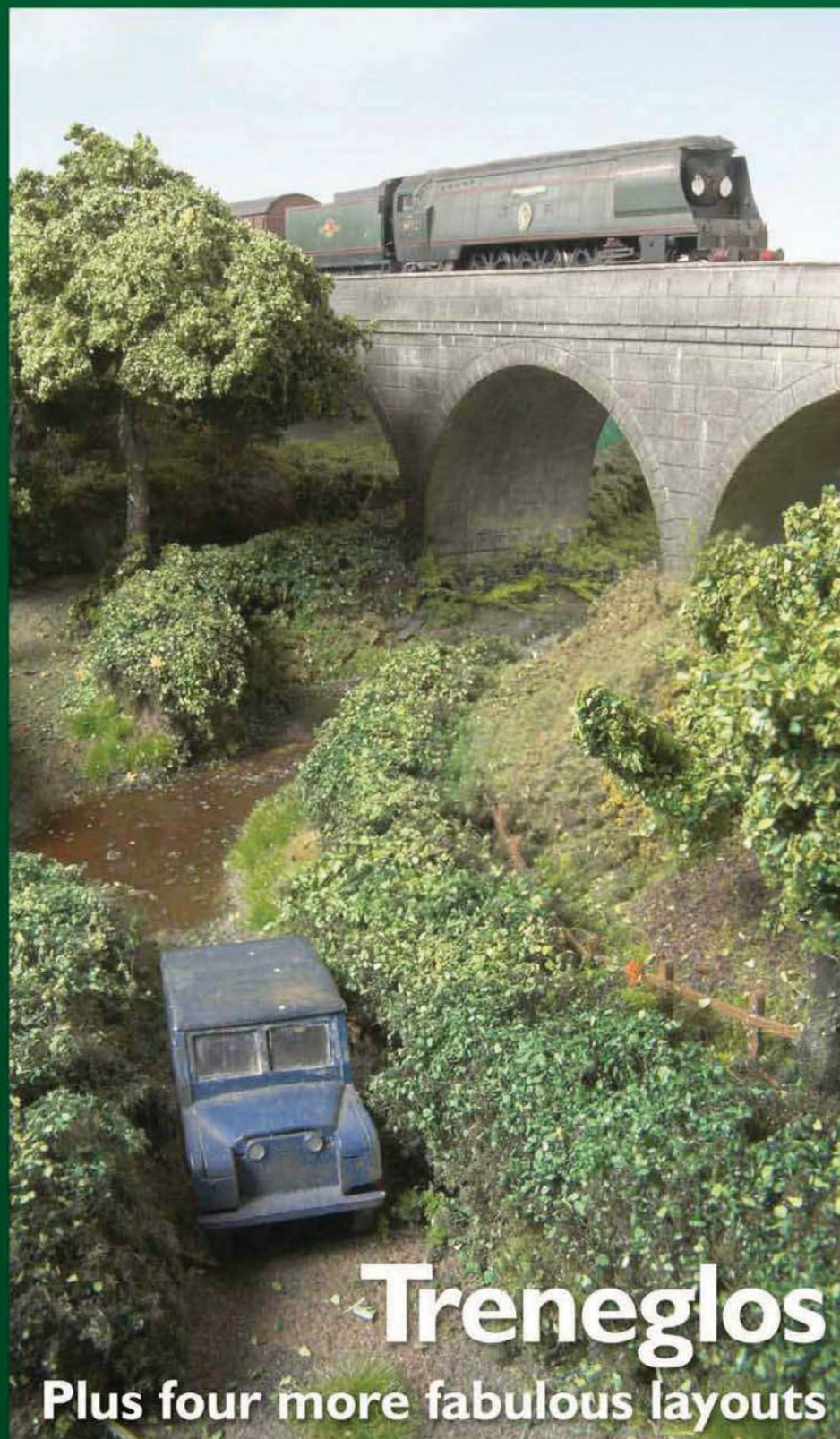


HORNBY

No. 2

magazine yearbook



Treneglos

Plus four more fabulous layouts

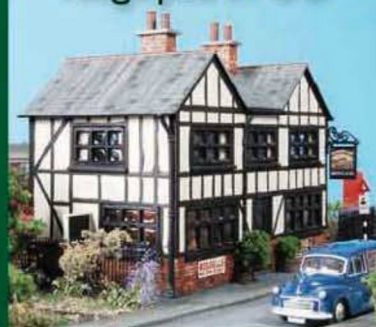
Snow scene modelling



Bay Street: the full story



Village pub in 'OO'



BR 'Clan' history



HORNBY

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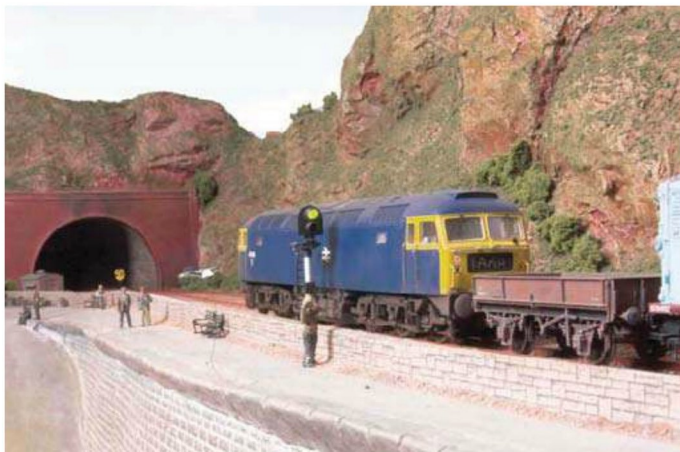
magazine yearbook

Edited by Mike Wild

Ian Allan
PUBLISHING



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Editor: Mike Wild **Designer:** Matt Chapman

Contributors: Chris Nevard, Andrew Roden, James Lavery, Phil Parker, John Spence, Chris Tooth, Steve Jones and Paul Bolton.

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Cover: Bulleid 'Battle of Britain' 34072 257 Squadron crosses Treneglos Viaduct.

Title page: Trains pass Wouldham Town - Cobdown Model Club's stunning Somerset and Dorset layout.



A Hughes-Fowler 'Crab' 2-6-0 enters the station on the 75 hour layout with a mixed goods. The full story of this layout features on pages 18-27.

Welcome

Welcome to the second *Hornby Magazine Yearbook* which is filled with the very best in railway modelling and tops tips and techniques from our contributors.

The past 12 months have been superb for railway modellers, particularly those working in 'OO' and 'N' gauge, with a stream of new releases and new announcements. The hobby continues to go from strength to strength and there really has been no better time to consider building a new layout.

It's been an exciting time for *Hornby Magazine* too. In May this year we launched our new exhibition layout onto the circuit, Bay Street Shed Mk II, and we've enjoyed a great reception

from all those who have seen the railway in the flesh. This Yearbook includes the first full feature on Bay Street Mk II with new images showing the full layout in action. We've also produced our second limited model this year – Stanier 'Jubilee' 45596 *Bahamas* – and begun work with Dapol to produce our own specially commissioned model of the LMS Stove R passenger brake adding further to the range of rolling stock available to the 'OO' modeller.

Away from this we've been working hard in the background to bring you a top quality Yearbook covering a broad range of subjects all of which has been produced exclusively for this publication. We've got new layouts, historical features, hands-on modelling

projects and stunning photography all of which adds up to a production which we hope will keep you entertained for many hours.

The big project for the Yearbook has been the design and construction of a new model railway which will be making its exhibition debut in 2010. This layout is based on a branch line, but to make it more interesting I set myself the challenge of building the whole layout in just 75 hours! Is it possible? That's what we set out to prove, as there is a belief that building a model railway is a time consuming and never ending task.

To some extent that statement is true – a model railway can take a lifetime to build – but by limiting its size (the new layout is 17ft long and 18in wide with a 9ft long scenic section) I hope I have shown just what you can achieve inside two working weeks – and to make it clear there was only

one builder involved with the layout, not a team. There are details still to be added, like any layout, but the point is that it is a fully working scenic model railway and one that has been built on a limited budget too.

This project has been very enjoyable and offers something completely different to Bay Street Mk II. Its single track branch line feel made it quicker to build and also allowed more detail to be added within the short time allocation for the project. The full story can be found on pages 18-27.

For now I hope you enjoy the *Hornby Magazine Yearbook* and all the hard work that has gone into it and that it shows just how much potential the world of model railways holds.

Happy modelling!

Mike Wild
Editor, *Hornby Magazine*.
Peterborough, August 2009.






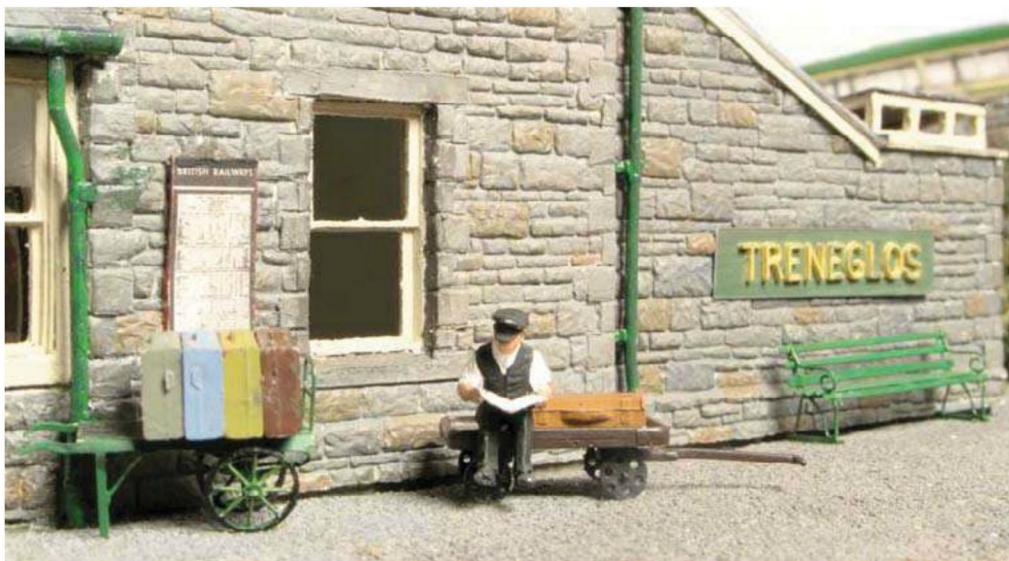


Treneglos

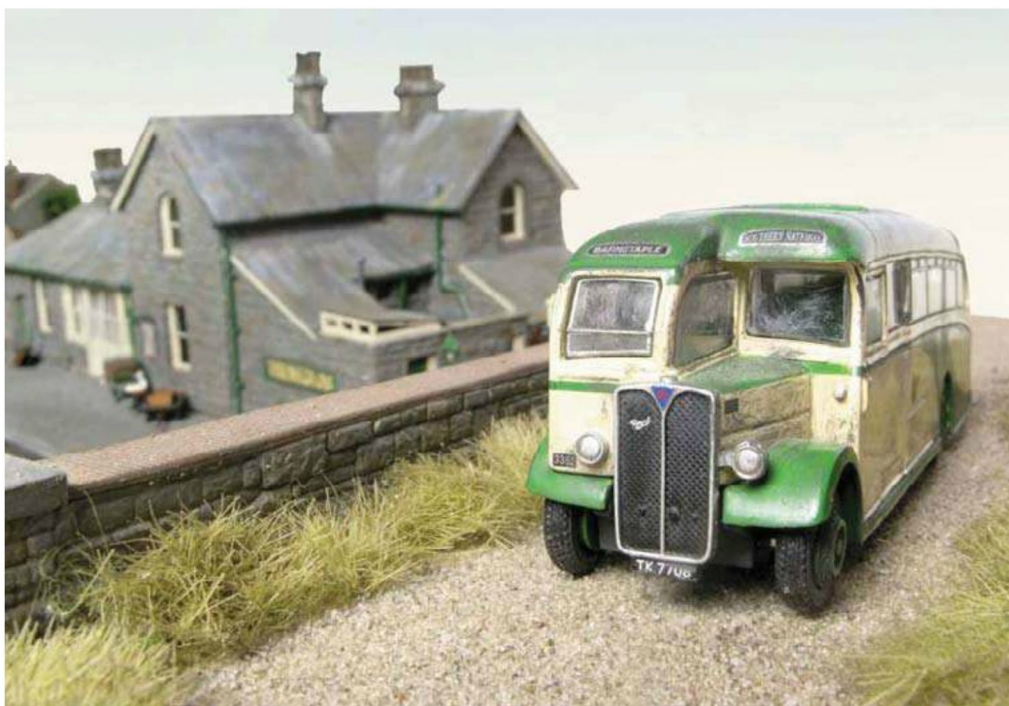
Part of the Southern's 'Withered Arm' lines West of Exeter, the North Cornwall Railway ran between Halwill Junction and Padstow. Trains ceased in 1966 but the atmosphere of the route lives on through an 'OO' layout built by CHRIS TOOTH, DAMIAN ROSS and JOHN WARDLE.
Photography, Mike Wild.




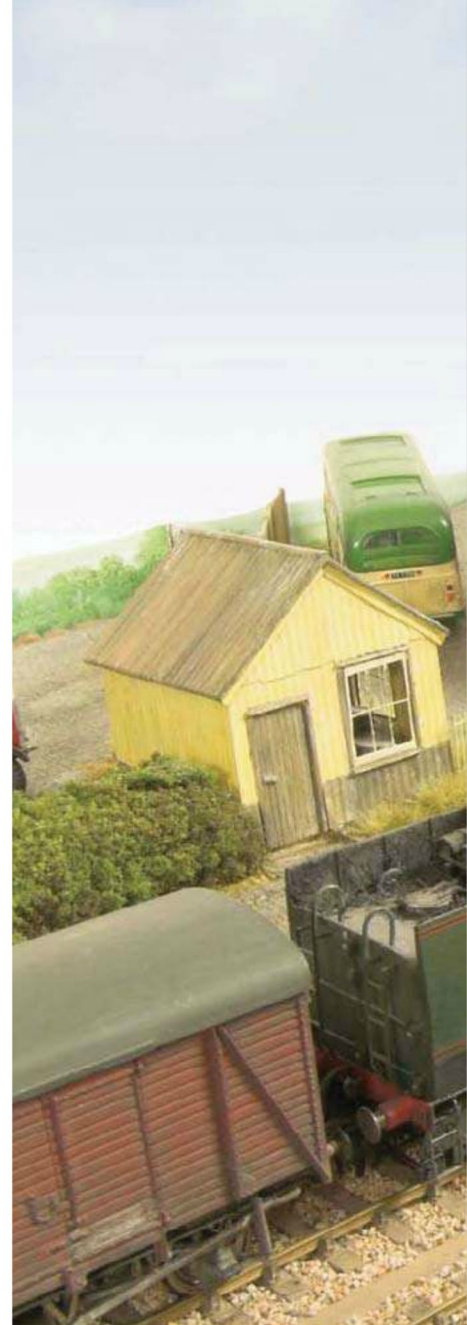
 Weathered Hornby Drummond 'T9' 4-4-0 30717 sets off for Exeter with the last train of the day past the LSWR workers cottages. It comprises of two Maunsell coaches, known as a 'P Set', and some XP rated vans.



 'Bill' the station porter takes a break between duties to continue reading the day's paper.



 A Southern National AEC half cab continues its journey after meeting the latest arrival at Treneglos.



The inspiration for Treneglos occurred at our club's 2003 exhibition with the three of us idly watching trains on a Southern layout called Cadiford Water. After a while we started talking about building something ourselves as a mini project outside the club. The banter continued and we all concluded it would be a great idea to do something at some point, maybe, perhaps.

Within a week, however, John produced a track plan, some sketches and a note challenging us to build an end to end layout based 'somewhere west of Exeter'. Not wanting to back down Damian and I signed up to what became known as our 'Withered Arm Project'.

At this point we collectively knew very little about the lines west of Exeter and our intention was just to build a typical small through station. John's simple track plan had a passing loop with two platforms and a headshunt serving two sidings, all of which was contained on three scenic boards which were topped



and tailed by two fiddle yard boards. Each of the five boards were 48in x 20in, giving a total proposed length of 20ft.

To maximise storage in the fiddle yards we decided to use cassettes and the longest train would therefore be a locomotive and three coaches. This discounted our typical Withered Arm station being located on either the Exeter to Plymouth or Ilfracombe lines. By a happy coincidence it appeared that the smaller stations on the Padstow line, such as Tower Hill and Tresmeer, all had track plans remarkably similar to John's and platforms which scaled out to 1,200mm long, our proposed board size. A few minor tweaks later and our track plan matched that of a typical station on the North Cornwall Railway (NCR).

Developing the idea

Some may question the sense in modelling a location some 250 miles away from where we live, but this made researching the line a more fascinating adventure. A visit to the route revealed

that a significant number of civil engineering features and buildings remained intact and these gave a real impression of what the line once was. We began to understand how remote the stations were, how tortuous the route was and how it interacted with the windswept Cornish landscape.

Adding significantly to these early impressions was a book that became invaluable to us, namely David Wroe's original *An Illustrated History of the North Cornwall Railway*. This provided yet more information about the line and increased the urge to produce a layout identifiable as part of the NCR. The layout name and location was clinched by finding a fantastically atmospheric Peter Gray photograph of BR 'Standard Four' 2-6-4T 80041 crossing Treneglos embankment, one mile west of Tresmeer station.

David's text revealed that the location of many rural stations was heavily debated when the line was built and that, originally, it was intended to build a viaduct not an embankment at Treneglos. We therefore


decided to play with history, relocate Tresmeer station and imagine that the viaduct was built. The real location also featured a gorgeous rock cutting and overbridge to the west and so we casually added this as an additional fourth scenic board (and a year later we added a fifth board to the east completing the layout as it looks today).


To help visualise what we were planning, a foamboard mock up a twelfth the size of the full size layout was made. A week later Damian had built the baseboards and by June 2003 Chris had added the basic scenery from polystyrene and plaster. In the next couple of months John and Damian laid the track using C&L components and wired the layout up for two controllers. Whilst this was going on Chris started researching and drawing up the buildings needed.

Choosing and making the buildings

By now our reference book collection had grown and photographs clearly showed that the majority of the station

 'T9' 30709, built from a Martin Finney kit by Geoff Cook, pulls into the station as Bulleid 'Battle of Britain' 34075 264 Squadron waits in the loop with a mixed goods. The year is 1961, the following summer the Drummonds were replaced by BR 'Standard Four' 2-6-4Ts.

 Pages 8/9: Drummond 'T9' 4-4-0 30709 crosses the three-arch viaduct. By the late 1800s concrete was coming into favour for structures but, unlike most, where the concrete was poured on site, this was built from pre-cast blocks.

 A view down the line towards Padstow showing the yard with LSWR goods shed, SR concrete provender store and 'Trood's' store built from asbestos and corrugated iron. All the buildings have been created from scratch.

 The Maunsell 'N' 2-6-0s were synonymous with the North Cornwall Railway for nearly 35 years. It's 1964, the last year for freight services on the NCR, and work stained 31843 approaches the level section of track through the station with vans bound for Wadebridge.



buildings on the route were built to the same basic (LSWR) design. The station was found in both left and right handed versions, with each building seemingly constructed from different materials and having many subtle detail variations. We felt that a rough stone finish best summed up the feel of the area and so used Tower Hill as our prototype. Typically Tower Hill was one of the few to have been demolished!

It is difficult to calculate the dimensions of buildings built from random stone and therefore plans were drawn up by counting brick lengths and courses from photographs of Egloskerry and Tresmeer (in 4mm scale a brick is roughly 3mm long and 1mm high). What

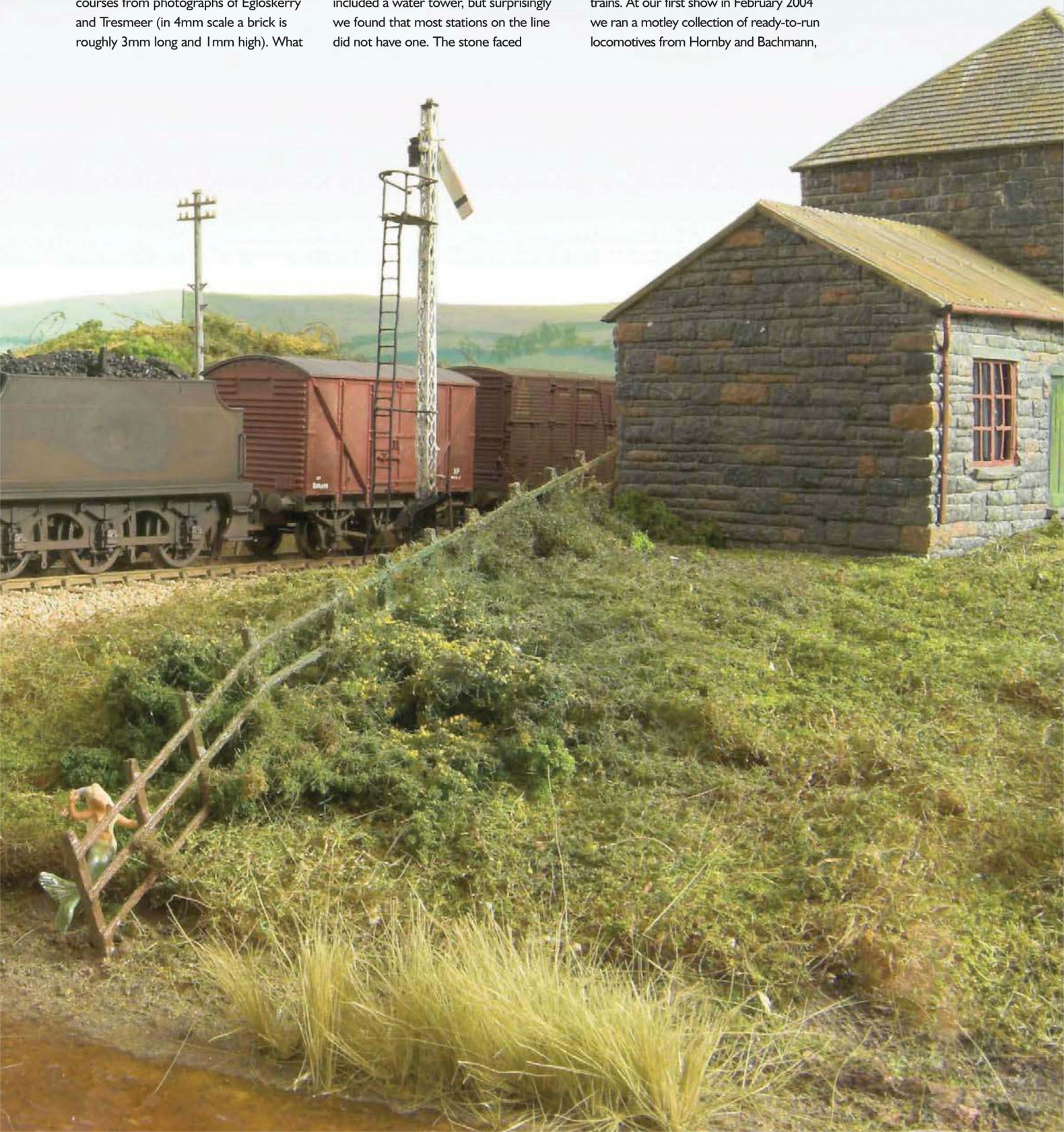
we did find, however, was that three aspects of the North Cornwall Railway stations were well covered by photographs, but the fourth which included toilet block, laundry and stores was not. Worse still, the surviving buildings have now all lost these original features under extensions and modifications. A mixture of guesswork and modellers' licence had to be used.


To complete the scene photographs needed were an LSWR goods shed, a waiting shelter, a provender store, lamp hut and signalbox. Our initial plans also included a water tower, but surprisingly we found that most stations on the line did not have one. The stone faced

buildings were built by Chris from a carcase of plasticard and finished with Wills Random Stone moulded plastic sheets. A Wills kit was the basis of the provender store and the parts were used by Damian as patterns to make up a larger building from plasticard. John based the signalbox on a photograph of the prototype at St Kew Highway before discovering that most of the NCR boxes were platform mounted!

Researching the trains

The original idea was just to use the layout as a diorama for BR Southern Region trains. At our first show in February 2004 we ran a motley collection of ready-to-run locomotives from Hornby and Bachmann,



 A local farmer in his trusty Landrover pulls away from the
ford while overhead Bulleid 'Battle of Britain' 34072 257 Squadron
coasts over the concrete viaduct.





including *Tangmere*, two 'N' 2-6-0s, a BR 'Standard Four' tank, a 'Merchant Navy' and a 'Q1'. For coaches we ran anything in BR(S) green, including the original Hornby make-believe Maunsells, and most stock was straight out of the box. During the show we decided that we needed to work out what really ran on the line.

Some of the most significant findings of our research (see box for main sources) have included the following:

- Exmouth Junction and Wadebridge shed provided nearly all the locomotives that ran on the line. Via the SEMG and old Ian Allan Locoshed booklets we found out what locomotives were allocated in the last 10 years of steam.

- There was a weight restriction on the line and certain locomotives, including the Maunsell 4-6-0s, all rebuilt Bulleid 'Pacifics' and 'Merchant Navys' would not have been seen.

- Bulleid's original air-smoothed 'Pacifics' were a minefield of detail variations that was only unravelled after finding Richard Derry's book and discussing the content on-line.

- The Southern Region ran coaching stock in fixed, numbered rakes supplemented by additional 'loose' vehicles. The books by Gould and King proved invaluable in working out which were appropriate and what coaches made them up.

- Carriage Working Notices (CWN), Working Timetables (WTT) and Locomotive Diagrams told railway staff what to run, to where and when. The web discussion groups helped us obtain and understand these.

As a result of this research our stud of over 40 detailed and weathered locomotives now represents the classes and numbers that actually ran on the line. The recent release of the Hornby Drummond 'T9', a type long associated with the NCR, has plugged a major gap in our fleet. On the coaching front we now have over 10 correctly numbered sets comprising Maunsell, Bulleid and BR Mk I stock. The Bulleid stock is now showing its age and, with updates unlikely from Bachmann, we are slowly building up the vehicles we need from kits. Bachmann

freight stock is excellent and is boosted by kits from Cambrian, Chivers, Parkside and Ratio.

There's still much to do on the stock front, but we are now much happier with the makeup of the trains that we are running. The main limitation now is that the 4ft long fiddle yards prevent us running trains of greater length. Working through the CWNs and WTTs revealed that many services were longer than we can run, with some summer trains operating in excess of nine coaches!

Group working

In a club environment building a layout can be a long, convoluted affair involving getting agreement to the project from members with diverse interests and skills. Starting out with a set vision on a project that just involved three focused builders resulted in us attending our first exhibition within 12 months of John's proposal. With our combined skill set covering the



With a BRCW built three-coach Bulleid set in-tow, 'N' Class 31409 heads for Padstow. The locomotive differs from 31843 (Picture 7) as it has the larger, slope-sided tender and, as one of the last batch, is left hand drive (the Bachmann model has been modified accordingly).

Six of the best Web Sites:

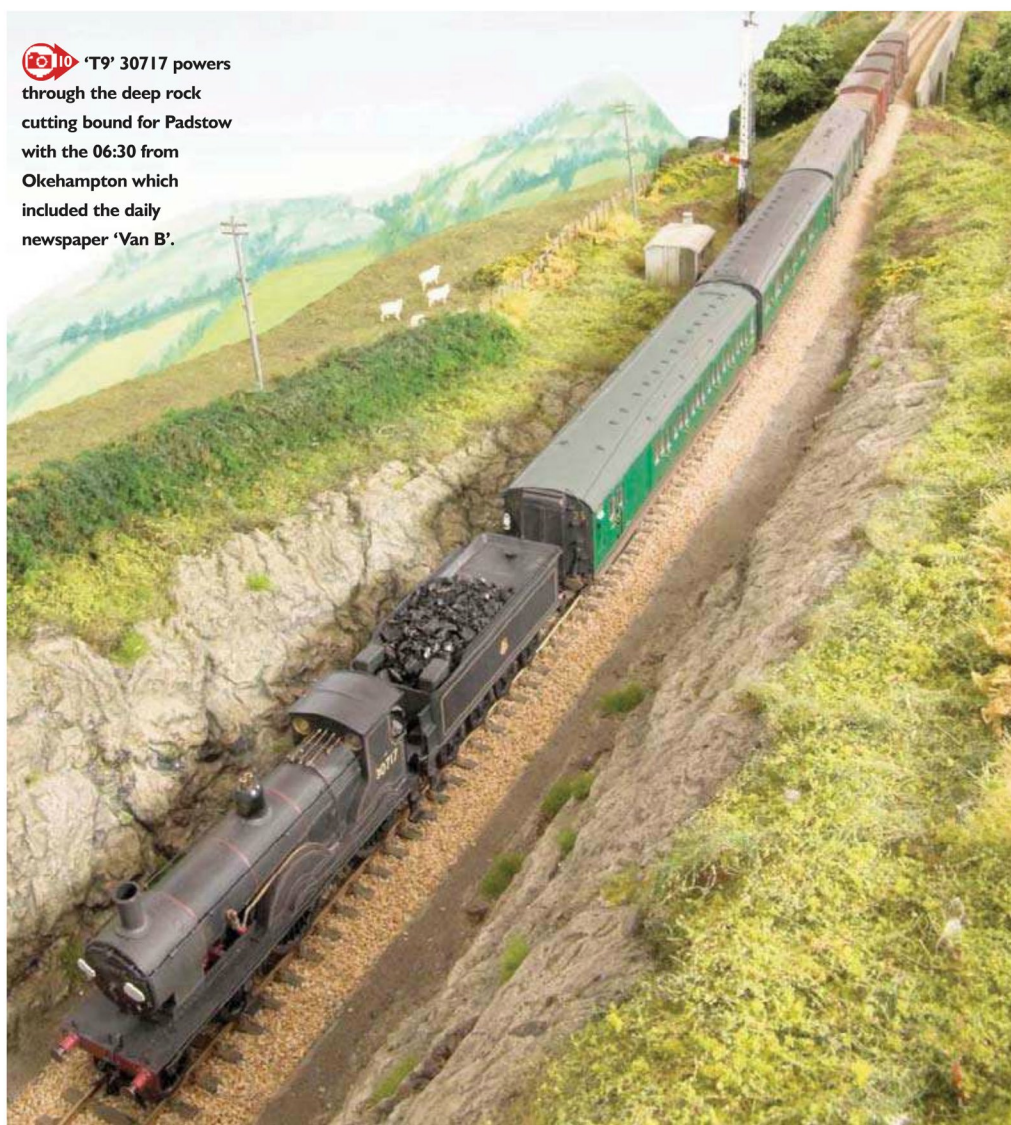
- Peter Richard's North Cornwall Railway website www.northcornwallrailway.co.uk
- The Southern E-mail Group's Internet Site www.semgonline.com
- The Southern E-mail Group's discussion forum groups.yahoo.com/group/SEMG
- The SR Loco Hauled Carriage Stock discussion forum finance.groups.yahoo.com/group/SRLHCS
- The LSWR discussion forum finance.groups.yahoo.com/group/LSWR
- Andy York's railway modeller's forum www.rmweb.co.uk/forum

Six of the best books:

- *An Illustrated History of the North Cornwall Railway*, David Wroe, Irwell Press 2008
- *Branch Line to Padstow*, Mitchell & Smith, Middleton Press 1995
- *Portrait of the Atlantic Coast Express*, Stephen Austin, Ian Allan 1997
- *The Book of the West County and Battle of Britain Pacifics*, Richard Derry, Irwell Press 2002
- *An Illustrated History of Southern Coaches*, Mike King, OPC/Ian Allan 2003
- *A series covering Maunsell Coaches, Bulleid and SR Passenger Vans*, David Gould, Oakwood Press 1978 onwards



 'T9' 30717 powers through the deep rock cutting bound for Padstow with the 06:30 from Okehampton which included the daily newspaper 'Van B'.



majority of layout construction tasks we were in effect a mini club within a club.

Despite not being a club project, we did draw in members from the Stafford Railway Circle to help with specific projects and have had great support running the layout at exhibitions. In return we always promote Stafford Railway Circle at exhibitions and still support the construction and operation of club/other members' layouts. On balance we've found building our own layout is good, but that belonging to a club and its support network has significant benefits. In this respect thanks must go to Stafford Railway Circle members Andy Banks, Geoff Cook, Pete Griffiths, Ron Kington, Terry Robinson and Fred Shilton.

The layout in its current form is too long to put up in any of our homes and only comes out to play at exhibitions. It is a testament to the build quality of the boards, track and electrics achieved by Damian and John that the layout performs as expected time and time again after periods in store. In 20 outings the only operational problem we've had was a point blade coming adrift from its tie bar – not bad considering we worked out the point had been switched around 4,000 times!

It could be asked, why invest a load of time and money and build a layout used less than eight days a year? Good question! At the time I suspect the main driver was just to get some active modelling done. As the years have passed Treneglos has got us and others from the club out and about on the exhibition circuit and has broadened



our circle of friends. We have been to many places in the country we wouldn't have normally visited, had some great nights out and won a few trophies along the way.

As a result of our research and a chance comment to George Reeve, the group got involved in the re-working of the late David Wroe's North Cornwall Railway book. The 1995 original was a key reference for the group and it was satisfying to write parts of the much expanded 2008 version. Taking all this into consideration, the Treneglos experience has been far richer than just building and showing a layout.

For the future...

A question we're being asked of late is what's next? Well, we've purposely

reduced the number of shows we do a year to help with personal commitments and each of us has been spurred on to look into and, in Damian's case, start building our own layouts. Treneglos is far from dead though. Plans are afoot to enable us to run a greater number and longer trains. The solution is likely to be turning the layout into a continuous run with enough loops around the back to store a full day's worth of trains for each direction.

In the meantime the layout continues to be exhibited a couple of times a year and our next show is a return appearance at Wadebridge in November 2009.

Finally, thanks must go to Mike for the great photographs and to our other halves who somehow put up with us being railway enthusiasts.

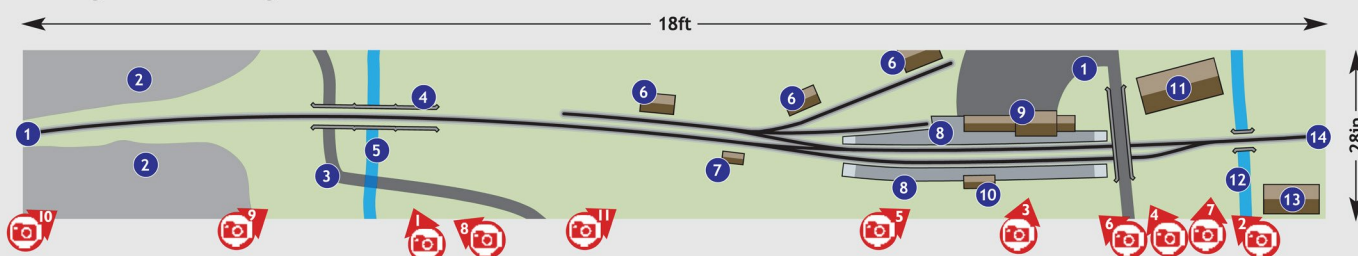
■ For further photographs and information on Treneglos visit <http://treneglos.fotopic.net/>

 **BR 'Standard Four' 2-6-4T 80037 departs Treneglos and displays the correct headcode disks for trains between Padstow/Bude and Exeter. The year is 1963 and BR Mk 1s are replacing the aging Maunsell and Bulleid stock.**

Treneglos

- **Owner:** Chris Tooth, Damian Ross and John Wardle
- **Scale:** 'OO'
- **Length:** 20ft
- **Width:** 2ft
- **Track:** C&L finescale with handbuilt points
- **Period:** BR 1950s/60s North Cornwall Railway featuring BR Southern Region stock

Treneglos Track Diagram (Not to scale)



Key

- | | | |
|-----------------------------|--------------------|-----------------------------------|
| 1 To Wadebridge and Padstow | 6 Goods yard store | 11 Cottages |
| 2 Rock cutting | 7 Signalbox | 12 Stream |
| 3 Road | 8 Platform | 13 Workshop |
| 4 Three arch viaduct | 9 Station building | 14 To Halwill Junction and Exeter |
| 5 Stream | 10 Waiting room | |




Two week railway!

The hardest part of building a model railway is getting started, but does it really have to take years of work to create a working railway? **MIKE WILD** set himself the challenge of building a scenic working layout in less than 75 hours – the equivalent of two working weeks. *Photography, Mike Wild.*





 **A BR Class 17 enters the loop at the station with a short mixed freight.**

We like a challenge in the *Hornby Magazine* office and I'm sure that's clear to many readers who have seen Bay Street Shed Mk II develop from a pile of timber into a fully working, fully scenic model railway over a 12 month period.

The idea for this new layout came about after knocking a few ideas about in the office as to how the off cuts of timber left over from Bay Street could be used to build another small and compact layout. The original idea centred around a small shunting yard, perhaps with a couple of sidings which would make use of a couple of spare buildings we had stashed away and some slightly different rolling stock – primarily BR diesels from the Scottish Region.


As the ideas developed so did the size of the layout and the theme we had in mind and the final plan revolved around a 9ft scenic section containing a small

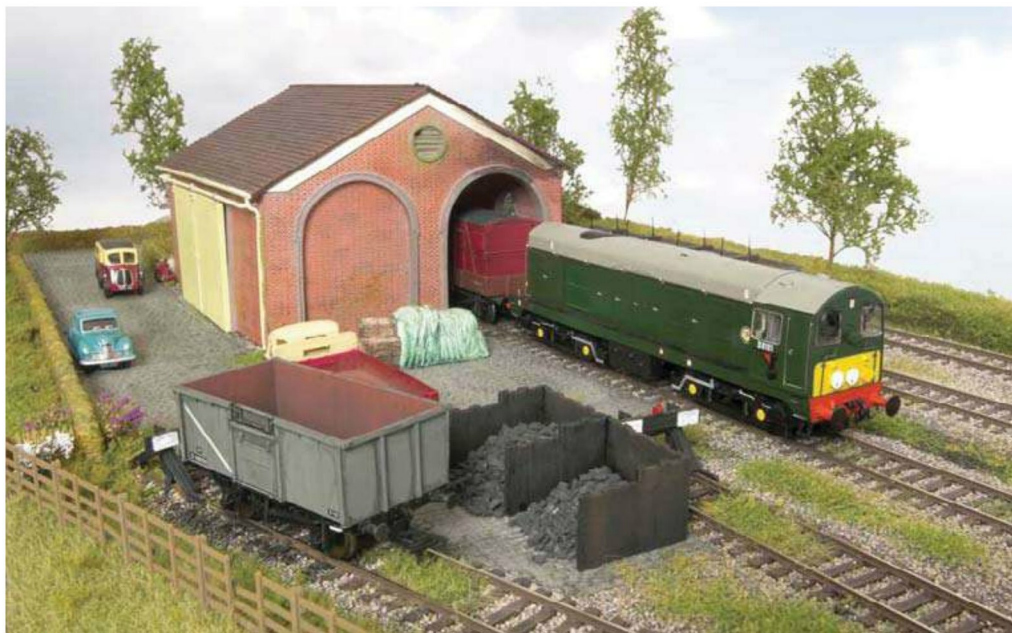
station and passing loop, a single road engine shed, a goods yard and a pair of sector plate fiddle yards (one each end) to despatch and receive trains. The total footprint would be 17ft x 18in and in a complete change from previous layouts built by *Hornby Magazine's* editor the stock would be drawn from the London Midland Region with both steam and diesel locomotives operating.


But why build a layout in 75 hours? Surely it can't be done? We asked those questions of ourselves too, but by using mainly off the shelf buildings, principally from Hornby's new Skaledale Magna range, and keeping the baseboard width limited we felt it was possible. More importantly we wanted to show just how much fun can be had building a layout this way and what could be achieved on a very modest budget of around £400, start to finish including trackwork.

Another aim was to keep the project simple and build the type of layout that anyone could aspire to, no matter how long they had been modelling. It would be perfectly possible to build this trackplan with set track and equally, for the more advanced, hand built finescale track could be used to create a more refined finish, but we chose Peco's code 75 track, not least because we had 70% of the components we needed to hand.


Creation of the trackplan wasn't done in the usual manner. We always advise that you plan out your track work before starting the woodwork, but for the 75 hour layout we already had the baseboard tops cut to size, as the off cuts from Bay Street measured 4ft 6in x 18in. To develop the track plan we used second hand track from the original version of Bay Street, cleaned up thoroughly first, and began mocking up a trackplan using the points available and a few yard lengths of track

 **A BR 'Standard Four' 2-6-0 departs with a rake of loaded 'Dogfish' ballast hoppers as a Class 25 prepares to deposit two coal wagons by the bunker.**



 The goods shed is from the Hornby Skaledale range, together with the rest of the buildings. A Class 20 collects box vans to re-form a pick-up goods.



 The first stage of the project involved mocking up the track arrangement and positioning the buildings. A couple of hours spent trying alternative configurations found a good and workable arrangement.


using the elements we wanted to include as the basis. Buildings were placed on the layout roughly where we thought they ought to be and we made up trains of the maximum length for the layout – three coaches plus a locomotive. Once we were satisfied with the overall look the whole layout, including basic scenic features, was marked out on the baseboard tops with a thick black marker pen.

This gave us a template to work with which included details of the point sizes and hands, where the platform would go and all the other buildings for the layout and work on the baseboard frames could then begin.

Midland theme

For something different we decided to build this layout as a London Midland Region branch line. The idea is that the branch has a regular, if not frequent, passenger service which features both DMUs and steam hauled trains.



 The baseboards were built from 6mm plywood for the tops and 68mm x 18mm timber for the frames. Each of the scenic boards is 4ft 6in x 18in and the fiddle yard boards are 4ft x 18in.



A 'Black Five' 4-6-0 enters the station area with cattle wagons as the shed staff prepare an Ivatt '2MT' for its next duty.

The trackplan was built up, but not pinned down initially to ensure everything fitted as it was planned. Cork sheet was then laid onto the baseboard and the track pinned in place.

The DMUs operate solely on the branch, but there is plenty of scope for large passenger tanks to pass through with two or three bogies in tow. Equally, and taking inspiration from the Windermere branch in Cumbria, a Fowler 'Patriot' and 'Black Five' will also run on the layout hauling three coach portions of express trains which operate to the seaside terminus of the line which, in the world of imagination, is thought to be rural Lancashire.

The station itself is a very simple affair. A single brick built platform is provided

for passenger trains with a short goods loop alongside which allows freight from local industries to pass through undeterred and in some cases call at the goods yard to pick up and drop off goods vehicles for onward movement. A lie-by siding is provided adjacent to the goods yard and means that longer freights can be recessed to allow other trains to pass or shunting to take place without infringing on the main line activities.

Construction starts

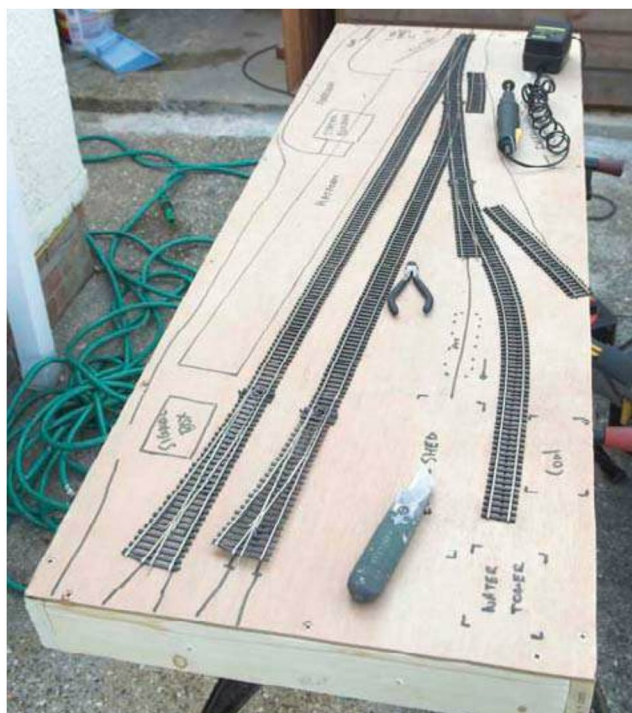
In line with the simple outlook of the project we built the baseboards with solid tops. The tops are cut from 6mm plywood which has been screwed onto 68mm x 18mm softwood to form a rigid and solid frame. Two cross members from the same softwood timber were also cut and fixed into place under the tops and these were pre-drilled with a pair of 32mm diameter holes to accept wiring at a later stage in the build, saving a lot of hassle once the boards were built.

Construction was straightforward and after cutting the timbers to length it only took a matter of an hour to build up the frames. Each of the two scenic boards is 4ft 6in long and 18in wide, but two

further solid top boards were built to form the base for the fiddle yards. One fiddle yard is positioned at each end allowing through running and each is 4ft long and 18in wide. Rather than opt for a fiddle yard with pointwork we constructed a pair of rotating sector plate yards which means that once set up trains don't have to be handled at all. They can arrive in one direction, enter the sector plate, be turned by hand and depart in the opposite direction.

The construction of these was more labour intensive than the main boards, simply because they have a separate plate for the track on top of the main baseboard and each track has brass rod alignment sections which have to be cut and soldered one by one. In total there was 10 hours' work in the fiddle yards, but the result is a user friendly and flexible system which can accommodate a total of 10 trains between the two yards and still leave space for an arrival road on each sector plate.

With the boards built up track laying was the next stage of the project. Peco code 75 track has been used which has been recycled from the original version of Bay Street. All the track has been laid on



Useful websites

Hornby
Bachmann (Scenecraft and Woodland Scenics)
DCC Concepts
Peco/Ratio/Wills/Modelscene
Dart Castings
International Models
Geoscenics

www.hornby.com
www.bachmann.co.uk
www.dccconcepts.com
www.peco-uk.com
www.dartcastings.co.uk
www.internationalmodels.net
www.geoscenics.co.uk

75 hour layout time sheet

Job	Time
■ Design	2hr
■ Baseboards (including fiddle yards)	4hr
■ Track laying (excluding fiddle yards)	2hr
■ Rail side painting	2hr
■ Wiring	8hr
■ Control panel	4hr
■ Fiddle yards	9hr
■ Ballasting	4hr
■ Platform and buildings	4hr
■ Goods yard hard standing	2hr
■ Cuttings/land contour formation	4hr
■ Grass	8hr
■ General detailing/scenery	18hr
Total	71hr

1/4in cork which was trimmed around the edge of the track once the final arrangement was fixed in place.

This set the railway up and meant that I was also able to test the layout before proceeding with any scenic work. Testing is essential at this stage as it ensures that any potential mistakes with the wiring (at this point simply track feeds to the necessary parts of the layout) and track connections can be identified which could be difficult to rectify at a later stage in the build.

With this done work continued on the full wiring of the trackwork. This has all been done with flexibility in mind and two controllers can be connected to the layout – one for the main line and one for the locomotive shed and goods yard – and each one can be interchanged so that trains can be moved out of the yard and directly onto the main line without the need to change controllers.

With all this tested the rail sides were toned down with a spray of Railmatch sleeper grime, being careful to cover the point blades with masking tape before starting the work. Weathering the rails this way speeds up the process and meant that within half an hour all the rails were painted and only needed to dry off before continuing construction.

On with the scenery


Scenic work began with ballasting the railway. With all the main buildings and structures in place this was a straightforward task. However, rather than just applying white PVA glue watered down, we added a few dashes of Geoscenics oil spill kit black concentrate which instantly toned down the ballast on application of the glue. Ballasting the railway this way reduces the amount of weathering needed later in the project and adds a satisfying colour and tone to the ballast.

The goods yard hardstanding was created by cutting Wills granite stone set




 A Stanier 2-6-4T calls at the station. The platform is built from Wills platform section kits while the buildings are from the Skaledale Magna range.




 Scenic work started with positioning of the buildings and ballasting of the railway. The road around the goods shed is from Wills granite stone sets and the walling is from the Hornby Skaledale range.



 The basic contours for the land around the railway were created by cutting foamboard to shape and adding a web of masking tape. PVA wood glue was used to fix the foamboard in place.



 With a pick-up freight in tow a 'WD' 2-8-0 clanks towards the station.

 To create a solid top to the land contours squares of newspaper were glued in place with PVA glue. Several layers were applied giving a solid and durable surface.

sheets to size and shape and the same material was also used for the road alongside the goods yard. The level crossing is made from Wills wooden planking sheets, cut to size again, and has been left un-gated, although this may change in the future. The only other area of roadway is behind the station buildings and this has been made using Woodland Scenics Smooth-it road surface powder mixed with the same manufacturer's Asphalt road surface colouring added to the mixture before application. Mixing the

colouring in before laying the mixture onto the layout means it has a pleasing light grey finish which suits the layouts setting.

With all this done construction of the land contours began. Following our now traditional method the skeleton for each area of raised land was created by cutting foamboard formers and covering them with a web of masking tape and then several layers of newspaper. The newspaper was applied in small squares and fixed in place with PVA glue which gives a hard wearing and strong surface.

A time consuming part of layout construction is painting of the land around the railway. To aid scenic work, and also hide any future potential chipping/damage to the scenery, the whole area needed to be painted in a dark brown colour. To speed the process we decided to cover all the areas which didn't need painting with newspaper sheets and masking tape and spray paint the remaining areas using Railmatch sleeper grime. This saved a huge amount of time and also meant there were no brushes to wash out!



The first stage of the grass was to cover all the necessary areas with hanging basket liner. This was teased out before application and glued in place with PVA glue. After leaving it for a couple of days we returned to it and began cutting and shredding back the hanging basket liner to a thin layer, saving the redundant material for a future project. The layout then had a general covering of miniNatur static grasses (winter and autumn colours) applied with a Noch Gras Master. This type of grass covering looks superb when applied as the grass fibres stand up on end, although admittedly the equipment to apply the static grass isn't what you would call cheap.

To further enhance the grass we added a further layer of scatter material including fine blended green turfs and coarse turfs from the Woodland Scenics range in random patterns. This has really brought the appearance of the grass into a different league in our opinion and offers a natural and varied finish to the layout. The final layers of grass were applied loose to the scenery then fixed in place with matt varnish from an aerosol.

Trees have been produced using Seamoss which is spray painted dark brown then dusted with various fine blended green turfs, again from Woodland Scenics, and means that a large number of trees can be assembled quickly and cheaply. To make all the trees for this layout took less than one hour! Large bushes have been created in a similar fashion whereas small shrubs are Woodland Scenics coarse turf piled



13 A Hughes-Fowler 'Crab' 2-6-0 passes the goods yard before shunting the yard.



14 The first stage of the grass was a layer of hanging basket liner. This was thinned back after application ready for the next stage.



15 miniNatur static grass was applied on top of the hanging basket liner to give the layout a more realistic grass finish.



17 A BR Sulzer Type 2 passes through the station with cement wagons as a Post Office van rumbles down the station approach.



18 The completed fiddle yards have capacity to hold four full length trains and a pair of DMUs, but one road is left free to allow trains to enter the fiddle yard.



What we used

■ Skaledale Magna booking office	R9530	Hornby
■ Skaledale Magna waiting room	R9531	Hornby
■ Skaledale Magna Small waiting room	R9502	Hornby
■ Skaledale Magna water tower	R9503	Hornby
■ Skaledale Magna signalbox	R9504	Hornby
■ Skaledale Magna engine shed	R9532	Hornby
■ Skaledale Magna goods shed	R9533	Hornby
■ Cotswold stone walling	R8539	Hornby
■ Wooden lineside fencing	425	Ratio
■ Station platform ramps	SS62	Wills
■ Station platform sections	SS61	Wills
■ Platform accessories	SS68	Wills
■ Wicker baskets	R8677	Hornby
■ Bicycles	R8679	Hornby
■ Milk churns	R8678	Hornby
■ LMS station fencing	427	Ratio
■ Scenecraft water column	44-037	Bachmann
■ LMS pattern working station lamps	DML-LMSO	DCC Concepts
■ Seamoss (tree armatures)	AD52-sm	International Models
■ miniNatur 6.5mm autumn static grass	006-33	International Models
■ miniNatur 6.6mm winter static grass	006-34	International Models
■ miniNatur 4.5mm winter static grass	004-24	International Models
■ Garden flowers white	998-21	International Models
■ Garden flowers orange	998-25	International Models
■ Garden flowers purple	998-24	International Models
■ Green blended fine turf	WT49	Woodland Scenics
■ Coarse turf	WT63	Woodland Scenics
■ Polyfibre	WFP178	Woodland Scenics
■ Coal bunkers	SS17	Wills
■ Granite stone sets	SSMP204	Wills
■ Wooden planking	SSMP201	Wills
■ Coal	COAL16	Geoscenics
■ Black concentrate (oil spill kit)	BC50	Geoscenics
■ Fine grey ballast	WB75	Woodland Scenics
■ Medium grey blend ballast	WB94	Woodland Scenics
■ Fine cinders ballast	WB76	Woodland Scenics
■ Rail built buffer stops	SL-40	Peco

and fixed in place with matt varnish from an aerosol.

Future works

No matter how many hours are dedicated to a layout even the most comprehensively constructed models are the subject of further detailing and that is certainly true of this project.

In just 75 hours we took the idea from concept to an operational scenic model railway, but we never thought for a minute that it would be 100% complete. There is still more that we

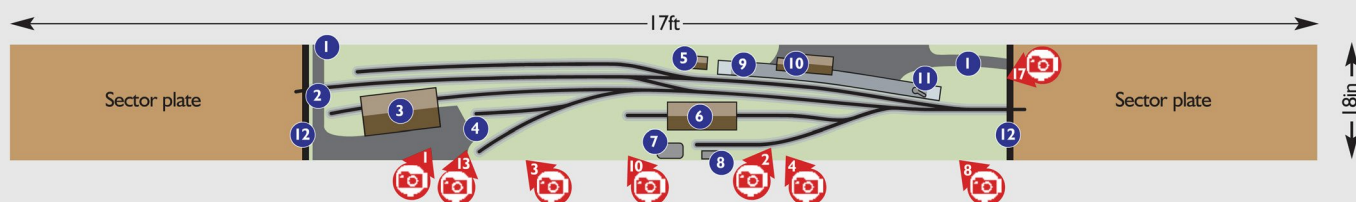
want to do and plans for the future include building and installing signals, adding more lighting to the layout, more clutter to the goods yard and general lineside detailing such as dummy point levers and the like.

What we set out to show at the start of this project was that you didn't need thousands of hours and years of your life to build a fully working model railway. We have cut a few corners and rushed a couple of jobs, but that is only because we knew what we wanted to achieve and none of the rushed jobs

have affected the overall finish of the layout.

If you haven't built a model railway before because of the time implications I hope this shows just what you can achieve potentially within a fortnight off work. Not everyone will want to build a layout this quickly or have the opportunity to take time off to attempt such a project, but that isn't the point. The point is that railway modelling is fun, enjoyable and rewarding and, most importantly, it doesn't have to take a lifetime to build a railway.

75 hour layout Track Diagram (Not to Scale)



Key

1 Road	5 Signalbox	9 Platform
2 Level crossing	6 Engine shed	10 Station building
3 Goods shed	7 Water tower	11 Water column
4 Coal bunker	8 Coal stage	12 Backscene

BR's short-lived 'Light Pacifics': The 'Clan' 4-6-2s



While most of the BR Standard class locomotives were an unqualified success and attracted a huge following amongst enthusiasts the same cannot be said for the ten 'Clan' class 'Pacifics' which led a fairly uneventful life, perhaps never achieving what their designers hoped for them. **EVAN GREEN-HUGHES** looks at the history of these locomotives, which are the subject of a brand new model from Hornby in 2009.

BR 'Clan' 72008 Clan MacLeod, one of the two Hornby models, pulls away from Beattock after stopping for a banking engine with the 10.25am Blackpool Central to Perth on July 5 1958. K Cook/Rail Archive Stephenson.

On the first day of operation of British Railways in 1948 there were just over 20,000 steam locomotives of 448 different types in operation. Many of these were life expired and others were becoming old fashioned.

The new Railway Executive, which had taken control of the network, took the view that a common set of standards should be drawn up which would adopt the best practice of the most successful companies and from these ideals a range

of standardised locomotives suitable for all work would be devised.

Robert Riddles was in charge of mechanical and electrical engineering for the Executive. He was a talented designer and engineer whose career had started with the London and North Western Railway at Crewe in 1904 and had risen to become Assistant to the great William Stanier by 1935. During the Second World War he had been seconded to the Ministry of Supply where he had been largely responsible

for designing and building the War Department 'Austerity' 2-8-0 freight locomotive, itself a cut price version of the LMS Stanier '8F' 2-8-0, with many of both types being provided to assist the war effort.

At the Executive Riddles was assisted by two other ex-LMS men, Roland Bond as Chief Officer, Loco Construction and Maintenance, and Ernest Cox as Executive Office, Design, so many assumed from the start that the proposed new locomotives would be



very heavily influenced by LMS policy. In fact the three set about organising exchange trials between the four regions and began amassing information on design, techniques and equipment and how best this could be incorporated in the new standard locomotives.

To assist this process a Locomotives Standards Committee was set up which considered how best to harmonise design and individual parts and fittings. This committee also considered the specifications for the proposed standard designs – one of which was expected to be a mixed traffic type equivalent to an LMS 'Black Five' or a GWR 'County' 4-6-0. Even at this early stage the committee were considering whether the new locomotive should have a 4-6-0 wheel arrangement – as had most modern designs for mixed traffic work –

or should have a trailing bogie making the design a 4-6-2.

This debate had been partly brought about by the success of noted locomotive designer Oliver Bulleid who had introduced the 'West Country' and 'Battle of Britain' class to the Southern Railway/Region, which despite being designed for mixed traffic work had been built on a 'Pacific' (4-6-2) chassis. This had produced a very strong locomotive which had an axle weight of only 18 ¾ tons, but had a tractive effort of 27,720lbs. The addition of a trailing axle had enabled the designer to incorporate a large wide firebox which gave the locomotive good steaming qualities and which reduced the margins for error where inferior coal was being consumed.

As the results of the exchange trials did not prove conclusively that any

particular design from any railway was better in all respects than any of the others, the decision was taken to continue with production of the regional designs for the time being. Many of these were of the mixed traffic 4-6-0 types and 100 LMS 'Black Fives' were added, together with 136 of the LNER's 'B1s' and 49 GWR 'Halls'. Just over 1,500 locomotives were built to pre-war design before production ceased in 1956.

Standard proposals

A set of proposals for standard traction contained details of two larger mixed traffic locomotives: there was a Class 5 4-6-0 and a Class 7 4-6-2, both of which were to be to an entirely new design. Both were to have a large number of standard parts, including the boilers and to be of a two-cylinder design with taper boiler and wide firebox. The 'Pacific' was to be identical in all respects to the similar passenger design, the 'Britannia' 4-6-2, except that it was to have driving wheels of 6ft 0in instead of 6ft 6in.

However, it soon became apparent that there was no point in having two types of Class 7 'Pacific', virtually identical except for a small difference in the driving wheel size, and the committee instead went for a compromise with 6ft 2in wheels which went on to become the famous 'Britannia'. At the same time a proposal was formed to upgrade and enlarge the Class 5 4-6-0 to produce a slightly more powerful Class 6 mixed traffic engine. By fitting the Britannia's 4-6-2 chassis with a smaller boiler the stronger locomotive would still have an acceptable axle loading and this suggestion led to the eventual construction of the ten members of the 'Clan' class.

As with the other standard locomotives the original design provided for the 'Clans' have American style bar frames, rather than the plate frames traditionally used on British locomotives. This was thought to be necessary to accommodate the wide firebox with which the 'Clans' were to be provided. However, British works lacked the necessary facilities or space to deal with this radical departure and instead the team adopted a design which had been used by Bulleid for the 'Merchant Navy' 4-6-2s and which utilised narrow frames with cross bracing.

The locomotive was to be fitted with a specially designed taper boiler with a maximum size of 6ft 1in, a maximum working pressure of 225psi and a wide firebox which was designed to give good steam-raising qualities under almost any conditions. The firebox inner was to be made of copper in the traditional fashion



The 'Clans' were mainly seen on the Scottish section of the West Coast Main Line between Glasgow and Carlisle, although a number of the class also worked from Edinburgh. In March 1960, one month after the last BR built steam locomotive had been delivered, 72007 *Clan Mackintosh* climbs Beattock with the morning Euston to Perth train.

W Verden Anderson/
Rail Archive Stephenson.

— even though steel was widely used in other parts of the world — in deference to the indifferent quality of the water which was used in some parts of the network. Smoke deflectors were to be provided and a single chimney was specified — as with most standard locomotives in their original form.

Particular attention was paid in the design to maintenance and easy working of the locomotives and each was to be fitted with a rocking grate, which reduced dramatically the time required to clean out the fire and with a self-cleaning smokebox, which virtually eliminated the need to shovel out piles of ash from the front of the locomotive each night. The running plate was raised above the line of the wheels which made access to the moving parts much easier for the maintenance staff while the valve gear, of the Walschaerts type, was all placed outside, as were the cylinders. Most of the pipe runs were to be easily accessible on the outside of the locomotive, again with a view to reducing time spent in maintenance.

As with the 'Britannias' the cab was to

be mounted on the boiler to reduce vibration and was to have the long floor layout which did away with the fall plate between the cab and the tender and a designed to make the fireman's job easier by giving him a solid floor on which to work. These cabs were radically different from anything which had gone before and were laid out for ease of operation, with the bulk of the controls being placed on the left hand side, neatly arranged round the driver's seat.

The 'Clans' were to be fitted with the same tender as the first of the 'Britannias' which was designated B1 with capacity for seven tons of coal and 4250 gallons of water. Neatly designed, the tenders had inset bodies nearer the top which provided crews with improved visibility when running tender first, a small window being provided at the cab end of the inset section.

Production commences

With the designs for the standard classes finalised construction commenced at British Railways Works in Swindon, Crewe, Horwich, Darlington, Derby,

Doncaster and Brighton and the new locomotives were constructed at the same time as the last of the former 'Big Four' designs. In total 999 Standard locomotives were built between 1951 and 1960 containing 12 different classes. The 'Clans' were built at Crewe in 1951 and 1952 and followed the first 25 'Britannias' off the production line.

The new fleet was allocated numbers 72000-72009 and at the time of construction the first batch was to be followed by a further 15 in 1954, but the second batch was never built as by then it had been realised that the railways already had a good number of powerful modern mixed traffic engines available. The prospect of any more 'Clans' was completely dashed in 1955 when the Modernisation Plan was announced as this favoured the wholesale replacement of steam with diesel traction.

The 'Clans' were 68ft 9in long over their buffers, 13ft high and weighed 86tons and 19cwt (loco) and 47tons 4cwt (tender). The axle loading was 18tons 17cwt and they featured a tractive effort output of 27,520lbs.

This made the locomotives almost seven tons lighter than the more powerful 'Britannia' which had a tractive effort of 32,150lbs and nine tons heavier than a 'Black Five' which had a tractive effort of 25,455lbs. The 'Clans' weighed about the same as the ex-LMS 'Jubilee' 4-6-0s which had almost the same tractive effort, at 26,610lbs. As such the new class did not exhibit any massive advantage over some of the locomotives whose work it was anticipated it would take over.

In fact the railway was already beginning to experience the effects of the transfer of some traffic from rail to road and combined with the large numbers of 'Black Fives', 'BIs' and similar mixed-traffic locomotives which had been built since the war there is now some doubt as to whether the 'Clans' were ever really needed in the first place.

This was borne out when the original plan to send them to work Scottish lines between Perth and Inverness was abandoned in favour of continuing with the relatively new 'Black Fives' which were already working the route.

However, probably as a result of the original allocation plan, as they emerged from Crewe Works the new 'Pacifics' were named after ten of the most notable Scottish clans (see table on p33). It was also intended to name ten of the second batch after clans, but five, which were to go to the South, were allocated names formerly carried by Southern locomotives. The locomotives shared the lined green express passenger livery worn by the 'Britannias' and carried their cast nameplates on the smoke deflectors in the same style.

Into service

Although the original idea of allocating the 'Clans' for Highland work did not proceed, the first five numbers 72000-72004, did go to Scotland where they were sent to Glasgow and allocated to Polmadie (66A) shed. The remainder, 72005-72009, were sent to the border town of Carlisle and allocated to Kingmoor Shed (12A). And so began a long association with Scotland for the class whose members spent much of their time working North of Carlisle.

BR 'Clan' statistics

Designer	Robert Riddles
Built	1951-1952
Builder	British Railways Crewe Works
Number in class	10
Number range	72000-72009
Purpose	Mixed Traffic
Power classification	'6P/5F'
Wheel arrangement	4-6-2
Weight (loco)	86tons 19cwt
Driving wheels	6ft 2in
Length (over tender)	68ft 9in
Boiler (taper)	5ft 4in to 6ft 1in
Boiler pressure	225psi
Cylinders	Two, outside
Tractive effort	27,520lbs
Tender design	BRI
Weight (tender)	47tons 4cwt
Coal capacity	7tons
Water capacity	4,250gallons

Duties initially allocated included runs as far South as Manchester, but their BRI tenders provided little margin for error and as a result many of their turns were curtailed to only take them as far South as Preston. They would also work as far North as Perth where they would give

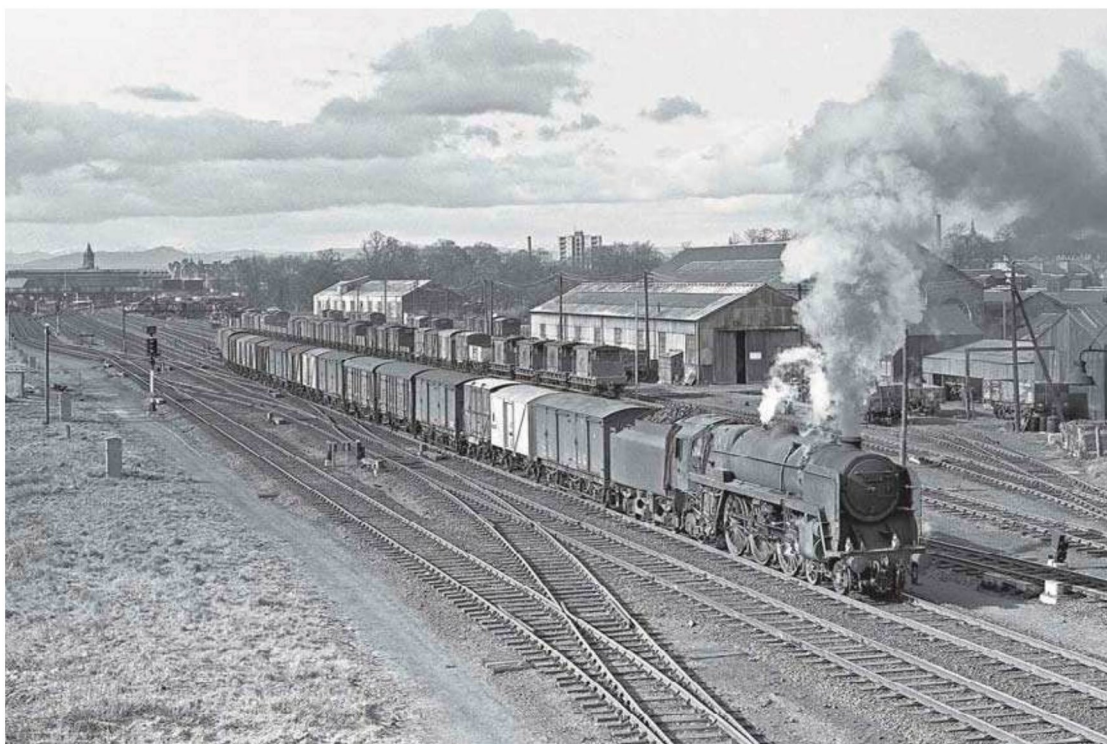


Perth was another regular haunt of the 'Clans', but in everyday service their northern limit of operation. 72008 *Clan MacLeod* departs from Perth with an up express. W Verden Anderson/Rail Archive Stephenson.



'Clan' in profile: 72001 *Clan Cameron* stands at Polmadie shed in August 1956. J Davies/Rail Archive Stephenson.

Now minus its nameplates 72008 *Clan MacLeod* thunders away from Perth with a mixed bag of vans forming the 4.45pm south bound fish train in April 1966. By this time the 'Clan' was into its final month of service. W Verden Anderson/Rail Archive Stephenson.





way to 'Black Fives' and would cover secondary duties to locations such as Stranraer. However, as there were so many mixed traffic locomotives available the Scottish-allocated members of the class often spent much time out of work and awaiting further suitable trains.

In the latter half of the 1950s the first of the new mainline diesels began to arrive and on the West Coast this led to English Electric Type 4s (later Class 40s) ousting some of the premier motive power which was then cascaded further North leading to the 'Clans' losing much of their express work.

As a result the class was then seen more frequently on duties away from the West Coast, including working services over the Settle-Carlisle to Leeds, where they took on duties formerly worked by 'Royal Scot' 4-6-0s. There were many special workings in this period which took them to such diverse places as Blackpool, Harrogate, Fort William, Paddington and Swindon with examples

being recorded as far South as Bristol working service trains, sometimes after having been borrowed after arriving at more normal destinations such as Bradford, Newcastle or Leeds.

Changing trends

During 1957 72000 *Clan Buchanan* and 72002 *Clan Campbell* moved on to Haymarket, Edinburgh, where the operating department had the intention of using them on fast freight over the

Waverley route and during this time they travelled as far South as Newcastle on the East Coast Main Line. In 1959 the other three Glasgow 'Clans', 72001 *Clan Cameron*, 72003 *Clan Fraser* and 72004 *Clan MacDonald* also went to Edinburgh, being allocated to St Margaret's where they were later joined by 72002.

Also transferred to Edinburgh were two of Carlisle's allocation: 72005 *Clan MacGregor* and 72006 *Clan Mackenzie* which arrived at Haymarket in November 1957 where they found little work and so were returned to Kingmoor the following April. March 1960 saw the end of suitable duties for the class in the Edinburgh area with the result that the five Scottish locomotives were once again sent back to Polmadie.

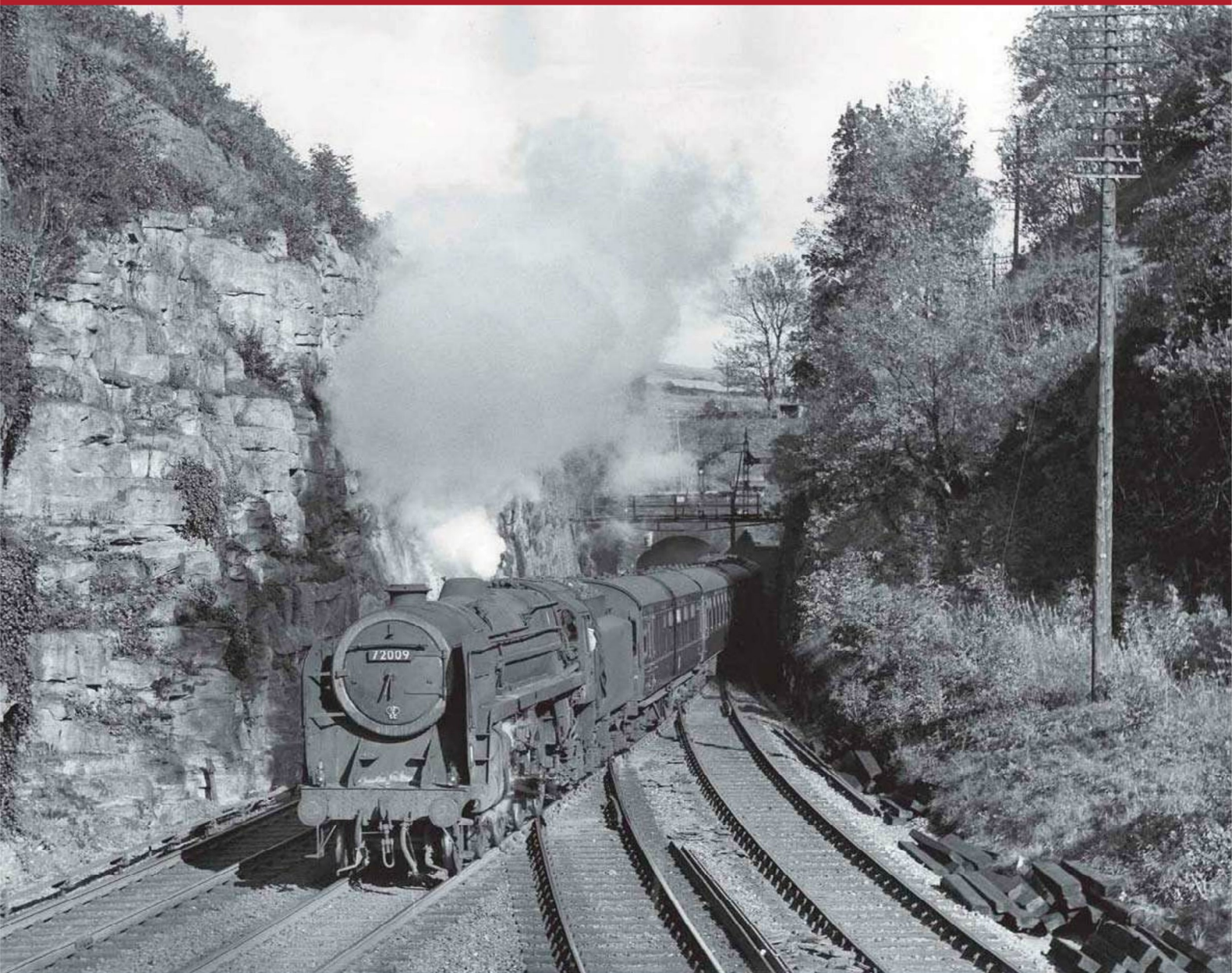
The arrival of the diesels caused a further squeeze on the available duties and in 1962 the five Scottish allocated examples, 72000-4, were placed in store when they were just over ten years old. When no further work could be found for them they were withdrawn in December of that year. Although out of use they were not immediately disposed of, but the end came in September 1963 when they were taken to Darlington Works and cut up.

The remaining five 'Clans' stayed on at Carlisle Kingmoor where they earned a living on secondary duties and deputising for the diesels which were still not achieving a satisfactory level of reliability. Two of these, 72007 *Clan Mackintosh* and 72008 *Clan MacLeod*, had been at the shed all their working life. 72009 *Clan Stewart* was also a long-term Carlisle engine except for a brief trial allocation to Stratford during 1958 when it had been tried out unsuccessfully against a 'Britannia' on Liverpool Street express duties. By this time 72005 and 72006 had returned from Haymarket.

With the widespread introduction of new diesels the future of the class was already decided, however, and the next pair to go, 72005/6, did so in May 1965 and these were followed by 72009 in August and 72007 in December of the same year. The final example 72008

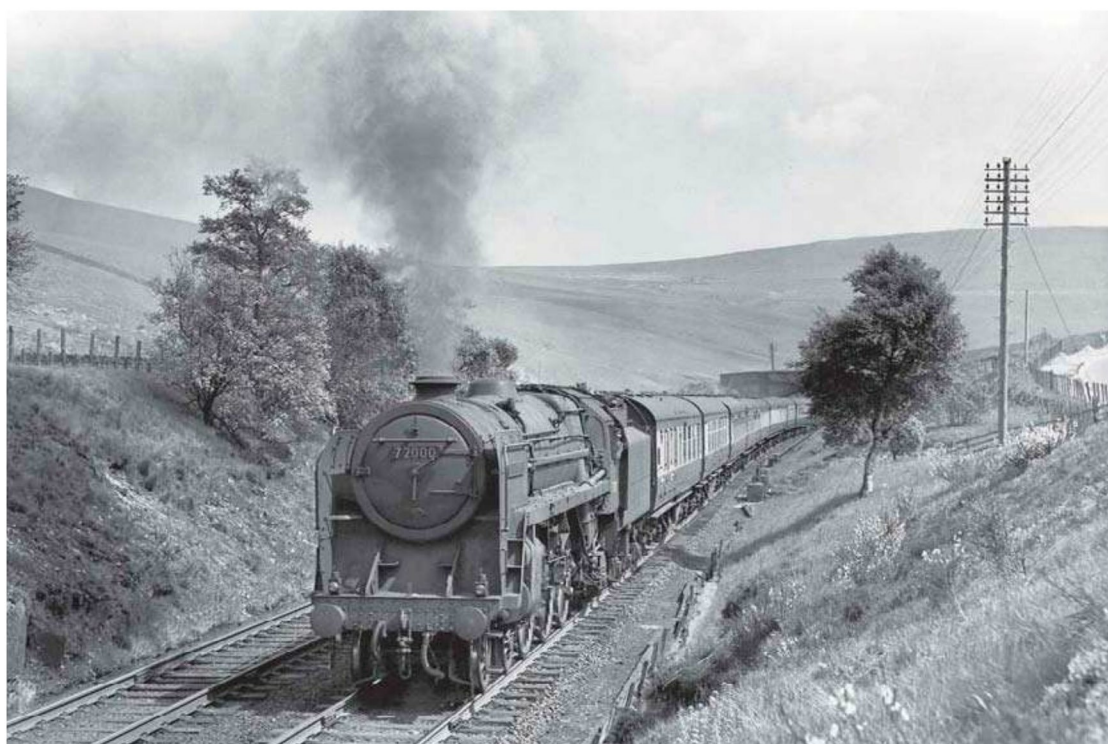
BR 'Clan' names

Number	Name	Built	Withdrawn
72000	<i>Clan Buchanan</i>	1951	1962
72001	<i>Clan Cameron</i>	1951	1962
72002	<i>Clan Campbell</i>	1952	1962
72003	<i>Clan Fraser</i>	1952	1962
72004	<i>Clan MacDonald</i>	1952	1962
72005	<i>Clan MacGregor</i>	1952	1965
72006	<i>Clan MacKenzie</i>	1952	1965
72007	<i>Clan Mackintosh</i>	1952	1965
72008	<i>Clan MacLeod</i>	1952	1966
72009	<i>Clan Stewart</i>	1952	1965



In work stained condition 72009 *Clan Stewart* takes the Stirling line at Hilton Junction as it leaves Perth with the 12.15pm to Euston in October 1960. W Verden Anderson/Rail Archive Stephenson.

In happier times the first of the class 72000 *Clan Buchanan* climbs Beattock bank near Harthope with a uniform rake of carmine and cream stock in 1956. The train is a Liverpool/Manchester to Glasgow/Edinburgh express. W Verden Anderson/Rail Archive Stephenson.



Clan Macleod was taken out of service on April 16 1966.

Unfortunately none of the 'Clans' travelled South to Woodham's Yard in South Wales for disposal following withdrawal, a move which might have saved at least one for use on a heritage railway. 72005 was taken to Troon where it was scrapped while all the others were broken up at Kingmoor by various contractors, all being disposed of by August 1966.

Underpowered and underused?

In service the 'Clans' did not gain a reputation as good steamers and many crews reported them to be underpowered, although this may have been because they were comparing them with a 'Britannia', with which they shared a common appearance. As with 71000 *Duke of Gloucester* there were probably improvements which could have been made, but whether these would have transformed what is regarded as a rather lacklustre design may never be known.

British Railways did plan to conduct exhaustive tests on the 'Clans' once they were built, along with all the other standard classes, but in the event they were the only 'Pacific' which was never properly investigated. However, the same applied to most of the tank engine designs, some of which were very successful indeed.

Despite the crews' lack of enthusiasm the 'Clans' gained a reputation as being reliable locomotives and were recording a very high average mileage between general repairs of around 269,000, which was one of the objectives of the design.

Despite the fact that none were preserved it is possible that one day we will see a 'Clan' on the main line once again. A group of new-build locomotive engineers are raising funds to build a replica of one of the locomotives which is to be called *Hengist* and numbered 72010. This would have been the number and the name carried by the first of the second batch of the class had they ever been built and if the project is completed it will mean that exactly 1,000 locomotives had been constructed to the BR standard designs. The group are poised to take the frames for the locomotive to Ian Riley's workshops at Bury in Lancashire where they will be erected and where work on the construction of the locomotive will start in earnest.

In hindsight the 'Clans' should probably have never been built at all once the decision had been taken to carry on with construction of existing mixed traffic designs. That decision ensured that there were a large number of modern mixed traffic locomotives in service and so when the 'Clans' were

BR 'Clans' planned, but never built

72010 <i>Hengist</i>	72011 <i>Horsa</i>
72012 <i>Canute</i>	72013 <i>Wildfire</i>
72014 <i>Firebrand</i>	72015 <i>Clan Colquhoun</i>
72016 <i>Clan Graham</i>	72017 <i>Clan MacDougall</i>
72018 <i>Clan MacLean</i>	72019 <i>Clan Douglas</i>
72020 <i>Clan Gordon</i>	72021 <i>Clan Hamilton</i>
72022 <i>Clan Kennedy</i>	72023 <i>Clan Lindsay</i>
72024 <i>Clan Scott</i>	

built much of the work anticipated for them was not available. The fact that the class chased diminishing work and were scrapped when only a few years old bears this out.

On the Southern Bulleid had already proved that the concept of a go anywhere mixed traffic 'Pacific' was extremely sound and there is no doubt that had the decision not been taken to modernise the railways the 'Clan' design would have been developed and similar locomotives would probably have become widely used.

Interest in the 'Clans' has always remained high and the introduction of the new model from Hornby, coupled with the proposed construction of an 1 1th and all-new member of the class in 1 2in to the foot scale, will ensure that these steam locomotives continue to achieve much more interest from enthusiasts many years after withdrawal than in the few short years they were in service.

With just two Stanier 57ft coaches and a Mk 1 BG in tow, 72008 *Clan MacLeod* takes the Glasgow line at Hilton Junction to the south of Perth in 1963. W Verden Anderson/Rail Archive Stephenson.






Putnam Depot

It's funny how a chance remark can lead to something unexpected and that was precisely how this layout came into being. **JOHN SPENCE** recalls the creation and construction of this compact 'N' gauge shed scene. *Photography, Mike Wild.*





 A turntable was an essential part of the shed scene. An '8F' is turned ready for its next duty.

On visiting a local shop, I happened to notice a print of a David Weston painting of an 'A4', resplendent in Garter blue, hauling a rake of Gresley coaches in teak finish. My admiration was noted and conversation began between Martin, the shop's owner, and me. It led to the discovery of a shared interest in model railways and, as it turned out, his collection of 'N' gauge locomotives.

I talked of my current layouts, Bishop Wearburn and Ashcombe and how I exhibited them. In return he commented on his own extensive collection of locomotives, but confessed he hadn't room for a layout. However, he did have a shelf in his spare room on which he had thought of having some kind of display. I suggested that no place was too small for a layout and a small depot would fit the purpose. Before I knew it, I was asked if I would consider building one for him


- I simply couldn't resist the challenge! Provided with the exact dimensions, 1120mm x 305mm (44in x 12in in old money), I produced the basic plan, which was enthusiastically approved, and the work began.

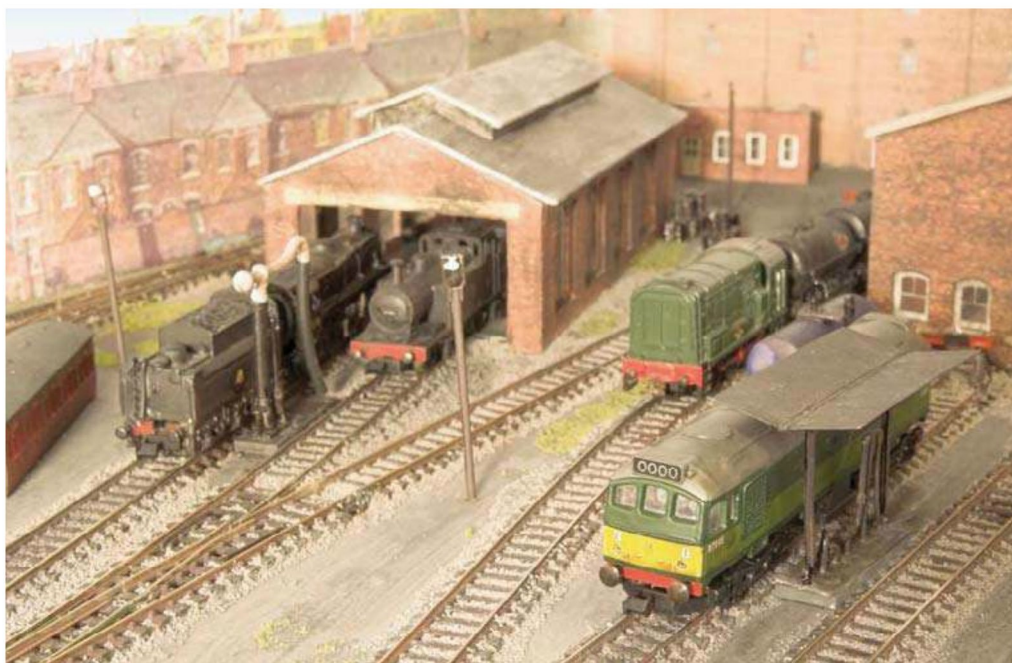
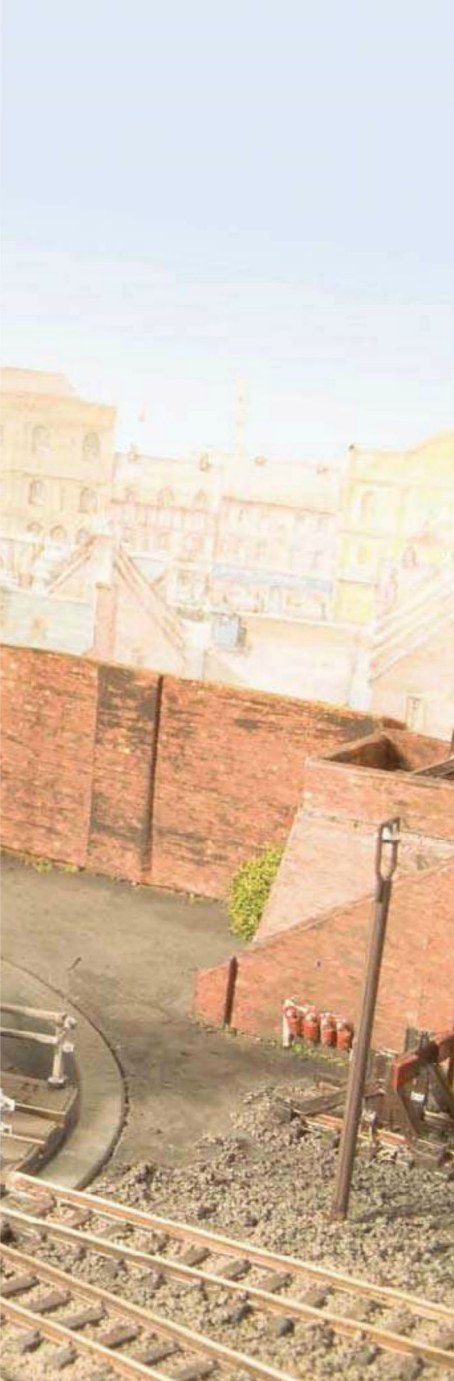
New methods

Now, I also happen to be engaged in creating a new layout with a friend of mine who has devised a way of building the necessarily large baseboards from 5mm plywood which reduces their overall weight. As this depot layout would also have to be as light as possible, the same method would be used and together we constructed what is, in effect, a working diorama. The frame is constructed of a back panel, two sides, a lower front panel, the base for the track, a pelmet to house concealed lighting and a top. The base is braced and holes have been drilled through for wiring and ¼

quadrant glued in to secure the structure. For the most part the wood is glued and screwed together, although in some places either one or the other. The result is rigid yet lightweight and can also accommodate a slide-in perspex panel at the front to protect the display. A small 30W light, the sort used for concealed lighting under kitchen cupboards, is fitted behind the pelmet providing an independent light source.

As it is also a working layout the ability to run on and off stage was also required. This has been achieved with the addition of a small, hinged shelf at the left hand side, just long enough to take either a small engine and a couple of coal wagons or oil tanks, or a longer steam or diesel locomotive, for example a 'Duchess' or Class 40. It accommodates double track and also has permanent electrical connections to the rest of the layout. The control

 Previous page: A BR 'Standard Five' pauses below the coal drop while a 'Jinty' rests between shunting duties.



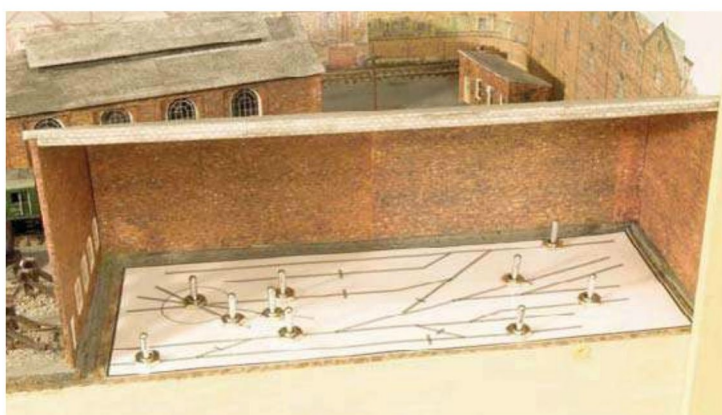
3 A diesel fuelling point has been included alongside the steam facilities at Putnam Depot.



panel is built directly on to the base and disguised within a large warehouse adjacent to the diesel fuelling point. This also has the advantage of avoiding the need for temporary electrical plugs and sockets to be fitted and reduces the likelihood of loss of current.

The track plan was devised so that many locomotives could be displayed at once and as Martin has both steam and diesel engines, a steam shed and a fuel depot have been included. A coaling stage enables steam locomotives to be coaled and a turntable, with a couple of storage spurs, also provided. Some of the storage roads are divided into separate sections so that more than one locomotive can be stored.

With the frame duly constructed and $\frac{3}{16}$ in cork laid over the entire base, other than the front corner where the control panel was situated, track laying began in earnest. Flexible Peco code 55 track and the same gauge electro-frog



4 A Dapol '9F' and Bachmann Farish 'Jubilee' are captured in front of the coaling stage showing the latest developments in ready-to-run 'N'.

5 The control panel for Putnam Depot is housed in a warehouse building at the front of the layout.

points were used throughout, to aid slow running, which is so important in such a situation. As per instructions, insulated joiners were used on facing points. Although lengths of track were glued directly to the cork, points were not, thus enabling them to be replaced

should that ever be necessary and in any case, ballast would further secure these into place. As always, it is essential to ensure that all track is laid completely level, particularly at joints, otherwise this will negate smooth running once in operation.



 The whole layout is just 44in long and 12in wide and shows just how much can be fitted into a small space in 'N' gauge.


Wiring, buildings and backscenes

The next step was to wire up the sections and to connect them to the in-built control panel. Toggle switches were used as I hope these will be more robust than push buttons. As the points are hand operated the wiring is fairly

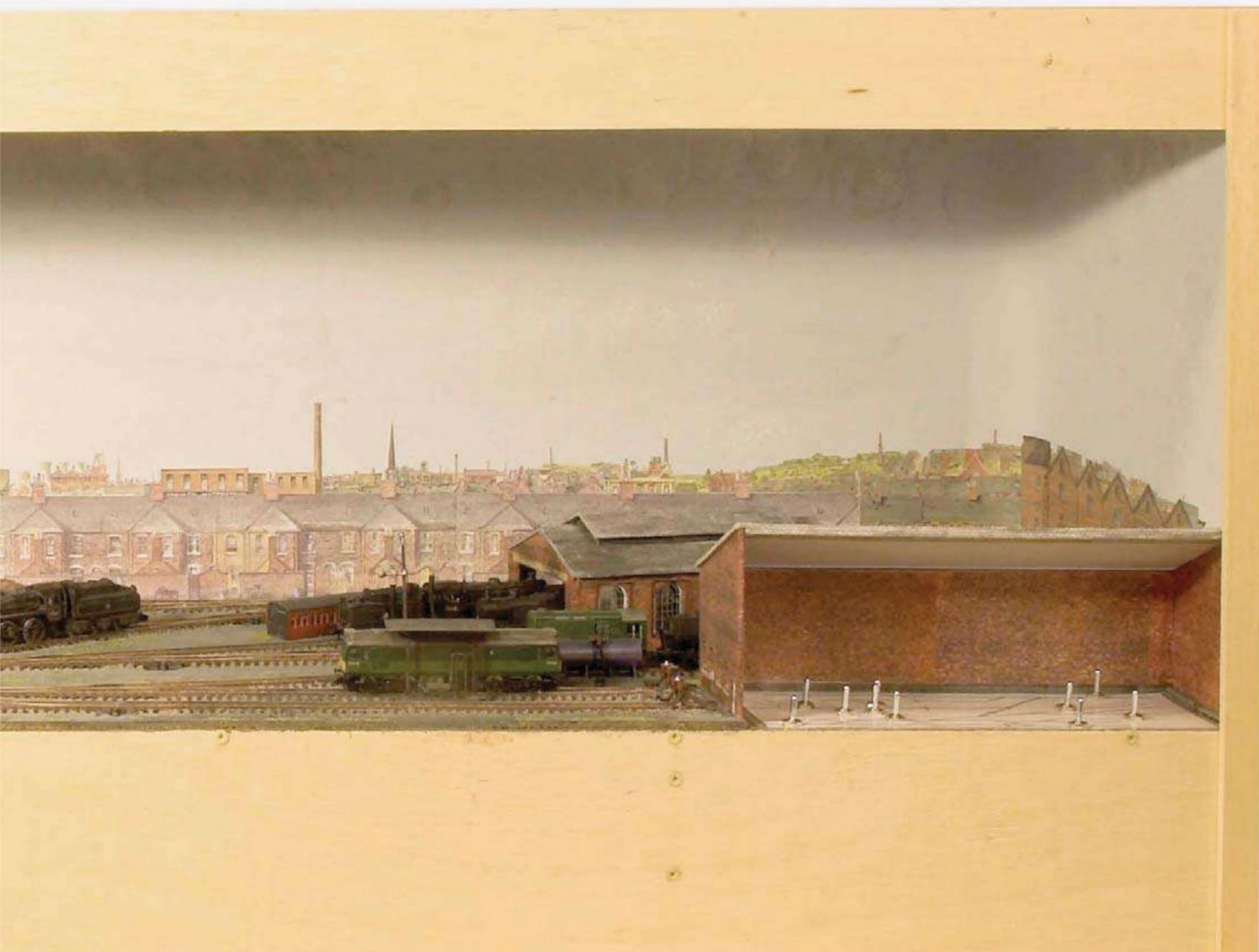
simple, a mixture of colours being used for the wiring simply to make it easier to follow a particular source should a section fail at any time. A computer generated track plan was laminated and glued into position, holes being cut to allow access for the switches.

Once tested for electrical continuity, the rail sides were then painted dark rust to enhance the overall visual appearance. However, before I began ballasting in the track I had to create a suitable backscene. Although I have never used one before, I was much taken with the idea of using a proprietary backscene to give the illusion of depth, so important when the layout is so narrow. Townscene produce one for both 'OO' and 'N' gauges and it was this that I chose, as it is printed in sections, which can be arranged in a number of different ways to suit the location. The sky was painted using a suitable shade of summer blue mixed from left-over paints after decorating and, when thoroughly dry, the suggestion of clouds and smoke rising from chimneys was also added to create a suitable atmosphere. On to this was pasted the printed townscape and I am delighted with the effect.

And so to the buildings for the layout. When first building in 'N' I used suitable cardboard for buildings, covered in Builder Plus brick paper, sadly no longer

 A 'Peak' diesel stands on the fuel road at Putnam Depot.





available. However, I still had several packets left and as the backscene was similarly printed, I decided to use these on cardboard structures rather than using plasticard, which would then need painting and be difficult to match to the same finish. The result I feel, has been a successful blend.

As can be seen a steam shed, coaling depot and the warehouse masking the control panel are the largest structures but these are supported by a yard office and water tower. Built in no definite company style, these could be situated in a number of regions although the backscene and brick covering tends to suggest somewhere in the midlands or north. Once completed I then turned to the laborious task of ballasting.

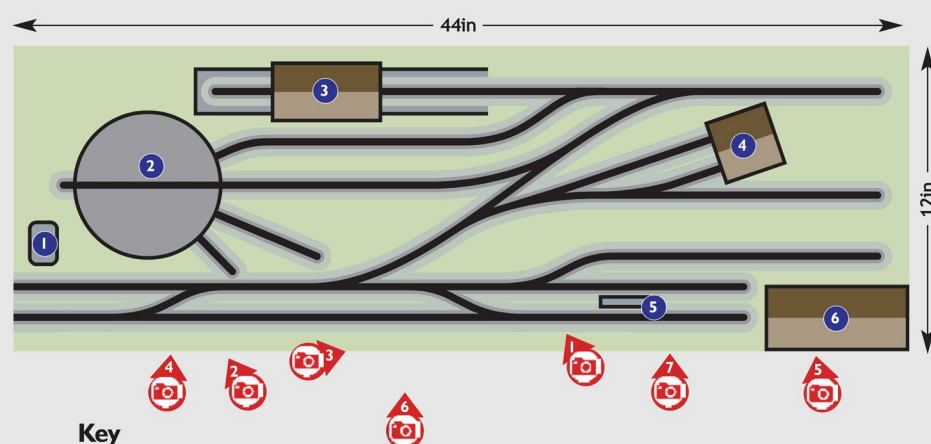
The final stage was to begin adding detailing in the form of the diesel

fuelling point and storage tank, an exit road signal and other small features. Once in place everything was weathered to tone down the colour and display the railway scene as it would have been: rather grubby!

I hope you agree that the final result is pleasing. Martin was certainly delighted and I have greatly enjoyed creating this layout. After all, it's for the fun of it we engage in this hobby, isn't it?

Putnam Depot Track Diagram

(Each square represents 1 square foot: Not to Scale)



Putnam Depot statistics

Builder:	John Spence
Scale:	'N'
Length:	44in
Width:	12in
Track:	Peco code 55
Period:	BR steam/diesel transition

Masterpieces in the Gallery

Model railway photography has become an art form all of its own and *Hornby Magazine's* team work hard to create the most realistic and inspirational images possible. *Hornby Magazine* photographer CHRIS NEVARD picks out his top ten images from the layouts he has captured during the past two and half years.

Photography, Chris Nevard.



Wouldham Town

This 24ft long Somerset & Dorset Joint Railway inspired layout built and owned by the Cobdown Model Club in Kent is a fabulous platform to watch full length trains coming and going.

This image was inspired by a photograph taken on the real S&D by the celebrated railway photographer G. A. Richardson. Unlike in the real world where more than an element of luck would be needed to capture such a composition, I was able to pose the Fowler '7F' hauling its long coal train up the bank as an ex-Midland '2P' sauntered by with a down stopper for Bournemouth. The evening sky taken over Crete replaces what would have otherwise been the club room in the background. Low angled lighting highlights the textures and reinforces the summer evening effect.



Bleakhouse Road

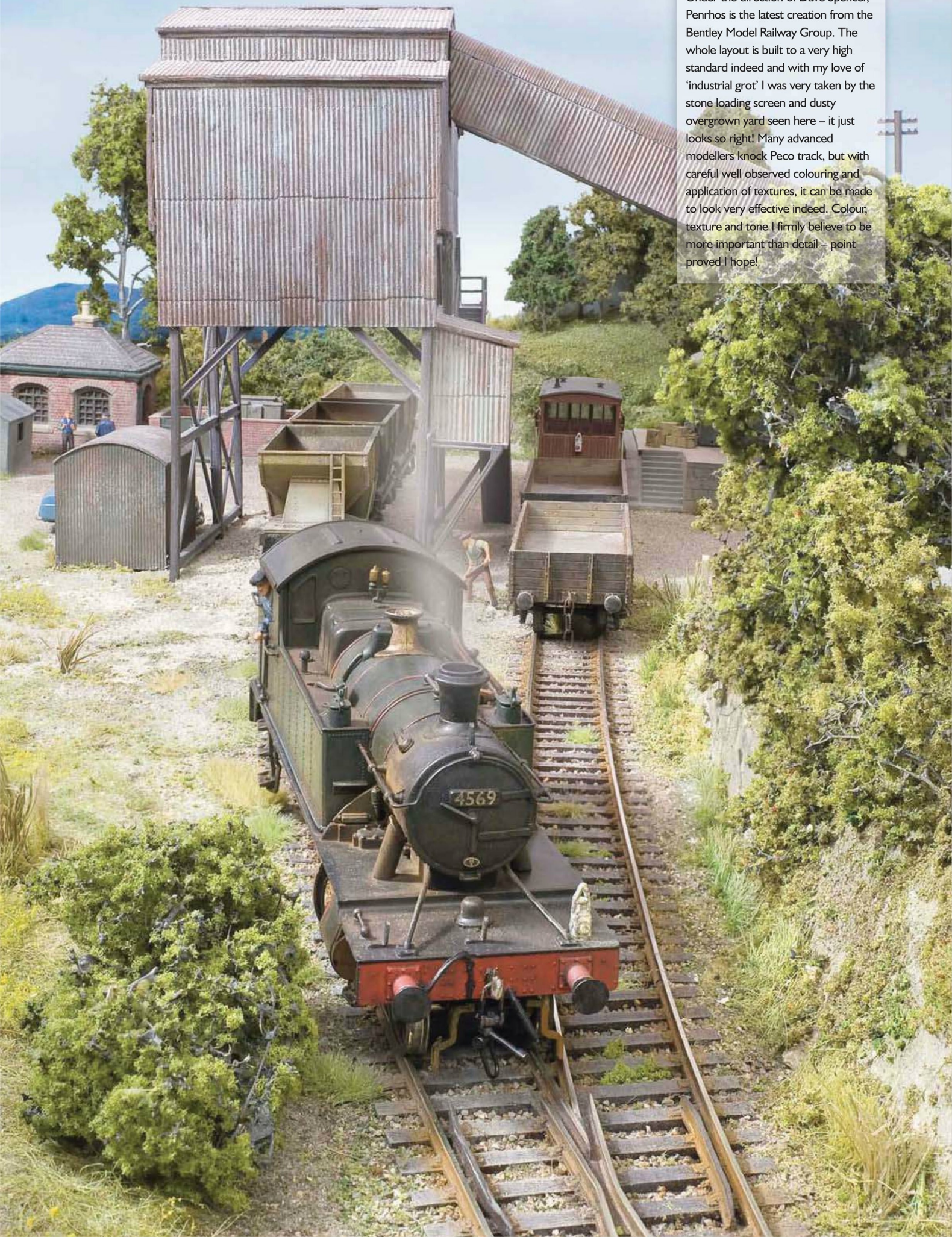
I make no excuses for choosing this delightful bucolic layout, for great modelling is great modelling! Low single point lighting enhances the wonderful textures, colours and feeling of space that Tim Maddocks has skilfully recreated in this little known area of deepest, quietest, most forgotten Somerset. If you listen carefully, after the locomotive has gone I'm sure you'll be able to hear the twittering of birds, the rustling of the laundry and the low hum from a nearby milking parlour.





Penrhos

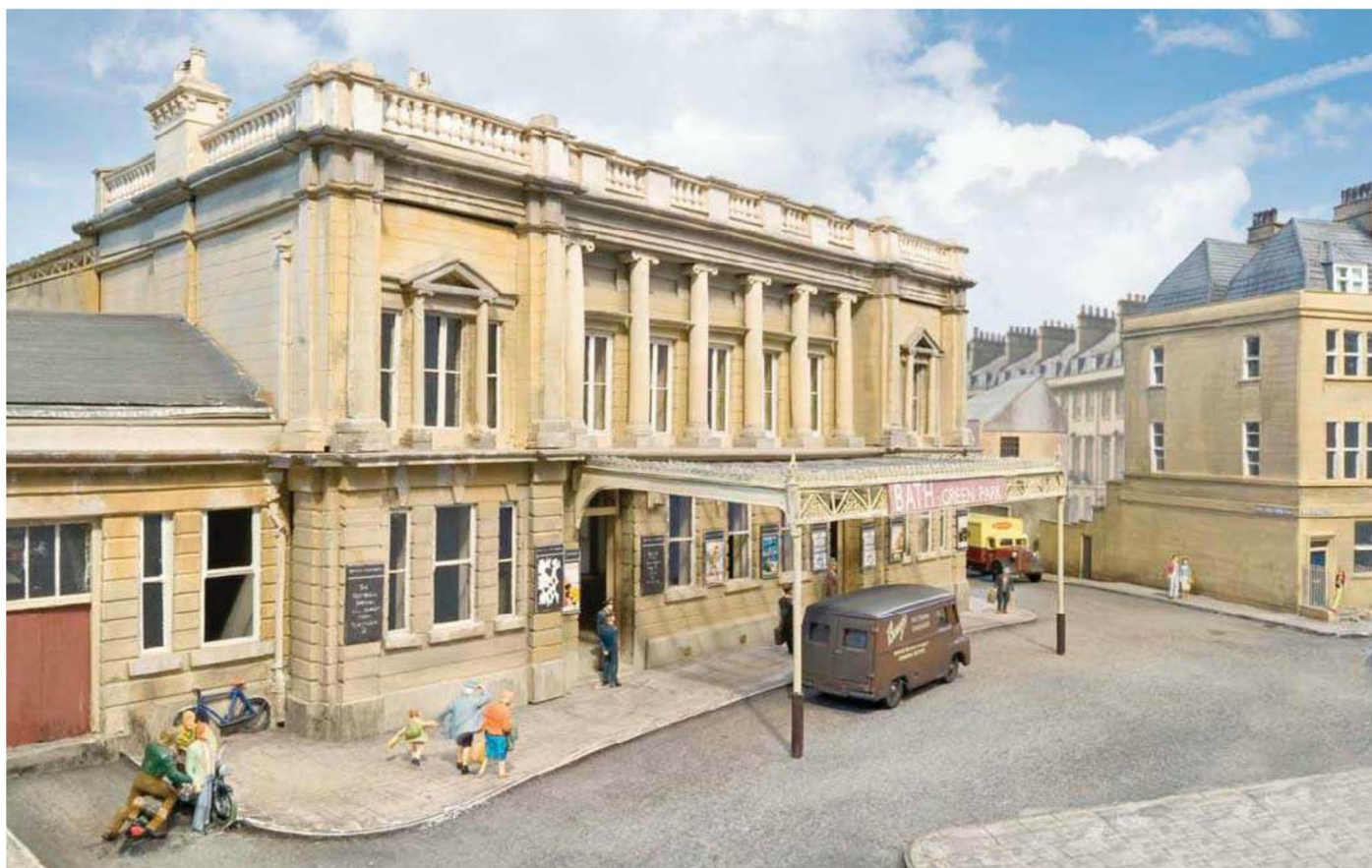
Under the direction of Dave Spencer, Penrhos is the latest creation from the Bentley Model Railway Group. The whole layout is built to a very high standard indeed and with my love of 'industrial grot' I was very taken by the stone loading screen and dusty overgrown yard seen here – it just looks so right! Many advanced modellers knock Peco track, but with careful well observed colouring and application of textures, it can be made to look very effective indeed. Colour, texture and tone I firmly believe to be more important than detail – point proved I hope!





Braysdown and Writhlington

I still don't think Alan Parr, this layout's creator, realises just what a gem of a model railway he has built. Rather than do the obvious and cram loads of track into this substantial 12ft x 4ft 6in canvas, Alan has very much taken the 'less is more' approach to this lavish copy of this long lost piece of industrial heritage near Radstock. Whilst eyeing up potential angles to turn into digits for the printed page, I went around to the rear of the layout and looked towards the front to see this extraordinary view which looks just like one that you might see in one of Ivo Peters' colour films of the real Somerset and Dorset. Here we see a Midland '3F' 0-6-0 gliding south with its Bournemouth bound stopping service. If you go onto Google Earth, it is still possible to pick out the winding Cam Brook seen in the foreground here.



Bath Green Park

If you took a tour bus along Green Park Road in beautiful Georgian Bath this is pretty well what you'd see today. For this we can thank supermarket chain Sainsburys, for in the early 1980s the former Midland Railway station was carefully restored to its former glory as a façade to its new supermarket. The Taunton Model Railway Group has painstakingly recreated the last mile or so of the Midland Railway branch into Bath, with the jewel in the crown being the wonderful building seen here.



Overlord

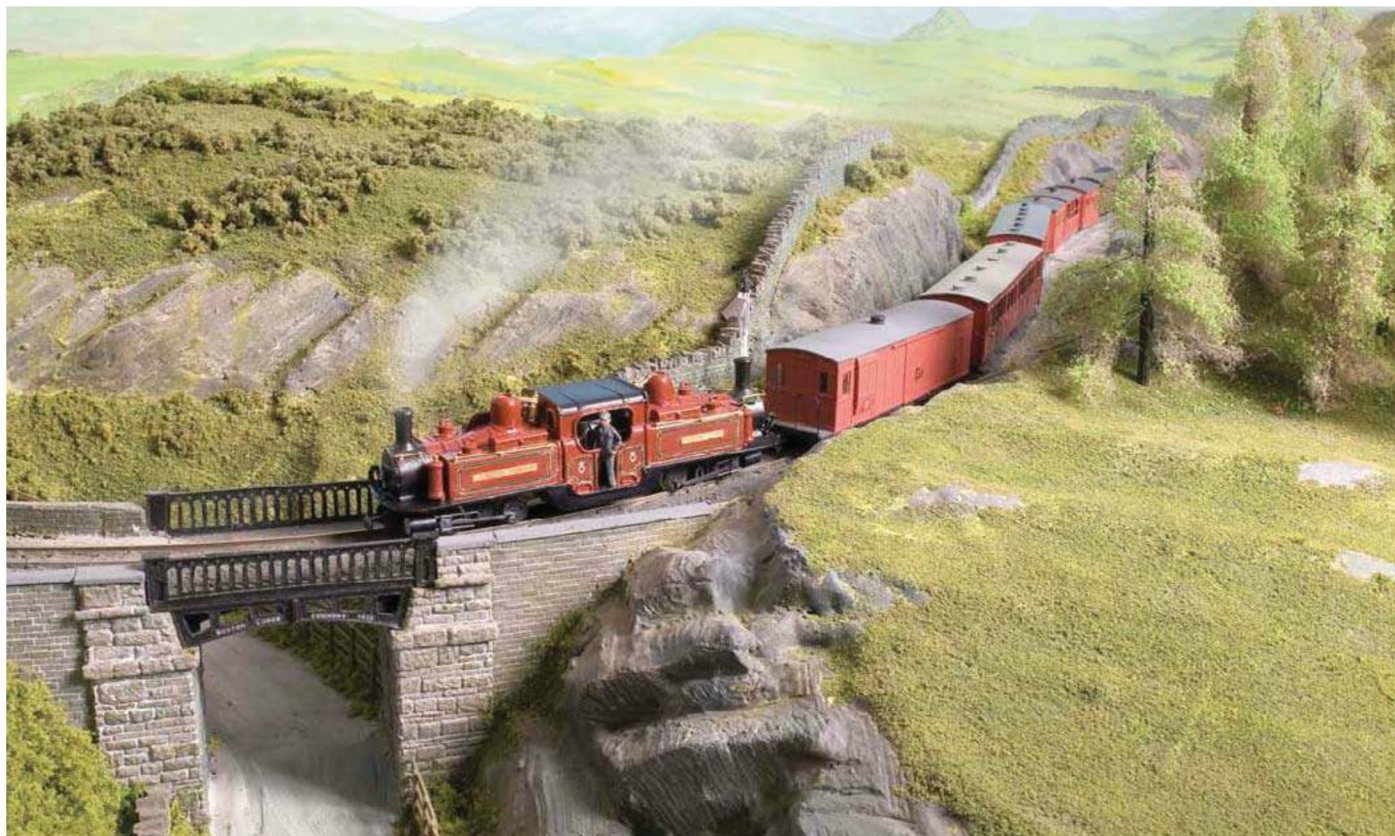
There can be few model railways depicting the final few hours of the build up before the D-Day Landings. The trains form a very minor part of the scene here, with the beautifully crafted boats and ships very much taking centre stage. Several of the boats here are more than stuffed tigers, for they float and are radio controlled!



Dudley Road

Peter Harvey is an expert at producing a big looking layout in a small space. For such a small layout there were many photographic angles to exploit – in fact many more per square foot than some larger layouts. Peter is evangelical when it comes to Digital Command Control, taking advantage of everything that can be achieved with this forever expanding control medium. The photograph here, lit with working locomotive lights and yard lamps was taken exclusively under such using a 30 second exposure to capture the effect. The room we used to take the pictures in was quite bright, so the whole layout was wrapped up in a large dark cloth to block out the ambient light and the camera poked through – here is the result!





Tan-y-Bwlch

Angus Watkins has created a fabulous feeling of space with his stunning portrayal of this well known Ffestiniog Railway station in 'OO9'. Apart from the faux steam effects added in Photoshop, what you see here is what you get when you see the layout on the road, for Angus' wife is a very accomplished artist who is responsible for the backscene. If ever there is an argument as to whether a layout should or shouldn't have a backscene, then hopefully Tan-y-Bwlch will convince those without to change their minds!



Ditton Heath

I've known John Thorne for several years and never cease to be amazed just how quickly John can put together highly detailed layouts and unusual and often whimsical items of rolling stock. Ditton Heath is one of several layouts built by John, all of which are based around the 'OO9' narrow gauge which is 1:76 scale models running on 9mm track to depict 2ft 3in narrow gauge. John has kindly agreed to allow *Hornby Magazine* to feature more of his narrow gauge layouts in the future!



Blandford St Mary

I very much enjoyed photographing this little cameo on the High Wycombe and District Model Railway Society's 'O' gauge branchline layout. To get the enormous depth of field, three identical frames were taken, but focused on three different key areas. The shots were then stacked on top of each other and the out of focus bits deleted to reveal the final image which captures a bygone era of railway history.



Devon Cliffs

Choosing a subject for a model railway is often difficult, especially when you have a diverse portfolio of locomotives and rolling stock from different eras.


STEVE JONES found the answer by modelling his favourite railway line: the former GWR route along the Devon coast. *Photography, Mike Wild.*



'Western' D1058

Western Nobleman thunders
along the sea wall in a
recreation of the early 1970s.



 Class 47 47148 with a
mixed goods ambles past a
waiting photographer.





We all like model railways for different reasons. Some like collecting and admiring models when the mood suits. Some like watching trains hurtling around an oval of track on the dining room table and some like shuffling a few wagons with a little tank engine on a little out and back layout. Some are staunchly loyal to their native region and a particular period of railway history. Each to their own I say, that's why it's such a great hobby.

My biggest problem is I enjoy many elements of railway modelling, too many to be honest, and I became particularly frustrated at restricting my wants to locomotives and stock that fitted a particular criteria whether it be by region, livery or time frame. I am often inspired by small shunting layouts, as well as huge club projects that would be completely unachievable in a domestic garage – a place which also acts as a dumping ground for the family bikes, the re-cycling and everything else that doesn't have a designated home in the house and in some cases even a car.

Devon Cliffs is the culmination of many previous uncompleted layouts where lessons have been learned and techniques practised before projects were consigned to the tip as enthusiasm waned and the desire to start the next one took priority.

A house move from Berkshire to Wiltshire in 2001 presented me with a blank canvas with an 18-foot long integral garage. The layout in its present form is actually the second which has occupied the prime spot since I moved – the first succumbing to the fateful effect of trying to create something too grand that simply didn't hold my interest and was never completed.

Inspiration

So why the Devon cliffs? The stretch of line between Starcross and Teignmouth is not only my favourite stretch of railway line, but conveniently is situated in one of my favourite parts of the country.

A couple of times a year we usually drag out the dreaded caravan from storage and tow it away from home to a nice spot close to Cockwood harbour. This spot isn't on the most famous coastal section, but it's a delightful place all the same. I'm not on the payroll of the Devon tourist board, but there's a lovely little pub overlooking the little harbour where you can sit with your feet dangling over the wall watching trains – with a pint in your hand as well!

I had a long held desire to build a layout portraying a stretch of railway line that was not era specific, as my interest is so varied. As much as I admire models of

specific locations set in a tight time frame where nothing is out of place – and the dedication of their builders for model reality – I wanted something I could run what I liked on (within reason) and be content that it looked right (and if not right – then okay in my eyes).

Turning the clock back to the early 1970s D1058 Western Nobleman, relegated to freight duties, is in charge of a spoil train as a Class 31 approaches with a short mixed goods.



A Class 37 makes light work of its empty coal hoppers as it passes a Paignton bound Class 108 DMU.



5 In a scene from the 1990s a pair of Class 50s pass at the head of expresses.

6 A 'Western' bursts out of the tunnel and crosses paths with a Class 37 at the head of a mixed freight.

Even though I have a broad range of interest I do have a loyalty to the Western and Southern Regions, so geographically this stretch of line could satisfy a desire for steam locomotives I am fond of with the opportunity to run virtually any diesel electric locomotive, and of course the wonderful diesel hydraulics of the Western Region, from any period from the 1960s to the present day.

So that was that. My decision was made and for the first time I felt that the

goal I'd set was perfect for my outlook and I set about construction of the baseboards. The baseboards are of the open frame type and designed to be portable should a house move in the future be necessary, although in their current scenario it is a permanent layout which will never venture out onto the exhibition circuit.

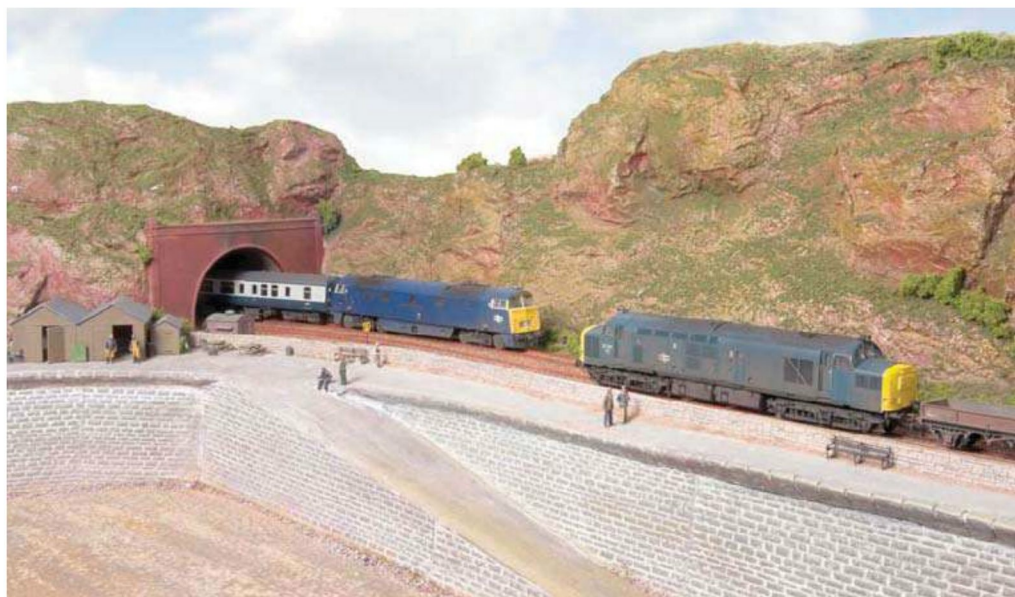
The down side to making the layout portable for the future is unsightly baseboard joins, which I have done my best to disguise, but nonetheless are

present and visible. To support the railway an open 2in x 1in soft wood frame was constructed and screwed into the thermalite blocks of the garage wall, with additional support coming from simple home made timber brackets – again screwed into the wall. The track bed was raised to an appropriate height for the sea wall so that the railway would sit above the sandy beach and 6mm MDF (Medium Density Fibreboard) and fibre board, a material usually used to lay laminate flooring on was screwed and glued to timbers set at the appropriate, and consistent, height.

Dominating cliffs

The main scenic feature of the railway around Teignmouth and Dawlish are the giant red sandstone cliffs and these form a natural backdrop to the railway. These give the area its character and the layout its identity.

Construction is basically a rough chicken wire frame secured with staples. After unsatisfactory attempts to create a representation of the cliffs with scrunched up newspaper and 'mod-roc' I resorted to attempting to make my own rock mould. Now I can't claim any credit for this, as the idea came from a local exhibition where an exhibitor describing the construction of his own cliffs on his layout, mentioned the use of a real rock



and bathroom sealant. Now – I know of at least one who has since tried this (after me) who had a disaster and to this day I don't think the middle has 'gone off' yet! However, for my layout the project went well and the rocks stand fast today.

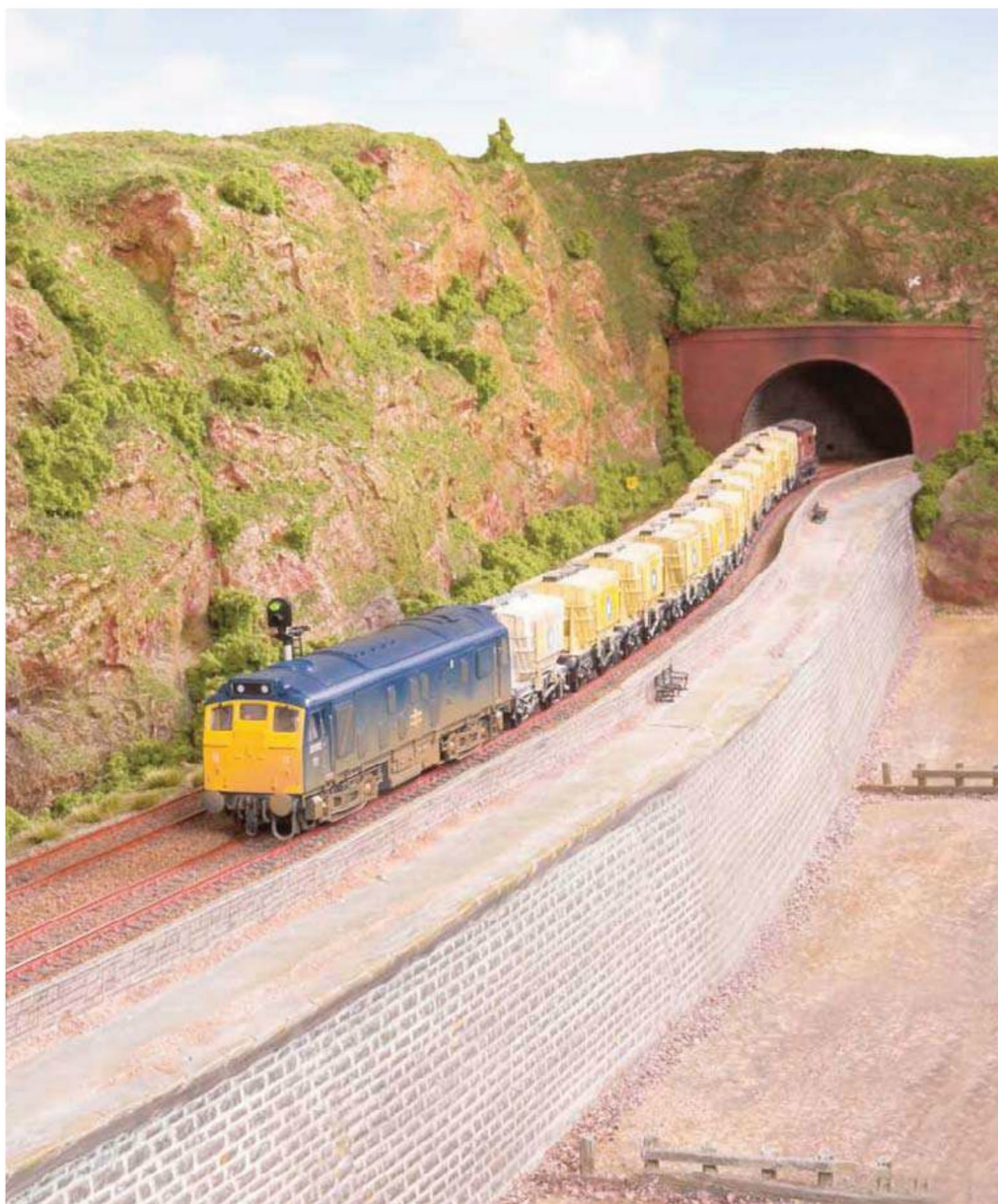
To make my cliff face I selected an appropriate rock from the rockery and proceeded to knock up a rough frame (to hold the sealant). Sealant was smeared over the rock, in a number of layers and left to set. Within 48 hours I was able to peel my new and completely individual mould from its donor rock and there I had it – my own mould ready to be used an infinite number of times.

The entire scene uses one mould with the castings inverted or broken up into smaller pieces over and over again. I mixed plaster of Paris to the consistency of cream cheese and pasted it in the mould with an old kitchen knife. Within 20 minutes or so the casting had set to enable it to be released from the mould. The casting was tidied up whilst still a little soft with the same old kitchen knife. Gaps are filled with stiff plaster of Paris 'stippled' with a wet 1 in paintbrush. I also experimented with polyfilla, but found the end result to be a little soft and decorators' plaster, whilst cheap, took an eternity to dry.

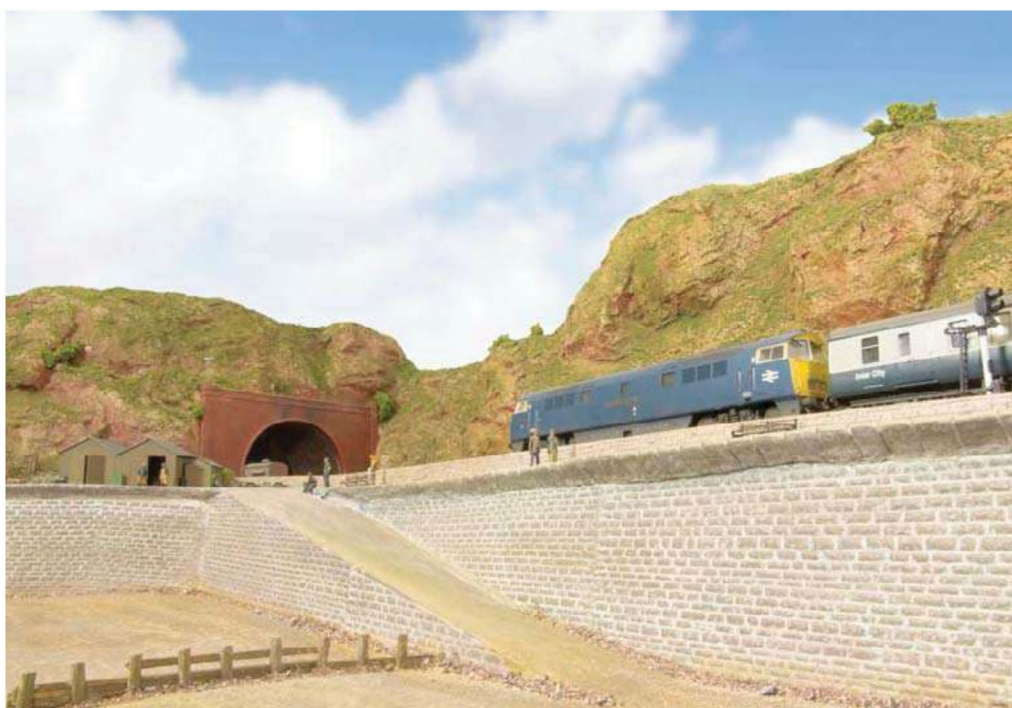
On completion the whole scene was sprayed with Halfords red oxide primer and left to dry. To tone down the red colour I then washed over a 50/50 mix of Humbrol light earth and white spirit which was then wiped over with kitchen towel leaving colour in the recesses. The whole lot was then dry brushed with cheap white emulsion, with a large, soft brush. This gave a pleasing effect of highlighting all the raised detail of the mouldings.

To create the grass and scrub I used fibrous carpet underlay. This material isn't easy to come by and the sheet I purchased has done about four layouts to date. Alternatively hanging basket liner does the same job and this is readily available from DIY stores. The carpet underlay is glued down with PVA and left to dry. 95% of it is then ripped off leaving fibres behind in the glue. This is then trimmed to scale height with a small pair of scissors. Beware though: only cut down a small area at a time as cramp in the hand isn't much fun!

With all this done the area was then misted with a 50/50 mix of water and PVA (not forgetting the drop of washing up liquid) so that further layers of colour could be added on top of the cut down underlay. Finally a mix of colours and grades of Woodland Scenics scatter material was sprinkled from above allowing gravity to take effect so that it settled on exposed surfaces.



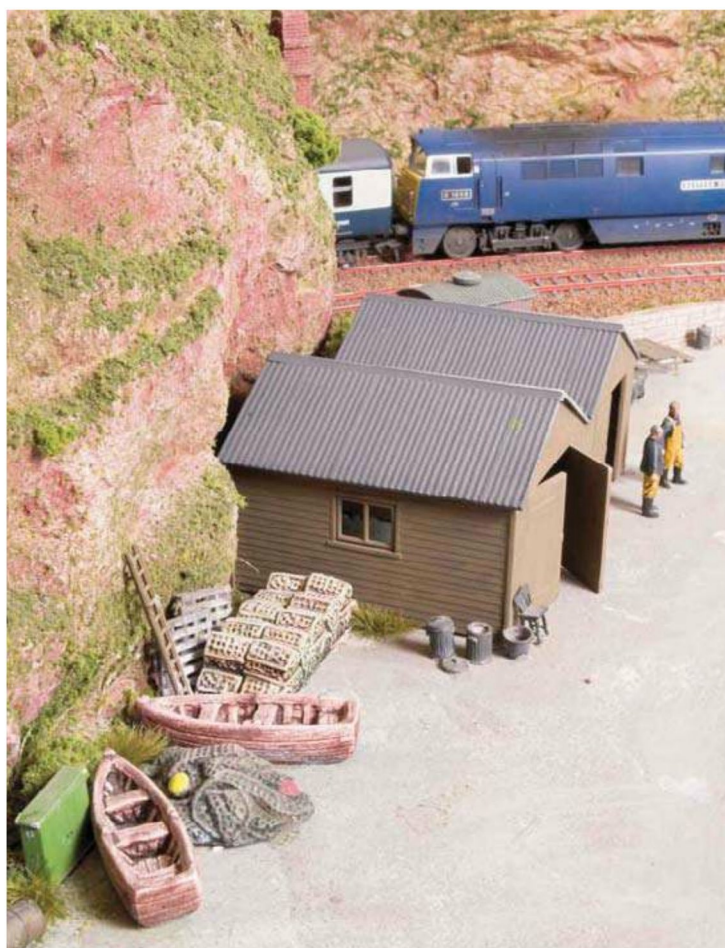
A Class 25 has charge of an unusual working for the area: bulk cement in Blue Circle liveried Presflos.




Captured from the beach, D1058 Western Nobleman disturbs the peace.



 47148 rumbles along the coast with a mixed goods.



 Fishing tackle adds life to the scene away from the railway.

The tunnel mouths are from the Hornby Skaledale range and are straight out of the box. The only problem with them is that you have to come up with a method of creating the tunnel behind the mouth. I decided to try super-gluing matchsticks around the opening, then, when set, curled a thin piece of card (from a cereal packet) using the matches as a former. It seemed to work reasonably well and was trimmed up when all the glue had set – suitable brick paper finishes the job off nicely.

The sea wall started life as a rough base of thick card to get the shape right. Slaters 7mm Cotswold stone was then used to clad the card. The edging for the walkway was painstakingly formed with DAS modelling clay. The whole lot was sprayed with grey primer as a base coat with various washes applied and dry brushed colours until I was happy with the effect.

I chickened out on modelling the sea! The tide is out, exposing the balsa wood breakwaters (which have seen better days). The beach effect was achieved with the same method as the cliffs with additional mucky washes of paint and the addition of real sand around the base of the wall and the breakwaters.

Additional details such as the lobster pots and fishing boats are from the

Harburn Hamlet range and a Wills garage (minus petrol pumps) acts as a shed for the local fishermen. This little cameo is inspired by the area at Dawlish adjacent to the entrance to Kennaway tunnel – I decided to omit the public loos though! Figures are primarily from the excellent Dart Castings range and if painted sympathetically come up a treat. I have been introduced to Citadel acrylic washes used to paint wargaming figures and these are well worth a try.

Operation

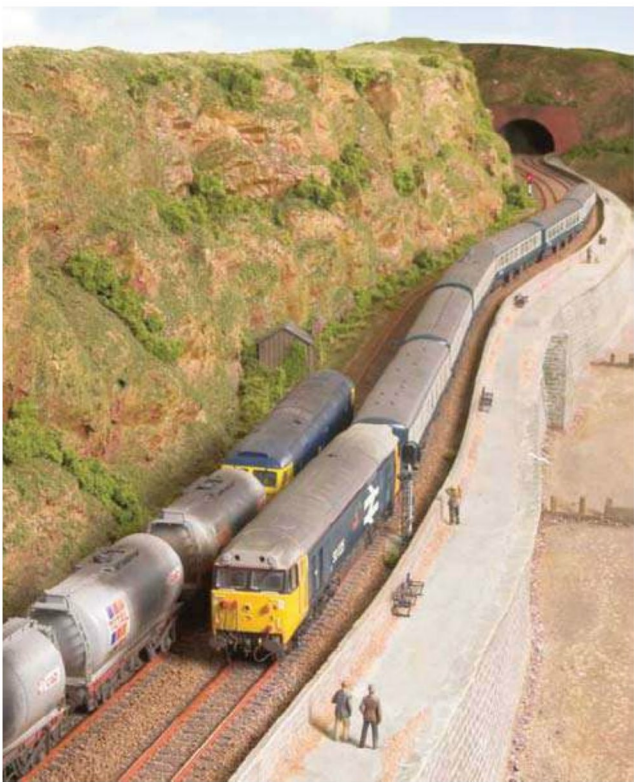
The electrical side of this layout is hardly worth a mention. The layout is simply two large ovals which run through an 8ft long traverser mounted on sturdy drawer runners. Tracks are naturally in pairs so trains are organised and paired up from the same era and run in opposite directions (up and down) on each pair of lines. Two Berco signals add to the interest and an opportunity to pose trains on the sea wall. I can now sit back and forget about work and the stress and strain of modern life and watch a pair of Class 50s cross on the sea wall. Perhaps an EWS Class 66 on an engineers’ train whilst a ‘Voyager’ is held briefly at signals, even a ‘West Country’ on a diverted west of England express appears from time to time and in the future the new Hornby ‘Castle’ will almost definitely be finding its way onto the layout!

For this feature we concentrated on the BR blue era rolling stock that I have. This, with a little bit of licence, offers the opportunity to run a ‘Western’ and Classes 25, 31, 37, 47 and 50 although the full range of stock is much more diverse and includes more modern designs such as Classes 57, 60, 66 and 220.


All the stock is weathered to some degree. I find a blast of rail match ‘sleeper grime’ does the trick on bogies and underframes and a wash of the same colour across the body, ensuring the brush strokes are vertical takes away the fresh look of ready-to-run stock. My collection consists of Hornby, Bachmann and Heljan stock with the addition of kit built Parkside, Ratio and Cambrian wagons.

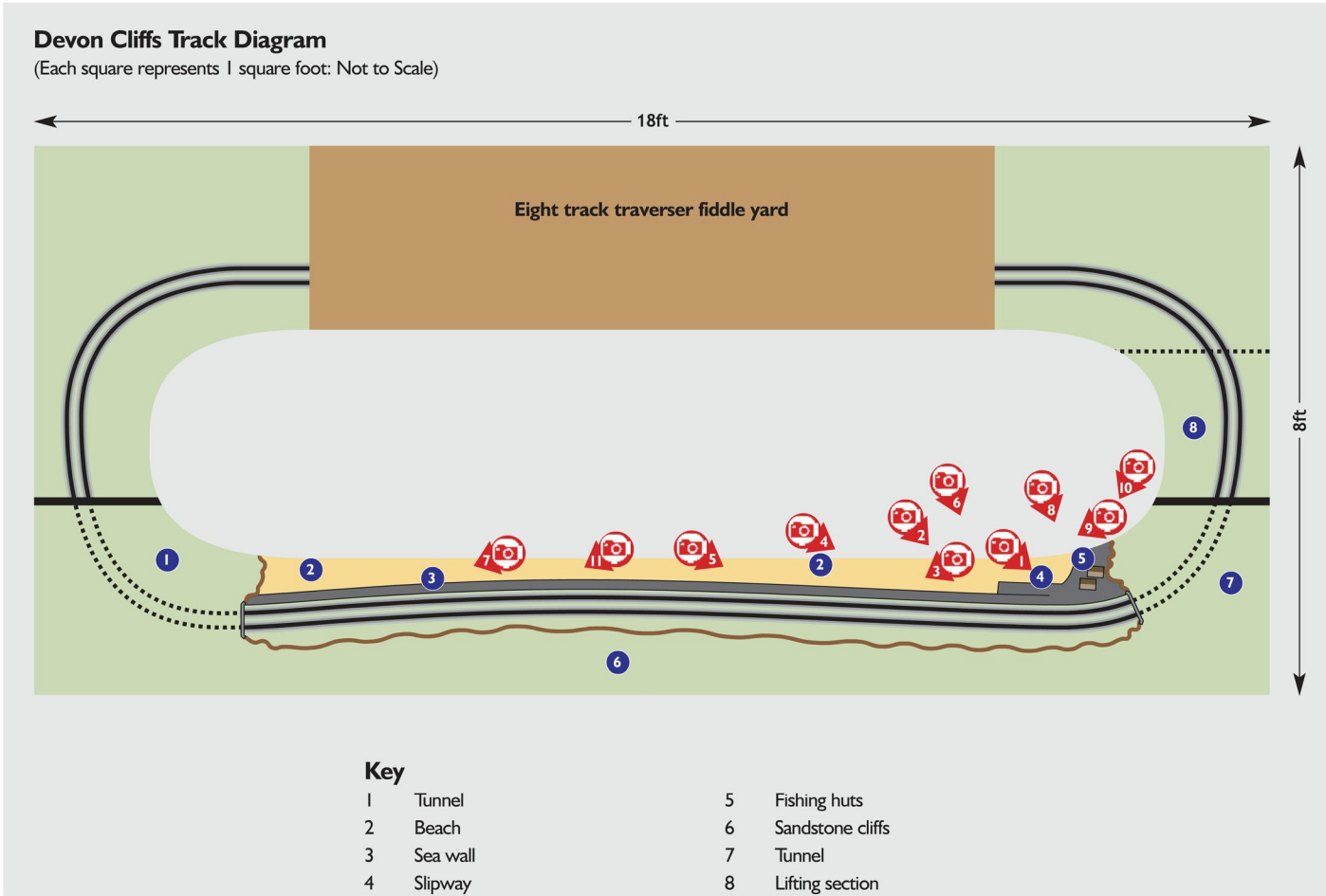
I appreciate Devon Cliffs may not be to everyone’s taste, definitely no shunting here, but I have built layouts based around stations before with the traditional goods yard, but found I got tired of them! If you build a station the style and colour of the woodwork and platform furniture will always date the scene to some degree.

None of my previous efforts have offered me the operating potential and downright playability that Devon Cliffs has done and continues to do. Whether it’s a quick ten minutes or a couple of hours, the fun is instant – no messing about with scale couplings and tiresome derailments over points just running trains for fun. Which is why we all enjoy the hobby – isn’t it?



Devon Cliffs statistics	
Owner:	Steve Jones
Scale:	‘OO’
Length:	18ft
Width:	8ft
Track:	Peco code 75
Period:	Any

 A Class 50 heads an express towards Penzance as a Class 47 leads empty fuel oil tanks back towards Exeter from St Blazey depot.



Snow Business

Snow is often overlooked by railway modellers who often prefer to set their layouts in a spring or summer setting. [JAMES LAVERY](#) demonstrates how easy it can be to create a realistic winter scene using a new product from Geoscenics.



Think of a typical model railway layout and more often than not we'll imagine one set in either spring or summer, with green fields and foliage in full bloom; the backscene is bound to show a blue sky too. Even gritty urban scenes are often portrayed in the fairer seasons.

What about the beauty of autumn, with its attendant falling russet leaves and farm fields being readied for the following year's planting. Winter on the other hand may offer a bleaker outlook of dark, heavy clouds, bare trees, barren fields, damp streets and frost or snow covering the ground.

While some aspects of a winter scene may sound gloomy, choosing this season presents plenty of interesting scenic opportunities: frozen rivers, streams and waterfalls; skeletal, deciduous trees offer a dramatic sight; shorter days necessitating street and building lights to be illuminated, providing an atmospheric scene. Besides, there can always be sunshine in winter, even following a heavy fall of snow.

Snow Problem

Various snow products are on the market at the moment, each with particular foibles and intended applications. Woodland Scenics offer large packs of white scatter material that can look particularly effective, as do the jars of 'Shovelled Snow' or 'Scenic Snowflakes' (there's even a pack of 'Icy Sparkles') from Deluxe Materials which offer suitable materials for both a light dusting effect, as well as creating deep drifts, piled-up snow or even snow men. Deluxe products are available from Squires (see Suppliers panel).

Employed here is a 'Snow Scape' package from Warrington-based scenic materials supplier Geoscenics. Consisting of a 700g bag of fine white powder and a small jar of diluted PVA adhesive, an instruction sheet is also provided. It may be inferred from the 'Geo' part of the brand name that the raw material for these products comes from natural stone; in the case of the snow package, finely ground marble is used.

Suitable for all scales, the powdered snow adheres well to all surfaces, leaving a delicate, natural looking effect. Indeed, the powder has an inherent tendency to stick of its own accord, rather like a weathering powder or ground artist's pastel, meaning that only a very fine misting of the PVA is needed to secure any deeper layers in place. Bags of snow are also available separately for a very reasonable price.

Careful application over pre-prepared scenery creates some wonderfully realistic effects, especially as the snow sits happily atop walls, fences and rooftops. By applying the adhesive at the final stage, the material can be manipulated with a cocktail stick and soft brush to create specific effects, such as footprints, drifting or shovelled snow.

As well as using a misting spray bottle to apply the PVA, a small eye-dropper or pipette may also be helpful when fixing snow into any awkward areas, or when creating deeper piles.

In at-risk areas steam locomotives, such as this ex-LMS '4F', often ran in pairs sporting snowploughs at each end allowing them to work in both directions. Either a plough was fixed to the locomotive or an independent unit would be coupled in front. The latter were often converted from former locomotive tenders and operations remained similar well into the diesel era.





A Snow Scape pack from Geoscenics allows for a convincing wintertime scene to be created that makes a change from the usual Utopian summer scenes of most model railways.

Winter's tales

Creating believable winter scenes requires consideration of a number of variables, especially where snowfall is concerned. Drifts (deeper snow piled against walls or raised landforms) occur when snow is driven by the wind and usually follow the direction of prevailing

gusts. Keeping these drifts consistent will improve realism, as will thinking about where they will occur. Railway cuttings could be particularly susceptible to snow drifts, especially in exposed areas.

Other than drifts, snow tends to sit on non-vertical surfaces, even steeply

pitched roofs hold the material, although the degree of pitch will dictate how much snow will be retained before its weight drags it downwards, perhaps leaving a large deposit around gutter level. Bear in mind, too, that heat from chimneys or stove pipes will quickly melt any snow or ice within the vicinity.

Passing traffic on a busy road tends to spray snow onto the edge of the road, causing it to build up against walls and fencing. The owner of this Jowett Javelin will have a bit of clearing to do before he can get onto the road.



What we used

Geoscenics:

- Snow Scape Kit

Woodland Scenics:

- S191 Scenic Cement
- S192 Scenic Sprayer

Genesis Kits:

- SP2 Snow plough set for LMS '4F' 0-6-0

£9.00

Paths and roads, especially in urban areas are likely to be cleared by hand, passing traffic or snowploughs leaving piles at the roadside. Snow churned-up by the tyres of road vehicles or trails of human and animal footprints are small but important factors to include unless, of course, a virgin covering of snow is envisaged, placing the scene in the early morning. Other than in severe conditions, moving vehicles may not be covered too deeply in snow as movement tends to blow away any light deposits. Parked cars, however, warrant a more generous covering.

Encouraging the scatter material to adhere to fine surfaces such as fencing, telegraph poles, gutters and lamp posts improves the visual effect. If there is difficulty in persuading the snow to lie where it's desired, brushing a tiny amount



of PVA solution onto the relevant surface beforehand will do the trick.

As has been mentioned above, winter means that the branches of deciduous trees should be bare and, again, this provides various surfaces on which snow

can happily sit. Evergreens, such as conifers, or shrubs and hedges can also look effective with a dusting of the 'white stuff'. Thoughtful choices of figures – both civilian and railway workers – will help to finish the scene, being clad in heavy coats

The dramatic nature of a snow-swept landscape can add an extra dimension to a layout.

Snowscenes, step-by-step



STEP 1: The Snow Scape kit from Geoscenics contains a 700g bag of powdered snow and a bottle of diluted PVA. Other useful items to have at hand include a Scenic Sprayer misting bottle from Woodland Scenics, as well as an eye-dropper or pipette.



STEP 2: Applying the snow is simple: simply sprinkle it over a finished model landscape. A teaspoon is fine for adding an overall coating and for creating deeper piles or drifts. Don't worry about getting it perfect as the snow can be moved later.



STEP 3: For a finer dusting, a small tea strainer is the perfect tool. Shake gently whilst tapping the side of the strainer with a finger to release a controlled amount of snow.



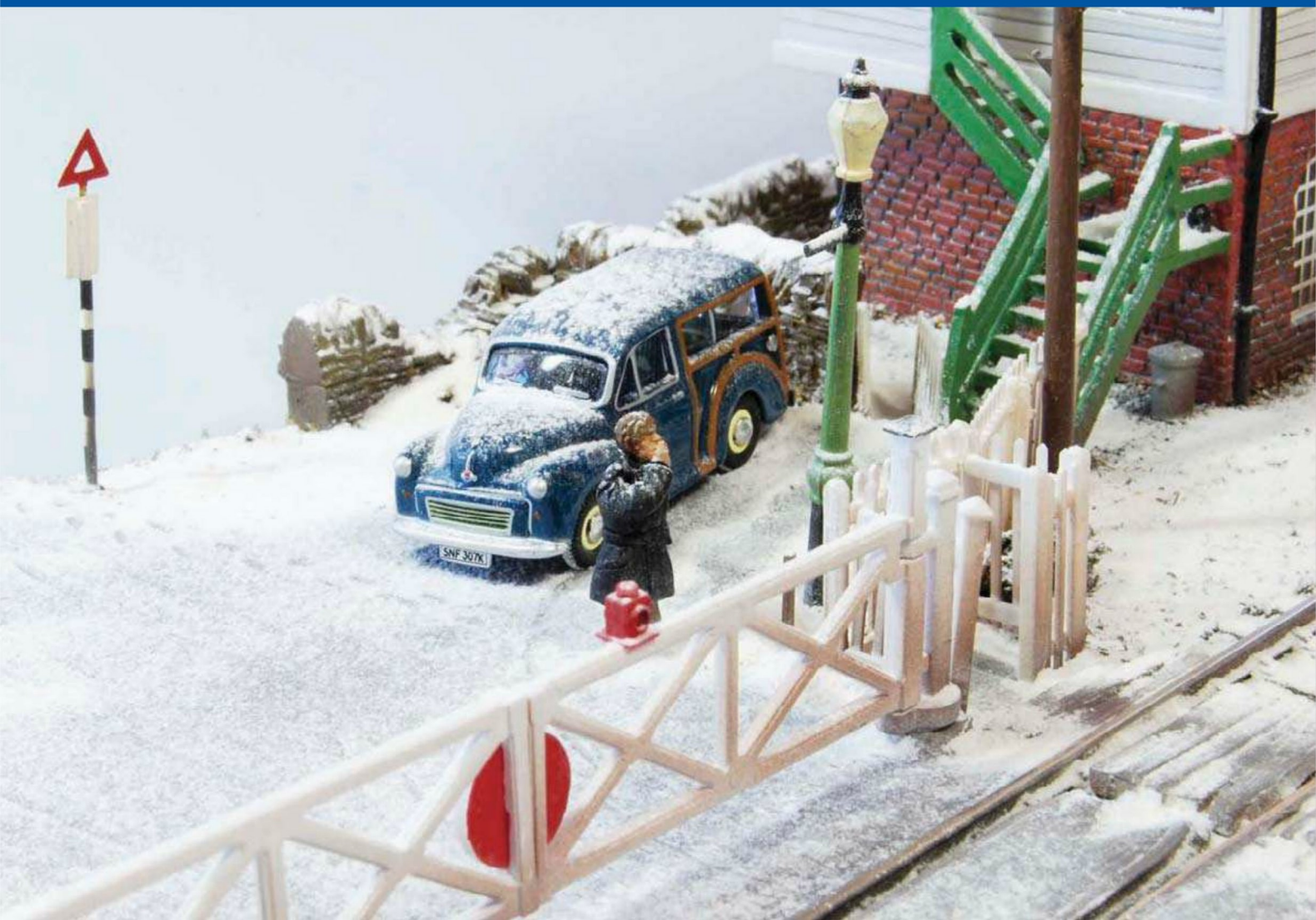
STEP 4: Any alterations to how the snow lies can be made with a soft-bristled brush. Drifting or shovelled snow can also be modelled by brushing snow up against walls or fencing, or along the sides of roads and tracks.



STEP 5: Roads and footpaths are likely to have been cleared of snow to some degree, although further sprinklings may since have fallen. Roads (especially in busy areas) will look better with a series of tyre tracks, created by pushing a suitable vehicle back and forth.



STEP 6: Humans also leave tracks behind them and footprints in thick snow can be made with a blunt cocktail stick. Don't forget to drop a little snow onto the head and shoulders of figures likely to have been out in the weather.



The chap having a cigarette has left a trail of footprints behind in the snow. Despite having a heavy overcoat, I bet he wishes that he'd put a hat on!

and hats. Another steam-age feature to include is the various wood, coal or coke-fired braziers that were kept lit around water columns to prevent freezing. These would also be in use in goods yards or shed environs to provide heat for workmen.

Snow on the rails

Snow will obviously fall on and around the tracks and, as long as precautions are taken, there's no reason why it should hinder the operation of model locomotives (unlike in real life!). Keep the rails as clear as possible: having deep

lying snow up to rail height can look dramatic, but it can also make track cleaning difficult. If such an effect is desired, I'd suggest building this up with a mix of scenic plaster; with a little dusting of the snow scatter once it has set, still keeping it away from the rails as

Retaining snow on surfaces such as the signal box staircase and lamp hut makes for an attractive scene. However, it's important to keep the rails clear of snow to maintain performance.



Suppliers

Geoscenics,

30 Berkshire Drive, Woolston,
Warrington, Cheshire WA1 4EX.

Tel: 07811 673341

www.geoscenics.co.uk

Woodland Scenics products available
from model shops

www.woodlandscenics.com

Genesis Kits,

Waveney Cottage, Willingham Road,
Market Rasen, Lincs LN8 3DN

www.genesiskits.co.uk

Squires Tools and Materials,

100 London Road, Bognor Regis,
West Sussex PO21 1DD

Tel: 01243 842424

Email: sales@squirestools.com



much as possible. Take extra care around pointwork.

If the rail snowploughs have been out or if permanent way gangs have been hard at work, there is likely to be heaped snow along the lineside or even piled-up in open wagons in extreme circumstances. Siding-bound or slow moving locomotives or rolling stock are likely to retain a smattering across their upper surfaces and even expresses tend

to pick up a coating of frozen snow over the front end and between the carriages. As ever, a study of prototype images will identify the pattern of deposits typical of these conditions.

I've seen a number of layouts over the years with a snow theme and I'm always curious as to why more people don't try it, especially modellers of the Scottish Region or of areas such as the wild fells of

Northern England. Maybe there's an impression that it's something of a novelty that's only wheeled out around the Festive season, but I disagree. The purpose of a model scene is to transport us into that miniature world and a snow-bound model, when done well, never fails to leave me feeling chilly and imagining myself trudging through the crisp white snow in a thick overcoat and woolly hat!

Although the snow is not deep enough to hinder rail operations, the snowplough has been out on the main line to ensure that any drifting snow is kept clear of the rails.



STEP 7: Once the snow has been applied and manipulated as desired, it's time to fix the covering in place. Adding the tiniest drop of washing-up liquid to the dilute PVA solution will help the glue to soak into the snow.



STEP 8: Set the misting bottle to a fine spray pattern and gently mist the PVA solution over the scene. There's no need to overdo this stage as only a little adhesive is needed. Spray from a distance to prevent disturbing the snow.



STEP 9: Allow the glue to dry (preferably overnight) before cleaning the rails, taking care not to disturb the snow, especially around features such as level crossings. Take care around points too as the moving tie-bars must be kept free of snow and glue.



STEP 10: To complement the winter theme of a layout, there are a number of snowplough options available to the modeller. For the steam age, this pack of white-metal castings is from Genesis Kits and is designed to fit the Hornby LMS '4F' 0-6-0.



STEP 11: With minimal assembly, the snowplough and tender/cab cover are easy to fix to the '4F', although priming and painting is necessary to blend the new parts to the original model.



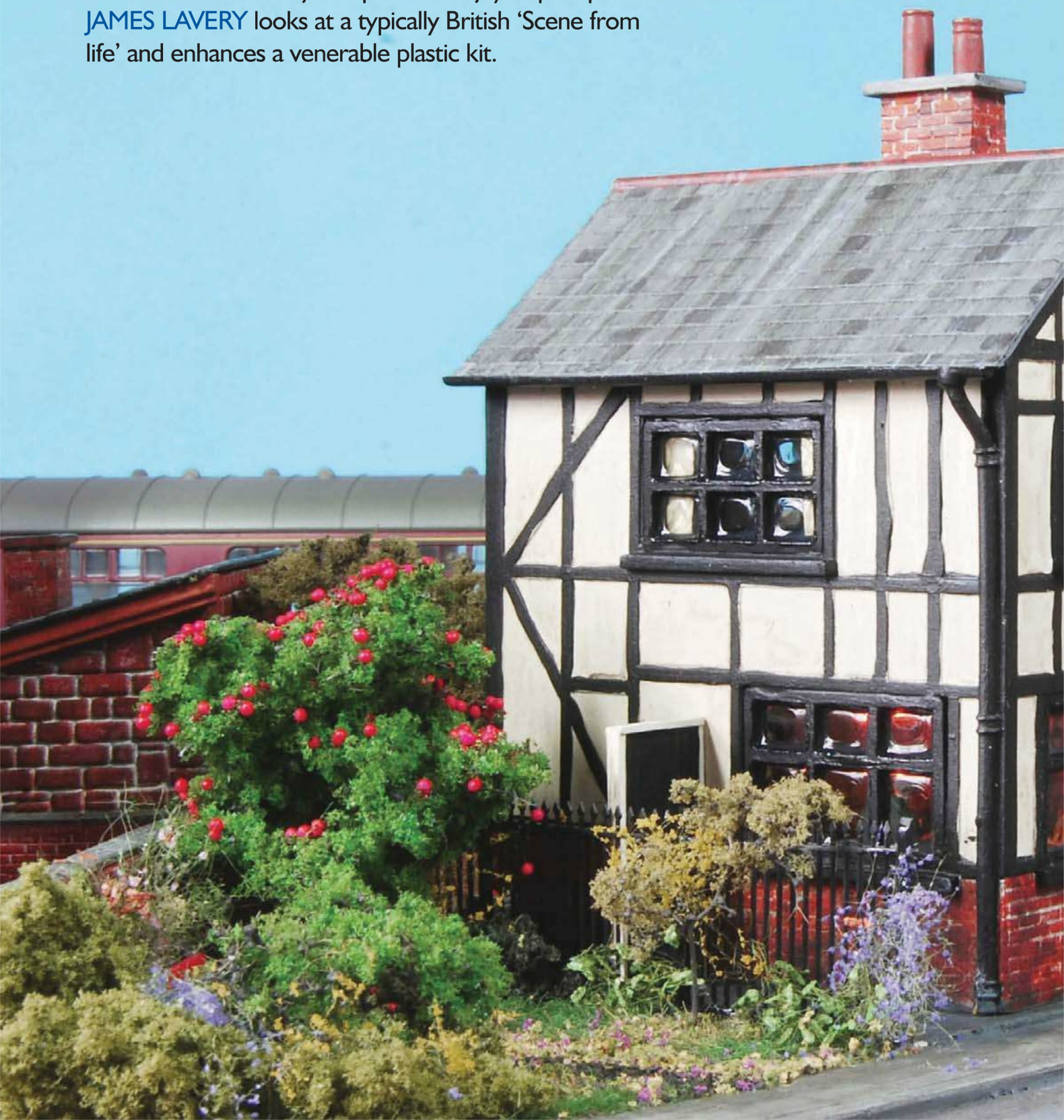
STEP 12: Adding a little snow to the front of the snowplough and top of the locomotive adds a finishing touch. Incorporating snowploughs on stand-by or in use offers additional interest to a snow-bound layout.

Scenes from Life Special

The Country Pub

A hub of rural life for centuries, the humble village inn served as more than just a place to enjoy a quiet pint.

JAMES LAVERY looks at a typically British 'Scene from life' and enhances a venerable plastic kit.



When we think of a quintessentially British rural town or village, as well as a church there would most likely be a public house. With centuries-old traditions the local pub has been a part of community life for generations and not just in terms of providing alcoholic beverages.

Church groups (except temperance-extolling denominations), social clubs and sports teams would meet in the 'local' as well as the building offering facilities for auctions or public inquiries. Indeed, in the 19th century, pubs and inns hosted countless meetings to discuss public opinion regarding the building of proposed railways!

On a bleaker note, the cellars of a public house could also double-up as makeshift mortuaries and the bar

accommodation may often have held coroner's investigations. One of my 'locals' still retains evidence of mortuary slabs within the cellar where bodies were stored, the building having been located adjacent to the police station and court assizes. This may be something of a novelty to 21st century customers; I'm not sure I'd have fancied a pint of bitter emanating from a 'full' cellar in the 1800s.

Food, drink and overnight accommodation were however, the stock in trade of the traditional public house or inn and, as with most businesses, location was important; usually sited on major thoroughfares. Hostelries of varying descriptions also abounded in most small town or village squares. Even small hamlets could boast an inn to cater for the local dwellings as well as surrounding farm communities. In those days beer was

Looking suitably 'Olde Worlde', the Fly Fisher stands on Waytown High Street. Pre-dating the local railway by a few decades, it was initially used as a booking office until the railway company built its own station building.





Enamel signs from the **Tiny Signs** range add some period charm to this timeless scene. Although the term 'beer garden' seems a fairly modern term, outdoor seating areas have been a common feature of country inns for a long time.

often the main source of liquid refreshment before the widespread provision of sanitised drinking water; especially in poorer urban or rural districts, so it was not unusual for housewives to walk to the pub with jugs to take home beer or cider.

Turnpike roads and stagecoach routes created much custom in the 17th and 18th centuries and inns were sited at strategic points along these early roads, even in the most remote locations. Designed as resting points for travellers

and horses, stables and servicing facilities were provided for wagons and carriages and many of these isolated 'coaching inns' can still be found atop hills and moors in places like the Peak District and North Yorkshire.

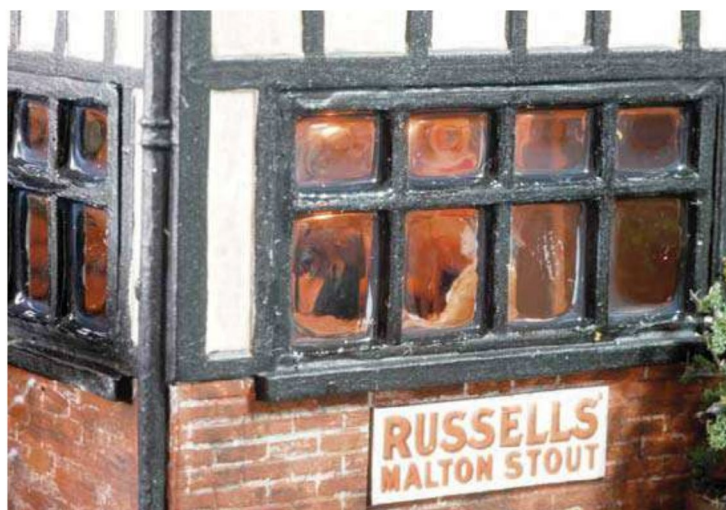
Urban sprawl

With the Industrial Revolution and the resultant urban sprawl many rural pubs and inns suddenly found themselves surrounded by developments of housing and factories as towns and cities

expanded. This and the fact that many such inns retained their usefulness and resisted demolition or development, explains why there are many 17th, 18th and early 19th century public houses still surviving within cities today.

Depending on the location and envisaged customer base of a pub or inn, separate accommodation may have been provided, often delineated by class. Bare-floored bars and snugs would cater for drinkers from the local labouring class, whilst more comfortably furnished rooms aimed to play host to local gentry or to the 'better' class of traveller. This separation still exists in some

The addition of the extra external building details, although not overly conspicuous, go to make the building look much more believable. With careful painting, the Dapol kit can easily produce a top-grade model.



What we used

Dapol

- CO25 Country Inn plastic kit

Langley Models

- F75f Pub/Off Licence fittings and Publican figure

- F114 Beer and cider crates

- F93 Oak Barrels

P&D Marsh

- Garden parasol

Wills

- Building details Pack A

Deluxe Materials

- Glue 'n' Glaze liquid glazing



The mother and children waiting patiently under the tree is an ode to my childhood when my brother and I used to sit with Mum outside the pub whilst Dad had a few drinks inside – children were not allowed in pubs until fairly recently. Occasionally, he'd pop outside with glasses of lemonade and packets of crisps!

establishments, although lines are now drawn by customer usage; 'bar' areas, with pool tables, dart boards and other pub games are kept separate from upholstered lounges aimed at diners.

As rural communities have changed, particularly since the 1970s, country pubs

have had to adapt to changing conditions, if they have survived at all. 'Gastro-pubs' or family-friendly eateries have become popular in some quarters, while other, more remote establishments now continue to serve their local communities with essential services such as a Post

Office counter and general store as well as the more usual pub activities.

What has remained a constant of the public house is the centre of operations: the bar. This source of service with an array of bottles, flagons, barrels and hand pumps may have changed in terms of

The country pub, step-by-step



STEP 1: Dapol's 'Country Inn' kit is well-priced and features a typical mock-Elizabethan style of architecture – suitable for rural or urban hostleries across the country. The kit's moulds date back to the 1960s.



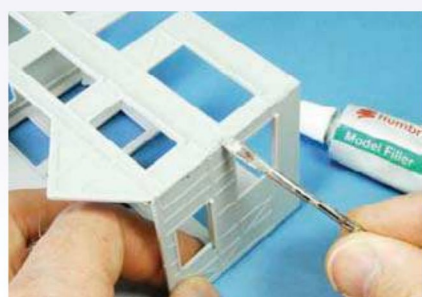
STEP 2: Because of the age of the tools, there is a fair bit of cleaning up to do before fixing the parts together. Use a knife, needle files and fine abrasive paper to cut away excess material.



STEP 3: Begin assembly by fixing the side walls to the front and rear elevations. Use a small setsquare to ensure the corners are at right angles. When the two 'halves' have set, fix them together to form the basic four-walled shell.



STEP 4: Again, check that each corner is square and straight and that the shell sits level on a flat surface. Don't worry if any gaps arise in the joints: as long as the building is square, filler will hide any imperfections later.



STEP 5: Leave overnight to set thoroughly before filling any gaps. There are many brands of filler suitable for plastic kits and this tube from Humbrol, available from most model shops, is perfect for the job. Spread over the area and leave to harden.



STEP 6: Once the filler has been filed and sanded smooth, the roof and windows can be added, adding extra filler where needed. I upgraded the kit's chimney pots, gutters and downpipes with a pack of building details from Wills.

First floor accommodation is offered to travellers, although only the ground floor has been detailed internally. However, curtains have been added to the upstairs windows, cut from coloured paper.



The Publican is busy replenishing his cellar following a fresh delivery. Langley Models produce this figure and the various barrels, casks and crates.

what products are available – and how they are dispensed – but the basic principle has not altered for generations. Even the smaller establishments that might have been limited in the accommodation available, maybe only a single room of a cottage converted for the purpose, would have featured some version of a bar. Shops or other business premises may also have had a room

converted into a small licensed bar, this, in particular, being a common feature of rural Ireland.

With the coming of the railways, some of the first booking offices were to be found in the inns close to each calling point, continuing the tradition of the stagecoach network. Indeed, some of the calling points were sited so as to be close to a roadside inn. On the other hand,

pubs, inns and hotels soon sprang up alongside new urban or rural stations, often to be tagged as 'The Railway', 'Station Hotel' or some other rail-related moniker, aiming to offer accommodation or refreshment to rail travellers awaiting connections or onward transport by road.

Such was the ubiquity of the public house within the British countryside, that almost any layout would benefit from the inclusion of at least one such establishment.

What's Available?

As is often the case with such a popular building type, the 'OO' gauge modeller is spoilt for choice. Hornby Skaledale offer a number of options for both rural or urban varieties, a similar number also being available in the smaller Lyddle End 'N' gauge series.

By far the most choice, however, comes in the form of plastic, stone-cast or card kits. Some notable examples include a typically Victorian brick built public house from the Townstreet range of cast stone kits (Tel: 01768 88456) and a delightful representation of a large country coaching inn from the Metcalfe series of die-cut card kits (www.metcalfe-models.com). Also in card is a choice of public houses from



Superquick, in full and low-relief form.

Danish firm Heljan produce an injection moulded plastic kit of an English country pub in 'OO' and Dapol continue to offer the ex-Airfix 'Country Inn' which forms the basis for this building project.

Whilst the Dapol 'Country Inn' kit is simple to assemble, the age of the moulds is beginning to tell. A fair amount of excess plastic must be cut or filed away before parts are fixed together and a tube of model filler will certainly come in handy to disguise a number of gaps in joints and irregularities in some of the components.

This aside, with a decent paint finish and a couple of extra details (such as gutters and downpipes), the kit can easily produce a fine model. Another definitive upgrade is in the provision of a fully detailed interior. The profusion of windows on the kit permitting much of this to be viewed from outside,

particularly when illuminated with miniature bulbs.

Scratch building an interior is not difficult and the job is made easier by using a range of off-the-shelf details from suppliers such as Langley Models. Other items can be made from scrap materials and the whole project can be undertaken with little cost.

Dapol provide a sheet of suitable pub name signs, excellently printed in colour, although there are no railway-themed names. I opted for 'The Fly Fisher' which conjured up pleasant images of a rural retreat. A plastic sign board is also part of the Dapol kit but I replaced this with a much finer component from the Langley pack of pub fittings.

With a suitable array of barrels, casks and crates, plus a traditional bench or two in the beer garden, the completed scene looks inviting. You can almost smell that

Suppliers

Dapol, Deluxe Materials and Wills products are available from model shops.

Langley Models

166 Three Bridges Road, Crawley, West Sussex RH10 1LE. Telephone 01293 516329 www.langley-models.co.uk

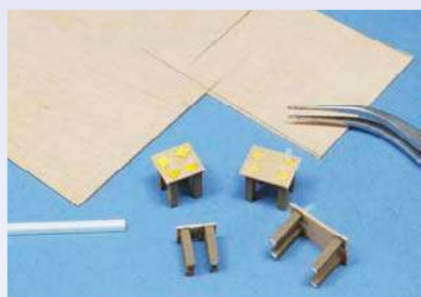
P&D Marsh

The Stables, Wakes End Farm MK17 9FB. Telephone 01525 280068 www.pdmarshmodels.com

sweet scent of pale ale or locally-pressed cider on a warm summer's afternoon. Furthermore, the beer garden overlooks the railway – could you ask for a better spot?



STEP 7: After cutting a template of thick plastic card to fit easily inside the building, the inn can be primed and painted as desired. Meanwhile, the template can be used to cut another 'floor' to form the ground floor ceiling.



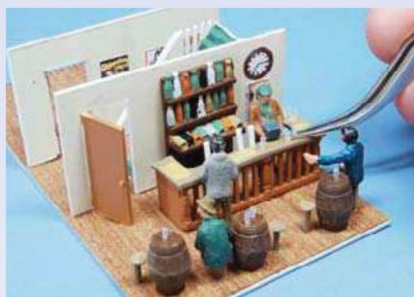
STEP 9: Other tables were formed from wood veneer and plastic strip. Table mats were cut from coloured paper and glasses are formed from the clear plastic tube.



STEP 11: The comfortable lounge area boasts a fireplace, leather seating and tables fit for dining. There's also a different class of patron in this side of the inn, being suitable for 'ladies'! The paintings on the walls are drawn with coloured pencils on paper.



STEP 13: Leave the glazing to set for a few hours and be careful when handling the building from now on as the 'glass' remains quite fragile. With the Langley name board replacing the kit's original, the Dapol signs were cut out and fixed in place.



STEP 8: Wood veneer covers the floor, walls and doors are from plastic card and the staircase and bar were from the scrap box. The rack of bottles is from Langley while other items are made from scratch. Barrels form handy tables for the local's bar area.



STEP 10: As no source of miniature leather furniture exists, I sculpted my own from Milliput Superfine modelling putty. The dimples in the upholstery were made by a sharp point. Leave overnight to set before painting.



STEP 12: After painting the exterior of the building, I rejected the supplied plastic glazing for a flush finish, using liquid glazing formula from Deluxe Materials. This also replicates the distinctive 'blown' glass often fitted to this type of public house. Add a little of the solution around the inside of each aperture and draw across with a clean cocktail stick.



STEP 14: The ground floor ceiling was fixed in place and retained by plastic angle around the edges. A pair of Hornby Skale Lighting bulbs have been fixed to the ceiling with Milliput and the interior has been painted black to prevent light 'bleeding' through the plastic.

Building 10203

An introduction to locomotive construction

Locomotive building is often seen as an elitist pursuit, but as **PHIL PARKER** shows there are kits which can be built with modest skills —as illustrated by this project to build Silver Fox Model kits of Southern Region prototype 10203.





If you've been following the Parker's Guide series in *Hornby Magazine* we hope you will have been inspired to take up the challenge of building your own rolling stock. There is nothing like the satisfaction of knowing you built something for yourself and that is the reason we launched Parker's Guide – to inspire, inform and illustrate how to make the most of model railway rolling stock.

This project takes a leap forward in apparent complexity as we're tackling a locomotive kit. We'd never recommend starting with a locomotive to a beginner – they are more costly to buy and time consuming to build – but what we will show here is that by choosing a straightforward model you don't need to be proficient in forming brass and soldering.

Silver Fox Models produces an impressive range of unusual diesel locomotive kits allowing the discerning modeller to acquire models of classes that are unlikely to be produced by the ready-to-run manufacturers – although in some cases we've already been proved wrong as Heljan has produced Brush's D0280 *Falcon* as a ready-to-run item and is set to follow it with a model of Brush prototype HS4000 *Kestrel* in 2009.

All the kits made by Silver Fox feature a resin body intended to be fitted to a proprietary chassis. This makes them ideal for the less experienced modeller. Polyester resin is a material commonly employed by small manufacturers and even some modellers as it is simple to mould and yet allows excellent reproduction of detail. Reasonably soft and easy to work although if you are going to do a lot of filling or drilling, a dust mask isn't a bad idea as breathing in the resulting dust isn't good for your long term health.

Southern Region prototype

For this project we chose Silver Fox's kit for Southern Region prototype 10203. This isn't the simplest kit in the range, but with modest skills, care and attention to detail it can produce a highly realistic finished model which will stand out from the rest of your fleet. For more information about the Silver Fox range visit www.silverfoxmodels.co.uk

10203 was one of three prototype diesel locomotives designed by the Southern Railway's enigmatic designer

Useful reading

Southern Way Special Issue No 1: 10201-3 on the Southern by Kevin Robertson
ISBN 978-0-9554110-8-3
www.kevinrobertsonbooks.co.uk
£14.95

The finished model thunders along Bay Street with a rake of Maunsell stock.



10203 was the third of the Southern's prototype diesels and it entered traffic in March 1954 after completion at Brighton Works. In early 1955 10203, in original BR black with cycling lion crests, departs London Waterloo on an Exeter bound service.
CJM Collection.

Oliver Bulleid. Bulleid had already shaped the steam and electric fleets of the Southern and in 1949 he established the first main line diesel locomotives for the Southern when the frames for a new I-Co-Co-I, which became 10201, were laid at Ashford Works. This was followed immediately by a second locomotive, 10202, and they entered traffic in 1950 and 1951 respectively. The third locomotive, which differed from the original two in several details, wasn't started until 1953 and rolled out of Brighton Works in 1954.

The Southern's I-Co-Co-I's were contemporaries of the more famous LMS twins 10000 and 10001. The LMS proved to be better at getting their locomotives through works with the first appearing just before nationalisation. All five engines were built by English Electric around what was basically the same engine – an English Electric 16 SVT. The Southern engines were set to produce higher speeds but lower tractive effort than the LMS versions in anticipation of the express passenger traffic they were envisaged being used on. 10201 and 10202 developed 1,750hp (1,300hp at the rail) and 10203 which used an EE 16SVT Mk 2 engine developed 2,000hp (1,550hp at the rail).

The major difference between the LMS and Southern prototype diesels

was the wheel arrangement – the LMS twins had Co-Co chassis and the Southern locomotives had a I-Co-Co-I chassis which helped spread the weight of these enormous 135 tonne locomotives

The bolsterless bogies used for 10201-10203 were developed from those found on the infamous 'Leader' steam locomotive and the basic form continued onto the Class 40, 45 and 46 designs in later years. The body profiles were intended to match the Bulleid coaches in use and have some family resemblance to the same designer's electric locomotives.

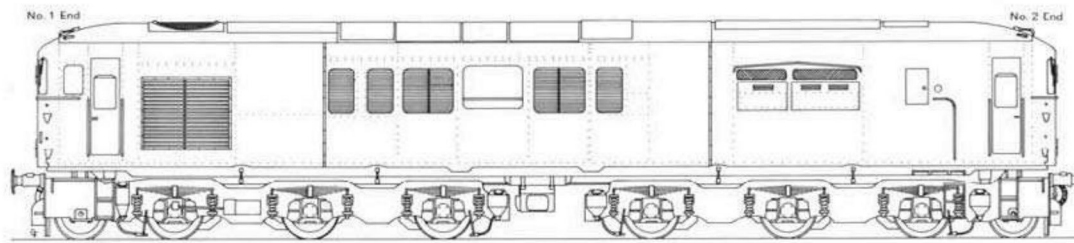
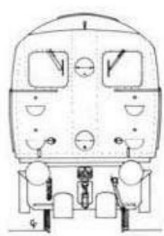
The three SR locomotives originally appeared in BR black with silver roofs and bogies. Around the centre was a polished aluminium belt trim. In 1955 the three machines were repainted BR green with black and orange lining replacing the trim.

All three worked mainly on the West of England and Weymouth routes, but could appear on quite a variety of services, including the 'Golden Arrow' Pullman train, as part of the testing process. Following just 12 months' activity for all three locomotives, 10201 and 10202 moved to the London Midland Region in March 1955, followed

Silver Fox Models diesel locomotive body kits

Class	Notes	Price (kit)
Class 22	Disc-headcode	£43.50
Class 22	Split-headcode	£43.50
Class 23	Disc-headcode	£43.50
Class 23	Headcode box	£43.50
Class 28	Metro-Vic Co-Bo	£43.50
NBL Warship	Disc-headcode	£43.50
NBL Warship	Split-headcode	£43.50
D0260 <i>Lion</i>	BRCW prototype	£43.50
D0280 <i>Falcon</i>	Brush prototype	£43.50
HS4000 <i>Kestrel</i>	Brush prototype	£43.50
DP2	English Electric prototype	£43.50
10000/10001	LMS prototypes	£43.50
10201/10202	SR prototypes	£43.50

Note: Silver Fox also produces kits for electric locomotives and a selection of multiple units. Visit www.silverfoxmodels.co.uk for full details.



by I0203 in July 1955, and joined the LMS twins where they survived until withdrawal in 1963 followed by scrapping five years later. Sadly none of the locomotives is preserved.

The model

This model is of I0203, the final member of the class. This differed in several areas from its two older classmates – the grilles in the side were larger and there was no

front corridor connection door. Silver Fox produces body shells for the earlier locomotives as well as I0203 and it makes up in exactly the same way as shown here.

A line drawing of I0203's side and cab profiles.

Graham Fenn.

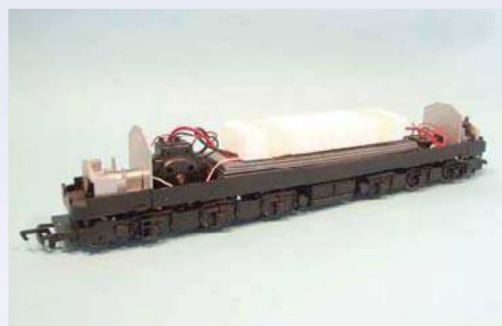
Building I0203, step-by-step



STEP 1:

The first job with this project is to locate a suitable chassis. A Lima Class

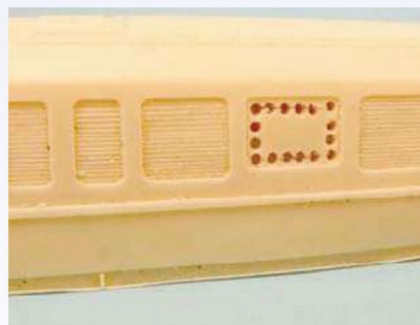
40 or a Mainline/Replica 'Peak' (Class 45 or 46) is recommended for the job, but any of these will require a little patience to source. Our chassis came from Frizinghall Models, Bradford, and was unused! Modification is needed to shorten the chassis in each case.



STEP 3:

The Class 45 body is unclipped with the aid of some small screwdrivers inserted between it and the chassis under the doors. Once removed the body can be

discarded or consigned to the spares box. The weight blocks and polystyrene in the centre are also redundant and can be removed and stored. Cab detail pulls off, but don't throw this away as it can be reused. Ideally the bogies will be removed too: you have to unsolder the leads from the side of the motor. I couldn't persuade the powered end to come out so I did all the work with this in place.



STEP 5: To make more of the model we decided to model the large side windows open as most of the photographs of I0203 show it running with these open. In fact if you want something different, there are a couple of images around which show fitters hanging out of the side

window catching the breeze. To open the windows out, drill a series of holes then push and wiggle a craft knife into each to join them up. The resin is soft enough to make this work, so long as you are careful and don't cut too far at once. Cut inside the aperture and then carve the material away with a knife once the centre is out. Finish the job by using a file to carefully clean up the edges.



STEP 2:

The Silver Fox kit as it comes out of the box. The main item is the one piece resin body shell. The smaller parts are buffer beams, underframe components, cab floor and

vacuum formed glazing units. Everything looked nice and clean with only a touch of flash in the windows to be removed. BR number transfers are included and we used Fox Transfers BR crests to complete the livery. Headcode discs are moulded in with one end showing express passenger and the other a West of England express.



STEP 4:

Most of the manufacturer's instructions concern themselves with shortening the chassis. 19mm has to be removed from the centre giving a final length of 236mm. Work carefully with the saw and this isn't too bad as the plastic is soft.

It doesn't stick very well though, so to reunite the ends use two lengths of 2mm thick plasticard over the joint to strengthen it and secure in place with epoxy resin. Bulldog clips are ideal to clamp the two halves in place and keep everything straight while the glue sets. Once dry make sure the chassis fits into the resin body; if not break the joint and adjust. It took two goes to get this right, but the plastic bridge allows for changes if you cut too much out — the results are hidden on the finished model.



STEP 6: All the handrails on the body shell are moulded in. Nowadays separate wire items are *de rigueur* so the originals are used as a guide for replacements made from office staples bent to shape. The prototype had flat metal handrails rather

than the normal round ones so as well as being cheap and easy to work, this material is the ideal shape. Flatten the ends of each moulded handrail with a knife then drill 1mm holes using this as a guide. Finally trim off the rest of the moulded handrail and glue the bent staple with a touch of superglue applied from the end of a pin. On the top I replaced the moulded whistle with a filed section of brass rod as I felt the supplied item wasn't as prominent as prototype photographs indicate.



Even at track level the Silver Fox kits look excellent when finished, particularly with the additional buffer beam detail.

In the simplest form, the body can be cleaned up, painted and then mated to the chassis once any modifications to the latter are complete. The result would be a perfectly respectable model, but we decided to take things a little further to ensure the model could

stand beside the latest ready-to-run models on Bay Street Mk II without looking like a poor relation by adding wire handrails and modelling the EE I6SVT engine which can be glimpsed through the part open side windows on the bodyside.

Only a small tool kit is required for construction. The body needs little more than cleaning up with a small knife and files. Some small drills, pliers and wire cutters are needed for detailing. Chassis work is a touch more involved and you'll need a small saw – a junior hacksaw will do the job although a fine bladed X-acto saw would give a neater result.

The process is detailed in the accompanying steps and shows just how straightforward this seemingly complex kit is to build. Even if you don't fancy the Southern Region prototypes, Silver Fox offers plenty of other locomotives and the full list is included in the accompanying table. Happy modelling!



Following just 12 months' service on the Southern 10203 joined 10201 and 10202 on the London Midland Region. In 1957 the prototype, now carrying BR passenger green, thunders along the West Coast Main Line at an unidentified location. W Verden Anderson/Rail Archive Stephenson.

Supplier

Address: Silver Fox Models,
1 Marsland Terrace, Stockport
SK1 4PZ
Tel: 0161 285 5210
Website: www.silverfoxmodels.co.uk
Kit: £43.50
Finished Kit: £75.00
Ready-to-Run: £135.00



STEP 7: Inside the cab, the excess staples have to be cut flush so that the body fits back over the chassis. Electronics stores such as Maplin, as well as the modelling tool suppliers, sell flush wire cutters for around £5, ideal for this job. This is an important step as the chassis extends up into the body and the staples will be in the way.



STEP 8: The body slides over the chassis and is held on by friction. However it's easy to slide it down too far and interfere with the bogies so I fixed some scrap plastic into the sides with superglue to provide some stops. To ensure the body stays in place

permanently four pieces of Blu-tack (one for each corner) were also pressed into the body – however, you will still need to handle the model by its bogies to avoid the chance of the chassis dropping out.

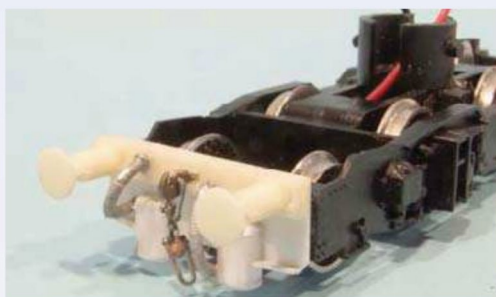


STEP 9: Bodywork complete, the locomotive can be assembled and tested. Make sure the bogies swing and that the chassis isn't causing the body to bulge at any point. Watch out for the flange at the bottom edge of the body as it's very fine.

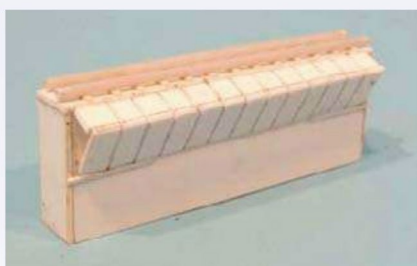


STEP 10: The body needs to be scrubbed clean with washing up liquid to remove any mould release left over from the manufacturing process along with

any greasiness transferred from hands during building. Once fully dry a coat of aerosol car primer provides an excellent basis for final painting as well as showing up any fettling that might be required. Don't use too much primer as the side detail is very fine and could disappear under a heavy coat.

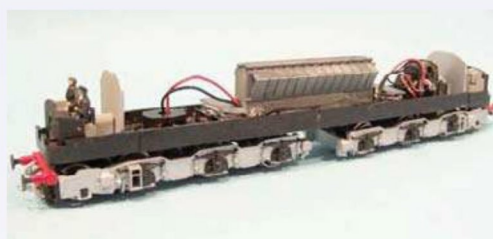


STEP 11: To give the model a more appropriate appearance at the head of a train we opted to retain an original tension lock coupling at one end and install full buffer beam detail at the other. The simplest way to do this would be to find a Class 45/46 detailing kit which will include all the necessary parts. As an alternative our solution involved the Silver Fox buffer beam and some scrap plastic. All dimensions are by eye, but in keeping with the appearance of the original locomotive. The prominent cylinders on the front (which cover the bogie control links on the prototype) are made from 5mm diameter plastic tube with the ends filled and filed. Pipes are leftovers from other kits, but guitar strings would work just as well. Removing the tension lock is another job for a small saw followed by some sanding to leave a flat surface to fit the new part. The bogie side frames are made from a plastic that resists most adhesives, but superglue will hold the buffer beams in place.



STEP 12: If the side windows are to be open then something is needed inside so viewers can't see through. There are some excellent photographs of the engine in both the books listed here, but this all looked a bit

complicated. To represent the engine's shape and appearance a plasticard box 70mm x 10mm x 20mm with some scored plastic cylinder heads works well as you won't be able to see it properly once installed. Pipes along the top are plastic rod and invisible once the body is on, but I know they are there. The box is filled with lead to improve adhesion.



STEP 13: The replica cab interiors can be reused with a bit of cutting. The backs have to be narrowed by a couple of

millimetres each side and the height reduced to the top of the door. I painted them pale grey with black control panels. The crew had a nice coat of matt black too as the shiny clothes looked a bit like PVC, not a material used by railway companies for staff uniforms! As much lead sheet as possible is packed around the engine and the wires glued in place so they stay below the window line.



STEP 14: Glazing is provided and has to be trimmed to size and glued in place. Canopy glue, a high quality PVA, is ideal for this as it dries clear. Don't use superglue as the vapours will fog the plastic. Reaching inside to poke the windows into place is fiddly, but a matchstick with the end cut at an angle and then tipped with Blu-tack makes the job a lot easier. The side window is glazed with plastic kept from some packaging as I only needed a tiny piece.

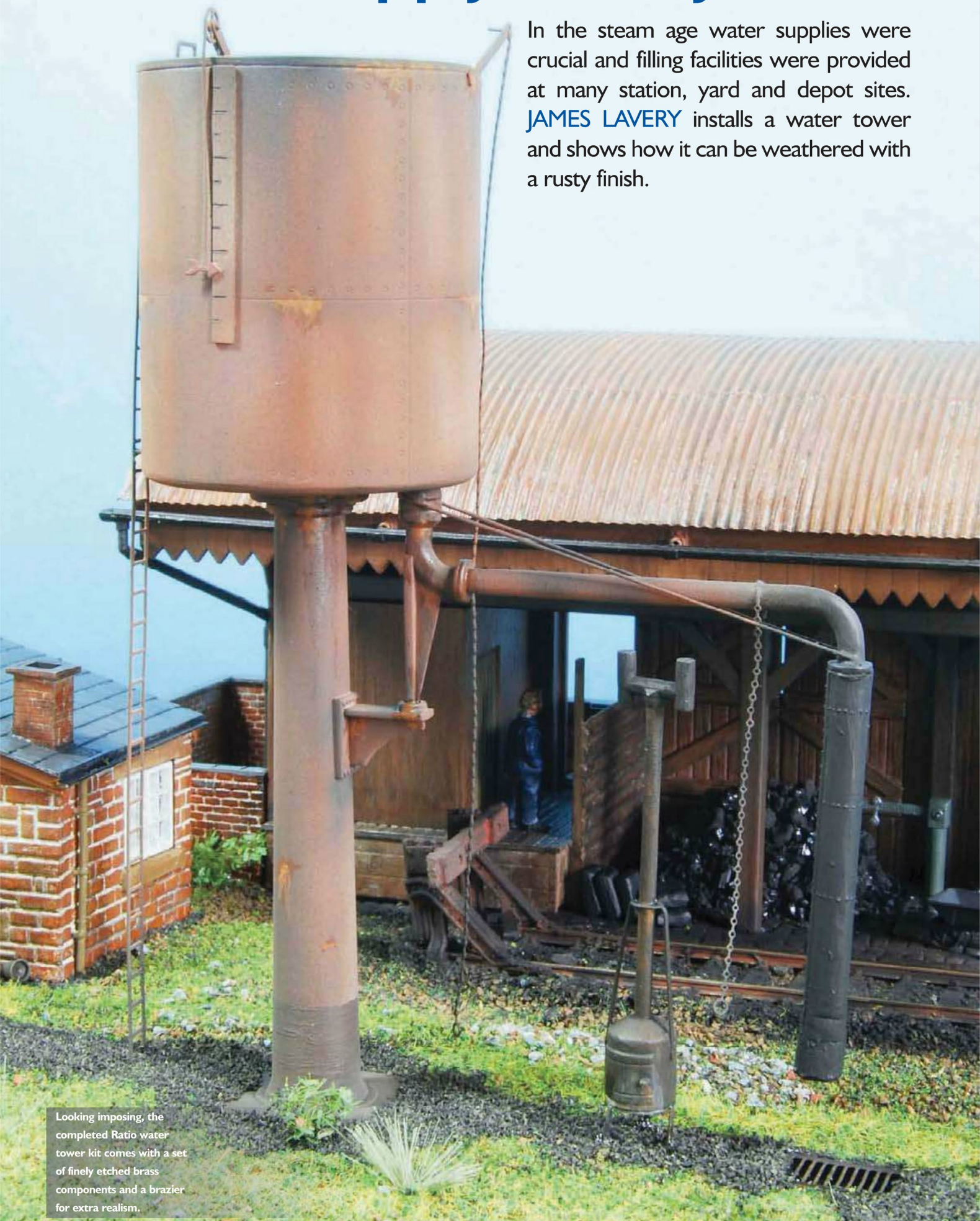


STEP 15: The body is painted with Humbrol enamels as follows: body – satin black (85). Roof and bogies – silver

(11). Belt line and handrails – chrome (191). Buffer beams – red (60). Vacuum pipes – pale grey (147). Once the transfers were fitted, the whole model received a spray of satin varnish. Finally the underframe boxes and bottom of the body were painted matt black (33).

A Water Supply for anywhere

In the steam age water supplies were crucial and filling facilities were provided at many station, yard and depot sites. **JAMES LAVERY** installs a water tower and shows how it can be weathered with a rusty finish.



Looking imposing, the completed Ratio water tower kit comes with a set of finely etched brass components and a brazier for extra realism.

My fictitious layout, Waytown, required some form of water supply for the steam

locomotives working local freight and passenger duties through the small market town. Modellers in both 'N' and 'OO' are spoilt for choice as far as water towers and columns are concerned, both in kit form and straight out of the box, with suitable patterns available to cover various regional differences.

As the proposed site for the watering facility was restricted, it was unlikely that a separate water tower and column could be accommodated. The liquid has to come from somewhere, so it's unrealistic to only add a small water column in such a wayside location where a supply did not simply spring from the mains. In reality, local springs were tapped into or rain water was captured either as run-off or groundwater from surrounding land, particularly in upland areas. Nearby becks, streams and rivers also helped, for example, and the Great Western Railway drained water from the Stratford-on-Avon canal (which it owned) to supply engines on the nearby Alcester branch. In such cases, the water would be filtered before entering a locomotive's boiler.

Creating adequate pressure was also necessary to permit the water to rise sufficiently to enter a locomotive's filler hatch and this was achieved by means of gravity, hence why water tanks and towers have the supply elevated. In real life, supplying water in a limited space was solved by building integral water towers and columns, sometimes known as

'parachute' tanks. Ratio produce a delightful plastic kit of just such an installation in 'N' and 'OO' gauge.

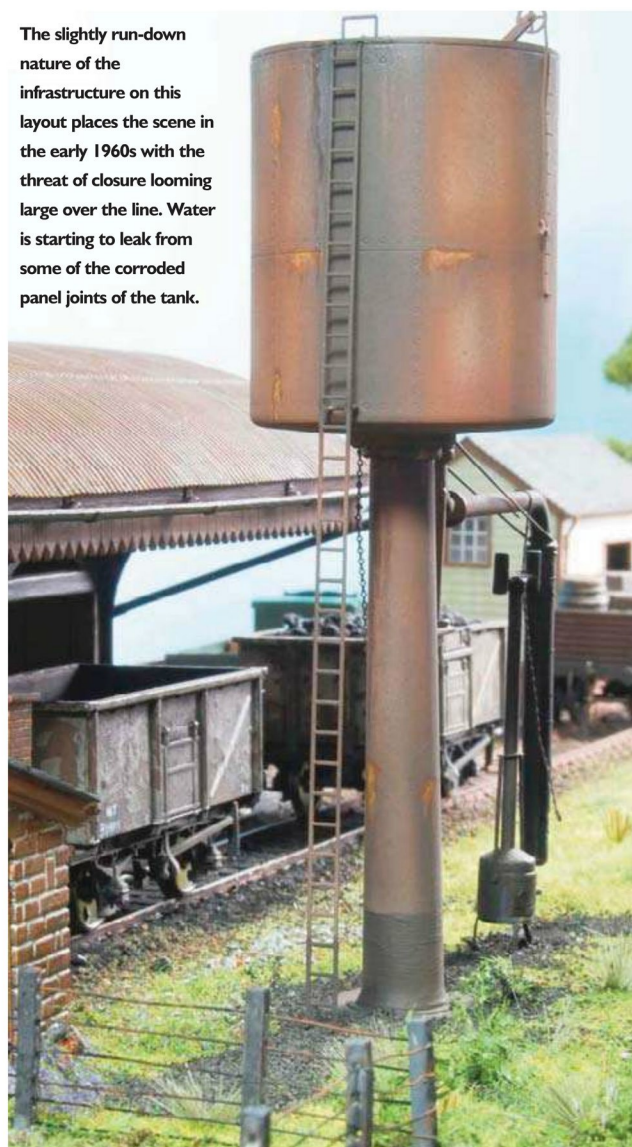
Construction

The kit is simple to build, even for a beginner in plastic kit construction. The main facet to get right is in the joining of the two halves of the cylindrical tank. The base and top help by acting as guides, but achieving a clean joint of the tank sides requires a little extra care: gently file the mating faces flat with a needle file or sanding block and test without glue until happy with the joint.

Fix the parts together with good quality liquid cement (such as Plastic Weld) and clamp with masking tape, leaving overnight to set hard. With the tape removed, any minor blemishes can be treated with a file and unsightly gaps filled with modelling putty, such as that offered by Humbrol or Revell. Be careful when rubbing down the outside of the mouldings, as the tank sides incorporate some attractive riveting and panel details.

A choice of tank tops are supplied by Ratio to provide either for a typically GWR conical tower or a more generic flat-topped variety. As my layout is meant to be ambiguous as far as region is concerned, I opted for the latter. A fret of etched brass components is also included in the packaging and these offer a superior appearance to the delicate items such as the access ladder, handrails and actuating chains and levers. Cut these parts away from the fret carefully with a sharp pair of scissors or, preferably, a set of tin snips;

The slightly run-down nature of the infrastructure on this layout places the scene in the early 1960s with the threat of closure looming large over the line. Water is starting to leak from some of the corroded panel joints of the tank.



Water tower, step-by-step



STEP 1: The kit includes full, easy-to-follow instructions and fits together well. After a coat of grey undercoat (from an aerosol can), a wash of light grey acrylic was applied, before weathering with various rust shades sprayed from an airbrush.



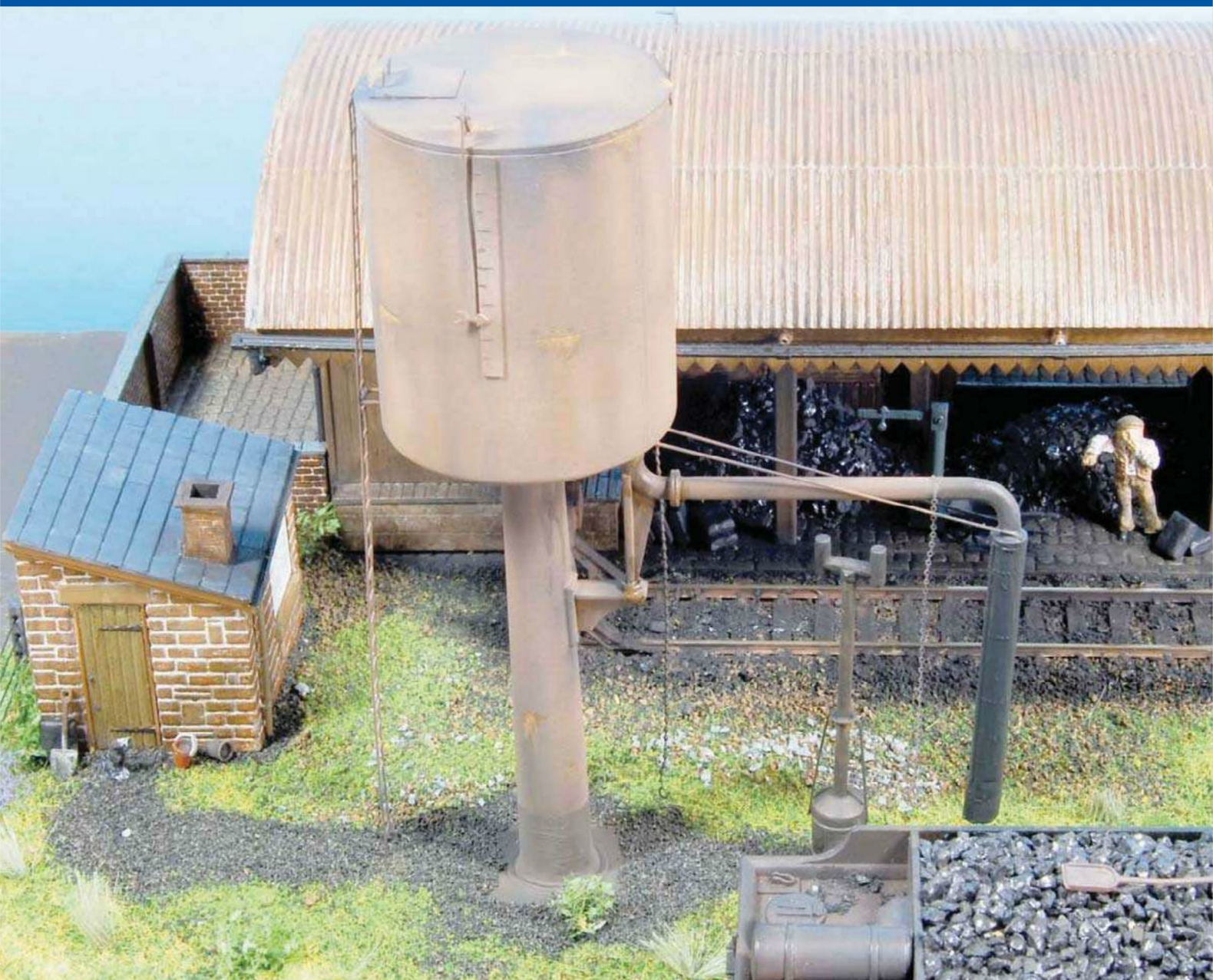
STEP 2: The variety of shades applied with the airbrush provides a range of streaks and patches over the surface, although similar results can be achieved with weathering powders or ground artist's pastels, applied with a brush.



STEP 3: Small areas of concentrated corrosion are best applied with a fine brush, building up the layers of acrylic paint gradually to create a realistic texture. Work especially around panel joints and flanges, the amount of rust depending on personal preference.



STEP 4: Evidence of leakage from joints and flanges is an added sign of neglect, represented by streaks of gloss varnish. Work with vertical strokes only, to represent water moving by gravity.



Above: When choosing a site for your water column, ensure that the arm will reach the filler of a locomotive on the adjacent line.

Opposite page: This small hut has been provided alongside the water tower to provide storage for fuel to feed the brazier in winter, preventing the water supply from freezing.

try not to distort the brass in the process. Fix them in place with cyanoacrylate (superglue).

Patina paint

Painting the model is an important stage and an overall coat of matt grey will suit most regional practices, along with a small area of black at the base of the column. However, as I was aiming to recreate a slightly moribund scene of a closure-threatened branch line, a rusty and unkempt appearance was required. I'm lucky enough to own a decent airbrush and this makes adding a coating of rust and grime much quicker than achieving the effect by hand. However, using weathering powders, artist's pastels and pigments can achieve similar results.

What an airbrush can't do, however, is to add small areas of severe corrosion, with the attendant rough texture of rusting metal. The use of various shades of acrylic paint, stippled onto the surface with a fine

brush, creates such an effect and some streaks of gloss varnish suggest that the tank and the column's flanges are starting to leak. Although I've gone quite far with the weathering stage, the techniques can be used in more moderate forms on a fairly clean model.

By applying a little forethought to the fixing of the model to the layout, a more authentic scene can be produced. When building baseboards, I cover the entire top surface with cork flooring tiles and this allows small areas to be cleaved out in order to 'sink' certain features into the ground, blending everything into the surroundings. Cutting around the base of the tower and lifting out the waste cork provides a firm and realistic base for the model to be fixed to. Cutting out an area for the spillage grid also looks very effective, especially when filled with a liquid glazing solution. Don't forget to consider whether the arm of the column would reach the locomotive before fixing the

tower in place!

Adding a few extra accoutrements to the scene will finish things off nicely and Ratio also provide a brazier with the water tower kit, these being pressed into use to prevent the tanks and pipe-work from freezing in winter.

What we used

Ratio

528 Water Tower £9.50

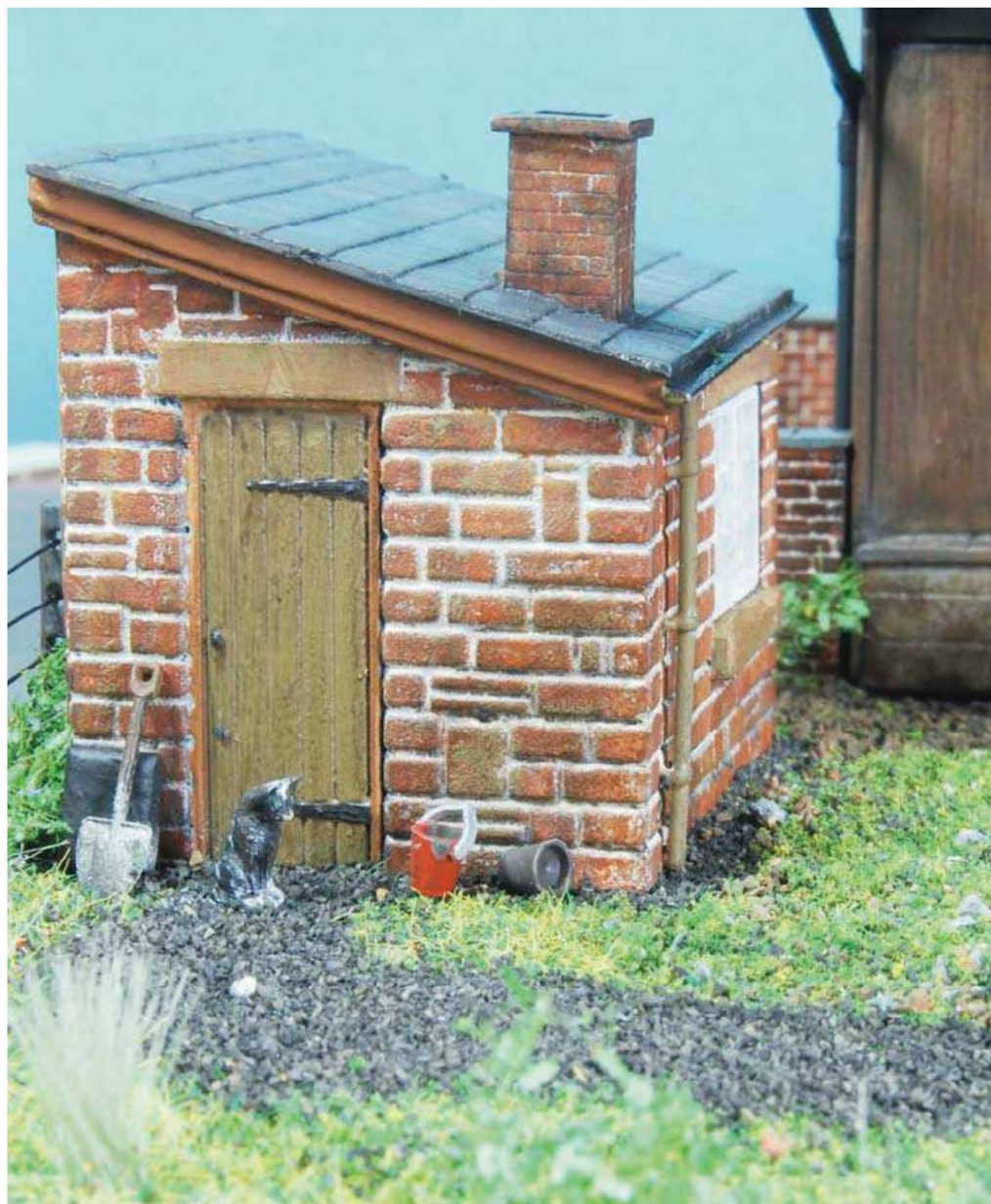
Deluxe Materials

Glue 'n' Glaze liquid glazing £4.99

Suppliers

■ Ratio kits available from model shops or direct from Ratio House, Mardle Way, Buckfastleigh, Devon TQ11 0NR. Tel: 01364 642764

■ Deluxe Materials products available from Squires Model & Craft Tools, 100 London Road, Bognor Regis, West Sussex PO21 1DD. Tel: 01243 842424



STEP 5: Use the base of the model as a guide to cutting out a mounting hole in the cork-covered baseboard. Use a stout blade to make the necessary cuts through the cork until the wood baseboard top is encountered.



STEP 6: A flat screwdriver will help to lever out the waste cork and to clean up the mating surface. By not overdoing the glue when covering the baseboards in the first place, this step should be pretty painless.



STEP 7: A smaller hole can also be sunk beneath the etched brass gutter supplied in the Ratio kit. Filling the void with gloss varnish or a liquid glazing solution – such as Glue 'n' Glaze – will create an extra dimension to the scene.



STEP 8: With the gutter painted and fixed over the void, the puddle of 'water' beneath looks very effective. More puddles could be added around the area if desired, using the same technique – there was often much spillage when these columns were in use.

Bay Street's second coming

Building a model railway to a deadline presents its own challenges, especially when its 16ft long and 8ft wide. With brand new photographs **MIKE WILD** reveals the twists and turns of Bay Street Shed Mk II's epic eight month build programme and its subsequent exhibition debut. *Photography, Mike Wild.*



'Merchant Navy'
35025 Brocklebank Line
overtakes 4-CEP 7115 with
a London bound express.







On paper it seems like an idiotic task: build an exhibition standard layout in eight months. That doesn't just mean build a set of baseboards and lay a bit of track, we're talking about a fully scenic model railway completely from scratch. That though, is the task I set myself back in September 2008. I set myself the target of May 1 2009 as the new layout's exhibition debut and set about the design work.

But why replace the original version of Bay Street? The primary factor was that the original layout was worn out. It had attended 12 exhibitions in 12 months and that, by any standard, is a lot. The baseboard joints were giving me more problems each time we attended a show due to constant setting up and setting down of the railway which hadn't been designed for such intensive exhibition

work and I knew I could achieve a better overall standard than I had with the first version if I started again.

However, my original plan wasn't quite so radical. I already knew that the original version had a rest from the show circuit, as its last appearance of 2008 was in September and the next booking wasn't until May the following year at the Bristol Model Railway Exhibition. To begin with I considered, and started, extending the original layout by adding an additional 3ft scenic section into each side of the double sided layout. This would have given me a similar frontage length to the new version, but the work involved could have created more problems than it resolved as I planned to widen the shed area baseboards too to make them 2ft 6in wide.

As Bay Street is the magazine's exhibition layout as well as my home layout I also feel that I should always be producing something new and that inspired me further to create the new version. With the decision made about building the new layout the next big question was how it should be laid out. I already knew how much space I had to play with – 15ft 8in x 7ft 8in to be precise – so I sat down with pencil and paper and began sketching out ideas.

The first plans followed a similar theme to the original layout – double sided viewing with fiddle yard areas at each end. This would have seen the shed area built on one side and a substantial station and goods yard area built on the other. I even toyed with adding a gradient on one section to provide a secondary electrified route which diverged from the double junction in front of the shed and ran through the fiddle yard at one end and then through a station on the opposite side before climbing into its own set of storage sidings above the main lines. This would have been impressive if I had pulled it off and I might still consider a similar scheme for a future layout, but with only eight months I felt it was too ambitious.

One of the other issues I wished to address was storage space for rolling stock. The original version could only accommodate eight trains including a

Maunsell 'Schools'
30915 Brighton approaches the station (which hasn't been modelled except for the building above the railway) as a 2-HAP departs in the opposite direction.

Bulleid 'Q1' 33009
ambles along the main line with a mixed goods as the MLV parcels car heads along the electrified lines.

Number crunching

- Eight months were allocated to construction of Bay Street Mk II.
- More than 75 yards of track have been laid to create the final trackplan.
- 46 points have been installed and fitted with point motors.
- Over 400 insulator pots were painted by hand for the third rail.
- More than 500 metres of wire is installed below the baseboards.
- More than 300ft of timber has been used to create the baseboard frames and legs.
- 30 locomotives, 50 carriages, 100 wagons and five EMUs are needed to stock the layout.
- 20ft of retaining wall has been built for Bay Street Mk II.
- Around 2,000grams of ballast has been applied to the scenic area.
- Roughly 1,000 hours went into construction of Bay Street Mk II.



4 Air-smoothed 'Battle of Britain' 34083 605 Squadron thunders along the main line with a Pullman working as an 'N' 2-6-0 is turned in the shed.



5 BR '4MT' 2-6-0 76053 runs onto the turntable for turning. The model has been heavily weathered.

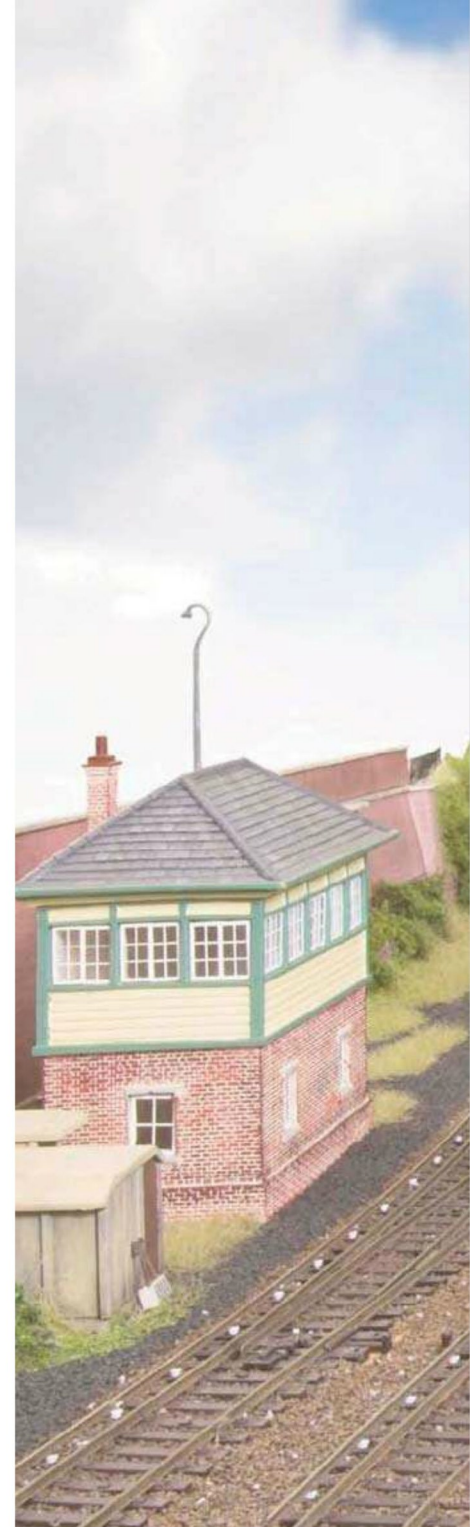
single turn back siding and became a little wearing and tedious to operate for a full weekend at an exhibition. This pushed the design criteria for the new layout in the traditional direction of a scenic frontage with a large fiddle yard to the rear allowing a much greater range of trains to be prepared for exhibitions. All I had to do now was work out how the track work would fit into the space available to do everything I wanted.

Planning the shed

A locomotive shed was again to be the prime focus of Bay Street Mk II, but this time rather than being a diorama style scene with a main line in front, the shed was to be complete including turntable,

main building, coaling stage and a diesel fuelling point, but still leave space for additional scenic features beyond.

The basic trackplan in the centre of the layout is similar to the original version. There is a double track main line running round the entire layout, served by the fiddle yard, plus a double junction roughly half way along the scenic side which provides a secondary branch. This branch, and half of the main line, features third-rail electrification and provides additional operational potential due to the way the fiddle yard has been designed. The locomotive shed track layout is an adapted version of the original. There are still four tracks through the shed plus a relief road to the rear (this was



the headshunt to the coal stage for the original version) plus two roads for the coaling stage area, two roads to the diesel fuelling point and a turntable at the opposite end. One major change is that there is no three-way point in this plan. Instead a fan of medium radius points and a single slip have been built in to provide access to the shed roads which has improved the way the shed runs no end.

Another major change to the track is the entrance to the locomotive shed. On the original locomotives arrived on the main line then had to reverse into the locomotive yard headshunt. With more space available I was able to incorporate a goods loop inside the inner main line which also serves as the



entrance to the locomotive shed as well as providing further operational potential.

On the scenic side I had much more potential this time round as I planned to add features along the full frontage rather than having the return curves hidden. I've designed a road network around the railway which means the layout is separated into distinct sections. Starting from the station end, trains appear under a wide road bridge which has a station building on top, round the curve which has five parallel tracks, dive under another bridge which crosses all four main lines, the locomotive shed entrance track and the diesel fuelling point lines before passing along in front of the shed.

Alongside the railway there is a brick built retaining wall supporting a road and this rises from behind the signalbox to the far end of the locomotive shed where the main lines again head underneath a bridge. This time it is a more modest two track affair which simply carries a road. After a short length of curve the railway disappears again this time into the final tunnel with street scenes above.


The build

The starting point was the baseboards. These have been constructed from 69mm x 18mm timber for the frames topped with 6mm plywood. There are four boards which are 4ft 6in x 2ft 6in, two on the scenic section and two in the

fiddle yard plus four boards forming the return curves which are of unique sizes to suit the requirements of the layout.


All the baseboards were completed by the end of September 2008 and track laying then began in earnest. This took another month to complete, as I was only able to work on the layout during evenings and weekends. In total there is just over 75 yards of track on Bay Street plus 46 points all of which are either medium or large radius plus one single slip. To make the most of ready-to-use trackwork I opted for Peco's code 75 track which has a finer rail, even if the sleeper spacing is too narrow for true British outline 4mm scale.

The largest task in the initial parts of the build was the wiring. There is in

 Work stained BR 'Standard Five' 73082 Camelot has charge of a rake of Maunsell stock as it crosses the double junction alongside the shed. On the electrified lines a 2-HAP EMU heads south and passes a BRCW Type 3 which has been held at the signal.

 The locomotive shed is busy preparing BR Standard, Bulleid and Maunsell locomotives for their next turns as BRCW Type 3 D6581 takes the electrified route at the junction and passes a 'Q1'.



 Details are constantly being added to Bay Street to enhance its overall appearance. The shed now boasts a cat as well as tools, oil drums and staff.

excess of 500 metres of wire hidden beneath the layout and control panels to operate all the point motors and section switches all of which was routed neatly round the edges of baseboards to keep it out of harm's way during transportation.

In between the wiring I also began working on the scenery to ease my sanity and offer a change from the repetitive work underneath the boards. The first job to be tackled was painting of the rail sides. These have been treated to a coat of Railmatch sleeper grime which was applied by brush to remove the track's shiny appearance. This was followed by ballasting with Woodland Scenic products in differing shades to suit the main and shed lines.

Away from the layout I was also constructing the retaining walls that make Bay Street appear so urban. These have all been built from Scalescenes.com kits and in total there is 20ft of retaining wall. Concurrently the 12 bridge abutments were produced in batches so that work could begin on their installation and these come from the same source as the retaining walls.

Third-rail electrification was a 'must have' for me. For as long as I can remember I've been fascinated by the Southern Region's EMUs and I've always wanted to build a layout to run SR

EMUs on ever since my first 'N' gauge layout around my bedroom. Even then I had a couple of 'N' gauge units which I built, somewhat haphazardly with my then meagre skills, from B H Enterprises kits and even though my building skills were far from perfect I still have these units in my collection of stock.

Bay Street has third-rail along the entire scenic section, although at the double junction the third rail route departs from the main line onto what I refer to as the branch. This was all installed using Peco's Individulay code 60 rail and third-rail insulator pots from the same manufacturer. It's a time consuming task as each one of the 400 odd insulator pots had to be painted by hand then threaded onto lengths of rail before holes were drilled in the sleeper ends to accept the pins on the bottom of the insulator pots. The result to me though is more than worth the effort.

With the third-rail installed I also needed to build EMUs to run on the layout which added further complexity and content to the layout's development. During Bay Street's construction I tackled an MLV, a 2-HAP and 4-EPB all of which were complete in time for the Bristol show debut in May 2009.

As the scenery developed so did my want for greater realism and this is where I called in some assistance from *Hornby Magazine* photographer Chris Nevard. Anyone who has seen Chris's layouts in the flesh will know the quality of his scenic work and his efforts really brought Bay Street to life and taught me a lot too.

Following his advice I'd already applied a base layer of hanging basket liner to the grass areas of the layout in preparation for his visit – another time consuming and repetitive task! When he visited we jointly blitzed half of the scenic section using a Noch Gras Master and static grasses from the minNatur 4.5mm and 6mm winter and autumn grass supplied by International Models. At the same time Chris also showed me how to make bushes and trees using Woodland Scenics polyfibre and seamoss supplied by International Models as well as moss from my own back lawn! This for me took Bay Street into a different league and made sure that it was 10 times better than the original version even before it was anywhere near finished.

As the deadline approached for Bay Street time was running short. In fact two weeks before the Bristol show the fourth scenic board was still bare with only a foamboard structure laid out to create the base for the town scene. Nevertheless the stops were pulled out and the scene developed relatively quickly during those final long days before the event.




The rolling stock

A large exhibition layout like this needs a large fleet of locomotives, carriages and wagons. During exhibiting of the original version I'd amassed a substantial collection of stock, or at least I thought I had, but on completing the fiddle yard,

which has 13 through roads and three dead end sidings, I discovered how much I actually needed.

In total the fiddle yard has space for 20 trains including the EMUs, but the locomotive shed can also hold 26 locomotives if every section is filled.

 'Q1' 33009 waits to move off the coaling road to return to the shed.

The locomotive and EMU fleet

Bulleid locomotives

■ Air-smoothed 'Battle of Britain' 4-6-2	34067 <i>Tangmere</i> and 34083 <i>605 Squadron</i>
■ Rebuilt 'West Country' 4-6-2	34003 <i>Plymouth</i> and 34036 <i>Westward Ho</i>
■ Rebuilt 'Merchant Navy' 4-6-2	35010 <i>Blue Star</i> and 35025 <i>Brocklebank Line</i>
■ 'Q1' 0-6-0	33009

Maunsell locomotives

■ 'N' 2-6-0	31401
■ 'King Arthur' 4-6-0	30764 <i>Sir Gawain</i> and 30799 <i>Sir Ironside</i>
■ 'Schools' 4-4-0	30915 <i>Brighton</i> and 30932 <i>Blundell's</i>

Drummond locomotives

■ '700' 0-6-0	30315
■ 'M7' 0-4-4T	30031 and 30023
■ 'T9' 4-4-0	30310

Ivatt locomotives

■ '2MT' 2-6-2T	41303 and 41264
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BR locomotives

■ '4MT' 2-6-0	76053 and 76079
■ '4MT' 4-6-0	75027
■ '4MT' 2-6-4T	80120 and 80140
■ '5MT' 4-6-0	73082 <i>Camelot</i>
■ '9F' 2-10-0	92044

Diesel locomotives

■ BRCW Type 3 (Class 33)	D6581
■ EE Electro-diesel (Class 73)	E6001
■ Brush Type 4 (Class 47)	D1500
■ Swindon 'Warship'	D801 <i>Vanguard</i>
■ SR prototype 1-Co-Co-1	10203
■ EE Class 08	D3200


Electric Multiple Units

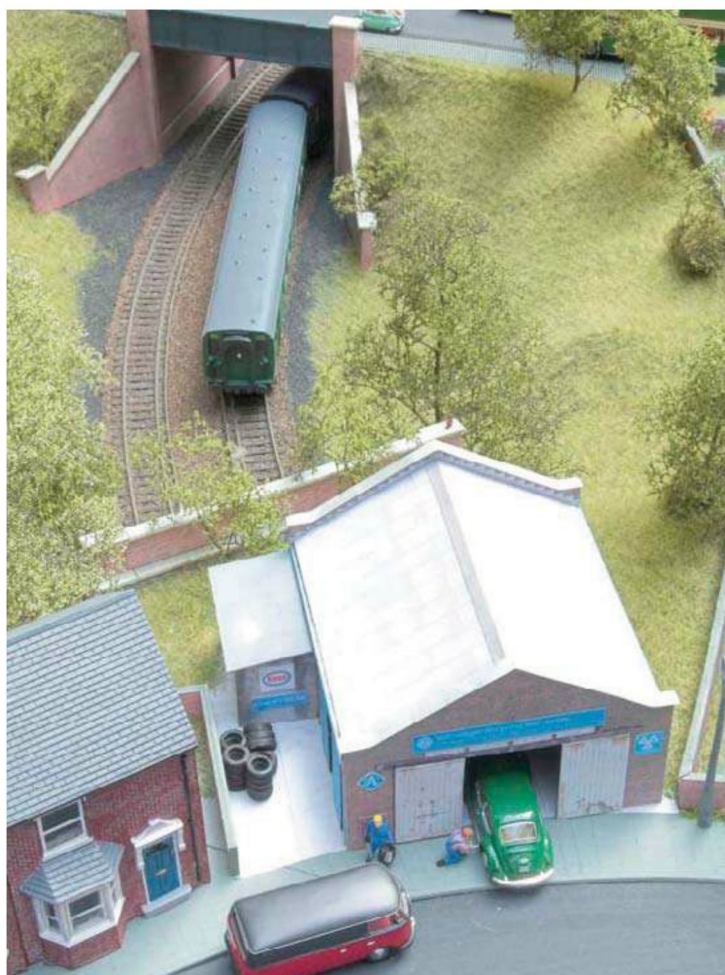
■ 2-HAP	6002
■ 4-EPB	5303
■ 4-SUB	4627
■ 4-CEP	7115
■ MLV	68001


Diesel Electric Multiple Units

■ 2-H	1122
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 EMUs feature heavily in operating sessions on Bay Street. 4-CEP 7115 joins the main lines after passing 4-EPB 5303.



 Viewed from above mechanics make repairs to Volkswagen cars as a 4-CEP dives underneath almost unnoticed.

So, for an exhibition I need a minimum of forty locomotives to fulfil all requirements including hauling trains, partially filling the shed and covering for occasional failures or poor runners.

Before I worked for *Hornby Magazine*, Hornby was the catalyst for my change from 'N' to 'OO' gauge modelling and in fact my decision to model the BR Southern Region. I remember seeing the first of the new 'Merchant Navy' models at my old model railway club in Huddersfield (at the time the 'OO' section was building a Southern Region branch terminus) and I thought – that's what I want! My first purchase of the super detailed models was a Bulleid 'Battle of Britain' 4-6-2 and it was soon followed by a 'Merchant Navy', 'Q1' and so on. Since those early days my 'OO' collection has expanded dramatically and now Bay Street can boast a range of locomotives ranging from a 'Terrier' 0-6-0T through to a 'T9', Drummond '700', 'King Arthur' and 'Merchant Navy'. Being set in the late 1950s and early 1960s the fleet also features several BR Standards including '4MT' 2-6-0, 2-6-4T and 4-6-0, a 'SMT' 4-6-0 and, on occasion, a '9F' 2-10-0, although the latter is really intended for my planned Fawley oil train which I've yet to build.

EMUs feature heavily in the operating sessions too. The MLV, 2-HAP and 4-EPB were all built from DC Kits and they joined a previously built 2-H DEMU, DC Kits again, and a 4-SUB EMU by Ayjay Models. During early July a 4-CEP also joined the fleet, again from DC Kits, and it made its debut on Bay Street at the Hartlepool Model Railway Exhibition on July 11/12. An Ian Kirk 2-B/L Southern Railway built unit will also be joining the fleet.

On the rolling stock front there is the usual mix of ready-to-run stock at present comprising BR Mk 1s in BR green, maroon and carmine and cream, Bulleid stock (a limited amount) and three rakes of Maunsell stock – one two-car set, one three-car set and one six-coach rake. In the future I'll doubtless add to the coaching stock range as the layout needs more Bulleid stock to be Southern Region 'proper' for one thing. Goods stock consists of a variety of ready-to-run, some repainted and renumbered, and kit built vehicles of varying design. All have been weathered and are formed into appropriate, but differing formations for each show.

Time well spent


It may have been a crazy statement when I started building Bay Street Mk II, but what I hope I've shown is that it is possible to build a large layout in a



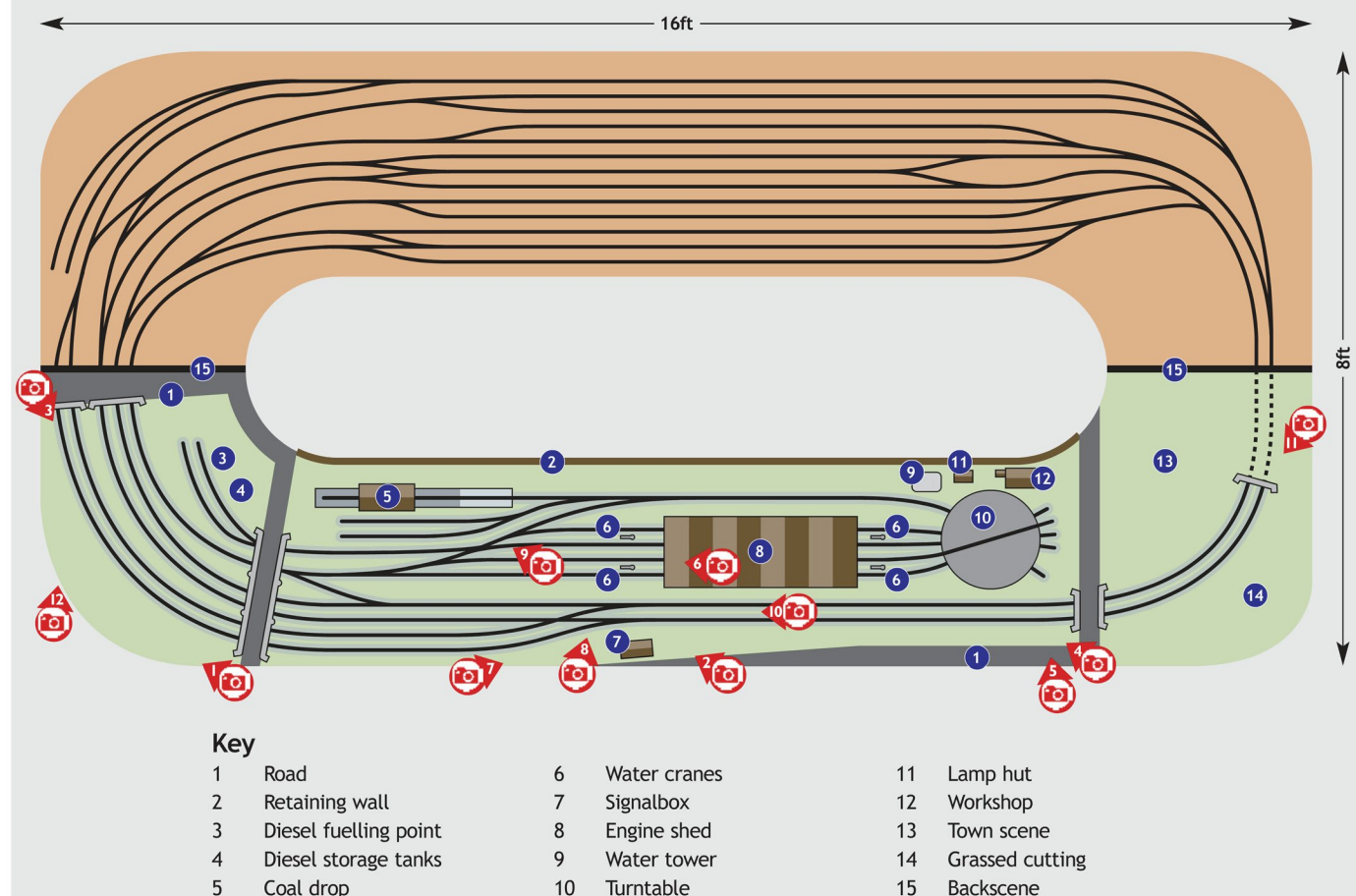
relatively short space of time. Sure if I'd been part of a club and we'd had six members working on the project it probably would have been completed quicker, but what you are looking at is the labours of myself, with the exception of the odd days help here and there.

The Mk II version has already proved popular at its first show outings, but just as importantly I'm enjoying what I've created

and continue to create. The layout will never be finished as I'm constantly adding little details all around and the most important missing factor is the backscene, for which I now have a plan which I hope will come to fruition in time for the Spalding Model Railway Exhibition in mid November. Keep watching Staff Projects in *Hornby Magazine*, as progress, updates and changes will all be covered there.

 **Class 73 E6001** exits the station approach with a rake of box vans as 'Schools' 30915 Brighton approaches with parcels from the capital.

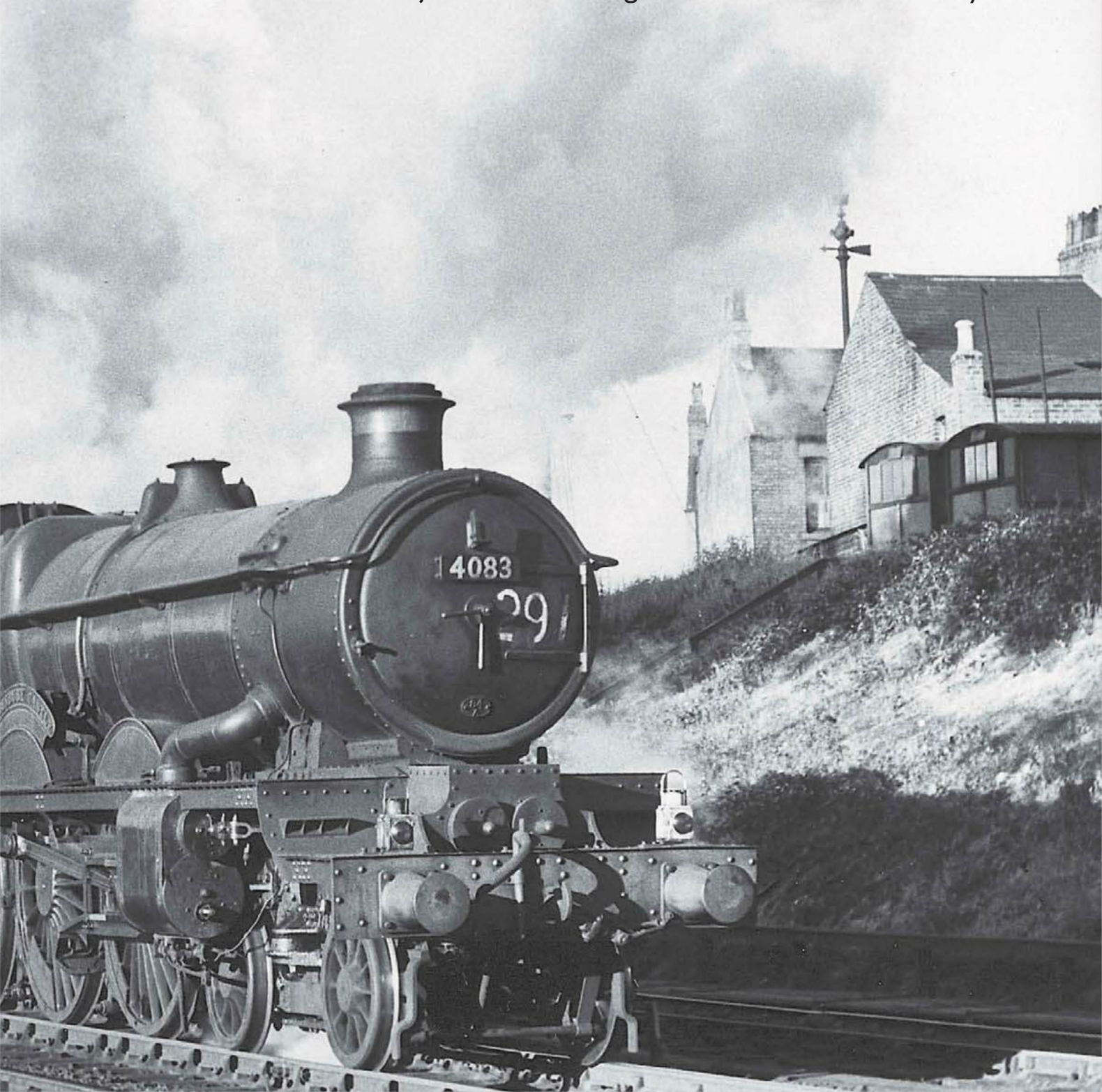
Bay Street Shed Track Diagram (Not to scale)

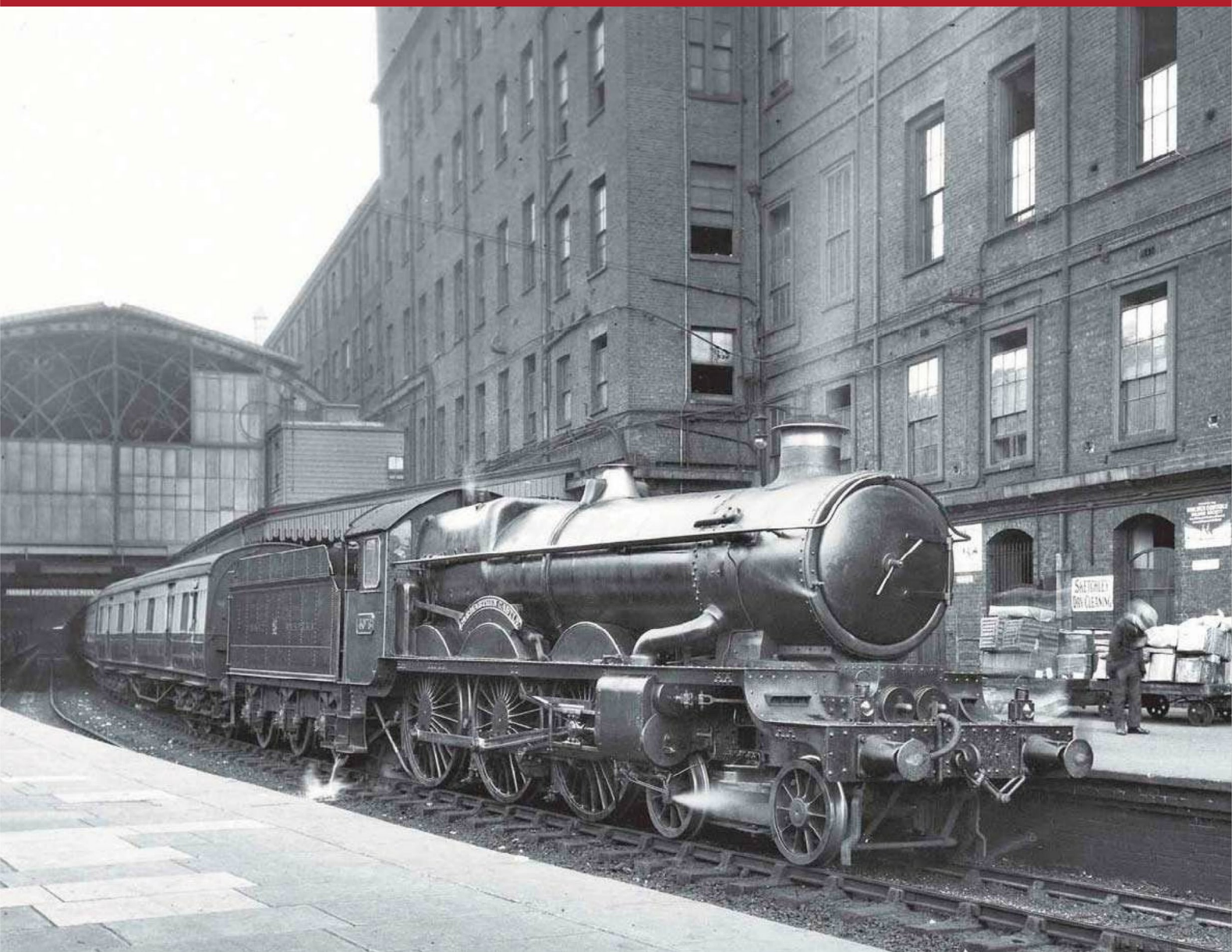




Icons of the Great Western Railway: The 'Castle' 4-6-0s

One of the most iconic locomotive designs to grace the railways of Britain has to be the Great Western's 'Castle' 4-6-0. These locomotives, with their neat and functional outline, copper-capped chimney, and proud brass nameplates have inspired generations of railway modellers. EVAN GREEN-HUGHES tells the history of this class – which is the subject of a forthcoming new release of 2009 for Hornby.





When introduced in 1923 the 'Castles' were modern and purposeful locomotives. In 1934 4076 *Carmarthen Castle* waits to leave London Paddington with an express for the west. Rail Archive Stephenson.

Previous page: The 'Castles' were the GWR and BR Western Region's prime express locomotives which could be seen the length and breadth of the region. 'Castle' 4083 *Abbotsbury Castle* passes Chester No 6 signalbox as it leaves Chester with an express in the 1950s. J Mills/Rail Archive Stephenson.

Locomotives built by the Great Western Railway have a strong family resemblance to each other. Most share common design characteristics and there are a great many components which are shared between different classes. The company believed in the evolution of design, based on principles laid down at the turn of the century by Chief Mechanical Engineer George Jackson Churchward. As a result the GWR was blessed with a fleet of strong and well-designed locomotives which served their owner well and which were capable of undertaking all the tasks set out for them.

The 'Castles' were one such locomotive, not born from a Eureka moment, but derived from earlier designs, improved and carefully enlarged, so as to provide the best machine for the job with the minimum of risk.

In the closing years of the 19th century the Great Western Railway was undergoing major expansion. New cut-off lines were to be constructed which would

shorten the main lines to the West of England, South Wales and Birmingham. Train schedules were to be accelerated and the company was in need of improved locomotives with which to work its faster trains.

In the locomotive department William Dean, the Locomotive, Carriage and Wagon Superintendent was reaching the end of his career and as a result his Principal Assistant, George Jackson Churchward, was beginning to have a substantial influence over both design and policy. Churchward was a man of immense vision and had already conceived his master plan which would provide the GWR with a whole range of rolling stock which could be built to standard designs. Included in these plans initially were six classes of locomotives which he envisaged would suffice to work all the company's traffic.

All of these locomotives were to have two outside cylinders, with Stephenson's link motion inside, and remarkably all were to have cylinders of the same

diameter and stroke. All would have domeless boilers, the sizes of which would vary depending on the application and only three diameters of coupled wheels were envisaged.

The first express passenger 4-6-0 to these general principles was completed in 1902 and was numbered 100 (later no 2900 *William Dean*) and was found to be a master of the work for which it had been designed. Development continued and within a year another locomotive, 98 *Ernest Cunard*, was constructed. This had the taper boiler, taper firebox and cylinder layout which were to become so familiar on later locomotives and was so successful that it was to work express trains for the GWR for more than 50 years.

Multiple cylinders

Meanwhile the GWR had been conducting trials with French-built compound four-cylinder locomotives which had shown that there were substantial advantages in terms of smooth-

running with the use of multiple cylinders. The first of these had been pitted against another Churchward 4-6-0 171 (later 2971) *Albion*, which had its boiler pressure raised to 225lbs sq. in., a rise which had caused the designer to remark that if locomotives were to continue to get much bigger the power transmitted from the cylinders would have to be divided.

Within two years of making that statement Churchward had decided that the time had come when divided drive, the use of more than two cylinders driving on different axles, would need to be investigated. The GWR Board was asked to authorise the construction of a four-cylinder 4-4-2, which was to become the famous No 40 *North Star*.

This new locomotive presented the GWR works at Swindon with many new challenges as the chassis, boiler and valve gear were all redesigned to cope with the increased number of cylinders. However, the work carried out was so thorough that the locomotive was to effectively become the prototype on which over 250 later locomotives, including the 'Castles' and 'Kings', would later be based.

Ten months after *North Star* left the erecting shop the first of ten further locomotives was taken into stock creating the 'Star' class. 4001 *Dog Star* was built as a 4-6-0 after observations by the running staff that the additional driving axle gave better adhesion in poor weather and from then on all subsequent locomotives were to this wheel arrangement. Within four months the rest of the batch were available for traffic, each being given

names first used on broad gauge engines between 1839 and 1841.

Operating staff reported that the new locomotives were about "one coach better" than the earlier two-cylinder locomotives with which they shared a boiler and that they were much more comfortable to work when riding at speed. With this in mind the decision was taken to standardise on four-cylinder locomotives for long-distance work and to continue with two-cylinder classes for short-distance trains. In the event, after 1913, all the GWR's express engines were built with four cylinders.

More 4-6-0s appeared in 1908, this time with a redesigned bogie, and although these were improved 'Stars' they became known as the 'Knights' because they were all named after various Knights of the Realm. A third series named after Kings of England appeared in 1909 and this batch contained 4021 *King Edward* which was built with a superheated boiler from new. A fourth series were all built with superheated boilers and were named after Queens.

In 1913 an order for more two-cylinder locomotives was cancelled when half built and the remaining five were built as additional four-cylinder 'Stars'. This batch was named after Princes and from this time on the GWR did not construct any more express two-cylinder locomotives. The continued growth of express services required more locomotives and in 1914 another 15 'Stars' were constructed at Swindon – this time named after Princesses and 12 more

named after Abbays followed after the First World War, in 1922.

Increasing loads

As loads steadily increased Churchward devised a scheme to fit a bigger boiler to the 'Stars' and 'Saints' and he proposed this to the GWR Board in 1919 only to be vetoed by the Civil Engineer on the grounds that the increased weight would be beyond the capacity of the track. However, by 1922 heavier trains had brought the proposal to the fore again, by which time Churchward had been succeeded by Charles Collett.

Little increase in weight was possible and so a boiler was designed which was much lighter than that proposed in 1919, but which was significantly better than those then in use. This was to be accommodated on a new engine which was to bear remarkable similarities to those which had gone before. The wheelbase was to be the same, but one foot was to be added to the rear of the frame, partly to accommodate a longer firebox and so that a larger cab with side windows could be fitted. The cylinder diameter was increased to 16 inches and both it and the inside cylinders were closely based on those previously fitted to the 'Stars'.

The new class – which was to become known as the 'Castles' – looked radically different and more modern than the earlier 'Stars'. The higher boiler, larger cab and outside steam pipes improved its looks remarkably and the restoration of pre-war embellishments

Freshly turned out by Swindon Works, 5051 *Earl Bathurst*, now preserved at Didcot Railway Centre, heads west towards Didcot with a down parcels train on the evening of October 9 1955. D Hepburne-Scott/Rail Archive Stephenson.





As the 'King' 4-6-0s were not permitted over the Royal Albert Bridge, so the 'Castles' were the largest locomotives to cross from Devon into Cornwall. On July 21 1959 7006 *Lydford Castle* slows for the Royal Albert Bridge as it passes through Saltash station with the up 'Cornish Riviera Express'. Stephen Summerson/Rail Archive Stephenson.

such as copper capped chimney, brass beading and fully lined livery all helped to produce a handsome and well-proportioned locomotive. The only old-fashioned thing about the design was the retention of the old GWR 3,500 low-sided tender.

The 'Castles' showed an increase in output of around 12% for a 6% in weight and this meant that the Great Western once again owned the most powerful locomotives in the country – something which was eagerly seized upon by the company's publicity staff, who published a book centred round the new locomotives.

Publicity machine

First off the production line was 4073 *Caerphilly Castle* which appeared in August 1923 and it was followed between December 1923 and April 1924 by nine more. The first six were named after Welsh castles with the final one, 4082, being named *Windsor Castle*. This locomotive was duly used to haul the Royal Train when King George V and Queen Mary visited Swindon Works.

Extensive trials were carried out with 4074 *Caldicot Castle* in 1924 which concluded that the 'Castles' were achieving 2.83lbs of coal used per drawbar horsepower hour, which was a staggering result as many contemporary locomotives of similar power were burning in the order of 4.5 to 6lbs. A delighted Collett brought these results to the attention of other engineers at the World Power Conference in London in 1924.

Further publicity was gained for the class when 4073 was exhibited alongside the LNER's 4472 *Flying Scotsman* at the Empire Exhibition at Wembley. There the GWR made great play of their claim that the 'Castles' were the most powerful locomotives in Britain. This seems to have led the Chairmen of the respective railways to agree to a locomotive exchange in 1924 which would prove the point or otherwise.

It was agreed that a 'Castle' should work on the LNER for a week and that a Gresley 'A1' 4-6-2, the Gresley original designation for the Gresley 'A3s', should move to the GWR for the same period.

The locomotive selected by the GWR was 4079 *Pendennis Castle* which was put to work on scheduled services from King's Cross to Doncaster and Leeds. The 'Castle' did not disappoint and its performance equalled anything which had been recorded up to that time. The locomotive was particularly sure-footed on the difficult exit through the tunnels from the London terminus where it consistently beat the home engines. Overall figures showed that the 'Castle' bettered the LNER 'Pacific' by some 12.5% on the GWR with Welsh coal and 6% on the LNER with Yorkshire coal.

Again the Great Western's publicity machine went into overdrive and the publication of this information, together with what was seen as an anti-LNER tone, drew formal letters of complaint. The GWR responded by choosing *Pendennis Castle* to stand next to *Flying Scotsman* at the second Wembley Exhibition in 1925.

Construction continues

A second batch of ten Castles, 4083-4092, appeared in May 1925 and the class was further supplemented by the rebuilding of five of the earlier 'Stars'.

A further example was made by radically reconstructing the GWR's prototype 'Pacific' 111 *Great Bear*. A third batch, 4093-5002, began to appear in May 1926 with slight differences to the chassis to incorporate front end modifications.

Larger tenders began to make an appearance with 5000 *Launceston Castle* being given one in September 1926 and 4093 *Dunster Castle* soon after. 5002-3 received them from new, but later-built 5004-12 received smaller ones. All subsequent builds received the larger tender and by 1930 the whole class had been similarly equipped.

Early in its life 5000 *Launceston Castle* worked for five weeks on the LMSR on expresses out of Euston where once again the 'Castles' proved themselves masters of any work put in front of them. The LMS were so impressed that they actually tried to get the GWR to build 50 for them, but the request was declined – as was, naturally, another request for the loan of a set of drawings! Instead the LMS under the direction of Chief Mechanical Engineer Henry Fowler produced the 'Royal Scot' 4-6-0s, which were for some time referred to by LMS management as the 'Improved Castle Class'.

In each of the next three years there were new batches of 'Castles', but by 1927 the first of the new 'King' 4-6-0s had been completed at Swindon Works, the civil engineers having finally accepted the need for a heavier axle loading. While the 'Kings' moved onto the heavier expresses this was not to be the end for the useful 'Castles' and

construction of more locomotives of the same design resumed five years later.

Although going back to a 1923 design may have seemed illogical, the GWR had many routes which were not suitable for the new 'Kings', due to weight restrictions. There were also services which were lightly loaded and which would therefore be uneconomic to work with the bigger locomotives. The 'Castles' of 1932, 1934 and 1935 were replacements for older 4-6-0s of the 'Saint' and 'Star' classes, which were on lighter duties for which the type had been proved most suitable. However, the 30 new build locomotives were sufficiently different to be given a new class designation, the '5013' class.

Centenary streamlining

In 1935 the GWR was to celebrate its centenary and, as was the craze at the time, it was decided that the company should streamline some of its locomotives. One of these was to be 5005 *Manorbier Castle* which acquired rather rudimentary streamlining to its splashers and a dome shaped appendage on the smokebox door. This attempt was fully eclipsed by the LNER's 'A4' class 'Pacific' *Silver Link* which appeared only six months later and the modifications to the 'Castle' were quietly removed.

Construction continued through the 1930s with ten more in 1936 and another 15 in 1937. The latter batch broke with tradition by not being named after castles and there were some locomotives which were named, and then renamed, as identities were swapped from more

Did you know?

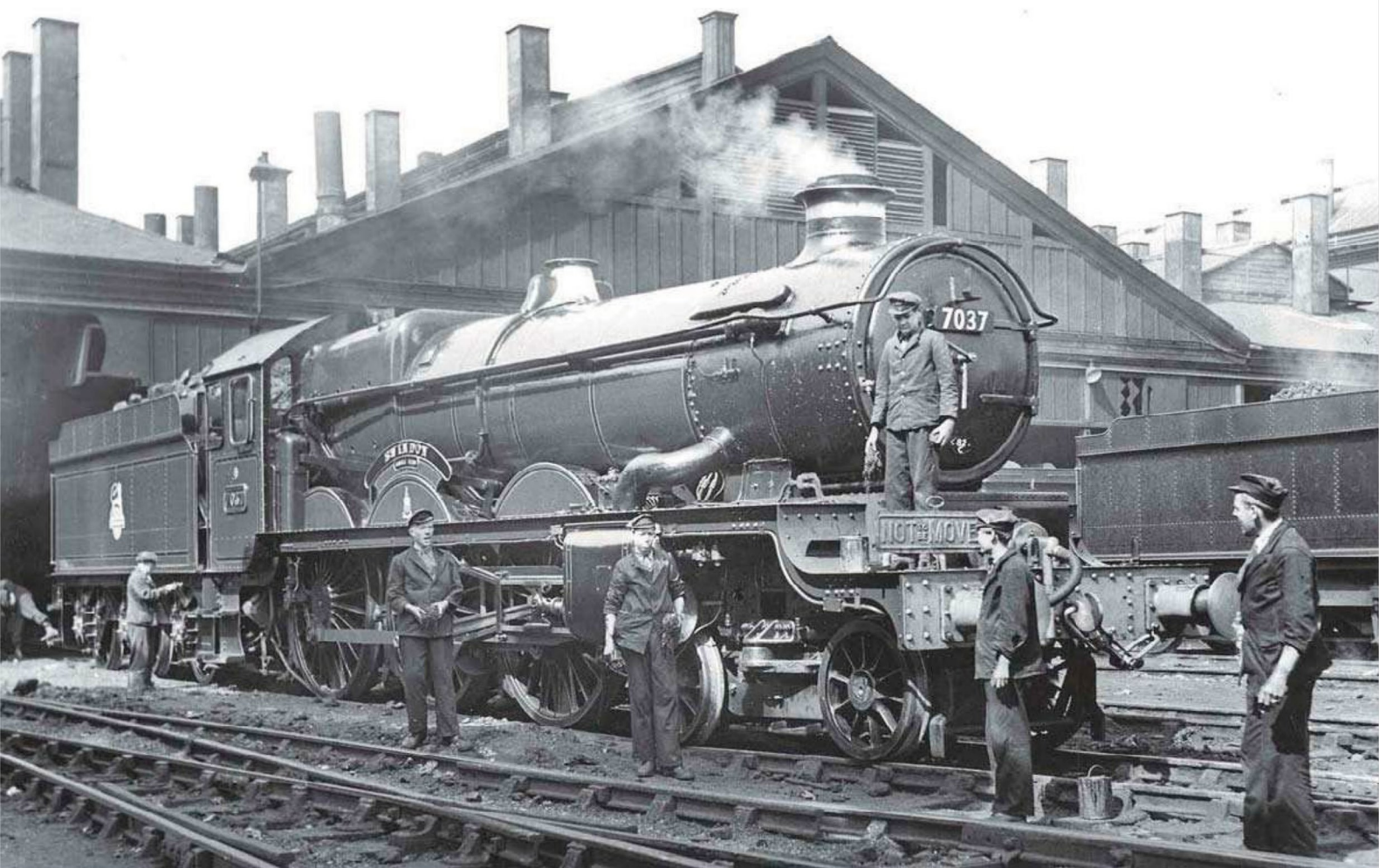
- The last GWR 'Castle' rolled out of Swindon Works in August 1950, two years after nationalisation and 27 years since the first, 4073 *Caerphilly Castle*, was completed in 1923.
- The GWR 'Castle' was the most powerful locomotive in the world when introduced in 1923.
- 4079 *Pendennis Castle* operated on the East Coast Main Line in 1924 while taking part in exchange trials with the Gresley 'A1' class 'Pacifics'.
- The final 'Castle', 7037 received the name *Swindon* from Princess Elizabeth in November 1950 when she visited the works.
- Coal shortages led to five 'Castles' being fitted for oil burning, as part of a Government initiative to save coal, an initiative which only ended when someone finally realised that the country did not have the necessary exchange with which to buy the oil, whereas it was sitting on endless supplies of good locomotive coal.
- In 1952 King George VI died and, because the Royal locomotive was somewhat run down, 7013 *Bristol Castle* swapped identities with 4082 *Windsor Castle*, although enthusiasts were quick to notice that the two locomotives were actually from completely different batches! Both wore their imposter identities until they were scrapped.
- 4079 *Pendennis Castle* was exported to Australia in 1977 where it hauled railtours, but has now returned to Britain and is undergoing restoration at Didcot Railway Centre.
- 7029 *Clun Castle* worked the last steam hauled passenger train out of Paddington on June 11 1965.

elderly examples of other classes. Ten more were constructed in the same year, but were actually rebuilds of some of the Abbey series of the 'Stars' and these were followed by ten new locomotives in 1938 and another ten in 1939, before the Second World War temporarily brought a halt to production.

The war years were not good times for the Great Western. Prestige expresses were abandoned and those others which did run were slowed considerably.



In 1924 the GWR and LNER organised locomotive exchanges for a 'Castle' to work on the East Coast Main Line and an 'A1' to operate on the Great Western Main Line. During the week of April 27 1924 4079 *Pendennis Castle* departs London King's Cross with the 10.12am stopping train to Peterborough North. A week later the 4079 proved its credentials as the most powerful steam locomotive in Britain when it took the wind out of the LNER's sails while working expresses between King's Cross and Doncaster. F Hebron/Rail Archive Stephenson.



The last 'Castle' to be built by the former GWR's legendary Swindon Works was 7037 in 1950 and it was duly named *Swindon* the same year. Just one year later 7037 is surrounded by cleaners at Swindon shed in 1951.

R Wheeler/Rail Archive
Stephenson.

Maintenance was also less thorough than before and loads were increased substantially. The 'Castles', however, coped admirably throughout and achieved levels of performance which underlined the sound principles of design on which they were based.

As the hostilities drew to a close the opportunity arose to recommence normal locomotive building, Swindon having been turned over to munitions and war department locomotives during the war. Despite the more modern Hawksworth designed 'County' 4-6-0s appearing in

1945, the GWR looked again towards new 'Castles' to replace its remaining worn out 'Stars' and 'Saints'. In May and June 1946 5098-99 and 7000 to 7007 were completed and all except 7000 and 7003 bore names which had been used before and displaced from other class

Towards the end of Western Region steam the 'Castle' fleet was run down and the last of the class to remain in service was BR built 7029 *Clun Castle*. A popular raitour locomotive in the 1960s, 7029 departs Leicester Central after taking over an Ian Allan special from Doncaster to Paddington on April 7 1964.

T Hepburn/Rail Archive
Stephenson.



members. Further detail improvements meant this batch – and all subsequent builds – were known as '5098s'. Despite Nationalisation in 1948 construction of the 'Castles' continued and a further 30 were built between 1948 and 1950 while the newly formed British Railways worked on its proposals for standard designs. From 7008 onwards a new type of flush-sided tender was supplied, which had first made an appearance with the 'Countys'.

The final Castle, 7037, was finished in August 1950 and it received the name *Swindon* from Princess Elizabeth that November when she visited the works.

Modifications and improvements

During the 1950s there were some modifications and improvements as the class settled to their regular duties, but in February 1958 the Western Region took delivery of D600, the first of the diesel-hydraulic main line locomotives. At this time the entire 'Castle' class was still in service and the Western Region had no fewer than 196 four-cylinder 4-6-0s on its books. It was reported that the new diesels were to be used West of Newton Abbot and that the 4-6-0s would survive and indeed further improvements were tried on the 'Castles' including a four-row superheater and a double chimney.

The first of the true 'Castles' to be scrapped (some of the rebuilt 'Stars' had already gone) was 4091 *Dudley Castle* in January 1959. By January 1961 another seven had gone and 1962 saw no fewer than 54 'Castles' taken out of service as

the new 'Warship' and 'Western' diesel-hydraulics took over express services on the former Great Western Railway routes. These included four which had received the double-chimneys and which were thought to have a long future ahead of them. In 1963 a further 49 were condemned, leaving only 46 at the start of 1964.

The end of 1964 saw the virtual end of 'Castle' working and only 11 locomotives survived the year, but two of these, 4079 *Pendennis Castle* and 7029 *Clun Castle*, were to pass into preservation. *Clun Castle* worked the last steam-hauled passenger train out of Paddington on June 11 1965 and went on to tour the network extensively in private hands. 7029 last steamed in 2001 and is now stored at Tysley in Birmingham although an appeal is currently running to restore the BR built 'Castle' to working order. *Pendennis Castle* was at various sites in private hands, but was exported to Australia in 1977. Thankfully it was recently repatriated and is being restored at Didcot Railway Centre.

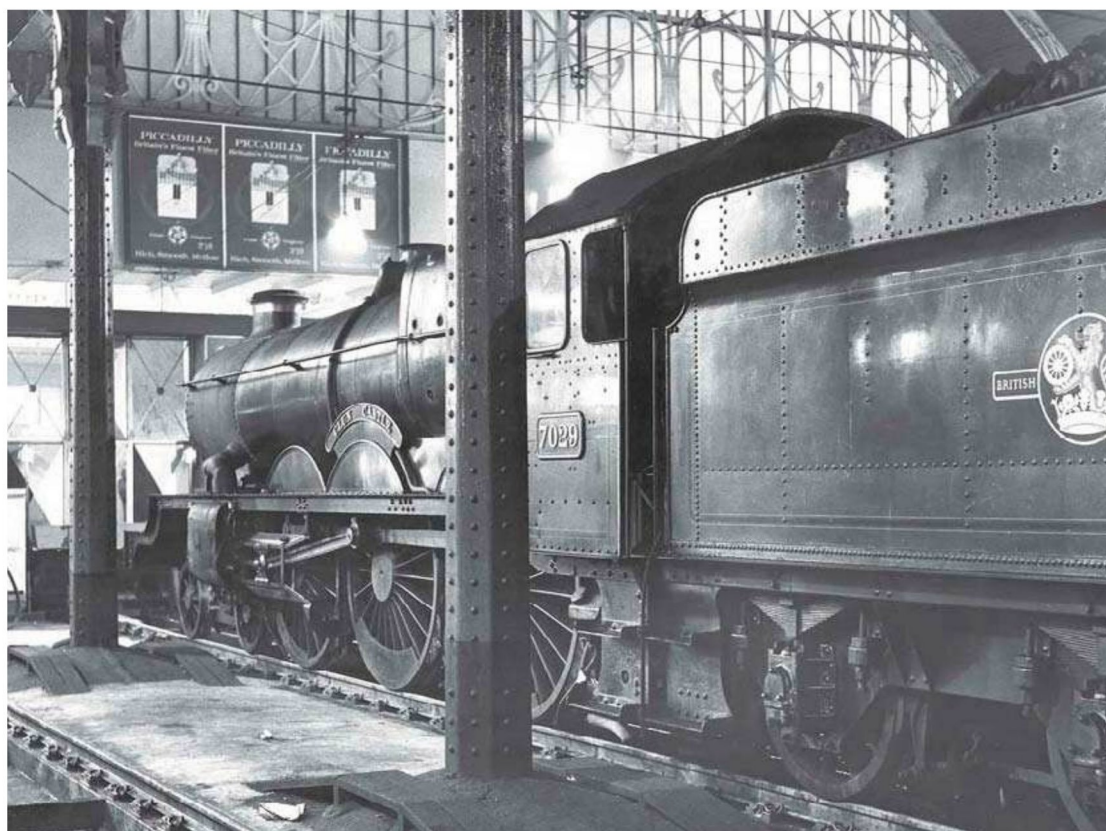
In total eight members of the class survived. As well as those mentioned above 4073 *Caerphilly Castle*, is at Swindon; 5029 *Nunney Castle* is on the main line and is also often seen at heritage railways; 5043 *Earl of Mount Edgcumbe* returned to the mainline at the end of last year from its base at Tysley; 5051 *Dryslwyn Castle* is at Didcot Railway Centre awaiting overhaul; 5080 *Defiant* is currently on display at the

'Castle' class statistics

Designer	Charles Collett
Built	1923-1950
Builder	GWR/BR
Total in class	179
Purpose	Express passenger
Power classification	'7P' ('6P' until 1951)
Wheel arrangement	4-6-0
Weight (loco)	79tons 17cwt
Weight (tender)	46tons 14cwt (later tender)
Driving wheels	6ft 8 1/2in
Length (including tender)	65ft 2in
Boiler (taper)	5ft 1in to 5ft 9in
Boiler pressure	225lbs sq in
Cylinders	Four 16in x 26in
Tractive effort	31,625lbs
Coal capacity	6tons (later tender)
Water capacity	4,000gallons (later tender)

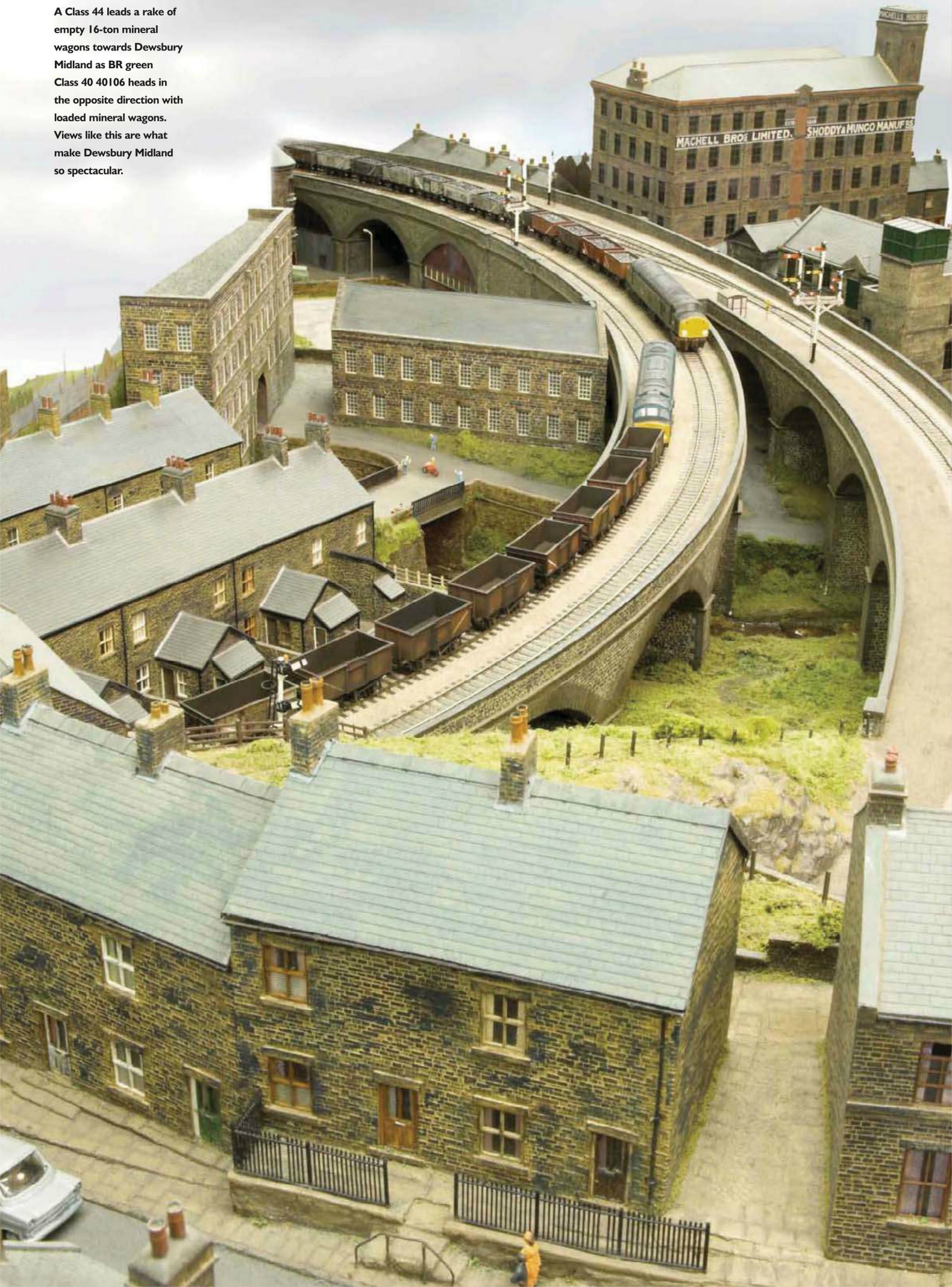
Buckinghamshire Railway Centre and 7027 *Thornbury Castle* is at the Railway Age in Crewe.

The 'Castles' were an outstanding design, giving performance far ahead of anything else of their period. They were a locomotive which, through constant improvement, had an extremely long lifespan. Their design influenced steam locomotive development far beyond the Great Western Railway and it is fitting that we can still see and hear them at work in their preserved form. Modellers of the Great Western Railway or the Western Region will doubtless want to own one – perhaps those centred on other regions might find an excuse, under the guise of locomotive trials, to run one too!



Journey's end. Following its run from Leicester Central 7029 *Clun Castle* stands under the giant Brunel trainshed at London Paddington on arrival with an Ian Allan special on April 7 1964. Brian Stephenson.

A Class 44 leads a rake of empty 16-ton mineral wagons towards Dewsbury Midland as BR green Class 40 40106 heads in the opposite direction with loaded mineral wagons. Views like this are what make Dewsbury Midland so spectacular.



Hornby Magazine's layouts of the year!

This year *Hornby Magazine's* layout of the year competition expanded to offer a first prize for both individual and club built layouts. MIKE WILD pays a photographic tribute to the winners: Dewsbury Midland and Fenchurch Cutting. *Photography, Mike Wild and Chris Nevard.*

Dewsbury Midland

The Manchester Model Railway Society's crowning glory is this superb 28ft long exhibition layout based on a might-have-been scheme on the Midland Railway's West Riding Lines. The layout has been built so that both 1950s/'60s steam and diesel traction can run as well as 1970s/'80s BR blue diesels as the mood of the club dictates.

For *Hornby Magazine's* feature in HM February 2008 on this highly popular artwork we chose the latter period as the layout had never been in print before with this period of rolling stock in view. What makes this layout so special isn't just the railway. Fair enough, the track, trains and infrastructure are all produced to the highest standard, but it's the overall scene which really makes Dewsbury Midland stand out from the crowd. The mill buildings, the warehouses, the viaducts and tunnels all shout West Riding and I know from conversations with the team behind the layout that many thousands of hours have gone into careful construction of the buildings to make them fit the appearance of the real area.

Contrary to what you might expect Dewsbury Midland is not an 'EM' gauge production. Instead the team have used finescale track and point work, the latter hand built, to recreate as near as possible a scale appearance for 'OO' gauge locomotives and rolling stock to run on. The trains incidentally are mainly ready-to-run items which have been weathered and detailed for the period of operation, but there is a fair proportion of kits within the fleet which means there is always something different to look out for.

The photographs we've selected offer a little taste of what makes Dewsbury Midland so special as a model railway, but if you want to find out more dig out a copy of HM February 2008!



A Class 101 DMU pauses in the station as a Class 108 arrives.

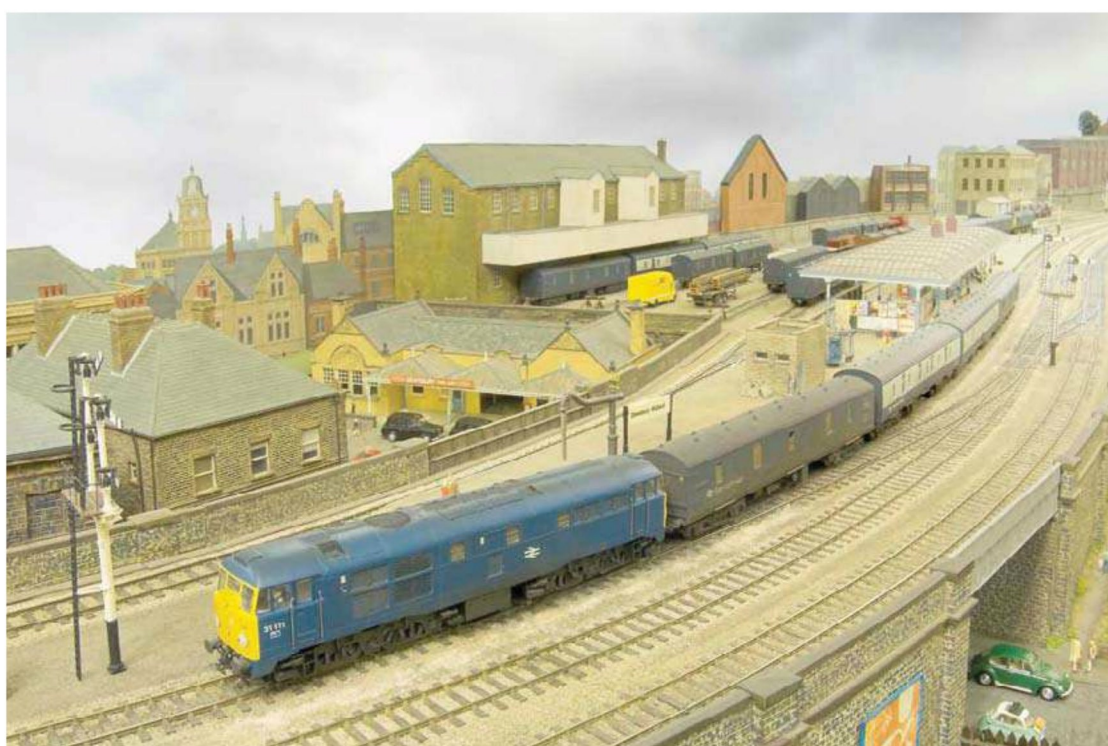


Under the arches a lot of detail has been invested in scenes such as this car repair garage.



Above: A Class 47 is captured moving through the station's goods loop as traffic fills the street below.

Opposite: A Class 45 rounds the curve from the station while the street bustles below.



Right: A Class 31 thunders through Dewsbury Midland with a parcels working.





A Stanier 'Black Five' enters Fenchurch Cutting station as the locomotive shed is kept busy preparing engines for their next turn of duty.



Fenchurch Cutting

Roy Emery's atmospheric Fenchurch Cutting, captures the spirit of a busy suburban terminus with the added interest of a large locomotive shed above. It won the individual category of the *Hornby Magazine* layout of the year competition by a landslide vote, outstripping all other individual layouts.

The station is set in the 1950s and early 1960s and makes the most of its 14ft x 2ft footprint by employing a split level design. On the lower level the

terminus handles a continuous supply of suburban trains mainly hauled by 2-6-4Ts, but the shed above is home to a wider array of motive power for surrounding lines including freight work.

The atmosphere created by Roy is superb and I'm sure I'm not alone, considering the vote, in appreciating the passion which has gone into creating this 'OO' gauge layout. Fenchurch Cutting is not as big as some of the home grown layouts we've feature in *Hornby Magazine*, but its debut in print

in HM August 2008 certainly caught the attention of readers.

Fenchurch Cutting is also Roy Emery's first exhibition layout and he has used his knowledge of the area to create the final result with a little assistance here and there from his fellow Basildon Model Railway Club members.

The pictures offer a reminder of Fenchurch Cutting, but for the full feature you can always look back to HM August 2008.

A BR 'Standard Four' 2-6-4T stands on the coal road after turning. In the background a Thompson 'BI' is being turned ready to follow the '4MT'.



Typifying the motive power on suburban services in East London a BR 'Standard Four' 2-6-4T enters the station and passes the signalbox.



A 'Jinty' 0-6-0T is on hand as station pilot and shunts parcels vans between the bay platform and parcels depot as required.

A 'J94' 0-6-0ST is prepared for its next duty at the shed.





Hornby's Drummond 'T9'
4-4-0 in BR black as 30724.

Review of the Year 2008-2009

The pace of development never relents in the model railway industry and during the past 12 months ready-to-run manufacturers have been making bold moves forward with new releases and exciting announcements. **MIKE WILD** charts the major releases between September 2008 and September 2009 and highlights the big announcements of the year.



Bachmann's BR 'Standard
Four' 4-6-0 as 75027 in
weathered in BR lined
green.



Producing a new ready-to-run model is tough. Hours, months and sometimes even years of work go into creating the drawings – before developing and testing the chassis. And it gets harder still as manufacturers are finding it increasingly difficult to choose new and different models with many of the popular locomotives already covered.

Still, there is no sign of any British outline manufacturer slowing down – in fact it's quite the opposite. 2008-2009 has been another exciting period full of superb new releases for 'OO' and 'N' gauge ranging from Dapol's sublime 'N' gauge Stroudley 'Terrier' 0-6-0T through to

modern Diesel Multiple Units (DMUs) such as Bachmann's recently released Class 150/1 and 150/2 trains.

With so much on the table it's difficult to keep up with what's new and when it arrived, but that is the purpose of this Review of the Year – to keep you up to date and also provide a historical survey of the major new releases and announcements of the past 12 months.

September 2008

We start this review in September 2008, just after we'd finished

'Standard Four' 4-6-0 – the second being announced by Hornby for 2009.

The '4MT' 4-6-0 has been part of the Bachmann range since the 1970s and was showing more than a few signs of its age. What Bachmann produced wasn't just a re-tool; it was a completely new model from the wheels up which offered a massive step change in the locomotive's appearance and brought it into line with contemporary 21st century models. Four versions were



Bachmann's 'N' gauge Virgin Voyager DEMU.

that year's annual. Hot on the heels of its highly acclaimed LNWR 'Super D' 0-8-0 Bachmann launched the first of two promised models of the BR

produced initially: 75027 in weathered BR lined green with late crests, 75033 in BR lined black with late crests, 75069 in BR lined green with late crests and 75074 in BR lined black with early crests. The arrival of the '4MT' 4-6-0 also ticked another box

Dapol's 'B17' with three BR carmine and cream teak coaches.



Hornby's HST Class 43 power car in original BR blue and grey livery.

in the BR 'Standard' fleet and completed the range of 'Standard Fours' as Bachmann also has the BR '4MT' 2-6-4T and 2-6-0 in its catalogue.

Also released in September was Bachmann's 'N' gauge model of the Virgin Voyager Class 220 DEMU. With a 'OO' gauge version already under its belt, the small scale model was an obvious choice, but it followed in the shadow of Dapol's previously released version. The new

Voyager had all the hallmarks of Bachmann's new 'N' models including directional working lights, a DCC ready chassis which was both powerful and smooth running and a level of detail second to none. The coupling bars supplied with the unit were scaled down versions from the 'OO' version and whilst fiddly to fit they offered superb close coupling between the coaches of the four-car sets. Since the original release in Virgin

Trains livery Bachmann has also produced the Voyager in the new Cross Country livery and as a Class 222 (the design is virtually identical) in Midland Mainline, Hull Trains and East Midlands Trains colours offering the era 9 modeller a world of choice.

Over at the Dapol factory on the Welsh border another top quality 'N' gauge model was released in the shape of the Gresley 'B17' 4-6-0. Eastern Region

Bachmann's Fowler 'Patriot' 4-6-0 as 45503 The Royal Leicestershire Regiment.



Bachmann's 'N' gauge Class 108 DMU.





locomotives are particularly rare as ready-to-run items in 'N' scale, but the 'B17' bucked the trend and what a model it is! As with previous tender locomotives produced by Dapol the motor is mounted in the tender and drives the locomotive wheels through a cardan shaft. The 'B17' was the first steam locomotive to feature Dapol's super creep motor which has astounding slow speed performance and sets this model apart from all previous 'N' gauge steam locomotives.

Initially the 'B17' was released in book sets containing a locomotive and three Gresley teak coaches as BR liveried 61652 *Darlington* and 2857 *Doncaster Rovers*, but later in 2008 the locomotive was made available as a separate item.

Away from locomotives the month of September was a good one for modern day freight modellers as Hornby launched

its 'OO' 'Clam', 'Rudd' and 'Tope' engineers wagons, Dapol released its first 'OO' gauge Freightliner spine wagons and 'N' gauge witnessed the debut of Dapol's Megafret twin sets and Telescopic steel hood wagons.

October 2008

If there was one model which shaped the second half of 2008 then it was Hornby's eagerly anticipated Drummond 'T9' 4-4-0. This class had been requested repeatedly by modellers, but to actually get one produced was something of a milestone.

Hornby's model was a little delayed, but it was more than worth the wait. The first version, BR lined black 30724, arrived in October and showed just why it was worth waiting for. The attention to detail throughout was superb (save for the injector pipes which had been mounted

the wrong way round) and for the first time ever a ready-to-run model featured a representation of the inside motion between the frames, albeit non-working.

Few could have expected the potential of the 'T9' and while some experienced teething troubles the model we had for review exceeded our expectations by handling an eight-coach train of Hornby Maunsell stock. This was achieved through the die-cast body and traction tyres on the leading driving wheels. Better still Hornby produced both narrow and wide cab versions as well as eight-wheel watercart and six-wheel tenders for the model.

For the Southern Region modeller looking for a medium powered steam locomotive there was no better option and on release four versions were produced: 30724 in BR lined black



Heljan's 'Clayton'
Class 17 Bo-Bo.



Dapol's stunning 'N' gauge 'Terrier' 0-6-0Ts.

without crests, 30310 in BR lined black with early crests, 120 in Southern Railway olive green and 729 in Southern Railway olive green.

Bachmann's 'N' gauge division was also busy during October as it released both the brand new Class 08 diesel shunter and Class 108 DMU during the month. The Class 08 presented a whole new face for the 'N' gauge model, as it had previously only been available using the life-expired tooling produced by Graham Farish. The new version set new standards by having fully detailed outside frames, a highly detailed and correctly proportioned body and a standard of performance far in excess of the Farish version.

The Class 108 had a similar story to the Virgin Voyager by following the 'OO' gauge version. It featured a superbly

detailed body with full interior detail, working directional lights and a 6-pin DCC decoder socket. The first releases were produced in BR lined green with 'speed whiskers' and BR blue and grey, but subsequently Bachmann has also released a plain BR blue version and (as I write in August 2009) three-car Class 108s are also due to reach the shops by the end of 2009.

November 2008

November was a great month for new models. Hornby launched its new HST power cars while Bachmann's 'OO' 'Patriot' and 'N' gauge Class 47 both made their debut and Dapol produced an all-encompassing (and extremely capable) track cleaning vehicle for 'OO' modellers.

A modern production of the HST Class 43 power cars was long overdue. Hornby was still relying on its 1980s tooling for the iconic trains while the ex-Lima version had passed into the Hornby Railroad range. The new version was a world away from both of these outdated models and offered modellers of the post-1973 period the very best model of the Class 43 that money can buy.

The new version features a highly detailed body with near perfect shaping of the distinctive cab fronts and detail differences as appropriate for different periods of the Class 43's life. The chassis was upgraded at the same time to current levels of performance and featured all wheel drive, rotating roof fans where appropriate and a DCC 8-pin decoder socket.



Dapol's first wave of 'N' gauge Class 156 releases.



Representing the LMS, Bachmann's new original condition parallel boiler Fowler 'Patriot' 4-6-0 arrived too offering the LMS and London Midland Region modeller another choice for express passenger trains. The model was again tooled from scratch, but used parts from the chassis of the Stanier 'Jubilee' which was released by Bachmann in December 2007. Three versions were produced initially: 5541 *Duke of Sutherland* in LMS crimson, 45503 *The Royal Leicestershire Regiment* in BR lined green with early crests and 45543 *Home Guard* in BR lined green with late crests.

In 'N' gauge the all new Class 47 arrived under Bachmann's Graham Farish label offering a top-notch version of the popular and highly useful mixed-traffic Co-Co diesels. Commentators were quick to point out the larger than prototype gap between the top of the bogieside frames and the body, but otherwise it is an excellent model coupled to a powerful and smooth running chassis. As with the 'OO' gauge range of '47s' Bachmann produced the 'N' gauge model in original two-tone green with small yellow warning panels and full yellow cab fronts and in BR blue with full yellow ends.

Tackling an awkward subject that's easy to skimp on Dapol launched a new

track cleaning vehicle in 'OO' based around the highly successful 'N' gauge track cleaner produced by Tomix of Japan. The track cleaner can scrub, vacuum, clean and polish rail heads and is designed to be towed by a locomotive around a railway meaning that even tunnels and hard to reach spots can be cleaned to perfection. Not surprisingly, we were rather impressed.

Other new releases during November included Hornby's Railroad Gresley 'A4' and '9F' and Flangeways ready-to-run 'OO' gauge BR independent snowplough.

An unexpected story was Loconotion's proposal to produce a ready-to-run model of the Bulleid 'Leader' steam locomotive in





Bachmann's top drawer model of the BR Class 08 in 'N'.

conjunction with Dapol, a project which appealed to many though no hardware has appeared at the time of writing.

December 2008

The highlight of December was the arrival of Hornby's Maunsell 'Schools' 4-4-0. The 'Schools' had been part of Hornby's range for many years as a tender drive model, but the new version was created totally from scratch.

Like the Drummond 'T9' the 'Schools' ticked a big box for Southern Region modellers and at last offered a high quality superdetailed model of the powerful, popular and purposeful 4-4-0. The level of detail incorporated all round was excellent, but arguably it was best in the cab where Hornby created a fully detailed interior with controls, gauges and more. The first release was BR lined black 30932 *Blundell's* which was followed in early 2009 by BR lined green 30915 *Brighton*, 903 *Charterhouse* in Southern Railway olive green and 902 *Wellington* in SR malachite green are still pending from the 2008 catalogue in August 2009.

Bachmann's 'N' gauge Class 47.

ViTrains also scored another hit in 2008 when it released its second 'OO' gauge ready-to-run diesel model: the Class 47. Rather than replicate what was already available ViTrains chose to model the Class 47/4, 47/7 and 47/8 sub-classes which followed in the footsteps of the Class 37 models produced by Heljan, with a high performance chassis and a well made body with separate details for fitment by the purchaser. Several further liveries have been released on the model – too many to list since its introduction.

As well as the 'Schools' Hornby pleased modern traction modellers with the debut of its Class 153 single car DMU. The model offered a top quality product for a very sensible price and on release it was produced in Central Trains colours as 153333 and Northern Rail livery as 153324. Further liveries followed including First North Western and Regional Railways during the early part of 2009.

Embracing current technology Hornby also launched its first DCC sound decoder fitted models in the form of the BR Class 56 Co-Co heavy freight Type 5 diesel and the Stanier 'Duchess' 4-6-2, both of which offered a myriad of sound functions and

accurately produced sounds recorded from real locomotives.

'N' gauge modellers weren't left in the dark either as Bachmann released its rebuilt Stanier 'Royal Scot' 4-6-0 which followed a similar specification to the LMS Stanier 'Jubilee' 4-6-0 released in January 2008. The model features a tender drive mechanism allowing absolute fidelity in the body tooling plus see-through spoked wheels and all the latest hallmarks of new 'N' gauge steam models.

Rounding off December was Hornby's annual catalogue launch which promised 'OO' modellers a ready-to-run BR 'Clan' 4-6-2, a new GWR 'Castle' 4-6-0, a Javelin Class 395 EMU, a 'Devon Belle' observation car and 12-wheel Pullmans as the highlights amongst many other reliveries of existing models.

January 2009

After such a busy 2008 it wasn't surprising that the first month of 2009 was relatively quiet on the new model front with Bachmann releasing an upgraded version of its popular Class 55 'Deltic' as well as a selection of re-releases of existing toolings but with new colour schemes and numbers.



Dapol's world class model of the Class 67 for 'N'.



In the news *Hornby Magazine* launched its unique limited edition model of Stanier 'Jubilee' 45596 *Bahamas* with double chimney, a heavily weathered finish and red backed smokebox number plates while Hornby offered the first look at pre-production models of the BR 'Clan' 4-6-2 and 12-wheel Pullman cars. Bachmann showcased the first images of the its long awaited BR 4-CEP EMU. Kernow Model Rail Centre also revealed the liveries for its specially commissioned model of the Class 205 Southern Region DEMU which is being produced by Dapol.

February 2009

The second month of 2009 continued the theme of the first with few new releases. However, Bachmann announced its plans to produce a Robinson 'O4' 2-8-0, a BR '3MT' 2-6-2T, a 2-EPB third-rail EMU and a BR Class 03 diesel shunter in 'OO' gauge as well as a brand new model of the Sulzer Class 24 in 'N' gauge. Sussex based OO Works also revealed its plans to produce a model of the LMS/BR '2F' 0-6-0 ready-to-run in limited numbers.

OO Works also released its brand new model of the Lancashire and Yorkshire Railway Class 23 0-6-0ST, adding a first for the company which had previously only

produced Southern Railway/Region prototypes.

March 2009

'N' gauge led the way in March with two stunning new releases from Dapol. The first was the Stroudley 'Terrier' 0-6-0T which was both delightful and a model engineering milestone which helped mark the company's silver jubilee.

Few would have thought that the tiny 'Terrier' tank could be reproduced in 'N' gauge, but that is just what Dapol did and to the highest possible standard too with intricate detailing, an impressively smooth chassis and in a range of liveries.

The same month also saw Dapol release the first of its Mk 3 Driving Van

Trailers (DVT) in 'N' carrying the colours of InterCity and Virgin Trains and these previewed the potential of the manufacturer's forthcoming range of Mk 3 coaches and promised Class 86 for 2mm scale.

April 2009

The big news of the month was the arrival of Heljan's eagerly anticipated model of the BR Class 17 centre cab Bo-Bo. This distinctive design proved unsuccessful in service and unfortunately Heljan's model also suffered from unreliability in some cases.

With the chassis problems Heljan committed to replacement of defective chassis, making this another superb model



Hornby's BR 'Standard Four' 4-6-0.



ViTrains Class 47/4 47401 North Eastern in BR large logo livery.



Hornby's 'Schools' 4-4-0 as 30932 Blundell's.

with performance to match the exterior appearance and more livery and number variations are due for release in the final months of 2009.

Elsewhere modellers cast their votes in the annual British Model Railway Wish List Poll and the most popular suggestion for a new ready-to-run model in 'OO' was the Blue Pullman Diesel Electric Multiple Unit... it seems the major manufacturers have covered the most popular steam locomotives!

May 2009

May was an exciting month for 'OO' modellers as Cornwall's Kernow Model Rail Centre revealed its plans to produce a model of the veteran Beattie 2-4-0WT class which survived in service with BR until 1962 hauling china clay trains between Wadebridge and the clay dries at Wenfordbridge.

The announcement was totally unexpected and shows just how much the model railway industry has changed in recent years as the same company is also working with Dapol to produce a ready-to-run model of the Southern Region Class 205 DEMU and the

original North British Locomotive 'Warship'.

Bachmann's new 'OO' Class 150/1 DMU also arrived in May offering modellers another choice of second generation multiple unit in a variety of liveries. The two-car units have now been in service for 25 years and Bachmann has plenty of livery options to produce, although two – original provincial and Mersyside PTE – have been earmarked as limited editions by Trains 4U of Peterborough and Hattons of Liverpool respectively.

Another important release was Bachmann's E-Z Command Dynamis Pro Box – an add-on package for the original Dynamis digital controller which opens up the full potential of the system.

June 2009

Dapol's 'N' gauge range was back in the limelight in June as it released both its Class 156 DMU and all new Mk 3 coaches. The Class 156 took 'N' gauge multiple units into a new league with its close coupling mechanism, fully working scale BSI couplings on the outer ends

and switchable tail/headlights for use when operating the units in multiple.

The first round of releases featured original Regional Railways, First North Western and Strathclyde Passenger Transport liveries, but rather than just produce powered versions of the DMUs Dapol also released dummy units with alternative running numbers. Further liveries have been released since including Central Trains and East Midlands Trains.

The Dapol Mk 3 coaches are another winning model. The quality of detail is far beyond what has previously been available and better than those available in 'OO' gauge. A range of vehicle types and liveries were launched including BR blue and grey, Intercity and Virgin Trains.

Hornby and Bachmann were somewhat overshadowed during the month, as the only notable release was the first DCC sound fitted 'Deltic' produced by Bachmann.

In the news however, Hornby revealed a surprise new model in the shape of a Mk 3 DVT and also showcased the latest development work on the BR 'Clan' 4-6-2 and Class 395 Javelin EMU. Bachmann showed the first images of its BR '3MT'



Bachmann's 'N' gauge Class 150/1 in Central Trains colours.



2-6-2T while Dapol aired the CAD/CAM drawings for its new 'OO' gauge freight wagons: a Silver Bullet china clay tank, a Megafret twin set, KQA pocket wagon and MBA and MCA bogie box wagons.

July 2009

The annual Bachmann Open Day took place and while there were no significant new locomotive announcements, the company took the opportunity to showcase development of its BR '3MT' 2-6-2T (now in the final phase of pre-production assessment) as well as the forthcoming upgraded 'Peak' Class 44/45/46 diesels and 'Warships' for 'OO'. Also on display were pre-production samples of the new 'Presflo' cement wagon for 'OO' and updated 'N' gauge samples of the Class 24, 37 and 47 plus the Class 108 centre car.

The big news was the arrival of Hornby's BR 'Standard Four' 4-6-0 which went into direct competition with Bachmann's model of the same class which was released in September 2008. Opinion has been divided over which model is best and the jury is still out.

'N' gauge modellers had another field

day as Dapol launched a world-class model of the Class 67 high-speed diesel locomotive which again set new standards for detail and performance in the smaller scale, while Bachmann released its 'N' gauge Class 150/1. 'OO' wasn't ignored as Bachmann also launched its Class 150/2 and Hornby's DCC sound fitted Class 31 made its debut.

August 2009

The final month under review was relatively quiet, although Bachmann was busy again as its upgraded Class 44/45/46 models with new bonnet fronts, 21-pin decoder sockets and directional lights hit the streets.

In the news two significant events took

place. Firstly *Top Gear* presenter James May attempted to break the world record for the longest 'OO' gauge model railway by re-laying the lifted Barnstaple-Bideford line with Hornby track and the full support of the manufacturer and 400 volunteers. Secondly *Hornby Magazine* leapt into the world of manufacturing by revealing its plans to produce a ready-to-run model of the highly popular LMS Stove R six-wheel passenger brake in conjunction with Dapol.

Hornby Magazine's opinion

The past 12 months have been a period of change, development and excitement and while there have been quiet months, railway modellers have been treated to an impressive 24 new locomotive releases from Bachmann, Dapol, Heljan and Hornby.

Rolling stock continues to move forward in the eyes of the manufacturers and while it has been said before, we are now becoming spoilt for choice. Who knows what the next 12 months will hold, but I think it is fair to say that it will be just as exciting as the past year. With Bachmann set to release its BR 4-CEP EMU, BR '3MT' 2-6-2T, Peppercorn 'A2' 4-6-2, Robinson 'O4' 2-8-0 and BR Class 03 in 2010 and Hornby expected to launch its BR 'Clan' and Javelin EMU before the end of this year there is a lot to look forward to. Plus we also have the prospect of Dapol's Class 22, Heljan's model of Brush prototype HS4000 Kestrel and the BTH Class 15 as well as Kernow's specially commissioned models of the Class 205 DEMU and Beattie Well Tank. Needless to say, *Hornby Magazine* is waiting eagerly for the finished versions to land for review!

Hornby Magazine's top ten locomotive models of 2008/2009

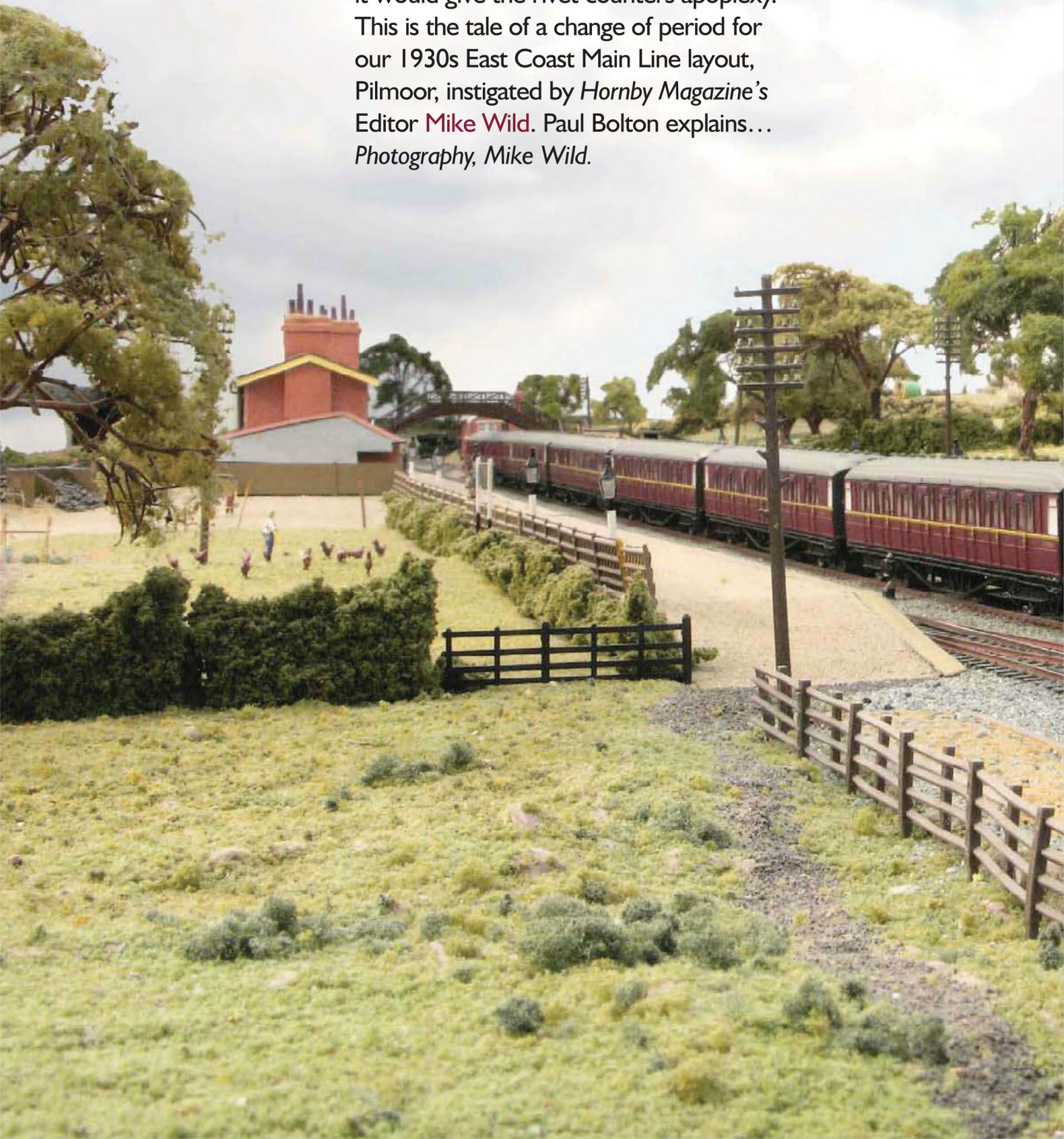
Locomotive	Manufacturer	Scale
1 Drummond 'T9' 4-4-0	Hornby	'OO'
2 Class 43 HST power cars	Hornby	'OO'
3 Stroudley 'Terrier' 0-6-0T	Dapol	'N'
4 Class 67 Bo-Bo	Dapol	'N'
5 Class 150/1 DMU	Bachmann	'OO'
6 Class 156 DMU	Dapol	'N'
7 Fowler 'Patriot' 4-6-0	Bachmann	'OO'
8 Class 08 shunter	Bachmann	'N'
9 BR 'Standard Four' 4-6-0	Hornby	'OO'
10 BR Class 17 Bo-Bo	Heljan	'OO'



Bachmann's upgraded Class 45 as 45053.


Time Warp on Pilmoor


Nothing to do with science fiction, in fact it would give the rivet counters apoplexy. This is the tale of a change of period for our 1930s East Coast Main Line layout, Pilmoor, instigated by *Hornby Magazine's* Editor **Mike Wild**. Paul Bolton explains...
Photography, Mike Wild.







 Pilmoor was the junction for the line to Boroughbridge. A work stained BR '9F' 2-10-0 plods along the main line with a long rake of box vans while a BR 'Standard Four' 2-6-4T departs on the branch with a parcels working.

 Previous page: The English Electric prototype Deltic operated on the East Coast Main Line towards the end of its main line testing programme. This is the Bachmann/National Railway Museum model.

Pilmoor is a layout based at the National Trust property, Ormesby Hall near Middlesbrough. It is part of a permanent model railway display of three layouts that are open to the public throughout the summer season.

It was built by a team of volunteers, known collectively as The Railway Lads, who operate and maintain the layouts on behalf of the National Trust. The layout is a model of the junction station of Pilmoor which was situated on the East Coast main line between York and Thirsk. The layout has been built over a number of years and all the buildings are scratch built based on the originals. The track plan is as near to the prototype as we could hope, taking into account the fact that the need for fiddle yard means there are curves at each end which weren't present at the real station.


However, what we have got is the double track main line, lie-by siding to the north, a loop to the south and the branch line which departed from the ECML towards Boroughbridge.

The line was originally built for the Great North of England Railway and opened in 1841. Pilmoor station opened in 1847 when the branch to Boroughbridge was created and provided a cross platform interchange with the branch. The station was unusual, but not unique, in having no road connection and passenger numbers were always relatively low due to its remote location.


The layout has been modelled on a time period of 1936 to 1939 which we chose for several reasons. The stretch of line we have modelled was used as a test area for the very first colour light

signals in 1936 before the Second World War, which obviously had a great effect on the type of trains running on the line. Equally, being the East Coast Main Line, the trains of the era were both colourful and impressive as streamlined 'A4s' raced back and forth between London and Edinburgh at the head of equally streamlined and stylish trains. Arguably this was the railway's heyday as locomotives were maintained to the highest standards, both mechanically and externally, and when the railway was still the fastest means of transport available to the general public. The streamlined trains of the era grabbed the attention of the nation, not least because in 1938 Sir Nigel Gresley's 'A4' 4468 *Mallard* went on to attain the World Speed Record for a steam locomotive on the southern section of the ECML.



 A rare visitor to the northern section of the ECML was Brush's prototype D0280 Falcon. Here it heads a Pullman train, a regular duty for this locomotive on the ECML.



 A Class 108 DMU waits for the arrival of the next main line stopping service as a 'B1' passes in the background with a parcels set.


Normally visitors to Ormesby Hall are treated to a procession of LNER period trains. The aforementioned 'A4s' feature heavily in both garter blue and silver while LNER apple green is the colour of choice for the rest of the passenger fleet.

Freight locomotives are typically plain black with gold leaf LNER lettering all capturing a bygone age of railway history.


Back to the future

We had occasionally thought about the potential of running Pilmoor in more recent times for a one off event. It wouldn't be right to operate in the post steam age era as too much had changed by then, especially in the 1990s for example, as by then the ECML was fully electrified as it is today.



 On the branch a Class 108 departs en route to Pilmoor Junction.

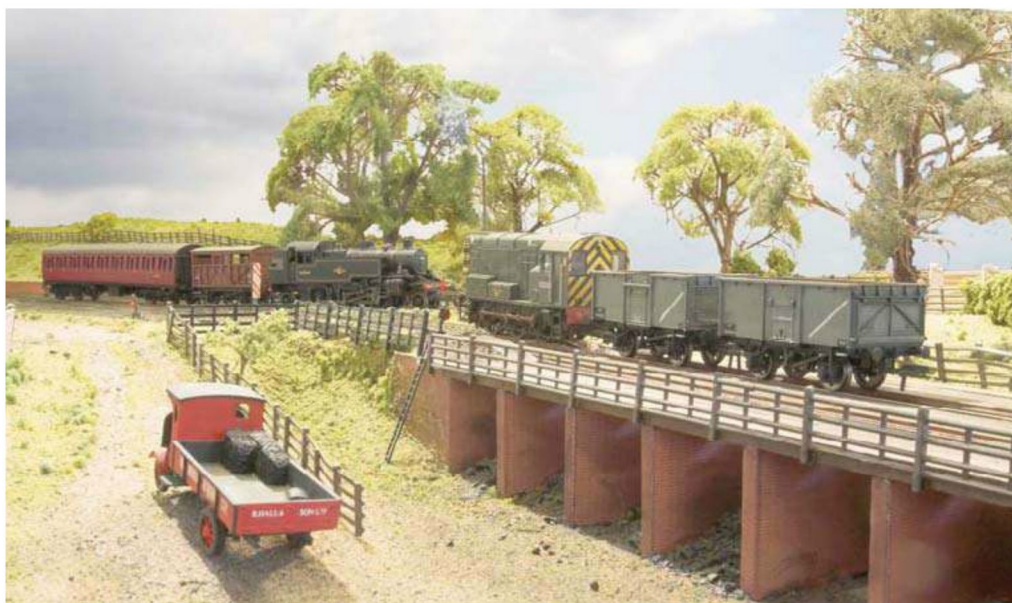


 The English Electric Type 4 diesels were regulars on semi-fast trains on the East Coast Main Line. D210 *Empress of Britain* has charge of a rake of Gresley teak stock at Pilmoor.

The idea for this feature came about when *Hornby Magazine*'s Editor Mike Wild visited us in February to photograph our two portable layouts – Skaledale Bay (HM May 2009) and Aylehouses (HM August 2009). These are not part of the permanent display as we have nowhere to put them and they are in fact stored under the baseboards of the others.

Whilst having a look at Pilmoor, Mike commented that it was a shame that the layout had featured in the model press before as he would have loved to have featured it, but it wouldn't necessarily have the same appeal if it was featured in the same light as before. However, on his journey back home he had the idea of bringing the time period forward and using British Railways stock for a new angle to the layout. Now the purists among you will be shaking your heads as Pilmoor changed in many respects in the 20 or so years between the late 1930s and

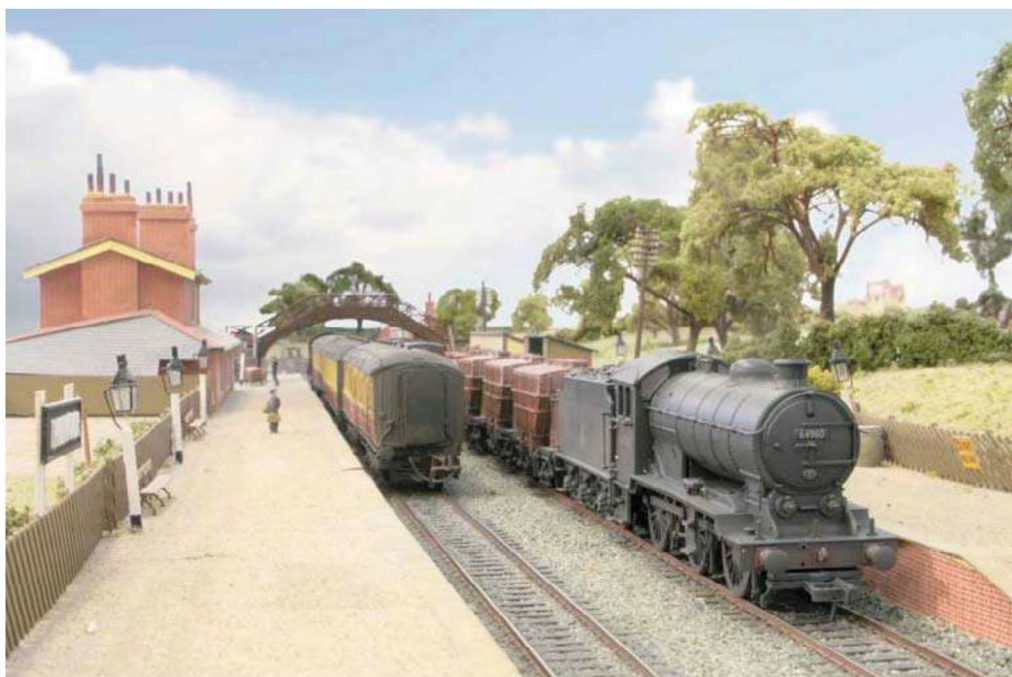
6 A 'WD' 2-8-0 ambles along the main line with a never ending string of empty mineral wagons. Such workings had to fit in between express trains, although a loop at the opposite end of the station allows freights to be held for passenger trains to pass.



8 A Class 08 diesel shunter propels wagons onto the coal drop as an Ivatt '2MT' heads the local passenger working towards Pilmoor Junction.



9 Heading the 'Tyne Tees Pullman', D9017 Durham Light Infantry approaches Pilmoor.



10 A 'J39' 0-6-0 passes through the station with a mixed goods.


late 1950s/early 1960s, but being a BR modeller myself I thought it was a great idea.

Our own research suggests that Pilmoor looked nothing like it did as we've modelled it in the BR period. The main line was first tripled during the Second World War and then later quadrupled. The original station building that we modelled was demolished in 1942 and a new station building and Station Master's house were built further back from the track to facilitate the widening, and the bridge at the end of the station was rebuilt with a steel deck again because of the track widening.

So if you ignore these factors and probably a few more that I have not mentioned then the idea of bringing the time period forward was a great one to me, but then I would say that!

The arrangements were made and it was agreed that Mike would bring some of his own stock to operate



 A Gresley 'A3' blasts under the road bridge on the approach to Pilmoor.

alongside our own BR period models. The LNER stock which normally graces the layout is owned by the National Trust, so a range of alternative stock was borrowed from several of our volunteers, including the author. At this point I would like to say a big thank you


to Jonathan and Craig for trusting me with their stock for the day.

Setting up the trains

On the day of the photo shoot, Mike duly arrived with enough stock for two layouts, if not three and once we had

carried everything upstairs, we set about making trains up to run on the layout. I had drafted in two of our volunteers to lend a hand, Bob and Richard, and it was a good job that I did as we had only a few hours to complete our task, Ormesby Hall is only open to the public



 A production 'Deltic' crosses a Gresley 'A3' at the station.

on a Saturday and Sunday afternoon so it was a good job that we chose a Tuesday to carry out our flight of fantasy because we had stock, cameras and lights all over the place and it would have been impossible for the visiting public to get anywhere near to view the layout had it been at the weekend.

Although we had no specific time period in mind or even any particular British Railways train formations we tried to put together examples that were typical of the East Coast Main Line during the late 1950s and early 1960s. Gresley teak stock was a must plus we obviously had to have a BR green 'A4' and 'A3' somewhere in the mix too. On the more unusual side we also had the pleasure of running a prototype 'Deltic' and Brush's prototype diesel *Falcon*.

When Mike first suggested the idea I had a few train formations that I wanted to recreate too: a production 'Deltic'

pulling the 'TeesTyne Pullman' made up of Mike's 'Deltic' D9017 *Durham Light Infantry* (a former Gateshead allocated machine, which is appropriate to our location) and my own rake of Bachmann Mk 1 Pullmans sandwiched between a pair of flat sided Pullman brake cars. We also had to run an express fish train and thanks to Jonathan we had a superb collection of vans to make one up; you could almost smell it as it went past! And of course lots of 16 ton mineral wagons on an un-fitted freight.

As you can see from the superb photographs, we brought together a wide range of stock all of which had its roots in the Eastern Region as it was known then and although this was done as a one off originally it has certainly whetted our appetite and some of the volunteers have mooted the idea of doing it again, but this time when we are open at a weekend. However, since

it takes us many hours to remove the original stock and set up the replacement it may be something we only do occasionally.

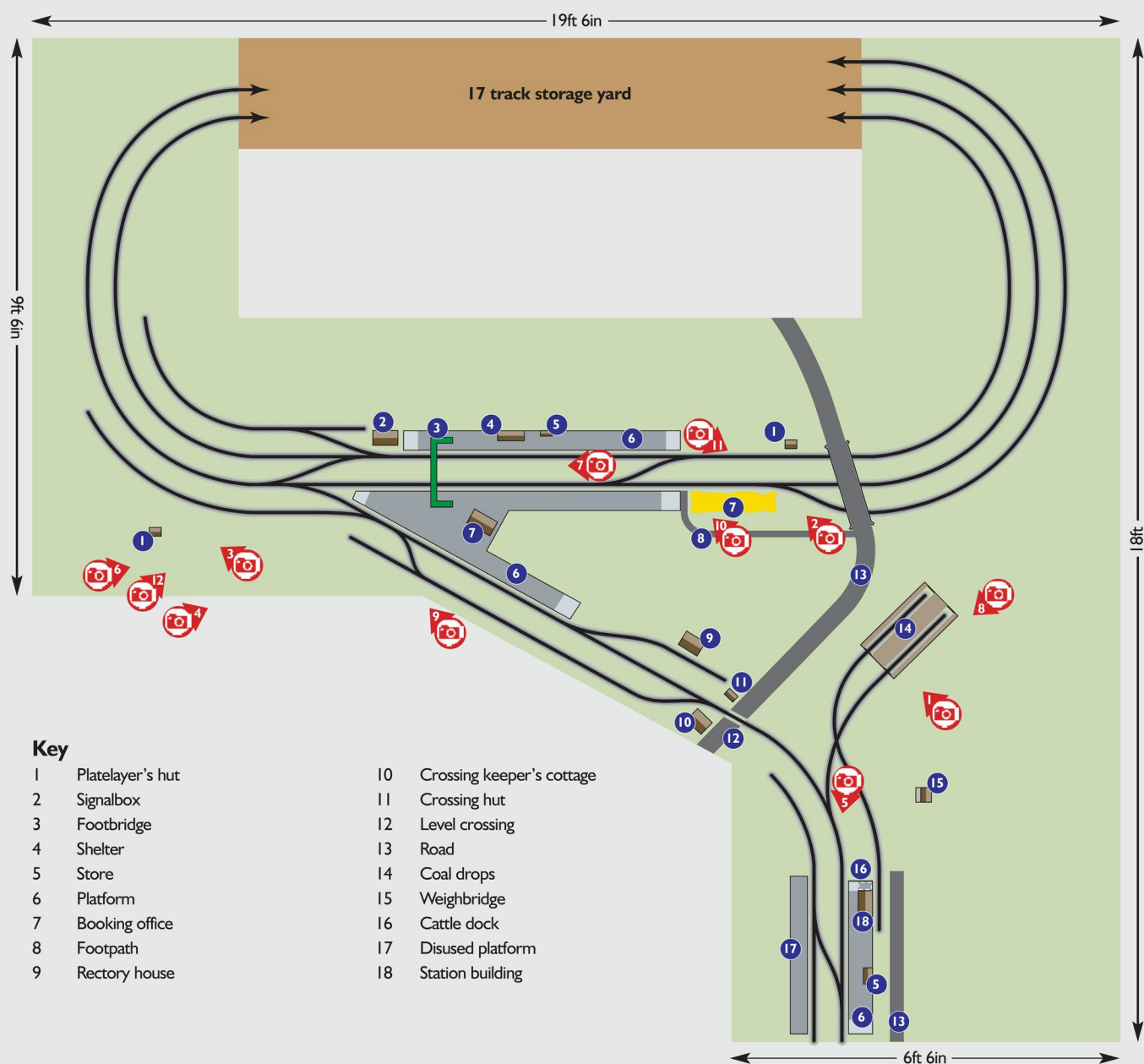
On behalf of the National Trust and The Railway Lads I would like to thank Mike Wild for taking the superb photographs and bringing his stock along and I hope you enjoy the photographs as much as we did setting them up.

■ If you would like to see Pilmoor as it should be, check out the photographs on our website www.ormesbyhallmrg.co.uk

Pilmoor statistics

Owner:	Ormesby Hall Model Railway Group
Scale:	'OO'
Length:	19ft
Width:	9ft 6in
Track:	Peco code 100
Period:	Normally 1936-1939, but BR 1950s/1960s for this feature

Pilmoor Track Diagram (Not to Scale)



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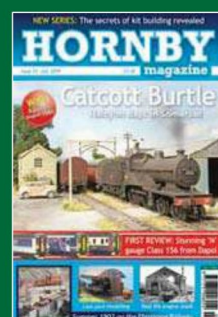
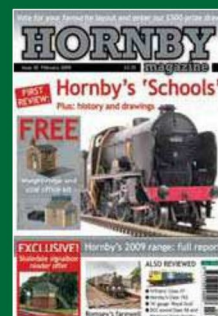
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