

**BRITAIN'S No.1
MODEL RAILWAY MAGAZINE**

AUGUST 2020 £4.80

AT THE HEART OF THE HOBBY

VOLUME 71 No 838

RAILWAY MODELLER

Tumbledown & Dingledale

Narrow gauge in the
garden in 16mm scale

Scarlington

A north of England
diesel age portrayal in N

Modelling road surfaces

We show you how –
using just paint, powders and card

Stonebridge Junction

Celebrating the railway heritage of
South Wales in OO

Gas Works Row

An amusing account of
a 4mm micro marvel

Reviewed inside ...

Bachmann Class 117 DMU in OO
Hornby ScotRail sliding door Mk.III's in OO
Graham Farish Thompson coaches in N

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RAILWAY MODELLER

Contents

August 2020 vol 71 No.838

598 **The Tumbledown & Dingledale Light Railway**

Railway of the Month

Mick Walker takes us on a grand tour of his extensive 16mm scale garden railway, constructional aspects of which were featured in our June and July issues.

606 **A loaded Lowmac in O** **Project of the Month**

Craig Tiley adds the finishing touches to his Connoisseur Models LNER Lowmac in 7mm with painting, lettering and weathering – plus the addition of a suitable load.

610 **Scarlington**

Geoff Britton describes how members of Scarborough & District Railway Modellers reloaded their steam era N gauge layout (the *North of England Line* – see RM June 2015), to create this diesel age portrayal.

617 **Bala Town**

Andy Peters shows us this recent essay in O gauge modelling, which depicts a fictitious BR Western Region branch terminus station set in North Wales.

620 **Planning an operating sequence**

Les Fordham takes this activity and turns it into a fun process you can use to devise and record countless train movements – and even before you've laid any track! Whilst Les created his example on a computer, the idea could be executed using just pencil and paper.

622 **Ouse Washes**

Rod Allcock makes his case for the use of narrow baseboards as employed on this innovative 009 layout, which was built for him by Geoff Broadhurst.

626 **Ormskirk**

Plan of the Month

Steve Flint proposes a shelf-type scheme for OO, which is inspired by this Lancashire town's station and set in recent times; it is served by DMUs and EMUs.

628 **Gas Works Row**

Brian Wakeling gives a candid and amusing account of this small layout which he first began some 30 years ago after Mother Nature stalled his shed-based project.

631 **Laser-cut rolling stock**

Jim Smith shares some hints and tips to assist with building a rake of covered vans from basic MDF kits in Gauge 1, including ex-GWR and ex-LNER designs.

634 **Talking Points**

Topical issues from the world of railway modelling. This month, features writer Craig Tiley examines how model railway retailers have fared during the lockdown and their preparations for re-opening to walk-in customers.





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RAILWAY MODELLING *Explored*

Projects, hints and tips for beginners from Railway Modeller readers and staff

651 **Riverside TMD and more...**

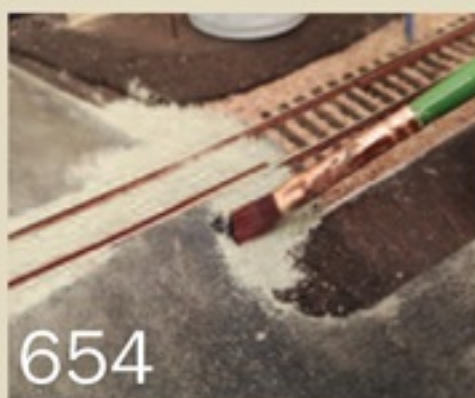
Nathan Jenkins shows us some more of the layouts he has built during his time in the hobby, including a track laid out of doors.

654 **Road surfaces**

Callum Willcox demonstrates how textured paint, combined with weathering powders can be used to create a simple, but realistic road surface.

656 **Down the garden path**

A recent BBC news report documenting an Eastbourne man who built a full size railway in his back garden so inspired Adrian Full that he created this 4mm version.



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WHAT'S
ON THE
COVER



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Cover photograph by Craig Tiley

636 **Stonebridge Junction**

A layout reflecting the railway heritage of South Wales, built in OO by members of the Pontypool & Blaenavon Model Railway Club and described by Steve Thomas.

642 **LB&SCR Pacific and Baltic tanks**

Scale Drawings

These elegant tank locomotives that were built for the London Brighton & South Coast Railway are described by W G Ascough, with accompanying drawings of the Pacific J Class from the Ian Beattie archive.

646 **Shaftesbury**

Through The Railway Room Door

This Dorset town, which has never been rail-served, was the muse for Tim Mount, who built this 4mm scale model in the loft of his house, a location for which he includes some cautionary words.

657 **Comment**

Opinions and observations across the field of railway modelling. This month John Rodway reflects on TV's *The Great Model Railway Challenge* and ponders whether layouts that tell an entertaining story could become more than a passing gimmick?

658 **Readers' Letters**

660 **New Product Reviews**

Including the Pressed Steel Class 117 DMU from Bachmann Branchline in OO; ScotRail sliding door Mk.III coaches from Hornby in OO; Thompson coaches from Graham Farish (by Bachmann) in N; and a Central Station (CS3) DCC Controller from Märklin.

666 **News**

Including the first EP for the Minerva Class 14DH in O; the postponement of the 2020 Warley show; decorated samples of the Metrovick A class in OO from Irish Railway Models; expanded plans for Mk.II/Mk.IIa stock in O from Heljan; exclusive 'GW150' DMUs from Kernow Model Rail Centre in OO; an update on plans for AIMREC – the planned Ashford International Model Railway and Education Centre; polyurethane blue Class 24 from Sutton's Locomotive Works for 4mm; and much more.

37a **Societies & Clubs**

Please note that, in the light of the health emergency surrounding the coronavirus outbreak, practically all the scheduled exhibitions have been cancelled. Please check with the organisers for the latest situation.

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For those **travelling by car**, we are located to the south of the historic castle town of **Arundel**, just off the **A27** and **A259** in an attractive tourist area, with the towns of **Worthing, Littlehampton, Bognor Regis, and Chichester** nearby, so why not make a day of it? There is plenty of free parking on site.

*Terms and conditions apply, services not available to all UK addresses - see gaugemaster.com/nextdayterms.html for details **Closed Christmas Day and New Years Day

The Engine Shed, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com



GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
Twin Tracks

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

BEST FOR
Four Tracks

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

GMC-WM1
Wall Mounted
Transformer
16V or 12V DC 1.1a



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Follow us on Twitter:
@Gaugemaster
Follow us on Instagram:
@gaugemaster_controls

PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£44.95
GMC-100M	Single Track Controller	£94.95
GMC-100MO	Single Track Controller for O Scale	£94.95
GMC-10LGB	Single Track Controller for G Scale	£109.95
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£189.95
GMC-P	Single Track Controller with Simulation	£104.95
GMC-D	Twin Track Controller	£104.95
GMC-DS	Twin Track Controller with Simulation	£189.95
GMC-TS	Three Track Controller with Simulation	£189.95
GMC-Q	Four Track Controller	£199.95

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£39.95
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WN1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WN1)	£44.95
GMC-UD	Single Track Controller with Simulation for O (GMC-T2/M2)	£64.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/WN1)	£59.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WN1)	£64.95
GMC-UTS	Three Track Controller with Simulation (GMC-T1/M1/WN1)	£79.95
GMC-UQ	Four Track Controller (GMC-T1/M1/WN1)	£89.95

Walkabout and Hand Held Controllers

(All GMC-T1/M1/WN1)

GMC-W	Single Track Walkabout Controller	£39.95
GMC-W5	Single Track Walkabout Controller with Simulation	£59.95
GMC-HH	Single Track Handheld Controller with Feedback	£41.95

Transformers

GMC-M1	Cased Transformer 16V AC	£52.95
GMC-M2	Cased Transformer 18V AC 2.5V	£57.95
GMC-M3	Cased Transformer 24V AC	£57.95
GMC-M4	Cased Transformer 12V AC	£57.95
GMC-T1	Open Transformer 2x 16V AC 1a	£29.95
GMC-T2	Open Transformer 18V AC 2.5a	£29.95
GMC-T3	Open Transformer 24V AC	£29.95
GMC-T4	Open Transformer 2x 12V AC 1a	£29.95
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£21.95
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£16.95
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£16.95
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£16.95
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.95
GMTFK2	Transformer Fitting Kit for T2	£15.95

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves

GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com

THIS MONTH AT

Compiled between 19th May & 19th June 2020

Hattons
• MODEL RAILWAYS •

Latest News



Gaugemaster Track Cleaners

Gaugemaster have announced a new batch of their popular OO track cleaner, including a re-run in Network Rail and a new BR bauxite liveried model.

www.hattons.co.uk/tmah89



Dapol LSWR B4 New Batch

Dapol's new batch of B4 0-4-0T locos are expected to arrive in stock during May. Included are popular re-run liveries & exciting new industrial colour schemes.

www.hattons.co.uk/tmah87



Heljan L&B 2-4-2T Painted Samples

Heljan's have shown painted samples for their entire range of new Lynton & Barnstaple Baldwin 2-4-2T locomotives in OO9! Due in stock by Q3 2020.

www.hattons.co.uk/tmah90



Heljan O Mk2 Coaches Update

Heljan have announced that they will also produce FK coaches. They have also confirmed the RRP as well as other details for this new range.

www.hattons.co.uk/tmah88



Hornby GWR Large Prairie 2-6-2T

The first of Hornby's highly anticipated newly tooled Large Prairie locomotives are set to arrive in stock during June 2020 covering GWR & BR liveries.

www.hattons.co.uk/tmah91



Dapol Class 142 New Batch

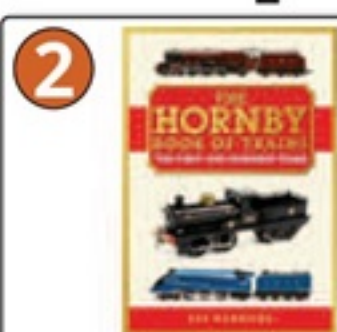
Dapol have announced a new batch of their N gauge Pacer, with new liveries covering the 142 in earlier guises and a few modern liveries too.

www.hattons.co.uk/tmah92

Top 5 Best Sellers



Atlas Editions
4642101 - £3.50



Hornby
R8158 - £24.99



Atlas Editions
4664103 - £5



Hornby
R4624 - £12



Golden Valley Hobbies
GV2020 - £49.50

Forthcoming Releases

See more at www.hattons.co.uk and follow us on social media!

dapol

See all forthcoming Dapol items:
hattons.co.uk/dapolpreorders



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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

hattons.co.uk/dapolmanor



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British Rail Class 59

Stage: Painted Samples

Due: Summer 2020

Price: from £131.71

hattons.co.uk/dapol59



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GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

Due: Summer 2020

Price: from £135.96

hattons.co.uk/dapol43xx

Hattons
ORIGINALS

Explore the full Hattons Originals range:
hattons.co.uk/originals



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Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

hattons.co.uk/gpc



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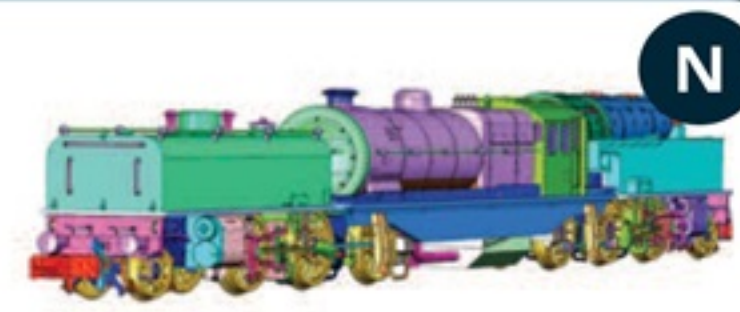
Genesis 4 & 6 Wheel Coaches

Stage: Artwork Shown

Due: from Q1 2021

Price: from £36

hattons.co.uk/genesis



N

LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

Price: £199

hattons.co.uk/ngarratt

HELJAN

See all forthcoming Heljan items:
hattons.co.uk/heljanpreorders



009

Lynton & Barnstaple 2-4-2T

Stage: Painted Samples

Due: Q3 2020

Price: £203.96

hattons.co.uk/landb242t



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British Rail Class 25

Stage: Prototypes Shown

Due: Q3 2020

Price: from £152.96

hattons.co.uk/253



O

British Rail Class 47

Stage: Hand Painted Samples

Due: Q4 2020

Price: £594.15

hattons.co.uk/helo47

HORNBY

Explore the full Hornby 2020 range:
hattons.co.uk/hornby2020



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Standard 2MT 2-6-0

Stage: Prototype Shown

Due: Jan 2021

Price: £162

hattons.co.uk/hornby2mt



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British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

hattons.co.uk/hornby91



00

LNER Thompson A2/2 & A2/3

Stage: CADs Shown

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2

**Customer
Service Quality
Award Winner
2015 - 2019**

British Model Railway Awards 2019

OO Gauge (1:76 Scale)

Bachmann Branchline - Track Maintenance vehicles

38-803 45 ton Ransomes and Rapier crane in BR red. £230

People - civil

36-407 1950s train crew - pack of six. £8.50

Dapol - Steam locos

NEW



4S-018-010 LSWR Class B4 0-4-0T "Sussex" in Stewart and Lloyds Ltd yellow **NEW** £93.50
4S-018-010D LSWR Class B4 0-4-0T "Sussex" in Stewart and Lloyds Ltd yellow - Digital fitted **NEW** £115.33

NEW



4S-018-008D LSWR Class B4 0-4-0T 100 in SR lined black - Digital fitted **NEW** £119

NEW



4S-018-011 LSWR Class B4 0-4-0T 30084 in BR black early emblem **NEW** £93.50
4S-018-011D LSWR Class B4 0-4-0T 30084 BR black early emblem - Digital fitted **NEW** £119



4S-018-005D LSWR Class B4 0-4-0T 30096 in BR black late crest - Digital fitted £115.33

NEW



4S-018-009 LSWR Class B4 0-4-0T 87 in SR wartime black **NEW** £93.50
4S-018-009D LSWR Class B4 0-4-0T 87 in SR wartime black - Digital fitted £119

Diesel locos

4D-025-004S Class 21 D6111 BR green small yellow panels - DCC sound fitted **NEW** £249.84

NEW



4D-025-003S Class 21 D6116 in BR green small yellow panels - DCC sound fitted **NEW** £249.84

NEW



4D-025-002S Class 21 D6120 in BR green - DCC sound fitted **NEW** £249.84
4D-025-001S Class 21 D6121 in BR green - DCC sound fitted **NEW** £249.84
4D-014-002 Class 29 D6129 in BR blue £129.15

NEW



4D-003-018S Class 52 "Western" D1041 "Western Prince" in BR blue - DCC sound fitted **NEW** £248.66



4D-022-013 Class 66 68004 "Rapid" in Direct Rail Services blue £131.71

DMUs

4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (RRP £129.95) **BARGAIN** £79



4D-009-005 Class 121 single car DMU 'Bubblecar' 121027 'Bletchley TMD' in Silverlink purple and green (RRP £145) **BARGAIN** £79
4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (RRP £129.95) **BARGAIN** £99



4D-009-007 Class 121 single car DMU "Bubblecar" 55032 in BR blue and grey Welsh Dragon emblem (RRP £145) **BARGAIN** £79



4D-009-009 Class 121 single car DMU "Bubblecar" 977723 in Railtrack red and white (RRP £145) **BARGAIN** £79
4D-011-009 Streamlined Railcar 16 GWR chocolate and cream twin cities crest £125.76
4D-011-008 Streamlined Railcar WSW in BR crimson and cream £125.76

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue £64

Signals

4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms £55.50
4L-002-001 Signal - Motorised, LMS home (OOSIGNS) £25
4L-003-003 Signal - motorised, SR ladder home £25

DJ Models (Dave Jones) - Electric locos



OO71-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (RRP £139.95) **BARGAIN** £96

Golden Valley Hobbies - Diesel locos



GV2020 YEC Janus 0-6-0DE shunter "Richard Borrett" in ICI maroon (RRP £99.95) **BARGAIN** £49.50

Hattons Originals - Steam locos

H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 705 GWR green shuntbutton roundel £99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (RRP £99) **BARGAIN** £89
H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) £99

Diesel locos



H4-66-001 Class 66 66005 in EWS £150
H4-66-005 Class 66 66088 in EWS DB branding £150
H4-66-007 Class 66 66118 in DB Schenker £150
H4-66-003 Class 66 66125 in EWS £150



H4-66-019 Class 66 66418 in Freightliner Powerhaul "Patriot" £150
H4-66-013 Class 66 66429 in DRS plain £150



H4-66-011 Class 66 66433 in DRS compass £150
H4-66-014 Class 66 66502 in Freightliner "Bastford Hall Centenary 2001" £150



H4-66-027 Class 66 66756 in GBRF Europorte "Royal Corps of Signals" £150



H4-66-031 Class 66 66789 in BR Large Logo blue GBRI branding "British Rail 1948 - 1997" £150
H4-66-031-S Class 66 66789 in BR Large Logo blue GBRI branding "British Rail 1948 - 1997" - Sound Fitted £265



H4-66-029 Class 66 66847 in Colas Rail Freight £150
H4-66-030 Class 66 66848 in Colas Rail Freight £150
H4-66-018 Class 66 66857 Freightliner Stephenson Locomotive Society 1909 - 2007 £150

Wagons

H4-RHTT-004 Rail Head Treatment Train "Sandite" 2 wagons and sandite modules - weathered £126

Heljan - Steam locos



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker £212



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered £221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker £212
266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered £221
266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker £212

Diesel locos



1723 Class 17 "Clayton" D8534 in BR blue £118.96



3440 Class 330 twin pack 33050 "Isle of Grain" and 33051 "Shakespeare Cliff" in Railfreight Construction Sector triple grey £253.30
3361Hel Class 33/1 33110 in BR blue orange cantail stripe £126.65

Diesel train packs

1096 Class 33 trainpack Class 33/0 D6535 in BR green and four 'A' tank wagons in Esso silver £194.65

Hornby - Steam locos

R3759 Class 3031 "Dean Single" 4-2-2 3031 "Achilles" GWR green - Railroad range £81
R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted £169.50
R3616 Class SMT "Black Five" 4-6-0 5089 in LMS black £153



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (RRP £182.99) **BARGAIN** £129
R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green shuntbutton emblem (RRP £182.99) **BARGAIN** £129
R3565 Class 8F 2-8-0 8035 in LMS black £127.50



R3681 Class 8P "Princess Coronation" 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (RRP £204.99) **BARGAIN** £144
R3639 Class 8P "Streamlined Coronation" 4-6-2 6244 "Princess Alexandra" in LMS coronation blue £171



R3677 Class 8P "Streamlined Coronation" 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (RRP £189.99) **BARGAIN** £139.50
R3639 Class 8P "Streamlined Coronation" 4-6-2 6244 "King George VI" in LMS crimson lake (RRP £189.99) **BARGAIN** £139.50



R3713 Class 8P Princess Royal 4-6-2 46207 "Princess Arthur of Connaught" in BR maroon £171
R3811 Class A1 Terrier 0-6-0T 48 "Leadenhall" in LB&SCR improved engine green £81



R3812 Class A1 Terrier 0-6-0T W10 "Cowes" in Southern Railway olive green £81



R3738 Class A3 4-6-2 4472 "Flying Scotsman" in LNER green - 1969 USA tour condition two tenders - Gold plated £234
R3447 Class B17 4-6-0 2842 "Silverstone Hall" LNER green (RRP £160.99) **BARGAIN** £114



R3416 Class J15 0-6-0 65464 in BR Black late crest (RRP £127.99) **BARGAIN** £79
R3621 Class J36 0-6-0 722 in LNER black (RRP £139.99) **BARGAIN** £99



R3417 Class K1 2-6-0 62065 in BR black late crest (RRP £155.99) **BARGAIN** £99



R3635 Class LN "Lord Nelson" 4-6-0 30863 "Lord Rodney" in BR green early emblem (RRP £169.99) **BARGAIN** £124



R3413 Class S15 4-6-0 30831 in BR Black late crest (RRP £154.99) **BARGAIN** £99



R3500 The Sir Nigel Gresley Collection £474

Diesel train packs

R3750 Belmond Pullman Train Pack Class 67 67021 Pullman and three pullman coaches £270



R3697 Northern Belle train pack Class 57/6 57601 "Windsor Castle" and three Mk2D coaches in Northern Belle £135

HSTs



R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" £261

Electric locos



R3582 Class 87 87010 "King Arthur" in Intercity Swallow £144

Train sets - analogue

R1269 "Stay at Home" - Hornby trainset hamper £180



R1167 "Flying Scotsman" starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches £157

Train sets - digital



R1236 Starter Digital train set - "Mixed Traffic" £189



UK P&P £4 per order

(free for orders over £175)

£2.75 per single diecast item

£7 guaranteed Next Day delivery

(Orders before 2pm)

Coaches

NEW



R4941A Mk3 "Sliding door" TCC trailer catering composite in Cross Country Trains NEW £31.50
R4938A Mk3 "Sliding door" TGS trailer guard second in Cross Country Trains NEW £31.50

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply. .£94

Digital controllers



R8214 DCC Elite unit digital controller. £215
R8213 DCC Select unit (boxed) £98
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) . £85

Digital control accessories

R8232 DCC Electro point clips (20 a pack - 2 used per point) (RRP £7.35) BARGAIN £3

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track £4
R8090 Pack of 24 £92
R605 1st radius double curve (8 make a circle) £2.60
R605 Circle of 8 £20
R606 2nd radius curve £1.80
R607 2nd radius double curve track (8 make a circle) £2.60
R607 Circle of 8 £20
R609 3rd radius double curve track (8 make a circle) £2.70
R609 Circle of 8 £20
R8252 Double 4th radius curve (8 make a circle) £3.20



R070 Electrically Operated Turntable. £64



R8074 Left hand curved point. £15
R8077 Left hand Express point £15



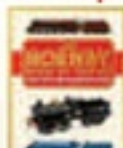
R8072 Left Hand Standard Point. £9.50



R8075 Right hand curved point. £15

R8073 Right Hand Standard Point £9.50
R600 Standard Straight £1.80
R600 Box of 24 £40

Publications - model and prototypical railways



R8158 The Hornby Book of Trains - The Centenary Edition by Pat Hammond £24.99

Northcord Model Company - Buses

NEW



UK0063 ADL Enviro400 MMC - "Ensignbus" NEW £51

N Gauge

Dapol - Diesel locos



2D-028-003 Class 26 26024 in BR blue scottie dog emblem £112.76



2D-028-004 Class 26 26037 in Railfreight grey red stripes £112.76
2D-028-001 Class 26 D5316 in BR green £112.76
2D-001-006 Class 33/0 33008 "Eastleigh" in BR green small yellow panels £112.76
2D-001-008 Class 33/0 D6561 in BR Green full yellow ends £112.76

Peco Products - Track - Code 55 Finescale

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers £3.50
SL-302F Pack of 30 £99

O Gauge (1:43 Scale)

Corgi Collectables - Cars

VA09525 Ford Escort Mk1 1300E - Sahara Beige NEW £27

NEW



VA10112 Triumph Stag Mk2 - Sapphire Blue NEW £27

Dapol - Steam locos



7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem £191.25
7S-006-021S Class 14xx 0-4-2T 1405 BR black early emblem - DCC Sound Fitted NEW £340



7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest £191.25

NEW



7S-006-020S Class 14xx 0-4-2T 1432 in GWR unlined green G W R lettering - DCC Sound Fitted NEW £340

NEW



7S-006-022S Class 14xx 0-4-2T 1444 in BR lined green early emblem - DCC Sound Fitted NEW £340

7S-006-022U Class 14xx 0-4-2T in BR lined green early emblem - unnumbered £191.25

7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted NEW £340

7S-006-002S Class 48xx 0-4-2T 4871 in GWR unlined green shirtbutton logo - DCC Sound Fitted NEW £340

7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon. £205



7S-006-050 Class 58xx 0-4-2T 5811 in GWR green Great Western lettering £191.25

7S-006-050S Class 58xx 0-4-2T 5811 in GWR green Great Western lettering - DCC Sound Fitted NEW £340

7S-010-013S Class A1 'Tern' 0-6-0T 751 in SECR green - DCC sound fitted. £340

7S-010-012 Class A1X 'Tern' 0-6-0T 32650 in BR lined black early emblem £191.25

Diesel locos



7D-008-013D Class 08 shunter 08717 in BR blue - Digital sound fitted. £340

7D-008-015D Class 08 shunter 08740 in Railfreight Triple grey - DCC sound fitted £340

Coaches



7P-004-006 GWR Diagram 'N' 59 Autocoach 40 in GWR chocolate and cream £170



7P-004-008 GWR Diagram 'N' 59 Autocoach W37W in BR crimson and cream £170

Gaugemaster - Train sets - analogue

GM7000102 "The Didcot Survivor" - premium O gauge starter train set £595

Heljan - Steam locos



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750

H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" £750

H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender. £750



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender £750

H7-A3-006B Class A3 4-6-2 unnumbered double chimney, banjo dome and unstreamlined non-corridor tender in BR green late crest £750

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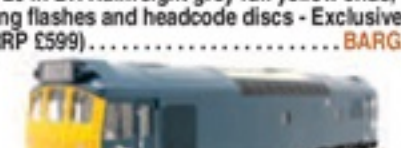
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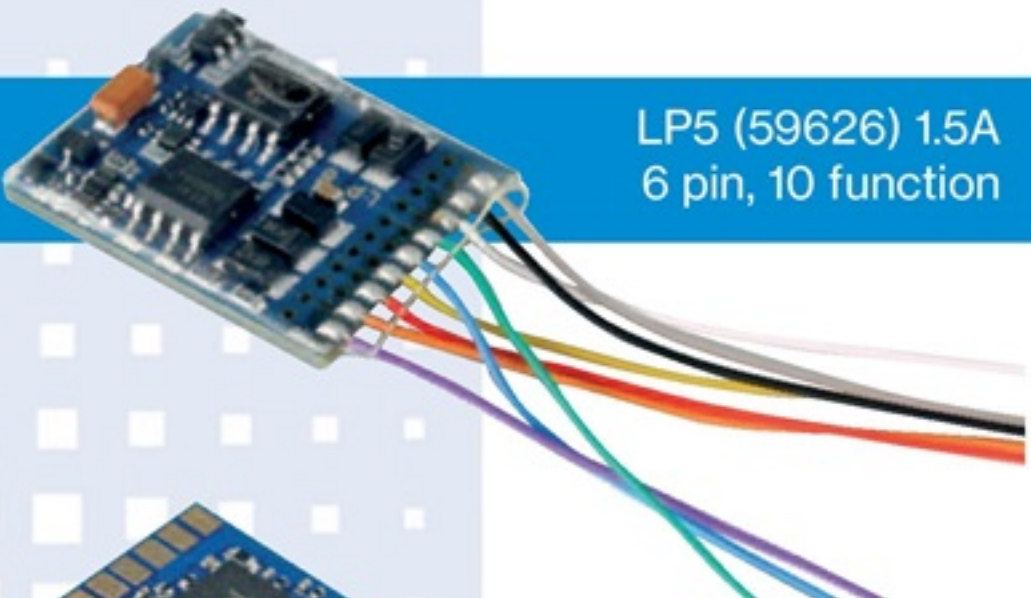
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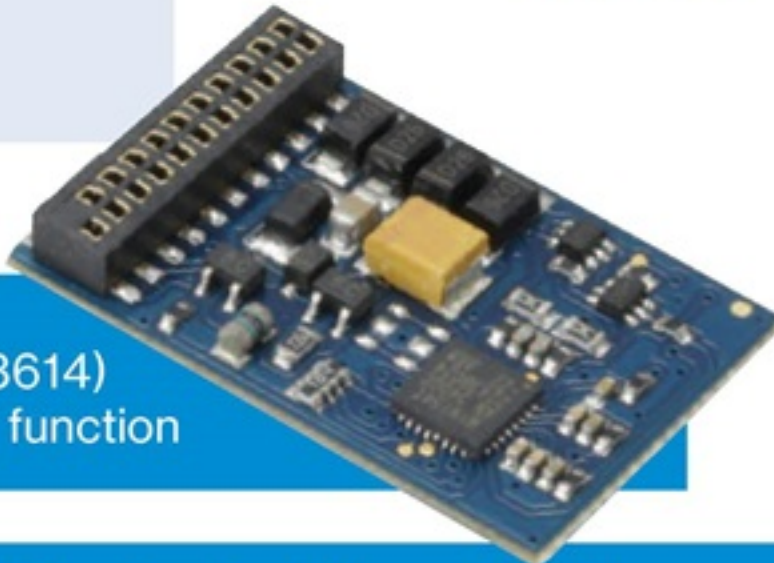
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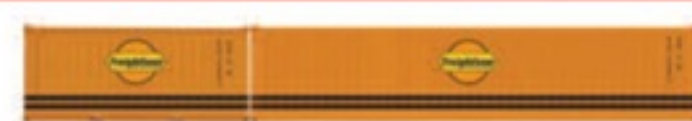
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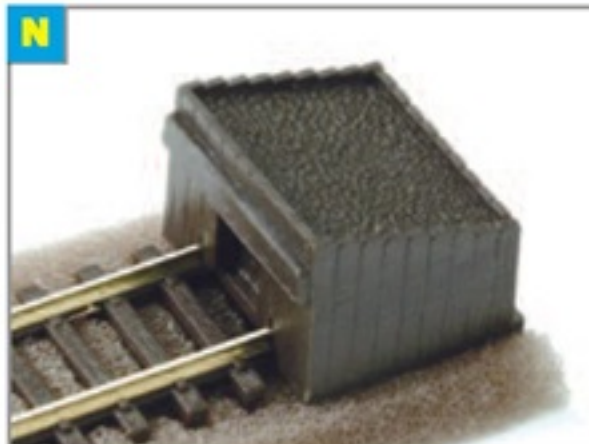
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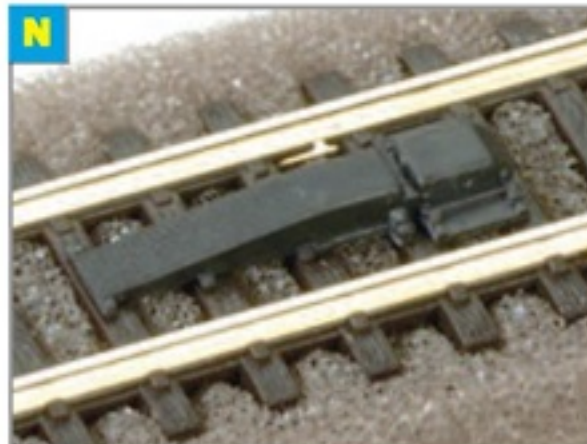
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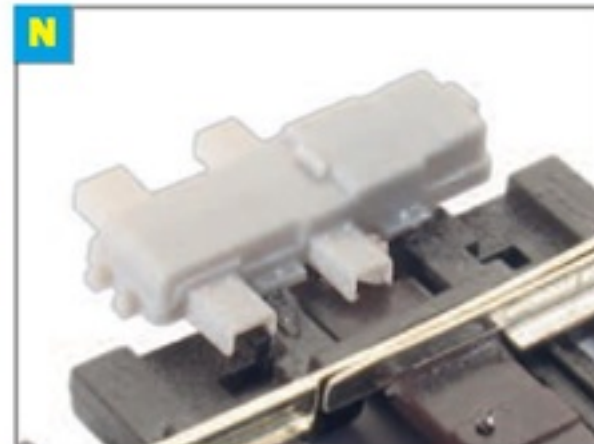
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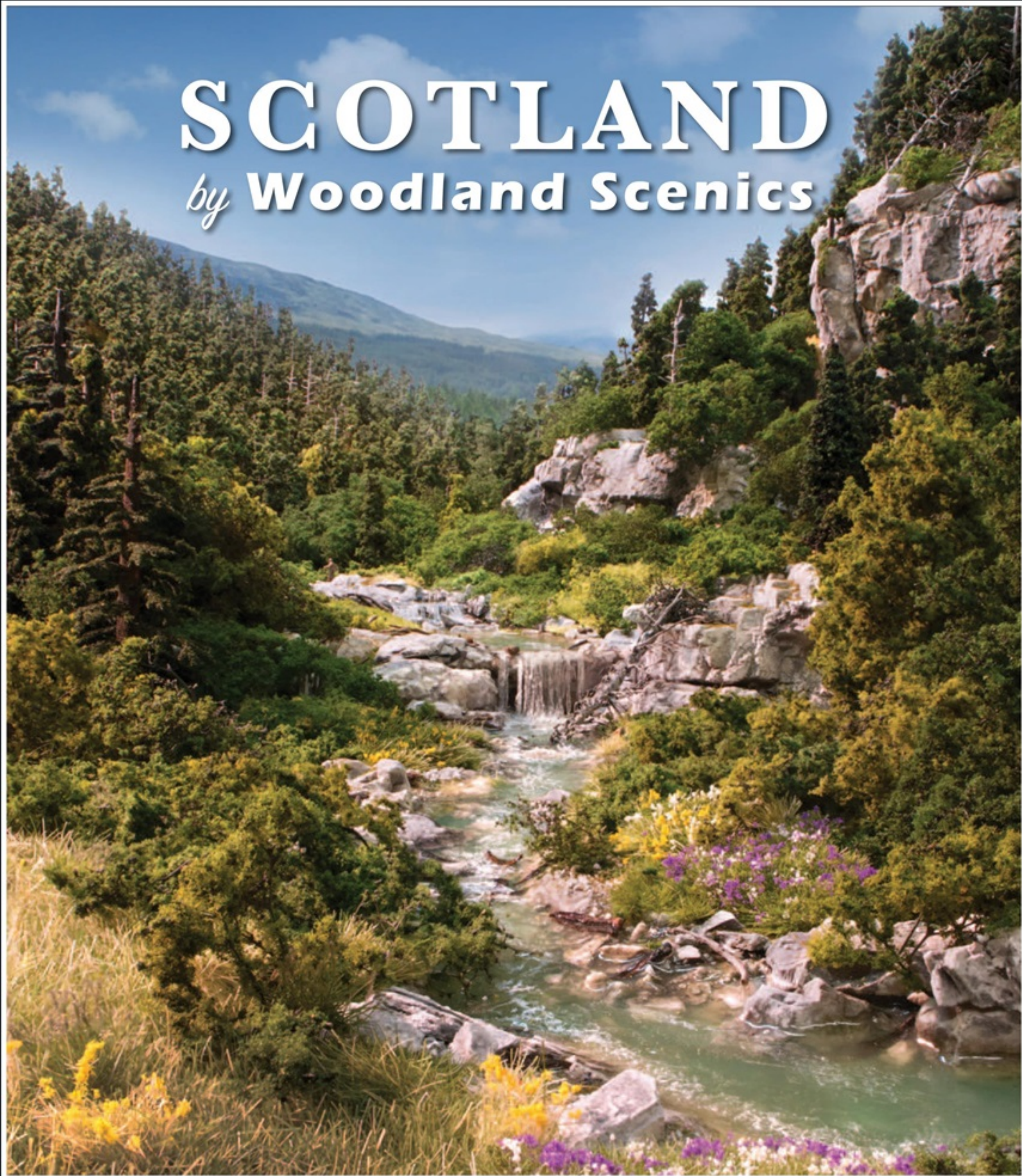
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We welcome submissions on all aspects of railway modelling, be they layout projects or suggestions, constructional articles, advice and encouragement for beginners, prototype features or what-have-you. We prefer material to be sent through the post to the address below left, on CD-R if digital images are involved, but short introductions to the article involved and a few sample photographs can be emailed in the first instance to railway-modeller@btconnect.com

In both cases, please remember to include your full name, address and contact details with your correspondence.

Welcome from the Editor

Common or garden variety

With the August issue, it has long been customary for RAILWAY MODELLER to celebrate the hobby with layouts in a garden setting. We are pleased therefore to present a full insight into Mick Walker's Tumbledown and Dingledale Light Railway as our Railway of the Month overleaf.

Mick has already introduced us to his line in previous articles, and to some of the construction methods he has used to blend his modelling into the outdoor space seamlessly and sympathetically.

Gardens are spaces which are shared with other family members and friends, so this sort of approach is ideal. The modelling is carefully integrated so it is as much a part of the garden composition as are the shrubs and perennials.

I'll go as far as suggesting that a model railway makes a much more fashionable garden feature than any of those classical but oh so terribly clichéd statues of nymphs and cherubs, or for that matter, any of those ghastly medieval gargoyle replicas that don't even scare away the neighbourhood cats!

Certainly as animated garden focal points go, a model railway will make that miniature windmill hide its sails in shame...

Seriously though, gardens are also very useful spaces in which larger scale models can be accommodated. There is a growing market for O gauge ready-to-run, and above, so venturing out of doors is certainly worth considering.

Take for instance Jim Smith's Clumber Central, this is a large garden based project in Gauge 1, aspects of which Jim has been sharing with RAILWAY MODELLER readers as he steadily develops it.

This month, on page 631, Jim turns his attention to detailing and building some basic wooden laser cut rolling stock kits that would be ideal starting points for beginners.

You can keep up to date between issues by visiting our new website at www.peco-uk.com and our Facebook Page. You can also now follow Steve Flint on Twitter: @steveRMed



But then, a model railway in the open air isn't for everyone, and in complete contrast to a layout in a sunlit vista, we pass through Tim Mount's railway room door - or rather the railway room hatch - and into his dimly lit loft space. Here he has built a sublime tribute to classic British railway practice with a personal take on a terminus station that just might have been built in Shaftesbury.

Tim also reveals how he was tempted away from the exacting standards of scratchbuilding in O gauge to try something completely different. You can read his story on page 646 and, through his railway, be whisked back into a middle England way of life now long gone.

Ouse Washes on page 622 depicts perhaps another classic of British railway practice, the curious industrial narrow gauge line: and this layout will surely make you curious, as it is constructed in a most unusual way. At first glimpse you might ask why not just use a single solid top board for the same effect, but the author Rod Allcock has a good answer, and one that will set the brain cogs whirling since the format is readily transferable to other scales.

And so to the elephant in the room, the irksome health crisis. Although the messages from scientists, government agencies and the media are often contradictory, there are some cautious developments in which model shops are re-opening under social distancing rules, as reported on page 634.

Sadly though the prospect of public events restarting is still far from clear, and in any case, whatever the mandarins and medics have to say, common sense will prevail amongst our traditional show going public who will only return when they are fully confident that it will be safe to do so.

Until then, do take care.

Steve Flint



What would you prefer as your garden focal point? Sue and John Cooke's Meadowlands garden has both a railway and traditional ornaments.



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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Craig Tilley except where stated



Narrow gauge in the garden

MICK WALKER takes us on a tour of his outdoor 16mm scale model railway system, which has been built in harmony with its garden environs.

The *Tumbledown & Dingledale Light Railway* is the culmination of a lifetime's interest in railways, which stretches back as far as I can remember. I can still recall how, as just a toddler in the late 1950s, I would lay in bed at night listening to the clanking of buffers as wagons were shunted in the station yard near to our then family home in Pitsea, Essex. My bedroom had a small bay window which jutted out into Station Road from where – if I stood on my tiptoes – I could just

glimpse steam locomotives passing over the level crossing about 100 yards away.

It was also around this time when my model railway interest was first ignited, with the gift from my parents of a OOO Lone Star metal push-a-long railway system. I remember how the little black model locomotive seemed very similar to those that I watched from my bedroom window (these, I now know, were in all likelihood LMS/BR Stanier Class 4P 2-6-4Ts).

Left

Echoes of the Lynton & Barnstaple as Baldwin 2-4-2T *Lyn* arrives at Tumbledown with a passenger service. The locomotive and coaches are from Accucraft.

Right

Heniarth is the smaller of the T&DLR's two terminus stations. The GWR-style station building was constructed from a Pendle Valley resin kit.





Left
Curves are not less than 4' radius to enable bogie coaches – such as these Accucraft L&BR examples – to be used. The village scene includes a public house, garage and grocery shop.

Right
Locomotives are equipped for radio-control, as demonstrated here with a W&L 0-6-0T hauling a pair of 'Pickering' coaches.

Below
The railway features a number of small detailed cameos, such as this small yard scene near Heniarth village. All structures and scenic accessories are stored indoors, the author placing them *in situ* prior to an operating session.

This new train set provided me with hours of enjoyment and even at such an early age I would try and make the small layout as lifelike as possible. This included upturning the cat's basket (only when it was empty of course!) to transform it into a dark tunnel for the train to disappear into. Imagination at its best!

I also recall when I was still very young being given a

very large present by my grandad, which I unwrapped to reveal a red box with a picture of a railway scene on the lid. Opening the box revealed a gleaming O gauge Hornby tinsplate clockwork train set, complete with two crimson passenger carriages and a BR black 0-4-0T, which again appeared so similar to those that I saw running through Pitsea station at the time (or so I





Into the garden...

In the June issue I recounted how the idea to create my current 16mm scale garden system was inspired by recent family holidays to Devon and trips to Pecorama, where I saw SM32 live steam being demonstrated with radio control. This article also described how I created the foundations for the railway system by constructing raised brick planters and using breeze blocks to support the trackbed, with the trackwork itself being laid using Peco SM32 items (aside from a diamond crossing, built using Peco Individulay components).

The accompanying plan illustrates the resultant track configuration for the T&DLR, which encompasses an overall area of roughly 23'6" x 28". It consists of a dumbbell shape oval of track for continuous running, with a crossover (located on the canal bridge) to turn it into a figure-of-eight and to add some operational variety. The two terminus stations are located on spurs running off the dumbbell; the main terminus station is called 'Tumbledown & Dingledale', which includes a run round passing loop and two sidings, whilst the other (called 'Heniarth') is just a very short single line running to a buffer stop.



“ – I think it's very important to create a believable environment for the railway – ” Mick Walker

thought). 'Dandin' (as I called my grandad) assembled the circle of track, wound up the tank engine and set it in motion with two carriages being pulled behind. Real buffers, coupling hooks, tail lamps that you could position onto separate lamp irons and – best of all – it sped along the track all by itself! Little did I know at the time but it was these early days that propelled me into a lifetime's hobby.

During the course of the years since I have become an avid railway modeller, working in all scales and gauges including N, OO, S4 and 7mm – right up 5" gauge live steam.



Right
The system is integrated sympathetically into the surrounding garden environment, including careful use of plants and shrubs.

TUMBLEDOWN & DINGLEDALE

Overall area of layout: approx. 23' 6" x 28' 0". Each grid square = 1ft x 1ft.



Adding sound in 16mm scale

All my battery powered diesels are fitted with ACME electronic sound cards. These are very good and have a realistic looped sound clip, which I believe was recorded from a real diesel. However, this was not the case for my battery operated steam locomotives. I searched, but could not find a sound card for steam models that sounded realistic – at least to my ears.

Instead I decided to experiment with a small 'stand alone' battery-operated bluetooth speaker (of the type readily available online), which could be mounted in an open wagon coupled directly behind the steam loco.

For my battery powered Accucraft model of *Countess*, I was lucky that I had already recorded the actual locomotive in steam when I visited the Welshpool & Llanfair Light Railway in Wales. I downloaded this sound clip onto my phone so that I could play it directly through the bluetooth speaker in the wagon. This also meant that I could use my phone to control the sound remotely.

The eight-minute recording I had made includes all the sounds you would expect to hear on a busy railway; the loco standing with steam hissing in readiness for departure, coal being shovelled onto the fire, the driver, fireman and passengers on the platform chatting, the familiar clatter of coach doors closing, the guard's whistle and then the exhaust from the locomotive when departing. This is followed by the sounds of the train on its journey, with the sounds of the locomotive alternating between those of it working and coasting – punctuated with warning whistles when approaching bridges and crossings, etc.

I now tend to drive my model of *Countess* to synchronise with the sound clip, and I find this provides an extra level of interest and realism, both for me and others who are watching – it's just like being there, enhancing the illusion of reality!

Using a coal load to disguise the speaker

The wagon was subject to a small amount of modification to accommodate the casing of the speaker (photo 1). It was then covered with coal load, which



Left

Evoking the atmosphere of the Welshpool & Llanfair, No.823 winds through the vegetation with a coal train.

was created by sprinkling crushed coal onto a piece of household cellulose sponge (photo 2). The top surface of the sponge was painted with a thick coat of black acrylic paint, with the coal chippings sprinkled on whilst the paint was still wet (using this particular type of household sponge ensures that the sound from the speaker is not muffled when covered with the load.)

It is worth noting that the cellulose sponges can dry out and shrink over time. When this happens, I just remove them from the wagon and spray the underside of the sponge with water, which brings them back to their original size.

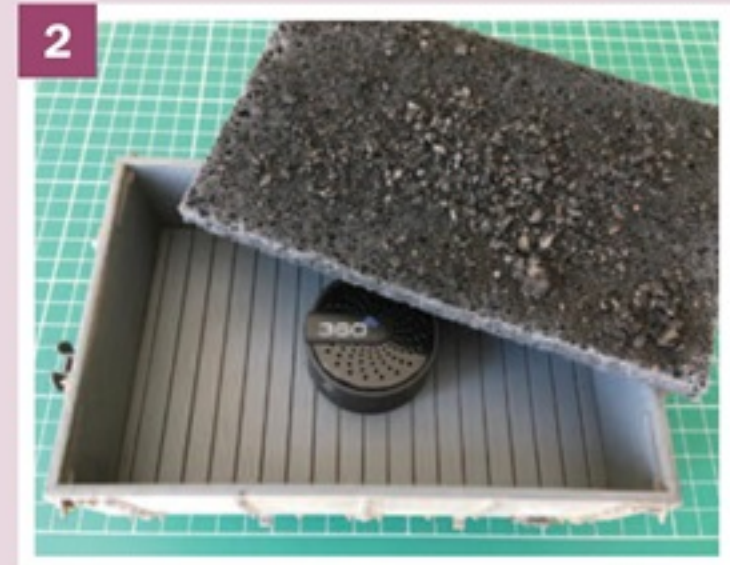
Adding ambient sounds

I have adopted a similar method to create ambient sounds of life and activity in the stations on the railway, using small portable battery-operated speakers that play sound files recorded to a MicroSD memory card. Because these speakers are not controllable via bluetooth, the On/Off and Volume buttons need to be operated before placing the speaker in a building or wagon at the start of an operating session.



Above

The modified open wagon showing the aperture that has been cut into the floor to accept the bluetooth speaker. *Photo by the author*



Above

With the speaker in position, a coal load made from a cellulose household sponge is used to conceal its location. *Photo by the author*

Bringing the railway to life

I think it's very important to create a believable environment for the railway, rather than just plonk a few tracks down and run trains. I have created a fictitious history for the T&DLR, including a full timetable, which gives the railway a real sense of purpose by linking all the various parts together. Populating the railway was also important to add a sense of life, so I included a mixture of Brandbright resin figures, together with Schleich figures and animals, plus a few others that I have come across that are of a suitable scale.

Structures and scenic details

Structures are made from PVC 'Foamex' – an extremely versatile modelling material, the use of which was described in detail in the July issue. At the main terminus, the use of this material extends to the platform, station buildings, water tower, huts, signal box, coal staithes, engine shed, roads crossing the railway, station entrance road and pavements.

At the other end of the line, Heniarth country terminus station is made from a modified Pendle Valley resin kit, which also sits on a PVC Foamex platform. All the other

buildings and scenic details in the Heniarth station yard are made from Foamex (apart from some resin walling and fencing). This station also includes a canal spur next to the station yard which holds water in its PVC walled sides.

All the buildings and huts are modelled with full lit interiors and some rooms have flickering coal fires that can be seen glowing through the windows at night.

The double arched bridge and side abutments are from a ready made concrete range supplied by Garden Railway Specialists in Princes Risborough. The main level crossing close to Heniarth station is a modified kit (also from Garden Railway Specialists) mounted on PVC foamex groundwork which has been textured to simulate wood plank. A number of other buildings on the line are made from Pendle Valley resin kits.

The semaphore signals are suitably modified from products in the Pendle Valley range. Eventually, I intend to add some detailed GWR lower quadrant tubular post signals, which were constructed from kits formerly

marketed by Tolhurst Model Engineering.

In the photos you will see a narrowboat moored on the main canal that runs under the double arched bridge next to the forge. This is a 1:19 scale model of a 'Fellows Morton & Clayton Ltd' narrowboat – this is also made using PVC Foamex. The double arched bridge and side abutments are from a ready made concrete range supplied by Garden Railway Specialists in Princes Risborough, whilst the forge building has been adapted from a Pendle Valley resin kit.

The main level crossing close to Heniarth station is a modified Garden Railway Specialists kit, mounted on PVC Foamex groundwork.

All other buildings on the line are made from the 'Pendle Valley' resin kits apart from one station halt which is made from concrete.

Locomotives and rolling stock

From an early stage I concluded that the most effective method of operation was to have a mixture of gas



Right

No.823 prepares to replenish its tanks at the Tumbledown terminus. The Dennis F8 fire engine is an Original Classics 1:18 scale model. The numerous enamel signs that can be seen around the railway are made from aluminium sheet and printed using a 'sublimation' process. This will be described in greater detail in next month's article.



powered live steam and battery powered locomotives. I had considered running a track powered digital system, but was put off by the amount of track cleaning that would have been required and the need to solder jumper leads at each track joint to maintain electrical continuity. I am so glad I opted for the non-track powered method as I have never had to clean the track – apart from

cleaning away leaves and other debris with a garden blower!

All my locomotives are remotely controlled using either conventional radio control, on-board digital control (linked to an Aristocraft Train Engineer walkabout handset), or using a very simple home-made control adapted from a cheap LED lighting controller. Despite the original appeal of the gas-fired live steam models, I do have a preference for the battery powered locos as there is no set up time or cleaning required, and I also find that they run much more smoothly and slowly.

I have added sound to the diesels and my battery powered W&L model of *Countess*, (see panel) which adds to the railway atmosphere.

Rolling stock is a mixture of passenger coaches and goods wagons (covering W&L and L&B examples) from the Accucraft range. One of the key requirements was to weather the rolling stock to make them more realistic. I had never done this before and – after experimenting on one wagon to start with – I was satisfied that this would really enhance the stock and make it less toy-like, so treated the rest accordingly.

High praise

Building the new railway was quite a challenge but well worth the effort. I firmly believe that a little planning at the outset has paid huge dividends, as has the decision to build substantial and level foundations.

All my key planning requirements were met and achieved and I now take great delight with running the railway at all times of the year. Now that it's complete I have also developed a pleasant new pastime – tinkering – which ensures that reliable operation is maintained.

One thing I really did not expect was all the positive comments that my garden railway has received from the people outside the hobby, such as window cleaners, the

Left

Road surfaces and pavements were made using PVC Foamex, the use of which was fully described in the July issue.



Left

A quiet interlude at the Tumbledown terminus. The two diesels are both Accucraft Baguleys, one of which has been much modified (nearest to the camera), whilst the other is a standard model. Both are battery powered and equipped with sound. The signal box was made using Foamex PVC sheet.



Above
The narrowboat is a 1:19 scale model, which was constructed from PCV Foamex.

Right
No.762 Lyn winds its way past the halt with a passenger service shortly after departing Tumbledown station. The Baldwin 2-4-2T is an Accucraft gas-fired live steam model.



Next month

Mick Walker describes how he created replica enamel signs for the T&DLR using a 'sublimation' printing process.

postman, the man who reads the gas meter, my wife's hairdresser, and other casual visitors that suddenly come across the railway when they look into the garden. "Oh wow, you've got a railway in your garden – that's amazing!" is typical of the comments made, followed by "Can we see it running?"

On a personal level, it really is encouraging to get such positive feedback from the people you least expect it from. This apparently broad acceptance of a grown man who still has an interest in trains relating back to his childhood means so much to me and provides continuing inspiration to continue with this wonderful hobby we have!

Oh, and I nearly forgot; the most important aspect of the new garden railway and one of the main reasons why my wife Sharon allowed me to build it in the first place – the plants and flowers! Yes we have some of these, "but perhaps a few too many evergreen shrubs" as I am reminded from time to time...

A loaded Lowmac in 0

In the May issue **CRAIG TILEY** guided us through the assembly of a Connoisseur Models etched brass kit for an LNER Lowmac wagon in 7mm scale. With construction complete, attention now turns to painting, lettering and weathering – together with the addition of a suitable load.

Model photography by the author



▲ The completed model, ready for service on a layout. The spare chain in front of the tractor has been left unsecured on the deck – BR operating instructions stipulated that spare chains should be attached to vacant securing rings.

Although I derived an immense amount of satisfaction from completing the construction of my first etched brass kit – a Connoisseur Models LNER 20T MAC-L in 7mm scale – the model was still far from finished, with painting, lettering, weathering and the addition of a load all required before it would be ready for action on a layout.

These finishing tasks form the subject of this article. It is worth noting that the methods outlined for the painting and weathering are equally applicable to other models in different scales.

Lowmacs in service

Ten of these 20T capacity low machinery wagons (hence Low-Mac) were originally built from 1913 by the North Eastern Railway. They were used principally for transporting heavy machinery and agricultural equipment including traction engines. The angled ramps on the wagon enabled wheeled vehicles to be driven from an end loading dock onto the central deck, this being low enough to keep the secured loads within the railway's loading gauge.

Examples passed into LNER and eventually BR ownership. Given the small number built, prototype pictures are difficult to source. However, there is a good photo in *A Pictorial Record of LNER Wagons* by Peter Tatlow (OPC, ISBN 0-92888-92-7), which

shows No.68932 in LNER livery sometime just after WW2. The photo is accompanied by a works drawing.

With this single clear prototype view to hand, it made sense to complete my model as per this example. (The completed model illustrated in the kit instructions is also presented as No.68932 in LNER livery.)

During my research I also found various useful photos of other Lowmac wagons (there were numerous designs adopted by other pre-Nationalisation railway companies and BR) on the indispensable wagon photo website of Paul Bartlett: www.paulbartlett.zenfolio.com

A suitable load

Although Lowmacs were intended for conveying heavy vehicles, I have assumed that, on occasions, they may have been employed for transporting slightly less onerous loads.

As such I found a 1:43 model of a Ferguson TE-20 tractor that I had stored away, which I had originally obtained with this sort of purpose in mind. I can't be certain of its provenance, but I believe it is a Hachette model that was produced several years ago as a magazine cover mount in a part-work collection.

This type of tractor was produced from 1946/7, so I will concede that using it as a load on my

pre-Nationalisation liveried Lowmac (i.e pre-1948) does considerably narrow the time period represented by the finished model, but I can live with that – especially given that many wagons could be seen during the early years of the BR era still carrying liveries of the Big Four.

Although this photo shows neither a Lowmac nor a tractor, it does however serve to illustrate the method of securing road vehicles to railway wagons using chains attached to the axles, with wheels braced using wooden chocks. For the record, the photo shows a Rectank EC Dia.2/440 at Staines Central on 26 July 1968.
Photo: Paul Bartlett



COMPLETING THE MODEL

1. Cleaning for priming

Prior to painting, the model was washed thoroughly using a multi-purpose household cleaning cream and an old toothbrush. This removes any traces of dirt or tarnishing/corrosion that has accumulated on the surfaces of the model during or after its construction.



2. Priming the model

The brass needs to be primed before a top coat of enamel paint is applied. An automotive etch primer aerosol was used to cover the entire model. The buffer heads were masked off with tape to prevent the housings from becoming clogged with paint and impeding the springing. The three-link coupling chains were also detached from the hooks temporarily.



3. Painting the wooden deck

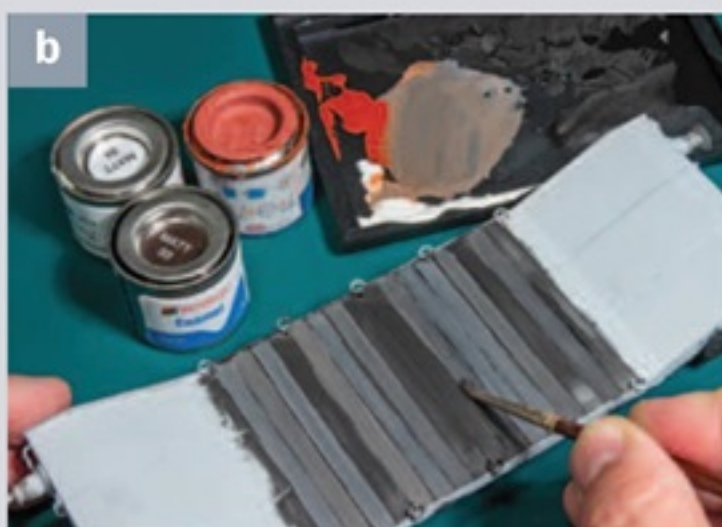
The kit instructions include useful notes on livery details for LNER and BR eras.

I opted to tackle the wooden planking on the wagon deck first. I wanted to simulate dirty, weathered planking, so I started by covering the deck using Humbrol No.33 Matt Black enamel, which was thinned slightly to encourage the paint to fill the gaps between

the planks (a). Whilst this coat of black was still wet, I then used a palette (improvised using the upturned plastic base from the tractor!) to mix various weathered wood colours using the existing quantity of No.33 plus Humbrol No.34 Matt White and No.100 Matt Red Brown. This was brushed along each plank in turn, using a slightly different ratio of

colours each time. The colours blended slightly with the still-wet black underneath, creating a pleasing weathered effect (b).

Next, I created a lighter grey/brown mixture using the same colours and dry-brushed this cross-ways over the planking, building this up to simulate the passage of vehicle wheels along the deck (c).

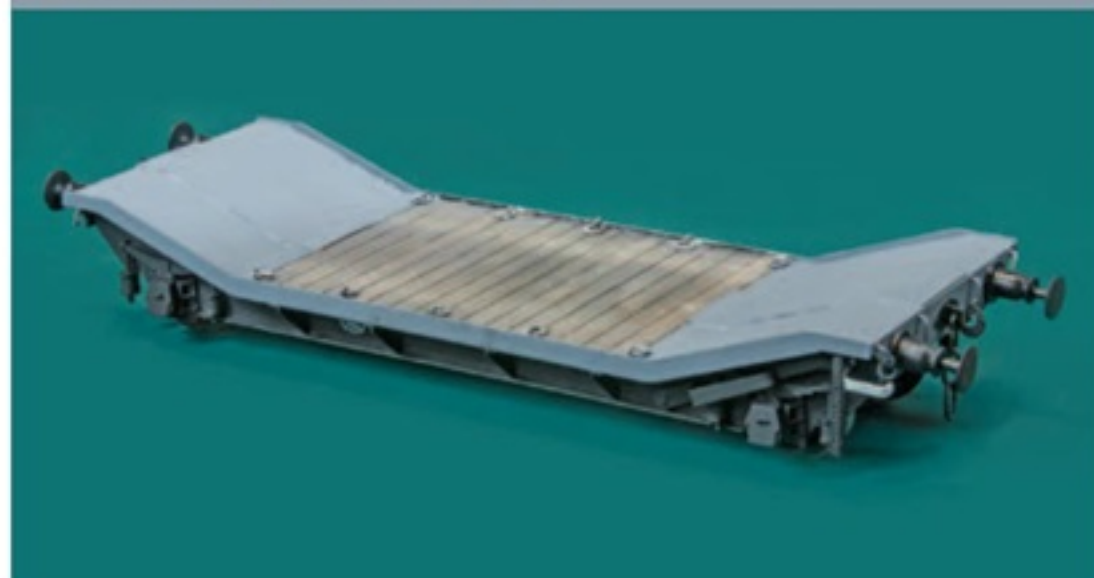


4. Painting the underside



The design of the Lowmac is quite deceptive; despite being a very low type of wagon, much of the underside remains visible when running on a layout. Therefore it was important that the entire underside was painted using No.33 enamel – including the axles and brake cross rods. The outer sideframes were also painted at this stage using the same colour, taking care to ensure paint completely covered all of the areas of detail.

5. Applying the LNER grey



The bodyside curb rails, buffer beams and end ramps needed to be LNER freight grey. Specific paints are available for this colour (such as RailMatch No.624) but because I was aiming for a heavily weathered appearance, I chose to mix my own interpretation using No.33 and No.34 enamels. Buffers and hooks were painted black, whilst the brake lever handles and builder's plates were picked out with white (slightly dulled with some No.33).

6. Simulating rust



All of the prototype pictures I have seen of Lowmacs in service suggest that these vehicles lived a pretty hard life, with the livery becoming very worn from loading and unloading vehicles, together with damage from the chains and hooks used to secure the loads in place. Therefore I used the No.100 enamel (mixed with small amounts of No.33) to stipple extensive patches of rust onto the ramps at each end. A dark rust colour was then dry-brushed over the surfaces, together with the sideframes and buffers.

7. Painting the load securing rings



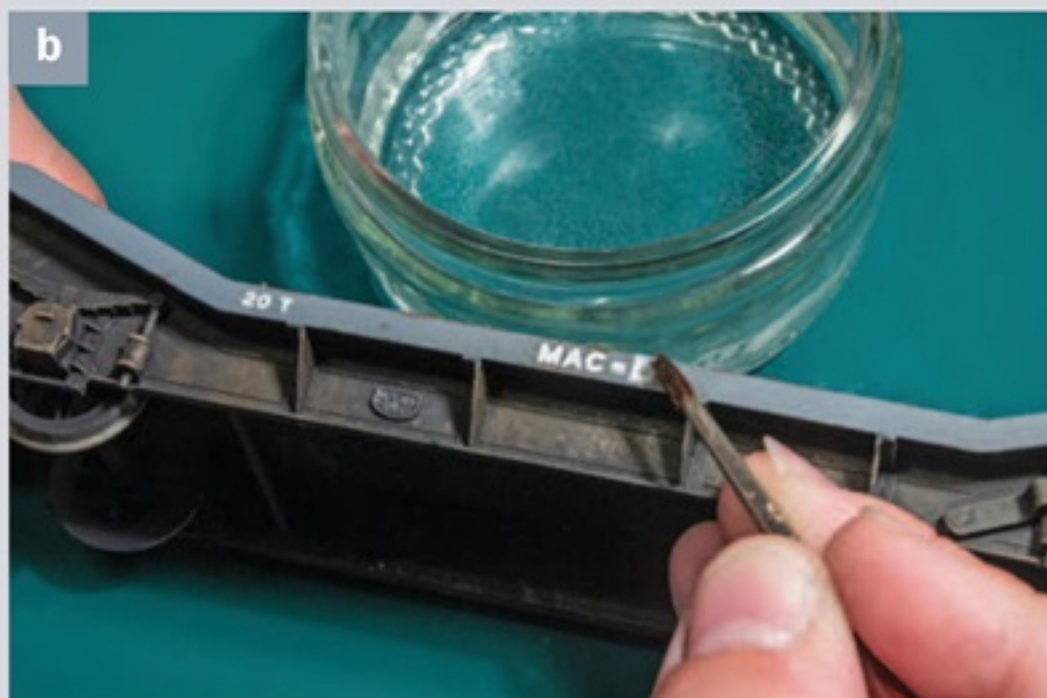
To paint the load securing rings (which were deliberately left 'loose' and not fixed to the decking) I slid a small piece of paper underneath, painting each ring in turn using a dark rust colour.

8. Applying the lettering using 'pressfix' transfers

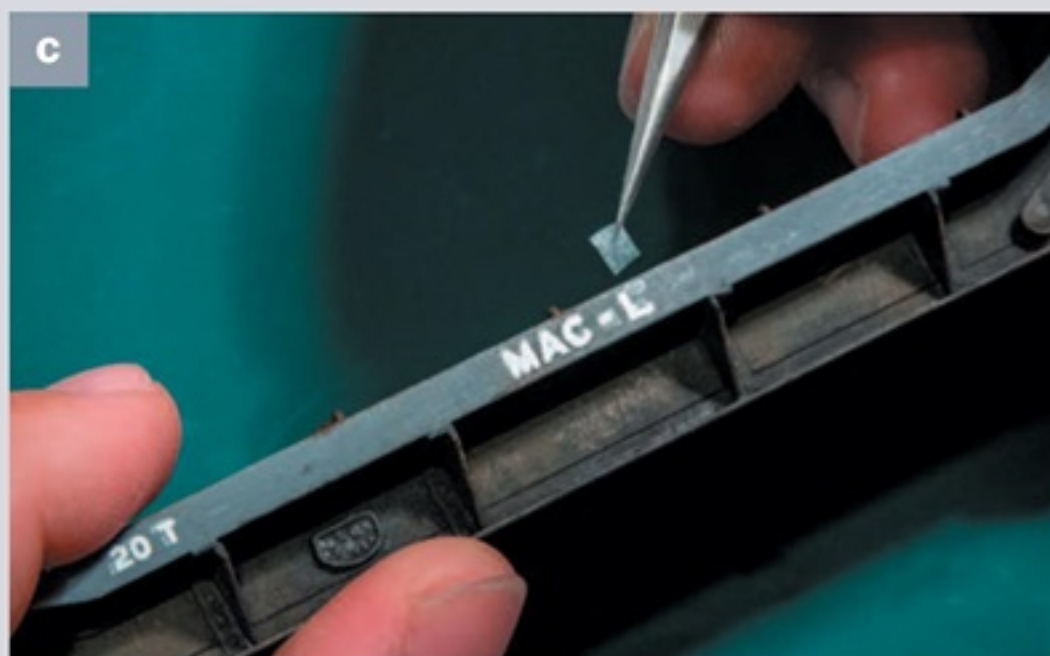


Suitable transfers for LNER and BR lettering are available from suppliers including Fox Transfers (waterslide) and the Historical Model Railway Society (pressfix). I used transfers from the latter (sheet ref.12) on this occasion. This was the first time I had used pressfix type transfers, which provoked a bit of apprehension beforehand, but I found them easy to use with pleasing results: A sharp knife is used to cut

around the desired transfer on the sheet (through the tissue paper only, not the backing card), with the transfer then lifted away using tweezers and placed *in situ* on the surface of the model (a). Once in position, the transfer is gently pressed down. If it appears incorrect, it can be removed and replaced. Once happy with the placement, it is pressed down firmly with a finger. A brush is then used to soak the



transfer with water (b). After 20 – 30 seconds the tissue can be peeled away (c). The residual gum can be washed away and the transfer blotted dry with soft tissue. The process enables multiple transfers located in close proximity (the running number is five separate digits) to be added quite quickly. Once all the lettering was applied it was sealed in place using Humbrol Decalfix (d).



9. Preparing the load



The tractor model (a combination of plastic and metal components) required little in the way of preparation, save for some weathering to make it appear a little less toy-like. I used the same selection of Humbrol enamels to produce the colours required. Spots of cyanoacrylate were used to set the wheels solid (as supplied the model can roll) and sanded flats on the bottoms of the tyres to give it a sense of weight.

10. Fabricating the chains and tensioners

A length of chain and a set of etched load securing hooks are supplied with the kit. I wished to replicate the tensioners that could be found on securing chains for wagons such as these, which look similar to screw-link couplings, but smaller. I fashioned some using parts of Accurascale 4mm screw-link couplings (ref.ACC2017). The inset view shows: a coupling as supplied (left), a pair dismantled (centre) and parts from these reformed to create a tensioner (right). One pack of eight was sufficient to create four tensioners.



11. Adding the chains and wooden chocks

I could find only vague references to how such loads were secured in reality. I therefore made a judgement that the chains would have been attached two per axle, with securing rings chosen such that the chains could not rub against the faces of the tyres. Wagons seemed to retain their own dedicated arsenal of securing apparatus, hence the use of chains on this model, despite the use of ropes arguably being sufficient for a relatively light load such as this tractor. Vehicles would also have their wheels chocked with wood, this being simulated here using pieces of balsa.



Further information

The Connoisseur Models Lowmac kit (ref.PMK-10) is complete with a fully-illustrated instruction booklet, which includes detailed notes on soldering, information on recommended tools and materials, together with helpful guidance on construction techniques. A set of sample instructions can be downloaded via the manufacturer's website: www.jimmcgeown.com

12. Finishing touches

With the chains in place I used spots of cyanoacrylate to strengthen the joins in the tensioners, together with fixing the hooks to the securing rings and (at the other end) where they attached to the tractor. The chains and tensioners were then painted using dark rust colours. Finally, rust patches and scuffs were added to the bodyside curb rails.



The North of England Line reloaded

Scarlington

The North of England Line N gauge layout, which appeared in the June 2015 issue of *Railway Modeller*, depicted the steam age railway scene. Using the same fiddle yard and lighting rig, this new scenic section brings the NoEL format up to date with a diesel age portrayal. **GEOFF BRITTON** of the Scarborough & District Railway Modellers reveals the story.

Photography by Tony Wright

The concept of *Scarlington*, otherwise known as NoEL-2, was actually conceived at the beginning of the century as part of a grand plan. A group of N Gauge modellers from Scarborough & District Railway Modellers, decided they wanted to build an exhibition layout, but there was a problem. Some of the group

were steam fans and the others preferred the BR Blue and sectorisation diesel periods.

Striking a deal

The members reached an agreement to build the steam era layout first, on the understanding that the modern era diesel layout would follow.



▲ Station clock towers in various styles were a feature of railway architecture in the north east. The model is a mix of designs taken from stations such as at Scarborough and Whitley Bay.





▲ Buses appear in the liveries of the 1970s and 1980s. Internal lighting was fitted in almost all of the buildings, so it is always dusk on the layout. After all, they say it's grim up north!

This duly happened and NoEL 1, (which featured in this magazine in June 2015 volume 66, No.776) was completed and so far, it has attended 49 exhibitions and won many awards.

The planning and construction of NoEL 2 actually began as far back as November 2011, though prior to commencing, we drew up a list of things we wanted to include on the layout.

Our aim was for a 4 track main line, a branch line and a goods line, and a river scene. In addition the streets and buildings should be lit. There should also be a siding for use with a steam special. One of our members then produced a C.A.D. design which was approved.

The layout was finally at a stage where it could be exhibited at our club's Pickering

▲ Modelled on Darlington, the station roof is constructed in one piece. It is removable to enable track cleaning and, as it crosses a baseboard joint, for transporting.

Show in August 2019. This was a good chance to test it worked satisfactorily under exhibition conditions. It's first outing as a visiting layout, was at Falkirk in November 2019, where it collected three awards and was subsequently invited to Glasgow Model Rail Show in 2020. Here it was awarded 2nd place in the visiting layout category.

Differences and likenesses

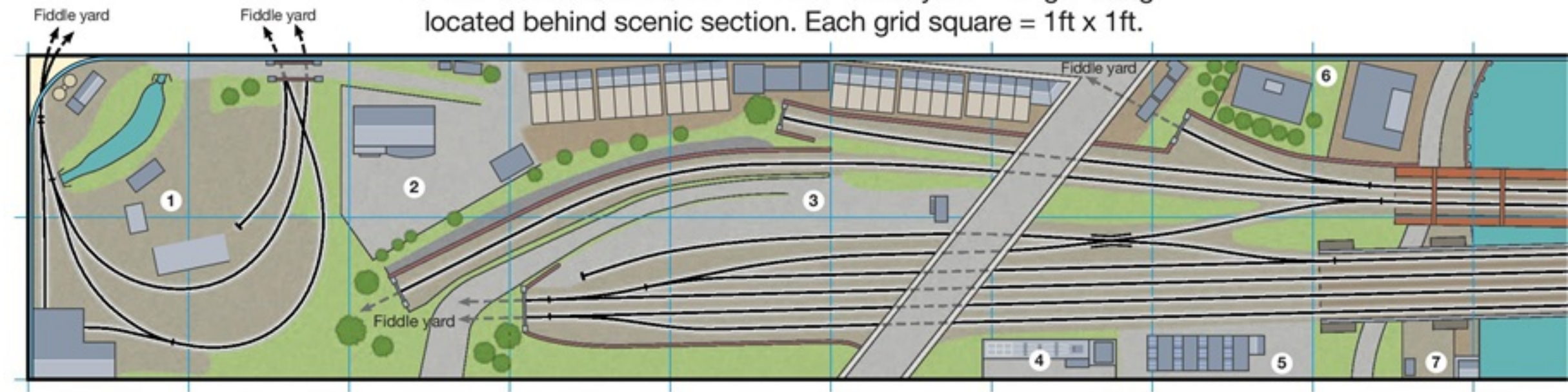
Both layouts are analogue controlled, but unlike NoEL 1, which is set in the countryside, NoEL 2 is set in an urban setting during the 1970/80s. You will see some shops from that period of time that are no longer with us, such as Woolworths, C&A and Chelsea Girl. There is also an Odeon cinema based on the one in Scarborough. Both layouts use the same fiddle yard and lighting rig, so that saved us a lot of time in the construction of the new layout, but the two end boards on NoEL 2 that contain the curves

Inspired by the iconic Art Deco Odeon Cinema in Scarborough, which now is the home of the Stephen Joseph Theatre, the model is located directly opposite the Scarlington station.



SCARLINGTON

Overall scenic dimensions: 19' x 2'. Fiddle yard storage sidings located behind scenic section. Each grid square = 1ft x 1ft.



▲ Our salute to the steam age is provided by this steam special which runs from time to time during operating sessions. Locomotives and rolling stock items are mostly ready to run.

linking the scenic boards to the fiddle yard, are about a foot wider in total as they also contain return loops for the branch and goods line.

There are two main lines on the scenic boards, one in each direction. These split into two, to give the impression of a fast and slow line both ways. Therefore, a train can be brought into view and held at a signal using a section switch, and then a second train can be driven past it. There is also a branch line that runs from a fiddle yard at the left hand end of the layout into either of the two bay platforms in the station, or through the station and round a return loop, which allows it to return back to its starting point. There is a similar fiddle yard at the right hand end of the layout, which runs into a return loop at the opposite end of the scenic boards. This also allows the train to return to its starting point.

Each fiddle yard has its own control box, as does the scenic section, and all the boxes have LED indicators linked to the track section switches to help navigate a train's route. Cobalt point motors are used to change the points on the scenic section.

These are also linked to the corresponding signals which change automatically from red to green and back when the point is changed. As both branch lines are bi-directional, extra electronic wizardry ensures the signals are set to red when the train is running in the opposite direction. The layout is not signalled completely accurately, as we felt this would be too complicated, but the basics are in place.

Atmosphere

We have tried to give *Scarlington* a North Eastern flavour. Therefore, the station roof is similar to that at Darlington, the green 4 track bridge is based on the King Edward VII bridge in Newcastle, the red bow string bridge is similar to the Tyne Bridge (but adapted for rail use instead of road traffic) and a cliff lift, similar to those existing at Scarborough and Saltburn, has been recreated. Also, all the model buses on the layout appear in the liveries of companies seen or based in the region.

Baseboard issue

The baseboards are made in the traditional way, with 9mm plywood tops on 2"x1" softwood frames. With hindsight, we should have used a 3"x1" framework which would have offered more protection to the Cobalt



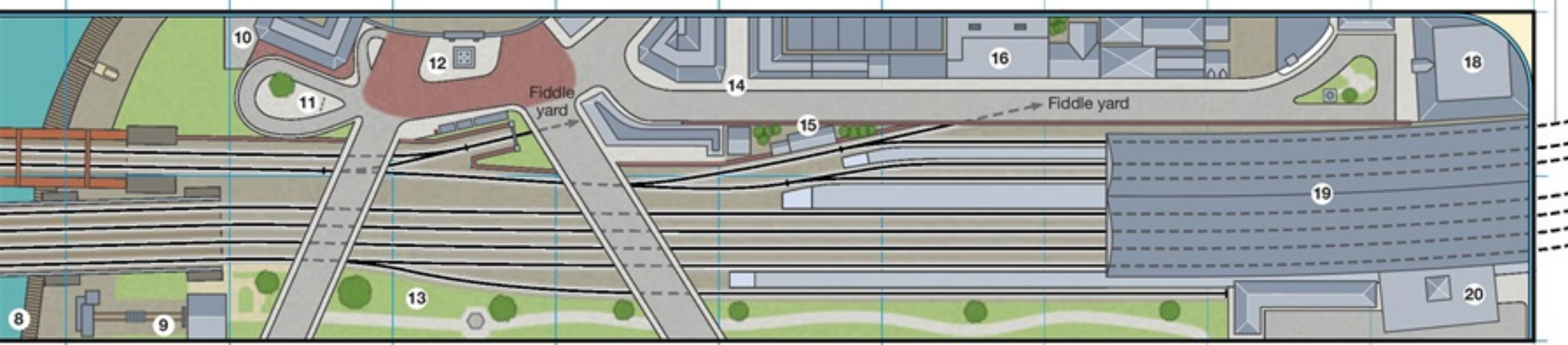
1. Industrial area and scrap metal recycling
2. Bus garage and workshop
3. Permanent Way Depot
4. Electricity sub station
5. Factory

6. Block of flats
7. Boat building yard
8. Pleasure boat
9. Cliff lift
10. Imperial Hotel

11. War memorial
12. Empire Gate and statue
13. Cliffe Park and bandstand
14. Precinct and high street shops
15. Scarlington Signal/Powerbox

16. Woolworths
17. Odeon Cinema
18. The North Eastern Hotel
19. Overall roof
20. Scarlington station building

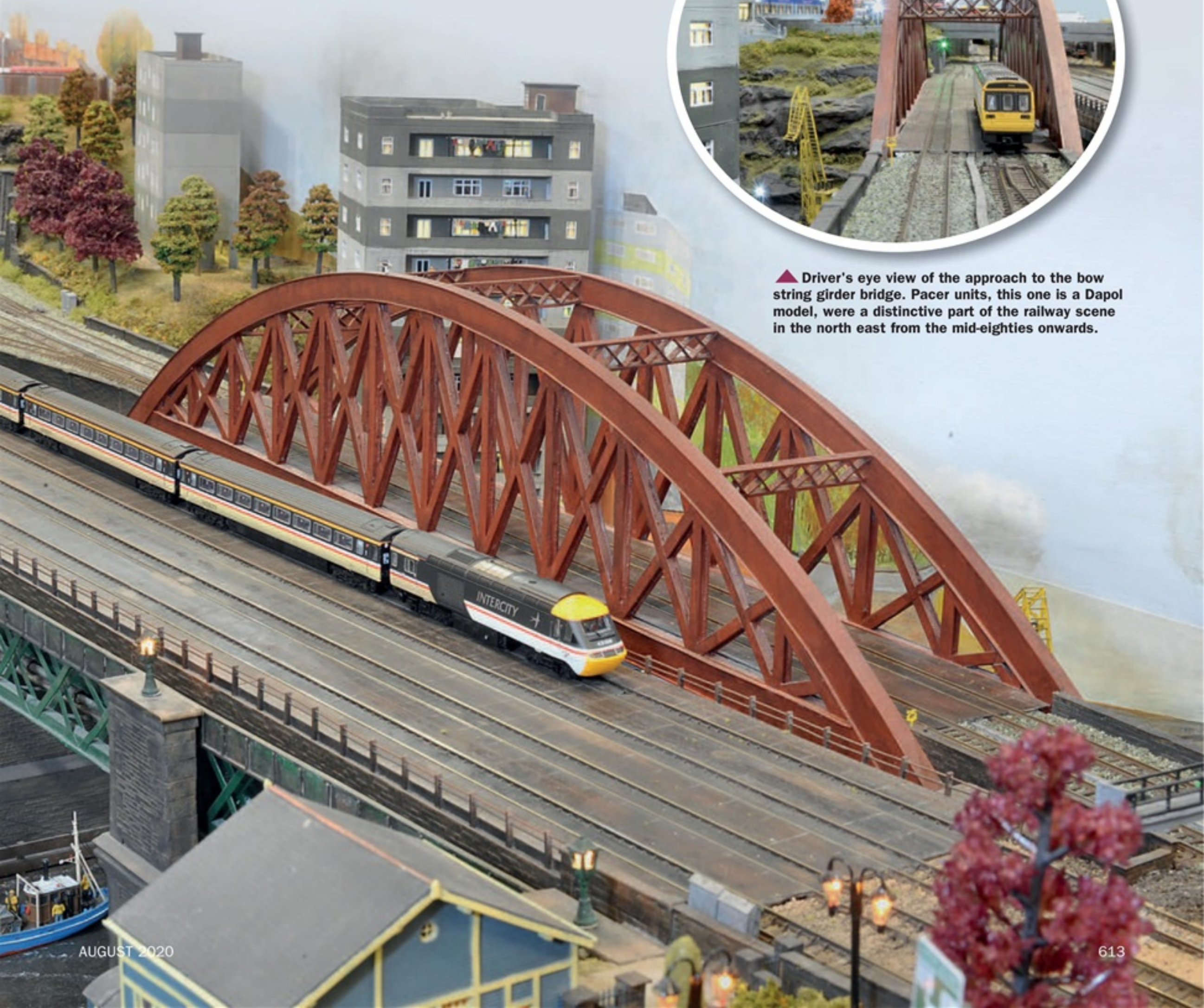
To fiddle yard
sidings located
behind scenic
section



The centrepiece of the layout is the twin bridge section spanning the river. Modelled on famous structures in Newcastle, both bridges were scratchbuilt by members and took some time to complete.



▲ Driver's eye view of the approach to the bow string girder bridge. Pacer units, this one is a Dapol model, were a distinctive part of the railway scene in the north east from the mid-eighties onwards.





◀ Road surfaces were made using a very fine powder from Polak, with white and yellow lines added using paper strips glued down: easier to apply than trying to paint them in situ.

Scenics scatter materials and various lengths and shades of static grass.

The two girder road bridges are scratch built using a plywood base and plasticard sides, whilst foam board covered in plastic sheet was used for the large four track rail bridge. The hand rail supports were all individually cut and drilled by hand and then thin wire, often used for tree making, was threaded through the holes. It makes a surprisingly rigid structure.

Laser cut MDF, supplied by Hippo Toys, was used for the red girder bridge and the green road bridge, the owner of the firm is very helpful and friendly and we can thoroughly recommend his products.

As MDF is obviously flat, various plastic strips were glued on to add texture and relief. The red and white rose castings on the green road bridge are simply sequins with a track pin pushed through the centre and painted.

All road surfaces are made using the very fine powder, supplied by Polak. Langley manhole and drain covers were glued in place and painted before the road surface was added. Road markings were individually cut from sheets of white and yellow paper and glued in place with PVA glue.

▲ A general view over the left end of the layout. The intricate sides of the girder bridge were made from laser cut MDF sheet supplied to our specification by Hippo Toys.

point motors during transit, though we overcame this with the design of the packing cases we use to transport the layout. Each scenic board has its own fully enclosed "coffin" to keep it safe and clean and this also makes stacking in a van easier.

Trackwork, scenery and bridges

Peco code 55 track is laid on a thin cork base and the landscape sub-base is made from shaped polystyrene blocks, covered in plaster bandage and painted earth brown. The top scenic layer is finished in Woodlands



Tree spinning

As we wanted to set the layout in the autumn, we added trees and bushes in appropriate colours. However, some of the products seemed too garish, so they were toned down with various shades of yellow, orange and maroon spray cans of paint.

We found the best way to apply the paint was to put the tree trunk in the chuck of an old hand drill: one person turns the drill and spins the tree slowly while a second person applies the paint. A simple method which allows the shades to be varied and each tree made to look individual.

Cliff lift

When we decided to produce a cliff lift for the layout, we looked to see if any were available commercially in kit form. As you can imagine, availability was limited and not really what we wanted, so it was decided that we would build our own!

We started off by working out the height and slope we would need, and a plywood triangular box was made to fit the available space. A length of N gauge track was laid on the slope and then we set about working out how to power it and make it go up and down at a realistic speed. In the end, a small electric motor and a station auto shuttle unit were fitted.

The next problem was how to make a pulley that wouldn't knot-up the cotton thread as it went up and down. One member had the ingenious idea of using two jam jar lids bolted back to back, attached onto the motor drive shaft. One full trip for the car from top to bottom, was less than one full revolution of the lids: so hey presto, the cotton can never get tangled up with itself.

Switches were added to the lid edge, to trigger the auto shuttle to change direction and the timer was set to give a realistic delay between trips.

The car, and top and bottom stations are all scratch built and lit. The car lighting is powered by a small battery and holder that came from a kit used to add tail lamps to N gauge rolling stock. This fits neatly under the car, along with a switch to turn it on and off. It turned out better than expected and we are very pleased with it.

Townscape and river

The buildings are a mix of scratch built, kit bashed and modified ready to plant models from Lyddle End & Bachmann Scenecraft. All are lit and one even has the interior of an upstairs room fitted out using the bedroom kit from Severn Models.

The river was made by covering the river bed in PVA glue and then applying a layer of plaster which was textured to give a ripple effect before it dried.

Various dirty brown and grey tones were painted on the plaster, and when dry, a couple of coats of varnish were brushed on to seal everything. A selection of boats were then glued in place and further coats of varnish were added to seal any gaps around their hulls.



▲ Cliff lifts at Scarborough and Saltburn provided the stimulus for our fully working model, which runs automatically, being controlled by an electronic shuttle module.

The river was formed from a textured plaster base, painted with various shades of green and grey, and given two coats of varnish. Boats are from the Artitec/Langley Models kit ranges.





▲ Busy street scenes require lots of detail and figures – in fact there are already over 500 2mm scale people on the layout. The arcade of arches and the column are entirely scratch built in plasticard, freelance in design but based on structures in London. The balustrade round the top was formed with Faller roadside railings and the statuettes are 3mm scale figures.

Lifelike

There are approximately 500 miniature figures and animals on the layout, the majority of which were hand painted by members of the group. We think the layout could take at least another 200 figures, but no one has the appetite to paint another batch at this point!

And just to keep something moving all the time, this standalone section of the layout – depicting a typical 1980 rail served scrap yard runs entirely automatically.



One of the NoEL teams' trade-marks is our attention to detail. We therefore designed accurate road signs for the road layout and appropriate street name signs. These feature the names of those involved in building it. Sankey Scenics did a marvellous job of producing our bespoke designs. Other street furniture was sourced from various suppliers including PD Marsh, Faller, Langley Models and Peedie Models who produce excellent etched brass railings and gates.

Scrapyard diorama

NoEL-2 is actually two layouts in one! The industrial/scrapyard scene at the left hand end of the layout is a self-contained diorama. It has its own power supply and a loco can happily trundle through all the piles of scrap all day, on the circular routes. It attended our own club's shows as an individual exhibit before the main layout was complete

and now, it literally just sits on top of the main layout, hiding the return loops beneath. Hopefully you cannot see the joint, the scenery between the two has been blended in carefully.

Optimism

If we are to be honest, the layout took far longer to complete than it should have. But now that it is finished, we are proud of the way it turned out and we hope that it brings pleasure and provides inspiration to everyone who sees it.

Whilst there is a rather disagreeable intermission to the model railway show circuit at the moment, we are looking ahead optimistically, and if any exhibition managers would like to book *Scarlington* for their show, please contact us through our club website;

www.sdrmweb.co.uk

Bala Town

Photography by the author

ANDY PETERS shows us this recent essay in O gauge modelling, in which he found that some of the hobby's established rubrics could be set aside in order to make its construction work for him.



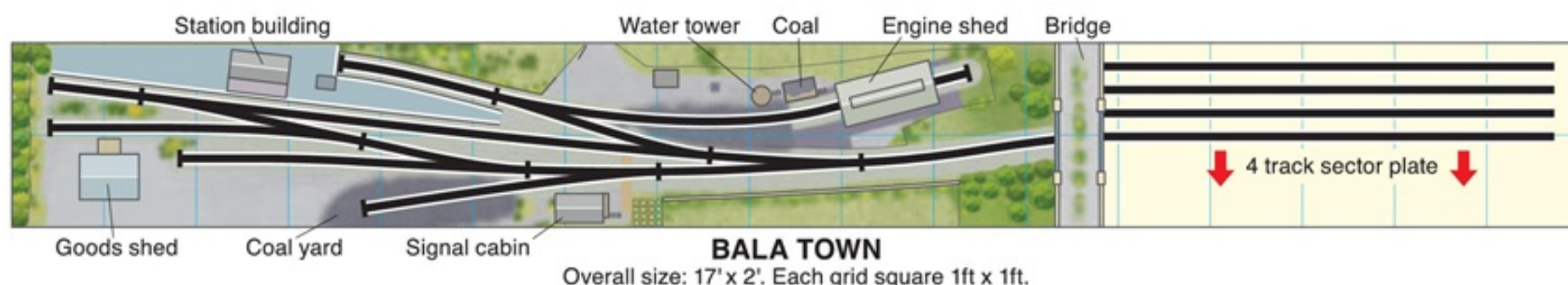
▲ GWR panniers from Minerva and Dapol form the usual motive power on the layout.

Bala Town is a simple and somewhat typical GWR branch line terminus. It took me about two years to get to the stage seen here, and was originally going to be part of a much larger U-shaped layout in my 18' x 9' garden building, which I refer to as my TOPS – The Old Potting Shed – although it never was a potting shed, but a purpose-built model railway man-cave.

That original idea was to enable me to incorporate my 7mm BR blue period diesel fleet with my late BR steam fleet, but research suggested that changes in railway infrastructure in the intervening years would have resulted in neither period looking anywhere near convincing.

I enjoy painting backdrops, they give one's layout a degree of personalisation and uniqueness. [Ed. – Andy's articles on his backscene painting methods appeared in the November and December 2013 issues of RAILWAY MODELLER.]





Layout technical details

Track. All track and pointwork is Peco code 124 Bullhead.

Point motors. Traintronic TT300 units were fitted in with Gaugemaster DCC80 Autofrogs which have been superb.

Ballasting. This was prepared from a mix of Gaugemaster OO ballast and Woodland

Scenics fine cinders. I increased the cinder content of the mix for those areas where ballasting would be less well maintained.

Lamps, benches and platform fittings. These are from the Peco range, as is the field fencing around the back of the loco yard and goods yard.

Grassed areas. These materials are also from the Peco range, using a mix of 2mm and 4mm fibres of varied muted autumn, winter and spring colours.

Shrubbery. Here is a vast mix of Woodland Scenics bush and clump foliage for a varied effect.



During the design process, I found that a curved approach to the station looked far more appealing than a simple straight run, even though in reality, railways were built straight whenever possible.

So just before Christmas in 2018 the internal walls of the shed were altered to provide room for two 17'6" x 2' O gauge layouts, of which *Bala Town* is one.

Seven Mills Sidings, depicting an exchange siding for MOD traffic in the BR blue period occupies the other side.

A personal pursuit

Bala Town is not anything like the real Bala in North Wales: the location is where we often go to on our holidays. I like the area and the name, so it's purely a fictitious model derived from our memorable happy holidays in the locality. Purely personal.

I began by laying the track in a straight line from the fiddle yard to the platform buffer stops and parallel to the baseboard edge. It gave room for an embankment at the back, and a large goods yard at the front. But it all looked too straight and unconvincing; even though real railways were usually built in perfect straight lines, the composition of my model was just too plain.

So the track was lifted and relaid in the gentle curve you see in the photo, and much more pleasing to the eye, if not quite so prototypical.

With the revised track configuration I added a bay platform face along the back, and then I received a suggestion that an engine shed ought to be added, which I acted upon and included one running off from the bay platform track. This has really enhanced the layout in my opinion.

Structures

The station building and the signal box are from the Invertrain 7mm range: they make up into a couple of nice model buildings. The provender store is from the Bachmann Scenecraft O scale range and fits in much better than a full size shed, which would have been overbearing on the model.

Moving on to the engine shed, this is from the L-Cut range and was built for me by my good friend George Tait and painted by myself, although I think the roof should be darker. Skytrex supplied the water tower, and I made the little hut alongside, and the coal stage from scrap MDF and plasticard.



▲ Train control is via a Gaugemaster Prodigy DCC unit, but points use an analogue system and are changed via toggle switches on this small panel.

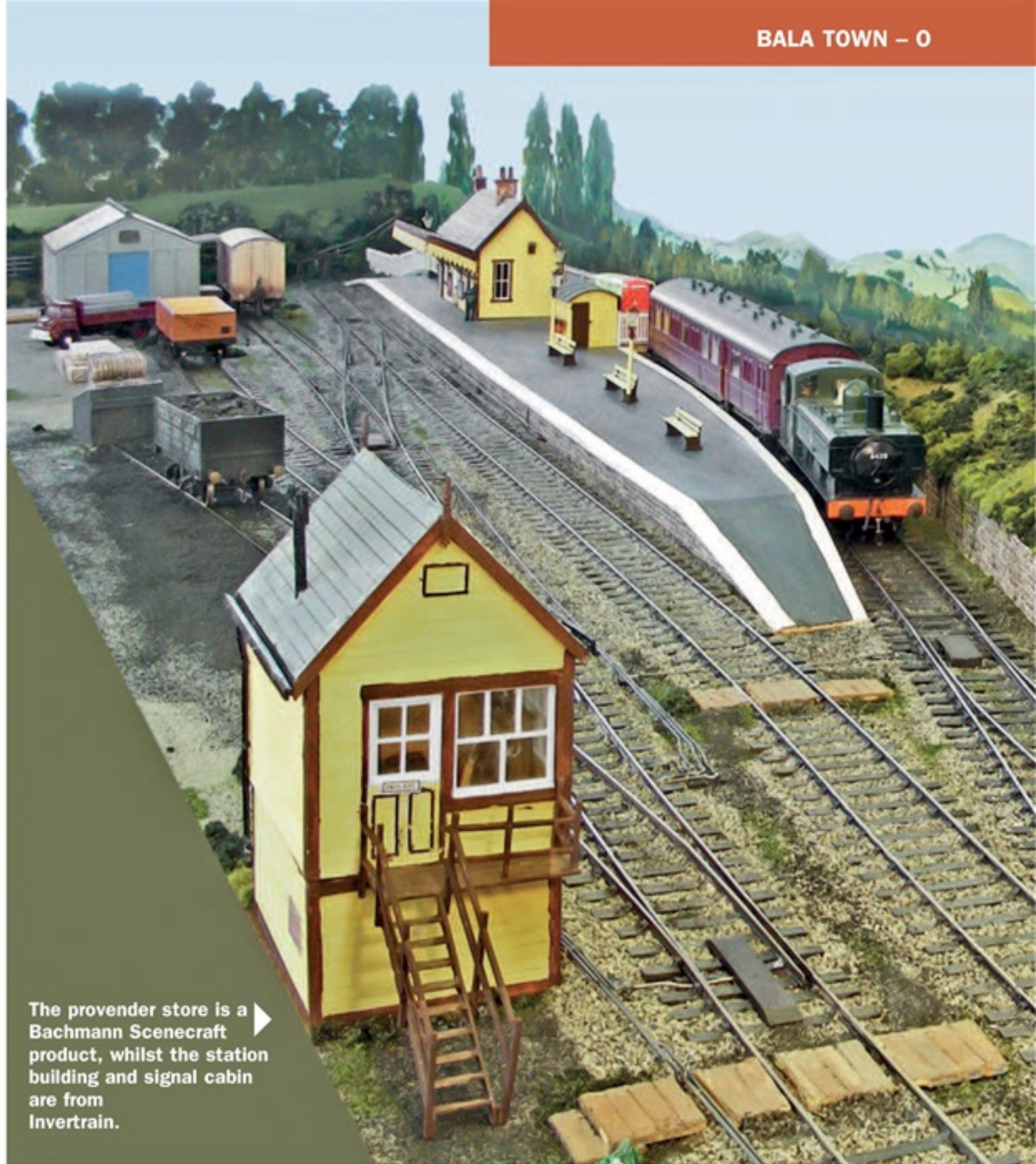
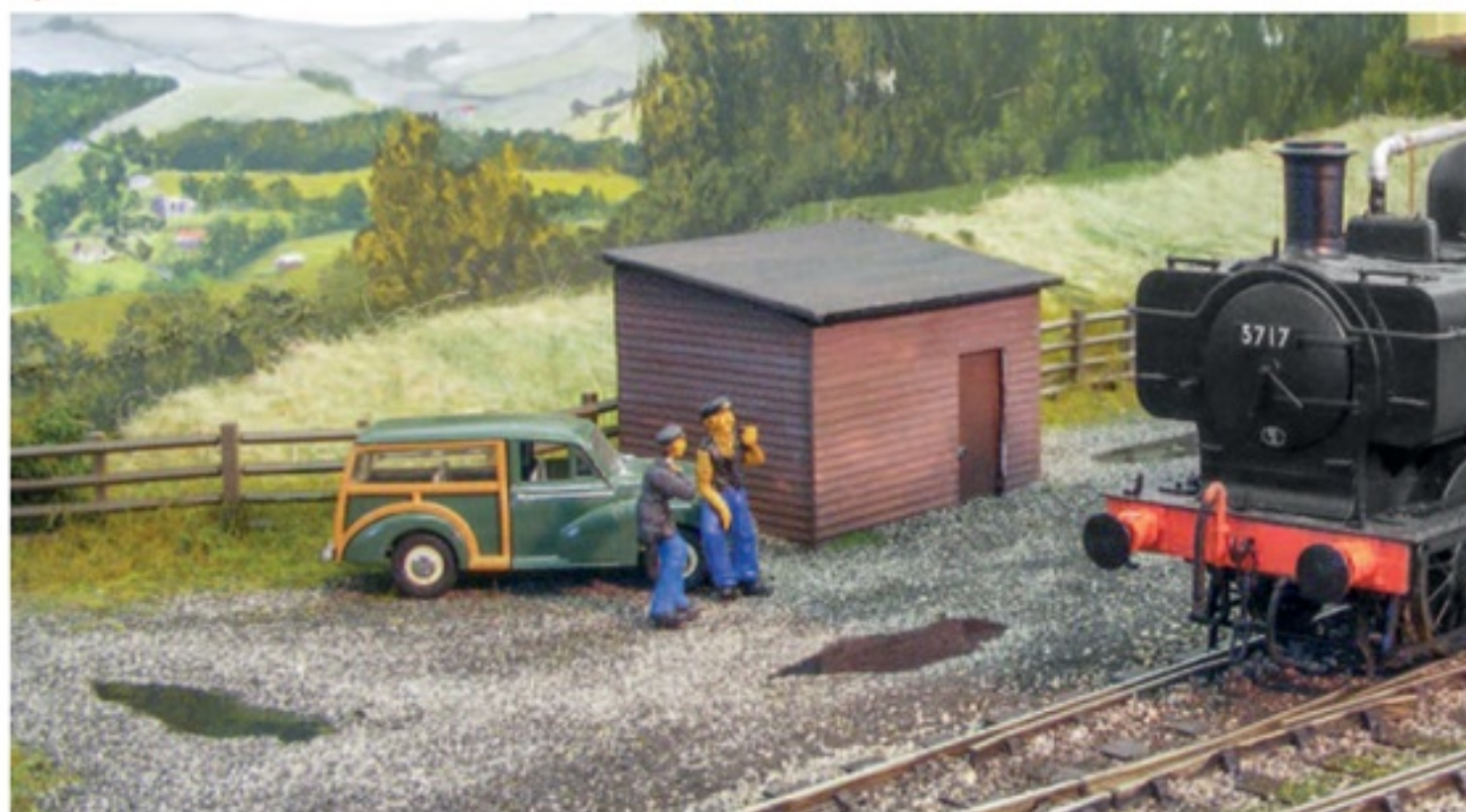
Puddles

One of my favourite tricks is adding a few puddles around the yard. I do this by painting one side of some clear Perspex with gloss black paint, with a similar patch on the the baseboard where the puddle is to go. Glue around the edge of the painted side of the Perspex, using an impact type glue, and lay it painted side down onto the gloss patch on the baseboard. Once dry, it is simply blended in with ballast or flock glued around the perimeter. Avoid using PVA as this can seep underneath and spoil the effect.

I was going to add an inspection pit outside the loco shed, but in the end George suggested I scribed the infill to look like planks over the pit, and I think I've managed to get away with it, just.

There should be two signals on the layout, one for the main platform, and one for the bay, but alas, I haven't got around to that yet.

▲ A couple of puddles lie in wait for an unwary loco crew, who seem more interested in No.5717 drifting off the loco shed siding.



▶ The provender store is a Bachmann Scenecraft product, whilst the station building and signal cabin are from Invertrain.

Though by way of compensation, a very basic representation of point rodding was added. The point rodding stools are from MSE, and with some ordinary wire from my local model shop, Tutbury Models to represent the rod runs.

In addition I used Wills OO gauge point rodding kits to provide basic representations of the actuators etc. I have had some very favourable comments about how well they

appear at normal viewing distance.

So that's *Bala Town*, a pleasure to build and a little lesson in how not to be always concerned about sticking rigorously to established modelling practices.

It is, after all, a hobby to be enjoyed.

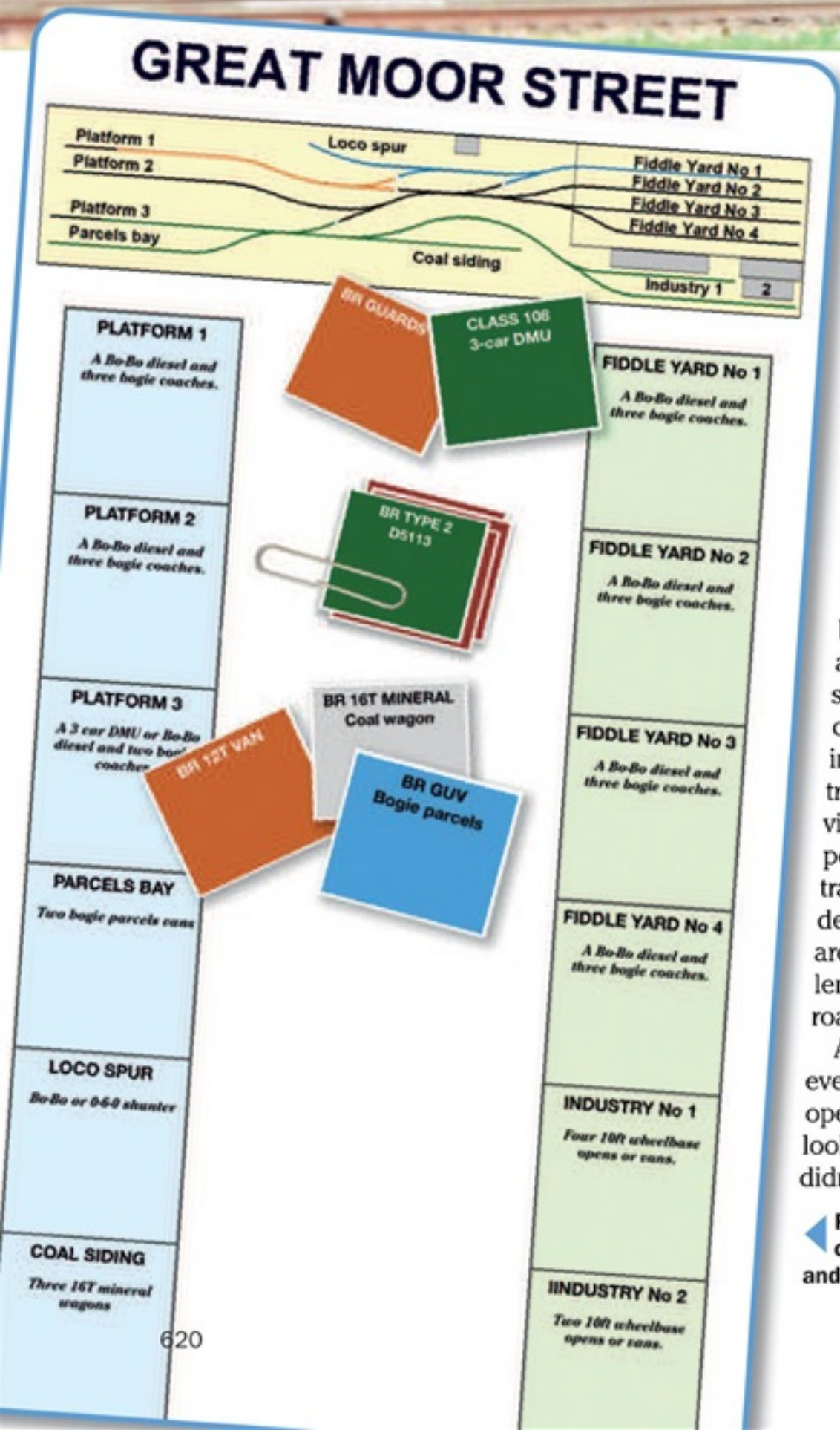
▲ Another puddle made using the painted Perspex technique; to my mind a simple and effective method to simulate standing water.



Planning an operating sequence

LES FORDHAM takes this activity and turns it into a fun process you can use to devise and record countless train movements – and even before you've laid any track!

Photography by Gavin Thrum



Some modellers have the gift of being able to visualise and plan their layout like a work of art without any blueprint to hand. Others follow the wise words of railway modelling mentors, like Iain Rice, and prepare detailed lists of the items and characteristics they regard as essential to include on a layout long before their track plan is conceived. Yet more might start by creating a mock-up with full size parts to see what items can be laid out in the space they have available.

When I start to plan a layout, my initial starting point is the size of baseboard I can have in the space available. Working from that I then see what sort reasonable track plan I can devise to fit the area. This might involve laying out some lengths of track and points so as to try and visualise what the operational potential might be, and whether the trains I plan to use will fit into the design. Important factors to consider are platform lengths, run around loops lengths, and the length of loco release roads and headshunts.

At this stage I might go off and get everything built, but what about train operating sessions? Suppose what looked alright at the planning stage, didn't work out in practice. That would

Fig.1 An artist's impression of the main chart or board showing the track plan and grid columns left and right.

▲ Gavin Thrum's version of *Great Moor Street* operated in the LMS period.

be time, effort and money wasted. So we should aim early on to get it right.

Plenty has appeared in print about how layouts are, or should be operated, and there are several methods or practices adopted, the most usual being: operations based on actual prototype workings to a timetable (which might be run to real time, or be speeded up); a sequence of logical and realistic train movements one after the other; or just randomly running trains to suit oneself.

Those modellers who have built a replica of an actual station and want their model to be operated authentically, will usually research what went on by referencing applicable public and working timetables of their chosen area and taking note of the types of trains, the train composition, the locomotives and typical rolling stock.

But how might we approach devising an operating pattern if the station we have chosen to build is a fictional one?

My folding British layout, *Great Moor Street*, set in the early British Railway Era, is to a compact design with a station, yard area, and a fiddle yard. In some ways this is a layout that is typical of many British home and exhibition layouts.

Pigeon holes

Whilst operating *Great Moor Street*, randomly, I was having trouble remembering which train was in which platform or hidden siding. I have more

locomotives and rolling stock than the layout really needs and there is a certain point where more stock makes the layout too congested and operating becomes too difficult, taking the enjoyment out of what we are trying to achieve.

I came up with this table-top idea for devising an operating sequence using card tokens to represent trains which are moved around on a large chart that consists of two grids of boxes, which we might have called 'pigeon holes' in days gone by.

Each pigeon hole in the grid represents a siding or platform road on the layout, and is assigned that name.

The idea is that the tokens are moved from pigeon hole to pigeon hole as a simulation of trains moving from one place on the layout to another.

I'm sure the idea is not unique, and although I made use of it once my layout was built, this method could equally be used as a planning aid to test out the viability of a layout track configuration before it's built. Especially if you have more stock than your layout can accommodate.

Like a board game

The first thing I did was to prepare the chart or board made from stout card, rather like that of a party board game, with a schematic plan of the layout at the top - see Fig. 1.

In a column on the left hand side of the board is the grid of pigeon holes each named after the sidings and platform roads in the station, for example *Platform 1*.

A column on the right of the board has a similar grid for the fiddle yard roads and industrial sidings. The capacity of each siding is also noted in each of the boxes. For example Platform 1 might have a capacity of *A Bo-Bo diesel and three bogie coaches*.

Although all my artwork for the board and lettering for the tokens was prepared on a computer, in my case I used Excel™ spreadsheet cells for preparing the tokens which were printed off in one sheet and cut up with scissors, but there is no reason why the tokens, plan and grid boxes cannot be hand drawn instead.

The next step is to make up the tokens to represent each item of rolling stock, these we might call *Stock Description Tokens*. They too are drafted up on the computer using Excel cells, printed out on thin card and cut out into individual tokens. At this point you might want to use different coloured card say for tokens for passenger coaches, railcars, goods wagons, etc. (see Fig.2)

Trains can then be represented by small batches of these tokens gathered together; for example *BR Type 2 D5113*; *BR Mk1 SO*; *BR Mk1 CK*; *BR Mk1 BSO (brake)* - see Fig 3, and maybe held together with a paper clip or slid into a small transparent sleeve.

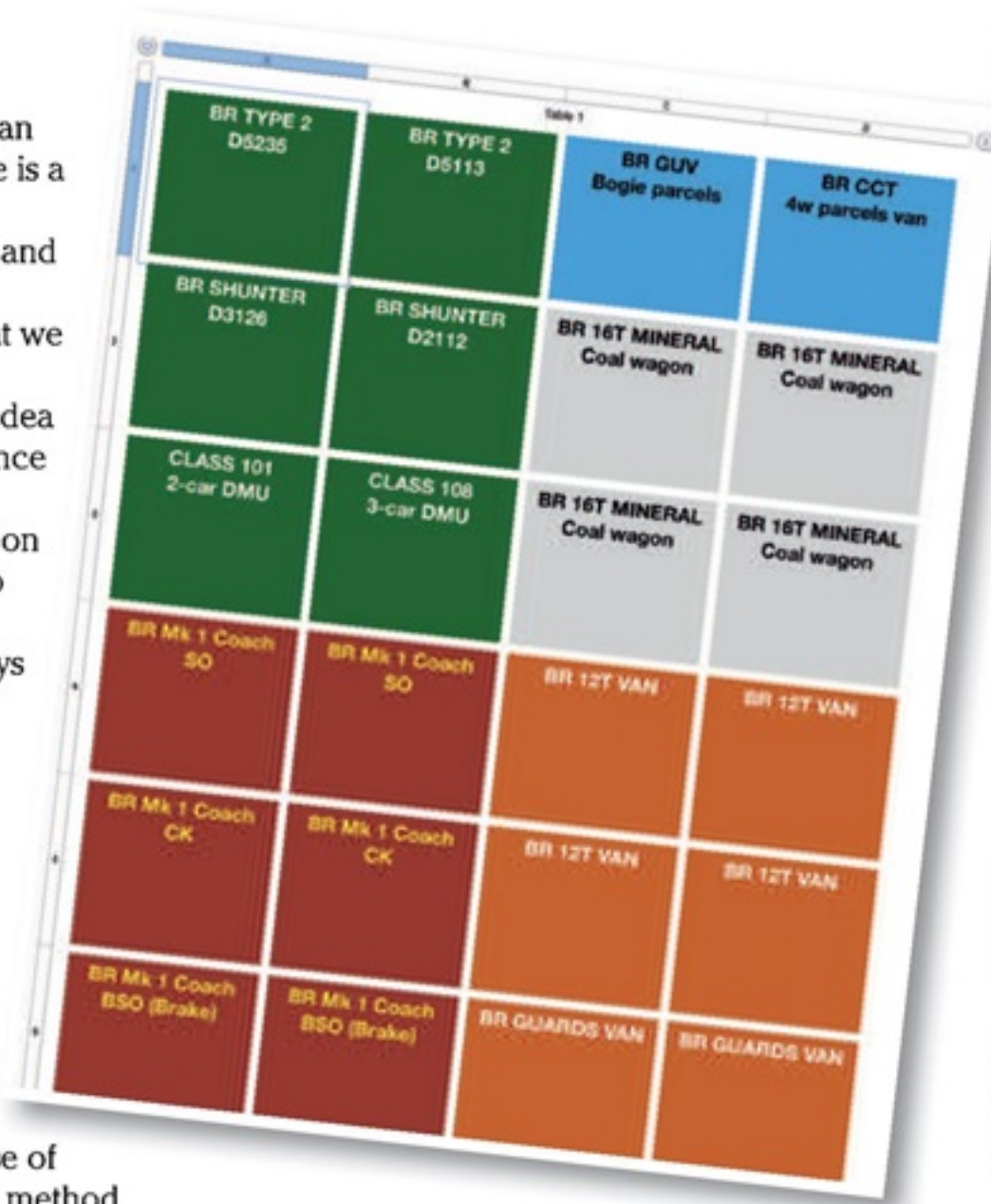


Fig 2. A screen shot of the spreadsheet showing the preparation of the Stock Description Tokens prior to printing.



Fig. 3 A selection of the stock description tokens gathered to simulate a 'train' that could be marshalled on the layout.

starting positions. As you move each 'train' from one siding on the chart to another, write down in a list the details of the move, for example;

BR Type 2 D5235; FY Siding 1 to Platform 2

and so on for each subsequent move, until you have a full sequence of train movements. As you go along you might add in extra moves such as *Parcels Van shunted to Parcel dock* and so on.

If you prefer, make up the sequence on your computer, as indeed I did, again using the cells of an Excel spreadsheet.

The whole concept is very compact so it is easy to take anywhere with you and to even make a game of it. Hopefully readers might find these ideas useful and of help with their layout planning and operation, either before or after their layout is built.

Parcels and milk traffic in evidence on Gavin Thrum's version of Great Moor Street.

Ready to start

With all the tokens to hand, and the board on the table, you can now set about 'marshalling' your stock description tokens into trains, and placing them on the grid to represent where they would be found on the actual layout. Loose wagon tokens can go in the goods sidings' pigeon holes. Remember not to fill all the pigeon holes on the grid - otherwise you won't have space to 'run' your 'trains' anywhere.

List the sequence

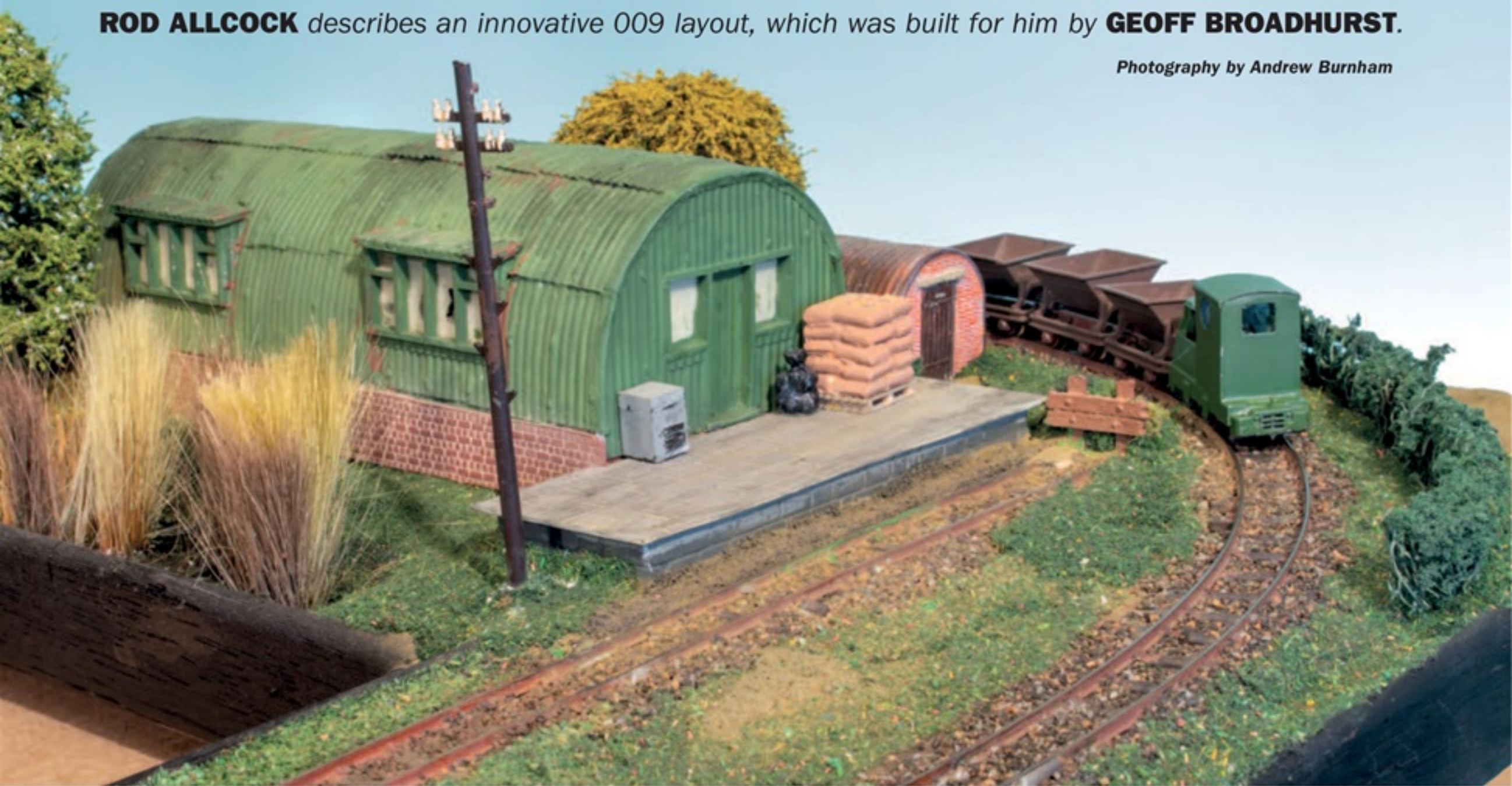
You now need to get out a pencil and paper and write down a title for the sequence you are about to create, for example *Summer Weekday Sequence*. Next, write down the positions of the train tokens to record their



Ouse Washes

ROD ALLCOCK describes an innovative 009 layout, which was built for him by **GEOFF BROADHURST**.

Photography by Andrew Burnham



When Cyril Freezer was editor of *RAILWAY MODELLER* he observed, some 60 years ago, that a narrow baseboard looked longer than a wide one. Whilst I do not subscribe to the theory that a model railway should cease at the railway fence, I do think that a wide board is not necessarily an advantage. It does provide a lot of extra space to fill with non-railway activity, which draws the eye away from the tracks and trains, especially if the extra items are highly detailed. Paradoxically, if the scenery is too bland, it serves little purpose. So, for me, narrow baseboards are the answer.

Decrepit

This layout, another created by that prolific layout builder Geoff Broadhurst, started life some years ago after one of our many conversations. My real love, after the Corris Railway of course (see *RM* December 2013), are decrepit industrial narrow gauge railways typified by two rusting rails in the middle of nowhere. I suggested to Geoff that a good model would be, say, 10' long by 6" wide with a single track meandering down it, and, in best industrial tradition, devoid of any run-round loops and with just the odd siding.

I suppose this reflects the sort of railway I

▲ Plenty of scenic detail on this first curved return board, thanks to Geoff's scenic handiwork. The 30DL is rounding the curve cab first to return to the loco shed and the 'start' position.

used to visit well over 50 years ago when I was just discovering the narrow gauge. Although I am very pleased to note the recent flowering of interest in industrial railway modelling, it is readily apparent that many modellers have never seen a real industrial railway in operation. Run-round loops were rarely used even if provided: locos merely pulled wagons in one direction and pushed them in the other. And things often seen on models, such as turntables and signals, were non-existent. Locos ran as fast as possible without actually coming off the track – after all, time was money.

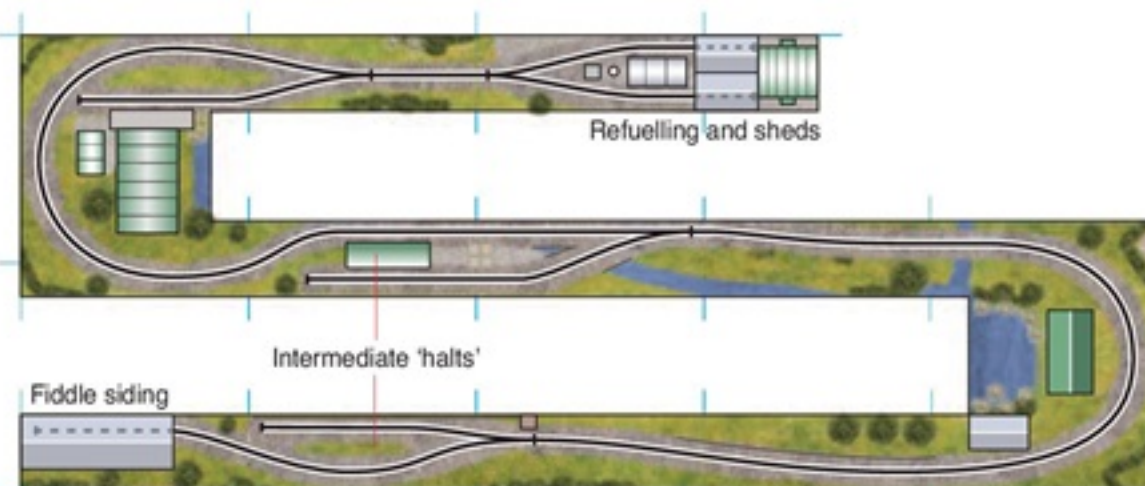
Just too long

Suffice it to say Geoff subsequently produced a layout some 11' long and 4" (yes – inches)

◀ Baseboard joiners are rather rudimentary, being made from small angle reinforcing plates; they do however enable the boards to be joined quickly and accurately without any underboard fumbling. Wiring too is fairly basic for speedy assembly and disassembly. The loco here is a Ruston LA with a reduced height cab. It is my interpretation of the one that worked at Wheatley's Tileries, Stoke on Trent. The prototype now belongs to Graham Morris, owner of the Kerr Stuart Wren 'Pixie'.



An unusual layout format



Ouse Washes Overall size 5' x 2'. Each grid square = 1' x 1'.

wide. Whilst very attractive, to me at least, it did have a couple of drawbacks, one obvious, one not so. The obvious drawback is that at 11' long it was quite difficult to set it up in the modern space-starved home, full as it is with furniture, possessions, and other family members.

The other, not so obvious problem, was that for the average person maybe about 4' is about the furthest they can see, and absorb, small details. Unless you use a hand-held controller and are forever trotting up and down its length, a layout of these proportions cannot be readily appreciated and operated.

So, in my view, 11' is just too long for a manageable 4mm scale narrow gauge railway. But the layout in its original form did capture beautifully the original concept, and who am I to dissuade anyone else from building something like it?

S-shaped

In due course Geoff rebuilt the layout to the S shape format you see here, overall it occupies an area of just 5' x 2'. It is still end-to-end, but there are now three parallel 4" wide boards, with the gaps between them joined at each end by new sections laid with

semi-circles of 6" radius track.

What I feel is important for this type of railway in particular is that the track does not run straight down the centre of the boards. In real life, few minor railways of any sort are straight and tend to wander in different directions.

Operations

The actual purpose of the railway is delightfully vague. Whilst initially conceived as an agricultural line, if operated with V skips it can easily become a quarry railway. Indeed at one show we used a Robex *Russell*



▲ The 30DL picks its way between some foliage as it comes off the first curve. Beyond is the open sided 'shed' at the other end of the layout which acts as a fiddle yard of sorts.



▲ The engine shed 'terminus' end of the layout. Perhaps the fuel storage is a bit too elaborate and may well be replaced with a galvanised tank on a stand of old sleepers. Yellow Ruston LA and Ruston 30DL.

Looking right across from above the loco sheds to the 'fiddle yard' at the far end. The full length of run is over 11' and includes three 'stopping' places or stations. Isolating switches are modified Peco PL-20s, designed normally to fit under the rails either side of a rail break, but being slim, are ideal switches in this scenario.



on it with V skips and to my mind it very nicely portrayed the Purbeck 2' gauge line.

Normally I use Roco skips fitted with cut down Dundas Rugga skip bodies, which are a better size. The Roco chassis are preferred as they run better than the true-to-scale Dundas kit chassis, and also have discreet couplings.

Bachmann War Department bogie wagons are not unknown on this railway as, indeed (let it be whispered!) are Bachmann 4-6-0T Baldwins which will (just) negotiate the 6" radius curves at each end. Mind you, they

One of Nigel Lawton's much missed 20hp Simplex loco kits is about to cross the stream as it trundles along the central arm of the layout. Fortunately I have another of these kits waiting to be built.

look pretty silly doing so!

Normally the layout is operated by one or more of my scratchbuilt internal combustion locos, mainly (scale sized) Ruston & Hornsby diesels although I do have a few Simplexes, one a motorised open 3D-print 'Tin Turtle', a Nigel Lawton WDLR 20hp and a 20/28 plate frame type modelled after one I used to know in Derbyshire as a teenager.

The various Rustons include a few of my own 'Dirty Doris' LAs, a slope-side cabless 20DL, a slope-side 30DL, and the odd 48DL, as well as a very small cabless 11/13hp. All except the Nigel Lawton loco run on chassis I have built and fortunately they all run slowly and smoothly so I am quite content to just shuttle a train back and forth, with no finger poking required. The actual run is about 15' so it takes quite a while to go there and back.

The mechanisms use either small Chinese motors or now the vastly superior Tramfabriek motors with a 5:1 belt drive (Nigel Lawton) to a layshaft driving both

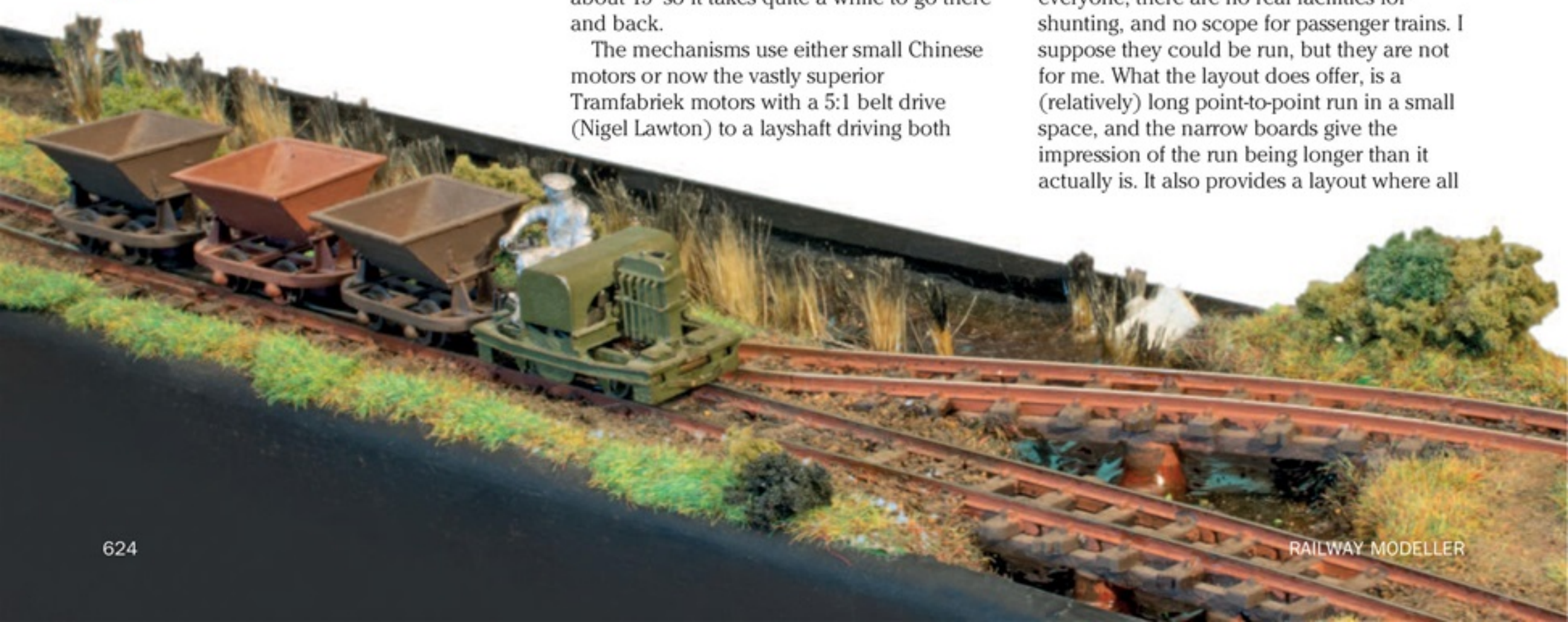
axles via Tenshodo SPUD 14:1 gears. Wheels are either Greenmax for the Rustons or Romford for the Simplexes. Bodies are built from nickel silver.

It struck me some years ago that I do not particularly enjoy operating, so this shuttling to and fro is quite acceptable to me. Indeed, I am quite happy to see a realistic train stationary – it does not even have to move.

For what it is worth, a friend has now given up building working layouts and just creates small but beautiful static dioramas. Some years ago I would never have been able to appreciate that concept, but things are different now!

In the long run

I realise this layout will not appeal to everyone, there are no real facilities for shunting, and no scope for passenger trains. I suppose they could be run, but they are not for me. What the layout does offer, is a (relatively) long point-to-point run in a small space, and the narrow boards give the impression of the run being longer than it actually is. It also provides a layout where all



Looking across the layout again with the Wheatley's Tileries Ruston LA on the far arm. The workmen have stopped for a lunch break.

is readily viewable from one point and the S-shape concept with gaps between the parallel boards gives, to my mind, an impression of spaciousness. The line does indeed appear to meander through the countryside. Equally, it breaks away from what at present seems to be the prevalent attitude in OO9 layout design of basing the layout on the largest possible oval that can be fitted on a rectangular board.

Taking it one step further, if all board joints were made universal, and scenery and track centres compatible, the boards could be assembled in any order; for instance, the two end boards could be put together to make a minimum space continuous run layout for exhibition purposes.

A concept for all gauges?

Whether you consider this layout design to be radical or madcap, I hope you find that some of the ideas provide food for thought. Anyone wanting to emulate the format could easily build it in stages, one leg at a time.

It would not take that long to construct the first 5' x 4" board – basically a simple softwood frame with a suitable flat top – and if it were a first attempt, nearly all the mistakes could be made on that first board, enabling what was learned in the process to provide valuable experience for the next stages of the project.

For ready-to-run enthusiasts using OO9, the present crop of Minitrains diesels could be adopted for reliable motive power. For this type of layout I would consider steam locos to be a bit unlikely, but each to his own.

It need not be to OO9 either – as its format



could work equally well, adjusted in size for almost any scale. It could be suitably increased in size for OO – the new Hornby Ruston 48DL cries out for something like this. It would be interesting to hear what other

modellers think of this concept.

As always, Geoff's scenic work is beautiful; his methods and abilities are complete mysteries to me. In the meantime, I will just keep on building locos as long as I am able.

My favourite shot, but then I'm biased, having a partiality for small loco construction. Four nearly finished locos at the bottom end of the layout. At the back is Ruston 30DL 201890/40, a Derbyshire Silica Firebrick loco. This is actually built to 4.5mm/ft scale, as it was constructed some 15 years ago and fitted to a Greenmax power bogie. It runs beautifully and never lets me down anywhere, as it has a bit more weight than my other locos. In front, left to right, are a 40s Simplex from the late 1950s, a slope-side Ruston 20DL and an early Ruston 11/13hp. I was inspired to build the Simplex after exhibiting at Westonzoyland Pumping Station and seeing and hearing the real thing run about 6' behind me for two days! The two Rustons are cabless locos and are the sort of models I used to dream about having 50 years ago! With the exception of the 30DL in this photo, all other locos shown are to pretty exact 4mm scale.



Inspired by Ormskirk

Words, plan and photography: **STEVE FLINT**

Way back in the mists of time I recall a conversation with a fellow modeller in which we discussed the idea of a small branch line-sized layout that could include both electric and diesel powered trains. The station in the Lancashire town of Ormskirk cropped up as a possible contender, it being served by third rail electric services at one end, and diesel railcar services at the other.

The suggestion ignited my curiosity and I vowed to undertake a visit, but several more years were to elapse before I got the chance to drop by in 2004.

Since then the thought of a compact layout based on the configuration at Ormskirk quietly fermented away.

Even now, no fresh impetus to bring it out into the light arose, since in reality there isn't a lot to it. But there is a strong appetite for small layout scenes in the present modelling climate, so here is a shelf-type OO gauge scheme inspired by Ormskirk as it was in recent times.

Historical backdrop

How did the one-time through station at Ormskirk end up as two end-on terminus stations sharing a common platform?



The line was opened in 1849 under the auspices of the East Lancashire Railway creating a direct Liverpool to Preston route. It then passed into the ownership of the L&YR who electrified the southern section as far as Ormskirk in 1913, with electric stock terminating in the up bay platform. This arrangement continued up to 1970 when through Liverpool – Preston services were re-routed, and electric services were transferred to the southern end of the main up platform, thus

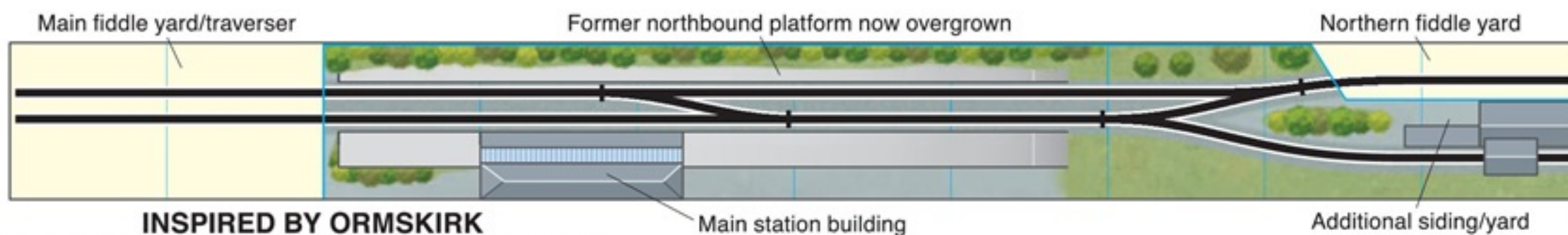
▲ The L&YR architecture and canopy might persuade a would be modeller to build the layout facing outwards, rather than as shown in the plan opposite, facing the wall.

forming the end-on junction with the non-electrified section of the route which remained open for local services to Preston.

The track was divided, and back-to-back buffer stops were

Merseyrail Class 508 EMU eases its way into the station in 2004. Visible behind the buffer stop is a short sand drag section.





INSPIRED BY ORMSKIRK

Overall size: 10' x 1' for OO gauge. Each grid square 1ft x 1ft.

installed. However the down line remained in position for many years, ostensibly as an emergency by-pass link.

Over the intervening years the down platform buildings have been repurposed and nature has taken over, forming a leafy backdrop to the trains, although this is cut back from time to time. The main building on the up platform is complete with a traditional canopy still in place.

Today the electric services are still part of the Merseyrail system, whilst the diesel services are operated by Northern Rail.

The basis of the plan

What the arrangement at Ormskirk represents in general terms is a market town station on the periphery of a large metropolitan conurbation with its own electrified commuter network.

Typically in the UK, back in the 1950s and 60s, we would see this set up in London and the south east; Liverpool and Manchester; Newcastle and Glasgow.

In more recent times we might add Leeds and East Anglia to this list, and even some of the outer urban tram systems such as those found in Croyden, Nottingham and Sheffield. In other words, the Ormskirk track alignment can be

Remnants of the northbound track forming an 'emergency' link, and the platform, were still in situ in 2004. The 153 single diesel railcar has just departed on a local service to Preston.

re-imagined in any of these localities to suit your own preferences and collection of models, and in any period from the 1960s to the present day.

Enhancement

To add some extra operating interest, the scheme has been enhanced by keeping the so-called emergency link on the down line in place. A new cross-over has been added from the link line, and a run round loop has been created. This in turn allows the addition of a siding at the far right to act as a scenic cover for the right hand (northern) fiddle siding. Some specialised goods facilities could be included alongside this siding to provide an opportunity to run some short freight trains.

The electric services simply run in and out of scene at the left hand (southern) end of the layout, where an existing road over-bridge acts as scenic break.

The overall length of the layout including hidden sidings will be dictated by the maximum train lengths you wish to operate.

Accordingly, the plan has been devised with two-car EMUs and DMUs in mind. As modern EMU sets are mostly three-car then the plan would need to be increased in length, although by using modern tram car models for the commuter trains and single car



▲ The twin buffers includes stop lights and a steel screen to obscure any head and tail lights of oncoming trains. Beyond are the disused down platform buildings.

◀ As interconnecting services, the trains didn't wait for long at their respective platforms.

similar vein to Alton station, with the 'northern' half (and the run round loop) becoming the preserved railway section running steam or heritage diesels. The siding might then be expanded so as to act as a depot/refuelling area or workshop.

▼ An attractive façade to the roadside elevation of the station, though double yellow lines and CCTV cameras are perhaps less inviting.





MICRO MARVELS

THE SMALL LAYOUT GALLERY

Gas Works Row

BRIAN WAKELING gives a candid and amusing account of this small layout which he first began some 30 years ago after Mother Nature stalled his shed-based project.

Photography by Paul Bason

Gas Works Row had its beginnings when in 1989, a terrific storm blew the glass out of my greenhouse and damaged the roof of my shed. The result was a river of water flooding across the 2mm layout I had been building.

There was a lot of repair work needed, so until I could put the shed damage to rights, I needed a smaller layout to work on, and this little scheme was the result, only now gracing the pages of a magazine.

The hypothesis

A scene based around a town gasworks seemed to have a lot of potential in a small space. There was always a lot going on at

these places, coal inward and tar and coke outward, and so on. Furthermore, an article describing building a typical small town gasworks by Peter Denny had previously caught my interest [Ed. – see RM June 1961].

The next step was to visit the Gasworks Museum in Fakenham. I knew the museum was open over an Easter weekend, but what I hadn't realised was that it was closed for the days following Easter, which was when my wife Delia and I chose to make the visit.

We wandered around a bit, trying to find a vantage point for taking photos through or over the gates until the owner of the garage next door became a little suspicious of our intent and came to speak to us!

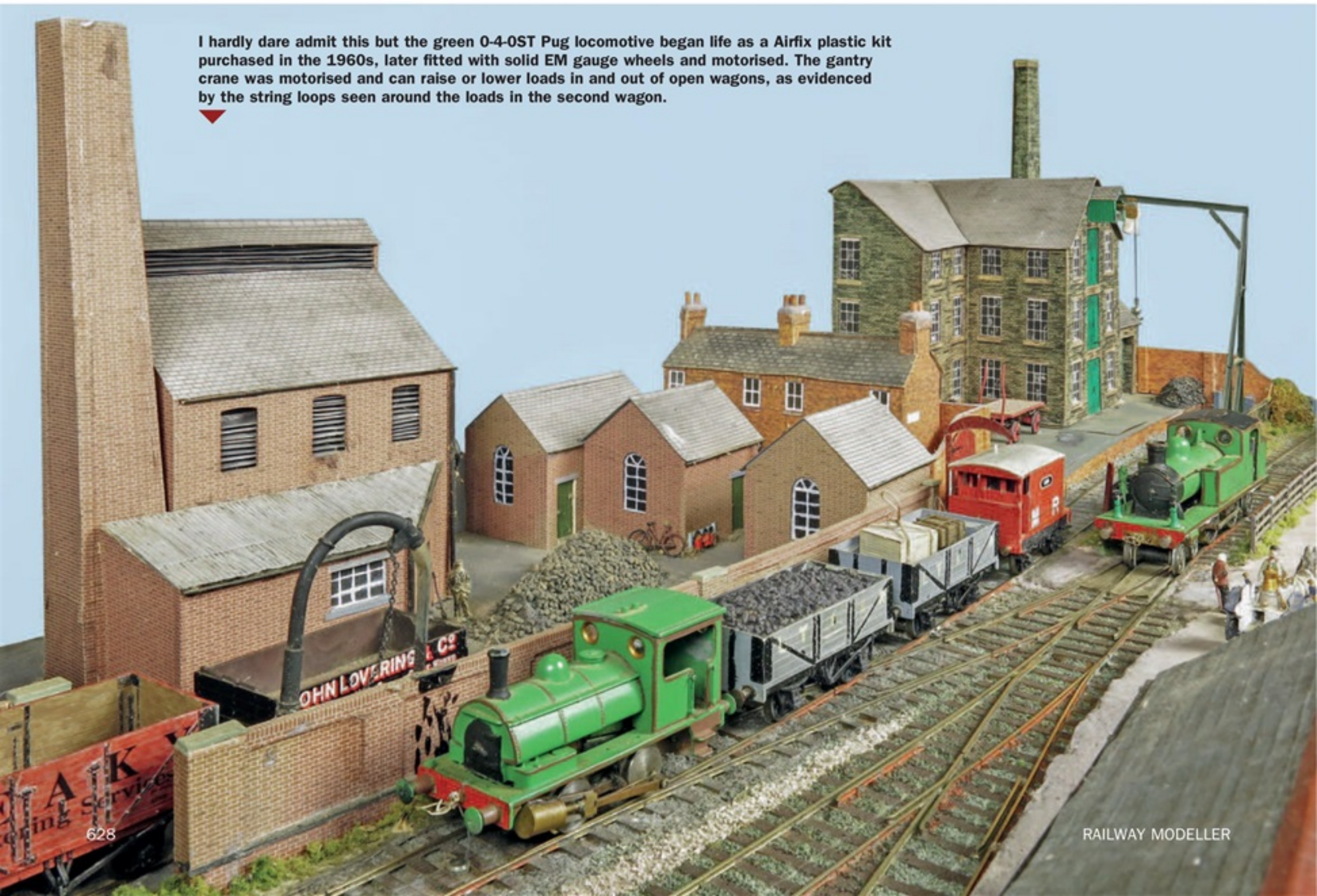
After explaining our predicament he invited us into the garage yard at the rear of his business and from there we were able to take all the snaps we needed.

The next decision I had to make was the size of said layout. Small layouts were being suggested as a good thing by the RAILWAY MODELLER at the time. With this in mind we measured the width between the wheel arches in the boot of our Vauxhall shove it... oops sorry, that should be Chevette... this provided an overall size of 37" x 16".

Construction

The base of Gas Works Row is built from 9mm ply which I scrounged from some

I hardly dare admit this but the green 0-4-0ST Pug locomotive began life as a Airfix plastic kit purchased in the 1960s, later fitted with solid EM gauge wheels and motorised. The gantry crane was motorised and can raise or lower loads in and out of open wagons, as evidenced by the string loops seen around the loads in the second wagon.



The engineering workshop has been modelled without a back wall so that show visitors can see how such establishments looked back in the days of my apprenticeship, more years ago than I care to remember.

builders who had an offcut they didn't want. I made this into an 'upside-down tray' the edge of which is about 2" deep in order to give rigidity.

The track is all handmade using code 75 bullhead from the EM Gauge Society and copper clad sleepers from SMP.

Nowadays I would use instead the EM track made by Peco for and sold by the EMGS. Points are changed by a system of push/pull rods inside the left-hand building where two levers operate the three points and involve double pole/double throw switches to change the polarity of the crossings. No dead frogs on this layout!

Party balloon

Many of the buildings and the factory at the other end, were all made by adapting various card kits, mainly early Metcalfe Models ones. The large factory, in fact, is made from two Metcalfe kits, and conceals the mechanism for the hoist which loads and unloads open wagons with barrels or crates.

The retort building and offices are scratchbuilt using mount board. This can be bought at your local art suppliers, or sometimes be scrounged from a friendly picture framers, if you happen to know one.

The gas holder started life as a Biltzee kit, but to create the domed top, I inflated a party balloon and covered the appropriate area with *papier mâché*. When fully dry this was trimmed to shape.

The toolroom is scratchbuilt using mount board with Wills workshop accessories, all made to reflect the way things were in the far-off days of training as an apprentice.

An overall view of the scene showing the half relief structures and the backdrop position. Initially built as a 'stand-in' project, you can see from the plaques, it's been around for a while!



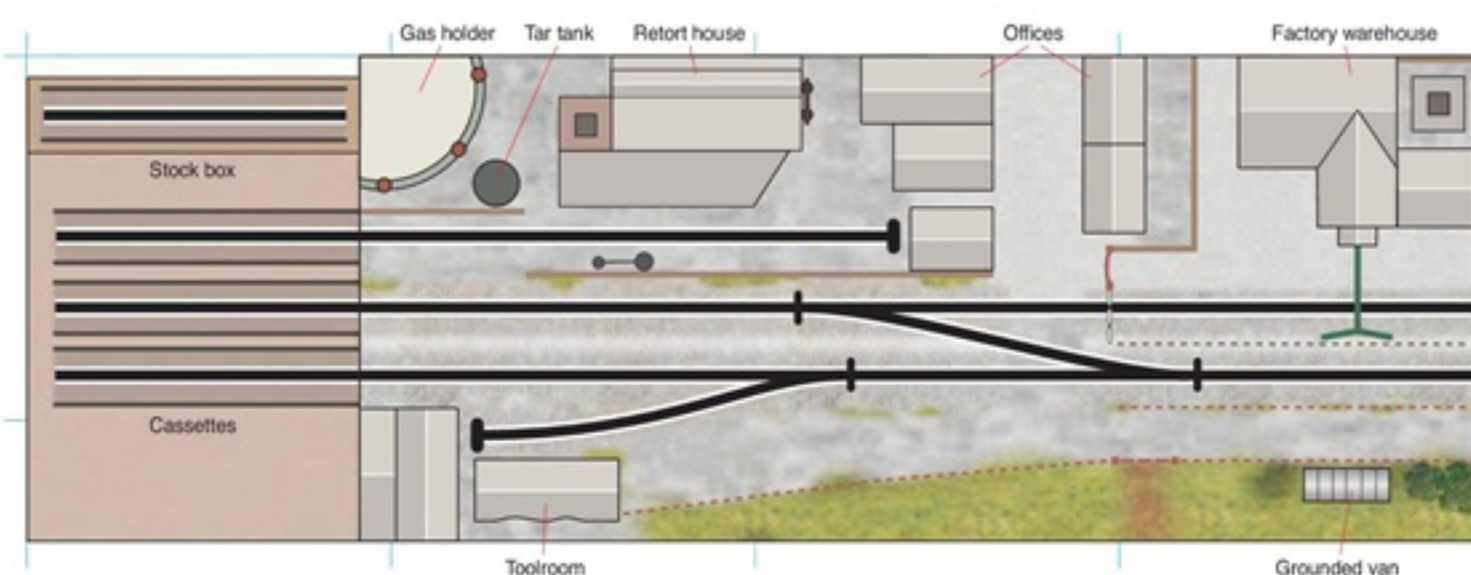
Originally Fakenham gas works was not connected to the railway. All goods in, and chemicals and coke out, were moved by horse and cart. For this reason the buildings on the layout were rearranged to allow for a rail connection. One siding deals with the coal in, and coke and tar out, creating interesting manoeuvres when operating.

Other traffic consists of vans and open wagons to the engineer's toolroom and the adjacent warehouse. Road traffic at this time was mostly still horse and cart with bicycles becoming increasingly popular – hence the cycle rack on the wall.

There is not much else to say about the scenery; the grass is carpet underlay and rather jaded now, but was OK 29 years ago after the storm. Of course, there are much better methods and materials available nowadays.

Both the bush and the tree are made with a wire armature – the trunk and branches are coated with filler and scatter material.

Delia made the flowers and also painted the figures and small animals: children (and their parents) when told about the little rabbits and other creatures, love to search them out.



Gas Works Row

Overall size of scenic section 3' 1" x 1' 4". Each grid square = 1' x 1'.



Stock

Locos and rolling stock are borrowed from another mini-gasworks model of mine – a one engine in steam layout called *East Becton Gasworks Row*.

The two Tilbury tanks are scratchbuilt with the only real difference being the chimneys.

There are also two Mainline J72 bodies, bought from the 'bits and pieces' boxes at shows, and motorised with home-made scratchbuilt chassis powered by Mashima motors and High Level gearboxes.

An aged Tri-ang Polly 0-4-0T was also adapted by stretching it into an 0-6-0T, and the last of my 'Two Shilling' Airfix kits – a Pug – bought in my pocket money days and saved for later – much later as it turned out – is in use powered with a DS10 motor and home built gear box.

When Gas Works Row attends shows, we also use my son Ian's Great Eastern locos; two Y14 0-6-0s, an M15r 2-4-2T and a Hunslet, all scratchbuilt. Wagons, from both mine and Ian's collections, are mostly kits from Slater's, Parkside and Cambrian. Some older stock items include whitemetal kits from Wills and K's. Ian has also scratchbuilt some wagons which we use alongside my grandson Harry's scratchbuilt wagons.

For couplings, at present we are using Dingham couplings, although these don't always respond well on the very tight curves I seem to build in my layouts (or maybe I'm just not setting them up correctly?)

Safety nets and DIY trip switches

Originally, the layout was operated from the rear with a three road traverser for the fiddle yard. However I had a habit of not lining up the tracks accurately and often when shunting things derailed, so Delia crocheted a safety net to catch whatever I shunted over the edge!

Not to be recommended of course, so frontal operation was inaugurated and train cassettes replaced the traverser. These are constructed from $\frac{3}{8}$ " x $\frac{1}{16}$ " rolled steel strip. Each is mounted on 9mm plywood blocks with $\frac{1}{2}$ " plastic angle to form the sides. You can see these in the accompanying photograph which also shows the stock box – the lid of which also serves as the 'deck' on which the cassettes slide. You will also note from the photograph that the cassettes are aligned by a single horizontal pin fitting into a corresponding hole in the baseboard. They are also connected electrically by a purpose made 'contact' block on a flying lead which pushes under the end of each cassette. If I forget to stop the train on the cassette, the block is shunted forwards, the electrical contacts split and cut the power. A sort of do it yourself trip switch, if you like!

And DIY train controllers

We make our own speed controllers which are developed from an article published long ago on 'emitter followers' by a member of the 3mm Society. The Mk.I version fitted into a Bird's custard tin!

After a discussion with Stuart Hine, some years back, we changed to using an LM317T 1.5A voltage regulator. Ian and I have designed and developed personal controllers to suit ourselves. For example I built mine in an old spectacle case; since the container (ie a small instrument box) is the most expensive part of a hand-held controller!

Grandson Harry has joined in the fun with his own ideas. These controllers cost less than £5 to make – unless of course you factor in the cost of the spectacles in the first place!

Big benefits

Small fold-away layouts have big advantages, to start with material costs are low and they are easy to store. Setting them up and taking them down at shows is easy too, often the longest part of setting up is remembering where I packed the mains lead.

At the end of the show, when the exhibition manager shouts "we're closed" our procedure is to shunt the trains onto the cassettes and slot them straight into the stock box. You can see the angle brackets which support the cassettes in the photo. The chimneys, and the plugs and leads, go into the base of the box and the lid is closed. Now all that's needed is to lift the stock box



▲ This is the stock box with its lid lowered to provide a deck for the cassettes. Two items to spot here are the slide-out stop blocks which also cut track power, and the angle brackets in the stock box itself (top of photo) that support the train cassettes in transit.

off the layout. Incidentally, supporting legs originally hinged under the layout and splayed out for stability, but people kept tripping over them at shows, so they were changed. They now fold right underneath as do the diagonal stays which hold them rigid when deployed.

Another advantage to being small, is that it is fairly easy to make alterations. Exhibition managers [Ed. – notwithstanding present circumstances] are often keen to invite small layouts too, as expenses are low – they fit in the back of a small car – and they fill small corners in the venue.

One final tip from me; don't forget to measure the car luggage space accurately before starting your plans. Although I did, I must have made a mistake, since the whole thing could actually have been 2" longer than it ended up!

I hope you enjoy designing and running your own small layout as much as I do.



“ – My wife Delia crocheted a safety net to catch whatever I shunted over the edge – ”

Brian Wakeling

▼ The town gas works scene albeit in part relief. You will see that the cassettes act as one end of the run round loop as well as the means of accessing the gasworks siding.



Larger scales outdoors

Laser-cut rolling stock

JIM SMITH shares some hints and tips to assist with building these basic MDF kits for Gauge 1

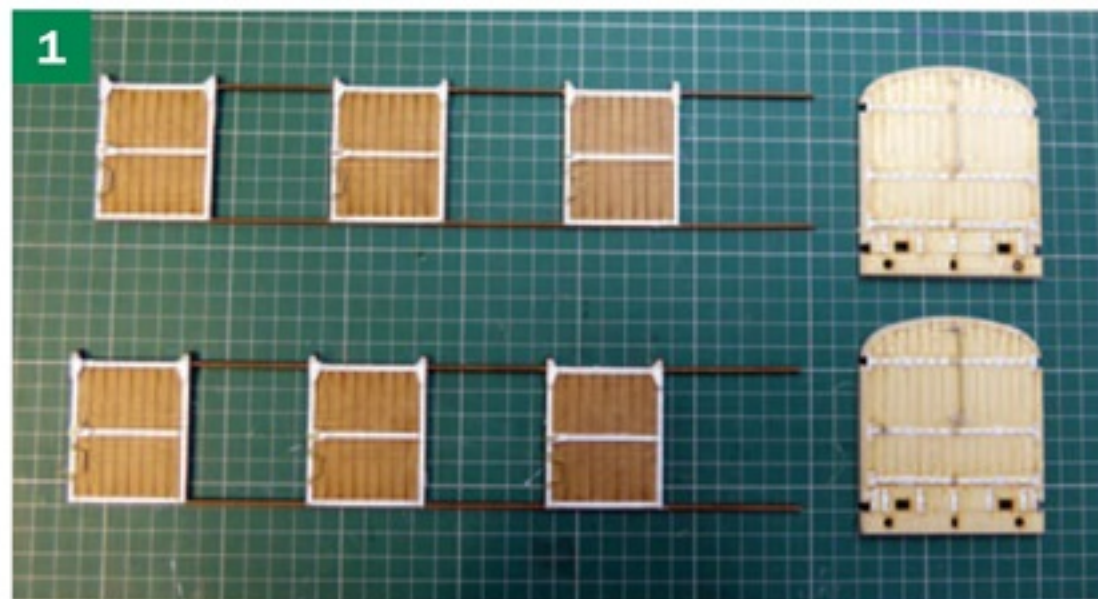
Photography by the author

Long before lockdown, in the hot summer of 2018 to be precise, I thought it about time I built some of the many kits I had stashed away. The kits featured here were bought for use on my Gauge 1 Garden line, called *Clumber Central*, and I selected a pair of ex-LNER extra long Covered Carriage Truck kits with which to make a start

Initial detailing

The kits offer a great starting point, with main parts provided as laser cut components in wood. My first job was to use styrene strip to represent all the metal-work (strapping and hinges etc.) on the various vehicle doors – see photo 1. The end doors have 64 rivets each, and to represent these I found a Wargaming firm – Zinge Industries – which offers polyurethane resin rivets for about a quarter of the cost of brass ones. As they are purely cosmetic I made use of these, though I found that they do have a high ‘ping-age’ factor: just as they are being positioned they ‘ping’ out of the tweezers never to be seen again...! Handles and

Making a start. Fine details are added to the kit parts.



▲ A train of the various vans on the author's garden railway.

rodding were then added, these were made from brass rod.

Body assembly

The next step was to glue the bodywork sections together as in photo 2. To ensure good and accurate joins, plenty of clamps were used until the wood glue had fully cured – about 24 hours.

Doors, wheels and roof

The completed doors were then glued in place and the wheelsets added using Ken West's axle-

guard kits as supplied and some 3D-printed axle boxes with springs which were sourced sep-

arately. See photo 3.

As supplied, the roof consists of a piece of flexible MDF which



▲ The bodywork is glued and clamped to ensure squareness.

Once dry, the doors, wheelsets and roof skeleton are fitted.



4



▲ Final detail parts are added and a roof covering applied and painted.

curves around the ends and internal bulkheads. The roof covering came from a piece of calico fabric which I scrounged from Mrs Smith – though it can be sourced from elsewhere including fabric suppliers on the internet.

To stiffen it up I gave it a good soaking of PVA, allowing it to harden before being fixed down. This helps to stop the fabric shrinking back into the gaps in the MDF sub roof, and wetting it again should be avoided. A final layer of grey paint can be applied carefully after everything is dry, as seen in photo 4.

Underframe details and finishing

Brake hangers, buffers and couplings were sourced from Walsall Model Industries, the brake hangers being fixed to the underside of the floor via 1" round-headed nails. The brake gear was fabricated from brass strip and the steps were made from ice lollipop sticks with brass support brackets.

I'm not very good at painting models, so I get a friend and fellow Warley MRC club member, Bill Greatbatch, to do this for me, and a grand job he does, as seen in photo 5.

It's one benefit of belonging to a model railway club – other modellers can lend you a hand.

Just before Bill carried out the work, I was fortunate to be able to display the pair of models at the Warley National Show at the NEC where they generated quite a bit of interest - see photo 6.

A parcels train

My railway is inspired by the Great Central in north Nottinghamshire and is not normally a place for Great Western stock, but I decided to build

three more kits to form a parcels train which had supposedly travelled north from GWR territory via Banbury.

This train is marshalled from an inside frame Siphon G, an outside frame Siphon G and a 70' parcels van. This latter vehicle (No.833) was unique; it was built in 1908 to Dia.M13 and received its 7' bogies in the 1920s.

A trip to Walsall Model Industries secured GWR 9' coach bogies, GWR 9' American type 'Dreadnought' coach bogies for the Siphons and GWR 7' coach bogies for the parcels van. These bogies are hefty beasts, weighing in at over 13oz (380g) each (photo 7) – but then this is of course Gauge 1. Buffers, door handles and brake cylinders were also supplied.

Built in much the same way as the CCTs, the Siphon Gs had door hinges and steps made from styrene strip with brass rod for handles. For the corner strapping brackets on the framework I used

5



▲ The twin CCT models painted for me by Bill Greatbatch.

6



▲ The unpainted models on display at the NEC show.

In Gauge 1, everything turns out to be heavier than expected. ▶

10 thou styrene sheet that was, this time, embossed with rivet detail using a press tool my wife uses for her crafting. See photo 8.

▶ The two Great Western Siphon G bogie vehicles ready for painting.

7



8



9



▲ A rare beast, the completed 70ft Great Western Parcels Van.

Last but not least, the ex-Great Central Bogie Fish Van. ►

The 70ft parcels van (photo 9) was constructed in a similar manner to the Siphon Gs with the truss rod underframe made with brass rod and bead pillars.

The roof skin was also PVA painted calico secured to the roof skeleton supplied with the kit, again as shown in the previous CCT section.

Last but not least

The final kit I built was an ex-Great Central bogie fish van as in photo 10.

This kit was supplied with laser cut steel bogies that appear to be based on an F J Roche drawing (ref.G/122).

However, the three photos in *LNER Wagons Vol 1, Southern Area* by Peter Tatlow show these vans having Fox's patent pressed steel bogies, including those that survived into Nationalisation. Thus I decided to modify the kit's bogies to look more like the Fox type. This involved soldering some brass ledges to the bogie sideframes to support the axle box springs and dampers, the latter being constructed from styrene rod and tube.

Furthermore the tops of the bogies sides were filled in with styrene strip to make the tops level all the way through as shown in photo 11.

The body of the van was constructed and detailed in exactly the same way as the ex-GWR vans and is shown unpainted.

My final shot (photo 12) shows all the finished parcels vehicles after painting and lettering.

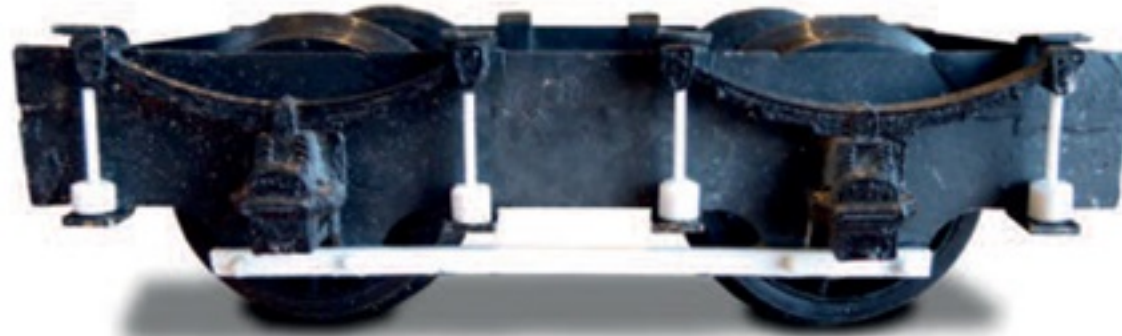
In conclusion

I hope that my experiences have shown that basic kits like these can be made into quite decent models with the addition of a bit of hand made detail.

10



11



► The much modified bogie frames for the fish van. New hand made detail parts shown in white plasticard

12



▲ The full set of bogie vehicles after painting by Bill Greatbatch.

Further details

Bogies and detailing parts available from Walsall Model Industries: www.walsallmodelindustries.co.uk
A selection of Ken West kits are available from Ash Models: www.ashmodels.co.uk

The retailers' outlook.

How have model shops fared following their enforced period of closure during the Government lockdown, and how have they adapted for re-opening to walk-in customers? Report by Craig Tiley

On Monday 23 March 2020 model railway shop owners across the UK rolled down the shutters and locked their doors, just as they had done so on countless Mondays that had gone before. However, what these proprietors didn't know as they headed home after that day's trading, was that it would be nearly three months before they could welcome customers into their premises again – the Government instructing on the evening of the 23rd that all non-essential retail shops should close their doors with immediate effect.

This enforced period of closure has been a particularly challenging time for the traditional model shops who rely on over-the-counter sales from a dedicated band of loyal customers, although businesses equipped to process mail order purchases have coped better. There have been other challenges for retailers too, caused by the ripple effect of this global health emergency and the restrictions imposed; these include difficulties with staffing, replenishing stock supplies and disruption to postal and delivery services.

Non-essential shops were permitted to re-open in England from 15 June, with those in Wales and Scotland expected to have re-opened by the time this issue goes on sale. It's far from 'business as usual', however, with retailers having to negotiate further hurdles as they adapt their premises to conform to Government guidelines that seek to provide a safe environment for staff and customers.

Here we present the experiences of a small number of retailers, with each describing the particular challenges they have faced during this period, together with a look at the changes they have made to enable them to welcome customers back once more...

GREAT EASTERN MODELS – Norfolk

from Anne Martin

We are a family run business comprising of four full-time self-employed staff members made up from three households, and the uncertainty of how we would survive financially during the lockdown was a burden. We are a traditional model shop with most of our sales from face to face transactions. Initially during the lockdown we maintained a constant presence on our shop Facebook page, publishing upbeat daily posts to try and keep in contact with all of our customers and friends.

After a period of four weeks at home, with no trading and no income, we decided that with careful planning and

organisation we could start a mail order service from the shop premises. Fortunately we were already set up for telephone orders and card payments. We created a mail order wrapping station on the shop floor, and operated an alternate day rota for staff to avoid overcrowding. We also began to take orders through our new Facebook shop selling page.

We were incredibly fortunate to have good stocks of the core railway modelling lines because ordinarily we attend exhibitions at weekends, as well as having our shop open at the same time, so we had our duplicate show stock to call upon.

The positives that came from the situation included speaking to our customers on the phone, which provided something of a lifeline to many of them who were isolating at home. We've also developed our mail order side, which we never had time for before, and taken the opportunity for cleaning and streamlining our shop in readiness for the re-opening with social distancing measures in place. We are just pleased to be back!

www.greasternmodels.co.uk

MODEL RAILWAYS DIRECT – Portishead

from Mark Burley

We were one of the first model shops to close our doors to visitors, a week prior to the government lockdown. Many changes were put in place following that decision, such as protecting the workforce by only having persons from the same household on the premises at any one time, together with increasing the cleaning of touch points throughout the day and at every shift start. Once the lockdown was announced we asked all employees to remain at home and two of us (from the same household) ran the operation. This reduced staffing meant that we had to limit the times that we accepted calls.

We found that demand from customers, both existing and new, surpassed what we would expect ordinarily – even at Christmas. It has been tremendous to have so many new customers who have started railway modelling as a new hobby during the lockdown, or returning to it, with some making a family project out of it. Scenic accessories and trackwork have sold extremely well, but train sets and figures (socially distanced of course!) were our top sellers.

Although we were permitted to re-open from 15th June, we decided to delay this for a couple of weeks because we only have a limited amount of floor space within the shop. The



▲ GEM's Helen deploys signage around the shop to advise customers of guidelines including social distancing.



▲ Cleaning in progress at Great Eastern Models with (from left to right), Anne Martin, Rob Hockey and Helen Arnold.

▶ Mark Burley and his wife Jo inside their Portishead shop.



area was, prior to lockdown, shared between customers and our employees and we concluded that the social distancing requirements could not be adhered to. This has meant that we have had to re-visit how we operate and what we are able to offer customers.

Our new Sales Counter allows customers to come in to the premises, one at a time, and order items over the counter. Only card payments will be allowed, using contactless for transactions of £45 and under, we will no longer accept cash. Where in the past we have had everything on display, instead we have set up a computer screen in the new customer area promoting new products. We have another computer screen on which we are able to display items to customers to help them if they do not know exactly what they need.

We have also set up a Collection Point, so that orders can be placed over the telephone and collected by the customer directly from the store. Both the Sales Counter and Collection Point will only be open for a few hours and only on a couple of days a week to begin with. This should allow us adjust to the new way of working and make any adjustments that we feel necessary before expanding our opening hours. Things will be very different for the foreseeable future, so we are continuing to explore ways to resolve the display issue.

The messages of thanks and understanding we have received from customers have been a real support in what has been one of the most challenging periods within our 11 years of running the business. We have really missed our customers coming in to the shop and look forward to welcoming them back.

www.modelrailwaysdirect.co.uk

KERNOW MODEL RAIL CENTRE – Camborne and Guildford

from Chris Trerise

It has been extremely challenging for us. Initially we became very short staffed as a result of some employees needing to self-isolate, this being compounded by the school closures. This meant we could only staff the Camborne shop from Monday to Friday with just four of us working. However, over the course of the lockdown we managed to return gradually to normal staffing levels and trading hours.

We never thought it would get so busy with mail orders. While we have always provided a mail order service and it has been very important to us, we are and always have been a traditional model railway shop that happens to do mail orders. Our mail room is tiny, and under normal circumstances only one or at a push two people work in there packing orders. The level of mail orders that we have dealt with has just been incredible and our superb staff have adapted to the challenge. We moved some shop displays to create further packing areas. However, it got so busy we just could not cope at times and so we even set up an outside packing desk – Mick spent quite a few weeks packing in the sun, but ended up having to turn the table around as he was getting an uneven sun tan!

Maintaining stock levels was a further challenge, with deliveries taking far longer to arrive than normal, and of course several suppliers had to close for a time which led to shortages. However, the variety of what we have sold during the lockdown is staggering – just about anything and everything we have has been popular!

We thought long and hard about reopening on 15 June. In Guildford we have a large modern shop with plenty of space, so were able to open as normal, albeit with a restriction on two customers at a time and social distancing in place. The staff



▲ **KMRC proprietor Chris Trerise stands outside the Guildford shop with his son Connor, who is manager of the Surrey premises. Photo: Steve Flint**



▲ **Greg Edwards – complete with PPE visor – mans the collection desk at the Camborne store.**

also have personal visors, hand sanitisers and cleaning wipes.

However, in Camborne we have a Victorian building with narrow aisles and lots of nooks and crannies. We just cannot make social distancing work with customers in the building, so instead we have set up a special collection desk to one side of the shop. We can take one customer at a time and will have to go and pick what they need, very much like the Arkwright's store of old!

Our customers have in the main been incredibly patient and supportive and we are truly appreciative that they have kept us going during this very challenging time. All of our suppliers have also made immense efforts to keep us stocked up and we are very hopeful that the upsurge in modelling that we have seen will continue.

www.kernowmodelrailcentre.com

HARBURN HOBBIES – Edinburgh

from Bob Baird

Harburn Hobbies has negotiated many challenges since it was founded in the 1930s by Mr Hargreaves and Mr Burns, the first being WW2. Over the decades there have been recessions and very difficult trading conditions and to stay in business, Harburn Hobbies has always adapted and remained positive. So where there's a will

We anticipated that a lockdown would come so we made some early preparations. Among

these was a halt to the majority of deliveries from our suppliers, with orders put on hold. However, we made sure we received a consignment of jigsaws because – like model kits and model railway activities – these have provided a valuable pastime for locked in families.

With the shop being closed, our online business took over – fortunately our website was upgraded at the end of 2019. This enabled us to operate a very efficient mail order service throughout the lockdown, with reduced staff and following government health guidelines. (We also sought advice from one of our team members who has a degree in microbiology!).

A wee story that brightened our day during the lockdown was a phone call from an elderly gentleman who had received an order from us. He was delighted that the packaging we had used in his parcel were pages from an old railway magazine; he received his goods intact and was then able to read a few articles when he uncrumpled the pages. He even found an article which gave him ideas for a new project! So recycling and inspiration all in the one parcel!

By the time you read this our shop should have reopened to customers. But things will have changed in order to keep both our customers and staff as safe as possible. For the time being there will be only a few customers allowed in the shop at any one time so that we can keep social distancing practiced and we are implementing a one way system with floor markings. There will be other measures too.

The Harburn Hobbies Team would like to thank everyone who has supported the shop, by buying from either our online shop or over the telephone, including those who have bought gift vouchers. We've had many good times, there's been some very challenging times, but we are very optimistic that we'll ride this one out together. 'Stay safe, keep modelling, or share a jigsaw' as we say on our radio adverts!

www.harburnhobbies.co.uk



◀ **Gill and Bob Baird, proprietors of Harburn Hobbies in Edinburgh.**

Stonebridge Junction

An OO gauge layout reflecting the railway heritage of South Wales, built by members of the Pontypool & Blaenavon Model Railway Club and described by **STEVE THOMAS**.

Photography by Steve Flint



We are a fortunate group of club members in many ways, based as we are, at the Pontypool and Blaenavon Heritage Railway Furnace Sidings site in South Wales.

With full size railway preservation on our doorstep, we can get involved in both modelling and restoration work. The club was formed in 2002 and has layouts in O, OO, OO9 and N gauge.

Normally, when there isn't a health crisis affecting the world, we meet twice a week; on Tuesdays between 11am and 3pm and Fridays between 7pm and 9.30pm.



STONEBRIDGE JUNCTION – OO

▲ Miniature LED lighting is used under the station canopy to illuminate the frontage, which is actually built from Wills SS70 shop fronts.

The club is open to anyone interested in model railways, regardless of age, ability or experience, the only condition to joining the club is having to become a member of the Heritage railway company, or the supporting society. This affords members benefits such as discount on travel on the heritage railway, regular newsletters and magazines, plus discounts and special offers from our very own retail model railway shop that is based in Broad Street, Blaenavon.

Members then pay a small amount per week as a subscription, overseen by our very efficient treasurer, Terry Daunter. Terry keeps a very tight control over our finances – an attribute that is most important to keep our finances healthy – indeed, asking for money is a 'daunting' task!

Stonebridge Junction

This is one of our newer layouts and is not based on any real location, rather, it was a combination of ideas put forward by the members themselves, but with the stipulation that the former mining area of South Wales should influence the overall objectives of the project.

The layout is approx. 30' by 10' with the baseboard being made from 9mm plywood. Laminate flooring underlay was used under the track instead of the more traditional cork sheeting.

The layout is on two levels, each having its own station, the upper level is wired for analogue control, whilst the lower level is DCC. Peco code 100 track was chosen, as some members have older rolling stock with coupler wheelsets, which aren't compatible with the finer Code 75.

▲ The upper section track power is 12V dc only, while the lower loops are wired for DCC control, providing facilities for both options.



Blaenavon is in the heart of the former South Wales coalfield, so a coal mine scene was a must - mandatory some might say!

The pit was built with a unique feature: a working pit head complete with a mineshaft and rising and falling miners' cages.

The cages, gearing and mechanics were designed and scratch built by Rob Bushill who also included a cave section within the scene. It features OO gauge figures with illuminated caving helmet lights, created using fibre optic cables lit by an LED.

The mine shaft cages operate on a timer, a series of diodes and small microswitches, to make them operate automatically.

Viewable as a cutaway beneath the layout baseboard this feature has generated a lot of interest and positive comments from all those who see it.

Above ground the mine has been detailed by member Jake Tainton (seen below emerging from beneath the coal heap) ably assisted by Phillip Coombe who likes to add unusual features to the whole layout.

▲ It would have been rather irreverent of us not to include a coal mine scene on a South Wales based layout.

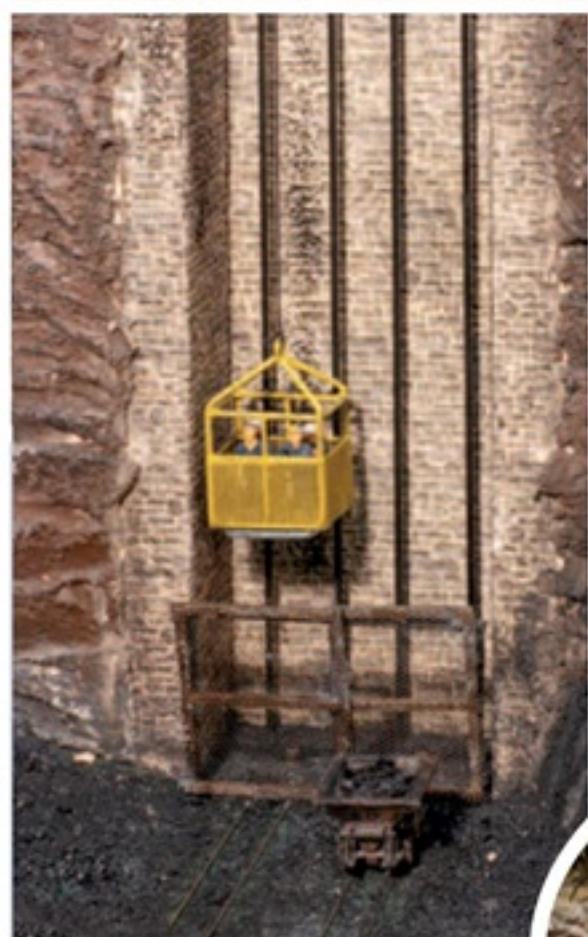


◀ In order to get access to all the tracks in the mine area, the coal heap is built onto a hinged board.

▲ The winding house contains, appropriately, the mechanism for raising and lowering the miners' cages.



▲ The mine shaft is modelled as a cutaway slice of the earth, which also includes a cave complete with pot-holers. The mine cages (left) are handbuilt from wire and mesh fabric and are weighted to help stability as they rise and fall.



▶ The tiny pot-holers have also been kitted out with working lamps on their caving helmets, made using fibre optic cable, illuminated from behind the scene by a single LED.



We use a Morley dual controller on the analogue section whilst the DCC section can be operated by either of our Gaugemaster or Powercab controllers. The club only owns a few items of rolling stock, members choosing to bring whatever locomotives, coaches etc themselves.

Our Chairman, Martyn Charlton has donated rakes of coaches in various liveries that complement members stock.

There is a portrayal of a preserved railway site on the layout - naturally - and as our heritage line possesses a fleet of steam and diesel locomotives; we feature two of them on the layout: Class 31 (Brush Type 2) D5627 *Steve Organ G.M.* and a Hunslet built Austerity 0-6-0ST 71515 *Mech Navvies*.

Flexible time

The layout looks as if it is based in the early 1960s, however in reality it is stuck in a time warp as on running nights, you might see a pannier-hauled coal train heading in one direction and a class 68 diesel running the other way. We don't exclude the running of any stock: the layout is there for all to enjoy, no matter what their preferences may be.

Being a club layout, the quality of build was important, but so too was the opportunity for everyone to be involved.

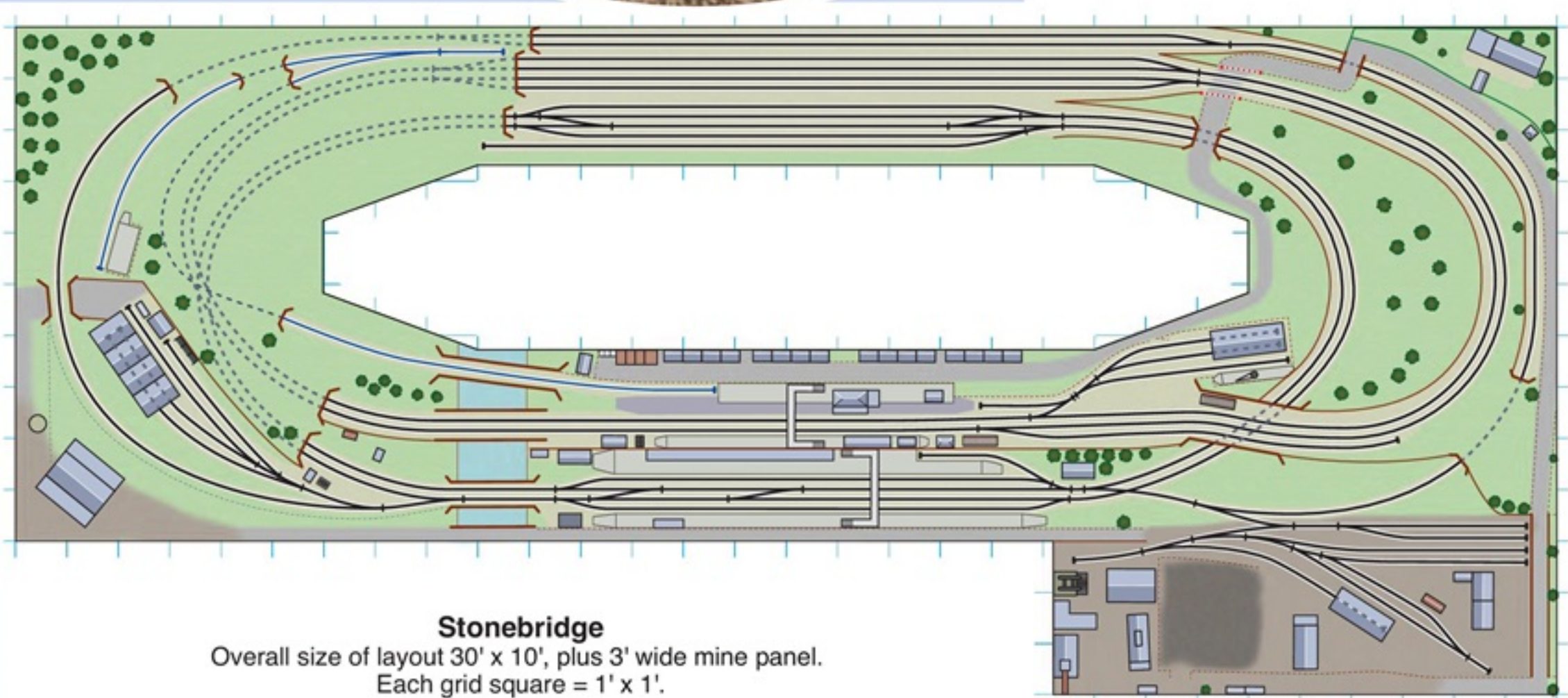
The club has members ranging from 7 years of age to some over 70, and each member is encouraged to contribute, regardless of ability or experience.

The buildings on the layout are a mix of kit built, 'ready to plant' and 3D printed models that were designed and made by member Tony Brooks who has his own 3D printer.

The scrapyard scene complete with workshop was created by Geoff Waggett with other members assisting in the creation of the rest of the scenery.

Narrow gauge shuttle...

A narrow gauge railway runs from the upper level, across a viaduct, through a tunnel





▲ A narrow gauge train can just be spotted on the inside of the main upper level circuit. Narrow gauge trains can be run automatically.

◀ The shed area also has automatic control enabling locos to shuttle back and forth.

before emerging at a mid-point station, the train then reverses through a second tunnel before reaching its destination at Lakeside halt. After a short wait the operation continues in reverse as the train returns to its starting point. This feature also operates automatically, including point switching and reversing.

...and shuttles in the shed

The loco shed area has a mix of analogue and digitally controlled sections. Again auto shuttles in the shed allow for movements of up to three locomotives.

It was decided to include quite a few of these auto features, so that when the layout is open for public viewing there is always something moving.

This also allows for the operators to concentrate on the main layout circuits whilst the automatic sections take care of themselves, although all the automatic

The real Class 31 No.D5627 is now preserved on the P&BR, so having this model on our layout is entirely appropriate.

features on the layout can be overridden for manual operation if need be.

A new home

Club premises are limited at present to a number of small portacabins securely located within the P&BHR shed compound but plans are underway for a purpose-built visitor information centre and model railway clubroom at our base in Furnace Sidings.

This has gained board approval and whilst it is in the very early planning stage it gives us confidence in our future and the knowledge that our club is regarded as an important part of the railway.

Quite a few of our model railway club members also volunteer as guards, station masters, ticket collectors, shop managers etc. Some also work trackside and on loco maintenance.

Public events

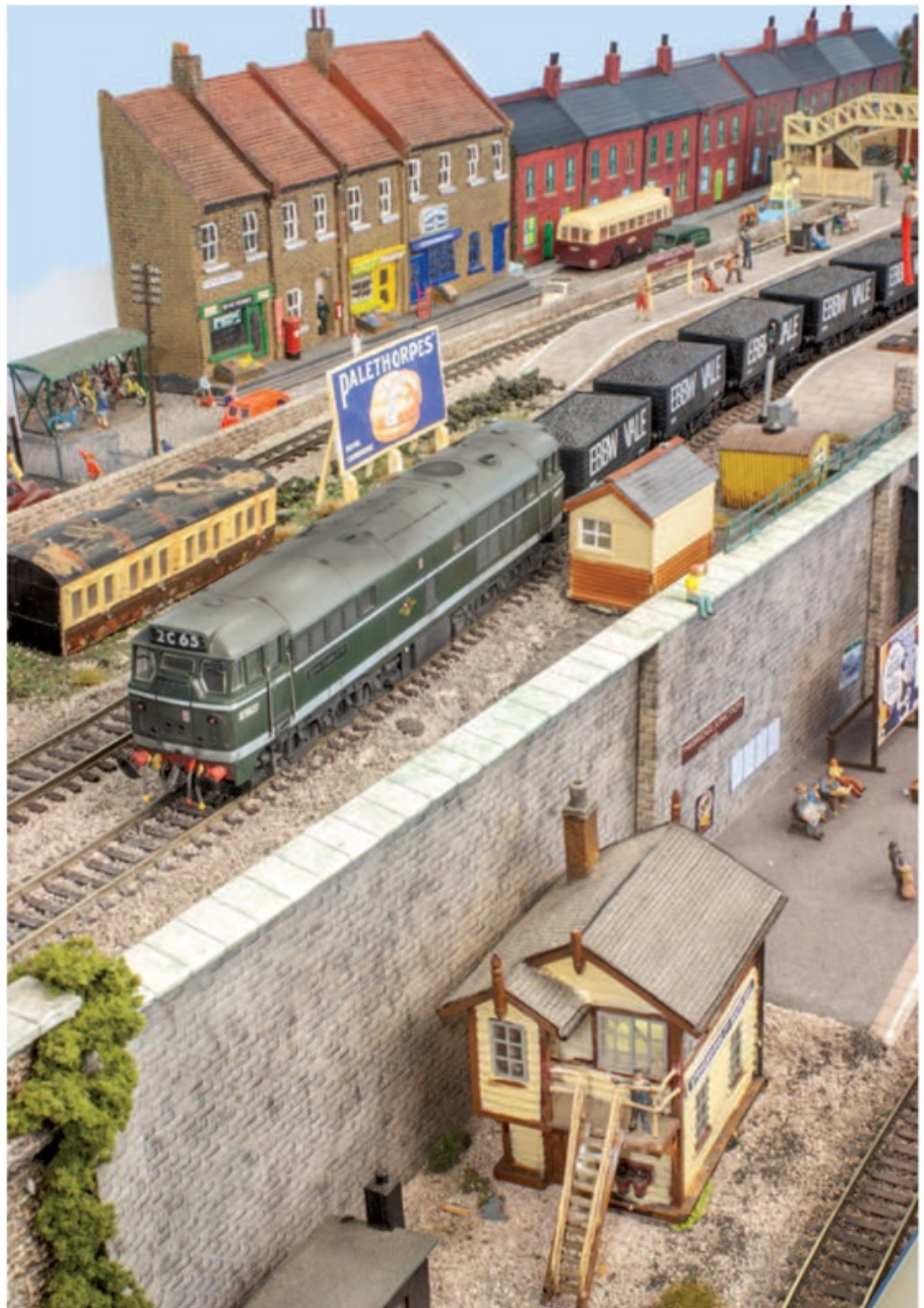
Notwithstanding the health crisis, we do normally open the club rooms up on special occasions, although our annual June event was cancelled.

It is likely too that this year the B&PR Annual Transport Rally (originally planned for Sunday 30 and Monday 31 August 2020) and the Heritage Railway Steam Railway Gala (earmarked for 11 - 13 September 2020) will not now go ahead.

The situation is changing constantly however, and up to date information can be gleaned off the P&BHR website.

Whatever the outcome for 2020, we do hope that next year, you will be able to visit us on one of the special opening days at the heritage site - or indeed just visit the railway – which will be in need of some support when things return to normal.

From all of us at the Pontypool and Blaenavon Model railway Club - stay safe and well, and we'll see you in 2021.



Some of the club members associated with the construction and running of Stonebridge, pictured in the running yard on the heritage railway site, from left: Andy Parry, Steve Thomas, Allan Scriven, Glyn Renshaw, Terry Daunter, Robert Williams, Thomas Coombes, Jake Tainton and Martyn Charlton.

Find out more

We have a page on our heritage railway website at www.pontypool-and-blaenavon.co.uk or you can follow our exploits on our Facebook page www.facebook.com/groups/PandBMRC/

We can also be contacted via email at pbmrc@torfaen.plus.com

LB&SCR Pacific and Baltic tanks

These elegant tank locomotives for the London Brighton & South Coast Railway are described by **W G ASCOUGH** with accompanying drawings of the Pacific J Class from the **IAN BEATTIE** archive.



The London Brighton & South Coast Railway, with its relatively short main lines, was ideally suited to the operation of tank locomotives. It is hardly surprising therefore that this railway and its chief mechanical engineers, messrs Marsh and Billinton, produced some of the finest looking tank locomotives to run on any British railway.

When Marsh came to the LB&SCR from Doncaster Works on the Great Northern Railway he brought with him to Brighton the current practices of Mr H A Ivatt's design team. He first produced a

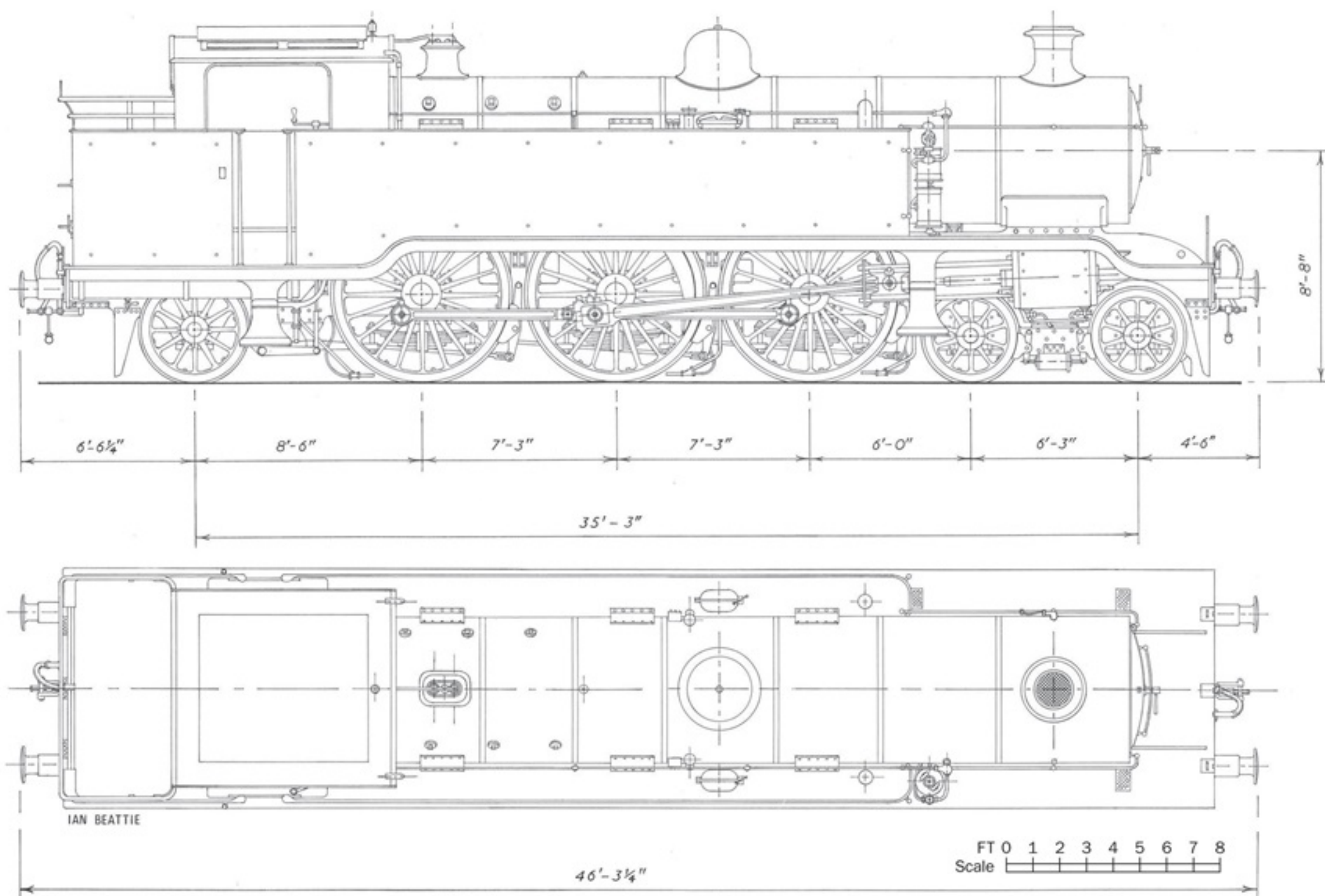
series of tank engines similar to the GNR C12s, which led eventually to the production of the highly acclaimed I3 class. However whereas the GNR up to this time

had only produced outline designs for a Pacific type express passenger engine, Marsh went on to develop his own design for such an engine, albeit a tank

▲ Built at Brighton Works in 1910, No.325 Abergavenny lived on until 1951. She is seen here in Dove Grey livery on the down Southern Belle between Norbury and Thornton Heath in 1911.

A model of the Marsh J1 class 4-6-2T No.325 Abergavenny in LB&SCR colours, built from an O gauge Ace Products kit. ▶





engine. So it was then that in 1910 the first of the J Class 4-6-2Ts was laid down at Brighton works.

General design

The undoubted success of the superheated I3 Class 4-4-2Ts of the LB&SCR led Marsh to devel-

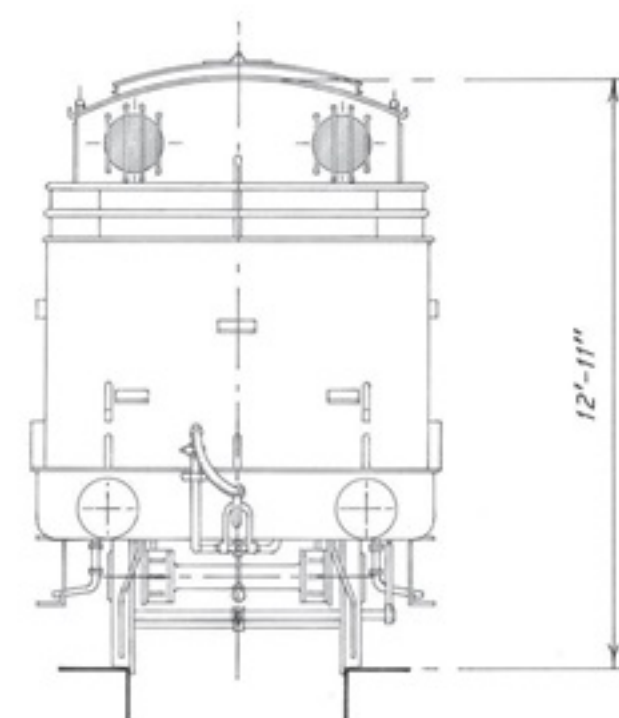
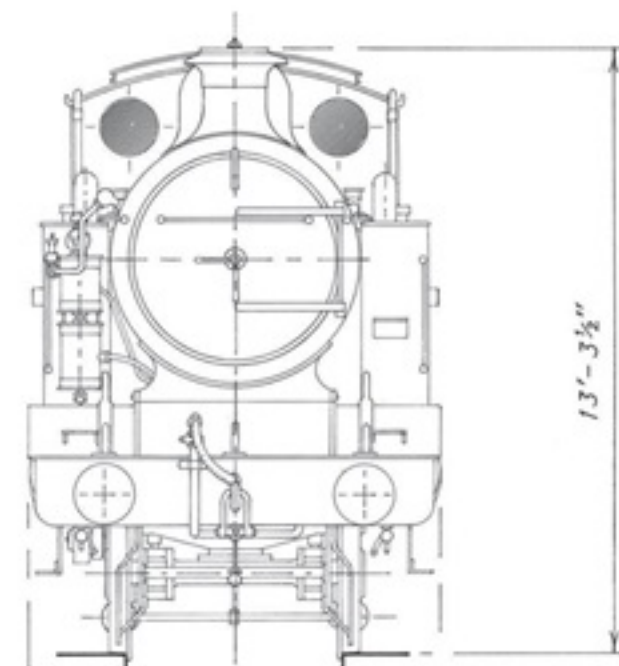
Spotless in Southern Railway livery Abergavenny, now No.2325, lays over at her home shed of Tunbridge Wells West c.1946.

op his design into a larger tank engine with a 4-6-2 wheel arrangement. This engine was intended to be capable of hauling the fastest and the heaviest trains on Brighton's main lines.

Authorisation for the building of six locomotives of this new type was obtained from the board. Unfortunately however only one set of frames was laid down in Brighton works and

this was duly completed as No.325 and named *Abergavenny*, becoming the first and only engine of Class J1. Fitted with Stephenson valve gear it was to remain unique.

The design appears to have followed GNR practice extensively as the wheelbase turned out to be identical to the first of the GNR Pacifics when this was later built at Doncaster works





▲ No.327 *Charles C Macrae* was the prototype L Class Baltic tank, seen here at Redhill station in 1919. She was rebuilt by Maunsell in 1935 to an N15X 4-6-0 and survived until 1956.

by Sir Nigel Gresley, whilst the front end of the J Class was that of an Ivatt or Brighton Atlantic. Further the running plate was gracefully curved up and over the cylinders in typical Brighton/Doncaster style.

Engine No.325 was initially tested and as a result of these some internal modifications were suggested and then made to the

engine. After this had been done and proved successful a second locomotive was laid down in Brighton works.

Some changes in the management team then led to delays in the construction of this second engine as it was not completed until after a new CME, Mr Billinton had taken control of Brighton's locomotive design. This second engine was eventually finished as No.326 and named *Bessborough*. It appeared complete with Walschaerts outside valve gear. Painted in Brighton umber livery in March 1912, it was classified as

a J2 type. Both engines proved to be capable machines in operation and were indeed used to haul the largest and heaviest Brighton express trains; they have been recorded at work producing IHP's in excess of 1,000.

The L Class Baltic tanks appear

The management team at Brighton continued to promote change at this time and as a result no further engines of either Class J1 or J2 were ever built. Nevertheless the design was developed and extended to pro-

duce the fine Baltic tank engines of the L Class. Fitted with outside valve gear like the J2 the first of this class was to appear from Brighton works in March 1914.

This engine was numbered 327 and named *Charles H. Macrae*, after the man who succeeded the Earl of Bessborough as company chairman in 1920.

Due to some initial difficulties with derailments, No.327 remained the only engine of its type

Numbered as B330, this L Class 4-6-4T seen at Brighton c.1930 was also rebuilt to an N15X and named *Cudworth* in 1935.



until assessments of the problems had been undertaken.

Again some modifications to the design were made and as a result it was decided to proceed and construct engine No.328 which appeared from the Brighton works in 1915.

Billinton incorporated much attention to detail in the design of these Baltic tank engines so that a smooth uncluttered design was produced having a neat aesthetic appearance. No matter from what angle the engine was seen the design was attractive.

The LB&SCR however did not immediately proceed with the order for further engines of this type until 1921/22 when Nos.329 – 333 were completed, making a total of seven engines.

Naming

As detailed above, three were named. Later No.329 was named *Stephenson* along with No.333 *Remembrance*; this engine was named in honour of those employees of the LB&CSR who had given their lives in WW1.

J and L Class liveries

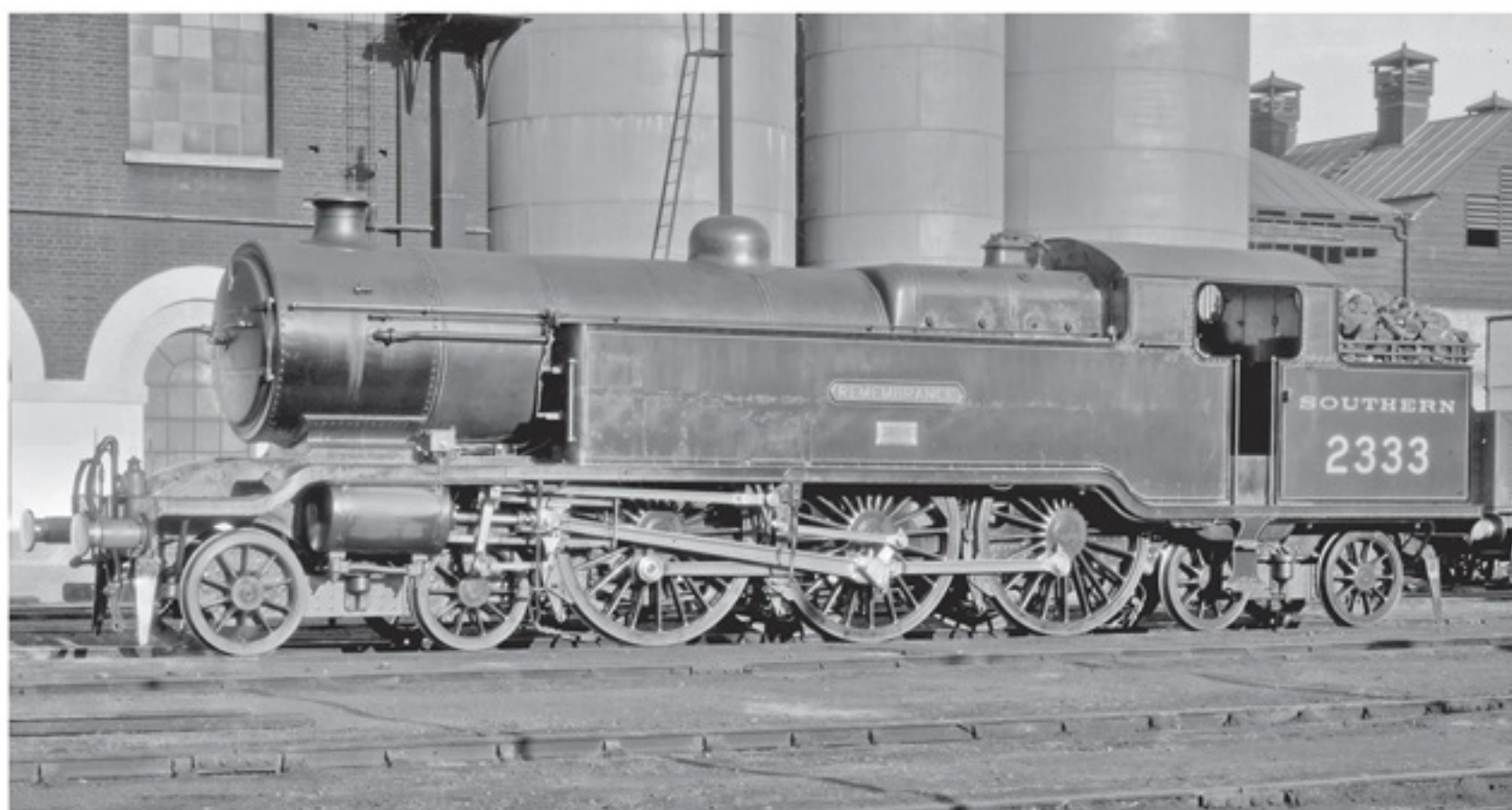
The first J Class engine No.325 was painted grey and lined with black bands edged with white lines. Similarly the first and last L Class engines Nos.327 and 333 were finished in works grey. The other Ls built in 1921/22 were painted red oxide with plain tank sides and white numerals.

In Brighton days after these initial liveries the umber livery was applied and the names of the engines were painted on the tank sides. However after the formation of the Southern Railway in 1923 these names were not generally perpetuated. After 1923 all nine engines were repainted in Maunsell green but nameplates were only cast by the new owners for Nos.329 and 333; these were in brass and given a red background. No.333 was the last engine constructed by the LB&SCR and bore a special war memorial plaque below its name throughout its existence.

Details – bogie brakes/Hasler speed recorder

The first engine was fitted with bogie brakes but due to inconsistent performance these were removed in November 1913. It had also been equipped with a

Prototype photography from the Mike Morant collection. Model photography by the author.



▲ The Lawson-Billinton L Class 4-6-4T seen at Brighton in 1933. She was named *Remembrance* in honour of those railway employees who fell during the Great War.

Hasler speed recorder when new, which was removed at the same time.

Details – J and L Class buffers and beams

Whilst built with circular buffers the first L Class engines and both the J Class examples were soon fitted with oval buffer heads. No.325 was built with rectangular buffer beams rounded at the bottom corners, which were soon cut away below the valance to clear platform edges. All J and L Class engines were then built with these cut away beams.

Details – J Class cabs

The cab clerestory was removed from engine No.325 in November 1913. After the formation of the Southern Railway, in 1931 the cabs on both engines of Class J were cut down to clear the composite loading gauge of the company, and the footsteps moved inwards. However, the clerestory remained on the roof of engine No.326 at this time and until removed in 1935.

Details – J Class chimneys, domes and safety valves

As built both engines were fitted with tall Brighton chimneys and domes and enclosed Ramsbottom safety valves. In 1935 both engines were fitted with Maunsell U1 pattern chimneys. At the same time their domes were flattened by removing the top of the dome. Engine No.325 was fitted with Ross pop valves in August 1918, mounted on the original base.



▲ Another O gauge model from the Ace Products range. This depicts L Class 4-6-4T No.2333 in Southern Railway green as seen in the photograph above.

Details – brakes, Weir pumps and lubricators

Both the J Class engines were fitted with Weir pumps on the left-hand side until these were replaced and clack valves added to the boiler sides after the Grouping. The first of the L Class engines, No.327 was also similarly fitted with a Weir pump whilst a Williams feedwater heater was fitted to No.328 along the top of the boiler behind the chimney; both of these engines soon had these fittings removed.

Mechanical lubricators were fitted on both sides (just behind the smokebox) of the footplate of the L Class engines and later fitted also to the J Class engines. Westinghouse brake pumps were located at the front of the tanks on both the J Class engines and the first engine of the L Class. These brake pumps remained in situ on the J Class engines, but No.327 had its pump moved in 1915 from this location and hidden between the frames behind the footplate. After this all the L Class engines were built with the brake pump in this location. In Southern days Maunsell added

vacuum ejectors to all the J and L Class engines.

In service and rebuilding

These engines were used turn and turn about on the expresses of the LB&SCR including the Pullman trains. As a result of the electrification of the London to Brighton and then the Eastbourne line in 1933 these engines became largely redundant. Maunsell then took all the L Class engines into the works where they were rebuilt as 4-6-0s and transferred to the Western Section of the SR. This rebuilding was effected between December 1934 (No.2329) and February 1936 (No. 2328). Some work was found for the two J Class engines, so these were not rebuilt as tender engines.

Withdrawal

The two J Class engines were reliable machines and accordingly remained in service on branch lines and with parcel trains well into BR days as Nos. 32325 and 32326. Latterly they worked out of Tunbridge Wells shed on the Oxted line into London Victoria.

Both were withdrawn in 1951 and broken up at Brighton where they had been made.

Through the Railway Room Door

Shaftesbury

*This Dorset town, which has never been rail-served, was the muse for **TIM MOUNT**, who built the model in the loft of his house, a location for which he includes some cautionary words.*

But you model in O gauge" was my wife's reaction when I expressed admiration for Hornby's then new M7 tank loco in OO gauge. That did not stop me wanting one, and she duly obliged, but there things remained for some time.

This layout was conceived over ten years ago as a retirement project when a house move gave rise to a long, thin floored loft area without any troublesome trusses. It quickly became apparent that the slope of the roof coupled to limited width, precluded anything other than a very compromised O gauge layout, furthermore the various manufacturers were producing a wide variety of well detailed locomotives in the smaller scale and I felt a change to 4mm might allow a much more satisfying layout.

The ancient hill town of Shaftesbury in Dorset never did have a railway station. If the residents wished to catch a train, they had to walk down their steep hill and travel a few miles to the north where they were served by the LSWR Waterloo to Exeter main line at Semley. I was though, attracted to the name and the area, and so decided that in model form at least, Shaftesbury would have its railway station.

I have assumed that Shaftesbury has expanded considerably off its hill and the LSWR and Somerset and Dorset railways were persuaded

I have started adding signals and have opted to model the platform starters on the old McKenzie & Holland slotted post type.

The culprits! Beautiful ready-to-run models of the M7. These two 0-4-4Ts, ignited my desire to build an OO gauge layout.





▲ A pair of ex-LSWR Drummond Class 700 0-6-0 goods engines down by the loco depot. Both are superb models from the Hornby stable.

the extra traffic generated would justify constructing a spur from the main line into the outskirts of Shaftesbury. This would give the residents rail access to London and Exeter or Bath and Bournemouth/Poole.

In model practice, the S&D has, so far, declined to run their trains into Shaftesbury but this may change in the future.

The railway room hatch

The down side to the loft was the awkward access and limited opening through the loft trap door. After careful measurement, it was determined the largest flat baseboard that could be accommodated was 6' x 2' and they would need to be manoeuvrable and of extremely light weight.

Top quality ply would have been the construction material of choice but a trip to my local DIY centre soon exposed a large bin tucked away in the corner full of off cuts in which I found that a considerable length of 5mm MDF could be had for the ridiculous sum of around 50p. Further exploration discovered sheets of 2' x 8' x 2" slab polystyrene insulation which could possibly form the tops of my baseboards.

Experimentation soon proved that a reasonably rigid, flat and above all lightweight baseboard of 6' x 2' dimension could be built from these materials for around £10. Positioning the layout was rather limited but by cantilevering the baseboards from the roof beams and accepting that I

would only have a few inches of height for a back scene all seemed possible in 4mm scale. Several weeks later, I had a length of baseboards stretching for around 30', perfect for a terminus to fiddle yard layout.

Track formation

As I had previously constructed an engine shed and turntable in 4mm scale, these were built into the baseboards together with track to serve them. At this point, I had no real idea of what I wanted in the way of a railway other than it should be double track.

I laid a temporary double track the length of the baseboards and ran a few engines into and out of the shed for inspiration. It was then that the compromises needed to produce a model railway started to become apparent. There could be no ten coach passenger trains; goods trains would be limited to around fourteen wagons and a brake van; and there would be more facing points than a real railway company would be comfortable with.

The next consideration was what sort of a fiddle yard would be required. Careful measurement determined that a 5' train-sized turntable could just be accommodated. Construction began and I soon had a six track fiddle yard that would accommodate five or six coach trains.

At this point a few doodles on scraps of paper to try out various track plans began in earnest. It became clear that 2' width of baseboard would not be enough, certainly for the station area, so side extensions were built where required and bolted to the existing baseboards in situ.



▲ This view shows how the layout fits tightly into the loft space and how I had to widen the baseboards in order to locate the station.

Handbuilt pointwork

I used SMP track with hand built points on copper clad sleepers. Being a linear layout, I was able to ensure reasonably sweeping curves with a ruling radius of no less than 7' and points built to suit their location after first drawing them out full size on paper.

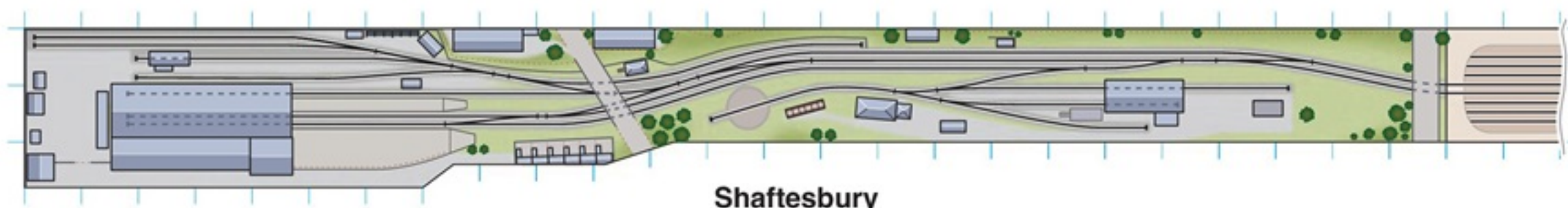
One of the advantages of having this relatively large ruling radius for the track is that I have been able to modify the Hornby couplings on my Maunsell corridor coaches to allow for close prototypical coupling.

They now look much more realistic when running in a rake of five with barely enough daylight between the corridor connections to slide in a fag paper.

By using polystyrene sheet for the baseboard top I have found cutting holes to accommodate point motors etc., a doddle. Warnings that chemicals in the polystyrene could adversely affect wiring have, so far, proved groundless but I would probably use a more dense and expensive version if there were ever to be a next time. I had hoped that polystyrene would deaden noise but this has not proved to be the case. A downside is that all adhesives and paint need to be tested before use to ascertain any adverse effects on the polystyrene.

The railway structures

For the station model, I was attracted to that at Gosport in Hampshire. I was unable to locate much in the way of drawings or



Overall size including fiddle yard 30' x 2', plus additional width boards at station end. Each grid square = 1' x 1'.



◀ The locomotive shed and servicing facilities occupy almost half the length of the layout, but the spaciousness is a delight.

dimensions and found only a couple of fairly unhelpful photographs of the ruined real station. Luckily, some photos of an architectural model of the station built some forty years earlier emerged.

All advice suggests that it is folly to model a model, but that is pretty much what I did. Dimensionally, I didn't worry as I made the station fit the space I had available. The proportions look correct but my version is not a faithful rendition of the original.

The signal box is my interpretation of the platform sited box at Netley in Hampshire. I have added a typical LSWR brick built ground floor to turn it into a proper two storey box. Given my positioning of the box, for aesthetic reasons, sight lines are not perfect but the signalman would have good views of the station, approaching trains and the engine shed area. The clock tower and offices situated in the engine shed area is based on an original at Nine Elms LSWR but again no account was taken of dimensions or fidelity towards the original.

Stables

Railways were large users of horses and many stations/goods yards had stabling nearby. Horses would be used for delivery and moving solitary rail vehicles around the goods yard. It is not often that I have seen this feature modelled but my stables are situated at the end of the main station building. Bearing in mind the lack of height close to the back scene, I used slightly under scale buildings towards the rear of the layout. The scale difference is hardly noticeable and it adds a feeling of perspective. In addition to buildings I have scratch built many wagons and all of the LSWR arc roofed carriages.

◀ The signal box is correctly positioned so that the signalman would have a clear view of both the main lines and the station.



▲ The goods yard entrance and the stable block located at the very end of the station. Buildings close to the backscene are reduced in scale.



▲ Based on an original at Nine Elms depot adjacent to Waterloo, the clock tower and office building was modelled from photographs.



▲ I gave Shaftesbury station this grandiose frontage and collonade based on the one-time structure at Gosport in Hampshire.



▲ Percy Payn's lorry - a Thornycroft - needs to be replaced by a more authentic Austin which were Government surplus after WW1.

Other buildings

Readers will have noted the warehouse and coal yard belonging to Percy Payn. Percy Payn did indeed exist and he had a corn, coal and seed business, although it was located some 140 miles to the east in Sittingbourne, Kent! The structure I have built is a product of my imagination as the firm's warehouses were nothing like as grandiose. My family worked for Percy Payn and his successors for 50 years and so we have an

From its lofty position, Percy Payn's elaborate building overlooks the station and goods yard. In front, the advertisements shown on the various hoardings in the station area are from authentic sources via a cycling friend.

intimate knowledge of the business.

At first glance, it may seem incongruous to mix agriculture with coal but both were bulk cargoes and in the 1920s, carried almost exclusively by rail or sea. Although not a Coal Factor, it was not unknown for Percy Payn to supply other coal merchants and to deal directly with the collieries. The firm had at least eight private owner coal wagons and would usually bag up coal directly from the wagon. I have modelled three of these wagons for the layout. Old time employees would talk of the first lorries purchased by the firm just after the First World War: they were Government surplus and made by Austin. Apparently, they were

destined for Russia and had the radiators in the cab and proved unpopular with their drivers in summer weather.

For the time being I have to make do with a solitary Thornycroft. Readers may notice a large box attached beneath the nearside cab of the Thornycroft. Required by law, this box contained scales and weights so that suspicious customers could demand their coal be weighed before taking delivery. It does give an indication how varied the trade for these type of firms could be and the modelling opportunities presented.





▲ Much adaptation to a Corgi Burrell showman's engine resulted in my model of a road-going traction engine.

The traction engine

Of the few road vehicles, most are kit built with minor modifications but the traction engine and Lancashire boiler may be of interest. The traction engine started out as a bargain purchase Corgi, Burrell showman's engine. Much sawing and filing reduced it to its component parts with quite a few additional parts requiring scratch building before it could be rebuilt as a road haulage engine. The Lancashire boiler and trolleys were scratch built. Although a single engine of this size would easily have handled a load like this, it was common to attach a second engine to the rear to aid steering and braking. At the time, I couldn't face butchering another Corgi model and so, for the time being, my model has just the single engine.

Loft considerations

Using a loft to house a layout does bring its own problems, many of which I failed to anticipate. The major one is temperature variation and this can be considerable and

allowance must be made for expansion and contraction, as this can lead to distortion of rail and cracked soldered joints. Expansion gaps in the rails were provided and do add atmosphere when a rake of coaches runs over them with a lovely clickety clack noise.

Another problem is that climate variations can play havoc with accepted modelling materials. Cardboard, acetates and some woods exhibit different rates of expansion and contraction and so, if possible, I have tried to avoid using these materials together.

All lofts need an air flow to avoid condensation and in times of wet weather, this air flow can be quite moist. Moisture will be absorbed by hardboard, MDF and other porous materials and can lead to distortion if not fully sealed first. It will also affect flimsily built model structures and paper based roofing slates as I have found to my cost. Given the atmospheric changes that occur, regular maintenance is an ongoing requirement, but the problems encountered must be balanced by the opportunity to build the model in a large area that is usually under utilised and will not interfere with normal household activities.

Plenty more to do

I make no apologies for describing an unfinished model. From the outset, this was to be a long term retirement project and with that aim, it has succeeded admirably. I estimate that there is enough modelling remaining to keep me occupied throughout the remainder of my retirement.

After a lifetime of meeting no compromise attitudes to accuracy and precision, it has been wonderful to throw off those fetters and be able to use my imagination, work without detailed drawings and no longer

care too much about fidelity to the original.

Although I tend to look upon it as a solitary effort I would not have progressed as far as I have without the support and encouragement of friends and family. My eldest grandson, Ted, was barely four years old when the project started and has unfailingly shown interest, helping throughout the build period and provided encouragement when needed.

My two younger grandchildren, although not living locally, have also enjoyed operating the layout and helped with tree and bush modelling.

Of my two particular friends, both Bobs. May I thank Bob No.1 for his no compromise attention to detail, answering endless questions and demonstrating the benefits of the making and use of jigs.

To Bob No.2, for his electrical expertise and employment of the multimeter and probes. There seems to be no known logic in his use of these probes, but he unfailingly uncovers the source of any electrical problem. The model has full cab control using analogue methods with a stud-and-probe arrangement to change the points.

I must also thank my wife, Valerie, for tolerating three grown men clumping about her house and cheerfully agreeing to allocate funds to my hobby when the money could undoubtedly be put to better use elsewhere.

Lastly, none of us would be able to pursue our hobby without the support of the model shops. So, to Dave Harding at The Model Shop in Exeter, a very big thank you for taking the time and trouble to obtain various obscure bits and pieces, track, rail and all the other essentials that go into the making of a model railway.

Photography by Steve Flint

Two superb Hornby models; the M7 and T9 bring the story of Shaftesbury full circle as the latter heads away towards the South Western main line supposedly at Semley





RAILWAY MODELLING *Explored*



Projects, hints and tips for beginners from *Railway Modeller* readers and staff

THIS MONTH • Riverside TMD • Simulating tarmac • Down the garden path

Riverside TMD and more...

NATHAN JENKINS

shows us some more of the layouts he has built during his time in the hobby, including some tracks laid out of doors in time for the summer garden railway celebrations.

Photography by the author

In my first article in the March 2020 *RAILWAY MODELLER*, I showed two of the layouts I had built and developed since I started in the hobby as a youngster.

As I grew up, and through my school years I carried on layout building whenever I could and here are two more of my layouts, together with a preview of my first venture into O gauge out of doors.

Riverside TMD

In the summer of 2018, after completing my GCSE's, I set out to build yet another layout.

This was to be an exhibition layout so couldn't be too big for transportation. It evolved as Riverside TMD and portrays a 1990s period locomotive depot.

It is 2m long by 1.2m wide and shows what you can do in a small space!

In fact it's has lots going on and even incorporates a river going through at the back, just to the side of the loco roads, which gave the layout its name.



I wanted to make this different to other TMD and depot layouts – so not just concrete and walls – I wanted to incorporate elements beyond the boundary fence; some trees and waste ground, and other aspects of the countryside, as seen in photo 1. It is built for OO gauge models and is wired for DCC.

The scene includes, covered loco sheds, a heavy maintenance facility, fuelling points, loco wash, postal depot sidings, and lots of roads to store and stable locos.

It is great to shunt, and works really well as an exhibition display. We have great fun taking it to shows, as it's easy to transport in a van.

I have to confess this is still one of my favourite layouts to use, and includes some of my best modelling work to date.

Riverside TMD - scenic details

Mostly ready to use items and structures have been utilised for Riverside TMD, such as a Bachmann Scenecraft shed and other detail items, along with elements from Ten Commandments.

Preiser, Noch and Bachmann figures along with Oxford Diecast vehicles all add to the atmosphere, as seen in the photos overleaf (photos 2 – 4).

The river on the layout, just visible at the rear with boats and a narrowboat, was made using Woodland Scenics realistic water and water tint, and sealed with the firm's river paint.



London New Street

This is my newest layout and is also wired for DCC. London New Street is a twin level layout set in and below the streets of London. It is again built for OO gauge models but also includes a circuit of OO9 narrow gauge track. The standard gauge line represents the modern day London Underground; in particular the sub-surface lines of north London, that is; the Metropolitan, Circle and Hammersmith and City lines.

It all came about, as I developed a greater

interest for the underground after creating a series about it on my YouTube channel called 'Metropolitan line from the skies'.

This massively widened my appreciation and knowledge of the underground system and my passion for it grew.

And that's how I came to build this layout. It shows a fictional location in London somewhere between Kings Cross and Liverpool Street. I allowed my imagination to flow freely, but I still wanted a realistic look to the full scheme.

Hence a twin-level layout with the London streets above and the tube trains below as seen in photo 7, opposite. It was also built with exhibitions in mind, and splits into two 5' x 2' 6" sections to make it easy to transport. London Underground layouts are quite rare, so this is another reason why I wanted to do something totally different to my other themes.

The street level scene is soon to have moving road vehicles. At the left hand end is a narrow gauge miniature railway set in a





London New Street - scenic details

The Tesco express (photo 6) was made by adapting an existing Hornby Skaledale building - originally an insurance office. I rubbed off the original decals with a fibreglass brush and made the new signage.

There is a Premier Inn model on the layout, a card kit which can be found on eBay. It was kindly built for me by a family friend and fits into this modern scene well.

Originally a low relief Bachmann Scenecraft model the Underground Station (photo 5) was fitted with a rear section using plasticard and a Hornby waiting room building to make it full relief and allow for a full interior with ticket barriers and lifts. Train tech smart screens are now installed on the Underground platforms (photo 8).

Bus and car models are Oxford Diecast items with figures from Noch and Bachmann ranges (photo 6). I'm in the process of adding moving vehicles to the road along with road markings.

large park (photo 9) This was inspired by the Ruislip lido railway, also in a London park.

London New Street slowly came together during 2019 and, as it can't currently go to shows, it will be making appearances on my YouTube channel during this year.

I also filmed me building it, so do take a look at my channel (visit www.youtube.com and search for Amery Junction - the name of my channel)

This layout has many the latest model railway products on it, enhancing it greatly!

A favourite bit of mine, is how the visual illusion seen on the underground tracks gives the effect of continuous train movements up and down all day, when in fact the trains bend round out of view and into the fiddle yard, where after traversing that, pop out at the front again. To my mind this effect turned out really well, and disguises the fact that the lines are just continuous loops.

Recent projects

The events of the last few weeks - confined to the house, furloughing, and worry for loved ones - have been difficult for everyone. For me, as a young person, this great hobby has massively helped me to get through.

Staying at home would mean progress on my layouts, I thought, and it definitely was, I got so much done and never felt so motivated. It gave me a purpose and tasks to do, whilst not being able to work, so boredom and worry didn't get a look in.



I set a weekly goal and listed the tasks to do each day on a white board, just like I do in my day job. This may sound too regimented for some, and I appreciate that others may well have greater family responsibilities to deal with, but it worked for me.

When I completed a task, for example weathering a loco, I rubbed it off the white board. By writing down all the various tasks I

had a at-a-glance record of progress.

My new O gauge garden railway came into being this way - nothing elaborate or involving heavy earthworks, just some track laid on the soil, but it was fun (photo 10). Other layouts, such as those featured previously in RAILWAY MODELLER received upgrades to the scenery - bringing it all in line with my current modelling standards. Over the years my skill set has improved immensely and the difference is quite noticeable.

Although I did socialise with others throughout lockdown - online virtually with all my friends, colleagues and my subscriber base from my YouTube channel - there was still a sense of isolation, but spending time doing something creative like modelling certainly helped to keep my spirits up.

See more of Nathan's work on line

Visit Nathan's Youtube channel by going to www.youtube.com and searching for Amery Junction

Simulating Tarmac road surfaces

CALLUM WILLCOX demonstrates how textured paint, combined with weathering powders can be used to create a simple, but realistic road surface.

Photography by the author



Roads, paths and yards often form a large part of any model railway. Like ballasting and track work, the finished article can often enhance or detract from the overall realism of a layout.

There are many different methods for creating roads, with each having their own

level of difficulty, and pros and cons.

Green Scenes textured paint provide an easy and cost effective way of creating road surfaces, especially for larger areas. Combined with the small section of weathering powders, a varied and effective tarmac surface can be built up, resembling

▲ An ungated level crossing scene is being used to show the road surfacing technique.

that of the real thing. The paint is more suited for 00 gauge and above, however with bit of sanding could be incorporated into smaller scales such as N.

How to create a realistic road surface

1



A card template of the road is cut from an old cereal box, it's onto this the road surface will later be painted. Doing this gives a number of advantages over painting the surface straight onto the boards, especially if you wish to model pavements and level crossings. The card is cut to the desired shape and width of the planned road, with the pavements being cut from a separate piece of card; these will be glued into position at a later stage.



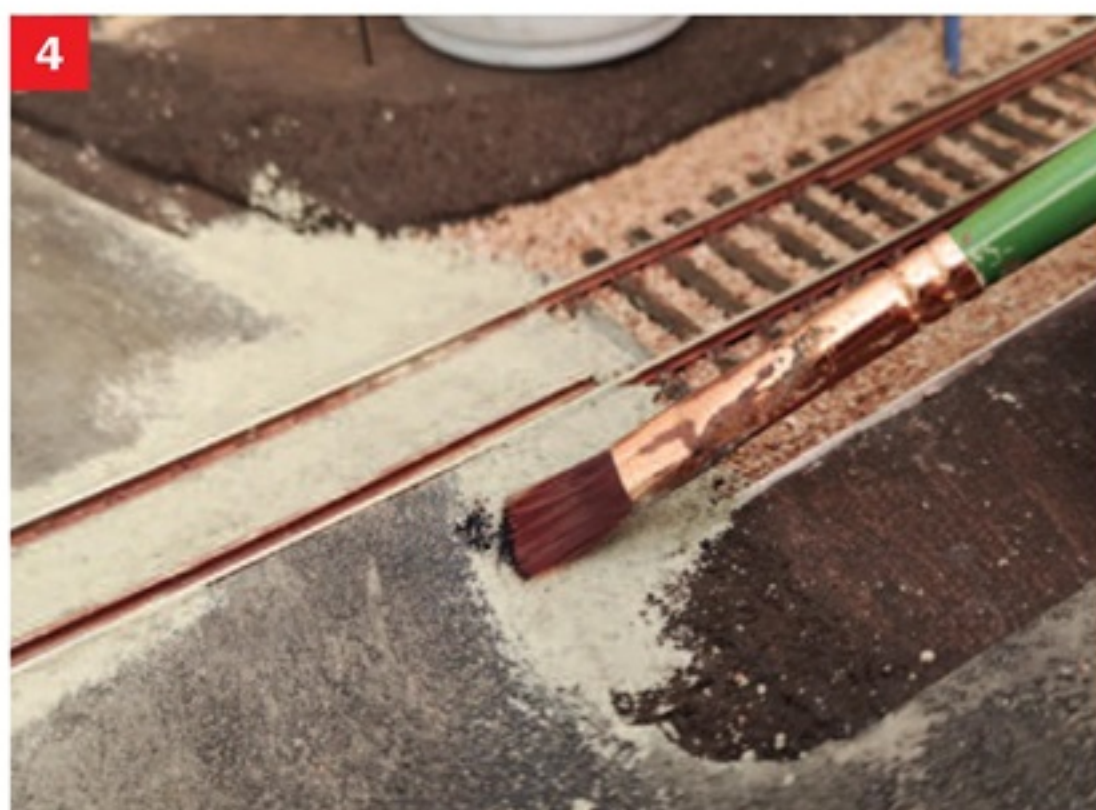
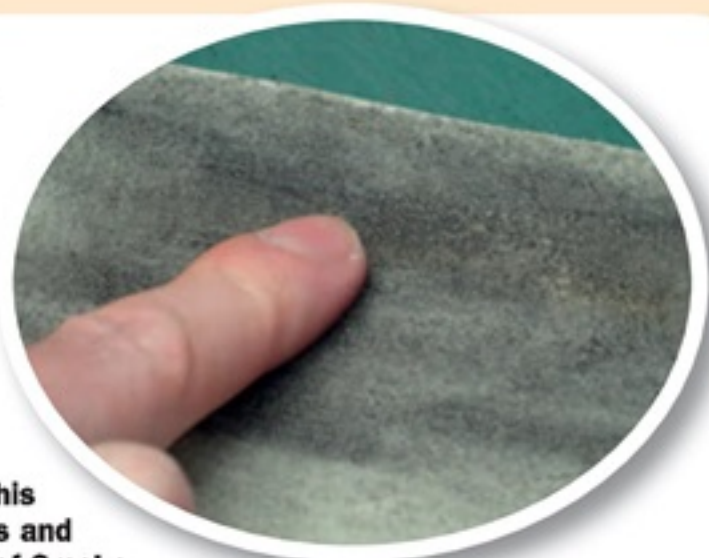
2

With the card cut to shaped it's ready for painting. There are a number of different colours in the Green Scenes Textured Paint range; I personally find the concrete shade to be a good base colour, perfect for adding different colours and tones at a later stage. Using a large, soft brush, paint the card in long sweeping brush strokes, emulating the direction of traffic. Repeat the process on both the road and pavement sections until a smooth and even surface is achieved. Note the card may try and curl up once painted, this can be rectified once put into position on the layout.





With the paint dry and the pavement sections glued into position, the surface is ready for weathering with a selection of Humbrol weathering powders. Using a photograph for reference, the powders are lightly dusted onto the surface; avoid putting too much powder on your brush, as this can form unwanted patches and streaks. First a light layer of Smoke powder is added, using similar brush strokes to that used to apply the textured paint. Once applied the powder is then gently massaged by finger into the paint; this helps work in the powder and allows some of the base colour to come through. This technique is then repeated with a light layer of Earth powder, before another layer of Smoke, until the desired effect is achieved. Once happy, the powders are then sealed with a light misting of Humbrol Matt Varnish.



Contact adhesive is used to fix the road into position on the layout. Care is taken to ensure the sections are applied flat and earlier curling removed; some minor trimming might be needed in places where the card has expanded due to the application of the paint. Any gaps between sections or edges can now be filled in with more of the textured paint, creating a seamless join. This technique is also used on the ends of the pavements to create a drop curb. Once dry, these areas are then touched-up with powders, to match the surroundings.

5 To create a level crossing, the two check rails are first added to the track work using left over sections of rail. These are painted with Humbrol No.70, before being glued directly to the sleepers; make sure enough space is left between them and the running rails to avoid the wheels fouling. The void between the check rails is then filled to the rail height with the textured paint and levelled off. Any gaps between surrounding road surface and rails are also filled. Once dry these areas also receive a coating of powders; simulating the dirt and deposits left by trains.



6 The completed scene demonstrating road surface and crossing. A mixture of Woodland Scenics foliage has been used to blend edges of the road into the surrounding landscape. The scene has been enhanced further with the addition of the image used for reference during weathering added to the back scene, create the effect of the road heading off into the distance.

Down the garden path

A recent BBC news report documenting an Eastbourne man who built a full size railway in his back garden so inspired **ADRIAN FULL** that he created this OO scale version.

Photography by the author

Like many modellers I have lots of folders full of notes, photographs, and references to book, magazine and web pages for projects both on-going and future ones. Whilst many of these folders are now electronic ones on the computer, I still have several box files worth of them on the bookshelves as well.

Despite plenty of reference material, some projects therein will never see the light of day, while others stall for lack of information, but a few will come to fruition.

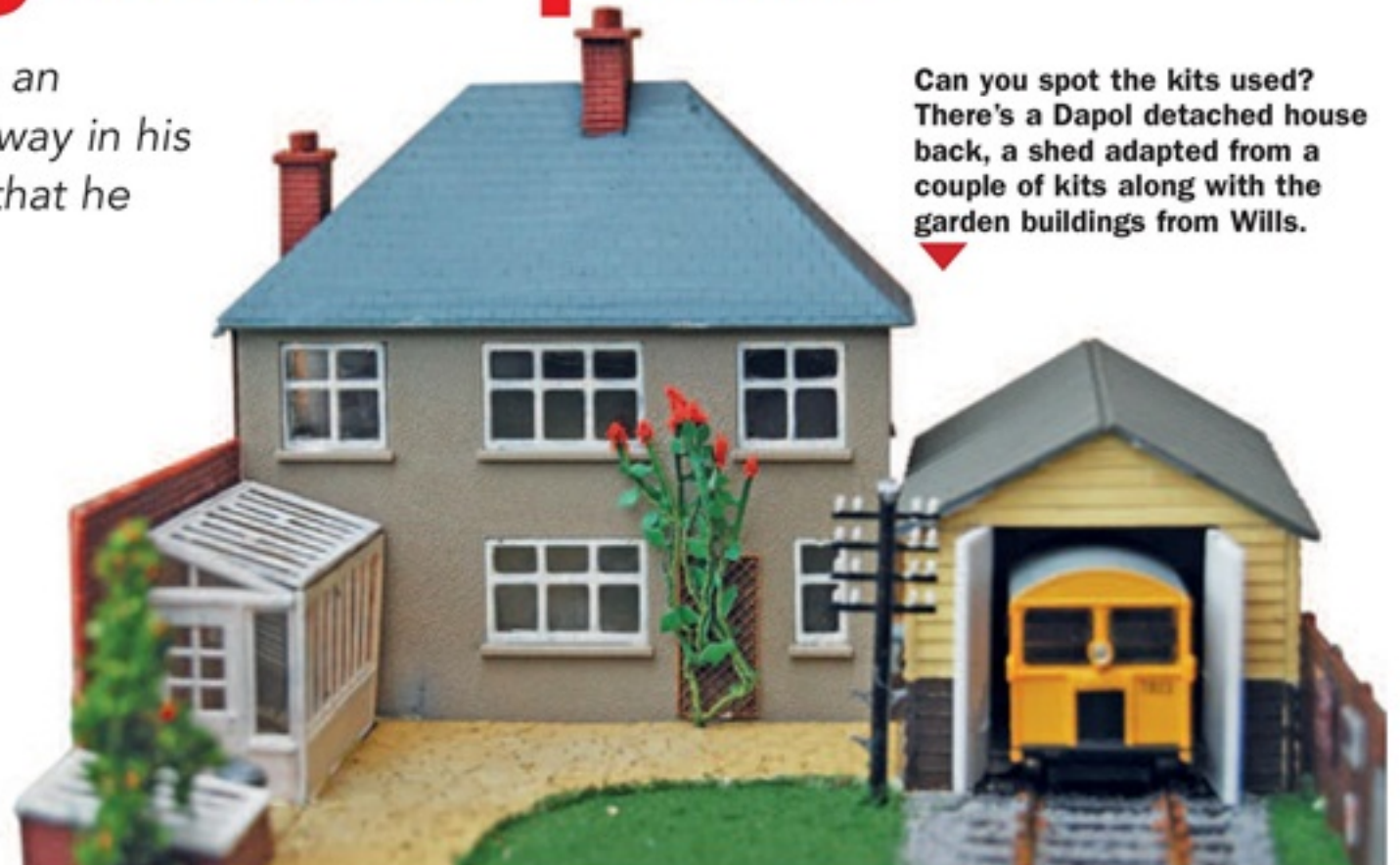
Occasionally something will pop up out of the blue and spur a layout or modelling idea. This can happen when I'm least expecting it and can even be something significantly different to my main interests; early 1970s Western Region.

This was the case with this little model which was something which progressed from idea to completion in record time.

The prompt to this unusual project was the recent BBC News item about Adrian Backshall of Eastbourne who has used the lockdown to finish a real railway in his back garden.

Although the news item was ever so slightly disparaging to his accomplishment, it certainly spurred me on and I soon realised

The Wickham trolley is a Bachmann model and the length of track is wired, so as allow it to move.



Can you spot the kits used? There's a Dapol detached house back, a shed adapted from a couple of kits along with the garden buildings from Wills.

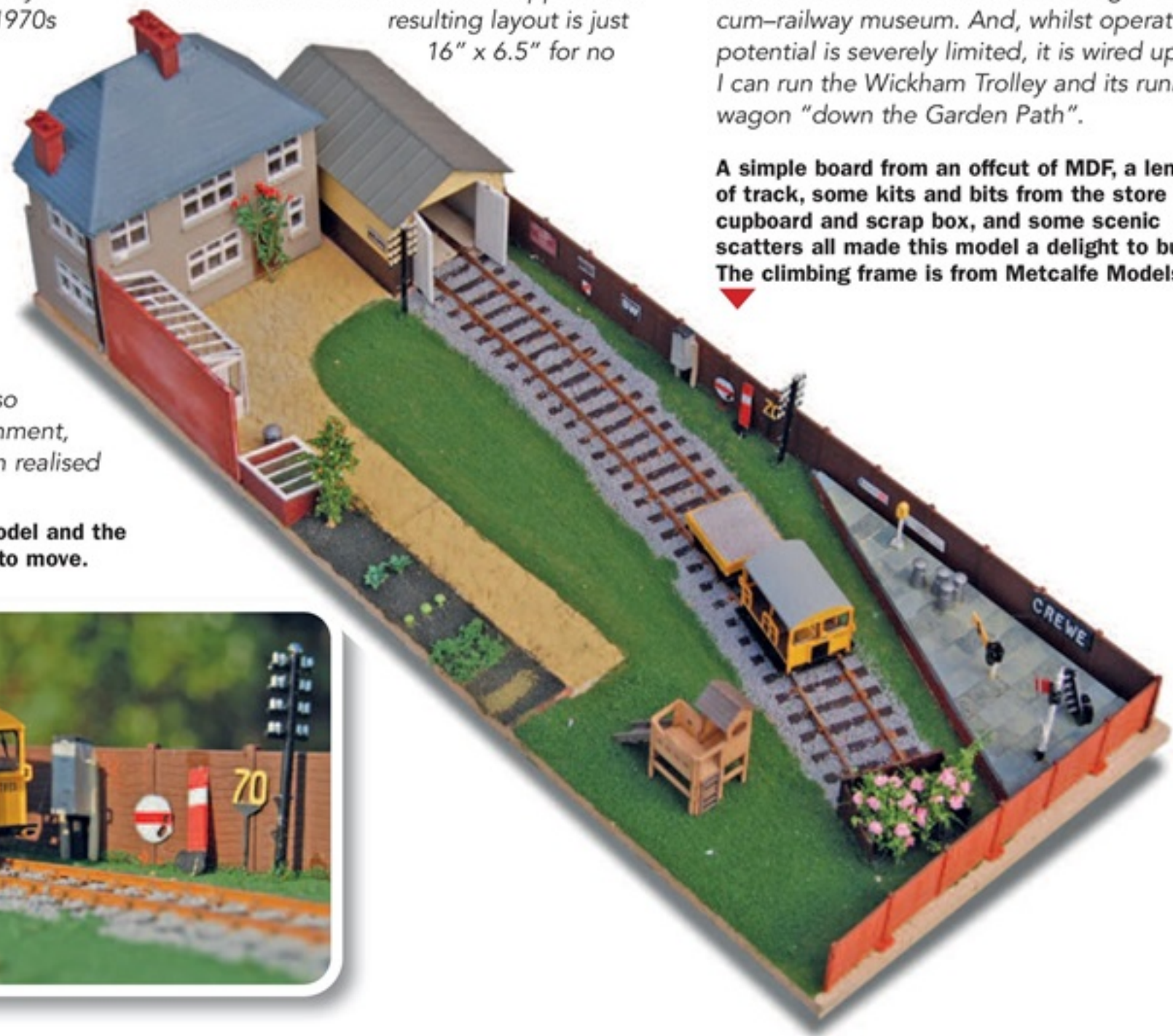
that a few, otherwise spare model items would be ideal for the project.

A good rummage in my bits boxes confirmed that I had more than enough material in stock to make this happen. The resulting layout is just 16" x 6.5" for no

better reason than that's how the major parts best fitted together.

Hopefully, I've captured something of the atmosphere of the original, and created a believable scene of an enthusiast's garden-cum-railway museum. And, whilst operating potential is severely limited, it is wired up, so I can run the Wickham Trolley and its runner wagon "down the Garden Path".

A simple board from an offcut of MDF, a length of track, some kits and bits from the store cupboard and scrap box, and some scenic scatters all made this model a delight to build. The climbing frame is from Metcalfe Models.



Comment

Observations and opinions on railway modelling

John Rodway



The staged drama

“Throughout the 150 or so years that railway models have been created, there have been great changes in what causes excitement amongst those participating in the hobby. In the early days, it was as simple as just getting something rudimentary to run and stay on the track. Then came the thrill of watching generic trains snake through reverse curves and hearing them clatter through pointwork. Later, expectations evolved, and locomotives, coaches and wagons needed to be approximations of the real thing. This was followed by running trains in prototypical formations, and following correct railway practice regarding head codes, tail lamps and signals.

In recent years the ideal has changed again. Modellers now expect to see highly-detailed trains – perhaps with sound, lighting and even smoke – running through realistic scenery, whether this be grimy industrial cities, pleasant garden suburbs, bustling market towns, or bucolic rural backwaters.

Animated cameo scenes have also become increasingly common, some of them technologically quite sophisticated. These features encourage visitors to really examine the whole scene before them – not just the trains.

Channel 5's *The Great Model Railway Challenge* brought to the fore another development – that of the staged drama.

This is the telling of an extended story that encompasses the whole layout. Each is logical, constructed with a beginning, a middle, and leading to a climax at the end. Every performance is followed by an applause from an appreciative audience.

Some years ago, this idea was presaged at an O gauge exhibition with *The Thirty Second Theatre*. The audience was invited to take their places on chairs set out in front of a proscenium. Once settled, the curtains parted to reveal a rural scene – a single track line with an upper quadrant home signal (set to danger). There was music, sounds of the countryside, and the shrill of a distant loco whistle. A short train arrived on stage and slowed to a halt at the signal. The signal arm rose and the whistle sounded again. In a cloud of steam, the train resumed its journey and calm returned to the area, the signal returning to danger just as the curtains closed.

But what stories could a model railway tell? Those revealed in *TGMRC* have shown great originality and ingenuity. But a narrative without words, as with mime and ballet, takes great skill to communicate its meaning across to the audience effectively. To get over this problem, silent films often relied on captions. On model railways, explanations of what's going on may be provided by flip-over cards or on video screens – indeed many layouts use these methods to provide information about the trains that are running.

But there's also the oldest way of telling a tale – the dedicated story-teller. This is a role I've advocated and fulfilled since I first

became an exhibitor back in the 1970s, a responsibility taken on by the GMRC Team Captains.

The general public who attend an exhibition simply because they've seen the TV series may have little knowledge of railways or modelling them. Wouldn't visitor-facing compères therefore have a pivotal role in enthusing visitors and converting interest into involvement? Is interacting with previously uncommitted show visitors critical to the growth of our hobby?

The programme's broadcasting time was changed mid-way through series two so that it competed with *Strictly Come Dancing* on another channel. Despite their differences, there are many similarities between the two. Both; are a participation art (in its wider

sense); are put together in a limited time; involve carefully conceived and executed movements; utilise elaborate staging; make use of mechanical, lighting and sound effects; include surprises during the performances; are adjudicated by expert judges, with points awarded, and winners declared. Above all, they are both providing popular entertainment. Perhaps it's no accident that the best examples in *TGMRC* and *SCD* have unifying story lines?

But will model railways with story lines become just a passing gimmick? Will they be seen as just an amusing diversion from 'proper' modelling? Or are they set to become integral to the hobby's future?

...will model railways with story lines become just a passing gimmick?

John Rodway is a freelance technical editor and models mostly in British outline O gauge.

The winning layout from series one of TV's *The Great Model Railway Challenge* was *City of Tiers* by Aberdeen Model Railway Club. The concept for the multilevel layout centred around a dystopian vision of the future, this back-story being narrated to the studio audience and viewers at home by the team captain. We have seen a near equivalent role being performed recently by 'exhibitors' who have presented their layouts as part of online 'virtual' exhibitions, a number of which have taken place following the curtailment of traditional exhibition activities towards the end of March; some of the layout videos in this digital arena have been augmented with audio narrations or piece-to-camera introductions. Will this encourage an evolution of the traditional approaches to exhibiting layouts when real-world shows are permitted to take place once more? Photo: Steve Flint



Readers' Letters

Where have all the main line garden railways gone?

Many of us have been fortunate enough to have a garden so as to spend time in these past weeks taking exercise and enjoying the beautiful weather, so it was perfect timing to read in Steve's June editorial that we are going to have not just one garden railway feature but a trio of them. From experience it is the ideal location to have a model railway, enjoying the hobby while being out in the fresh air.

It does have its restrictions though for unlike now, the weather is often against us, and then there is the winter when virtually everything to do with outdoor modelling has to stop. So actually you need at least two railways, one indoors and the other outside!

From the few images we have seen so far of the Tumbledown and Dingledale railway it looks amazing and quite a civil engineering feat and this is made all the better by being surrounded by an attractive and sympathetic garden.

The editorial mentions bulbs and seedlings to accompany the railway

but I do not see any of these in Mick Walker's garden so I do hope he will give us all an insight in due course of the type of plants he has used.

At my age I want instant mature plants and colour rather like the instant ready to plant buildings that you can buy from the likes of Bachmann and Hornby!

One other point for readers is that garden railways seem to be dominant in narrow gauge practice but I suspect there are lots of standard gauge railways out there as well which I would love to see in the pages of RM so as to give me more inspiration. Preferably in gauge 0 and gauge 1.

CHARLEY PEA

[Ed. we agree with your observation about the seemingly fewer standard gauge outdoor railways around these days. If any of our readers have a main line garden railway hidden amongst the bushes - we'd love to share your achievements with our readers.]

Please get in touch via our email at railway-modeller@btconnect.com

Lineside flowers add a splash of colour on Mick Walker's garden line, our Railway of the Month, on page 598. (photograph by Craig Tiley)



Zoom... We'll meet again

I picked up my July issue of the Railway Modeller this morning and was interested to read how various clubs keep in touch during lockdown.

I belong to a local photo club and we have, this evening, just had our second Zoom meeting where we were treated to demonstrations of various techniques from numerous members. One member joined us from Cyprus!

This seems to be an ideal way for friends to meet up and enjoy the social and educational benefits of belonging to the club (providing you own a computer/tablet/mobile phone capable of downloading the app of course.)

We have had two competition nights which were carried out by forwarding electronic images to the competition's secretary who then forwarded all the images to an independent judge. The judge then talked about each image in

detail, picked out the winners and posted the whole process on Youtube for everyone to see.

Our next competition in a few months time will be entitled 'Lockdown'. In preparation for this, I have taken some preparatory photos on my mobile phone to try and work out possible angles on my own OO layout Great Hanmer. When I have carried out more work on the layout, I will try to take a few more shots.

It strikes me that Zoom might be beneficial to members of model railway clubs where they can show how they are getting on with their own projects and give practical demonstrations on such things as wiring, ballasting, construction, etc.

Keep up the good work with the magazine.

ROGER WALSH



To glow or not to glow

The Stroudley Terrier by Dapol/ Rails of Sheffield (New Product Review, July 2020) is without doubt a stunning model. However, in my opinion the pyrotechnic effect of the firebox glow is surely overdone!

Indeed, one might question whether this feature is even desirable as surely, in reality, the firebox door would mostly be kept closed.

It would appear this issue could be resolved by applying a minute piece of parcel tape to cover the LED bulb, thus concealing the glow.

Then tone-down the yellow cab floor by careful and judicious over-painting with a more appropriate colour.

I do feel these features are unnecessary toy-like gimmicks and hope that they are not perpetuated!

PETER MASON

[Ed. Peter may well be right? However readers can judge for themselves by watching our short video on the RAILWAY MODELLER website page. Simply type in this link below;

bit.ly/DapolRailsTerrier



My heart's in the Highlands, ...

I really enjoyed reading Invermoriston Junction in the July issue.

I am building a layout based on another fictitious branch of the Highland Railway to Ardmair just north of Ullapool on the west coast.

Recently advertised in the Journal of the Highland Railway Society were a series of timber buildings based on HR prototypes designed by Ian Ross and available from PopUp Designs (website: www.popupdesigns.co.uk) which when finished seem to capture the essence of the originals.

I enclose photographs of two of the laser cut wooden models I have put together; a standard HR goods shed and a typical Scottish Cottage. A few more railway kits are available, including a Station Master's house, water

tower and one of Blair Atholl station.

I also recommend readers interested in the fascinating Highland Railway to visit the Highland Railway website www.hrsoc.org.uk

JOHN BURROWS

As a lifelong fan of the Highland Railway and its tendrils spreading out from Inverness, the July 2020 issue's Invermoriston Junction track plan immediately drew my attention.

The attraction of a single line from Inverness to the Kyle of Lochalsh down the west side of Loch Ness, Glen Moriston and Glen Shiel has always seemed evident to me.

Had this line been built, the iconic Cluanie Inn would surely have merited at least a modest station, with east-

bound trains recovering from the ten mile slog at 1 in 55 up from Shiel Bridge, and westbound trains needing to pin down brakes. This would be a striking model amidst towering mountains. In fact, I could quite happily devote a modelling career to this non-existent line alone.

To tie in with Jim Smith's photo-essay Re-Imagining Your Layout, like so many Highland lines the physical infrastructure changed little between construction and the present day, although the conversion to radio signalling in the 1990s did change the character somewhat. Nevertheless, all the modeller needs to do to change era is run the appropriate rolling stock, with perhaps a little set dressing.

ROBERT HAYNES



▲ The two models created from PopUp Designs laser cut wooden kits of Scottish prototypes.

Hull show photo – yes, it's me!

Looking at the photo of the 1989 Hull Model Railway Show in the July Railway Modeller, I'm pretty certain that it is me. I did have a two-tone jumper about that time. I'm also assured by fellow Hull MRS member Mal Scrimshaw, who turfed out the records for 1989 show, that the layout was a model of Abbotsbury station in Dorset.

JOHN BRIEN



Seeing the photograph of the Hull exhibition reminds me just how much it has changed over past 40 years, with far fewer exhibitions held in civic buildings such as town halls.

Maybe it is the right time to alter course again. I believe Simon George is planning a layout to take to public venues such as shopping malls, and I know of clubs and individuals who have set up small layouts in similar venues in the past.

This could be the best way to exhibit our layouts in the future, especially small layouts, and could also add a new attraction for commercial centres which need help due to reduced footfall following the current crisis.

It might mean layouts only get exhibited locally, but if it proves a benefit to commercial centres then maybe there would be money available to bring in layouts from further afield.

Obviously there would be no entrance charges, but money could be raised for charity. It might also open up our hobby to more people who would not have thought of visiting a traditional model railway exhibition.

SIMON DAWSON

Hood-winked?

I felt honour bound to point out an anachronism on Kevin Cartwright's exquisite model of Ventor West in the July issue of Railway Modeller.

On the backscene he has a painting of HMS Hood sailing by the island. However he also has American WW2 troops present on the model. Such a juxtaposition was not possible as HMS Hood was sunk in May 1941 and the USA didn't join the war until after Pearl Harbour in December 1941!

A JOHNSON

[Ed. Kevin replied that the layout represents a broad church of major and minor events during the six year period of WW11. When readers have the opportunity to see the layout at a show and if they look carefully they will see references to; Dunkirk, the RAF and the Battle of Britain, the Navy, the NFS, the Army and all its various divisions on the Island, the GPO repairing one of the station's telegraph poles after a near miss and child evacuees on the platform.

All of this is to give readers and viewers a potted history of the life and times on what was known as Fortress Wight during the war.]

Summer days in sixties Seaton rekindled

The article about Seaton station (June RM) evoked strong memories for me.

C L Caddy's photo is dated 1965, and in the July of that year we took what turned out to be our last family holiday – a week in Seaton.

Each morning I persuaded dad to divert our walk to the beach so that we

could call in at the Peco shop on Station Road. I remember seeing a Trix 'Western Enterprise' on display.

We had travelled to Seaton by car, but one evening my parents treated me to a run on a DMU up to Seaton Junction where we caught sight of Bullied Pacific prior to our return jour-

ney alongside the River Axe. I'm happy that I was able to use the station, as it closed the following March.

My dad passed away a few years later and there were no more family holidays: only fond memories of Seaton, the Peco shop and the station.

MARK DEARMAN

Snippets...

Turntable power

After a hiatus in our motor supplies, due to coronavirus, Locomotech are delighted to announce that we are now able to recommence production of our turntable motorising kits.

RUPERT HARPER

Whistling for the NHS and key workers



This photograph shows my 5" gauge miniature replica of B1 Class 4-6-0 No 61011 Waterbuck in steam at home in Manchester and whistling in support of NHS staff and key workers on Thurs. 7 May at 8pm. I also did it again at 6pm the following day in commemoration of VE day.

STEVE WHITTAKER

New era to model

I hope everyone at Peco are keeping safe and well in these trying times.

With the current crisis on my mind I wondered if we will ever see modelers replicating the 'Covid' era on their layouts: they will certainly save a lot of money on figures, as passengers are largely absent!

I took the attached photo of EMU No 313201 leaving Bosham with the 10.26 eastbound slow service. The unit in the BR blue/grey livery has the addition of Covid warning signs on the doors to maintain social distancing when boarding! Another decal requirement perhaps?

ROBERT PAGE



FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Pressed Steel Class 117 DMU

Brand new from Bachmann in OO



See this model in action on our website!
bit.ly/Bachmann117



Bachmann has delivered on its promise, announced in November 2015, to produce a truly 21st century model of the Pressed Steel Class 117 DMUs, the three-car sisters of the Class 121 single units from the same Glasgow-based manufacturer (see Reviews, May 2020). As well as the early-livery unit seen here, examples are available in BR blue & grey and original Network SouthEast finishes, with detail differences as per prototype.

The model in detail

The three cars are handsome replicas of the real things, with a wealth of factory-fitted and user-applied detail – we added the pipework and functional scale couplings to the driving vehicles for photography. An NEM pocket is fitted to the outermost bogie of each DMU, so any pipework will need adjustment if any tension-locks or similar are to be attached.

The coaches match up superbly against published dimensions and plans. Glazing is appreciably flush, and

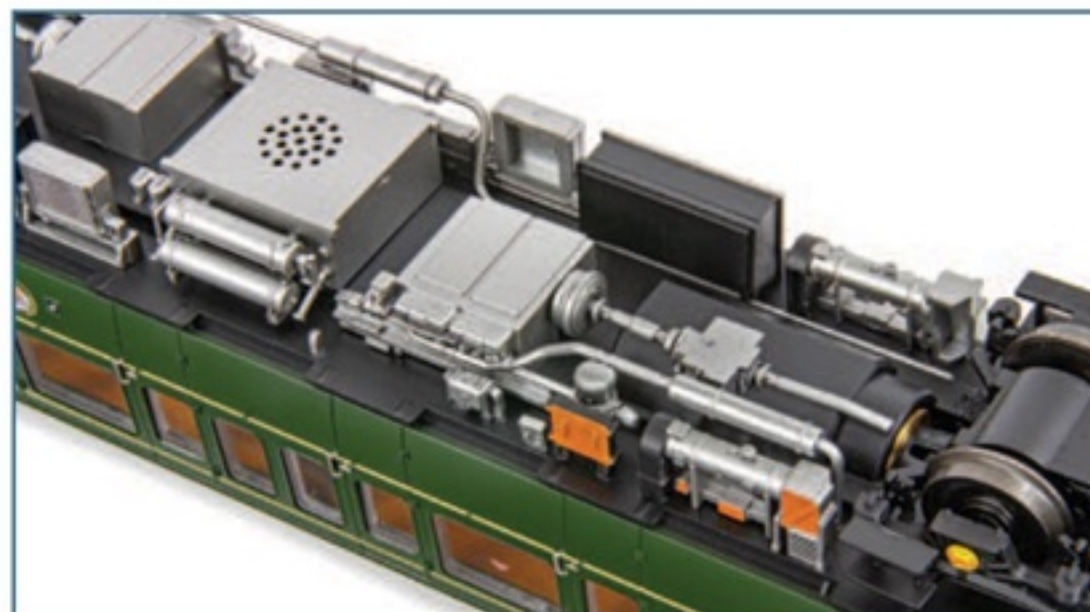
fine details such as the windscreen wipers are very neat indeed. Grab rails are formed from separately formed wire parts, and the metal lamp brackets, mounted just above the sprung buffers, are correctly face-on (as distinct from edge-on in traditional GWR style). The underframe detail is very fine, and extends to the complete

speedometer drive linking axlebox to underframe in a flexible rubber coupling, as per the 121.

Naturally, the three body styles are faithful representations of the real things: the Lima take on this class (see Reviews, RM March 1981) duplicated the Driving Motor Brake Second vehicle, the centre car following after-



wards (RM August 1982). For years the modeller had to (a) ignore this discrepancy or (b) fit the TPM after-market detail parts (see Reviews, February 1996). As above, the period-specific details are present and correct – or absent, in the shape of the gangways (see prototype panel) – and a particular pat on the back for Bachmann for the replication of the tiny buffer beam lettering advising that the real things



◀ **The underside of the DMBS showing the speaker enclosure and concealed under-floor motor. This arrangement is mirrored on the DMS.**





▲ The vehicles are connected together with conductive 14-pin drawbars; this enables the two motors, lighting in all three cars, and sound from both speakers to be controlled using just one digital decoder.



were fitted with trip cocks, enabling them to run over LT surface lines if required.

Power and performance

Both driving cars have the under-floor mechanisms as found with the Class 121. Both axles of the inner bogie are driven, but the interiors are free from obstructions. Performance is equally good as with the single unit.

The cars are coupled by conductive drawbars, attached and detached by the special tool as with products such as the Blue Pullman. This enables all three cars to be governed under DCC by just the one Plux22 decoder, which is fitted into the van area (as per the 121). Two speakers are factory-fitted, one fitted amidships on the underframe of each driving trailer. The conductive couplers are 'handed' enabling the coaches to be coupled in the correct orientation (ie the first class adjacent to the van space of the DMBS). The model is recommended for use on curves of no less than second radius.

Aesthetically speaking the couplings are rather prominent – especially so on this particular version of the model which is sans gangways; this has been exacerbated in the accompanying photos by placing the model against a white background. Once deployed on a layout, however, the couplings will be much less conspicuous.

Under 12V dc, the lighting functions are governed by the bank of six tiny

▲ The drawbars articulate and extend to enable the model to negotiate curves of no less than second radius.



▲ Underframe detail on the driving trailers is impressive, which can be fully appreciated on this version with the pristine finish applied – needless to say this quickly became weathered once the units entered service.

switches which nestle just inboard of the leading bogie of the DMBS. The first one switches the directional headlights of the DMS on/off, and No.2 governs the DMBS likewise. No.3 is in charge of the interior lights in all three cars, whilst No.4 deals with the cab lights on/off. Nos.5 and 6 switch the

VINTAGE VIEW Pressed Steel Class 117 DMU



A pair of three-car Class 117 DMUs arrive at Taplow with a Reading-bound service on 7th May 1961. Photograph: Colourrail

Prototype history

The 42 three car sets were introduced in 1959, and were high-density urban DMUs with doors to each seating bay. They echoed the BR Derby Class 116s in many respects, but a four-character train describer box was fitted above each cab, and two lavatories were installed in the centre vehicle. Overall the DMUs seated 180, 24 in first class, but as initially the units lacked gangways the lavatory provision was not properly adequate! (Gangways were installed in 1965 onwards, to facilitate the PayTrain methods of fare collection by the guards.) The first 19 sets lacked the lining along the bodysides, but this was added from the factory thereafter.

The 'speed whiskers' gave way to small yellow warning panels by early 1963, by which time the original clipped rectangular buffers were superseded by larger circular buffer heads. Very early in the DMUs' careers, overhead warning flashes were added, initially to those working around the Birmingham area where the live 25kV was first energised.

A goodly number of these attractive units are preserved, both as DMUs and loco-hauled stock.



▲ First class seating in the centre trailer is painted blue, in contrast to the maroon seating present in the rest of the unit. The model exhibits a smart 'ex-works' finish with underframe equipment picked out in silver and orange.

destination blind lighting on/off in the DMS and DMBS vehicle respectively.

(A word in passing about the destination blinds. Their surrounds are not just brown, but have a representation of the wood grain effect. Bravo!)

The lighting effects are mirrored using DCC; the seven functions, Nos. 0 – 6, see the directional on/off lighting split between 0 (both sets on/off); 1 DMS off; and 2 DMBS off.

Bachmann has, over recent years, proved itself the master of the modern DMU; for the Western Region enthusiasts these are exciting times indeed. As an aside, in addition to the examples available from Bachmann itself, there

are exclusive versions which are only obtainable from the Kernow Model Rail Centre, (see News).

Tim Rayner

Sample loaned by

BACHMANN EUROPE, Plc,
Moat Way, Barwell,
Leicestershire LE9 8EY.
www.bachmann.co.uk

PRICE
ref.35-500 – £314.95



New ScotRail sliding door Mk.III coaches from Hornby



▲ Coach B is designated a TSD (Trailer Standard Disabled). Livery application is excellent.

Hornby has often demonstrated a keenness to reflect the latest developments on the real railway in its model ranges. It was therefore of little surprise when the Margate-based firm announced its intention – as part of its 2019 programme of new releases – to develop brand new tooling for the fleets of BR Mk.III HST coaching stock that were then being refurbished with modern style sliding doors (see News, RM February 2019).

This modification was required to ensure that the HST stock (the designs of which date from the 1970s) complied with new legislation for passenger access to rail vehicles – the original handle-operated slam doors failing to satisfy the criteria that was set out.

Plans were made for a total of 200 vehicles to be adapted thus, to provide fleets of Mk.III stock for deployment as part of short form HST formations operated by ScotRail (2+4 and 2+5) and GWR (2+4) – together with 2+7 formations operated by Cross Country.

The work has been carried out by Wabtec Rail Ltd in Doncaster, with extensive adaptation of the original Mk.III structure required to install the new power operated sliding doors. In tandem with this, interiors have been refreshed and tank-retention toilets fitted – this ensuring that short-form HSTs will be part of the rail scene for many years to come.

Hornby has gone to great lengths to

develop a suite of tooling to cater for the eight different coach types used across the three aforementioned companies, such that complete prototypical formations can be assembled, top and tailed with suitable HST power car combinations (these having already been released into the range in anticipation).

For review we received a set of four coaches in ScotRail livery, which we have presented here as a 2+4 formation (below), the arrangement of the vehicles matching the consist in the prototype photo. These are: Coach A – TGFB (Trailer Guard First Buffet), Coach B – TSD (Trailer Standard Disabled), Coach C – TS (Trailer Standard) and Coach D – TSL (Trailer Standard Lavatory). Incidentally, the TSD is not listed in the manufacturer's 2020 catalogue. The power cars are Nos.43 033 and 43 183 – the pairing that worked the inaugural Aberdeen to Edinburgh press launch of InterCity (the branding bestowed by ScotRail upon its short-form HST fleet) on 10 October 2018.

The attractive ScotRail grey/blue livery has been replicated very well by Hornby, with a pleasing semi-gloss for the light grey contrasting with the matt finish blue and black areas. Detail printing for smaller markings, logos and data panels is excellent, with doorstep edges, springs and jacking points picked out in yellow. The InterCity livery scheme features silhouettes of landmarks from the seven cities served



▲ A detail view of the TGFB. Models are supplied with tension lock couplings in body-mounted NEM pockets.

▼ The bodysells can be unclipped from the chassis to reveal the interior.





CONTEMPORARY VIEW ScotRail HST



▲ The first revenue-earning ScotRail InterCity HST working (the 0907 Aberdeen – Edinburgh) is seen here at Turnhouse on 15 October 2018, lead by 43 183 (with 43 033 at the rear). The ScotRail short-form HSTs are limited to a maximum speed of 100mph. Photo: Marc Nicol

by these services; Aberdeen, Dundee, Edinburgh, Glasgow, Inverness, Perth and Stirling.

There is no provision for internal lighting. However, access to each coach is very straightforward – the body is retained by six lugs that can be unclipped by sliding a finger nail along the lower edges – such that the installation of passenger figures and lighting bars could be achieved quite easily – provided of course that a method of electrical pick-up for the latter is devised.

The coaches are supplied with tension lock couplers housed in body-mounted NEM pockets, which themselves are

▲ The buffet end of the TGFB retains the original style doors for emergencies only, marked 'Not for public use'.

sprung and articulate – the models are recommended for curves of no less than second radius. A pair of substitute close couplings is provided with each coach, enabling the modeller to fit these in place of the tension locks to reduce the gaps between vehicles slightly. However, these close couplings are not compatible with the power cars, the bogie-mounted NEM housings on these being set too low; therefore the tension locks need to be retained at each end of the rake unless a third party coupling option

is used instead.

The HST has been part of the UK rail scene for nearly half a century, but for the most-part these prototypes have been beyond the scope of the many modellers unwilling to compromise on running anything other than full-length formations (historically at least 2+7). Alas, the short-form 2+4 sets now operated by ScotRail and GWR present a far more 'modeller friendly' proposition. This aspect clearly hasn't been lost on Hornby, which deserves credit for keeping pace with developments on the real railway and delivering a suite of products that are sure to prove a huge hit.

Craig Tiley

Samples supplied by

HORNBY HOBBIES Ltd,
Westwood, Margate, Kent CT9
4JX www.hornby.com

PRICES

Coaches: ref.R4907 (TGFB),
R4891 (TSD), R4937 (TS),
R4890 (TSL) – £34.99 each

Power car twin-pack: R3698 –
£289.99



▲ The 'landmark' livery scheme features different artwork for the left- and right-hand sides of each power car. The Hornby pack comprises one motorised, one dummy.



Central Station (CS3) DCC Controller from Märklin



▲ Rear connections include LAN, USB, power, DIN and speaker sockets.

With the ever increasing sophistication of mobile phone technology, those modellers who are seeking a DCC Command Station that has a similar user-friendly touch-screen facility and operation might find the Märklin CS3 to their liking. Indeed the functionality of this CS3 screen is identical to that of a mobile phone, whereby two fingers moving together and apart, change the scale of the screen (ie zooming in and out) and actions and movements of the glyphs work on the 'drag and drop' convention, just as with other touch-screen devices.

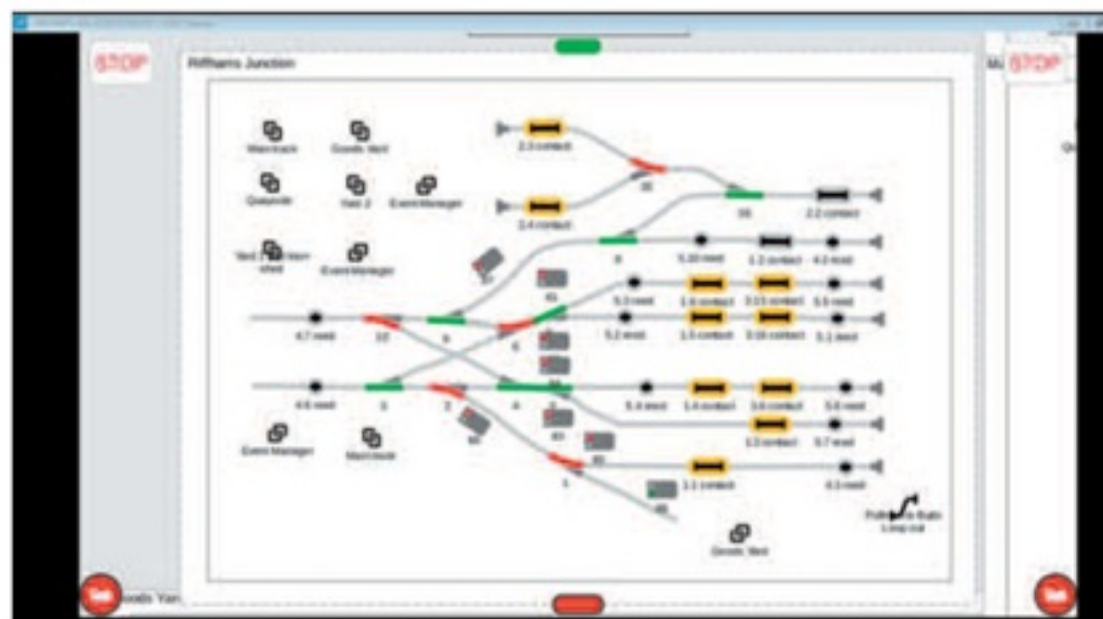
Touch-screen loco control

A key feature is the control of locos via the touch-screen and several alternative windows can be called up. Dragging

up a loco glyph in the bottom right or left corner of the screen, reveals a virtual throttle, and dragging further reveals a selection of simulated 'cabs' to suit



▲ CS3 control operations can be replicated on remote devices like mobiles and tablets via Wi-Fi.



the various types of locomotive; steam, diesel etc. Dragging up the central tab reveals another control window from which different locos can be selected from the relevant glyph (see series of photos opposite).

For those who prefer to use a mouse, this facility is also available, and two control knobs are provided for forward and reverse train control, which can be pressed for an emergency stop.

Layout control

As well as loco control, the CS3 also offers full integration for touch operation of the decoder-fitted points, signals, turntables, accessories, etc.,. So unlike other DCC systems, a computer or laptop and the associated software is not required - it is all built into the CS3. Layouts can be designed on screen by dragging and dropping the various glyph symbols into place to form track plans. When the design is complete, these are then used to control routes, events and any scheme for automation, simply by tapping the glyph to change a point or turn an accessory on or off.

Digital systems support

The CS3 supports several digital train control protocols; DCC (NMRA stand-

▲ Facsimiles of all the control windows can be replicated on a computer or laptop via most Internet browsers.

ards), SX/Selectrix, and Märklin's own; Märklin-Motorola, mfx, and mfx+.

Using a programming track the CV (configuration) values of DCC decoders can be adjusted and read back, though DCC decoders must be configured manually. mfx decoders register themselves automatically with the CS3.

Peripheral control solutions

For those users who wish to control their layout remotely, away from the position of the command station, a network LAN socket on the rear of the CS3 allows the connection of a WiFi router to link wirelessly with computers and mobile devices. On a PC or laptop, any of the common web browsers can be used to view a facsimile of the CS3 screen and all its associated control windows and functions. If your PC or laptop screen has touch-screen capability, then it functions as an exact clone of the CS3 screen.

For mobile devices Märklin has made available a free App called Mainstation, obtainable from the Apple store and Google's Play Store.

Other features

The unit also includes; two built-in locomotive card readers, speaker and external speaker socket, SD card slot, and a 5Amp maximum output capacity when using the 60101/L51095 switched mode power pack (recommended for 1 Gauge and LGB).

LNER Thompson coaches now available from Graham Farish



Just over four years since Bachmann released its fully retooled models of the LNER Thompson stock (see Reviews, March 2017), the firm has issued 1:148 scale equivalents in its N gauge

Graham Farish stable.

Unlike the five varieties offered in OO, the N gauge versions number four: all first, all third, composite and brake third, available in 'ersatz' teak and

carmine & cream. We illustrate the brake third in the former and the composite in the latter.

The so-called 'ersatz' teak relates to the practice of mimicking the effect of

a wooden-bodied vehicle on an all-steel superstructure. As can be gleaned from the accompanying photo, GF has pulled off a blinder in this respect, with correct grain patterns all faithfully represented.



▲ 'Virtual' throttles and cabs can be called up on screen to recreate the train driving experience.

▲ When operating several trains at once, this screen allows rapid switching between locomotives.

The CS3 also has the capability to store and operate sequences of events, such as a train departure sequence, eg switch on the loco headlight, blow the horn, make a platform announcement and sound a guard's whistle, etc.

Regular Software Updates

The software of the command station is regularly kept up to date and additional functions and improvements added. Users are notified of updates by the manufacturer, which can then be

Using the relevant free App downloads, control functions can be transferred to a tablet (below) or a mobile phone (right), and all wirelessly.



downloaded via the internet.

This is achieved by connecting the CS3 via an Ethernet cable to the user's internet router.

All in all this is a very versatile and comprehensive DCC control unit that can either 'do everything in the one box' or let the user add on a range of peripheral devices which replicate the CS3's functionality remotely.

A forum exists to help users at: www.marklin-users.net

Further information on updates is available via Märklin's web site at: www.maerklin.de

John Ferguson

Samples supplied by

Manufacturer
Märklin & Cie. GmbH.
Stuttgarter Straße 55-57.
D-73033 Göppingen

Märklin products are available from selected model railway retailers in the UK

Price: c.£645.00

The effect is topped off by white-walled tyres and brown centres in the finely moulded bogies.

The carmine & cream example has excellent definition between the shades, and fine straw/black edging. Each coach is supplied with short-shank Rapido-style couplers and buffer beam pipework for the modeller to install if desired, but requiring dexterity, concentration and all the right tweezers and tools!

The models are fine matches to published drawings and specifications. The couplers are clip-fits into NEM

pockets on sprung self-centring mountings, meaning alternatives can be considered if the coaches are to be marshalled into a semi-permanent rake.

The arrival on the N gauge scene of these handsome coaches will doubtless be welcomed by many. In later years these vehicles strayed a bit further than their usual service locations, so can be justified by modellers whose layouts are set beyond LNER territory.

Tim Rayner



Samples supplied by

GRAHAM FARISH, Bachmann Europe Plc,
Moat Way, Barwell, Leicestershire LE8 9EY.
www.bachmann.co.uk

PRICE Composite, carmine & cream (ref.376-226) and brake third, teal (ref.376-275) - £41.95ea



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Minerva shows progress with Class 14 0-6-0DH in O

Minerva Model Railways has received a first engineering prototype for its forthcoming all-new O gauge ready-to-run model that will cover the British Railways Class 14 0-6-0 diesel-hydraulic locomotives. Plans to develop this finescale, injection-moulded model – which represents the manufacturer's first venture into main-line diesel traction – were first announced in our July 2019 issue.

Minerva advises that the EP sample weighs in at 1.15kgs and runs smoothly through Peco Setrack curves (second radius). However, some minor changes are being made prior to production commencing. Not fitted for the accompanying photos are the push-fit headcode lenses, which will be supplied separately to enable owners to fit headcodes of their choice.

The model features a diecast metal chassis, all-wheel electrical pickup, a high-torque flywheel-equipped motor, 40:1 gearbox for slow running, illuminat-

ed four-character headcodes and cab, together with sprung buffers and hook draw-gear with cosmetic screw couplings. The mechanism has been designed to accept a Plux22 DCC digital decoder.

Models will be presented in BR two-tone green livery with black and yellow wasp stripes and late crests. A set of waterslide decals (produced by Railtec) will be provided with BR running numbers, together with an etched metal sheet with builder's plates and BR shed-code plates.

Design work is almost complete and the Class 14 is expected to be delivered in early 2020. The retail prices (inc. UK VAT) are: DC £290.00, DCC fitted £345.00 and DCC and sound fitted £415.00. Carriage will be charged at £9.00 per model, which will only be available direct from Minerva Model Railways via mail and telephone order, the Minerva website and from the Minerva stand at



▲ A first engineering prototype for the forthcoming Class 14 0-6-0DH in O gauge from Minerva Model Railways.

Push-fit headcode lenses and a set of transfers will be supplied separately. ▶

selected model railway shows.

Delivery (which has been delayed slightly as a result of the Covid-19 health emergency), is planned for the end of 2020. Further information (including how to order) is available from: www.minervamodelrailways.co.uk



2020 NEC Warley National Show postponed until 2021

The biggest model railway show in the UK, due to take place at the NEC this November, has been postponed.

Concern for public safety and the well-being of all attendees in the light of the continued uncertainty over the Coronavirus outbreak were cited by the Warley Model Railway Club organisers as key to their decision not to go ahead.

The announcement was made at a sponsor's meeting held on 17 June via video conferencing.

Exhibition Manager Nigel Smith said

that the Warley National Model Railway Exhibition was all about showing the model railway hobby at its best and most diverse, and personal interaction, often on a one-to-one basis is part of the experience, especially so for the younger visitors.

"Running the event to comply with social distancing requirements, restricted entry, and the enforcement of strict and regimented movement of people around the hall, would all have had a negative impact on the experience." He added.

Some alternative activities via social media are being considered for that weekend and Nigel assured everyone that the team was continuing to work very hard behind the scenes so as to deliver a fantastic show in 2021.

For further information, and media enquiries contact the club's Events Marketing Manager, David Moorhouse on 07806 978 369 or by email: david.moorhouse@btinternet.com

The exhibition manager, Nigel Smith can be contacted by email at: nigel.smith7029@btinternet.com

Advance tickets already purchased for 2020 will be accepted for 2021, although refunds can be obtained by sending an email in the first instance to: showtickets@warleymrc.org.uk, or by returning them together with a stamped addressed envelope to: Warley MRC Exhibitions Ltd, Unit 1F Pearsall Drive, Oldbury, West Midlands B69 2RA.

The dates for the Warley National Model Railway Show 2021 have been confirmed as 27 and 28 November. www.warley-mrc.org.uk



Irish Metrovick A class – now in colour!



Irish Railway Models has unveiled factory decorated samples for its first locomotive project in OO – the Metrovick A Class. The firm (which is the Irish-outline sister brand to Accurascale) advises that there are tweaks to be made to these decoration samples before production will commence. Delivery is due in October 2020.

60 of these locomotives were built at Dukinfield Works, Manchester between 1955 and 1956 as part of a plan to implement mass dieselisation of the Irish railway network. Some examples remained in use until the 1990s, albeit in rebuilt form with GM power units.

The original Crossley and rebuilt GM

powered locomotives will be catered for, featuring detail differences around the roof, windscreen and headlights. IRM is also providing a plethora of liveries carried by the class, with as delivered silver, greens, black, black and tan – together with a variety of orange and black liveries being catered for.

Prices are set at €189.95 for the main range of locomotives, and €219.95 for class leader A1 in silver, which comes in a wooden presentation box and is limited to just 250 pieces.

Orders can be placed direct with IRM via its website:

www.irishrailwaymodels.com

Heljan expands its plans for BR Mk.II stock in O



Heljan has shown progress with the development with its suite of BR Mk.II/Mk.IIa coaching stock models in O gauge, with the publishing of images from the CAD artwork.

In our January 2020 issue we reported on the plans of the Danish manufacturer to develop tooling to cover three coach types; Tourist Second Open (TSO), Brake Second Open (BSO) and Brake First Corridor (BFK). However, Heljan has revealed that a fourth type, a First Corridor (FK), has been added to the programme.

All types will be available in BR blue/grey (unbranded), Network SouthEast (light blue) and Network SouthEast (dark blue) liveries, whilst schemes specific to the different types include: ScotRail (TSO and FK), Hebridean green/cream (TSO and BSO), Provincial Trans-Pennine (TSO, BSO and FK), Regional Railways (TSO and BFK), West Coast maroon (TSO), InterCity Executive (BFK), Network Rail yellow (BFK) and BR(S) green (FK).

There will also be variants of the BSO in BR blue/grey with Micro-Buffer and in DRS blue as an escort vehicle, whilst the FK will also be available in RTC red/blue as Test Car 6. (Note that a number of these liveries have been added since publication of the manufacturer's 2020 catalogue.)

Design work for all four types is now complete and tooling is underway with the first complete samples expected in the UK for review in the autumn.

Customer-fit underframe parts and end gangway doors will enable the models to be completed as vacuum-braked Mk.II or air-braked Mk.IIa vehicles (instruction sheets will provide guidance on which parts are required for each type, where to fit them and which liveries they carried). To make further interior detailing/painting easier, the models will feature removable roofs secured in place with magnets.

Installing interior lighting will also be possible using a new battery-powered

LED lighting bar that Heljan is developing (to be sold separately), which will simply drop into the locating slots provided on the interior unit. Featuring a built-in motion sensor, the lights switch on when any movement is detected and remain illuminated for two minutes when the model is stationary.

Other standard features planned for the models include detailed interiors with separate seats, luggage racks, tables and guards van/office details, a

wealth of separate roof, end and underframe detail and the firm's new B4 bogies.

First releases are expected in 2021, with a suggested retail price of £279.00 each. The lighting bars will be available soon from Heljan retailers with an SRP of £29.99 per pack.

www.heljan.dk

Exclusive Class 37/6 from Rails of Sheffield in OO

Rails of Sheffield has commissioned from Accurascale an exclusive version of the manufacturer's forthcoming all-new Class 37 model in OO. Due for delivery in early 2021, the model will be presented as 37 610 in Harry Needle Railroad Company BR blue with wrap around yellow noses and grey roof.

The model will feature this example's distinctive 'flush' former centre headcode noses with WIPAC light clusters and nose-mounted multiple-working socket. Other details will include cab windscreen-mounted top headlight, nose aerial, squared oval buffers and flush roof with plated boiler exhaust and no cab roof vent.

In line with the rest of the Class 37 models being developed by Accurascale (see news, RM January 2020), the specification includes a heavy die-cast metal

chassis powered by a five-pole motor equipped with two flywheels, together with all-wheel drive and all-wheel pickup. DCC ready and DCC sound fitted options are available to pre-order, priced £169.99 and £259.99 respectively. For more details: www.railsofsheffield.com



Work continues behind the scenes at Pecorama

Despite Pecorama currently remaining closed to visitors due to the ongoing Covid-19 health emergency, routine maintenance tasks have continued largely unabated on the site's 7¼" Beer Heights Light Railway, together with its fleet of locomotives and rolling stock.

This work has included relaying sections of track that had lifted away from the ballast – caused by rail expansion during the recent prolonged periods of hot weather. This remedial work often necessitated the removing of whole sections of track, digging away the ballast and then relaying. The accompanying photo shows BHLR No.11 *Ben* engaged on track inspection duties on 15 June 2020.

In the BHLR workshop, progress has

been made on the new instructor's riding vehicle that will partner BHLR No.12 *Jools* to enhance Driver Experience courses; these will be offered again in due course once circumstances allow.

Regarding the re-opening of the Pecorama site to visitors, the situation is under regular review by the company's directors. However, to enable the manufacturing of Peco model railway products to resume in accordance with government guidelines for safe working conditions for factory staff, some production facilities have been temporarily relocated to undercover areas within the tourist site. This will, therefore, also have a bearing on when Pecorama is able to reopen and what facilities may be available when that happens.

The model and gift shop is currently



only operating a mail-order service; customers can also call or email with orders and arrange collection if preferred. Phone 01297 21542 and ask for Mark or Phil or email: pecoshop@peco.co

Keep an eye on the Pecorama web-

site (below) for further updates. See also the Pecorama Facebook page, which continues to post pictures of the trains and gardens – along with the occasional video – for those who are missing their summer visit to Pecorama! www.pecorama.co.uk

New N gauge wagon from Peco

Peco has released a new N gauge seven-plank open wagon model, presented with the branding of Small & Son – a Taunton-based merchant supplying coal, coke, brick, stone, corn, fertiliser and agricultural feed.

The firm had depots at various stations around Somerset and East Devon. Small & Son built up a large fleet of more than 40 PO wagons through regular purchases from the Gloucester Railway Carriage & Wagon Co. between 1892 and 1911.

The wagon features a dark grey body and black ironwork, together with printed plates on the solebars. The model (ref.NR-P429) is available now from Peco stockists with an RRP of £10.15.



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Exclusive 'GW150' liveried DMUs from Kernow



In our review of the brand new Bachmann Class 117 DMU (see p 660), we make reference to the exclusive versions of this and the Class 121 that have been commissioned by Kernow Model Rail Centre; both are presented in the special BR Western Region chocolate and cream livery that was bestowed upon examples of each as part of the GW150 celebrations in 1985.

The Class 117 (ref.35-500Z) is presented as set number B430 with driving cab destination blinds dis-

playing Taunton and Westbury. The exclusive version matches our review sample in terms of its technical specification. However, the KMRC model depicts a later incarnation of the Class 117 and as such is fitted with gangway doors and circular buffers, together with blanked off headcode boxes. It is priced £329.95.

The Class 121 railcar (see our May 2020 issue for a review) is presented as No.120 with driving cab destination blinds displaying Maidenhead and Marlow. It

▲ **Class 117 three-car DMU set number B430 passes Radipole with the 1706 Weymouth to Bristol Temple Meads on 30 May 1985.**

Photos: Chris Trerise

too features later pattern circular buffers and blanked off headcode boxes. Price is £164.99.

For more information about both models, or to order: www.kernowmodelrailcentre.com

Ashford AIMREC still on track despite temporary closure of Marketing suite

As reported in our December 2019 News, the brand new marketing suite to promote AIMREC – the Ashford International Model Railway and Education Centre – opened to the public on 7 December 2019 and was soon attracting upwards of 200 visitors per weekend according to a spokesman for the trustees.

The marketing suite was set up as a prelude to the main venue which has seen several site acquisition failures since the project's inception in 2014. AIMREC has the full backing of Ashford Borough Council and has let the premises to the group for the suite in Elwick Place.

In its continued search for a main site, AIMREC recently began negotiations with the landlords of County Square Shopping Centre, Ashford, Kent with regard to the leasing of the lower ground floor of the now vacant Debenhams store and five other adjoining retail units giving a total floor area of 29,000 sq ft.

County Square is located just five minutes' walk from Ashford International Station having four adjacent car parks, several bus routes and coach set-down stops outside.

"The lockdown has of course, caused us to temporarily close the marketing suite." Cliff Parsons the trustees' figurehead said.

"It will re-open once Museums and Galleries are allowed to do so by Her Majesty's Government."

The 5,000 sq ft suite features several well known layouts including: *The Gresley Beat*, *Pempoul*, *Theobald's Yard*, *Dungeness Beach*; plus the winning layout of the Great Model Railway Challenge 2019.

"Although our search for premises has proven more complicated than ever, what has surprised us is that 90% of the visitors to the suite are not modellers but are very inspired and impressed by what they see."

"This gives the trustees the confidence to pursue the project with even greater energy and vigour. We are convinced that the project is a winner," he continued.

"The main concern of the trustees in the light of the health crisis, is that when it is finally over, will our potential funders still be in business and have financial resources to help us?"

www.aimrec.co.uk



▲ The AIMREC marketing suite in Elwick Place, Ashford. (Photographs Fred Garner)



▲ The former Debenhams store, County Square, Ashford.

Accurascale showcases Class 92 engineering sample in OO

Accurascale has revealed a first engineering sample for its forthcoming Class 92 electric locomotive in OO, plans for which were first announced in our April 2019 issue. It should be noted that the sample pictured is subject to some revisions, including the cabside window area and bogie detail.

Prices for the Class 92 are £160.00 for DCC ready, and DCC Sound fitted (with Legomanbiffo sounds) is £250.00. The delivery date is now planned for Q1 2021. See the Accurascale website for further information, including a video demonstrating this sample and operating pantographs:

www.accurascale.co.uk



▲ The models will feature a large five-pole skew-wound motor with twin flywheels, all-wheel drive and full DCC functionality for lighting, sound and posable pantographs.

In brief

Changes to Farish N spares and repairs

Bob Russell has launched a new website (see below) for the extensive range of spares of Graham Farish N gauge models that he markets under the BR Lines banner. Products are now available to purchase online via the new website, including the firm's own seating inserts for Farish coaches and range of backscenes. Whilst Bob will continue to welcome enquiries for technical advice, all model repairs (for Graham Farish/Bachmann N gauge models) are now being carried out by Lee Palmer at LP Rails. Authorised by Bachmann Europe Ltd, Lee is also providing a DCC fitting service. He can be contacted on Tel: 0116 212 1741 or email: lprrails20@gmail.com

lprrails20@gmail.com

BR Lines

www.farishspares.co.uk

Bristol O gauge show

The Bristol O Gauge Group has advised that its next annual show (planned for late January 2021) has been cancelled. This follows notice from the owners of the venue (The UWE Exhibition & Conference Centre, Filton, Bristol) that all booked events have been cancelled through to mid-2021 as a result of the ongoing Covid-19 health situation. The show organisers have been further advised that the venue will not be available to them in future years; as such options for an alternative venue are being explored for an event to take place in 2022. For further updates:

www.bogg7mmexhibition.com

DMG Electech acquires Andy Lowe Electronics range

DMG Technical Ltd has acquired the Andy Lowe Electronics range of miniature and micro-electronic components. This follows the retirement of the firm's proprietors Andy and Lesley Lowe. Based in Cardiff, DMG aims to market the products under its DMG Electech banner, whilst providing support and technical advice from both a technical and model railway background. New products targeted at the railway modelling market are also to be developed. See the new website for further details:

www.dmglectech.co.uk

Crich tram event postponed

John Huddleston has advised us that the Model Tram, Bus & Railway Exhibition, which was planned to take place on the weekend of 15 & 16 August 2020, has been postponed to 21 & 22 August 2021. This is a result of the ongoing Covid-19 health situation. For further updates:

www.tramway.co.uk

Coming next month

September 2020 – Out Thursday 13 August

Haydon Square
Shades of the capital's railways in O

Railway of the Month

Museum of Transport
A celebration of transport in 4mm

Framplington
1960s Suffolk diesels in 4mm

inside

• **APPLETON DENE**
Whatever happened to this 7mm narrow gauge layout?

• **LAYOUT OPERATION**
Running the trains on Pete Goss' Copper Wort & Co. in OO

• **AN INGLENOOK FOR THE GRANDCHILDREN**
A popular concept, revisited in OO

plus all the regular features

Large scale revolution with exclusive DRS Class 37/4 in O

Revolution Trains is teaming up with Heljan to offer its first O gauge model – a limited run of 37 405 in Direct Rail Services 'Compass' livery.

This exclusive model follows the release of Heljan's own versions of the Class 37/4 (see Reviews, RM September 2019) and offers Revolution a chance to assess demand in the O gauge market. If successful, Revolution will examine options for upscaling other models to 7mm.

This release is not crowdfunded but is being backed by an angel investor. The livery (which is being produced under licence from DRS) has been extensively researched with the resultant artwork generated by Revolution.

Originally numbered D6982, the real locomotive was built at English Electric's Vulcan Foundry and entered service in 1965. In 1985 it became one of a number of Class 37s rebuilt and fitted with electric train heating at Crewe Works and was renumbered 37 405. Following privatisation it was sold by EWS to Direct Rail Services in 2011, overhauled at Barrow Hill and re-entered service in 2013.

Today, 37 405 remains in the DRS operational fleet (XHAC – Kingmoor



37/4), retaining its 'Compass' livery. The locomotive has worked a variety of trains including passenger, charter, test trains, empty stock moves and nuclear flasks, across the UK.

Artwork has been approved and the model is available to pre-order now for £599.00 (inc. P&P). Delivery is expected in December 2020/January 2021.

MMA/JNAs in N and HOAs in OO

Revolution Trains has confirmed it will be offering its MMA/JNA box wagons in N and its HOA hoppers in OO. This represents a straight swap, as the HOAs have already been produced in N, while the MMA/JNAs were Revolution's first model to appear in 4mm ahead of N.

The HOA hoppers were built from 2006 in two main batches, and like the N gauge models are being offered in EWS Construction, Cemex, DB red, Ermewa/Tarmac grey and VTG/Mendip Rail silver.

The MMA/JNA box wagons – which carry the UIC international designation Ealnos – will be offered to N gauge enthusiasts in liveries selected from DB red, Ermewa/Tarmac grey, GBRf blue, VTG/Mendip Rail silver and VTG dark blue along with new liveries Touax maroon and Cappagh mid blue.

Models in both N and OO will replicate the detail differences and variations seen in the prototypes, and will rely on research already done in each case for the counterpart model. This is, in part, due to the impact of coronavirus, as Revolution's Ben Ando explains: "We'd always planned to offer the HOAs in 4mm and the Ealnos wagons in N, but because the lockdown stopped us carrying out research trips for other planned projects we moved these up the schedule."

For further information including details of how to pre-order: www.revolutiontrains.com

Polyurethane blue Class 24 from Sutton's Locomotive Works for 4mm

Sutton's Locomotive Works has received stocks for a 'surprise' new version of its Sulzer Type 2 (Class 24) model, which is in addition to those listed in our review in the July RM.

This latest version is presented as D5021 in polyurethane formulation blue – a colour that was applied to just two Class 24s in 1967.

D5021 was outshopped in this livery at Brush's Falcon Works, having been sent there for repair in the summer of 1966, due to lack of capacity at BR's

Derby Locomotive Works. D5026 was the only other member of the class similarly painted, but was furnished with the BR 'arrows of indecision' and had square-cornered warning panels.

D5021 was fresh out in blue to the London Midland Region's Birmingham division but soon became part of the large fleet allocated to the Stoke-on-Trent division, which encompassed Crewe, and provided traction throughout the North West. It later became Manchester Longsight's responsibility,

ending its days side-lined at Reddish depot.

The model options include DCC twin-speaker sound with authentic Staffordshire accent and Supercap 'stay-alive', as well as improved glazing, finer wipers and 'grease-marked' buffer heads. Models can be supplied for OO, EM or P4 gauges. Stocks are available in limited quantities. For further information, or to place a pre-order:

www.sulzertype2.com (info)
www.railexclusive.com (sales)



First generation DMU destination blinds for 4mm

Ian Wilson has introduced a range of 4mm destination blinds for use with green first generation Diesel Multiple Units.

There are 12 regional sheets in the range to suit the geographical locations of modeller's layouts, as follows: 4DMU01 – East Midlands (ER), 4DMU02 – Midlands (MR & GC), 4DMU03 – West Midlands, 4DMU04 – Wales (Mid & North), 4DMU05 – Wales (South), 4DMU06 – East Anglia, 4DMU07 – North West, 4DMU08 – North East & Yorkshire, 4DMU09 – Scotland, 4DMU10 – South Central, 4DMU11 – South West and 4DMU12 – London Locals.

Each sheet comprises at least 23 different destinations (see website for full details), with 12 blinds for each destination in different styles to suit a variety of DMUs including Derby Lightweight and Pressed Steel prototypes. Each sheet includes blinds for 'Special', 'Excursion' and 'Depot'.

The sheets (priced £5.40 each inc. UK P&P) are printed on self-adhesive paper, ready to be cut out and applied directly to a model. Sheets are available by mail order only – payment



by cheque made payable to 'Pacific Models'.

Pacific Models
2 High Street, Corby Glen, Lincolnshire NG33 4LX
Tel: 01476 550 502
email: ian@pacificstudio.co.uk
www.pacificmodels.co.uk

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should contact the organiser first. Entries include the organiser's website and/or telephone number. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications by post or via email to rm-clubs@btconnect.com is required six weeks prior to publication date.

October issue deadline: August 1st

SPECIAL NOTICE – Due to the continuing health emergency regarding the coronavirus/COVID-19 outbreak, readers are strongly advised to check the status of all events and meetings. RAILWAY MODELLER closed for press several weeks before its on-sale date, and the situation will have changed after the issue was printed. Where we have been advised of cancellations these have been noted.

EVENTS

The following events were not cancelled as of the time RAILWAY MODELLER closed for press. Please check the current status.

At the time of going to press we had no notifications of any ongoing events.

CANCELLATIONS

Saturday 11 July
BIGGLESWADE, Bedfordshire
Organiser: Trains at Trinity.
Contact: www.tinyurl.com/vc2octx

Saturday 11 July
LAUNCESTON, Cornwall
Organiser: Launceston All Gauges MRG.
Contact: les.whaley@talktalk.net

Saturday 11 & Sunday 12 July
AMBERLEY, West Sussex
Organiser: Amberley Museum Rail Group.
Contact: Chris Stewart 07925 215959

Saturday 18 & Sunday 19 July
NORTH SHIELDS, Tyne & Wear
Organiser: RailexNE 2020
Contact: www.railexne.com

Saturday 18 July
BAKEWELL, Derbyshire
Organiser: Gauge 1 Yorkshire Group
Contact: www.gauge1north.org.uk

Saturday 18 July
FILEY, North Yorkshire
Organiser: Christopher Martin
Contact: 01723 870166

Saturday 18 July
FAKENHAM, Norfolk
Organiser: Stibbard Railex
Contact: Bert Etherington 01328 829185

Saturday 29 Sunday 26 July
LLANDUDNO, Conwy
Organiser: Colwyn MRC.
Contact: www.colwynmodelrailwayclub.co.uk

Saturday 25 & Sunday 26 July
NEW MILTON, Hampshire
Organiser: South Coast MRC.
Contact: George Tomlin 01425 616646
george.tomlin242@btinternet.com

July 31 – August 2
STROUD, Gloucestershire

Organiser: Stroud vintage transport and Engine club.
Contact: Rebecca Leppard,
rebecca@eventspr.co.uk

Saturday 8 & Sunday 9 August
WELLS, Somerset
Organiser: Wells Railway Fraternity.
Contact: Chris Challis 01749 938362

Saturday 29 & Sunday 30 August
HIGHBRIDGE, Somerset
Organiser: Burnham MRE.
Contact:

Saturday 29 – 31 August
GAINSBOROUGH, Lincolnshire
Organiser: Gainsborough MRC.
Contact: christopher-wragg@sky.com

Saturday 29 – 31 August
HARROGATE, North Yorkshire
Organiser: Harrogate MRG.
Contact: Paul Jackson 07710 312509

MEETINGS

Peak Rail Association – Sheffield
All meetings suspended.

RCTS
All meetings are cancelled until further notice, possibly until September.

The Great Central Railway Society – Sheffield
All meetings suspended.

SHOW MEMORIES – Bradford-on-Avon 2009



▲ Simon Castens, proprietor of The Titfield Thunderbolt bookshop (presently located in the city of Bath) has, for most years since 1996, presented an annual exhibition which he describes as 'a light railway and branch line model miscellany'. Originally titled 'Camrail', the event originally took place in the former station at Limpley Stoke (part of the one-time Camerton branch, hence Cam-rail). The event moved to Bradford-on-Avon from 2002 and was held at the Wiltshire town's St. Margaret's Hall. The above photo was taken here during the 2009 event and features a number of familiar RM contributors including Tim Maddocks (in yellow), together with Ted Olney, who can just be seen operating his Bishopsmead layout (see RM September 2013) towards the right background. The event moved to the New Oriel Hall in Bath for 2013, assuming the new title of 'Larkrail' (the venue being situated in the Lark Hall area of the city) and was due to take place this year on 11 July. As with all other exhibitions, it was unfortunately cancelled as a result of the ongoing health crisis. However, Simon assures us that plans are afoot for Larkrail to return in 2021. Photo: Craig Tiley

RAILWAY MODELLER

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Peco Publications, Beer, Seaton, Devon EX12 3NA

Trade

Retailers' Announcements

YORK - MONK BAR MODEL SHOP LTD. 2 Goodramgate (by Monk Bar). Large selection of new model railways, Scalextric, plastic kits, diecasts, etc. Tel: 01904 659 423.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model Railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. (Closed Mondays). www.53amodels.co.uk. Tel: 01482 227 777.

COLWYN BAY, CLWYD MODELS. Opening times: Thursday, Friday + Saturday 10-1pm, 2-5pm. Second hand model railway books, videos, layouts, diecast bought, sold and exchanged. 447, Abergele Road, Old Colwyn. Tel: 01492 518 709.

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. PLUS DAUGHTERS, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon, Essex, SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

MODEL EXCHANGE. Tel: 07580 065 017
Website: www.themodelexchange.co.uk
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DINGWALL (ROSS-SHIRE)-SPORTS & MODEL SHOP, 66 High Street, Dingwall, IV15 9RY. PLASTICS-METALS-SCENICS. OO and N scale, PECO, Hornby, Bachmann, Metcalfe, Wills, Ratio & Dapol. Tel: 01349 862 346.

Trade Sales Products

O GAUGE ETCHED KITS. Locomotives, Carriages and Wagons. Connoisseur Models on line catalogue, www.jimmcgeown.com or send 2nd class address label for free printed catalogue. 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX.

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32 Exit Roundhouse Version £67.99. Reviewed by Railway Modeller May 2016. More information and order online at www.locomotech.co.uk Telephone orders: 01903 871149.

NEW WEBSITE: www.zetlandmodelrailways.co.uk
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SPECIALIST IN OUT OF PRINT RAILWAY books, timetables, photographs, official publications and relics. Lists welcome. Visitors by appointment. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

RAILWAY MODELLER BACK NUMBERS - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Please see website for prices.

Trade Services

WHITEMETAL AND BRASS KIT BUILDING SERVICE, QUALITY LOCOMOTIVES AT REALISTIC PRICES. For costs plus current delivery dates, please phone 01325 382 452 or write to: DAVID TEMPLE, 28 Walworth Crescent, Darlington, County Durham, DL3 0TX.

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Wanted (Trade)

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MODEL RAILWAYS WANTED - cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British and American O-Scale also considered along with interesting items of railwayana. (Closed Mondays). 53A Models, 430 Hessle Road, Hull. 01482 227 777. www.53amodels.co.uk

AIRFIX/FROG/REVELL and other makes of unmade Second-hand plastic kits wanted. Aircraft especially wanted. Any quantity. KINGKIT, Unit 8, Cedar Court, Halesfield 17, Telford TF7 4PF. Tel: 01952 586 457.

WANTED - TRAIN COLLECTIONS O, OO, N. Always calling in areas SOMERSET, DEVON, CORNWALL, S-WALES, WILTS, HAMPSHIRE, most places in UK covered. Will dismantle layouts any size. Interested in British N gauge Farish, Mintrix, Peco, OO Bachmann, Hornby, Mainline, Lima, Wrenn, Tri-ang. Damaged, scrap locos, Peco points, track work, buildings, cars, people, books, diecast, EFE buses. Cash paid, friendly service offered. R.FOSTER 15 Rosebery Avenue, Yeovil, Somerset BA21 5LW. Tel 01935 424165 email russelltrains@aol.com

MODEL RAILWAYS ALWAYS WANTED, including Hornby Dublo, Wrenn, Trix, Lima, Bachmann, Steam, Modern Image, OO, O, N gauge, kits and kit built. Send lists or give me a call. BARRY JONES, 28 Marine Crescent, Worthing, BN12 4JF. Tel/Fax: 01903 244 655.

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THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object, collections large or small. **PAUL CULL,** telephone: 01302 481 274 or mobile: 07767 356 890 or send list to: *The Bungalow, Dentons Green Lane, Kirk Sandal, Doncaster, DN3 1JP, email: simonecull06@tiscali.co.uk*

HORNBY & BASSETT-LOWKE O GAUGE TRAINS, wagons, coaches and accessories. Anything considered. Top prices paid for single items and/or complete collections. Tel: 01993 840 064 (Oxon) 0797 991 0760.

MODEL RAILWAYS WANTED - ANY GAUGE, ANYWHERE. ALWAYS BEST CASH PRICES PAID. Layouts dismantled. Telephone: 01924 824 748, anytime. Send your lists to: **GOING-LOCO,** 38 Potovens Lane, Lofthouse Gate, Wakefield, WF3 3JF email: goinglocomodels@hotmail.com

ALWAYS WANTED BY TRI-ANGMAN-collections, layouts, seeking, Tri-ang, Hornby, Dublo, Wrenn, Bachmann etc. Will collect across most of the UK. More than fair prices paid. Tel: 07966 333 605. email: Laurence@tri-angman.co.uk www.tri-angman.co.uk

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HORNBY DUBLO WANTED - LOCOS, COACHES, WAGONS AND ALL RELATED ITEMS. From single items to whole collections, cash paid, distance no object. **DARREN COOPER.** Tel: 01254 234 017 & 07900 824525.

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WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS - ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone **VINCENT:** 07721 087 810 or email vincelonergan@hotmail.com or send your list to **VINCENT - DORSET RAILS,** 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

WANTED - COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel 07511 899314. Email gambiacat@tiscali.co.uk

Auctions

THE KEN ABBOTT COLLECTION OF SCALE MODEL RAILWAY LOCOMOTIVES Tuesday 18th August - Gildings Auctioneers, Market Harborough. A lifetime's collection of over 70 locomotives, coaches, wagons and accessories, including: Accucraft, Bachmann, Aster, Locomotive Works and many others. Mostly Gauge 1/Garden Scale, and OO-gauge. To be sold without reserve with proceeds bequeathed to the Welshpool & Llanfair Light Railway. Details: www.gildings.co.uk/abbott-train-auction, 01858410414, sales@gildings.co.uk

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Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. JOHN TURNER, 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

HORNBY O GAUGE LMS Princess Elizabeth & Southern L1. Both 20 volt electric. Tel: 01993 840 064 (Oxon) or 0797 991 0760.

RAILWAY RELICS LOCOMOTIVE PLATES. Station signs, clocks, posters, hand lamps, signalling, would collect. Top prices. Dale, East Barn, Loads Road, Holymoorside, Chesterfield, S42 7HW. Tel: 01246 569 263.

HORNBY DUBLO & WRENN RAILWAYS WANTED, LOCOS, COACHES AND WAGONS. Single items or whole collections, distance no object. Immediate cash settlement. DARREN COOPER, 26 Warmden Avenue, Baxenden, Accrington, Lancs BB5 2PR. Tel: 01254 234 017 & 07900 824525.

WANTED TRIANG TT AND LONE STAR TREBLE O LECTRIC BY PRIVATE COLLECTOR. Good price paid, will travel. Tel: 01980 862 387 or email: hamptonrob1951@outlook.com (Wiltshire).

WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

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Kit spares – will travel. Tel: 01302 481 274, mobile: 07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel: 01302 481274, Mob: 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS and all associated items, from one item to large collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or email: jaycossie@googlemail.com or telephone: 01702 749 183.

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The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling a long distance should telephone before doing so. All advertisements include the organiser's town and telephone number. The publisher of RAILWAY MODELLER cannot accept any responsibility for cancellations or errors.

9 August (Sun) 10am-2pm

ASHFIELD. Contact: MALC, before travelling.
Tel: 07951 072 790.

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All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

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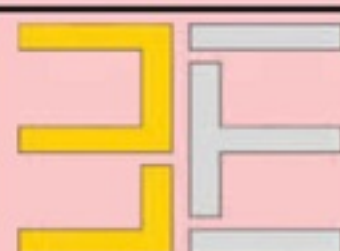
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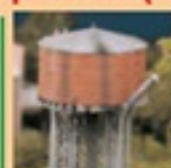


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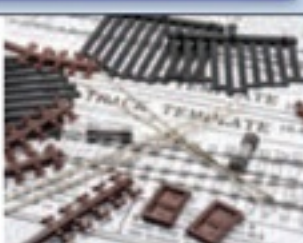


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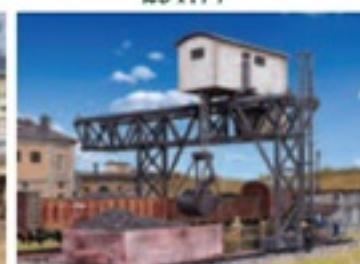
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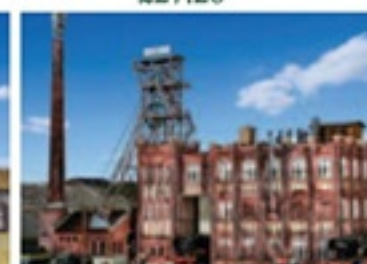
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All built on wooden chassis. Although cattle trade declined on
the railways between the wars, many wagons lasted into the 1960s.



SR Standard Cattle Truck

The Southern built 299 of these vans
(diagram 1529) between 1930 and 1939.
Many of these wagons lasted into the 1960s,
despite the decline in livestock traffic.

Note: Parkside kits require assembly and painting.



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(diagrams 1/142 & 1/144)

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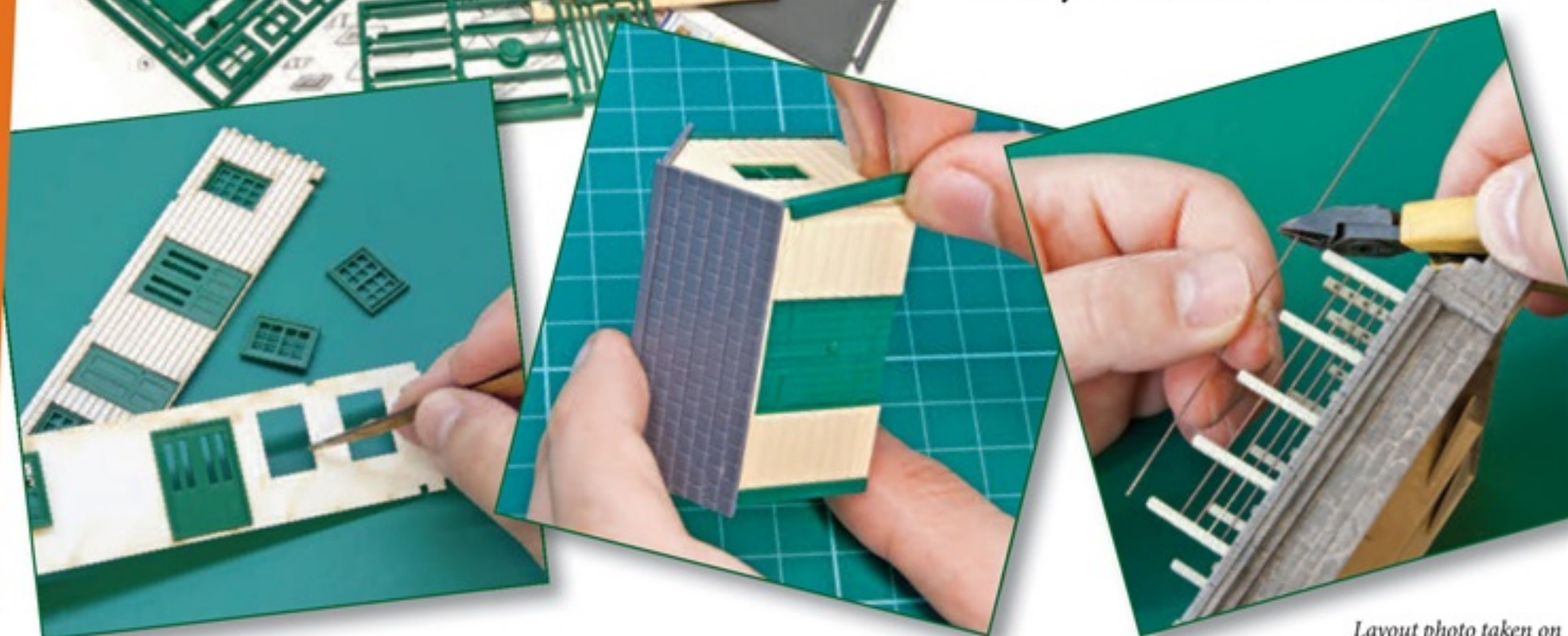
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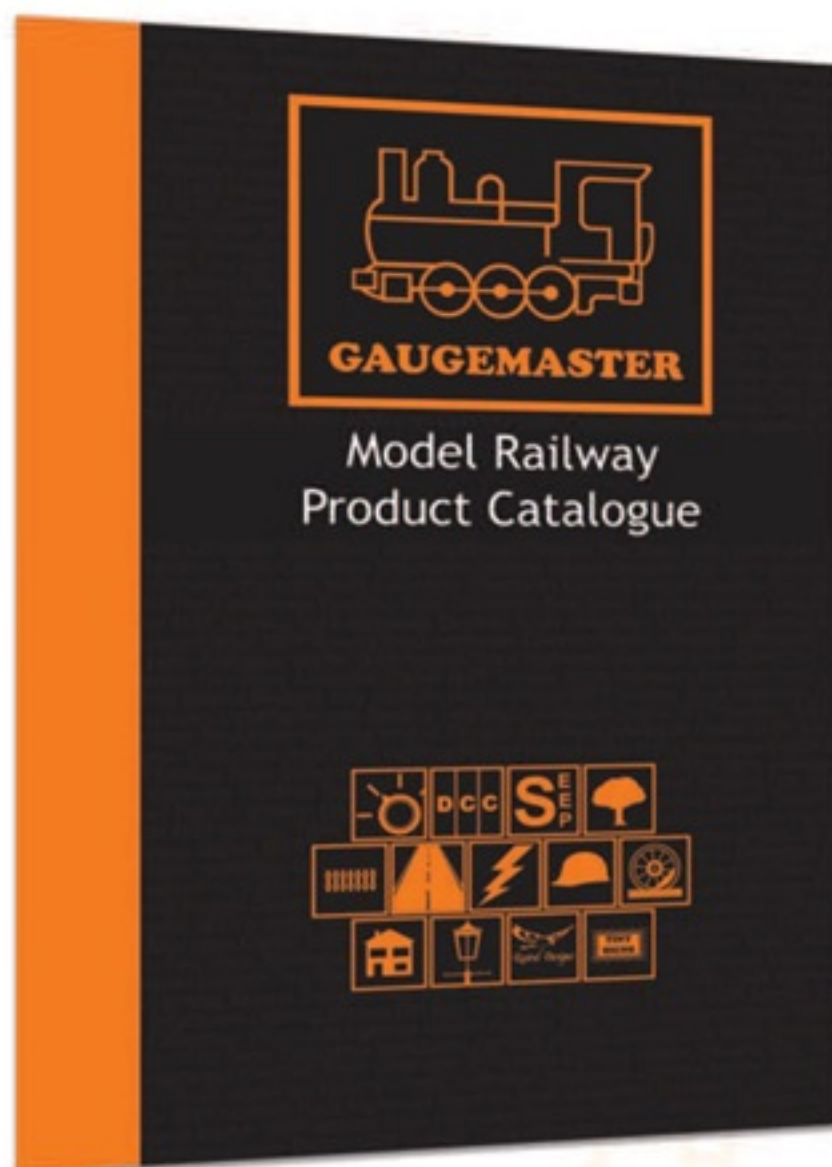
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