio grey, and used a bud to wipe it away, just leaving colour between the slabs, a trick that works for bricks too. They can also be used for dabbing paint into a model where a slightly patchy finish is required. Damp them, and you can remove dust from tiny areas too. Cheap, and very handy!

Ask Phil



Is superglue bad?

Last month, when talking about filling up coaches, I said: "Do NOT use superglue to fix your passengers in place." I've been asked about this, so let's explain further. Superglue, or Cyanoacrylate, gives off fumes while it dries. You can often smell them, which isn't a good thing, so work in a well-ventilated area. The vapours bind to moisture and proteins in fingerprint residue, and if there is any of this on your plastic glazing, it will absorb the fumes, going from invisible to foggy very quickly. There's nothing you can do to fix it either. If you must use superglue in a coach, leave the roof off for a couple of hours to let the fumes escape. Better still, use a different glue.

New on the workbench

7mm scale 70s and 80s era passengers

Last month, we added passengers to an OO gauge coach, using pretty basic model people. Moving up to O gauge demands rather better-detailed figures, and these resin-cast people from Northumbrian Painting Services should do the job nicely. There is plenty of character and detail in each figure, making them probably too good to hide away in a coach! I wondered if the fashions were more '70s than '80s; there is a kipper tie on one man, but I might not be the best person to comment on style issues... Head to www.paintinghistory.co.uk for more details.





Michael Russell



Phil Parker



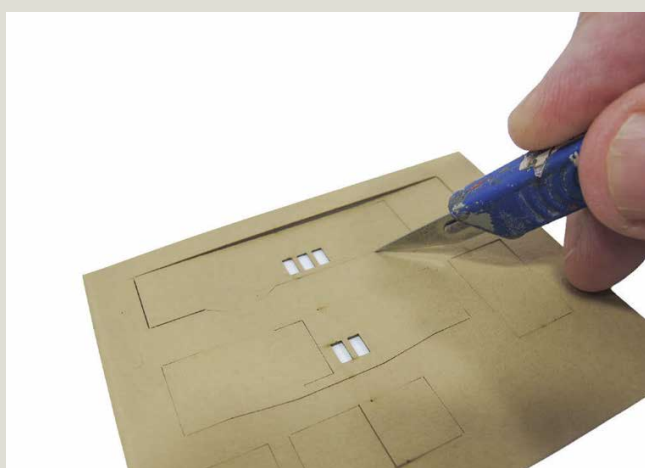
Ben Bucki



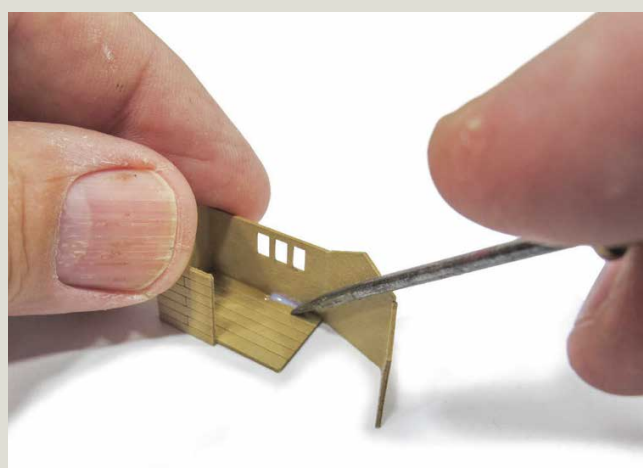
Steven Draper

Building a pair of sheds for N gauge

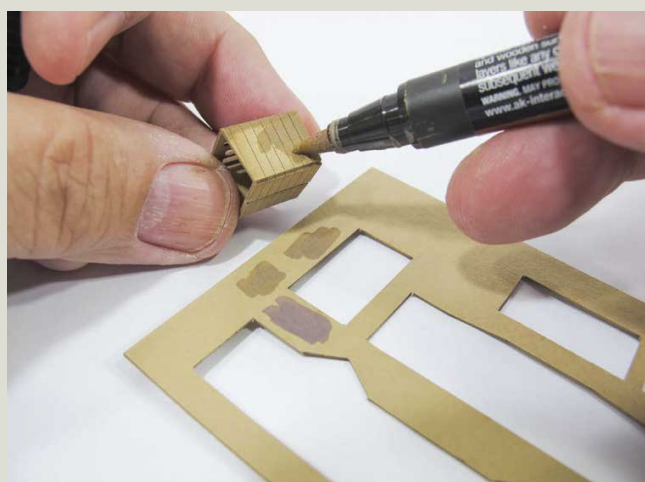
Any garden is improved by the presence of a shed, and so I need a couple for my project on page 56. Metcalfe Models offers a nice pair of buildings in the PN812 kit, but as they are N gauge, how challenging are they to assemble?



1 All the parts are laser-cut and held in a cardboard fret. To release them, cut through the tiny retaining nibs holding the part in place with a sharp knife. Spotting these nibs is a lot easier if you work from the back rather than the front.



2 The walls are folded around the floor. I'm using Deluxe materials card glue, which is very runny. Put a couple of drops on a bit of plastic, and transfer them to the model with a small screwdriver. Capillary action will pull the glue into the joint.



3 Using a paint pen is a quick and easy way to colour the walls if required, but the shade changes as the paint dries on this porous surface. It's a good idea to test the pen on the scrap leftover fret to see how it looks before working on the model.



4 An hour's work, and we have a pair of tiny garden sheds. The 10p piece shows just how small these models are. Assembly is pretty easy, although a little wonkiness wouldn't be unrealistic, and you can "grow" some plants up the outside to hide any problems.

Getting Practical

The summer sun has clearly driven the Bank Holiday visitors to Magwen's Caffi up on the promenade for an ice cream and a cold drink... almost unnoticed, a Class 158 slips past en-route to the station with another train full of sun-seekers from the West Midlands.



Build a promenade Cafe



Ben Bucki

HAVING BUILT the beach diorama inspired by Criccieth (BRM August issue), I needed something to fill the promenade on the left-hand end of the board. At the real location, it's predominantly car parking with the odd portable ice-cream stand, though at the spot where the rougher terrain meets the sandy beach,

there's a rather nice Grade 2-listed Art Deco-style seafood restaurant. Gaugemaster sells a seafront cafe, which had the right vibes, and wouldn't over-dominate the scene. A little bit of rebuilding and rebranding saw it become a small ice cream shop and café.

Other details were inspired by visits to UK seaside towns; the wooden beach huts on the promenade were based off a row at Saltburn, and the security fence along the railway line near the cafe was based on one at Barmouth. I had a lot of fun making it all as colourful, crowded, and chaotic as possible, with plenty of little cameo scenes; I've done a lot of modelling like this in recent months - jolly, upbeat, summer-themed - and this diorama felt like a culmination of techniques used throughout those other builds... as well as drawing on real memories to places like this while on family holidays.

WHAT YOU NEED

Citadel Acrylics

Mournfang Brown, Celestra Grey, White Scar, Abaddon Black, Mephiston Red, Technical Nihilakh Oxide, Nuln Oil, Warboss Green, Sunburst Yellow, Agrax Earthshade, Boltgun Metal, Acrylic spray paint; undercoat white and undercoat grey

Slaters

6mm letters
Evergreen Plastikard channel; U- and I-beam, strip, cylinders, various sizes
Plastikard sheet- 1mm, 2mm thickness

Gaugemaster

GM484 'Fordhampton Seaside Café' kit

Modelu

Seagulls

Hornby

Railings/fences
Figures

Scale Model Scenery

LX154 Garden Sheds

Wills

Security fencing

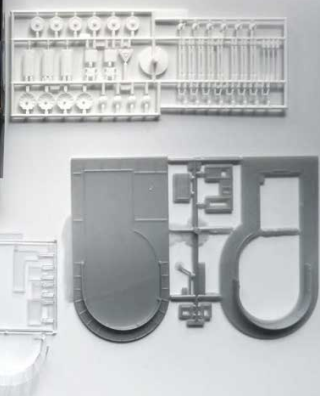
Other

Rocket Adhesive PVA, PVA glue, UHU wood glue, hot glue, superglue, liquid-poly cement (Humbrol and Revell brands), scrap MDF, ply, and 3mm mountboard, 6mm foamboard, round-headed map pins, various sizes, other details from the scrap box or recycled from other projects, craft knife, Swann-Morton scalpel (sizes 10 and 22 blades), scissors, steel rule, engineers' square, hacksaw, razor saw, cutting mat, hot glue gun, stone-effect Plastikard, tile-/brick-effect Plastikard (from scrapbox), upcycled packing materials - foam and paper

THE INSPIRATION



The inspiration is 'Dylan's' in Criccieth. This is a seafood restaurant and ice cream vendor in this rather wonderful 1950s building (designed by Clough William Ellis, of Portmeirion fame). It sits at the southern end of the promenade, near where the beach transitions from sand to shingle.



1 The parts for the Gaugemaster 'Fordhampton Seafront Café'. While advertised in some places as Art Deco in style, personally I think it has a bit more of a 1950s American Diner about it, and there's room for lots of personalisation with this kit.

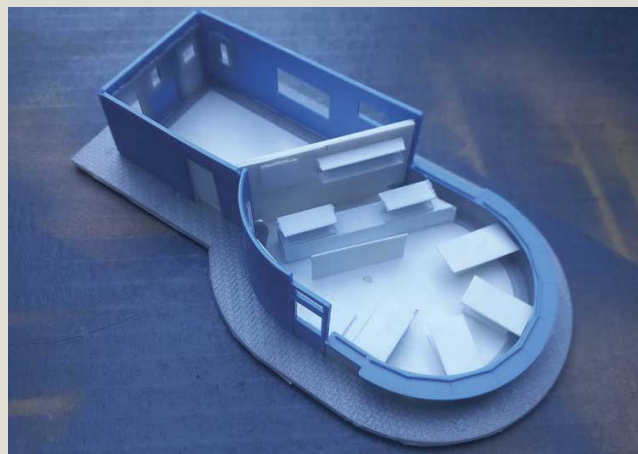


2 It comes with some nice tables and parasols, along with some lovely benches. They were a little fiddly to glue together, but patience and carefully-applied plastic cement did the trick.

Getting Practical



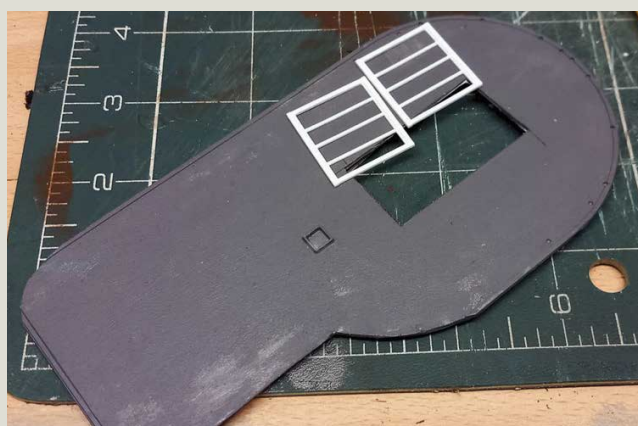
3 Rather bizarrely, while the kit comes with tables, it has no seats to go with them. I thought the miniature population of the diorama deserved to sit and rest, so I used a mix of U-section Plastikard channel and straight strip to manufacture some simple chairs.



4 Another weakness of the kit: it has massive windows, but is entirely open and featureless inside. I used more Plastikard scraps and offcuts to make an internal wall, shelves, a counter and tables, drawing on the memories of cafes I used to work at.



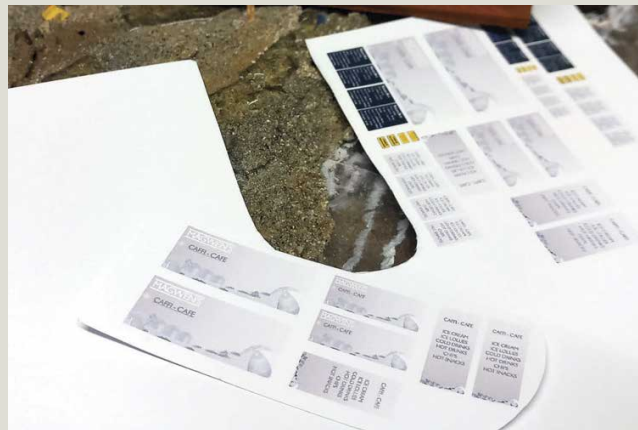
5 I wanted to put in some representation of the kitchen, only later realising I hadn't included a door through to the main café! I reckoned I might be overthinking things for an area that would be barely visible, but nevertheless, I later modified it as it was bothering me.



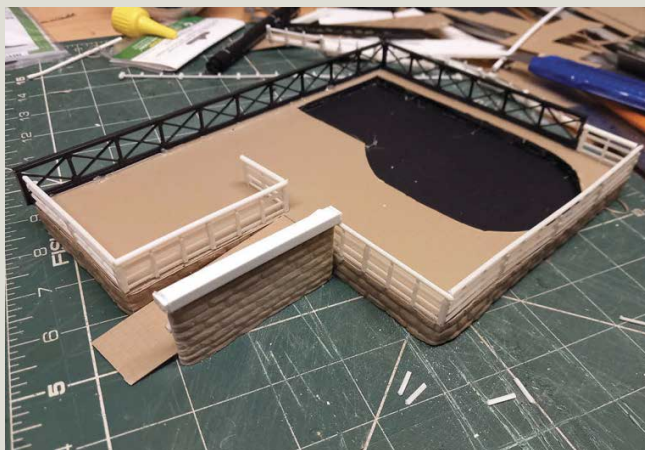
6 I re-profiled the roof to match the footprint of the building, then decided to add a skylight (using leftover parts from a Wills greenhouse kit and some clear acrylic) to make the café less gloomy inside (and avoid having to install lighting).



7 The usual Benji 'riot of colour and chaos' with these slightly kitsch summer projects continues! Some of the cheap figures from the stock-box went inside as they wouldn't be massively visible. There are some representations of plates and cups, and balloons from map-pins to add more cheer to the scene.



8 There was less scope for home-made signage this time, but I created some branding. I gave it a monochrome, brushed-steel effect to hint that the owners were going for a classy, upmarket, vintage-style establishment... presumably a losing battle with the place being a seafront café for the masses.



9 It didn't look right with the café plonked-down on the existing promenade, so I used a mix of foamboard, embossed Plastikard sheets, and odd bits of railings to make a raised area for it to sit on, complete with an accessible ramp instead of stairs.



10 Figures and details to go outside were a right mix; seaside-themed families bought cheaply online (knock-offs of Noch, Prieser, and similar by the look of them) that needed a bit of repainting. The 3D-printed Modelu gulls were much better and more detailed, if somewhat fiddly!



11 The lettering for the signs came from the venerable Slater's 6mm set. 'Caffi' to reflect the Welsh setting, and 'Magwen' as an admittedly-uncommon Celtic surname (a bit of an in-joke; named for a Welsh character in a children's book my wife and I are working on).



12 I realised the raised dais made the adjacent railway a little vulnerable to trespass, so added some Wills modern security fencing. It's inspired by Barmouth, though admittedly the current security fences there were nowhere to be seen in the 1990s when this diorama is set.



13 The area at the front looked a little bare, so the beach huts (made from Peco garden sheds) were added; this area was inspired a little by Saltsburn promenade and the famous huts at Paignton in Devon that sit near the railway line.



14 The railings were a right mix of odds and ends picked up from second-hand boxes. For the ones in front of the café, I left the moulding sprues on and dry-brushed them in metallics to make them look like steel railings. Probably a bit lethal to touch on a hot sunny day!

Getting Practical



15 With the crowded outdoor area, I had some fun creating little cameo scenes from the figures, like this mom, young son and daughter chasing a runaway ball down the ramp while the teenage children stand and look on non-plussed and decidedly unhelpful.



16 The tables were a little bare, but modelling 1/76th scale food sounded like madness. Instead, I used odds and ends of Plastikard channel, and plain card to make a vague representation of takeaway containers and cups.



17 Another cameo I wanted to have, just to add that slightly seedy, seaside-grot atmosphere, with the Modelu seagulls raiding the overflowing bins. It just added to the busy, jumbled nature of the place!



18 Job complete. Holiday-makers at play and at rest! The crowded café makes a nice contrast with the other end of the diorama, with its shingle beach and rockpools, and thoughts have already turned to how I can incorporate this into a full OO layout...

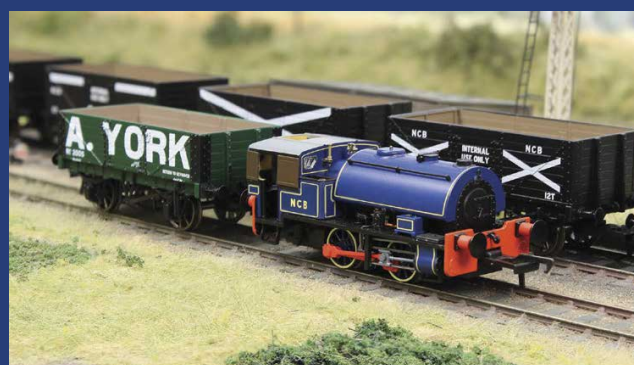
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Installing flexitrack



Michael Russell

FLEXITRACK CAN be bent to shape and you can achieve much better results than set track. You can choose your own curve radius and build compound

curves. You can ease track into curves gently and increase the radius at the apex slightly to compensate. The track quality is better and tends to look more realistic.

In this instance, I have used Peco OO Streamline Bullhead track, but the basics of laying flexitrack are the same whichever gauge, make or model you use.

WHAT YOU NEED

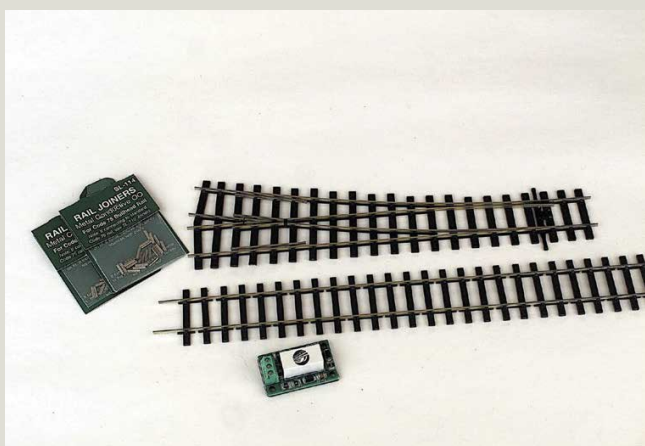
Peco
6' way gauge

Other
Corrugated card or cork underlay, track and rail joiners, PVA glue, track pins, soldering iron and electrical solder, DIY knife, track cutting tool or hacksaw, drill with various drill bits, files, weights.

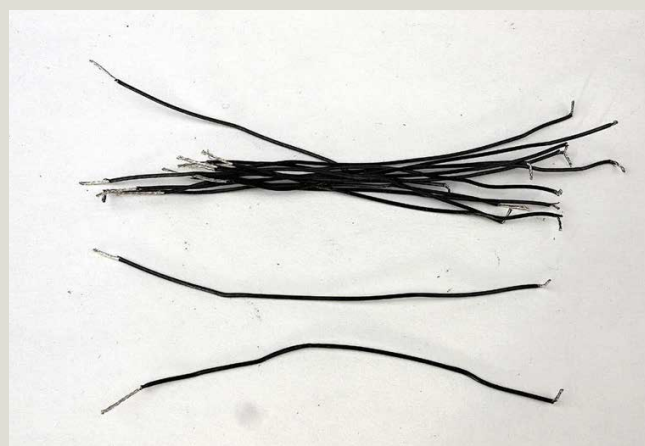
TOP TIPS

- Cardboard and other porous materials like Sundeala board are absolutely fine to use if kept in dry conditions. If your railway room is so damp that it affects materials such as this, then your room is probably unsuitable for model railway use
- To achieve prototypical results, cut your track to realistic lengths. For example, a 60ft track panel works out at 24cm in 4mm scale. This will allow you to achieve a regular clickty-click sound as trains move, but it does take more time to lay the track and attention is needed to avoid kinks at rail joiners and so achieve smooth curves
- Dedicated track cutting pliers will produce a clean cut that will require minimal finishing
- Pins can be used in the sleeper ends to hold the track in place before gluing

Getting Practical



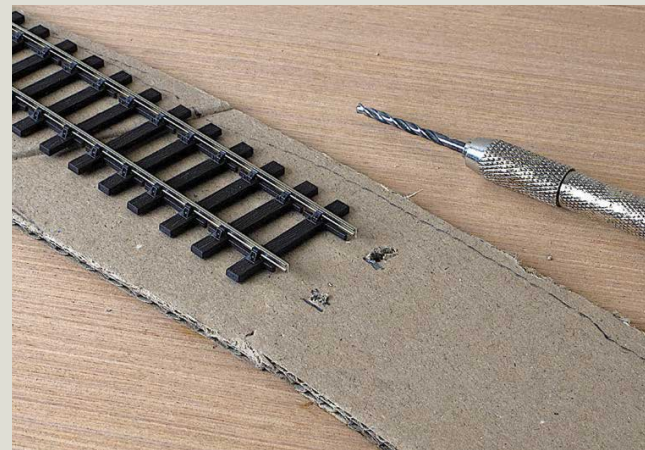
1 Test components in isolation before installation. This reduces complexity, helps with understanding and ironing out issues early. Here, a frog juicer is being tested with a point, track and rail joiners.



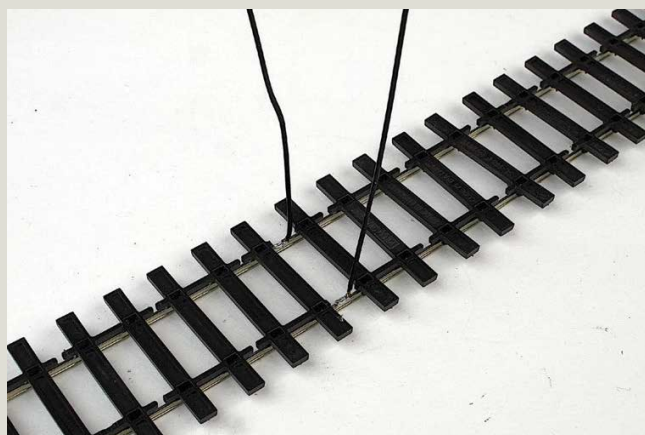
2 In accordance with the division of labour rule, you can speed up track laying by preparing components in advance. For example, prepare a batch of bus dropper wires. Cut to length, bend one end at 90 degrees and tin with solder.



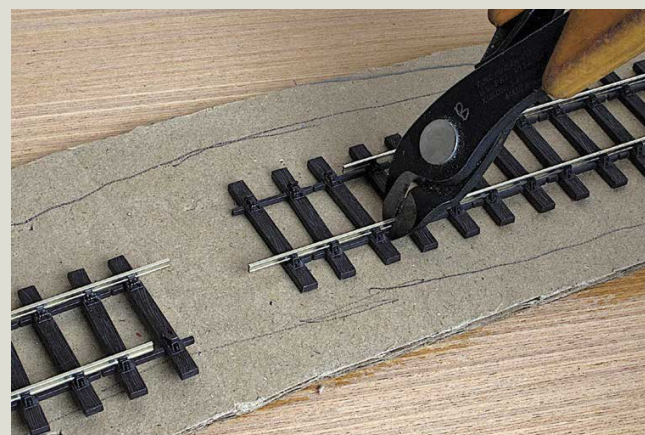
3 To achieve the ballast shoulder, lay the track onto a base. I use corrugated card as it is free, easy to come by and simple to use. Cut to the approximate shape (wider than you need) and glue down with PVA. After the track is installed, trim to a precise shape.



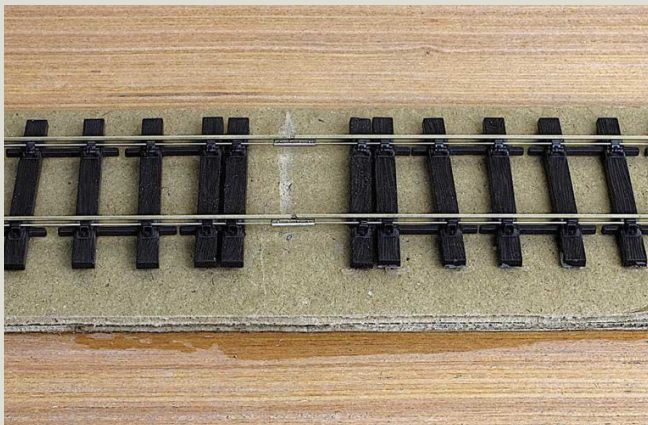
4 After lining two pieces of track up, decide where you want the dropper wires to go, the main consideration being to avoid items below the baseboard such as cross members. Each piece of track should have its own power feed. Mark on the baseboard and drill holes to take the wires.



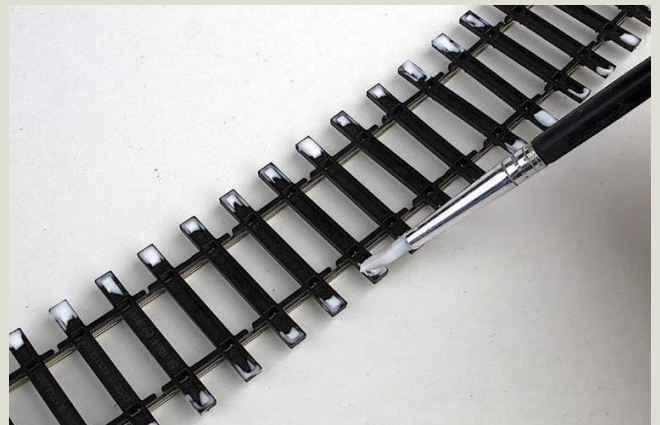
5 Use a knife to trim the plastic spacers between the sleepers, but do not disturb the spacing of the latter. Tin the rails and then solder the wires in place. Now test fit the track on the baseboard, threading the wires down the holes made.



6 Straight track is easy to join as the rail lengths will match, but on curves one rail will be longer than the other. To make them the same length again, remove excess sleepers, cut the rail with track cutters and remove any burr with a file.



7 When joining, remove one sleeper from the ends of both pieces of track. Cut all the spacing pieces from the end sleepers. Add the sleepers back to the track and then add the rail joiners. Push the loose sleepers up to meet the rail joiners and the sleeper spacing will be correct.



8 When you are happy with the track placement, take the panel up, paint the sleeper ends with PVA glue, place in position and use weights to hold the track until the glue has set. I would recommend waiting at least half an hour.



9 Before moving to add the next piece of track, ensure that the preceding rail joints have the correct gap of 1mm and that the rail joiners are centred to the gap. Use pliers to move the rails to achieve this. Never solder rail joiners in place.



10 During fitting, it is easy to dislodge a sleeper from the track. To put it back in place, bend it to open up the chair gaps and relocate. When the sleeper is returned to shape, it will grip the track again.



11 Templates can help you achieve smooth curves, although you are restricted to the radius of the tool. This is especially important at joints on curves, when it is easy to get a false straight, and on double track, where it is vital that both tracks form a harmonious curve.

Limited Edition JSModels Multi-Purpose Shed Kit



Limited Edition JSModels Multi-Purpose Shed Kit, available in both stone and brick finishes
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Getting Practical



Make a Scene



Phil Parker

YOU'VE PROBABLY seen in the news that RAILstuff, JSModels and TrainTrax have teamed up to run a scenic modelling competition. The idea is that everyone uses a standard hexagonal baseboard and section of

track to build any scene that appeals to them.

As the instructions say, "It doesn't matter if this is your first scenic project, or your 15th. You don't need specialist tools or years of experience. What matters is your idea, your approach, and the enjoyment of building something from scratch."

We're all about encouraging modelling at BRM, so we have joined them, and the final results will be on show at the National Festival of Railway Modelling at the NEC in November. There's a section on RMweb where people are talking about their builds, with some fascinating models under construction. At the show, the models will be connected together to form a working layout.

All of this explains why I found myself presented with one of the packs, and told to go away and "Make a Scene".

The project is particularly exciting, because two of the materials in the box are new to me. There is a bag of landscaping material, which is apparently a mix of plaster, clay and finely-chopped paper. I've heard of it, but never used the stuff.

A big bag of Jarvis hedge-making material is also included, which is a bit like very coarse and stiff clumps of scatter material. You can squeeze it between your fingers and shape the clump very easily.

Digging through my N gauge box of bits, I found a bungalow kit and some rather nice vegetable patch castings. I've always loved a well-modelled allotment on a layout, but they are incredibly time-consuming to make. Could these provide a quick way to enjoy the same detail in a fraction of the time?

All being well, you'll be able to see this, and many other hex-boards models at the NEC in November, showcasing the skill and imagination of fellow modellers. Better still, why not have a go yourself?

WHAT YOU NEED

Hornby

R7208 Bushes

Peco

NB9 - Small Cedarwood Bungalow

NB45 - Flexible Field Fencing

Rail Stuff

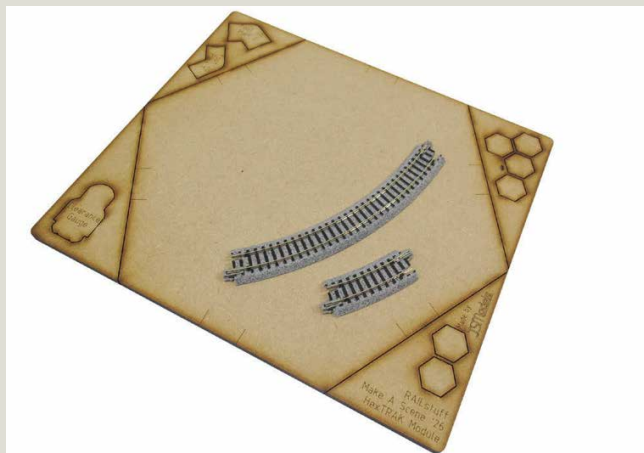
Make a Scene 2026 Starter Kit

Timecast

Vegetable Plot Allotment Set

Other

PVA glue, a selection of green scatter materials, loose ballast, brown acrylic paint, brushes, 1mm drill bit and pin vice, brown MiG Oilbrusher and heavy craft knife.



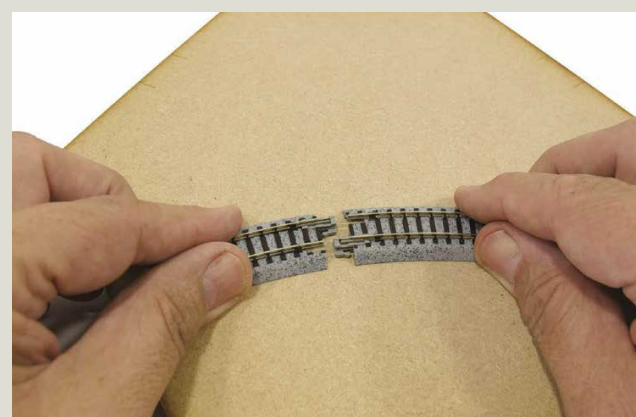
1 The hardware in the “Make a Scene” pack. One sheet of 5mm thick MDF, laser-cut, provides the baseboard and feet, plus a couple of pieces of Kato N gauge Unitrack. I’ve got the curved-track version, but straight track is also available.



2 Scenic materials are an interesting mix. We have a big bag of landscape sculpting material, a roll of plaster-impregnated bandage, acrylic brown paint, some scatter in the same colour, and Jarvis hedge foliage.



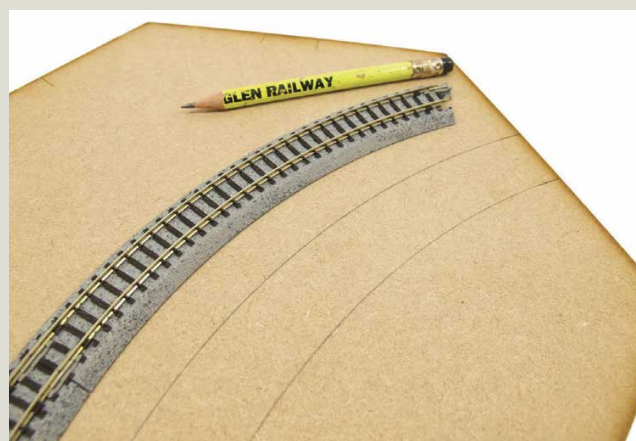
3 The first job is to remove all the laser-cut parts from the sheet, cut through the retaining nibs with a sharp knife and clean up the edges. Make up the positioning jig and use this to fit all the feet in the correct place.



4 Many people won’t have tried Kato Unitrack before, but it’s a very simple and robust system. The track is part of a moulded ballast hump, which includes the plastic clips on each end to join the sections. Just push them together, or pull them apart.

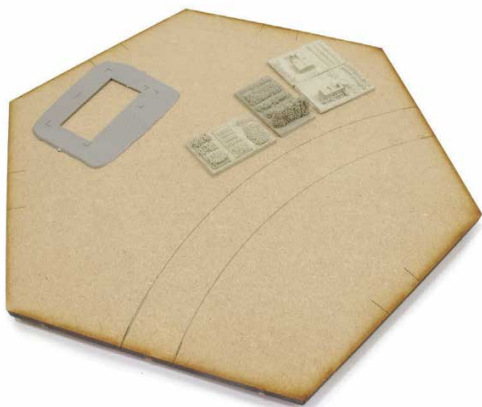


5 So that all the hexagons can be joined together into a single layout, it is essential that the rails line up with the marks etched into the surface of the board. The track should stick over the sides by a couple of millimetres at each end.



6 Things are going to get messy, so either mark the position of the track and put it somewhere safe, or fix it in place and then cover with plenty of masking tape. As you may know, cleaning paint and plaster from Unitrack is not fun.

Getting Practical



7 A successful minimum space design takes planning. Try the pieces on the board, and move them around until you are happy with the look. On a bigger model, you have the luxury of space, but here, every square centimetre counts.



8 With some masking tape to provide an edge to work against, I mix a little water into the landscape sculpting material. It's a mix of plaster, clay, and papier-mâché, which is easy to work with a damp palette knife and provides a bit of height to the scene really quickly.



9 Unsure if the surface would be hard enough to drill holes in for fences and trees, and because it is in the pack, I add a layer of plaster-impregnated bandage. Cut the sheet into squares, dip in water, and smooth onto the surface. Once dry, it provides a hard shell.



10 While the scenery dries, I make a start on the main structure, a Peco Modern Bungalow kit. It's an interesting plastic kit, as the sprues contain parts for other models in the range; so, for example, there is quite a bit of roofing material left over for the modelling spares box.



11 Assembly isn't hard, especially if you pre-paint the windows, walls and drainpipes before sticking them together. Another oddity is that there isn't a door on the back of the building, just windows. You could modify the kit; there is a spare door moulding, or just pretend not to notice.



12 The vegetable beds are a set of resin castings from Timecast Models. Nicely flash-free, a quick coat of the supplied brown earth colour, and then some time spent picking out the plants in different shades of green provides plenty of detail with minimum effort.



13 Cutting through the plaster bandage allows the bungalow and veg patches to be set flush with the surface. This is given a generous coat of cheap acrylic paint. The tube says it's "raw umber", but I think "poo brown" is a more accurate description. It's perfect for the job, though.



14 Once the paint is dry, the surface is coated with PVA glue and some scatter material sprinkled in place. For N gauge, this is perfect as static grass would be too tall. Even the shortest fibres, 2mm, are a foot tall in this scale!



15 Railway lines in the UK are fenced off. My supplies of Peco fencing aren't sufficient to do the job, but using the hedge material, squashed with fingers, trimmed with small scissors and glued in place, makes up the shortfall. I've not used this stuff before, but it looks really good.



16 Before laying the track, the rail sides, which look a bit chunky to me, are given a coat of dark brown using a MiG Oilbrusher. As well as being easy to control, it's one of the few paints I find that will coat the rail side in one go.



17 The track is laid, making sure it lines up with the etched marks, sticks a couple of millimetres over the edges, and is fixed down with superglue. It's quite a hump, so I add more ballast with thinned PVA glue to blend it in better.



18 The final step is a few small bushes from the Hornby SkaleScenics OO gauge range, fitted into holes drilled in the plaster and held with PVA glue. Using these as N gauge trees gives the scene a bit more height and makes it look a lot more interesting.



Off-the-shelf challenge in TT:120



Steven Draper

THE EXHIBITION bargain, birthday presents, and simply things we like the look of.

It's quite normal for many of us, and not just those new or returning to the joys of model railways, to end up acquiring all sorts of scenic bits and pieces.

Then, after visiting an exhibition or reading a layout feature, that magic moment happens. *Hey, I could turn this pile into a*

little, or perhaps not so little, modelling project!

With a box of TT:120 bits sitting in the BRM office, Debbie handed it to me with a challenge.

"What can you do with some ready-to-plant Hornby buildings, Peco accessories and some HO-scale flowers?"

We were about to find out.

But this project isn't just about modifying buildings and creating a convincing scene from an unplanned collection of stuff. It was also a chance to explore TT:120 and find out what it is actually like to create something in the UK's newest mainstream model railway scale.

WHAT YOU NEED

Hornby

Station Office - TT9017
Station Waiting Room - TT9022
Signal Box - TT9021

Peco

Platform Edge, Tunnel Kit, Signals, GWR Fencing
Flexi track

Scenecraft

Download Poster

True-to-Scale

TT:120 ballast

Woodland Scenics

2 & 4mm static grass and scatter

Other

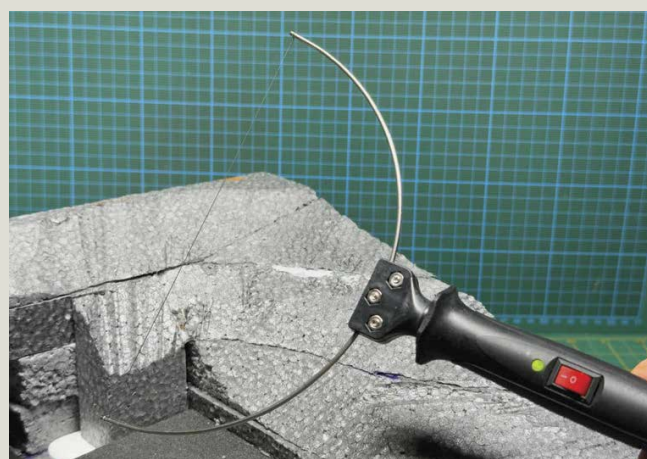
Polystyrene sheets, quick-dry PVA wood glue, Sculptamould, hot wire, static grass applicator, base glue, hairspray, microfibre, Ballast Bond, Isopropyl alcohol, spray bottle, various acrylic paints and weathering powders including earth and rust tones, selection of brushes, modelling knife, sanding sticks, tweezers, palette knife and weights to hold the polystyrene while sticking.



1 After laying out the box of bits, I decided there was plenty to create a small station photo plank. Micro projects like this are excellent for practising techniques, as almost everything learned can later be applied to a larger layout.



2 Disaster! The plywood board I had set aside was badly warped, so leftover polystyrene became the new base. I also angled the track rather than running it parallel with the edge, improving both presentation and photography options.



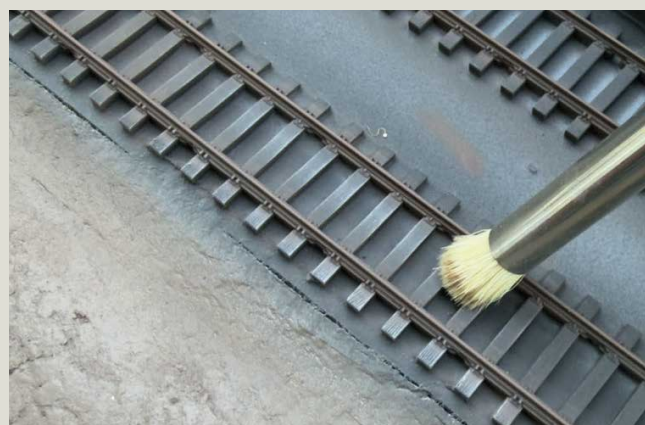
3 The terrain was built up from glued layers of polystyrene, using fast-drying PVA wood glue. Cutting it is incredibly messy, but an inexpensive heated wire cutter made life much easier. Model Railway Club members, it is worth asking around!



4 The platform was built from thin foam core and polystyrene, faced with Peco platform edging. Check track clearance carefully before fixing everything down, particularly with steam locomotives, as outside valve gear can project surprisingly far beyond the wheels.



5 Several products can cover polystyrene and provide a firm scenic surface, but I chose Sculptamold. It is strange but enjoyable stuff to use; dries quickly and remains light, although shrinkage produced a few unexpected gaps as it dried.

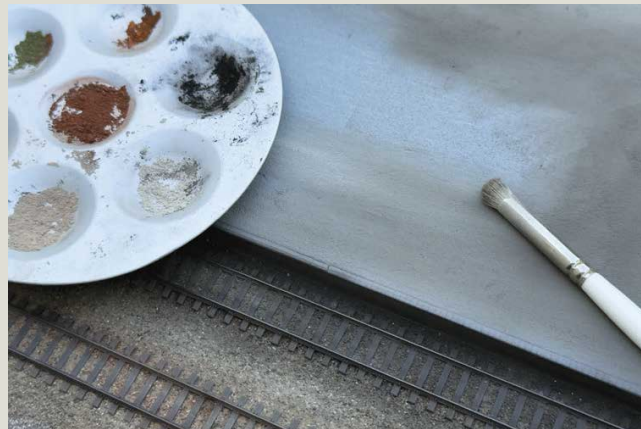


6 One attraction of TT:120 is correctly scaled track. Peco Flexi was laid onto a thin layer of PVA, which also sealed the polystyrene, then painted with sleeper grime and rust tones before receiving some subtle dry-brushing.

Getting Practical



7 Ballasting is mostly an exercise in patience, carefully persuading every grain into position. I usually favour slightly underscale material, but True to Scale's TT:120 ballast looked spot on. Isopropyl alcohol (IPA) was misted over before Ballast Bond was applied.



8 Can I complete a project without weathering powders? Probably not. They are quick, inexpensive and remarkably effective. I used the same limited palette across everything, including platforms, referring to prototype photographs to see where dirt, oil and grime accumulate.



9 Static grass was applied using only 2mm and 4mm fibres, with the first layers clumped using my fingers. Earth-toned scatter softened the greens, while stretched microfibre, darker foliage and hairspray created some surprisingly pleasing nettle patches.



10 Ready-to-plant buildings are understandably popular, but a little extra work can make a noticeable difference. For this project, the Hornby buildings also needed adapting slightly to give them more of a Western Region character.



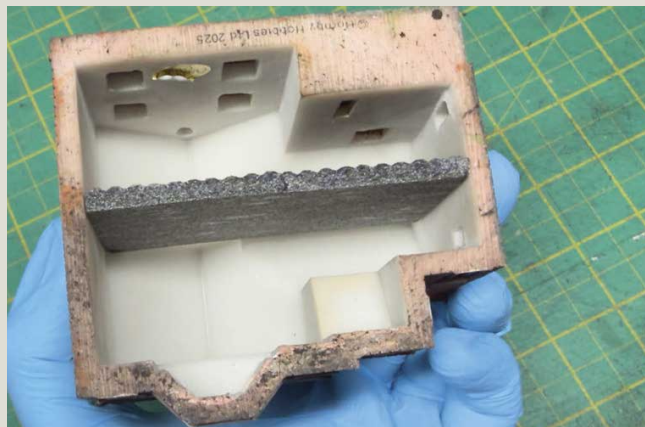
11 Coloured acrylic washes were applied across the brickwork and roof. In smaller scales, I rarely emphasise mortar lines if the moulded texture already reads convincingly as brick. Next time, though, I would clean the slightly greasy surface first.



12 Picking out engineering brick around the base and corners immediately improved the building. I attempted cream panels on the doors, but getting them neat became unnecessarily fiddly, so they ended up entirely brown. Lintels and gutters were all repainted, too.



13 The building now looked considerably better, although perhaps still slightly too 'new build' for a Western Region branch station. More weathering powders, and at this scale, I think achieving the right overall balance of colour and tone matters more than small, individual details.



14 Some modellers might add full interiors and lighting, but I simply fitted a small piece of polystyrene behind the windows. If lights were added, I would paint the interior black first to avoid the whole building glowing like a salt lamp.



15 Accessorising came next, and Peco's range provides plenty of useful detail. Some parts are extremely small and fragile, but the basic requirements remain simple: a knife, tweezers, a sanding tool and glue, plus perhaps a magnifier depending on your eyesight.



16 Finally, signage and smaller details were added. The HO flowers were somewhat oversized, so instead I used them to suggest a large rambling rose bush, inspired by one in my own garden. It disguised the scale and added welcome colour.

CONCLUSION

This project taught me several things, the first being the simple joy of giving ideas a go, whether that meant making a baseboard from polystyrene, reaching for the wood glue or just seeing what happened.

Would I necessarily build a complete exhibition layout this way? Maybe not. But for a diorama or photo plank, the construction proved extremely light, strong enough for the job and, with a little care, it didn't dissolve when I started painting it either!

I have to say, I was really impressed by how basic modelling skills and tools, together with a relatively modest selection of paints, powders and scenic materials, could transform readily available buildings and straightforward accessories into a convincing little railway scene.



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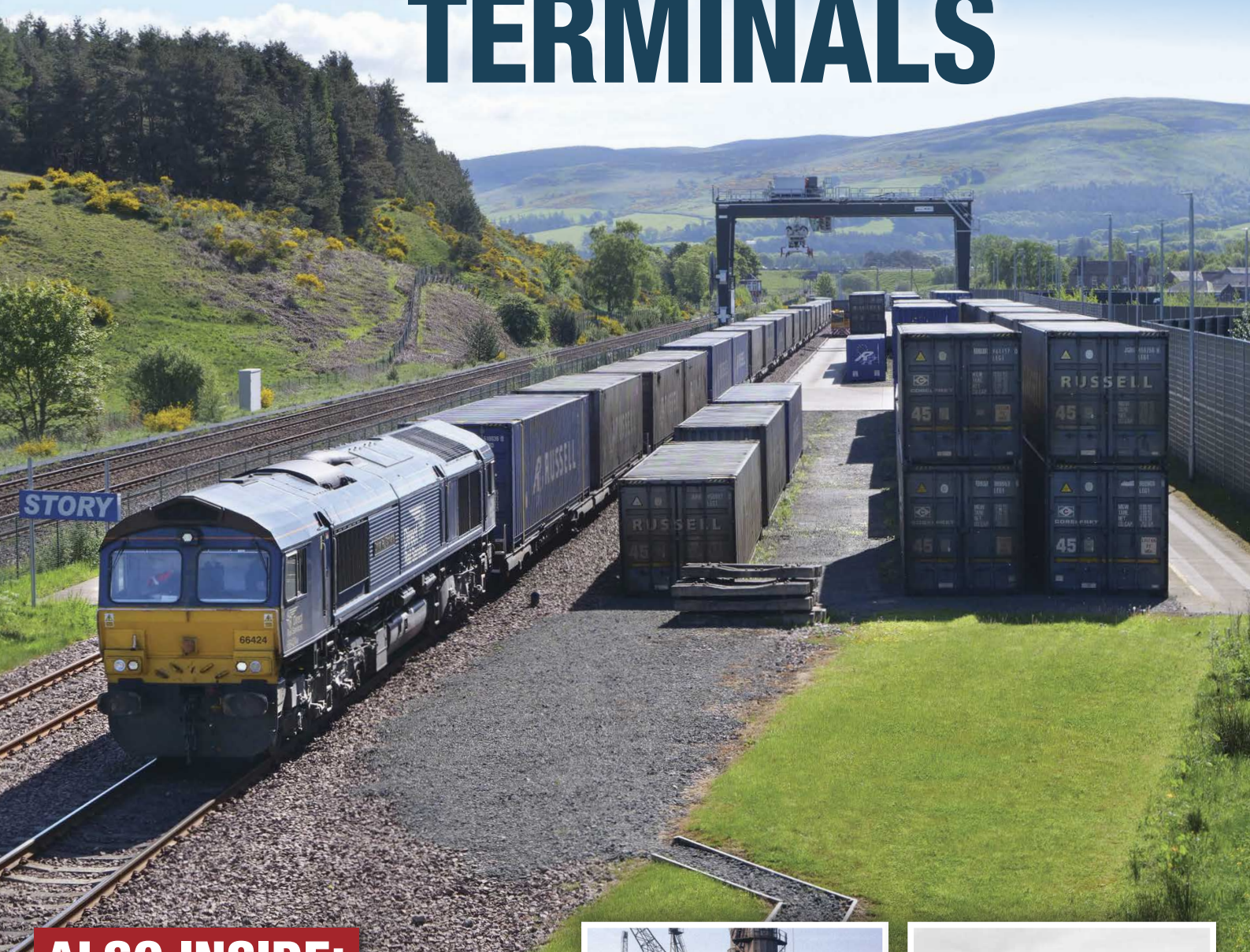
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ISSUE 314 | OCTOBER 2026

SCOTTISH INTERMODAL TERMINALS



ALSO INSIDE:

- Dockside Shunters
- Early Diesel Memories
- King's Cross Suburban



90009 and 90040 await departure from Coatbridge with the 19:36 service to Crewe Basford Hall on May 28th, 2026. This train combines at Crewe with a feeder from Trafford Park before continuing its journey to Felixstowe.



INLAND INTERMODAL TERMINALS IN SCOTLAND

In his second feature on intermodal terminals, **Paul Shannon** examines the inland terminals in Scotland.





47249 shunts Freightliner stock at Glasgow Gushetfaulds after arriving with the 04:25 departure from Willesden on July 13th, 1988. At that time, Gushetfaulds had weekday services to and from Willesden, Trafford Park, Coatbridge and Crewe Basford Hall.

From the early days of Freightliner to today's varied range of operators and terminals, numerous sites across Scotland have catered for intermodal traffic. Some of the original Freightliner facilities are still going strong after six decades, while others have closed as traffic patterns have evolved. Meanwhile, some new sites have come into being.

The first dedicated intermodal terminal north of the border was Glasgow Gushetfaulds, which was the destination of the inaugural Freightliner train from Maiden Lane, Camden, on November 15th, 1965. Gushetfaulds was located just north of Polmadie on the approach to Glasgow Central and was therefore well placed to handle traffic on the West Coast Main Line. The site was already a busy rail freight terminal before

Freightliner moved in, handling a wide range of goods and minerals in conventional wagons. From 1959 until 1965, it was also the destination of the 75mph 'Condor' (CONTainers DOor-to-door) service from Hendon, an early intermodal initiative that used 10-ton 'Speedfreight' containers on two-axle Conflat wagons. Gushetfaulds Freightliner terminal catered mainly for UK domestic traffic, with trains to and from Trafford Park, Willesden and Crewe Basford Hall as well as local trips to and from Coatbridge. Its relatively cramped city location proved to be its downfall, and Gushetfaulds closed in 1989; the site is now crossed by the M74 motorway.

In 1968, the Greater Glasgow area gained its second Freightliner terminal, Coatbridge. Built on a more spacious site and enjoying easier road access, Coatbridge handled maritime containers from the start, with whisky featuring prominently among the goods carried. The 1988 timetable shows weekday departures from Coatbridge to Felixstowe (two trains), Southampton, Stratford and Cardiff Pengam. In recent years, Freightliner has shared its Coatbridge terminal with other operators and in 2024, the terminal was acquired by Russell Railroad Limited, a subsidiary of John G Russell. At the time of writing, it dispatches three Freightliner trains each weekday to Crewe Basford Hall for onward connections to Felixstowe, Southampton and London Gateway, as well as Direct Rail Services departures to Daventry (three trains), Inverness and Blackford. The terminal layout comprises four double-ended sidings and three north-facing single-ended sidings, serviced by a total of four gantry cranes. Access to the terminal was electrified in 1981.

Mossend ranks as one of Scotland's longest-established and busiest freight hubs, with extensive marshalling sidings surviving into the 1990s. Thanks to its excellent rail and road links, Mossend was a natural choice for Scotland's Channel Tunnel intermodal railhead, and the Euroterminal duly opened



The Mossend Euroterminal pilot locomotive No 08670 shunts a rake of internationally-registered wagons loaded with whisky for the French market on July 15th, 1998. Whisky accounted for some 70 percent of the Mossend Euroterminal throughput at that time.

on part of the former marshalling yard site in 1994. Its Channel Tunnel throughput – about 70% of which was whisky – did not last long, but during the last two decades, the terminal has handled a range of domestic and maritime flows. Today, DB Cargo leases the facility to Maritime Intermodal and its regular business includes DB services to and from Seaforth and Tees Dock as well as a GB Railfreight working to and from East Midlands Gateway. A second intermodal terminal at Mossend is operated by P.D. Stirling, currently handling a daily Freightliner-hauled train from Daventry, which also serves Grangemouth.

Two other terminals in the Glasgow area are worthy of mention. A small facility at Bridgeton was used by the Tartan Arrow service to and from Kentish Town in the early-1970s. Elderslie joined the intermodal map in 2004 when Direct Rail Services launched a short-haul service to and from Grangemouth, followed by a GB Railfreight-hauled working to and from Tees Dock, but neither of these services stood the test of time and there have been no regular movements since 2022.

Grangemouth gained its domestic intermodal terminal in 2000 when TDG Nexus received a Freight Facilities Grant to redevelop the former Blue Circle cement depot site. Freightliner was the initial operator but soon gave way to EWS. Today, the terminal handles intermodal trains to and from Tees Dock and Daventry, hauled by DB Cargo and Freightliner respectively. Electric haulage on the Grangemouth branch has been possible since 2018 and the Freightliner working is regularly hauled by a pair of Class 90s.

In the east of Scotland, Portobello Freightliner terminal in Edinburgh opened in 1968, with scheduled services to Stratford for onward connections to mainland Europe. In later years, the London train was diverted to King's Cross, but tonnages were disappointing and Portobello closed in 1987.

Further north, Dundee Freightliner terminal operated from 1973 until 1987. Aberdeen Guild Street joined the Freightliner network in 1966 but it, too, closed in 1987 despite the potential for long transits that might have made intermodal transport attractive. The early loads from Aberdeen included paper and refrigerated meat.



Mossend Euroterminal has never been equipped with fixed lifting equipment. One of the terminal's two Ferrari reach stackers positions a 40ft container at the terminal on August 27th, 2003, while pilot locomotive 08807 shunts empty wagons.



The TDG terminal at Grangemouth was well placed to handle traffic to and from the nearby BP refinery, hauled initially by Freightliner and later by EWS. 66096 stands at the terminal with the 18:01 departure to Trafford Park on August 27th, 2003. The terminal was later mothballed and lost its overhead crane, but has since returned to use with mobile reach stackers.



The P.D. Stirling depot on the west side of Mossend yard has handled many types of freight over the years. The lifting equipment for intermodal traffic is pictured on August 28th, 2003. Since that time, P.D. Stirling has developed ambitious plans to enlarge the facility as Mossend International Railfreight Terminal.



Elgin East was an unusual example of a BR goods depot with a fixed gantry crane for lifting containers. An empty whisky container is transferred to a waiting lorry on September 25th, 1980, as 25230 ticks over with a short rake of air-braked wagons. The crane saw intermittent use until 2013 and was demolished in April 2018.

The yard at Guild Street saw intermodal traffic again in the 2000s when Direct Rail Services launched a service to and from Grangemouth for W.H. Malcolm; this flow was later transferred to a new location at Aberdeen Craiginchies but ceased altogether in 2021. An intermodal railhead is also available at Aberdeen Waterloo, but has seen no traffic other than a trial working from Tees Dock in December 2023.

On the West Highland line, Freightliner once served both Corpach paper mill and Lochaber aluminium works, but volumes were low and Freightliner withdrew its West Highland service in 2001, having latterly hired a Class 37 locomotive from European Passenger Services because its own traction was too heavy for the line.

Several locations in northern Scotland handled small quantities of intermodal traffic in BR days, mainly for the whisky industry. Elgin was notable for its overhead gantry crane, which remained in intermittent use until 2013. Wick was another

loading point for containers back in the 1970s, using BR rather than Freightliner resources.

Inverness gained a trainload intermodal service in 1999 when DB Cargo's predecessor EWS began carrying containerised foodstuffs from Mossend for Safeway. This service was later extended to Georgemas Junction for traffic to Caithness and the Orkney Islands and continued until Safeway sold its Scottish stores in 2004. However, Inverness kept its place on the intermodal network and became a destination for the high-profile Tesco Express service in conjunction with Eddie Stobart in 2009, hauled by Direct Rail Services. That service continues today, comprising a maximum of 24 wagons to fit in the passing loops on the Highland main line. In recent years, DRS has begun serving two further intermodal railheads north of the Central Belt: Blackford for Highland Spring bottled water and Dalcross for wood-based products from West Fraser Ltd. These terminals are served by trips from Coatbridge and Inverness respectively.



COVER IMAGE: 66424 is almost ready to set out from Blackford with the 11:51 departure to Coatbridge on May 26th, 2026. A daily train providing a backload for containers that have carried goods from England to Scotland.



Empty containers are exchanged for loaded containers at Blackford on May 26th, 2026. The Highland Spring factory is located just a short distance away in the village of Blackford.

EARLIEST DIESEL MEMORIES

Colin Boocock reminisces about his first encounters with diesel traction as a child and youth.

My early years in Surrey made me conscious of both electric and steam railways. Our local station in Addlestone was blessed with regular green electric multiple units running between Weybridge, Hounslow and London Waterloo. I knew that they collected their electricity from a third rail placed on the sleeper ends outside one or

other of the running rails. I also knew that the occasional troop trains and freight trains that were routed over our line were always pulled by steam locomotives, which carried their own coal as fuel and could go where there was no third rail. But I wasn't prepared for what I saw some time in 1944.

On July 2nd, 1954, 10000 leaves Bournemouth with the Weymouth and Swanage portions of the down Royal Wessex from London Waterloo. The locomotive now has the larger crest on its sides.





Stabled outside Weymouth station between Bristol runs in 1950 are W35 and W36 with a through-wired hauled coach between them; W36 is nearer the camera. These railcars were vacuum-braked and one had a steam heat boiler on board. It was a pair like this that startled the author in 1944.

My father was taking me to stay with a relative in Mortimer, something we did quite often. To get there we used to catch an electric train from Addlestone to Virginia Water, where we would change to another one to Reading South. There we alighted and caught a double-deck motor bus on which the destination blind read 'Tadley'. We caught the bus rather than a train presumably because the bus stopped quite close to our relative's house, which was nowhere near Mortimer station. On this particular trip, when we were out in the countryside, the bus passed over a railway bridge and much to my surprise, a train of three brown-and-cream carriages sped by underneath.

My surprise was twofold: the train had no locomotive at its head, and the railway clearly had no third rail. So how were the carriages powered? My father told me it was a diesel train, but I still didn't really understand what that was!

I now know it was one of the GWR's two such sets, made up of single-ended cars from the 33 to 36 number range, each pair flanking a former loco-hauled coach that was through-gangwayed and through-wired for diesel control. Almost certainly this was the set with Nos. 33 and 34, because a few years later, I met up with 35 and 36 at Weymouth on their regular duty on a service from Bristol Temple Meads.

Colin had a cab ride from Weymouth to Dorchester West in a streamlined railcar in the 1940s. It wasn't this one, however; W1 was seen in a box camera picture as it entered Reading on August 15th, 1951.





In 1950, the trusty box camera went on a Bournemouth Junior Railway Club trip to London, where they saw Co-Co diesel electric 10001 at Willesden depot. Didn't we dress well on trips in those days!

That was in 1950. I had travelled from our home, which was by then in Bournemouth, on a steam train to Weymouth carrying my old Brownie box camera, which I had received as a Christmas present a few months before. I went to Weymouth looking for strange (to me) engines of Great Western origin. I was pleased to see and photograph railcars W35 and W36 after they had arrived from Bristol.

By then, however, I'd had two other interesting diesel experiences. On an earlier trip to Weymouth, I was staying with a great-aunt, who lived in the pretty Dorset village of Piddlehinton. We had spent a day in Weymouth, and to get back to Dorchester we had to catch a train. This turned out to be a single streamlined ex-GWR diesel railcar, though I can't remember which number it carried. The driver, surprisingly, invited me into his cab, so I sat or stood alongside him as he explained how he could pre-select the gears, and also that this was "a 45mph car whereas some others are 80mph cars."

The other experience was on my first long outing with the Bournemouth Junior Railway Club. This was in summer 1949 and took us by train to Ashford shed and works in Kent. Outside the erecting shop in the works yard were two locomotives I shall never forget. One was a recently repatriated WD 2-10-0 that had been overhauled and repainted in shiny black. Standing in front of that was the brand new 0-6-0 diesel shunting locomotive No. 15214, also pristine in gloss black. As an impressionable child, when we were asked at school to paint something special that we remembered from our summer holidays, I presented our teacher with a water-colour of the diesel shunter!

In 1951, we went to the Festival of Britain sites in London, both the huge exhibition on the South Bank and also the funfair at Battersea Park. I have two abiding memories of the big exhibition. In a covered display south of Hungerford Bridge were three new BR locomotives. Steam 4-6-2 No. 70004 *William Shakespeare* was on the right-hand side as we looked

in, across the back was electric Bo+Bo 26020, and on the left stood diesel-electric 1Co-Co1 10201. A month or two before, I had seen and heard 10202 working trains between London and Bournemouth, so 10201 was a familiar type to me, as was the 'Britannia' because its colleague, 70009 *Alfred the Great*, worked the Bournemouth Belle most days throughout that summer.

What was not familiar was the tiny little blue Hibberd Planet 0-4-0 narrow gauge diesel that was parked outside the Transport Pavilion near a seemingly huge broad-gauge 2-8-2 WG Class steam locomotive that was destined for export to India. Later in life, I never saw a WG working trains, but in 1956, I did see some more of these Planet diesels doing their work around the 2ft gauge railway system at the Guinness Brewery at St. James's Gate in Dublin.



The author produced a water-colour picture of a SR diesel shunter in 1949, though not this one. This was the first 350bhp diesel shunting locomotive he actually photographed, at an open day on the Longmoor Military Railway on September 5th, 1953, No. WD 878, at that time named *Chittagong*.



After the Festival of Britain was over, 1Co-Co1 10201 returned to working trains out of London Waterloo, including the Bournemouth Belle; Colin photographed it leaving Bournemouth Central with the daily Pullman train on July 6th, 1952. At least 10 people were watching it with curiosity from behind the approach road railings!

After the exhibition closed, 10201 joined its sister at Nine Elms and the two of them covered longer-distance trains on the Bournemouth, Weymouth and West of England lines. This included the 'Bournemouth Belle' Pullman train after 70009 had left Nine Elms. In 1953, the 'LMS twins' 10000 and 10001 joined the Southern pair at Nine Elms, and diesels became

even more frequent in our area. Then in 1954, they were joined by the most powerful of the five, 10203; at 2,000bhp, that locomotive formed, in effect, the prototype for BR's purchase of 200 similar locomotives from English Electric, and 193 of the somewhat different 'Peak' series of the same wheel arrangement.



Co-Co 10000 in Bournemouth on May 3rd, 1953, after its transfer from the London Midland Region to the Southern. During its stay on the SR, this locomotive was overhauled and repainted in Brighton Works and received a smaller BR crest.



On July 13th, 1955, 10201 had been working on the LM Region for only a few months and was already looking a bit grubby. Even so, it attracted a crowd as it prepared to start away from Birmingham New Street on a London Euston service.

All five diesels began to move away from the SR later in 1954 and 1955, ending up on the London Midland Region. I do recall one conversation I had with a school friend around that time. He was among a group returning to Bournemouth after a Combined Cadet Force camping week at Bordon near Aldershot. They arrived on a semi-fast train that was hauled by one of the LMS Co-Cos. I asked him about the run, and

have never forgotten his enthusiastic reply: "Damn fast!"

For a few years after that, my experiences of diesels in the UK were limited to seeing a few shunting types until the first of the 'pilot diesels' began to appear from late 1957. But by then, I had travelled many miles with diesels in Ireland, a country that was years ahead of Britain in its drive to eliminate steam locomotives, but that is another story!

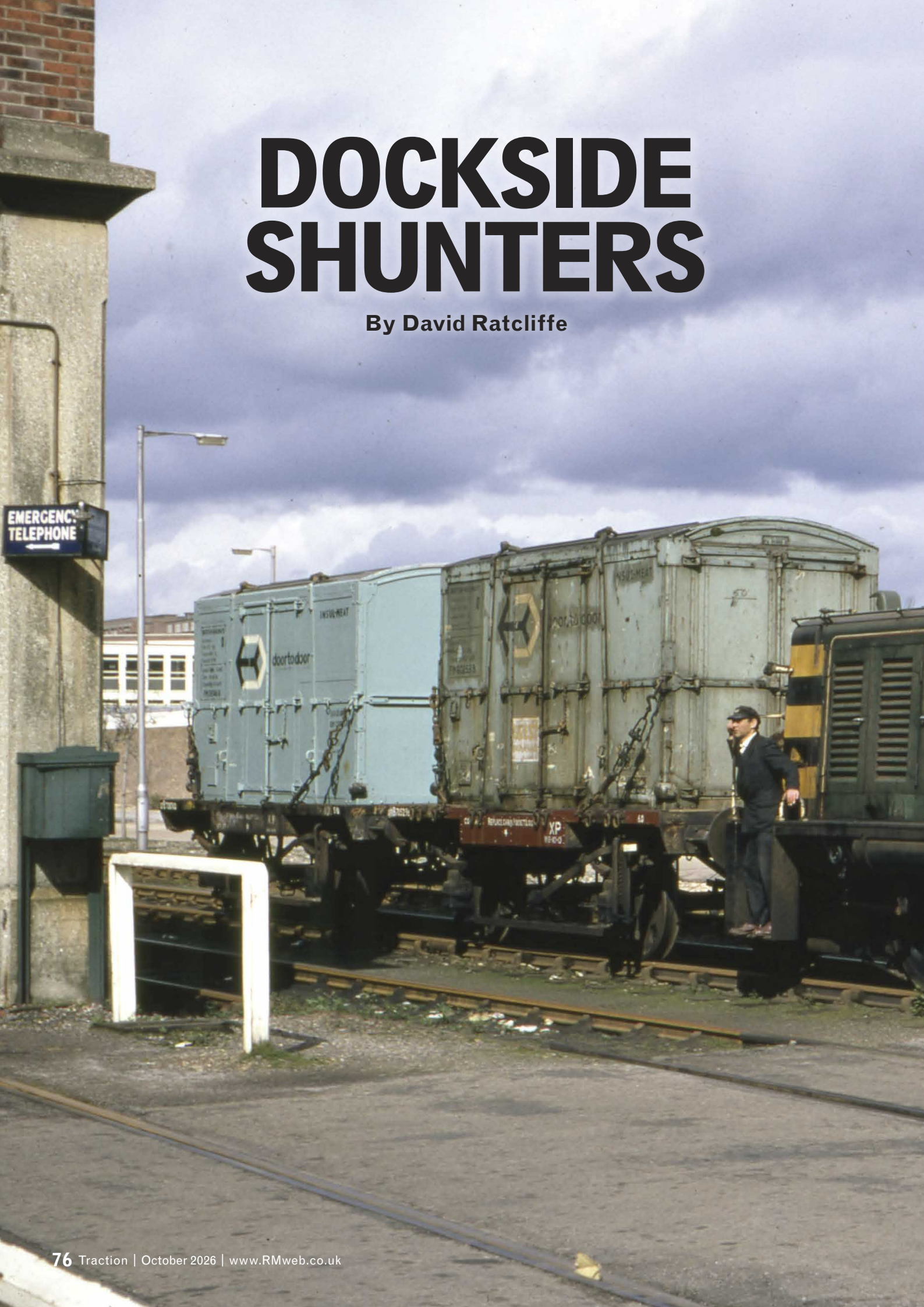
With a better camera, the author managed this shot of 10201 entering Bournemouth Central on May 17th, 1953, with the 2.30pm Bournemouth West to Waterloo, composed entirely of matching Bulleid coaches in red-and-cream livery.



DOCKSIDE SHUNTERS

By David Ratcliffe

EMERGENCY
TELEPHONE





Although recently purchased by Humberside Sea & Land Ltd., 08871 was still sporting BR livery when photographed shunting BMA bolster wagons, loaded with stainless steel slabs for export, at Grimsby Docks on March 29th, 1991. The general cargo vessel *Dilani* is at the quayside, it then a regular on the sailings between Grimsby and northern Germany. DAVID RATCLIFFE

Docks, quaysides and other maritime installations have played host to various shunting locomotives, ranging from British Rail and ex-BR types to several industrial designs. Among the most well-known were the 14 Ruston & Hornsby Class LSSE 275bhp 0-6-0 diesel electrics, which BR purchased from the Lincoln-based locomotive builder for use at Southampton Docks in 1962, and which later became Class 07 on TOPS. Powered by a six-cylinder Paxman engine, their short 8ft 7½in wheelbase meant they could negotiate a curve of 2 chains, while their offset cab provided the driver with good visibility. Vacuum-braked, and fitted with a radio-telephone to receive instructions from the Dock Traffic Control Office, No. D2991 had two Conflat A wagons in tow, each loaded with an FM container, when recorded at Southampton in spring 1968. TREVOR MANN COLLECTION





The British Rail 204bhp Class 03 was also suitable for handling light dockside traffic duty, with examples found working at King's Lynn, Lowestoft and Weymouth. The Tees & Hartlepool Port Authority also recognised their value, purchasing D2023 and D2024, which had been stored at Lincoln depot, in July 1972. The pair was then renumbered as THPA 3 and 4 respectively, taking over the shunting at Middlesbrough Docks until the docks there closed to general cargo in July 1980, when they were transferred to Grangetown Docks. THPA 4 stands on the line to No. 9 quay at Middlesbrough Docks in summer 1979. TREVOR MANN COLLECTION



While not suitable for work at locations where very sharp curves abounded, the ubiquitous BR 350bhp Class 08 could also be found working at several docks around the country. 08822 waits on the quayside at Newport Docks as imported telegraph poles are loaded onto some of the dock's large fleet of internal user single bolster wagons during the late-1970s. TREVOR MANN COLLECTION



During the early 1960s, Ruston & Hornsby built 18 of its 275bhp Class LSSH 0-6-0 diesel hydraulics for the British Army. While only one was fitted with vacuum brake equipment, they were a success and were allocated to military bases around the country. Army 432, works number RH466623 built 1962, hauls a rake of BR vans along the jetty at Marchwood Military Port in June 1983; moored alongside is A382, the Royal Corps of Transport 1,393 gross tons general cargo ship *St. George*, which had been built at Appledore in 1981. DAVID RATCLIFFE



One of the four Yorkshire Engine Co. 300bhp 0-6-0 diesel hydraulics built for Richard Thomas & Baldwin, works number YE2832 of 1962, shunts at Workington Docks in September 1997. All four of these locomotives had been transferred from Llanwern steelworks to the Moss Bank Works at Workington in the early-1970s under the auspices of the British Steel Corporation. In the background, the 4,000-ton ship *Trademed* waits to be loaded with export steel rails bound for Nigeria. DAVID RATCLIFFE

In August 1968, the Felixstowe Dock and Railway Co. purchased D3489, a former BR Class 10 0-6-0DE that had been built at Darlington Works with a Lister-Blackstone 350bhp engine in 1958. Subsequently named *Colonel Tomline*, the Class 10 was joined at Felixstowe by Hunslet Engine Co. 0-6-0 diesel hydraulic, works number HE7018 in 1999. Originally built for the National Coal Board in 1971, the Hunslet, which had been rebuilt with a 640bhp Caterpillar engine at the Kilmarnock Works of Hunslet-Barclay as works number HAB6576, also received the nameplates from the Class 10, with both locomotives pictured at Felixstowe South on February 19th, 2000. DAVID RATCLIFFE

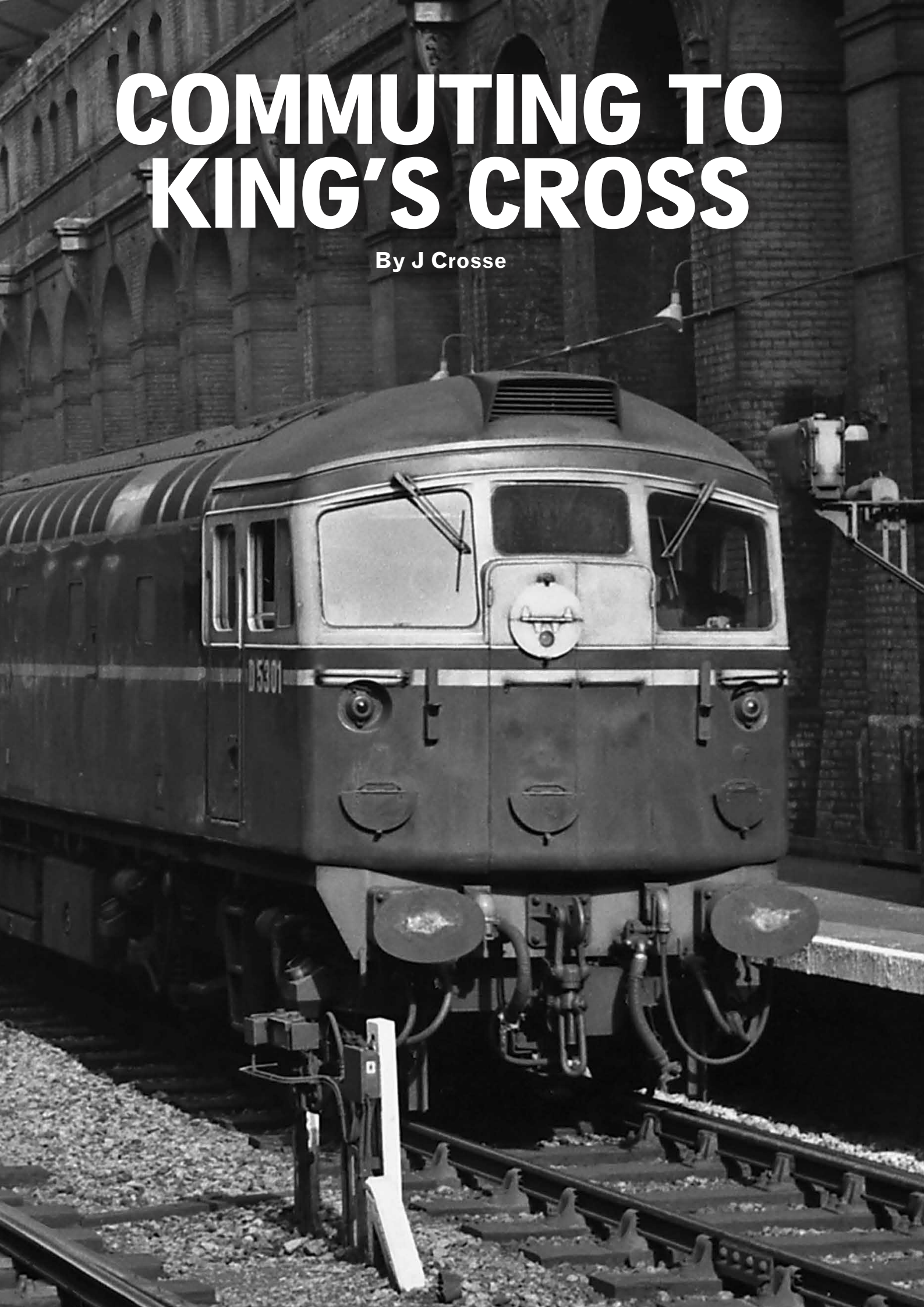




At Moorgate, we find D5301 on June 10th, 1959. It went on the books at Hornsey on September 12th, 1958, and, like D5304, moved to Scotland in April 1960 as Brush Type 2s moved in to replace them. All had the 'interesting' livery of the time with a cream band all around the body just below front window height, plus cream cab window surrounds. None of the class had a yellow panel added while working in the London area. The loco was another 1993 withdrawal and also survived moving into preservation in 1995 before going to the Bo'ness & Kinneil Railway and on to Brechin via the Lakeside & Haverthwaite Railway. M J READE/ COLOUR-RAIL.COM

COMMUTING TO KING'S CROSS

By J Crosse





The first type to arrive were the Sulzer-engined BRCW variety, with D5300 being allocated to Hornsey on July 30th, 1958, and with the first 10 delivered by the end of the year, and all of the first 20 by the end of March 1959. As well as working out of the main platforms at King's Cross, they were employed on the 'widened lines', with trains starting from Moorgate and running through the tunnels to emerge alongside the main platforms at the Cross. D5304 was photographed at Canonbury on April 29th, 1960. It was transferred north of the border in April 1960. It served there for 33 years and still exists today and was last reported as being with Nemesis Rail. M J READE/ COLOUR-RAIL.COM



D5307 runs through Hornsey with a six-coach rake of suburban stock, a coaching stock type heading for a rapid demise with the arrival primarily of the various multiple units. Occasionally, commuters benefited from an upgrade when some surviving suburban carriages were replaced with corridor stock on longer-distance duties. This loco was delivered at the end of 1958, each member of the class going new to Doncaster Works before being sent south. It stayed long enough to move to the new Finsbury Park depot in April 1960, only to depart for Edinburgh Haymarket the next month. Unlike many of its cousins, D5307 met an untimely end, being condemned in December 1976 and was cut up at Glasgow Works in 1978. F HORNBY/ COLOUR-RAIL.COM

Did British Railways have a cunning plan or was it a case of 'try it and see what happens?'. The suburban services out of London King's Cross were a prime target for replacing steam power with diesel traction given that most were worked by ageing tank engines requiring high peaks of staff in an area where employing enough people to do unattractive jobs like cleaning out smokeboxes was a problem. Thus it would not have been a surprise to see many of the pilot scheme diesel engines ordered for the Eastern Region allocated to the task.

The Brush Type 2s were initially drafted in for services emanating from Liverpool Street and across East Anglia as

the area was targeted for the complete and early elimination of steam power. On the King's Cross route, it was Hornsey shed that was to be the allocation of choice as Finsbury Park was not yet complete and in due course they received quota of three varieties of Type 2 power, the North British D61XX, BRCW D53XX and the English Electric 'Baby Deltics'. The fact that most had departed or were stored within two or three years to be replaced by Brush Type 2s was either a case of the initial arrivals always being intended to be a stop gap or them not being up to the task. All of the allocation and disposal information quoted here can be found at locodata.org.uk.

If pictures of the class in the South are rare, then those actually at work are very scarce. This time, it is D6103 near Hornsey on what appears to be an ECS working of main line stock into King's Cross on June 6th, 1959, rather than being entrusted with actual passenger duties. Note that there is no recess for token exchange equipment, suggesting that they were not intended for work in Scotland. Its career very much mirrored that of D6101 with conversion to a Class 29, although it did not spend as long in store. Next off the production line, D6104, did not fare so well. After its two months in store in England, it was allocated to Eastfield and worked for just two years before being stored once more. It never worked again but was not formally withdrawn until December 1967, then passing to Barnes & Bell of Coatbridge for disposal, which was completed in April 1968. COLOUR-RAIL.COM





The last of the infamous trio of classes to arrive was the 'Baby Deltics', with D5900 being allocated to Hornsey on May 22nd, 1959. However, these machines were not put to service in order, as D5903 was the first on 17th April 1959. However, it is D5900 that we see here in standard green but with a broad white band around the lower bodysides. All of the class were delivered before Finsbury Park was ready and moved there en bloc in April 1960, just two months before this picture was taken at King's Cross. Problems with the class took longer to emerge than did some. D5900 was one of the last to succumb, that being in the spring of 1963 when it was stored at Stratford, but it was soon sent to Vulcan Foundry for modifications, although it was 1965 before it returned to service. Being a small non-standard class, they fell foul of BR's withdrawal programme, catching up with D5900 in 1968, Cohens' of Kettering disposed of it in the summer of 1969. D OVENDEN/ COLOUR-RAIL.COM



Possibly due to a short term motive power crisis, further class members arrived in the shape of D5330-5. The previous 10 had all gone directly to Scotland, but these six machines were allocated to Haymarket, only to be re-allocated within days to Hornsey. Given BR's paperwork systems, it is perhaps questionable if they ever reached Scotland when they were delivered new to Doncaster. Most only stayed in the south for around six weeks before heading north once more. This photograph is therefore a bit of a rarity, as D5334 powers past Werrington on July 21st, 1959; note the recess on the cabside for the fitting of a tablet exchanger. This was not a feature on any of the first 20 machines. It returned to Haymarket just two months later. D OVENDEN/ COLOUR-RAIL.COM



In total, 28 North British Type 2s were allocated new to the Eastern Region, with the first 10 being at Hornsey, with the balance going to Stratford. D6126 of the Stratford batch also had a brief stay at Hornsey. Photographs of them at work in the area are sparse as their time actually working was very short, seemingly being totally unsuited to life as a southerner. D6101 was resting at Hornsey shed on October 4th, 1959. It was new in late December 1958, but like all of the Hornsey machines, it was in store by around February 1960, with most of its siblings being sent to New England shed awaiting a decision on what to do with them. The Stratford batch did not go to store, but all were sent to Scotland in April 1960. Unlike some, it was chosen for conversion to a Class 29 by fitting a Paxman engine, ensuring its survival until 1971. However, it appears to have been in store in Scotland for around 3 ½ years before conversion. M J READE/ COLOUR-RAIL



D5903 looks very smart and presumably has just been released from Vulcan Foundry in 1964 following its rebuild with a new engine, probably being sent to Doncaster, where this picture was taken, for acceptance back into stock. It now sports a red band all around the body, and four character headcode panels have been fitted surrounded by some nice yellow paint. Ultimately, the cost of rebuilding was probably never recovered as the loco was in traffic for just four further years. P MOFFAT/ COLOUR-RAIL.COM



D5902 appears to have found some proper employment at Hadley Wood as it has an express headcode displayed and has a rake of Mark 1s in tow, possibly on a 'Cambridge Buffet Car Express'. It seems to have only been active for some nine years of its nominal 10 ½ years in stock, being despatched to the scrap heap at G. Cohen of Kettering. COLOUR-RAIL.COM



It looks like a nice sunny day at the Cransley yard of Cohens' scrap merchants, but the future is certainly not bright for D5900 and D5903 as they await their fate. While the photo is undated, it must have been taken between July 20th, 1969, when the pair arrived, and the end of August, by which time D5900 had been cut up. K FAIREY/ COLOUR-RAIL.COM

D5901 is in charge of an empty stock working at Finsbury Park on August 29th, 1962, composed of at least one of the famous Quad Art sets used on King's Cross line services. Like D5900, it was not stored until 1963, and was the final class member to emerge from a rebuild. Life took a different course thereafter as in August 1969, it was loaned to the Research Department at Derby. Nominal condemnation came in December of that year, at that time formally becoming a Departmental loco although never carrying an appropriate number. Said to be a dead load vehicle, it was actually used to power research stock and remained active until 1975. Despite its longevity, it appears not to have attracted interest as a preservation challenge and was cut up in 1977. Drastic measures such as cutting a Class 37 in half have been used to create a class replica, which will emerge as D5910. COLOUR-RAIL.COM



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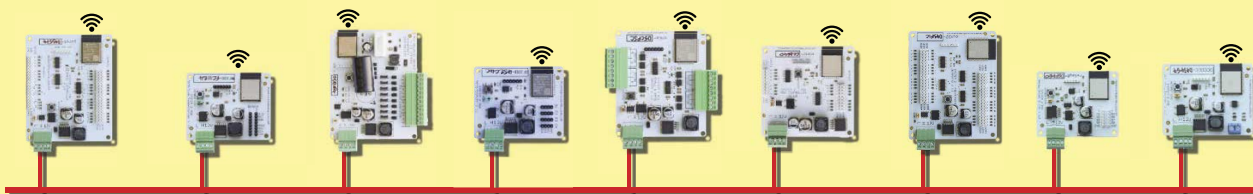
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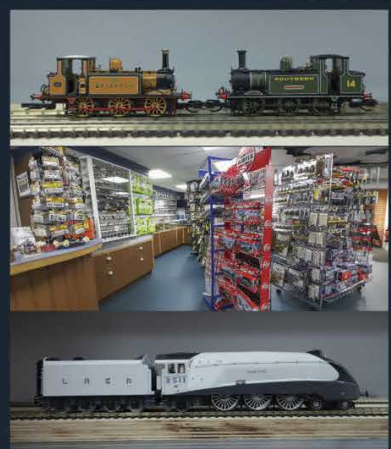


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FM Rail went into administration in 2006. The above guise shows the locomotive in 2007 guise. One year later, 31601 lost the remnants of its FM Rail vinyl, cab crests and the now defunct web address was crudely painted out in black, as opposite. This variant customised and DCC sound-fitted from stock: £407.95

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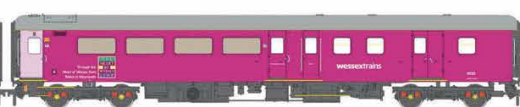
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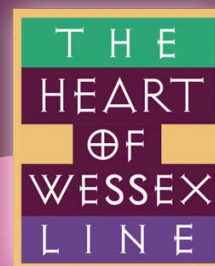
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SOUTHERN RESTORATION

Taking the reins on this layout rebuild project proved quite a challenge for Paul Hopkins, who brings this excellent West Sussex-inspired scene to life with some unusual scenic additions.

Words: Paul Hopkins **Photography:** Phil Parker



A view along the quayside including the warehouses, stores and fishermen's area, fairly typical of those seen in Sussex. The buildings are made from wood and Plastikard. The B4 dock tank is on the tramway bringing cargo for the sail barge, while the steamship is getting ready for departure.



FACTFILE

LAYOUT NAME: Hanton Tarrant
SCALE/GAUGE: 3mm:1ft scale/12mm gauge/TT
SIZE: 11ft x 2ft
ERA/REGION: 1940 - 1960/Southern
LAYOUT TYPE: End-to-end

TOP RIGHT:

The High Street is adjacent to the terminus of the branch line, showing the buffer stops and end of the main platform. The entrance to the goods yard is in the right foreground and the passenger entrance alongside the allotments is at the rear.



MIDDLE RIGHT:

The sail barge *Rachel* alongside the quay; the barge is scratch-built from wood, card and various bits and pieces using plans from an early model railway magazine supported by photographs from specialist books in the local library.



'H

anton Tarrant' was originally built by the late-Peter Bossom using 12mm gauge track some 30 years ago. Peter had decided to rebuild the layout using

the track gauge of 14.2mm, which is the correct gauge for 3mm railway models. The rebuild was in the early stages of conversion when Peter unfortunately passed away. Consequently, the layout remained unwanted and its future was uncertain. I was contacted to help find a new owner and that exercise resulted in my acquiring the layout with the intention of restoring it to its original trackplan and condition with the original track gauge.

The design is loosely based on Littlehampton station before the railway was electrified in the late-1930s. It includes a terminus station and goods yard with access to a quayside track for unloading the ships moored alongside, and to the rear there is a self-contained 5-track sector plate fiddle yard. Originally built using an open baseboard construction, the layout had been modified to suit the 14.2mm plans, which necessitated some compromises to be made with the track arrangement in the rebuild to avoid various gaps that had been created in the baseboard. The control system is analogue with two operator positions, one for the main line and fiddle yard, the other for the goods yard and quayside line. The trackwork is mainly sourced from the 3mm Society and all of the pointwork is handmade.

“All of the buildings are scratch-built and the majority are original to the first version of the layout with a few additions in the rebuild.”



Electric train of 2HAL and 2NOL units ready to depart for Brighton; these are built from Worsley Works scratch aids, powered by Halling motor bogies. The Southern Railway used the third rail system to collect the power for the multiple units; it is fitted in the main and bay platforms.

A M7 tank engine on a push-pull train with ex-LSWR coaching stock ready for departure in the bay platform. The locomotive is made from plywood components believed to be an early K's kit. The working lower quadrant starter signals on the platform are controlled by slow-acting point motors.



The baseboards are protected with plywood covers for storage and transport; these covers also provided the base in the original design for the feet to be fixed to for exhibition and give the layout the required height for viewing. This arrangement was too cumbersome and took too long to erect and dismantle the layout at exhibitions. It has been replaced with four separate wooden bases with the feet slotting onto them, which is easier, reliable and saves time.

Setting the scene

The layout is based on the period between 1940 and 1960. The first piece of research was to understand the trackplan, and I usually start with a copy of the BR signal box plan as that contains the track arrangement, signalling pointwork, etc., and there are versions of that which contain measurements, which are quite useful. I research the local scenes and buildings online and in the appropriate books from the library, then replicate those into the various buildings and cameos on the layout. Road vehicles also help set the time period and the locality, though there are not many types available in this scale and can be quite difficult to find.

All of the buildings are scratch-built and the majority are original to the first version of the layout with a few additions in the rebuild. The main street scene includes accurate-scale buildings resident to Bexhill in East Sussex; similarly, the station buildings, signal box and



MIDDLE LEFT: Looking across the busy goods yard, the yard crane is a 3mm Society product, the wagons are mostly made from 3mm Society plastic kits and the coalman's lorry in the background is scratch-built.



BOTTOM LEFT: The large building in the centre of the scene packs fish and handles the rail transport to market in insulated containers or wagons. Two of these wagons can be seen on the dedicated siding to the building. The yard shunter is moving towards the quayside.



A B4 dock tank, normally used at Southampton docks and ousted by the arrival of the USA tanks, has been transferred eastwards to 'Hanton Tarrant'. It is made from a Linton Models kit.

MIDDLE RIGHT: The High Street with Warburton & Son's stores on the left, with an AEC lorry about to unload supplies for the store. A Southdown Guy Arab bus on service 9 to Worthing collects passengers at the bus stop. The vehicles here are made from 3mm Society white metal kits.



BOTTOM RIGHT: Bulleid electric locomotive 20002 entering the station with a Pullman excursion train, passing the ex-LBSC signal box. The locomotive and signal box are both scratch-built. The run-round loop has no third rail and a separate locomotive will be needed to clear the carriages from the platform before the locomotive can be released.



goods shed are based on those in East Sussex from Buxted and Groombridge locations. The buildings on the quayside are models of various dockside buildings in East Sussex as well as some from Littlehampton in West Sussex.

There is not a great deal of scenery around the layout, as much of the area is taken up with the station, goods yard and quayside. The street scene is based on an area of Bexhill, and the shops and public house were made from plans and photographs of the actual buildings before they were demolished in the 1980s. The area behind the station contains a set of allotments, which were typical at a number of stations during the period modelled. The entrance to the fiddle yard is covered, with a footbridge providing access to the fish factory from the small park on the other side of the railway.

Escape artist

The vegetation is made up using Woodland Scenics grass and foliage products. I find these are easy to use and don't fade over time. There is an area behind the signal box in the fork of the tracks between the main line and access to the quayside line that is overgrown with bushes, etc., where a rhinoceros is hiding, having escaped from a damaged crate while unloading on the quayside.



The layout in its entirety, with the quayside at the right front and the 5-track storage area immediately behind. The street scene provides the left end backscene.



About the modeller

Name: Paul Hopkins

Number of years modelling: 40 years or so

Name of your first layout: 'Arundel'

Favourite era/region: 1960s Southern

Favourite Locomotive: Stroudley Terrier

I live in West Sussex and get enjoyment incorporating some of the features in the county into my modelling activities and have built several layouts with that theme over the years. There are three or four layouts that have a similar bias that I have found especially interesting, including 'Ditchling Green' and 'Arun Quay' in O gauge made by Gordon Gravett, and 'Thunders Hill' and 'Whatlington' made by Peter Bossom in 3mm scale. The quality of these layouts is something to aspire to, and I found the owners of these layouts were always extremely helpful, spending time to explain the workings of their models or some prototypical activity they replicate on their layouts. The level of detail is very good and something I could take on for my own layout.



The view along the station platform with the run-round loop alongside. The station building is scratch-built in Plastikard and is based on the prototype at Buxted station in East Sussex. The 2-NOL unit, made from Worsley Works etches and a Halling power unit, is on the roundabout service from Arundel.

TOP RIGHT:

The steamship *Velinheli* at the quayside was made from plans of a slate carrier prototype, modified to suit the available space and is built with balsa wood and very thin ply used by aero modellers, with a number of fittings from specialist model ship suppliers.



MIDDLE RIGHT:

At an exhibition, one of our operating team put a rhinoceros on the layout. It became such a talking point with visitors that it was decided to make it a permanent feature, having escaped from a crate on the docks. The crew of the C14 looks on with concern.



At a recent exhibition, one of the operators humorously placed the rhinoceros, and it quickly became quite a talking point with the public during the exhibition. The consensus was that it should stay and it remains a good talking point with the visiting public.

The water on the river is made from several coats of yacht varnish, covering a painted river floor. The ships at the quayside and the small boats moored along the riverside are all scratch-built. Hopefully, the overall effect replicates a typical location during the period modelled.

In action

The layout can be operated in both pre- and post-nationalisation eras with appropriate stock for the period. All of the locomotives and rolling stock are kit or scratch-built, as well as some conversions from other manufacturers' models, including Atlas editions, Kitmaster and Tri-ang.

We operate the trains to a sequence that has 42 movements on the layout; we go back to the first when the 42nd is completed. However, most of the time, we just run the trains as we see fit to better suit the visiting public at exhibitions.

The main power feeds are from a hand-made transformer box containing two Gaugemaster 16v AC transformers, which feed the track control with

“At a recent exhibition, one of the operators humorously placed the rhinoceros, and it quickly became quite a talking point with the public during the exhibition.”



A view from the River Arun, with moored boats in the foreground, with workers repairing the fence as the E2 tank hauls the coal wagons away from the sidings. A steam train is ready to depart from the bay platform.



Gaugemaster W1 hand-held controllers, and power the H&M point motors. Although of older technology, these are robust and reliable in operation, with the use of micro switches to apply current to the frogs. The electrical wiring has been designed with two operating points to allow the yard and main line to be operated independently with individual operators. A new control panel was devised, which included a schematic diagram of the trackplan, incorporating the switches for the points and isolators in the appropriate location on the track, which makes it easier for operators to understand. The control panel also includes switches for the track control feeds for the goods yard, wharf and the main lines. A couple of switches control the platform starter signals, which connect to slow-acting point motors.

The coupling system uses the delayed-action B&B couplings, activated by electromagnets with a slight modification by not fitting the loop on the second coupling fitted to the vehicle, making it much more reliable and smoother to operate. The disadvantage is the vehicle can only operate one way and not be turned around.

A lesson learned from earlier projects is to fully document the wiring and connected equipment like the CDUs, power supplies, uncouplers, etc. This has been completed, which makes any potential fault-finding a lot easier to achieve.



ABOVE: A passenger train with Birdcage coaches is on the main platform. The green Pecket loco in the goods yard is in transit to the Naval dockyard; it has a 3D-printed body on a modified Hornby TT:120 chassis. This is the first item from the Hornby TT:120 range that is usable on a 3mm layout.

MIDDLE LEFT: The loading side of the goods shed with Warburton's stores in the High Street. Trailers are made from 3mm kits and converted Matchbox models.



BOTTOM LEFT: An E2 Class tank engine made from a BEC body and scratch-built chassis shunts the PO coal wagons, all made from 3mm Society plastic kits.



A Q Class 0-6-0 tender engine arrives in the main platform with a fixed rake of Birdcage carriages. The locomotive is scratch-built and the carriages are from brass kits. The canopy supports retain their wartime colours, quite typical of some of the rural branch lines.

MIDDLE RIGHT:

The Q Class engine is preparing to uncouple from the carriages. All of the locomotives and rolling stock on the layout use the B&B system, which is a delayed-action electromagnetic uncoupling arrangement and quite effective.



BOTTOM RIGHT:

The Pullman excursion train ready to depart with a Class 71 electric locomotive, which is a 3D-printed model and supplied by Lincoln Locos. The full brake is a Kitmaster conversion and the Pullman cars are made from Worsley Works brass etches.



All of the stock is fitted with electro-magnetic delayed-action uncouplers activated from electric solenoids in the track base. The main line and station platforms are equipped with the Southern Railway third rail electrification and operate the semi-fast electric multiple units of the NOL, HAL and BIL stock.

We do run a Pullman train at exhibitions, which is hauled by one of the Class 70 and 71 electric locomotives from the Bulleid and BR eras, otherwise, the main line passenger trains operate with ex-LBSC steam locos, with coaching stock of Birdcage or Maunsell origins. Steam-hauled pull-push trains operated in Sussex until the mid-1960s, and those are replicated with ex-LBSC carriages and H or M7 tank locomotives. The goods yard is shunted by a C14 0-4-0 tank loco, and goods trains are hauled on the main line by C, Q and Q1 classes of goods locos. A Leader locomotive usually makes an appearance on a test train at some time during an exhibition.

Final thoughts

In hindsight, it would have been quicker to start from scratch rather than try and rebuild the layout. The main difficulty was the trackplan I needed, as it was impossible to fit what I wanted in the spaces available due to the changes already made to fit the larger

radius 14.2mm turnouts. It required some further modifications, which initially weakened the baseboard, and once that had been overcome, track laying could start. I used H&M point motors to switch the turnouts and found the CDU and transformer was not powerful enough to operate a set of cross-overs. My brother provided the solution with a hand-made CDU that has sufficient power to switch more than two turnouts simultaneously.

The backscene became an issue in the area around the control panel, which in the new configuration is slightly larger than the original and has been overcome by installing a wall around the back of the control panel, leading to a small open area providing footbridge access to the fish factory on the other side of the main track.

No changes to the current layout are planned, apart from adding a few more scenic items, and I will continue to add something new each time the layout is exhibited.

The next layout is in progress, intending to include some automation on one of the railway lines and incorporate an automatic roadway system, together with an analogue Southern branch line terminus and fiddle yard. The scenic items include a military base, bowls green and some buildings from the Chichester area. ■

“We operate the trains to a sequence that has 42 movements on the layout, we go back to the first when the 42nd is completed.”



TOP LEFT: A 2-EPB electric multiple unit made from Worsley Works brass etches arriving into the station as the steam-hauled push-pull train awaits departure.



MIDDLE LEFT: Bulleid's Leader locomotive on a running-in trip from Brighton Works; the body is a much-modified 3D-printed model and the chassis is scratch-built with a pick-up arrangement through the axles. Kevin Robertson's book on the Leader was a useful source of information to complete the model.



The Beattie well tanks usually operated in the West Country, but in this scene, it is on engineers' duties hauling the ex-LSWR Directors' Saloon in its penultimate body style and numbered DS1. The locomotive was made from Jidenco brass etches and the Inspection saloon is scratch-built.

PROTOTYPE

END OF THE LINE

By J Crosse



When BR Standard 5MT 73000 emerged from Derby Works in 1951, to many observers steam power had a bright future. With new engines having a design life of at least 30 years, it seemed that steam presence was assured into the 1980s and surely there would be new designs taking the story further again; yet before the last member of the class emerged just six years later, the world of steam was in a very different place, with plans for the extensive and rapid introduction of modern traction across the system. Away from the Southern Region, the 5MT type was the traditional express engine 'stand-in' in the form of the Halls, B1s and Stanier 5MTs, all of which had continued to be built into the British Railways era. That they elected to continue that design of motive power did not therefore come as a major surprise.

Five class members have been rescued for preservation, but only one has seen a return to the main line, that being 73096. When not on the main line, it could be found at the Mid Hants Railway, as seen here on June 8th, 1997.

P Chancellor/Colour-Rail





The Scottish Region employed their early Standard 5s on front-line duties, and here we see 73007 on the Granite City at Aberdeen in April 1954. **Colour-Rail.com**

A large amount of hindsight has been applied to the 'build more steam engines' decision taken at the start of the British Railways era, and indeed if those decision makers could have known what the mid-1960s had in store, they might well have reached an entirely different conclusion, but at the time, it all appeared very logical. Diesel traction had been proved elsewhere in the world, but there was little local design and build experience, and another forceful argument at the time was that the country did not have the foreign exchange reserves needed to buy fuel oil but did have vast amounts of coal available, plus both the expertise and capacity to design and build steam locomotives. Due to the Second World War, the existing steam fleet still contained many 'ancient' locomotives, while even the front line motive power would need updating before too long. A factor that was yet to emerge

in 1948 was that of maintenance, but soon labour shortages started to emerge and with it, the need to make the servicing of engines less staff-intensive. Finally, there was the wish and indeed a need for standardisation in what was supposed to be one company using equipment that was the same in Wick as it was in Penzance to offer economies of scale and reduce spare part requirements.

With all of the existing Chief Mechanical engineers leaving the scene soon after Nationalisation, Robert Riddles (formerly an LMS man) was put in charge of the design task. New types would incorporate the best practice from the Big Four, but in reality much of what emerged was strongly influenced by the final designs of former LMS types. However, most of the new tender loco designs differed visually by the use of a high running plate, seen previously only on the Ivatt 4MT



73000 looks like it has been posed for an official photograph at Neasden very soon after it was released from Derby Works in 1951. As such, it was one of only six to have a complete footplate valance, as all subsequent builds had a small length removed to improve access to the lubricators. It is paired with a BR 1 tender. **Colour-Rail.com**



As well as being chosen to take part in air braking trials, and thus fitted with a Westinghouse air pump, 73030 was then chosen to undergo steaming tests at the Rugby testing station and is seen there possibly in 1954.

Colour-Rail.com

2-6-0s. A raft of new designs was prepared and not all were adopted, but collectively they were supposed to be suitable for all the various duties, from branch line to express. Only the humble shunting engine was missing. This had already been shown to be suitably replaced by a 350hp design 0-6-0 diesel, with modest numbers already in use by the Big Four, and bulk orders for the type were soon placed alongside those for new steam engines. Ironically, what turned out to be the most successful of the new steam designs, the 9F 2-10-0, was one of the last to go into production but ultimately comprised over 25% of the BR Standard loco build. Given past policies, it was perhaps not surprising that the second largest class turned out to be the Standard 5MT, which not surprisingly found employment from Scotland to the south coast of England.

With a former LMS man at the helm, it was perhaps unsurprising that the 5MT technical specification was much like that of the earlier Stanier design, which eventually totalled no less than 842 locomotives and in later years was experimentally fitted with various modifications such as roller bearings, Caprotti valve gear and double chimneys. The BR design used 6'2" driving wheels rather than the 6' of the Stanier version, but was the same as the LNER B1s, along with 19" diameter cylinders ($\frac{1}{2}$ " more than the Stanier design) combined with an identical 28" stroke, while the boiler was almost an exact copy of the LMS 3B type fitted to later Black 5s rated at 225 lb/sq in. Weighing in at exactly 76

tons, it was, however, heavier than any of the LMS, LNER or GWR counterparts. This was mainly due to the use of 1 $\frac{1}{4}$ " thick plate for the frames to overcome cracking experienced in the thinner frames on the LMS 5MT. They also used roller bearings throughout. The main design work was carried out at Doncaster, but each works had their specialisation, and Derby, Swindon and Brighton drawing offices participated in the work.

With production spread across seven years, the class was built under 13 different lots, with all of the first 100, plus 73125-54, built at Derby with the balance being constructed at Doncaster (the first time 'The Plant' had ever built a 4-6-0). The aforementioned trials on LMS Black 5s fitted with Caprotti valve gear had seen the design of that gear refined into what was then designated as British Caprotti, and that was fitted to 73125-54 from new. It was more expensive to provide but had been shown to pay for itself several times over in respect of long-term maintenance requirements, and the design life of the Standard 5MT was 45 years.

The planned allocation of the class suggested that, while intended for universal use, it was to be the regions that had a plethora of the Stanier engines that were to receive most of the Standard 5MTs, i.e. the London Midland and Scottish Regions. The Southern was scheduled to receive 23, the odd three being for Bath Green Park where they actually replaced the Stanier version, while the Western was to receive just 10, those being the Caprotti-fitted 73125-24.

While allocated to St Philips Marsh, the 5MTs did run to the South West but became infrequent performers west of Bristol, especially on passenger duties, so this picture of 73012 on pilot duty at Hemerdon on June 20th, 1958, is quite rare and possibly unique when paired with a King.

T Owen/Colour-Rail.com



PROTOTYPE

The fact that they went to Shrewsbury shed, one with a joint GWR and LMS design allocation, again implied that they might replace Black 5s rather than Halls. The final 17 were destined for the Eastern and North Eastern Regions. The first 30 were built between April 1951 and January 1952, with 73005-9 going to Scotland and the rest spread around the Midland. 20 more came out between June and December 1953, with 73050-74 emerging from June to December 1954. These included 73050-2 for Bath. Starting in April 1955, production was then almost continuous until completion of the build in June 1957. With the building of the 20 for the Southern split between Derby and Doncaster, they all arrived between June and December 1955, numbered 73080-9 and 73110-9.

While the BR Standards were supposed to be just that - i.e. all the same, they certainly were not, as in-service experience required modifications to be made. The cab design had been found on the Britannias to be prone to draughts and the Class 5s were no different. This led to modifications to be applied from 73050 upwards, including the fitting of gangway doors to the tenders. There was also a change from fluted to rectangular cross-section coupling rods. Another modification applied to the Britannias and the Class 5s was to cut away a section of the running plate to improve access to the lubricators, this being applied as early as 73006. A Smith Stone speedometer was fitted from new to 73030 upwards and later applied to 73000-29. The chime, while fitted behind the chimney, proved prone to sticking and some were replaced with other types, while from 73100, a monotone whistle was fitted horizontally on top of the firebox, while at the same time cab front windows became hinged rather than fixed. As ever, with two works being involved in the build programme, there were minor differences between the Derby and Doncaster locos. One involved the positioning of the front steps, but just to confuse matters, this could be altered at overhaul and at least two locos were noted with Derby position steps on one side and Doncaster on the other!

73030-1 emerged new fitted with Westinghouse air pumps for testing of airbrake systems alongside Britannias 70043/4, which were also so-fitted. 73030/1 lost the air pumps at overhaul in 1955 and 1956 respectively.

One of the S&D 'trio' of 73050-2. This is 73051 in BR green at Radstock on May 5th, 1964. It was condemned in August 1965.
Colour-Rail.com



An everyday duty for a Standard 5MT as 73033 passes Hillmorton with a parcels train. **Colour-Rail.com**



The Scottish-based Caprotti-fitted 5MTs seemed to find plenty of employment, and here the final one so fitted, 73154, is seen at Aberdeen Ferryhill shed on July 14th, 1965. It survived until December 1966.
R K Greenhalgh/Colour-Rail.com





With just days to live, 73069 has been specially cleaned for railtour duty and thus showing that it was definitely painted in unlined black. Manchester Victoria on August 4th, 1968. **G Parry Collection/Colour-Rail.com**

Proposals to trial Crosti boilers and double chimneys on the Standard 5s were not proceeded with as it was rapidly becoming clear that steam power did not have a long life ahead of it. A feature of the BR Standards was that, while the engine design was nominally identical wherever the engine operated, the tender with which it was paired was not, as these varied with regional operating need and the Class 5s were paired with six different BR designs. These can be summarised as follows:-

Type	Shape	Water Capacity	Coal Capacity	Weight	Loco	Note
BR 1	Inset at Top	4250 gal	7 tons	49.15t	73000-49	No fall plate, added draught excluder
BR 1B	Flush	4725 gal	7 tons	51.25t	73080-89	Fall plate & gangway doors
					73100-09	
					73120-34	
					73145-71	
BR 1C	Flush	4725 gal	9 tons	53.25t	73065-79	Fall plate & gangway doors
					73090-99	
					73135-4	
BR 1F	Flush	5625 gal	7 tons	55.25t	73110-19	Fall plate & gangway doors
BR 1G	Inset at Top	5000 gal	7 tons	52.50t	73050-2	Fall plate & gangway doors
BR 1H	Inset at Top	4250 gal	7 ton	49.15t	73053-64	Fall plate & gangway doors

The livery for the Standard fives was set as standard black with grey, red and cream lining, and only the variation of first or second BR crest could be expected, although towards the end of steam some appeared in unlined black with the second crest. However, at overhaul there could be variations in the size of the cabside numbers with 8", 9" and 10" seen in use. The Caprotti engines' cylinders were not lined, unlike initial application to the rest of the class. Scottish variants included a coloured background to the front numberplate and the shed allocation painted on the front buffer beam, whilst the Southern engines had a yellow triangle or spot applied to the cabside to denote the fitting of the T I A water treatment system. As we shall see, a number of the 5MTs gravitated to the Western Region, and in 1958, Swindon Works applied lined green livery at overhaul and specified its application to class members on its books when overhauled elsewhere, with over 30 class members being so treated. A small number were also noted with the Western route restriction red spot applied. There were also numerous variations in the application of the power classification, being anything from a simple 5 to the likes of 5P/5FA and employing both lower and upper-case letters.

The Southern Region was the only one to name its Standard 5s, adopting those applied to some of the King Arthur 4-6-0s and using the same basic style plate attached to the footplate valance, easily missed under coats of grime. 73089 *Maid of Astolat* was the first so treated in May 1959, and it was June 1961 before the final name was applied, being to 73087 *Linette*. Some engines were named for quite a short time as plates began to 'disappear' around 1964.



A 5MT at Kings Cross shed. This is 73159, which, along with 73157/8, was allocated there from September 1957 until October 1958, when all three were moved on to Sheffield Darnall. This view is dated April 12th, 1958. Colour-Rail.com

The Standard 5s were scattered widely across the country, and the London Midland Region conspired to allocate the first 20 to seven different sheds, although the next five all went to Blackpool Central, and the first five in Scotland worked from Perth. A similar spread was seen for the next batch of 20, with allocations from Polmadie to Leicester spreading the class around. Although 73030/1 were nominally allocated to Kingmoor and Polmadie respectively, they were actually based at Derby for a long time for the air brake trials. Although earmarked for the Scottish Region, 73037-9 found themselves diverted to Shrewsbury, Chester West and St Philips Marsh respectively. Mid 1953 saw a further 22

of the class moved to the Western from both the Midland and Scottish Regions. Those at St Philips Marsh worked as far south as Plymouth, but the class never became established west of Bristol. The 'spread them around' policy continued with the later batches, but 73050-2 became a permanent fixture at Bath Green Park with only the former ever escaping from the S&D allocation. Notable later allocations were 73080-9, all of which went to Stewarts Lane, while the second Southern batch were new to Nine Elms. 73090-9 all went to Patricroft and in due course were swapped for the 10 Caprotti engines that were new at Shrewsbury. Eventually, Patricroft was home to all of the surviving English-based Caprotti engines. Mention should be made of the Eastern and North Eastern engines. At the time of delivery, Neasden was an Eastern Region shed and received 73155-9, while Blaydon was home to 73160/1, with the final 10 engines all going to York. 73157-9 later moved to King's Cross and enjoyed trips to Hull and Cleethorpes.

As the use of steam declined, the standard nature of the type made them prime candidates for inter-regional transfers, while various boundary changes had also changed the picture with, for instance, the Western having examples at both Yeovil and Exmouth Junction, while the Southern gathered examples from the north east and the Western, while those on the Midland gradually moved north as the area of steam operation shrank. The first condemnation came as early as February 1964, that being of 73027, and this loco became the only class member cut up by BR, at Swindon just eight weeks later in April. Many of the class hung on into 1967, and in 1968, Patricroft was still nurturing a number, but the ultimate survivor was 73069, which took part in a number of the final steam specials around the north west of England.



The nameplates fitted to the 20 Southern 5MTs could easily be missed under a layer of grime, seen here on 73086 *The Green Knight*. It was named on December 19th, 1959, the name previously carried by King Arthur 30754. R K Greenhalgh/Colour-Rail.com

The Somerset & Dorset escapee 73050 was saved for preservation, being bought directly from BR, but its new home was far from Bath, as it has permanently resided at the Nene Valley Railway following initial storage at the British Sugar Corporation factory in Peterborough. The four other survivors were all consigned to Woodham Brothers at Barry. The first to leave there was 73129, which was bought by Derby Corporation and moved to Derby Works in 1973. Moving to the Midland Railway Centre at Butterley, it was 2004 before it returned to steam, being the only Caprotti-fitted example to survive. It is currently awaiting a further overhaul. 73082 *Camelot* moved to the Bluebell Railway in 1979 and first returned to service in 1995. Next out was 73096 in July 1985, and this had a reasonably fast restoration as it was in steam in 1983, and enjoyed periods of main line activity. After nearly 20 years at Barry, the final survivor, 73156, moved initially to the East Lancashire Railway but later transferred to the Great Central Railway and was not steamed until 2017.

The class appeared master of most tasks, regularly appearing on named train duties in Scotland and on heavy Southern boat trains, but also carried out freight and parcels duties across the land, whilst a very forlorn and unkempt 73003 sustained Somerset & Dorset stopping trains during the death throes of the line.

Only one of the 30 British Caprotti-fitted class members has survived and has been based at the Midland Railway Centre at Butterley, but it has been loaned to various heritage lines for gala work and is seen at the East Lancashire Railway on January 24th, 2011.

P Chancellor/Colour-Rail



NEWCOMER

Proving it's never too late to pick up a new hobby, this debut layout proved the ideal testbed for learning new skills and helped showcase the builder's love of LMS locomotives.

Words and Photography: Gerald Davison



FACTFILE

LAYOUT NAME: Monktonmead LMS
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 12ft 6in x 5ft 2in
ERA/REGION: Late-1940s/LMS
LAYOUT TYPE: Continuous Run

In the MTD, Bachmann Hughes Crab (renumbered 2708) turns on the Heljan table, while the other crew discusses that day's runners at Haydock, and the diesel oil delivery truck gets some urgent maintenance. The kit-built coal tower in the background is by Ratio.



TOP RIGHT: Smallholder Kaleb's grandfather is feeding his sheep. Barn kit by Wills.

MIDDLE RIGHT: Bachmann 'Jinty' 1725 pulling into goods depot. I didn't want a standard British goods shed, so the building is a modified Faller kit.

BELOW: The Bachmann former S&D 7F 13810 is hauling a mixed goods train. In the background, an early heritage train of clerestory coaches (modified Hornby), pulled by former L&YR 2-4-2 Tank by Bachmann, waits to leave Monktonmead station with an excursion. The backscene is actually Gaugemaster's Ross on Wye, which is a rather similar outline to Ryde here on the Isle of Wight!



After I made the decision to give up my lifelong love and pursuit of riding motorcycles, my workshop became empty, and I discovered by chance on YouTube that you could add sound to model locomotives, which made me very curious...

One Bachmann Hughes Crab, a sound chip, a length of flexible track and a basic controller later, and I had it running 'to and fro' on my study desk - I was captivated.

Hobby magazines helped me get a quick understanding of the possibilities and I had a small but very comfortable, heavily-insulated, double-glazed workshop with all services, waiting to be filled. The workshop gave me a space of 12ft 6in long for the model, but with limited width. For this reason, I was able to avoid the struggle at each end to make good curves with flexible track by using 2- and 3-radius fixed curves, which transition to Code 75 track using Peco's adapters.

What really suited me was my isolation from the 'hobby' - I wanted the challenge of working out how to do things, so no outside help apart from the occasional technical advice from Darren at The Model Shop, Portsmouth. Getting to grips with DCC control, fitting locomotive sound and developing all of the modelling, carpentry and electrical skills needed has been an immense pleasure.

“Getting to grips with DCC control, fitting locomotive sound and developing all of the modelling, carpentry and electrical skills needed has been an immense pleasure.”





The build

Starting with absolutely nothing, I determined that I would use DCC for control with all locos to be sound-fitted. Track for the main scenic board would be Peco Code 75 bullhead for maximum realism. Having decided the size of the main baseboard, I tried unsuccessfully to design a trackplan using templates. I knew what features I hoped to squeeze into the area, so decided to first set up the turntable and its numerous spurs to see what that left me. Because I planned to have a large number of locomotives, the turntable and 3-lane engine shed were to be the cornerstone. After that, I bought a selection of points and a pile of flexible track. Later, I was able to use a single crossing. This meant that I could then experiment with track design, with a sweeping double track, a branch extending a further loop into a 3-platform through-station, and a shunting area with a goods depot.

My priority was to maximise options for loco and train movements. The six non-scenic storage tracks and associated points, which also form the other half of the layout, are all Streamline Code 100 and electrofrog. Some of these points I successfully cut down to reduce the space between the storage tracks.

Buildings are a mixture of plastic and laser-cut kits with a few pre-built resin items. The station is a mixture of Dapol platforms, Wills shed and platform, and Bachmann station buildings with a freelance laser-cut canopy. The footbridge is a heavily-modified Hornby one.



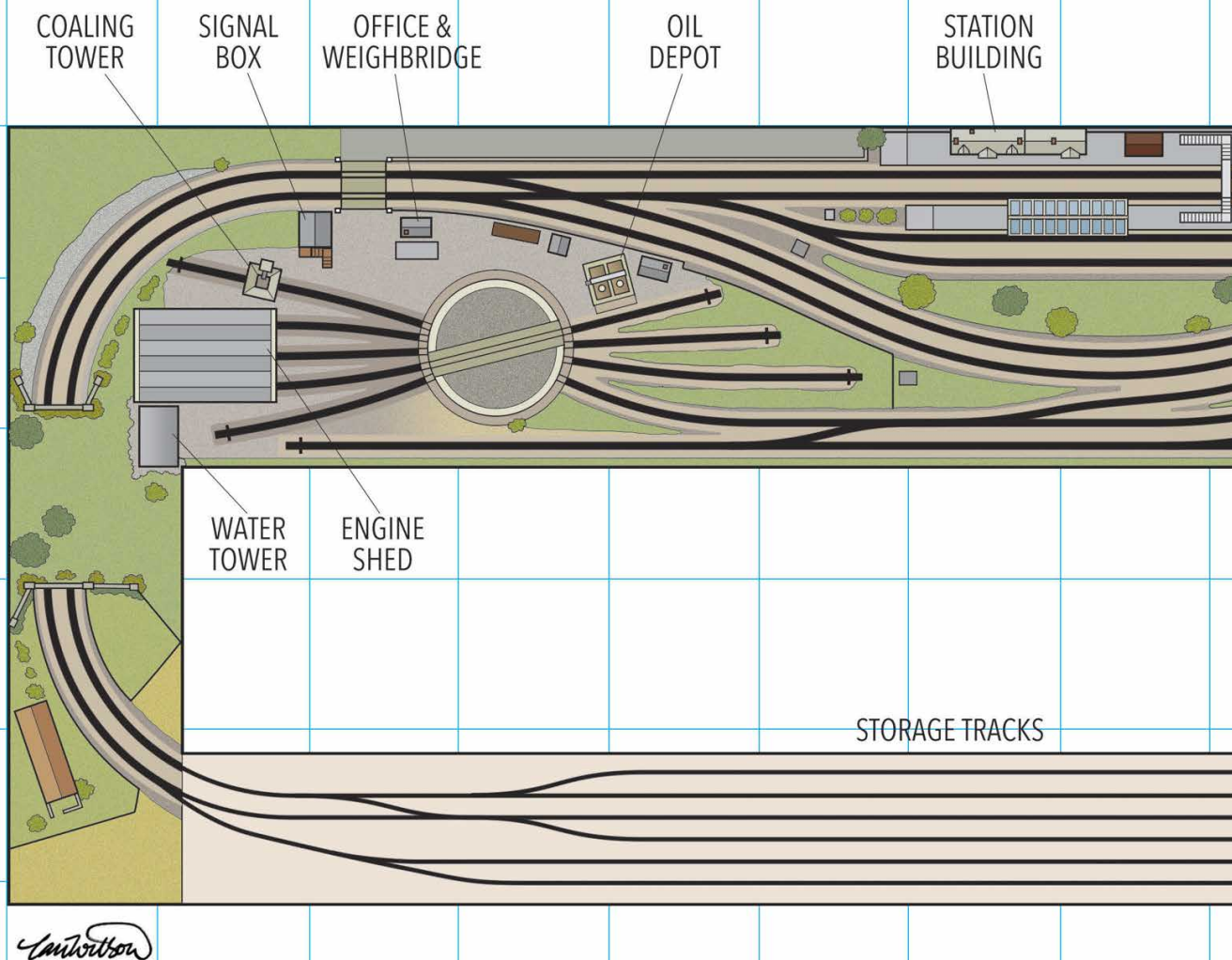
ABOVE: Bachmann LMS 'Compound' 4-4-0 1189 simmers in the sunshine while an LMS prototype diesel Class 08 awaits refuelling.



MIDDLE LEFT: A very affluent farmer stands proudly with his new Mk. 1 Land Rover and faithful collie with the same name, contemplating how he got all of his cows into a field entirely surrounded by rail tracks! A heritage excursion train of clerestory coaches (modified Hornby), pulled by Bachmann Ex-L&Y 0-4-4 10370, awaits departure on station track 4.

BOTTOM LEFT: Monktonmead platform 1 goods shed is made from a modified Wills kit.

TRACKPLAN



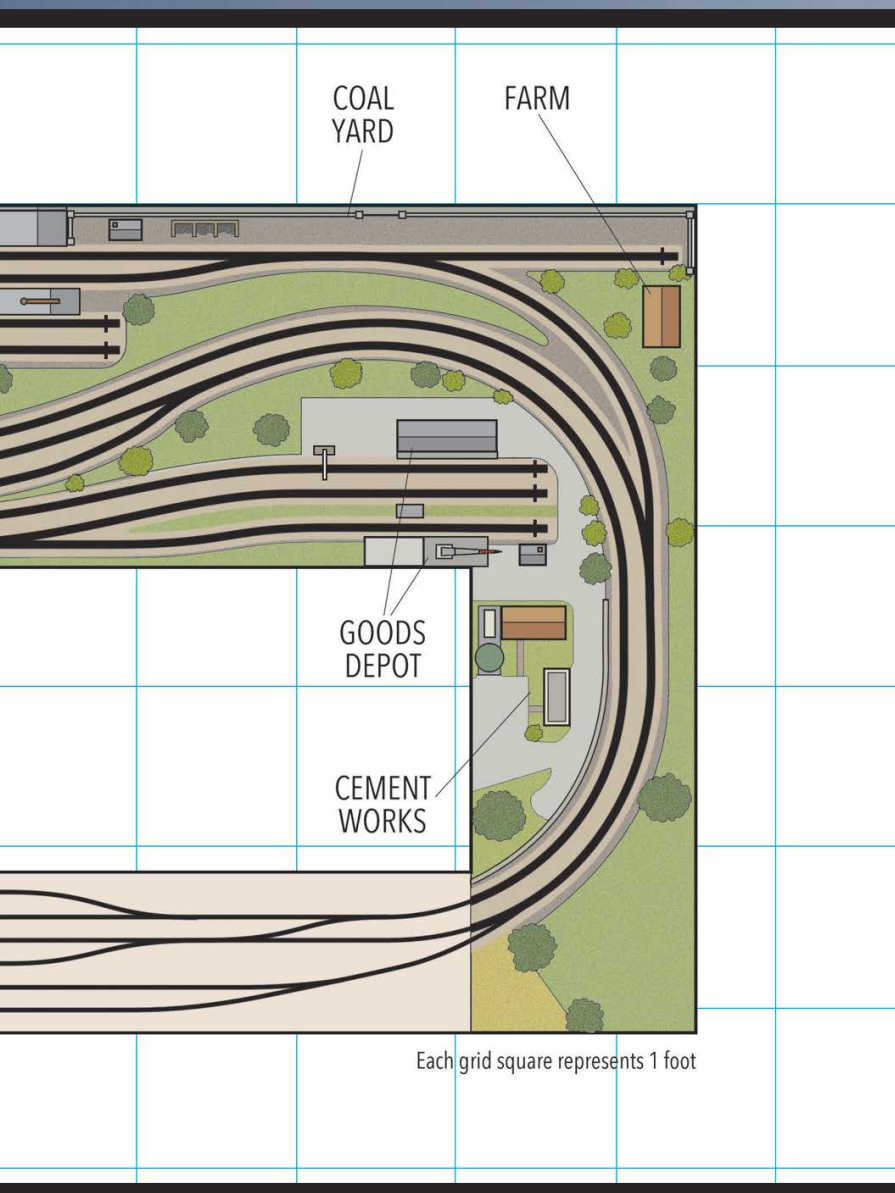
TOP LEFT: The company's fire service helps to find and seal a leak in the water tower. Bachmann 1F 7365 patiently awaits water. The three-road engine shed is a laser-cut kit by Modelux.



TOP RIGHT: A Small goods train is entering the tunnel, hauled by Bachmann ex-MR 0-4-4 Tank 1370, passing a derelict barn and my elder daughter Claire with her horse 'Rudi' in the field.

BOTTOM LEFT: Bachmann Webb Coal tank 7841 pulls a short quarry stone train.

BOTTOM RIGHT: The view across the dairy herd to the main station buildings (Bachmann).



About the modeller

Name:

Gerald Davison

Age: 83

Number of years modelling: 2 years

Name of your first layout:

'Monktonmead LMS'

Favourite

Locomotive: Varies from day to day!

Love them all but have a soft spot for Hughes Crabs, of which I have two.



Having decided a couple of years ago, while well into my 80s and in poor health, to give up my lifetime love and pursuit of riding motorcycles, I ended up with an empty workshop. I knew I needed to find something challenging to occupy both my hands and my mind, but the health issues meant there was little point in a project that might take a decade to complete.

Over the years, I have enjoyed limited model-making – occasional winter projects have included F1 cars, GP motorcycles and even a submarine. In the 1970s, I built a small, simple model railway for a local children's home I was supporting and remembered how much I enjoyed the experience.

A mixed goods train arriving in the goods depot behind Bachmann's 'Jinty' while a local suburban train passes by on the main line. A train of early 'Heritage' clerestory coaches waits to depart with an excursion. The footbridge is a modified Hornby model.





ABOVE: A partial view of the goods depot with Bachmann Class 08 Diesel 601 *Spectre* departing.

MIDDLE RIGHT: Bachmann 1F 7365 turning on the table while a suburban passenger train enters Monktonmead station in the background. To the right is the diesel oil fuelling terminal, originally a kit by Ratio.

BOTTOM RIGHT: Ivatt 2MT Tank 1205 pulling a suburban 2-coach train along the main line.



Working on a layout with access only from one side 30in deep, makes reaching the back for detailing quite challenging, particularly ballasting track. The biggest mistake I made in terms of keeping to scale was the surface for the MTD. I had both fine cinders and medium cinders but chose to use the medium, which are too coarse.

One of the most difficult challenges I found was getting static grass right. Some applicators work better than others, but with all of them, it of course works best on horizontal surfaces. Because my baseboard is completely flat, I created hills and mounds everywhere to add dimension and these were all grassed over. I've had visitors ask me if I have a miniature lawn mower to keep it tidy!

Playing trains

Rolling stock is exclusively LMS with 20 examples of almost all LMS loco types except the largest, in use in the late-'40s – some in Crimson Lake, others in plain black livery, including the early diesel models that the LMS had prototyped by then. I fitted all the locos with sound and extra detail such as crew, tools, lamps and real coal.

The size of the layout determines that I only run short trains with a maximum of four coaches and I have resisted the temptation to add Pacific locos for the same reason.

I use DCC with a Digitrax DCS52 Zephyr controller and a DT602 hand-held extension. The turntable is by Heljan and point motors (24) are all simple solenoid versions, on the surface in the non-scenic part and under the surface elsewhere. Decoders are a mixture of HM7000 on the larger locomotives and Zimo and Locksound for smaller units. As I don't need the Bluetooth feature, I now avoid Hornby's HM7000 as, in my experience, it is not as refined as others I use.

My recollection of immediate post-war railways was that, even after nationalisation, they were very grubby and most of the fabric had not changed since the 1930s. I wanted lots of locomotives and there is something about the ruggedness of the LMS designs that appealed to me. What I didn't want was just a random selection of locos and rolling stock from all four of the groupings, so I decided to just concentrate on the LMS of the late-1940s. Nearly all steam, it still enables me to have a couple of prototype diesels. The model owes nothing else to real-world railway operation – it's entirely a fiction from my imagination! 'Monktonmead' is the name of the brook that runs near my home here in Ryde on the Isle of Wight! ■



TOP LEFT: Ivatt 2MT Tank 1205 pulling a suburban train past the cement works.



MIDDLE LEFT: Looking down on Monktonmead station with a single suburban coach pulled by Bachmann LMS 1P 0-4-4 Tank 1370 waiting on platform 2.

BELOW: Bachmann LMS 1F 7365 turns on the table while in the background a work gang carries out repairs to the surface of the MPD yard.

“The size of the layout determines that I only run short trains with maximum four coaches and I have resisted the temptation to add Pacific locos for the same reason.”



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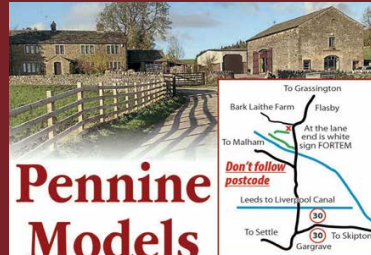
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THE LATEST HEADLINES



Bachmann's Autumn 2026 announcements

Bachmann Europe has revealed three new tooling projects for autumn 2026, covering its Graham Farish, Bachmann Branchline and EFE Rail ranges.

Leading the announcements is an all-new Graham Farish Class 37 diesel locomotive, with the Class 37/7 selected as the starting point for the new range.

The Class 37/7 has not previously been produced as a ready-to-run model in N scale. The project will also see the Graham Farish Class 37 offered with factory-fitted sound for the first time. The available models are as follows.

- 372-110/SF - Class 37/7 37894 BR Railfreight Grey
- 372-111/SF - Class 37/7 37714 BR Railfreight Metals Sector
- 372-112/SF - Class 37/7 37710 Loadhaul
- 372-113/SF - Class 37/7 37717 *Berwick Middle School EWS*

All models are available in DC and DCC sound-fitted versions with an RRP of £179.95 and £294.95 respectively. The new Class 37 is expected to arrive at the beginning of 2027.

24.5-ton mineral wagons

New 24.5-ton mineral wagons will also join the Graham Farish range. Built by British Railways from the early-1950s, the prototype wagons shared many of their design characteristics with the more numerous 16-Ton mineral wagons constructed alongside them. Available models are;



- 378-050 - BR 24.5T Mineral Wagon BR Grey - RRP £22.95
- 378-050A - BR 24.5T Mineral Wagon BR Grey - RRP £22.95
- 378-051 - BR 24.5T Mineral Wagon BR Grey (John Summers & Sons Ltd) - RRP £22.95
- 378-051A - BR 24.5T Mineral Wagon BR Grey (Keadby Power Station) - RRP £22.95
- 378-052 - BR 24.5T Mineral Wagon BR Grey (TOPS) WEATHERED - RRP £24.95
- 378-052A - BR 24.5T Mineral Wagon BR Grey (TOPS) WEATHERED - RRP £24.95
- 378-055 - BR 24.5T Mineral 3-Wagon Pack BR Grey - RRP £61.95

RRPs as indicated and all models are expected by the end of the year.





MLA bogie open wagon

In OO gauge, the Bachmann Branchline range will be expanded with the introduction of the MLA bogie open wagon. Designed for modern railway operations, the wagons will provide suitable rolling stock for contemporary locomotives, including the Branchline Class 66. The versions available are listed below:

- 57-001 - MLA Bogie Open Wagon Metronet/GBRf
- 57-001A - MLA Bogie Open Wagon Metronet/GBRf
- 57-002 - MLA Bogie Open Wagon Network Rail
- 57-002A - MLA Bogie Open Wagon Network Rail
- 57-003 - MLA Bogie Open Wagon EWS
- 57-003A - MLA Bogie Open Wagon EWS
- 57-004 - MLA Bogie Open Wagon (Ex-EWS) DB Cargo

WEATHERED

- 57-005 - MLA Bogie Open Wagon DB Cargo Red
- RRP is £46.95 for all versions and they are expected at the start of 2027.



Other key models

The quarter will also see the return of Bachmann Branchline's BR Mk. 2a coaches. Meanwhile, EFE Rail will introduce the 'Turbot' ballast wagon alongside new versions of the SPA steel-carrying wagon.

With re-runs of the popular Bachmann Narrow Gauge OO9 Scale Quarry Hunslets already in the works, new identities for these highly-acclaimed models have been unveiled and both *Margaret* and *Una* will soon be available in OO9 for the first time. The pair is joined by two new RNAD vans based on wagons that can now be found at the Corris Railway and Statfold Barn.

Bachmann's Scenecraft range sees several popular models and accessories return to the range in both N and OO. Beyond the buildings, EFE Road's 1:76 scale diecast buses can also be used as scenic accessories on model railways and dioramas and the next models to come from the brand portray the AEC Routemasters, with five new versions set to enter service covering Northern operations alongside one bus working to Heathrow.



Clark Railworks launches GWR Mink G goods van

Clark Railworks has announced its first Great Western Railway model, an OO gauge GWR Mink G goods van, with eight versions planned covering the type from GWR service through to British Railways, departmental use and preservation.

The first decorated samples are expected in November and delivery is scheduled for early 2027.

- C3060 - GWR original dark grey - No.112809 - spoked wheels - 1930 to 1947
- C3061 - early BR bauxite - No.W112873 - three-hole disc wheels - 1948 to 1956
- C3062 - late BR bauxite - No.W112814 - three-hole disc wheels - 1957 to 1966
- C3063 - pre TOPS BR bauxite - No.W112843 - three hole disc wheels - 1967 to 1972
- C3064 - departmental bauxite - No.042432 - three-hole disc wheels - late 1970s
- C3065 - GWR grey with white roof - 'Newbury/Slough' preservation condition - No.112843 - Didcot Railway Centre - 1991 to 1997
- C3066 - GWR blue/grey with white roof - 'Fishguard' preservation condition - No.112843 - Didcot Railway Centre - 2005 to 2016
- C3067 - GWR grey with white roof - preservation condition - No.112850 - spoked wheels - Gloucestershire & Warwickshire Railway - 2021 to 2023

The model features a diecast chassis, sprung buffers, brass axle bearings, a fully detailed underside and separately fitted end details. Ultraflex vacuum and air pipes are included, together with removable NEM coupling pockets and additional detail parts to replace them.

Both disc and spoked-wheel variants are being produced, while provision has also been made for conversion to EM and P4 gauges. Clark Railworks states that the model will negotiate second radius trackwork.

All eight versions are available to pre-order directly from Clark Railworks, priced at £47.50 each with no payment required upfront.



Wallace & Gromit 009 wagon collection

Peco has announced a special collection of Wallace & Gromit-themed 009 box vans to mark Aardman's 50th anniversary, including an exclusive five-wagon collector's set and four individual releases due later this year.

Expected to be released from September 21st, 2026 (subject to change), the collection draws inspiration from several of Wallace & Gromit's best-known adventures.

The centrepiece of the range is the Aardman 50th Anniversary 009 Vans Collectors Set, priced at £169.95, which includes five four-wheel 009 box vans presented in an illustrated magnetic presentation case featuring official Wallace & Gromit artwork.

Also included in the set are:

Five exclusive 009 box vans

Illustrated magnetic presentation case

12-page commemorative booklet documenting the history of Wallace & Gromit

Six collector's postcards

The following wagons will also be available individually, priced at £31.75 each:

- GRAA001 Preston's Dog Food
- GRAA002 Bake O Lite
- GRAA003 Wash'n'Go
- GRAA004 Top Bun



New C Class in N for Collectors Club members

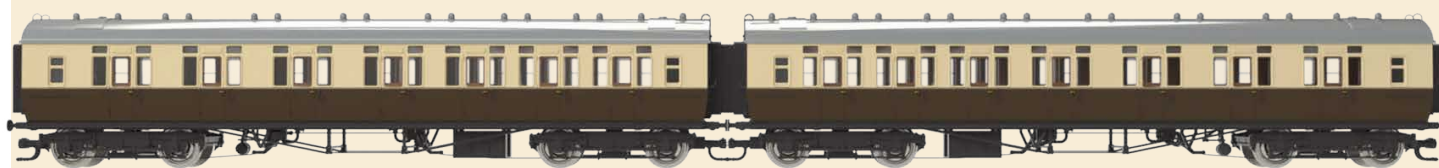
As part of Bachmann Europe's Autumn 2026 British Railway Announcements, the Bachmann Collectors Club launched its next limited-edition model in the form of the N Scale C Class locomotive in SE&CR Grey. Based on the acclaimed Graham Farish model, the new release emulates the locomotive that was produced in OO scale for the Collectors Club several years ago, depicting No. 689 in its wartime condition.

During the First World War, the South Eastern & Chatham Railway adopted the grey livery with large white numerals following the Operating Department's decision to use the Americal dispatch system, with the simple livery being low cost and easy to apply whilst the company was facing wartime labour shortages and cost pressures.

The new Club C Class locomotive is already in stock and only 210 standard models have been made; these are priced at £144.95, but members pay £129.95. The sound-fitted version is also in stock, and this is limited to just 150 examples, with prices set at £254.95 or £228.95 for Club members.



Dapol cancels GWR Toplight coach project



Dapol has confirmed that its GWR Toplight corridor coach project will not proceed to production following a review of the orders received through its stockists.

The manufacturer said demand for the models had not reached the level required to support the project commercially. It also cited subdued demand across the wider market and concluded that continuing with the development would not be responsible in the present economic climate.

Customers with an existing advance order will be contacted by the Dapol stockist through which it was placed. The retailer will arrange the cancellation and, where applicable, return any deposit or advance payment.

Dapol has acknowledged that the decision would be disappointing for customers who had supported the project and thanked those who had registered an interest or placed an order.

Rapido unveils new OO wagon projects



Rapido has expanded its OO gauge wagon programme with new tooling for the LSWR and War Department 20-ton brake van and a group of specialised GWR covered wagons.

Across the two projects, 53 individual models are planned, covering a wide range of railway company and British Railways liveries.

The brake van project comprises 21 versions, while the GWR range includes 17 G31 and G43 MOGO and 15 X9 MICA A and V32 TEVANs. Both projects are available to pre-order, with the LSWR and War Department brake van already at the tooling stage.

LSWR and War Department 20 ton brake van

Rapido is offering 21 versions covering LSWR, War Department, Cambrian, GER, NBR, Metropolitan, Southern Railway, LNER, GWR, LPTB and British Railways liveries.

Rapido is using a single body tooling to cover both the LSWR and War Department versions. The prototype difference in width was 2in, equivalent to 0.66mm in OO gauge, so this variation will not be reproduced separately.

Other differences are being represented through tooling variations, including panelled, boarded or plain riveted duckets, roofs with or without rain strips, panelled or doored sides, two buffer types, three axlebox types and different handrail arrangements.

Separately-fitted components include brake gear, running boards, lamp irons and a chimney. Interior detailing includes the partition, chairs, stove and handbrake.

Models will also feature NEM 362 coupler pockets, metal bearings and either split-spoke or three-hole disc wheels.

GWR MOGO, MICA A and TEVAN

Rapido's second project is based on specialised GWR covered wagon designs.

17 G31 and G43 MOGO are planned, covering GWR, BR and engineering liveries. The X9 MICA A and V32 TEVAN range comprises 15 models.

The GWR range covers four different body types, with tooling variations and separately-fitted parts used to represent the G31, G43, X9 and V32 designs.

Models will feature detailed bodies and underframes, disc or spoked wheels as appropriate, NEM coupling pockets and brass bearings.

Rapido notes that the designs shown in the current renders have not yet been finalised and remain subject to final checks.

Both projects are available to pre-order directly from Rapido or through its official retailers.

The LSWR and War Department 20-ton brake van is currently in tooling and has an RRP of £44.95.

The G31 and G43 MOGO, X9 MICA A and V32 TEVAN models have an RRP of £32.95 each.



Deluxe Materials introduces five new modelling products

Deluxe Materials has added five products to its catalogue of adhesives, finishing products and specialist modelling materials.

The UK company serves several hobby sectors, including railway, scale and plastic, radio-controlled and miniature modelling, with the latest introductions covering the assembly of 3D-printed parts, surface finishing, waterslide decal application and working with fine fabrics.

3D Weld AD94

3D Weld is a solvent adhesive developed for bonding 3D-printed filament components. Deluxe Materials says it chemically fuses the mating plastic surfaces to create a strong welded joint that remains resistant to brittleness.

The low-viscosity formula is suitable for PLA, PLA+, ABS, PETG and ASA. According to Deluxe Materials, it can penetrate narrow gaps in layered prints and complex assemblies, while also helping to smooth printed surfaces.

The adhesive has a stated grab time of four to five seconds and develops handling strength in less than a minute, while retaining a short adjustment period. It can be used with smooth or porous prints and is paintable once cured.



Matt Magic BD88

Matt Magic is a water-based, odour-free coating designed to transform glossy surfaces into a flat, ultra matt finish in a single coat.

The coating can be applied by brush, dipping or spraying and is compatible with enamel, acrylic and lacquer finishes. Deluxe Materials states that results develop within a few hours.

Decal Sure-Set BD86 & Soft-Set BD87

Decal Sure-Set is applied to the model before fitting a waterslide decal. According to Deluxe Materials, it breaks the surface tension to create a smooth liquid film, allowing the decal to glide more easily into position.

Decal Soft-Set is designed to soften waterslide decals, allowing them to conform to panel lines, rivets, raised textures and other intricate features.

Used with Decal Soft-Set, it is intended to provide a foundation that allows decals to settle over fine surface detail.



Fray Stay AD30

The revised Fray Stay formula has been developed for finishing fine fabrics used in miniature work. Deluxe Materials says it soaks into raw fabric edges to prevent fraying and allow cleaner, more accurate cutting.

Once dry, the treated fabric is said to remain soft and flexible, with minimal or no visible marking, while remaining easy to sew. Suggested applications include dolls' house textiles, miniature costumes and soft furnishings.

Fray Stay can be applied using the supplied tip or a fine brush. It can also be diluted with up to 20% distilled water, although Deluxe Materials recommends testing it on scrap fabric first. The formula has been tested on cotton, linen, silk, wool and polyester.

All five products are available now from model shops, specialist retailers and Deluxe Materials' distributor network worldwide:

- 3D Weld AD94 - 40ml - £9.95
- Matt Magic BD88 - 100ml - £9.25
- Decal Sure-Set BD86 - 50ml - £7.50
- Decal Soft-Set BD87 - 50ml - £7.50
- Fray Stay AD30 - 50ml - £9.50



Clark Railworks announces LMS 9ft bogie packs



The LMS used a standard 9ft wheelbase bogie across almost all of its coaching stock until the late 1930s, giving the new bogies potential applications beyond the GUV itself. Clark Railworks suggests they could be used to upgrade older ready-to-run LMS and ex-LMS coaches, as well as kit-built models and diesel brake tenders.

Developed alongside the LMS GUV, the detailed, free-running bogies will be offered in both welded and riveted versions.

Each pack will contain two bogies and will be priced at £20. They are expected to become available alongside the Clark Railworks LMS GUV models in early 2027, with pre-orders now open.

Revolution recreates preserved 1938 Stock in N gauge



Revolution Trains has announced a new limited-edition of its N gauge 1938 Stock, representing the four-car unit preserved by the London Transport Museum.

Available exclusively through the museum, the set recreates the operational unit based at its Acton depot and introduces a lively combination that has not previously been offered on Revolution's 1938 Stock models.

The four-car train represents the preserved unit in its 1960s appearance, finished in all-over maroon with gold *LONDON TRANSPORT* lettering.

The limited edition set comprises four vehicles representing the complete preserved formation:

Driving Motor 'A' car No. 10012, Trailer car No. 012256, Non-Driving Motor car No. 12048 and Driving Motor 'D' car No. 11012. No. 11012 was originally numbered 11178.

The four-car set is priced at £300 and is being produced as a limited edition. It will be available exclusively from the London Transport Museum shop, both in store and online. Every sale will support the museum's work in preserving London's transport heritage.

Accurascale completes second production run of GWR Manor Class



Accurascale's second production run of its OO gauge GWR 78xx Manor Class locomotive has passed final inspection and is being prepared for shipment to the UK.

Accurascale's first production run of the Manor Class proved popular with modellers, prompting the manufacturer to return the model for a second batch.

The latest locomotives are now expected to spend several weeks in transit before reaching Accurascale's

UK warehouse. Customers who have placed advance orders will receive further updates as the shipment progresses.

The second run of Accurascale's OO gauge Manor Class remains available to order directly from the manufacturer and through participating Accurascale stockists, subject to availability. RRP is £189.98 (DCC-Ready) and £279.98 (DCC Sound-Fitted).



Hornby Class 50



Steven Draper



The latest, welcome release, fills the Pre-Tops 'gap'.

The Class 50 has been part of Hornby's TT:120 story since the scale was launched, but this latest addition shows how much momentum is building. D403 was announced in April 2026 and, around three months later, it was on sale. That matters. It is a positive statement from Hornby.

More importantly, it plugs a useful gap. Taking the Class 50 back to its pre-TOPS beginnings, D403 brings the range to seven identity and livery combinations while opening up an earlier period.

The shape is unmistakably 'Hoover', from those broad cab fronts to the long, purposeful bodysides. While the BR Blue is consistent with other TT:120 models, this isn't just a livery tweak. Period-specific tooling includes the original head code boxes, original boiler ports and flush nose ends.

There is still room to push things further. The separately-fitted handrails are strong, but look clunky under close scrutiny. With much finer handrails achievable in N gauge while remaining robust, this is one area future TT:120 models could refine.



Roof panels are well-defined with fan detail visible through the grill.



The stance shouts 'Class 50' with an assured confidence.

FACTFILE

Model (Review item in bold):

TT3066M - D403 - BR Blue pre-TOPS

TT3067M - 50026 Indomitable - BR Large Logo Blue

Construction: Injection moulded body, die cast chassis, separately-fitted details

Weight: 195g

Era: 1967-1994

Price: £167.99

Minimum curves: Radius 2

Accessories: Buffer detail pack and snowploughs

WHAT WE LIKE

- ✓ Smooth running
- ✓ Welcome pre-TOPS livery
- ✓ DCC and sound fitting is straightforward

D403 also sits slightly higher than an adjacent Mk.2 coach, although it is far less noticeable once moving. Such compromises are common with bogie locomotives needing clearance for model railway curves.

Out on the track, D403 impresses. Our sample proved smooth, quiet and dependable, with good control and is entirely at home with a decent rake of coaches behind it.

Then there is the price. At £167.99, the RRP remains unchanged from earlier Class 50 releases. In the current climate, this is very welcome and Hornby deserves praise here.

D403 does not reinvent Hornby's Class 50. It does not need to. It broadens the tooling's usefulness, runs well, looks right and, by reaching the shops so quickly, suggests TT:120 really is finding its stride.



N



1924-1965



£££ 189.94 – 299.95

REVIEWS

Graham Farish Hall

**Jerry Clifford**

The visual differences between the front ends of the original Hall on the left and the Modified Hall on the right are well captured by Farish.



raham Farish first introduced a Hall over 50 years ago, back in the early Poole days in 1975. The latest release from

Farish is a completely new tooling of both the 4900 Hall and the later 6959 Modified Hall – the first time both versions have been made available.

The Hall has its origins in the early-1920s, when the GWR found itself in need of a new mixed-traffic loco. Collett decided to rebuild one of his predecessor Churchward's successful two-cylinder Saint class of express locos. In 1924, 2925 *Saint Martin* emerged from Swindon works with 6' wheels and a Castle-type cab. Extensive trials proved successful and in 1928, 80 were ordered, all to be named after English and Welsh country houses. *Saint Martin* was

renumbered 4900, and successive batches were built until 1943, by which time a total of 259 had entered service, the last being 6958 *Oxburgh Hall*.

In 1941, Hawksworth replaced Collett as CME, bringing with him a host of new ideas. He commenced building more Halls in 1944, which incorporated a number of radical changes, including plate frames with separate cast cylinders as well as changes to the superheating and drafting arrangements. Many also towed the slab-sided Hawksworth tender, which Farish has promised to introduce with future releases. Outwardly, there was little to tell them apart from the original design other than the outline of the plate frames at the front, the plate bogie and the steam pipes coming slightly higher up the smokebox – all of which are faithfully

reproduced by Farish. Between 1944 and 1950, a further 71 Modified Halls entered traffic, bringing the combined total to 330.

In service, the Halls were extremely popular and could be seen all over the system, on all types of train from lowly freight to express passenger, wherever their red route availability would allow them. All except 4911 *Bowden Hall* (destroyed by the Luftwaffe) made it to BR, with the first withdrawal not coming until 1959, when the prototype, *Saint Martin*, was scrapped having clocked up over 2,000,000 miles in service. The last of the Halls made it to the end of Western Region steam in December 1965, and an impressive 18 survived into preservation. In a nice quirk of history, 4942 *Maindy Hall* was converted back to a Saint as 2999 *Lady of Legend*, completed in 2019.

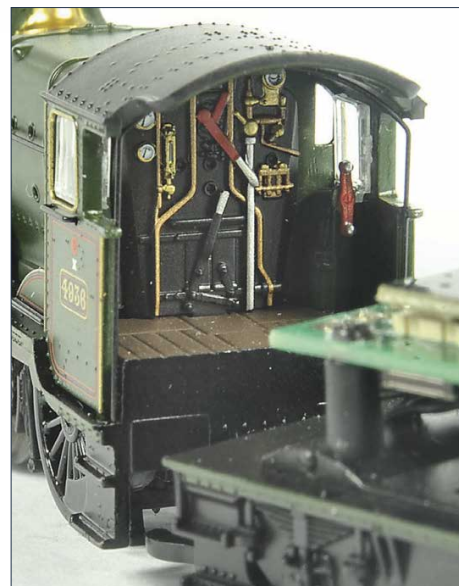


Left and right-hand views of 49xx *Kinlet Hall*. The BR orange/black/orange lining is superbly applied and beautifully understated.



First impressions are that these are stunning models. Both feature a diecast footplate with very finely-detailed injection-moulded bodies. There are numerous separately-fitted details including handrails, smokebox door, steam pipes and whistle. Rivet detail throughout is nicely understated and the cabs boast fully-detailed interiors. The Collett 4000 gallon tender also has many separately-applied fittings such as brake and water scoop standards, filler caps and domes. The removable diecast coal load adds some useful weight but would benefit from a sprinkling of real coal. The tender body is a push fit on the chassis, giving easy access to the Next 18 DCC socket, along with a factory-fitted speaker, so retro-fitting sound is very straightforward.

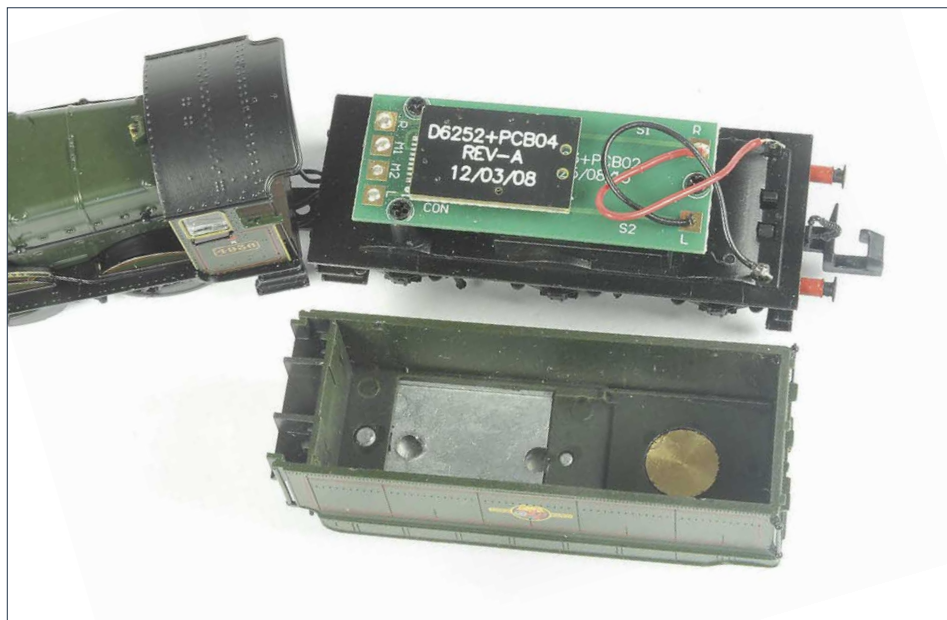
The diecast chassis is fitted with a coreless motor which, combined with all-wheel pick-up, makes for very sweet, almost silent running. There are traction tyres on the rear drivers, which ensures that a scale length train is well within its capability, although, unlike the recent V2, there are no optional spare tyre-less wheels supplied. The wheels are nicely cast and have the long crank throw, so characteristic of the GWR, particularly noticeable when in motion. The chassis is very well detailed with a full complement of brake gear, sandboxes and spring detail. The motion is particularly fine with the crosshead and slidebar being neatly represented, although the slightly chunky hex crankpin nuts let it down a little. NEM coupling pockets are fitted front and rear.



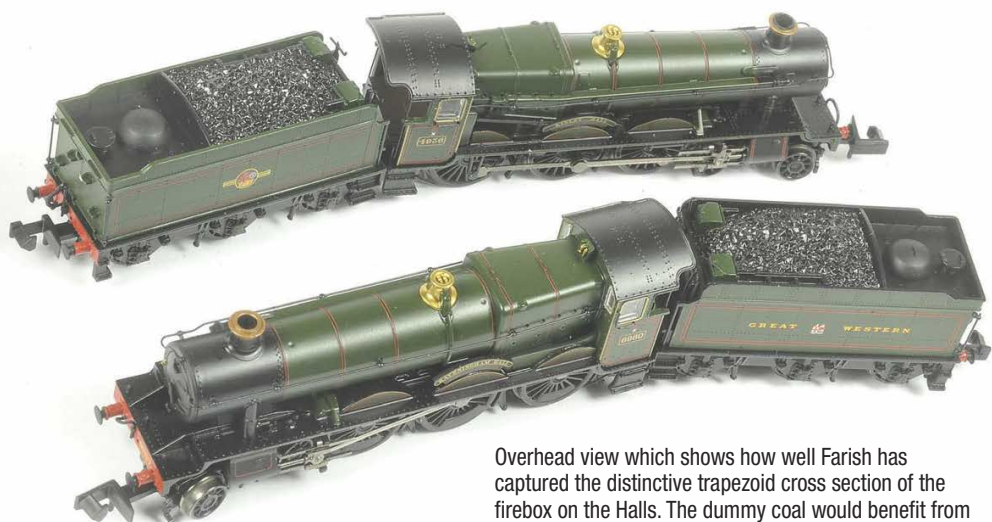
Both locos feature a fully-detailed cab interior just crying out for a crew.



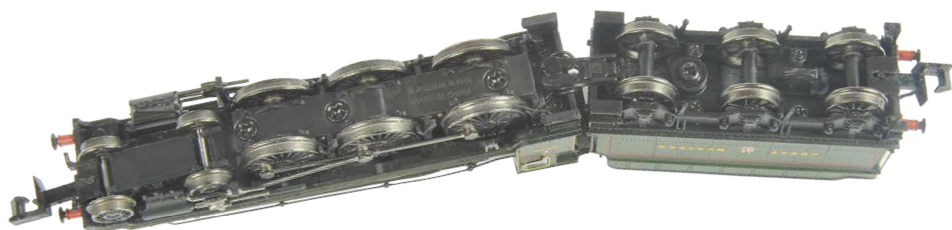
Nose to nose. The taller steam pipe and plate framing are clearly visible on the 6960 Modified Hall on the right.



The tender body unclips for easy access to the Next18 DCC socket.



Overhead view which shows how well Farish has captured the distinctive trapezoid cross section of the firebox on the Halls. The dummy coal would benefit from a sprinkling of the real thing.



Underside view showing the traction tyres fitted to the rear drivers.



FACTFILE

Model (Review items in bold):
GWR 49XX 'Hall' 4936 Kinlet Hall BR Lined Green (Late Crest)

GWR 'Modified Hall' 7904

Fountains Hall BR Lined Black (Early Emb.)

GWR 49XX 'Hall' 4962 Ragley Hall BR Lined Green (Early Emblem)

GWR 'Modified Hall' 6960 Raveningham Hall GWR Lined Green (GW Crest)

Construction: Plastic with metal details and diecast chassis

Weight: 62g

Era: 1924-1965

Price: £189.95-£299.95

Minimum curves: Radius 1

Accessories: Spare and dummy couplings, front plate for bogie on Modified Hall

WHAT WE LIKE

- ✓ Livery application
- ✓ Fine motion
- ✓ Sweet running

The livery application is superb with incredibly fine lining. 4936 *Kinlet Hall* is in late BR livery whilst 6960 *Raveningham Hall* is in the hybrid livery of BR lining style with full 'Great Western' on the tender, which it wore for the Shildon Cavalcade in 1975 and subsequent time spent on the Severn Valley. Name and numberplates are well-printed. Etched plates would have been nice, but there needs to be something left for the modeller to do!

Overall, these are beautiful models and can be highly recommended. With the promise of more Halls, including the Hawksworth 4000 gallon tender from Farish and the Dapol Mogul on the horizon, these are exciting times for the GWR modeller in N.



Rapido Kerr Stuart Sirdar tanks



**Jerry
Clifford**



O9 modelling is growing in popularity, and the latest entry into the RTR market is Rapido with a beautiful selection of locos in its Narrow Lines range based on the Kerr Stuart Sirdar Class 0-4-0T. The Sirdar class locos were built at Kerr Stuart's California Works in Stoke-on-Trent from 1899 on. Like other industrial loco builders, they could be had in a variety of gauges with different cabs, chimneys, tanks, etc., and were shipped all over the world to customers ranging from quarries to sugar plantations. The long tank version produced by Rapido is based on one built in 1909 for a customer in Mauritius. She never made it there, but, after a period in storage, instead found gainful employment on the Kerry Tramway in Powys before moving to the Oakeley Quarry in Blaenau Festiniog in 1925, where

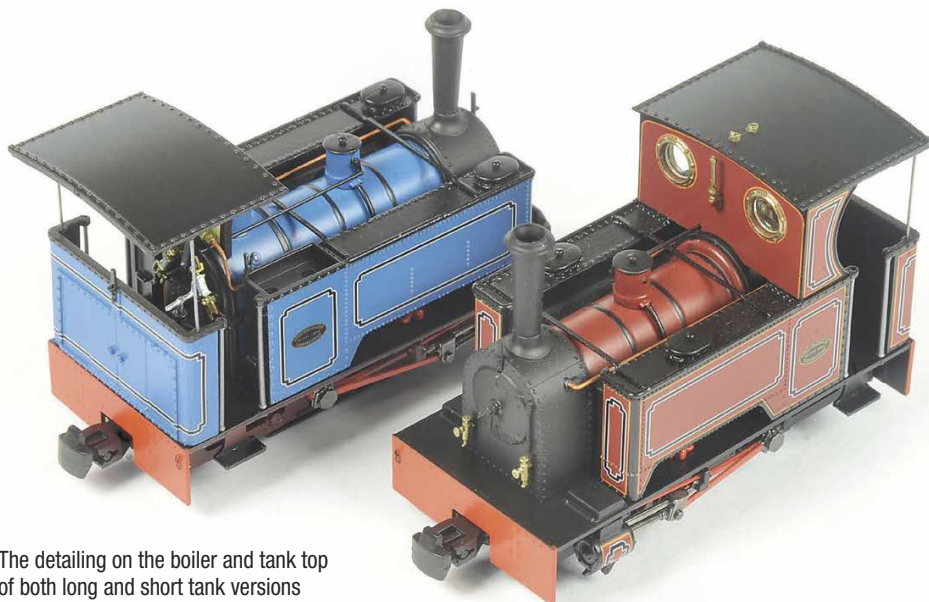
she was given the name *Diana*. In 1950, her boiler was condemned, but in 1963 she was purchased for preservation and, after a lengthy journey, via multiple owners, she eventually returned to steam in 2017 and currently resides on the Amerton Railway in Staffordshire.

The short tank version also offered for review is freelance but has design elements taken from several locos and has definite Kerr Stuart parentage – what Rapido has referred to as prototypically literate. This bout of linguistic gymnastics may not be to everybody's taste, but there is no doubt that the result is an entirely convincing and very attractive loco.

The first thing that strikes you when taking the locos out of the box is the level of finesse evident on such diminutive models. The detailing is superb, with very fine rivets,

separately-fitted pipework, whistle, lamp irons, smokebox dart and one of the best detailed cab interiors I've seen on an RTR model. The paint finish and intricate lining is also of the highest standard.

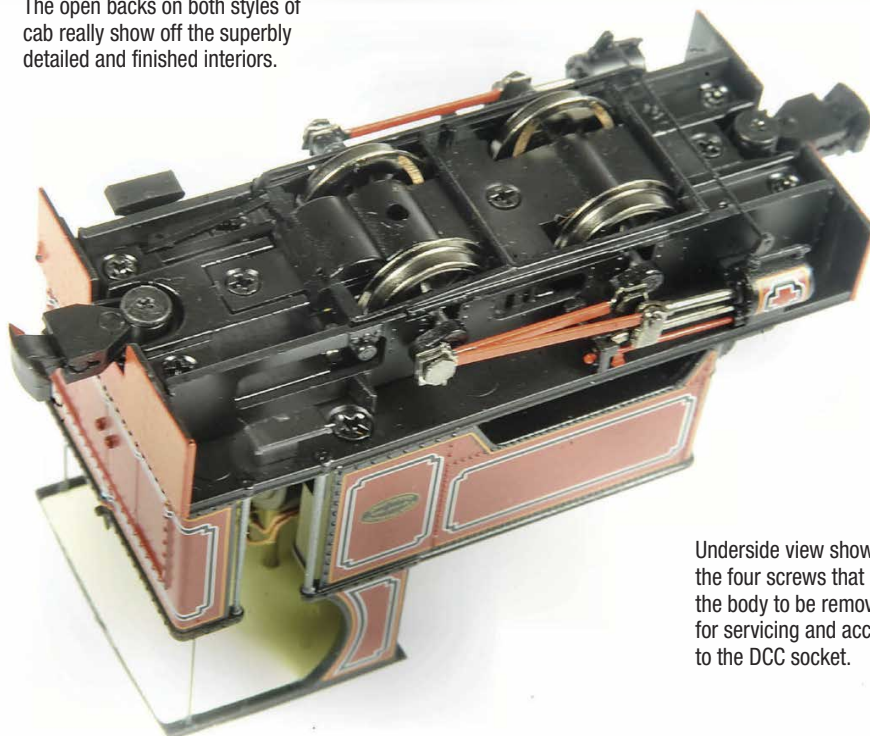
Detailing below the footplate is equally impressive, with dummy outside frames, fully-lined cylinders and delicate outside cranks and motion. The chassis itself is diecast, which gives good, low-down weight and houses a coreless 7x16 motor and flywheel along with a 6-pin DCC socket. Four screws on the underside access this – Rapido even includes a small screwdriver in the packaging! Both the models offered for review performed faultlessly on test, being smooth, quiet and fully-controllable. Narrow gauge modellers will be delighted to know that this lovely little chassis is available separately.



The detailing on the boiler and tank top of both long and short tank versions is shown to good effect in this slightly elevated view.



The open backs on both styles of cab really show off the superbly detailed and finished interiors.



Underside view showing the four screws that allow the body to be removed for servicing and access to the DCC socket.

FACTFILE

Model (Review items in bold):

Kerr Stuart Sirdar 'Diana' – Lined Grey
Kerr Stuart Sirdar 'Leonora' – Lined Green

Kerr Stuart Sirdar – Lined Black

Kerr Stuart Sirdar – Lined Blue

Kerr Stuart Sirdar – Lined Burnt Orange

Kerr Stuart Sirdar – Lined Maroon

Kerr Stuart Sirdar – Plain Green

Kerr Stuart Sirdar – Plain Yellow

Kerr Stuart 'What If' Short Tank

Sirdar – Lined Dark Blue

Kerr Stuart 'What If' Short Tank Sirdar – FR Lined Red

Kerr Stuart 'What If' Short Tank Sirdar – Lined Green

Kerr Stuart 'What If' Short Tank Sirdar – Lined Umber

Kerr Stuart 'What If' Short Tank Sirdar – Penrhyn Lined Black

Kerr Stuart 'What If' Short Tank Sirdar – G. Fawkes Lined Maroon

Construction: Plastic with diecast chassis and metal detailing

Weight: Short tank 42g

Long tank 45g

Era: 1899-1960s and preservation

Price: £139.95 – £179.95

Minimum curves: Radius 2

Accessories: Alternate chimneys, water fillers, dummy coal, toolbox, steps, dumb buffers, vacuum pipes

WHAT WE LIKE

- ✓ Excellent performance
- ✓ Fine motion
- ✓ Superb cab detail

Also in the box, along with the comprehensive instruction booklet, is a bag containing multiple optional parts to enable the purchaser to personalise their loco, including no fewer than three different chimneys, water filler lids, dummy coal, toolboxes, steps, optional dumb buffers and vacuum pipes.

When I dabbled in OO9 almost 40 years ago, freelancing invariably meant putting an Airfix or Kitmaster Pug body on a continental N gauge chassis, with dubious looks and performance to boot. Narrow gauge freelancing today couldn't be further removed. These are exquisite little models and come very highly recommended.



Rapido “All-Purpose” 009 wagons



Phil Parker



Bachmann locomotive, Peco brake van, no coupling problems whatsoever for our test model. The new range from Rapido offers a total of 80 different options!

There are two approaches to narrow-gauge railway modelling. At one extreme, you will set your layout in a very specific period, and only run locos and rolling stock that precisely match that point in time. Everything will be kit or scratch-built, look fantastic, and take forever to model.

Alternatively, and as far as I can tell, the more common approach is to run what pleases you. Unlike the standard gauge world, inventing your own line isn't uncommon, and so there are no guidelines to follow.

Into this world comes Rapido UK, with a huge range of wagons described as “All-Purpose”.

Each one utilises the same four-wheel chassis with a 20mm wheelbase, fitted with spoked, metal 6mm diameter, 9mm gauge wheels. On this chassis, 13 different body variants are offered, covering open wagons, vans, stake wagons, tanks, hoppers, manriders, flats and brake vans. All these are available in a variety of liveries, from the slightly dull but prototypical, to attractive private-owner schemes. That's a total of 80 options, if you want to collect the set.

We've been sent four examples to look at. Starting with the Dropside Open, this is possibly the most useful - who doesn't need opens to carry coal and all sorts of merchandise? The “Grigg Gas & Coal” livery is sharply printed, with no softness to the

edges of the lettering, something common within the whole range.

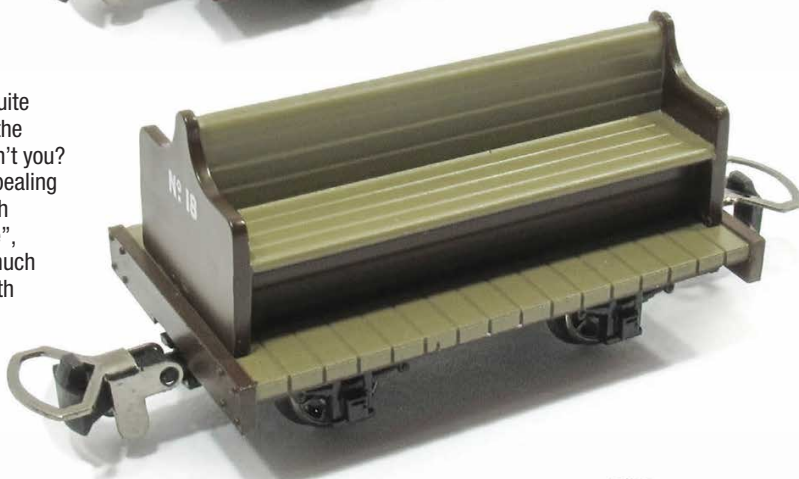
Gunpowder vans are real, with several lines conveying explosives in special steel vans, to keep sparks from the steam engine away from the load. As with all the others, brake gear is fitted to one side only. Brakes weren't always a given on the narrow gauge, but if you don't want them, removal will be quicker and easier than fitting gear. Our example carries the “G.Fawkes” livery, which has proven so popular on Rapido's standard gauge stock.

Workers will need to be moved to quarry faces, and the companies would often go for the cheapest option, a manrider; basically, a bench running along the centre of the

The gunpowder van is quite low, no taller than the dropside, but these things were small. Narrower than the others, it measures 16mm instead of 21mm. I like the high brake lever; it's easy to get to in case of emergency.



Admit it, you'd quite like to travel on the manrider, wouldn't you? Possibly less appealing on a day of Welsh "Liquid sunshine", and there isn't much evidence of health & safety.



There's some really nice pipework detail under the 15mm diameter cylindrical tank wagon. The separately fitted taps are tiny!



The Dropside Open. Probably the most useful vehicle here. Like all the others, it is 37mm long over the bufferbeams.



FACTFILE

Model (Review items in bold):

Rectangular Tank
Round Ended Flat
Wooden Coal Hopper

Dropside Open

Cylindrical Tank

Gunpowder Van

Covered Van

Peaked Roof Van

Manrider

Livestock Wagon

Stake Wagon

Single-Veranda Brake Van

Construction: Plastic with metal wheels

Weight: 8g

Era: 1800s to present day preservation.

Price: £25.96 - £29.95

WHAT WE LIKE

- ✓ Solid construction
- ✓ Free running
- ✓ Lots of choice

wagon for men to cram themselves in to. This model will look great with around 10 workers fitted, but you'll need a train of them to move staff at the beginning and end of a shift.

Finally, the cylindrical tank wagon. Of all the range, this is probably the most fictitious. In the NG world, the only tanks I am aware of are on the Isle of Man and Ffestiniog lines, and neither looked much like this. The model is superbly-detailed, however, with hold-down straps and pipework, complete with separately-fitted taps. The "Midnight Oil" livery makes me chuckle; we burn plenty of that for each issue of BRM!

Construction of each wagon is top quality. I've built a few 009 plastic kits, and they always feel fragile; not an issue with these models. Even the Bemo couplings seem particularly good, and, of course, they are compatible with Bachmann, Peco and others in the scale.

Some people dislike generic wagons, but for fictitious narrow gauge lines, I think they are a really good idea. Recognisable rolling stock can set the location of your model as a specific line. These models don't do that. They will fit in wherever they run, on prototype lines, where they look convincingly real, or freelance, where you'll just appreciate the build quality, decoration and excellent running.



Hornby BR Rebuilt Patriot Class



**Steven
Draper**



The model raised the bar for detail when originally released in 2007.

W

hile some models released a while ago now look decidedly clunky, others have simply become familiar, dependable members of a manufacturer's range. Despite a substantial gap since the previous 2018 release, Hornby's Rebuilt Patriot belongs firmly in the second camp.

The underlying tooling first appeared in 2007, making No. 45540 *Sir Robert Turnbull* the latest incarnation of a model approaching its 20th birthday. That might sound slightly alarming when its recommended retail price is considered, but place it on the track and the years begin to matter rather less.

The Rebuilt Patriots were imposing locomotives, combining the proportions of an LMS express 4-6-0 with the taper boiler, substantial cylinders and double

chimney associated with Stanier's later designs. Hornby captures that purposeful appearance particularly well. The model sits convincingly on its chassis, with the boiler, cab and smoke deflectors combining to give it the right sense of weight without appearing clumsy.

This release depicts No. 45540 in BR lined green with the early emblem, a combination which suits the locomotive beautifully. The green finish is even, the lining is neatly applied and the numbering, lettering and nameplates are sharply presented. It is smart without becoming showroom glossy, and looks equally convincing heading a rake of crimson and cream coaches or standing outside the shed awaiting its next duty.

Comparison with photographs of the real *Sir Robert Turnbull* reveals no obvious locomotive-specific problems. The smoke deflectors, boiler fittings and top-feed

arrangement all look appropriate, while the overall configuration provides a convincing representation of 45540 during its early British Railways career.

The tooling was ambitious when introduced and much of its separately-fitted detail remains effective today. Handrails, pipework, lamp irons and sprung buffers add depth, while the valve gear is neatly presented without appearing overly heavy. Slim tension-lock couplings are fitted in NEM pockets, avoiding the broad couplings sometimes associated with older Hornby releases and allowing straightforward replacement where required.

Its age is most apparent in the finesse of some smaller components rather than any major problem with shape or accuracy. A model designed from scratch today might feature finer steps, more delicate underframe fittings and additional electronic functions,



The valve gear is acceptably fine.



Cab detail is well represented.



Electrical connection is via a tender socket.



Paintwork and decoration is applied very well.

FACTFILE

Model (Review item in bold):

R30414 - LMS No. 5514 *Holyhead*
- LMS *Crimson Lake*

R20415 - No. 45540 Sir Robert Turnbull - BR Lined Green Early Emblem

Construction: Injection moulded body, diecast chassis, separately-fitted details.

Weight: 620g

Era: Mid-1930s to late-1950s

Price: £239.99

Minimum curves: Radius 2

Accessories: Brake rodding, draincocks, front steps

WHAT WE LIKE

- ✓ Smooth running
- ✓ HM7000 compatible
- ✓ Well-applied paint and decoration

but these are marginal differences rather than shortcomings that undermine the finished locomotive.

Inside, the original 8-pin DCC provision has been replaced by a 21-pin socket, bringing the established model into line with current decoder requirements and providing compatibility with Hornby's HM7000 system.

Our sample ran smoothly straight from the box. Low-speed movement was controlled and steady, with the locomotive settling quickly into a quiet, confident performance on both my rolling road and then layout.

No. 45540 is not a revolutionary new model, but neither does it need to be. Hornby's Rebuilt Patriot was good enough in 2007 to remain convincing today, and this latest release combines an attractive identity, sound prototype fidelity and dependable performance. Nearly two decades on, it has not so much escaped the passage of time as quietly outrun it.



Irish Railway Models CIÉ Palvans



At home on the layout, although the real wagons never travelled overseas.



Steven Draper

Look through photographs of Irish goods trains from the 1960s and 1970s and there's a good chance a Palvan won't be far away. They became one of the defining covered wagons of the CIÉ network, quietly carrying everyday freight while the locomotives at the front received most of the attention.

Built on CIÉ's standard Bulleid triangulated underframe, the 12-ton Palvan was designed to improve the handling of palletised freight. Its distinctive offset sliding door was wide enough to accommodate forklift loading, helping modernise freight operations as rail freight evolved during the post-war years. A total of 499 examples were built, but the wagons proved versatile enough to carry everything from palletised merchandise to conventional goods, machinery and even

mail traffic, becoming familiar sights on both main and branch lines.

Irish Railway Models has captured the type in impressive fashion with its triple packs, available in both the original grey and later red oxide liveries. Each pack contains three individually-numbered wagons, resulting in convincing ready-made rakes straight from the box. Other packs introduce alternative tooling combinations to reflect the diversity of the prototype fleet, a thoughtful touch that rewards anyone assembling a larger rake.

The distinctive proportions of the prototype have been faithfully reproduced. The offset sliding doors immediately catch the eye, while the characteristic Bulleid underframe is crisply-moulded and packed with fine detail. Decoration is equally well-executed, with sharp lettering, accurately-applied colours and subtle weathering opportunities for those wishing to personalise their fleet.



Crisp moulding and plenty of separately-fitted parts.

FACTFILE

Model (Review items in bold):

IRM1288 – CIÉ Bulleid Pallet Van Triple Pack 1 – Grey (CIÉ Roundel Era)

IRM1289 – CIÉ Bulleid Pallet Van Triple Pack 2 – Grey (CIÉ Roundel Era)

IRM1290 – CIÉ Bulleid Pallet Van Triple Pack 3 – Grey (CIÉ Roundel Era)

IRM1291 – CIÉ Bulleid Pallet Van Triple Pack 1 – Brown (CIÉ Roundel Era)

IRM1292 – CIÉ Bulleid Pallet Van Triple Pack 2 – Brown (CIÉ Roundel Era)

IRM1293 – CIÉ Bulleid Pallet Van Triple Pack 3 – Brown (CIÉ Roundel Era)

Construction: Plastic body with separately-fitted details

Weight: 61g

Era: 1964 – early-1980s

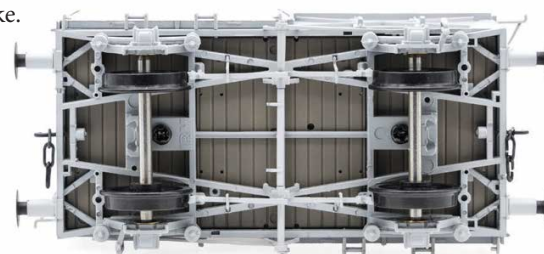
Price: £109.95

Minimum curves: Radius 2

Accessories: 3-link couplings, alternate tension-locks

WHAT WE LIKE

- ✓ Weighty and free rolling
- ✓ Excellent detail
- ✓ 3-link coupling provided
- ✓ Blackened wheels



The design of the underframe is captured with incredible detail.

On the track, the wagons perform exactly as they should, rolling freely and coupling reliably to form attractive mixed goods trains. Whether paired with a steam locomotive in the final years of that era or one of CIÉ's growing diesel fleet, they look entirely at home.

While firmly aimed at Irish railway modellers, the Palvan's distinctive appearance and excellent engineering make it an attractive addition for anyone with an interest in 1960s railway freight or Bulleid's later designs.

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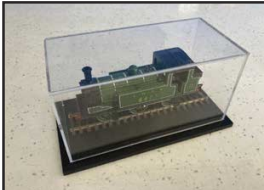


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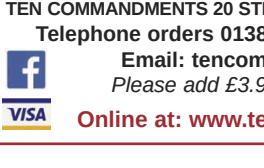
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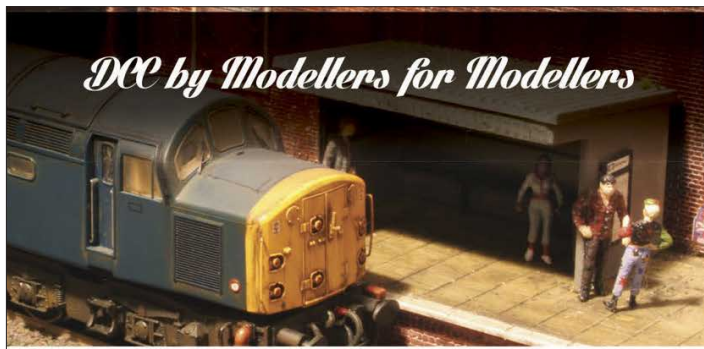
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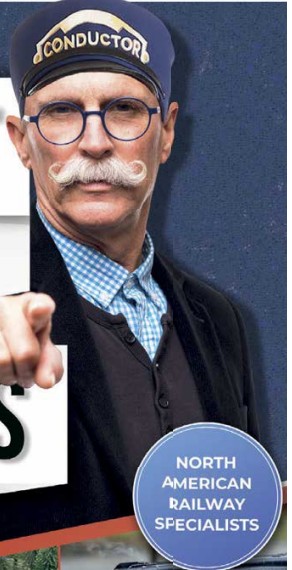
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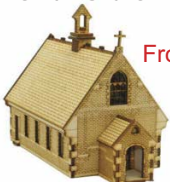
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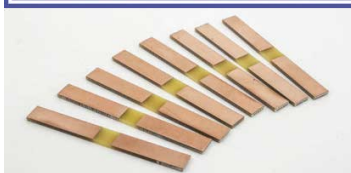
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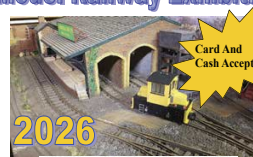
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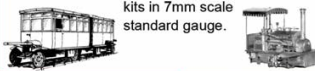
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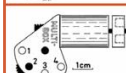
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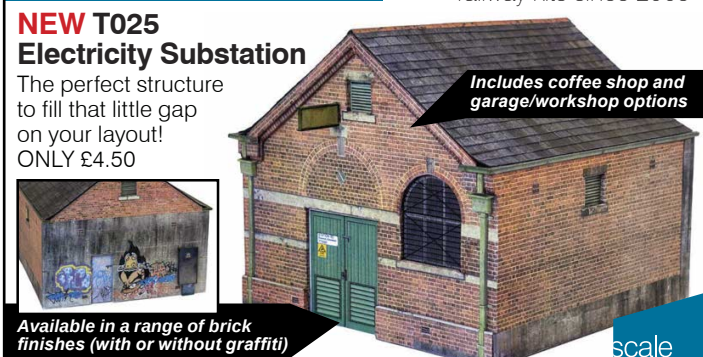
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EDITORIAL

■ 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 steveabone@hotmail.com

■ PROOF READER

Tony Wright

PUBLISHER

Steve Cole

E stevec@warnersgroup.co.uk

ADVERTISING

■ COMMERCIAL MANAGER

Sarah Jarman

T 01778 392055

E sarah.jarman@warnersgroup.co.uk

■ KEY ACCOUNT MANAGER

Matthew Vines

E matthew.vines@warnersgroup.co.uk

■ ADVERTISING ACCOUNT ASSISTANT

Allison Mould

T 01778 395002

E allison.mould@warnersgroup.co.uk

DESIGN AND PRODUCTION

■ DESIGNER

Dan Jarman

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■ MEDIA CO-ORDINATOR

Amie Carter

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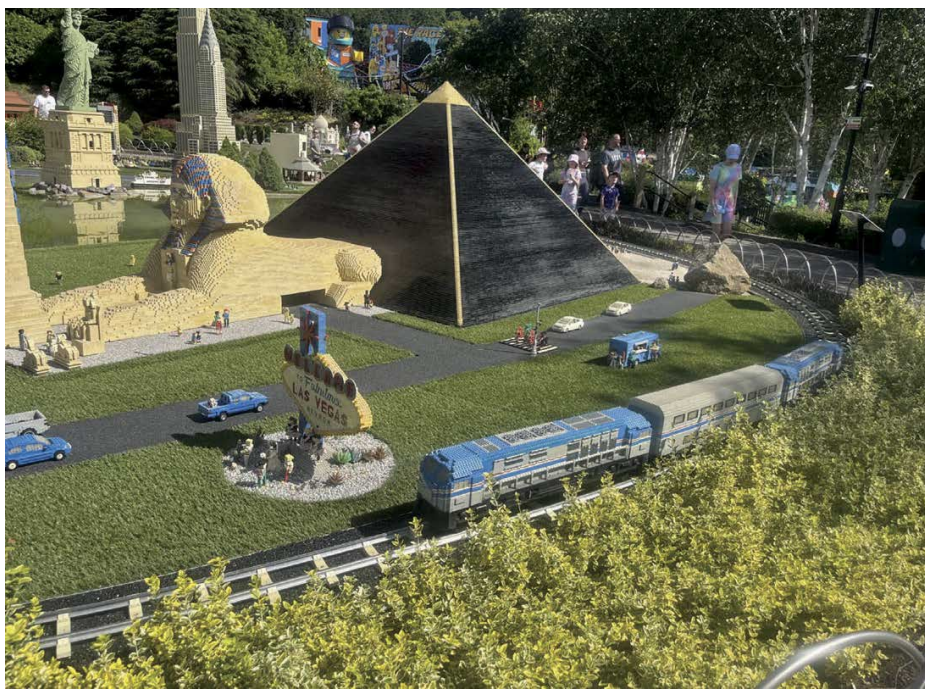
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This month in pictures



Debbie's been to Legoland Las Vegas, where the lineside scenery is impressive!



David Wright displays his model of the lock keeper's cottage on the Leawood arm of the Cromford Canal at the model tramway event at Crich.



Phil sets fire to a 16mm Corris locomotive for a Garden Rail review.



Sitting on a loco, cleaning the dome when it was lit up, with the outside temperature in the 30s, was no fun for Steven.



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