

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

MAY 2021 £4.80

AT THE HEART OF THE HOBBY

VOLUME 72 No 847

RAILWAY MODELLER

**FREE
BOOKLET
WITH THIS
ISSUE**

Modelling
**INDUSTRIAL
RAILWAYS**



PROTOTYPE INSPIRATION
BENCHMARK LAYOUTS
PLANS AND SCHEMES

Norwich Central

An M&GNR and GER
joint City station
on two levels



**Blending
Backscenes**

**Callum Willcox
shares his techniques**

**Wath Road Jct
to Cudworth**

**A layout plan depicting
Barnsley Coalfield traffic**

Copenhagen Fields

**Explore the MRC's 2mm
masterpiece in person**

**A passing place
for Glen Falloch**

**A just supposing layout
scheme by Ian Futers**

Reviewed inside ...

**New tooling Heljan Class 25 in OO
BR Class 17 Clayton Bo-Bo in O
GWR 'razor edge' AEC diesel railcar in O**

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RAILWAY MODELLER

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May 2021 vol 72 No.847

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Railway of the Month

Peter Thompson took his collection of Great Eastern locomotives and stock and created a stunning two-level historical might-have-been Norwich station set firmly in the pre-Grouping era.

326 **New kids on the block**

Ian Nuttall arrives on his bike with a detailed description of a brace of new locomotives built for his 4mm scale Settle and Carlisle layout by Martin Hudson.

331 **Bridges**

Long-time 009 modeller Hugh Milward built this compact narrow gauge layout for home and exhibition use with the accent on an intense industrial landscape.

334 **Eaglesham**

Bill Auld introduces this stunning Caledonian Railway layout set in 1912 which has been subject to a long period of continuous development and now features full DCC operation.

340 **A passing place in Glen Falloch**

Scale Drawings

Ian Futers considers this once proposed West Highland crossing point between Ardlui and Crianlarich.

344 **Mossdale**

David Churchill built this compact LMS period Settle and Carlisle themed N gauge layout which demonstrates many extra electronic features.

348 **Kirtley Bridge**

Bob Hordern presents his premier Yorkshire Dales layout in 7mm scale which uses a finescale mindset but incorporates many commercial R-T-R and kit-built items.

354 **Hunslet Engine Co workshops reborn – part 3**

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357 **A Gresley J50 in N**

Project of the Month

A combination of R-T-R chassis, 3D print body and brass boiler fittings is a modern way to produce locomotives that have been passed over by R-T-R manufacturers. Dave Cooper explains how to approach it.

360 **Talking Points**

Topical issues from the world of railway modelling. This month Tim Watson ponders the possibility of opening the Model Railway Club's rooms to a small audience to view the group's ever-popular – and still under construction – 2mm finescale layout *Copenhagen Fields*.

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374 Blending backscenes

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362 Hendy Micro Marvel

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366 Wath Road Jct to Cudworth Plan of the Month

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377 Comment

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378 Readers' Letters

380 New Product Reviews

Headlining the reviews this month is the late body version Sulzer Type 2 Bo-Bo/Class 25 brand new from Heljan in OO. Also new from this Danish model railway manufacturer are O gauge models of the GWR AEC diesel railcar and BR Clayton (Class 17). Other new products include a GWR Dia.K14 Passenger Brake Vehicle from Lee Marsh Model Co in 7mm scale, together with a selection of modelling accessories including trees and ballasting tools from Gaugemaster.

386 Book & DVD Reviews

387 News

Rapido Trains announces a new range of models in OO to celebrate the upcoming 70th anniversary of the classic Ealing Comedy *The Titfield Thunderbolt*, OO Works reveals the subject of its next R-T-R locomotive model, Dapol shows design work for its just-announced Adams B4 in O, Hornby confirms its plans for a model of Liverpool & Manchester 0-4-2 *Lion*, Accurascale adds shortened HYA hoppers to its growing range of modern era rolling stock in OO, a stalwart of the 7¼" gauge Beer Heights Light Railway's steam locomotive fleet is outshopped in a new livery following overhaul, and more.

39a 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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31-117 - BR Standard 4MT 4-6-0 75014
BR Lined Black Early Emblem...£178.46

OO Gauge Jubilee



31-191 - LMS 5XP Jubilee 45604
'Ceylon' BR Experimental Green British
Railways.....£169.96

OO Gauge GW Modified Halls



31-785 - GW Modified Hall 6990
'Witherslack Hall' BR Lined Green Early
Crest.....£157.21

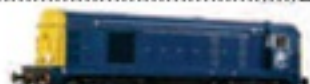


31-786 - GW Modified Hall 6998 'Burton
Agnes Hall' BR Lined Green Late
Crest.....£157.21

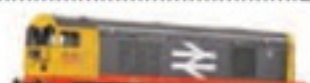
OO Gauge Class 20's



35-351 - Class 20 D8015 BR Green
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35-351SF - Class 20 D8015 BR Green
Disc Headcode DCC Sound
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35-355 - Class 20 20057 BR Blue Disc
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32-677BSF - Class 45/0 45060
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39-452A - LMS 57ft Porthole Second
Corridor BR Blue & Grey.....£67.96
39-462 - LMS 57ft Porthole Brake
Second Corridor BR Blue &
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371-399 - Class 66/7 66783 'The Flying
Dustman' GBRf Biffa Red.....£127.46

N Gauge Wagons



373-352 - WD 50T Parrot Bogie Bolster
B BR Grey.....£33.96



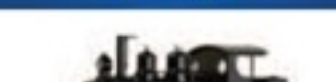
377-450C - 16 Ton Steel Slope Sided
Mineral Wagon Riveted Side Door BR
Grey.....£16.11

N Gauge Coaches



374-121B - BR Mk1 RU Restaurant
Unclassified BR Maroon.....£36.51

OO-9 Locos



391-025ASF - Baldwin 10-12-D Tank
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391-032SF - Baldwin 10-12-D Tank
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accurascale

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Of Two.....£8.12

JP5741 - LED Lights Cool White Pack
Of Two.....£8.12

JP5749 - LED Lights Nano Orange Pack
Of Two.....£8.12

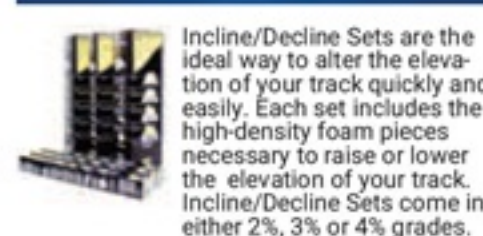
JP5754 LED Lights Nano Yellow
Flashing Pack Of Two.....£9.78

JP5736 LED Lights Orange Pack Of
Two.....£8.12

JP5737 LED Lights Green Pack Of
Two.....£8.12

JP5742 LED Lights Yellow Pack Of
Two.....£8.12

Incline/Decline Sets



Sets can start an incline at 0° and reach a
maximum height of 4 1/2" (11.4 cm).
Declines can start at a maximum height of 4
1/2" (11.4 cm) and lower to 0°. Actual
measurements depend on the grade used.

NOTE: One Set only includes foam pieces necessary
either to create an incline OR create a decline. One Set
cannot do both. You will need two Sets to create both
an incline and a decline on your layout.

ST1410 - 2% Incline/Decline Set.....£24.25

ST1411 - 4% Incline/Decline Set.....£18.50

ST1416 - 3% Incline/Decline Set.....£24.25

Incline Starters

Incline Starters are wedges of high-density
foam used to start your track on an incline or
decline. Each piece in a package elevates/
lowers the track to/from a designated
number of inches within a 24" stretch,
allowing for a smooth transition from one
height to another.

ST1412 - 2% Incline Starters.....£10.50

ST1413 - 4% Incline Starters.....£10.50

ST1415 - 3% Incline Starters.....£10.50

Risers



Risers are generally used with Incline/
Decline Starters to create varying grades on
your layout. Risers are easily flexed to form
curves and work on plywood or foam bases.

ST1406 - 1/2 inch Riser.....£10.50

Bachmann Europe 2021
Combined Volume..£8.95

Contains Bachmann, Farish,
Woodland Scenics & More!

OO Gauge GW 94xx In Stock



35-025A - GW 94XX Pannier Tank
9405 GWR Green Weathered...£123.21

OO Gauge Class 20/3 In Stock



35-125 - Class 20/3 20306 DRS
Blue.....£140.21
35-125SF - Class 20/3 20306 DRS Blue
DCC Sound Fitted.....£237.96



35-126 - Class 20/3 20311 Harry
Needle Railroad Company.....£140.21
35-126SF - Class 20/3 20311 Harry
Needle Railroad Company DCC Sound
Fitted.....£237.96



35-127SF - Class 20/3 20312 DRS
Compass Original.....£140.21
35-127SF - Class 20/3 20312 DRS
Compass Original DCC Sound
Fitted.....£237.96

Special Offers



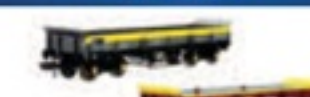
Arnold HN3006 N Gauge 5-BEL
Brighton Belle Power Cars Pullman
Umber & Cream.....NOW.....£170.00



Graham Farish
370-185B N Gauge
Pack Of 3 BR Mk1
Horseboxes BR (S)
Green.....£40.00
Split From Set

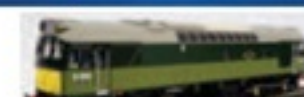


OO Gauge Turbot Ballast Wagons -
New Running Numbers Available To
Pre Order



4F-043-013 - Turbot Bogie Ballast
Wagon Engineers Dutch 97828.£24.60
4F-043-014 - Turbot Bogie Ballast
Wagon Engineers Dutch 97811.£24.60
4F-043-015 - Turbot Bogie Ballast
Wagon Engineers Dutch 97833.£24.60
4F-043-016 - Turbot Bogie Ballast
Wagon Engineers Dutch 97866.£24.60
4F-043-017 - Turbot Bogie Ballast
Wagon EWS 978255.....£24.60
4F-043-018 - Turbot Bogie Ballast
Wagon EWS 978101.....£24.60

OO Gauge Class 25 Now In Stock



2530 - Class 25/3 D7647 BR Green
Small Yellow Panels.....£152.95
2531 - Class 25/3 D5244 BR Green
Small Yellow Panels
Weathered.....£161.45
2532 - Class 25/3 D7550 BR Green Full
Yellow Ends.....£152.95



2533 - Class 25/3 D7661 BR Early Blue
Small Yellow Panels.....£152.95



2534 - Class 25/3 D7667 BR Blue Full
Yellow Ends.....£152.95

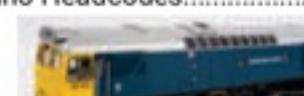


2535 - Class 25/3 25252 BR Blue Full
Yellow Ends.....£152.95

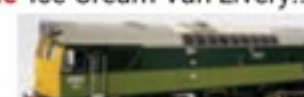
2536 - Class 25/3 25155 BR Blue Full
Yellow Ends Weathered.....£161.45



2537 - Class 25/3 25093 BR Blue
Domino Headcodes.....£152.95



2538 - Class 25/3 25912 'Tamworth
Castle' Ice Cream Van Livery.....£152.95



2539 - Class 25/3 D7672 'Tamworth
Castle' BR Two Tone Green.....£152.95

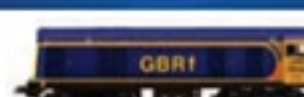
2540 - Class 25/3 ADB97250 ETHEL1
BR Blue & Grey.....£152.95



2541 - Class 25/3 ADB97252 ETHEL3
InterCity.....£152.95

HORNBY

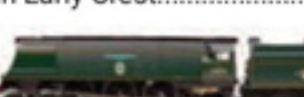
Recent Arrivals



R3913 - Railroad Class 20/9 20905
GBRf.....£65.69



R3830 - LNER Thompson Class A2/2
4-6-2 60501 'Cock o' the North' BR
Green Early Crest.....£170.99



R3866 - SR Battle of Britain 4-6-2
34051 'Winston Churchill' BR Green
Late Crest.....£197.99



R6990 Hornby Retro Wagons Triple
Pack - Crawford's Biscuits, Seccotine
Tanker & Colemans Mustard....£40.49

dapol

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NEW TOOL



GWR Streamlined Railcar

Stage: Painted Samples Due: Jun 2021
Price: from £297.50 Digital: 21-pin

hattons.co.uk/dapolrailcar

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NEW TOOL



British Rail Class 59

Stage: Painted Samples Due: Mid-2021
Price: from £131.71 Digital: 21-pin

hattons.co.uk/dapol59

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NEW TOOL



JHA Hopper Wagons

Stage: Painted Samples Due: Mid-2021
Price: from £38.25 Digital: 6-pin*

hattons.co.uk/dapoljha

* - Outer wagons feature controllable tail lamp

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NEW TOOL



Class 5101 'Large Prairie' 2-6-2T

Stage: Painted Samples Due: TBC
Price: from £115.56 Digital: NEXT-18

hattons.co.uk/dapollargeprairie

Hattons

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NEW TOOL



Genesis 4 & 6 Wheel Coaches

Stage: Engineering Samples Due: Q3 2021
Price: £30 / £36 Digital: 18-pin

hattons.co.uk/genesis

Batch 1 - Due Q3 2021

- LBSCR mahogany
- LNWR livery
- SECR livery
- LNER pre-war brown
- GNR lined teak
- LMS crimson lake
- SR olive green
- Departmental
- GWR chocolate & cream

Batch 2 - Due 2021

- GCR French grey & brown
- LSWR brown & umber
- L&Y brown & umber
- BR crimson
- Midland crimson lake
- NCB blue

Batch 3 - Due Date & Liveries TBC



HELJAN

009

NEW TOOL



Lynton & Barnstaple 2-4-2T

Stage: In Production Due: Q2 2021
Price: £203.96 Digital: 6-pin

hattons.co.uk/landb242t

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NEW TOOL



Class 86/0

Stage: In Production Due: Q2 2021
Price: from £161.46 Digital: 21-pin

hattons.co.uk/hel253

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NEW TOOL



GWR AEC Railcar

Stage: In Production Due: Apr 2021
Price: £160.65 Digital: 21-pin

hattons.co.uk/gwraec

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NEW TOOL



Class 31/1 & 31/4

Stage: Painted Samples Due: Q3 2021
Price: £466.25 Digital: Compatible

hattons.co.uk/heljanrefurb31

HORNBY

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NEW TOOL



Class 5101/ 61xx 'Large Prairie' 2-6-2T

Stage: Livery Renders Due: Q4 2021
Price: £132.50 Digital: 8-pin

hattons.co.uk/hornbylargeprairie

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NEW TOOL



Class 800 5-car Bi-Modal Multiple Unit

Stage: Livery Render Due: Mid-2021
Price: £335.50 Digital: 8-pin

hattons.co.uk/hornbyazuma

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NEW TOOL



Class W4 Peckett 0-4-0ST

Stage: Livery Renders Due: 2021
Price: £189 Digital: 4-pin

hattons.co.uk/hornbypeckettw4

Hattons

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NEW TOOL



LNER 10t Banana Van

Stage: Livery Artwork Due: TBC
Price: £12.50 Digital: N/A

hattons.co.uk/oxford10tbanana

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NEW TOOL



BR Pilchard Wagon

Stage: Engineering Sample Due: Q4 2021
Price: £13 Digital: N/A

hattons.co.uk/oxfordpilchard

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NEW TOOL



LNER Class J27 0-6-0

Stage: Painted Samples Due: Q2 2021
Price: from £94 Digital: 8-pin

hattons.co.uk/oxfordj27

accurascale

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NEW TOOL



Class 37

Stage: Engineering Samples Due: Q2 2021
Price: from £169.99 Digital: 21-pin

hattons.co.uk/accurascale37

KATO



Class 800 5-car Bi-Modal Multiple Unit

Stage: 3D Render Due: Sep-Nov 2021
Price: from £178 Digital: Proprietary

hattons.co.uk/kato800
In partnership with Gaugemaster



OO Gauge (1:76 Scale)

Dapol - DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (RRP £129.95) ... **BARGAIN** ... £99



4D-015-HAT01 Class 122 Gloucester RCW 'Bubblecar' single car DMU TD8975023 in Route Learning BR blue - Hatton's limited edition (RRP £129.95) ... **BARGAIN** ... £99

Hattons Originals - Steam locos



H4-AB16-002 Andrew Barclay 0-4-0ST 16 "2043 'No 6' in NCB green (RRP £99) ... **BARGAIN** ... £84



H4-AB16-001 Andrew Barclay 0-4-0ST 16 "2244 'No.10' in NCB lined black (RRP £99) ... **BARGAIN** ... £84



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (RRP £99) ... **BARGAIN** ... £84

Diesel locos



H4-66-009 Class 66 66218 in Euro Cargo Rail DB branding (RRP £150) ... **BARGAIN** ... £119



H4-66-010 Class 66 66404 in DRS compass (RRP £150) ... **BARGAIN** ... £119



H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" (RRP £150) ... **BARGAIN** ... £119



H4-66-036 Class 66 66623 in Freightliner/G&W orange (RRP £150) ... **BARGAIN** ... £119



H4-66-024 Class 66 66727 in GBR/First group "Andrew Scott CBE" (RRP £150) ... **BARGAIN** ... £119



H4-66-033 Class 66 66743 in GBR/Royal Scotsman (RRP £150) ... **BARGAIN** ... £119



H4-66-035 Class 66 66780 in GBR/Cemex "The Cemex Express" (RRP £150) ... **BARGAIN** ... £119

Heljan - Diesel locos



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) ... **BARGAIN** ... £94



2531 Class 25/3 D5244 in BR two-tone green small yellow panels - weathered **NEW** ... £161.46



2533 Class 25/3 D7661 in BR blue small yellow panels **NEW** ... £152.96



2534 Class 25/3 D7667 in BR blue full yellow ends - 1,000th diesel loco built at Derby Works **NEW** ... £152.96



2539 Class 25/3 D7672 "Tamworth Castle" in BR two tone green - 1990s railtour condition **NEW** ... £152.96

Hornby - Steam locos



R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (RRP £189.99) ... **BARGAIN** ... £139.50



R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (RRP £169.99) ... **BARGAIN** ... £152



R3863 Class T9 4-4-0 120 in LSWR green ... £153

HSTs



R3944 Pair of Class 43 HST Power Cars 43123 and 43065 "City of Edinburgh" in Intercity Swallow - buffers fitted. ... £270

Track - Code 100 Setrack



R8072 Left Hand Standard Point. ... £9.50



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

Northcord Model Company - Buses



UK6520 ADL Enviro400 MMC - "Stagecoach South - 700 Coastliner" **NEW** ... £51

Peco Products - Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track ... £76
SL-100 Single ... £3.10
SL-91 Right hand small point - insultrug ... £10

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track ... £4
SL-108F Box of 25 ... £98

N Gauge

Dapol - Steam locos



2S-012-016 Class A1X 'Terrier' 0-6-0T 72 in Newhaven Harbour Company lined black ... £72.21

Peco Products - Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track ... £3.20
SL-300F Pack of 30 ... £93

O Gauge (1:43 Scale)

Dapol - Coaches



7P-001-007 Mk1 BSK brake second corridor M34001 in BR maroon **NEW** ... £169.15



7P-001-003 Mk1 BSK brake second corridor S34155 in BR green **NEW** ... £169.15



7P-001-202 Mk1 SK second corridor S24169 in BR green **NEW** ... £169.15

Hattons Originals - Coaches



H7-TC115-006-GA Gresley Teak coach Diagram 115 Corridor Third E12493E in BR maroon ... £179



H7-TC175-004-GA Gresley Teak coach Diagram 175 Brake Corridor Composite E10103 in BR carmine & cream ... £179

Heljan - Steam locos

H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (RRP £750) ... **BARGAIN** ... £579



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (RRP £750) ... **BARGAIN** ... £579



H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (RRP £750) ... **BARGAIN** ... £579

Diesel locos



1753 Class 17 "Clayton" D8607 in BR green small yellow panels - weathered ... £466.65
1751 Class 17 "Clayton" in BR green full yellow ends - unnumbered ... £466.65
1750 Class 17 "Clayton" in BR green small yellow panels - unnumbered ... £466.65

DMUs



1901 GWR AEC diesel railcar in 29 GWR chocolate and cream grey roof and coat of arms emblem **NEW** ... £466.65



1902 GWR AEC diesel railcar W20W in BR crimson and cream dark grey roof **NEW** ... £466.65

Peco Products - Track - Code 124 Bullhead

Streamline

SL-E792BH Left hand point bullhead rail and electrofrog ... £43
SL-E791BH Right hand point bullhead rail and electrofrog ... £43

Any or Multiple Scales

DCC Concepts - Point motors

DCP-CB120P Cobalt p slow-action digital point motor - pack of 12 ... £255
DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 ... £246

Gaugemaster - Digital controllers



DCC02 Prodigy "Advance 2" starter DCC controller package ... £310

Point motors

BPPM20 Pack of five Surface mounted seep point motors ... £40.50
PM-1 Seep point motor accessory switch ... £5

Hattons Originals - Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF ... £16.50
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF ... £17
DCR-8PIN-Direct Box of 5 ... £77
DCR-8PIN-Direct Box of 10 ... £136

Point motors

HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's ... £6.50
HAT-PM-01 Pack of 6 ... £35

Hornby - Digital decoders



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder ... £92
R8249 Single ... £16

Peco Products - Point motors



PL-10E Bag of 6 Solenoid point motor extended pin - for use PL-9 £40
PL-10E Single ... £7

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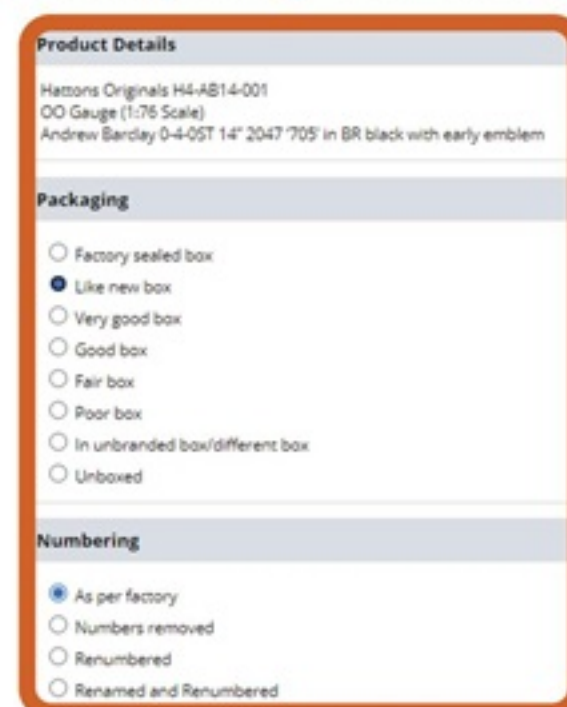
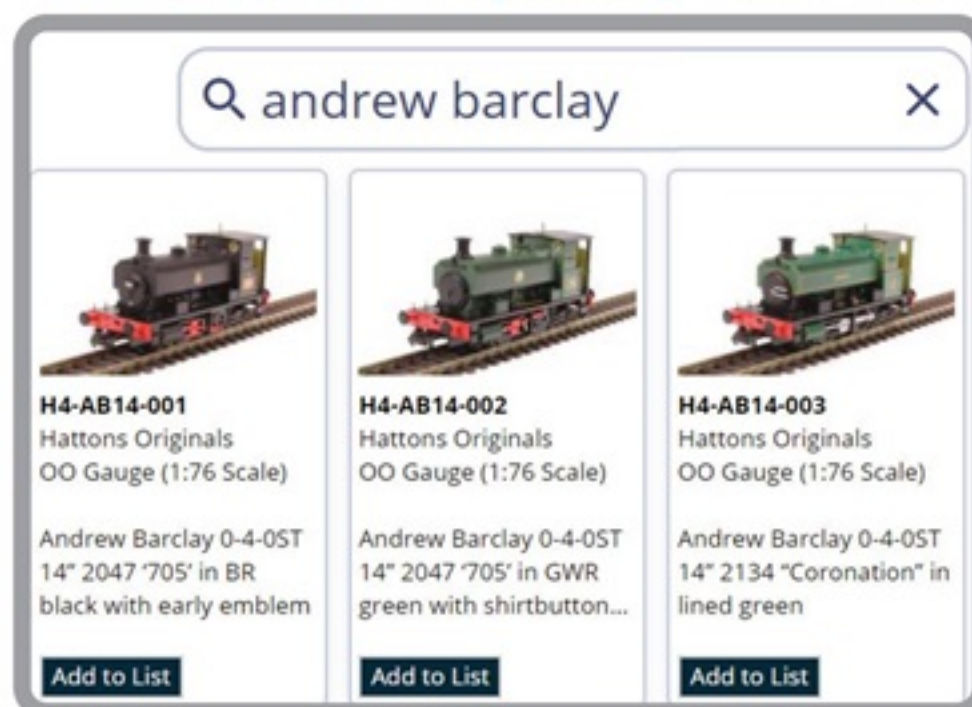
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LATEST ARRIVALS / OO GAUGE

BACHMANN OO

31-911SF LB&SCR H1 Atlantic Steam Locomotive No. 2038 "Portland Bill". DCC Sound. £263.95
31-921A LB&SCR H2 Atlantic Steam Locomotive No. 32425 "Trevoze Head" BR Lined Black. £186.95



31-921ASF LB&SCR H2 Atlantic Steam Locomotive No. 32425 "Trevoze Head". DCC Sound. £263.95
31-922 LB&SCR H2 Atlantic Steam Locomotive No. 422 LB&SCR Umler. £195.95



31-922SF LB&SCR H2 Atlantic Steam Locomotive No. 422 LB&SCR Umler. DCC Sound. £271.99
32-734C Class 66/0 Diesel Locomotive No. 66 100 "Armistice 100 1918-2018" DB Cargo. £159.95



32-734CSF Class 66/0 Diesel Loco No. 66 100 "Armistice 100 1918-2018". DCC Sound. £249.95



35-025A GWR 94XX Pannier Tank No. 9405 GWR Green, weathered. £129.95
35-502SF Class 117 3 Car DMU Set No. L425 Network SouthEast. DCC Sound. £344.95



35-525SF Class 121 Single Car DMU Set BR Green with speed whiskers. DCC Sound. £229.99
35-526SF Class 121 Single Car DMU Set No. P125 BR Blue & Grey. DCC Sound. £229.99



35-527SF Class 121 Single Car DMU Set L124 Revised Network SouthEast. DCC Sound. £229.99

BACHMANN SCENECRAFT OO

44-0115 Lucston Signal Box. £42.95
44-0119 Lucston Yard Crane. £23.95
44-0120 Lucston Footbridge. £37.95



44-0125 Lucston Station. £46.95

44-0132 Wigmore Farmhouse. £33.99
44-0138 Wigmore Cattle Grid. £22.95
44-0139 Lucston Bank. £33.95
44-0140 Lucston Pharmacy. £27.95
44-0146 Oast House. £59.95
44-0155 North Eastern Railway Station. £46.95
44-0156 Goshland Garage. £46.95
44-0158 Field Shelter. £14.95
44-0207 Low Relief Lindene Hotel. £42.95
44-0506 Rail Built Buffer Stops x 2. £5.95

HELJAN OO



2530 Class 25/3 Diesel Loco No. D7647 BR Two Tone Green, small yellow warning panels. £152.99



2531 Class 25/3 Diesel Locomotive No. D5244 BR Two Tone Green, weathered. £161.95



2532 Class 25/3 Diesel Locomotive No. D7550 BR Two Tone Green, full yellow ends. £152.99



2533 Class 25/3 Diesel Locomotive No. D7661 BR Blue, small yellow panels. £152.99



2534 Class 25/3 Diesel Locomotive No. D7667 BR Blue, full yellow ends, 1000th loco built. £152.99



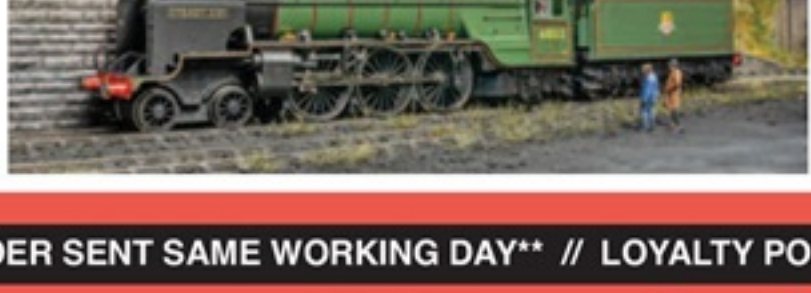
2535 Class 25/3 Diesel Locomotive No. 25 252 BR Blue, full yellow ends. £152.99



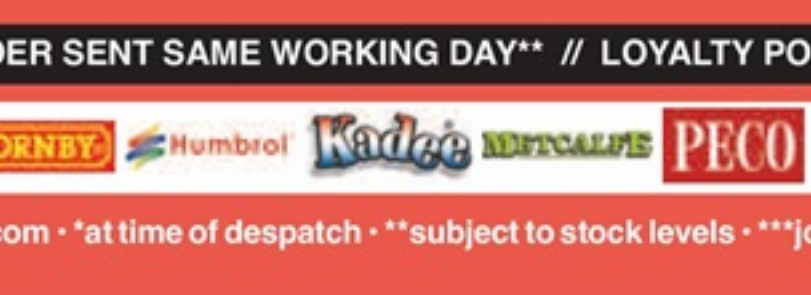
2536 Class 25/3 Diesel Locomotive No. 25 155 BR Blue, full yellow ends, weathered. £161.95



2537 Class 25/3 Diesel Locomotive No. 25 093 BR Blue, full yellow ends. £152.99



2538 Class 25/3 Diesel Loco No. 25 912 "Tamworth Castle" BR Blue, wrap-around yellow ends. £152.99



2539 Class 25/3 Diesel Locomotive No. D7672 "Tamworth Castle" BR Special Two Tone Green. £152.99

HORNBY OO

R3834 Thompson Class A2/3 4-6-2 Steam Locomotive 60512 "Steady Aim" BR Green E/E. £170.99



R3913 Railroad Class 20/9 Bo-Bo Diesel Locomotive No. 20 905 GBRf. £65.99
R40061 LSWR 4 Wheel 1st Class Coach No. 123 LSWR. £26.99
R40062 LSWR 4 Wheel 3rd Class Coach No. 302 LSWR. £26.99
R40062A LSWR 4 Wheel 3rd Class Coach No. 308 LSWR. £26.99
R40063 LSWR 4 Wheel 3rd Class Coach No. 179 LSWR. £26.99



R40064 LSWR 4 Wheel Baggage Brake Coach No. 140 LSWR. £26.99
R40073 LNWR 6 Wheel 1st Class Coach No. 1889 LNWR. £26.99
R40074 LNWR 6 Wheel 3rd Class Coach No. 1523 LNWR. £26.99
R40074A LNWR 6 Wheel 3rd Class Coach No. 4671 LNWR. £26.99



R40075 LNWR 6 Wheel Brake 3rd Class Coach No. 7463 LNWR. £26.99
R40085 SR 6 Wheel 1st Class Coach No. 7514 SR Olive Green. £26.99
R40086 SR 6 Wheel 3rd Class Coach No. 1908 SR Olive Green. £26.99
R40086A SR 6 Wheel 3rd Class Coach No. 1909 SR Olive Green. £26.99
R40087 SR 6 Wheel 3rd Class Coach No. 3750 SR Olive Green. £26.99
R40088 SR 4 Wheel Baggage Coach No. 762 SR Olive Green. £26.99
R4886B 59ft Bulleid Corridor Composite Coach No. S5713S BR SR Green. £44.99
R4886D 59ft Bulleid Corridor Brake 3rd Class Coach No. S2849S BR SR Green. £44.99



R4886E 59ft Bulleid Corridor Brake 3rd Class Coach No. S2850S BR SR Green. £44.99



R6990 Retro Wagons Triple pack - Crawford's Biscuits, Seccotine Tanker, Coleman's Mustard. £44.99
R6991 Retro Wagons Triple pack - United Dairies Tanker, Jacobs Biscuits, Paletthorpes. £44.99

DAPOL OO

4F-039-009 Telescopic Hood Wagon, Tiphook Blue Grey. £31.95
4F-039-010 Telescopic Hood Wagon, Tiphook Blue Grey. £31.95
4F-039-011 Telescopic Hood Wagon, Tiphook Blue Grey. £31.95
4F-039-012 Telescopic Hood Wagon, Tiphook Blue Grey. £31.95



OR76TK2006 12 Ton Tank Wagon No. 113, Grahams Golden Lager. £19.95

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GRAHAM FARISH N

373-350 WD 40T 'Parrot' Bogie Wagon WD Grey.....£33.99



373-351 WD 40T 'Parrot' Bogie Wagon LMS Grey.....£33.99
373-352 WD 40T 'Parrot' Bogie Bolster B BR Grey (Early).....£33.99



377-226B 16T Steel Mineral Wagon with Top Flap Doors No. B64026 BR Bauxite.....£17.95
377-227E BR 16T Steel Mineral Wagon with Top Flap Doors BR Grey (Early), weathered.....£18.95
377-228 BR 16T Steel Mineral Wagon with Top Flap Doors NCB Grey, weathered.....£18.95
377-255 16T MCO Steel Mineral Wagon BR Grey, weathered.....£18.95
377-256 16T Steel Mineral Wagon NCB Grey, weathered.....£18.95

DAPOL N

2S-007-021 8750 Pannier Tank No. 8752 GWR Green, Great Western lettering, late cab.....£79.95
2S-007-021D 8750 Pannier Tank No. 8752 GWR Green, DCC Fitted.....£105.95
2S-007-022 8750 Pannier Tank No. 6752 GWR Green, GWR lettering, late cab.....£79.95



2S-007-022D 8750 Pannier Tank No. 6752 GWR Green, GWR lettering, DCC Fitted.....£105.95
2S-012-014 Terrier A1 Steam Loco No. 643 'Gypsyhill' Marsh Umber Brown.....£72.95
2S-012-015 Terrier A1 Steam Loco 32635 'Brighton Works' Stroudly Improved Engine Green.....£72.95

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3741 Class 37/4 Diesel Locomotive BR Blue Large Logo, un-numbered.....£519.99



3745 Class 37/4 Diesel Locomotive Railfreight Triple-Grey Sector, un-numbered.....£519.99



3747 Class 37/4 Diesel Locomotive DRS Blue, un-numbered.....£519.99



3748 Class 37/4 Diesel Locomotive No. 37 421 Colas.....£519.99



3749 Class 37/4 Diesel Locomotive Royal Scotsman Maroon.....£519.99

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R3632 Merchant Navy Class Steam Locomotive No. 35024 'East Asiatic Company' BR.....£161.99
R3765 Peckett B2 0-6-0ST Bloxham & Whiston Ironstone Co Ltd.....£98.99
R3766 Peckett B2 0-6-0ST Steam Locomotive No. 1426 NCB.....£98.99
R3832 Thompson Class A2/3 4-6-2 Steam Locomotive No. 500 'Edward Thompson' LNER.....£189.99
R3833 Thompson Class A2/3 4-6-2 Steam Locomotive No. 514 'Chamossaire' LNER.....£170.99



R3870 Peckett B2 Class 0-6-0ST Steam Locomotive 'The Earl' NCB.....£103.99
R3871 Peckett B2 Class 0-6-0ST Steam Locomotive 'Henry' Port of Bristol Authority.....£103.99



R4988 Network Rail Mk3 Lecture Coach No. 975984 New Measurement Train.....£31.49
R4989 Network Rail Mk3 Standby Generator Coach No. 977995 New Measurement Train.....£31.49
R6969 4 Wheel CCT Van No. 1292 LNER Brown.....£21.99



R6970 4 Wheel CCT Van No. E1336 BR Blue.....£21.99



32-754A Class 57/0 Diesel No. 57 009 DRS Compass (Original).....£174.95



32-754ASF Class 57/0 Diesel No. 57 009 DRS Compass (Original), DCC Sound Fitted.....£250.95

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E87501 JIA Nacco Wagon No. 33-70-0894-008-8 Imerys Blue.....£37.95
E87502 JIA Nacco Wagon No. 33-70-0894-020-3 Imerys Blue.....£37.95

E87503 JIA Nacco Wagon No. 33-70-0894-000-5 Imerys Blue.....£37.95
E87504 JIA Nacco Wagon No. 33-70-0894-001-3 Imerys Blue, light weathering.....£39.95
E87505 JIA Nacco Wagon No. 33-70-0894-002-3 Imerys Blue, light weathering.....£39.95



E87506 JIA Nacco Wagon No. 33-70-0894-009-6 Imerys Blue, light weathering.....£39.95
E87507 JIA Nacco Wagon No. 33-70-0894-010-4 Imerys Blue, light weathering.....£39.95



E87508 JIA Nacco Wagon No. 33-70-0894-011-2 Imerys Blue, heavy weathering.....£41.95
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E87510 JIA Nacco Wagon No. 33-70-0894-003-9 Imerys Blue, heavy weathering.....£41.95
E87511 JIA Nacco Wagon No. 33-70-0894-004-7 Imerys Blue, heavy weathering.....£41.95



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by BACHMANN

371-180A Class 40 Diesel Locomotive No. D248 BR Green L/C.....£159.95
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371-184 Class 40 Diesel Locomotive No. 40012 'Aureol' BR Blue.....£135.95

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31-170 L&YR 2-4-2 Steam Tank No. 50764 BR Black.....	£79.99
31-190 Jubilee Steam Loco No. 45575 'Madras' BR Black BRITISH RAILWAYS.....	£118.99
31-318A Robinson Class J11 (GCR 9) Steam Loco No. 5954 LNER Black.....	£104.99
31-426C Class 411 4-CEP 4 Car EMU No. 7122 BR SR Green.....	£349.99
32-165 Southern N Class Steam Locomotive No. 31874 BR Lined Black E/E.....	£114.99
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32-580 Class A1 Steam Locomotive No. 60117 BRITISH RAILWAYS Apple Green.....	£114.95
32-753DS Class 57/0 Diesel No. 57 007 'Freightliner Bond' Freightliner. Sound.....	£189.99
32-830A Ivatt Class 2MT 2-6-0 Steam Locomotive No. 6418 LMS Plain Black.....	£99.99
32-992 Wickham Type 27 Trolley Car BR Engineers Yellow.....	£45.95
33-831 25 Ton Queen Mary Brake Van SatLink, weathered.....	£17.99
33-832 25 Ton Queen Mary Brake Van YTX No. KDS 56305 EWS.....	£19.99
34-328A 50ft Ex LMS Pill Parcells Van No. M31253 BR Blue, weathered.....	£19.99
34-630B BR Mk1 Suburban Second Brake Coach No. M43301 BR Lined Maroon.....	£24.99
35-050 LNWR Webb Coal Tank 0-6-2 Steam Locomotive No. 1054 LNWR Black.....	£84.99
35-051 LNWR Webb Coal Tank 0-6-2 Steam Locomotive No. 7841 LMS Black.....	£84.99
35-079 Class E4 0-6-2 Steam Locomotive No. 32494 BR Lined Black E/E.....	£84.99
37-097 Coal Trader Pack. 3 x 5 Plank Wagons, weathered.....	£12.95
37-114 7 Plank Fixed End Wagon Baldwin, weathered.....	£17.95
37-115 7 Plank Fixed End Wagon I.C.I. Chance & Hunt Ltd.....	£11.95
37-185A 7 Plank Wagon No. P156917 w/Coke Rails (BR) Cory, weathered.....	£14.95
37-529B 20 Ton Brake Van No. 182897 LNER Oxide, weathered.....	£18.95
37-535C 20 Ton Brake Van CAR No. B955016 BR Railfreight.....	£17.95
37-552C 46T POA Mineral Wagon TRL 5320 'ARC TIGER', weathered.....	£15.95
38-105 Triple Pack 34 Ton PNA Wagons Railtrack 5 Rib, weathered.....	£41.99
38-243 MBA Megabox Bogie Box Wagon No. 500006 EWS, weathered.....	£30.95
38-245A MOA Low-Sided Bogie Box Wagon No. 500336 EWS, weathered.....	£36.95
38-329A 13 Ton High Sided Steel Wagon 278985 LNER Grey 'Not to work off LNE system'.....	£16.95
38-400A SR 25 Ton Pill Box Brake Van No. 56462 SR Brown.....	£18.95
38-404A SR 25 Ton Pill Box Brake Van ZTO No. DS56471 BR, weathered.....	£18.95
38-550A Midland 20T Brake Van BR Grey (with Duckets).....	£17.95
38-553A Midland 20 Ton Brake Van No. 134900 LMS Bauxite without Duckets.....	£17.95
38-554 Midland 20 Ton Brake Van No. M623 Midland Railway Grey.....	£17.95
38-603 21 Ton Grain Hopper No. 23 Bass Charrington.....	£16.95
38-990 20 Ton Brake Van & SR Pill Box Twin Pack NSE.....	£36.95
39-002 Twin Pack BR Mk2A BFK HST Barrier Vehicles BR Blue.....	£54.99
39-003 MK1 Coach Pack - BR Blue & Grey NSE, weathered.....	£69.99
39-004 MK1 Coach Pack - BR Blue & Grey ScotRail, weathered.....	£69.99
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39-025E BR Mk1 SK Second Corridor Coach No. M25704 BR Blue & Grey.....	£27.99
39-082B BR Mk1 BSK Brake Second Corridor Coach No. 35329 Network SouthEast.....	£27.95
39-125C BR Mk1 CK Composite Corridor Coach No. M16153 BR Blue & Grey.....	£27.95
39-126C BR Mk1 CK Composite Corridor Coach No. M15916 BR Maroon.....	£27.99
39-127B BR Mk1 CK Composite Corridor Coach No. E15055 BR Crimson & Cream.....	£27.99
39-152B BR Mk1 FK First Corridor Coach No. E13113 BR Crimson & Cream.....	£27.99
39-176D BR Mk1 BG Full Brake Coach No. E80533 BR Maroon.....	£27.95
39-177C BR Mk1 BG Full Brake Coach No. M80565 BR Crimson & Cream.....	£27.95
39-187 BR Mk1 BG Full Brake Coach NCV No. 95310 BR Blue.....	£27.99
39-188 BR Mk1 BG Full Brake Coach No. 92354 Network SouthEast.....	£27.99
39-225A BR Mk1 BCK Brake Composite Corridor Coach No. E21222 BR Blue & Grey.....	£27.99
39-242 BR Mk1 FO First Open Coach No. M3002 BR Blue & Grey.....	£27.99
39-250A BR Mk1 RFO Restaurant Car No. M5 BR Blue & Grey.....	£27.99
39-265 BR Mk1 RMB Miniature Buffet Car No. M1865 NSE.....	£28.99
39-274 BR Mk1 GUV No. E93326 BR Blue & Grey InterCity Motorail.....	£27.99
39-310C BR Mk1 SP Pullman Second Parlour Coach No. 350 Umber & Cream.....	£37.99
39-312 BR Mk1 SP Pullman Second Parlour Coach No. E352E BR Blue & Grey.....	£36.99
39-410A BR Mk2A BFK Brake First Corridor Coach No. W17069 BR Blue & Grey.....	£28.99
39-412A BR Mk2A BFK Brake First Corridor Coach No. 17097 Network SouthEast.....	£27.99
39-502A BR Mk1 SLSTP Second Class Sleeper Car No. E2591 BR Maroon.....	£28.99
39-503A BR Mk1 SLSTP Second Class Sleeper Car No. E2681 BR Blue & Grey.....	£28.99
39-528A Ex-Southern CCT Covered Carriage Truck No. S1751 BR Blue, weathered.....	£26.99
39-529 Ex-Southern CCT Covered Carriage Truck No. ABD975276 BR.....	£23.99
39-578 BR Auto Trailer No. W234 BR Crimson & Cream.....	£49.99
39-579 BR Auto Trailer No. W236W BR Unlined Maroon.....	£49.99

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R3373 Class 71 Electric Locomotive No. E5001 BR Green with small yellow panel.....	£109.99
R3408 4-6-0 5000 King Class Steam Locomotive No. 6016 'King Edward V' GWR Green.....	£114.99
R3409 4-6-0 6000 King Class Steam Locomotive No. 6002 'King William IV' BR L/C.....	£114.99
R3412 Maunsell S15 Class Steam Locomotive No. 30842 BR Black E/E.....	£79.99
R3413 Maunsell S15 Class Steam Locomotive No. 30831 BR Black L/C.....	£79.99
R3416 J15 Class Steam Locomotive No. 65464 BR Black.....	£71.99
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R3458 Schools Class Steam Locomotive No. 921 'Shrewsbury' SR Black.....	£129.99
R3521 D16/3 Class Steam Locomotive No. 8802 LNER Black.....	£79.99
R3523 B17 Class Steam Locomotive No. 61665 'Leicester City' BR Green E/E.....	£95.99
R3527 N17 King Arthur Class Steam Locomotive No. 742 'Camelot' SR Black.....	£99.99
R3529 J15 Class Steam Locomotive No. 7942 LNER Black.....	£69.99
R3530 J15 Class Steam Locomotive No. 65469 BR Black.....	£69.99
R3531 M7 Class Steam Locomotive No. 30129 BR Black L/C.....	£109.99
R3541 Raven Q6 Class Steam Locomotive No. 2265 LNER Black.....	£80.99
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R3546 Holden B12 Steam Locomotive No. 61576 BR Black E/E.....	£109.99
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R3568 Class 71 Electric Locomotive No. E5018 BR Green.....	£99.99

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R4677B LMS Non-Corridor 57ft Third Class Brake Coach No. 20754.....	£24.50
R4677C LMS Non-Corridor 57ft Third Class Brake Coach No. 20755.....	£24.50
R4689 LMS Non-Corridor 57ft Composite Coach No. M16574.....	£27.99
R4690 LMS Non-Corridor 57ft Third Class Coach No. M11912M.....	£27.99
R4691A ex LMS Non-Corridor 57ft Third Class Brake Coach No. M20788M BR.....	£24.50



R4718A SR 58ft Maunsell Rebuilt 6 Compartment Brake 3rd Coach No. 2625 SR.....	£29.99
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R4799 LMS Suburban Non-Corridor Composite No. M16635 BR Crimson.....	£29.99
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R4938A Mk3 Sliding Door TGS Coach No. 44052 Cross Country Trains.....	£26.99
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R6744 4 Plank Wagon No. 35 North Bitchburn Coal Co. Ltd - Darlington.....	£9.99
R6802 SR Brake Van No. 55891 SR Brown.....	£14.99

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32-780UDS Class 37 Diesel Locomotive No. 37 261 DRS. DCC Sound Fitted.....	£219.99
32-775NF Class 37/0 Diesel Locomotive No. 37 104 Railfreight Triple Grey.....	£129.99
32-775NFDs Class 37/0 Diesel 37 104 Railfreight Triple Grey. DCC Sound Fitted.....	£209.99



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K3920PACK Hornby Class 66 Diesel Locomotive 66 434 + R8121TTS.....	£84.99
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374-167 BR Mk1 FK First Corridor Coach No. 13225 Regional Railways.....	£26.99
374-191 BR Mk1 BSK Brake Second Corridor Coach QVA No. ADB977109 BR.....	£28.99
374-192 BR Mk1 BSK Brake Second Corridor Coach No. M35451 Intercity.....	£20.99
374-193 BR Mk1 BSK Brake Second Corridor Coach 35464 Network SouthEast.....	£26.99
374-415 Southern PMV Passenger Luggage Van No. S1068S BR Crimson.....	£16.95



374-417 Southern PMV Passenger Luggage Van No. S1733 BR Blue.....	£16.95
374-612 BR Auto Trailer No. W237W BR Crimson.....	£26.99
374-643 BR Mk1 CCT Coach QXQ No. ADB 977076 BR Re-Railing Yellow.....	£16.95
374-830C Stanier Brake Corridor First Coach No. 5057 LMS Crimson Lake.....	£20.95
374-831C Stanier Brake Corridor First Coach No. M5056M BR Crimson & Cream.....	£20.95
374-846C Stanier Corridor First Coach No. M1081M BR Crimson & Cream.....	£20.95
374-847A Stanier Corridor First Coach No. M1053M BR Maroon.....	£20.99
374-875 LMS 50ft Inspection Saloon No. 45028 LMS Lined Crimson Lake.....	£25.95



374-876 LMS 50ft Inspection Saloon No. M45029M BR Maroon.....	£25.95
374-902A BR Mk1 Travelling Post Office Coach No. M1053M BR Blue & Grey.....	£29.95
377-059 5 Plank Wagon No. 91 Salt Union Ltd Stoke Works.....	£10.50
377-060 5 Plank Wagon No. 1 A. E. Moody Coal Merchant Sharpness.....	£10.50
377-062 5 Plank Wagon No. 132701 NE Grey with Load.....	£12.99
377-089 7 Plank Fixed End Wagon No. 18166 SR Brown.....	£9.95
377-206A 8 Plank Wagon No. P192891 'Suncoke', weathered.....	£15.99
377-379 20 Ton Toad Brake Van BR Departmental Yellow.....	£16.99
377-490 Triple Pack China Clay 5 Plank Wagons GWR Grey.....	£31.50
377-775 12 Ton Pipe Wagon ZDV No. KDB484176 BR Engineers Olive Green.....	£11.99
377-777 12 Ton Pipe Wagon No. B484163 BR Bauxite (late).....	£11.99
377-877 Queen Mary Brake Van YTX No. ADS58299 EWS, weathered.....	£21.95
377-954A 13 Ton High Sided Steel Wagon No. 278985 NE Grey.....	£12.99
377-956 13 Ton High Sided Steel Wagon B481230 BR Bauxite, weathered.....	£11.50
377-957 13 Ton High Sided Steel Wagon E279122 BR Grey w/smooth sides.....	£11.99
377-976A 12 Ton Eastern Ventilated Van No. E236010 BR Early Bauxite.....	£16.95
379-517 Harrington Cavalier Southdown.....	£6.95
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42-0064 Parachute Water Tower.....	£14.95
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42-245 Low Relief Corner Chemists.....	£12.00
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42-254 Low Relief Signal Box.....	£13.50
42-298 Low Relief Boiler House.....	£19.95
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K2606 Class 41 Warship D600 "Active" BR Green. Headcode disks & original grilles.....	£179.99



K2607 Class 41 Warship D601 "Ark Royal" BR Green, weathered.....	£189.99
K2608 Class 41 Warship D604 "Cossack" BR Green. Headcode disks & later grilles.....	£179.99
K9001 Fire Iron Accessory Pack.....	£2.99
K9002 Y25CS2 Bogie with wheels - as supplied with our JIA NACCO & PBA Clay Tiger models.....	£4.99
K9003 Bourmouth Belle Headboard.....	£5.00
K9004 Golden Arrow Headboard.....	£5.00
K9005 Atlantic Coast Express Headboard.....	£5.00
K9006 Royal Scot Headboard.....	£5.00
K9007 Cornish Riviera Headboard Express.....	£5.00
SB006M YCV Turbot Bogie Ballast Wagon No. DB978026 Civil Engineers Dutch.....	£29.99
SB006N YCV Turbot Bogie Ballast Wagon No. DB978080 Civil Engineers Dutch.....	£29.99
SB006Y YCV Turbot Bogie Ballast Wagon, pristine. Pack of 2.....	£54.99
SB007A PRA 38 Tonne glw Covered Box Wagon No. RLS6313 Grey.....	£39.99
SB007B PRA 38 Tonne glw Covered Box Wagon No. RLS6314 Grey.....	£39.99
SB007C PRA 38 Tonne glw Covered Box Wagon No. RLS6315 Grey.....	£39.99
SB007D PRA 38 Tonne glw Covered Box Wagon No. RLS6316 Grey.....	£39.99
SB007G PRA 38 Tonne glw Covered Box Wagon No. RLS6306 Early Grey.....	£39.99
SB007H PRA 38 Tonne glw Covered Box Wagon No. RLS6308 Early Grey.....	£39.99

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OO-EAL-105B Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 174-4 VTG Mendip.....	£55.99
OO-EAL-105C Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 227-0 VTG Mendip.....	£55.99



OO-EAL-105D Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 171-0 tail lamp.....	£59.99
OO-EAL-105Z Revolution Trains JNA-T Ealnos Box Wagon VTG Mendip Rail. Pack of 4.....	£209.99



OO-EAL-106C Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 497-9 GBRf Blue.....	£55.99
OO-EAL-106D Revolution Trains JNA-T Ealnos Box Wagon 8170 5500 473-0 tail lamp.....	£59.99

BACHMANN



371-465Z Bachmann Class 37/0 Diesel Locomotive No. 37 207 William Cookworthy.....	£129.95
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374-130Z Bachmann Mk1 GUV No. E86247 BR Maroon with Parcels Express branding.....	£34.99
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31-657Z Class 47 Diesel Loco No. 47 701 "Old Oak Common".....	£159.99
31-657ZDC Class 47 Diesel Loco No. 47 701 "Old Oak Common", DCC Fitted.....	£179.99
31-657ZDS Class 47 Diesel Loco No. 47 701 "Old Oak Common", DCC Sound Fitted.....	£259.99



31-662Z Class 47/4 Diesel Loco. 47 537 "Sir Gwynedd", weathered.....	£189.95
31-662ZDS Class 47/4 Diesel Loco. 47 537 "Sir Gwynedd", weathered, DCC Sound Fitted.....	£274.95
32-640Z Class 491 4-TC Unit No. 416 BR Blue with small yellow warning panel.....	£269.95
32-641Z Class 491 4-TC Unit No. 404 BR Blue & Grey.....	£269.95
32-642Z Class 438 4-TC Unit No. 8022 BR Blue & Grey Network SouthEast branding.....	£269.95
32-643Z Class 438 4-TC Unit No. 8023 Network SouthEast.....	£269.95
32-644Z Class 438 4-TC Unit No. 410 Premier Charter Blue.....	£269.95
32-645Z Class 438 4-TC Unit No. 8007 BR Research Department.....	£269.95



32-777W Class 37 Diesel Locomotive No. 97 304 "John Tiley" Network Rail, weathered.....	£159.99
32-777WDC Class 37 "John Tiley" Network Rail, weathered, DCC Fitted.....	£179.99
32-777WDS Class 37 "John Tiley" Network Rail, weathered, DCC Sound Fitted.....	£259.99
32-816Z Class 47 No. 47 306 "The Sapper" Railfreight Distribution, weathered.....	£159.99
32-816ZDC Class 47 No. 47 306 "The Sapper" Railfreight Distribution, wthrd. DCC Fitted.....	£179.99
32-816ZDS Class 47 No. 47 306 "The Sapper" Railfreight Distribution, wthrd. DCC Sound Fitted.....	£259.99
32-935X Class 150/2 2 Car DMU No. 150 216 First Great Western livery Purple.....	£189.95
32-935XS Class 150/2 2 Car DMU No. 150 216 First Great Western Purple DCC Sound Fitted.....	£309.99
33-080T China Clay Wagon BR Bauxite with flat tarpaulins, weathered. Pack of 3.....	£54.95
33-300W 20 Ton Toad Brake Van ZTO No. DW35377 BR Departmental Green.....	£16.99
33-300Y 20 Ton Toad Brake Van No. W68366 BR Grey "Gwinear Road".....	£15.99
33-825X 25 Ton Queen Mary Brake Van ADS56289 BR Engineers Grey.....	£19.99
33-825Y 25 Ton Queen Mary Brake Van LDS56293 BR Bauxite "Electrification".....	£19.99
37-238Z 16 Ton Steel Mineral Wagon Triple Pack, weathered.....	£59.99
37-537Y 20 Ton Brake Van B954687 BR "TO WORK WITH AIR BRAKED TRAINS ONLY".....	£24.95
38-140X 29 Ton (ex VDA) Sliding Door Box Van No. ADC200666 BR, weathered.....	£24.95
38-326Z High Sided Steel Wagon No. DB479526 "S&T Cable Wagon Guildford", weathered.....	£24.95
38-328Z High Sided Steel Wagon No. ADE282721 "AME St Blazey Stores", weathered.....	£24.95

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44-007Z Cornish Roundhouse.....	£69.99
44-008Z Cornish Roundhouse Exterior Walls.....	£27.99



44-058Z Derelict Cornish Engine House.....	£29.99
44-059Z China Clay Dries.....	£73.95
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GMC-100MO	Single Track Controller for O Scale	£125.00
GMC-10LGB	Single Track Controller for G Scale	£130.00
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£220.00
GMC-P	Single Track Controller with Simulation	£130.00
GMC-D	Twin Track Controller	£130.00
GMC-DS	Twin Track Controller with Simulation	£205.00
GMC-TS	Three Track Controller with Simulation	£225.00
GMC-Q	Four Track Controller	£235.00

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£47.50
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£52.50
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£57.50
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM3)	£52.50
GMC-UO	Single Track Controller with Simulation for O (GMC-T2/M2)	£75.00
GMC-UD	Twin Track Controller (GMC-T3/M3/WM3)	£67.50
GMC-UDS	Twin Track Controller with Simulation (GMC-T3/M3/WM3)	£95.00
GMC-UQ	Four Track Controller (GMC-T4/M4/WM4)	£105.00

Walkabout and Hand Held Controllers

(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£42.50
GMC-HH	Single Track Handheld Controller with Feedback	£46.50

Transformers

GMC-M1	Cased Transformer 16V AC	£62.50
GMC-M2	Cased Transformer 18V AC 2.5V	£62.50
GMC-M3	Cased Transformer 24V AC	£62.50
GMC-M4	Cased Transformer 12V AC	£62.50
GMC-T1	Open Transformer 2x 16V AC 1a	£32.50
GMC-T2	Open Transformer 18V AC 2.5a	£32.50
GMC-T3	Open Transformer 24V AC	£32.50
GMC-T4	Open Transformer 2x 12V AC 1a	£32.50
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£26.00
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£21.00
GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£21.00
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£21.00
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.50
GMTFK2	Transformer Fitting Kit for T2	£15.50

See the GM365 Gaugemaster Catalogue (£5.00) for more details

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Whiskers)
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35-127SF Bachmann OO Gauge Class
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£84.59 Regular Price £94.00



R3991 Hornby BR, A3 Class, 4-6-2, 60103 'Flying Scotsman' - Era 4

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R30073 Hornby OO Gauge (1:76 Scale) BR, Class 56, Co-Co, 56047 - Era 7

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R3861 Hornby BR, Merchant Navy Class, 4-6-2, 35017 'Belgian Marine'

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R30030 Hornby BR, Class 87, Bo-Bo, 87006 'City of Glasgow' - Era 8

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R3836 Hornby OO Gauge BR Standard 2MT 2-6-0 78047 - Era 5 (1956-1968)

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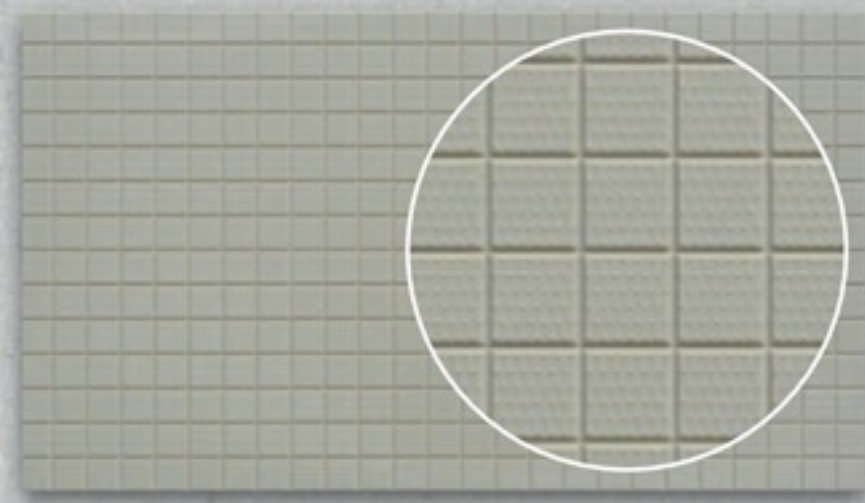
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with these OO/HO platform
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SS61 Platform Sections
Plain platform sections with brick-faced
walls and paved surfaces.
Footprint: 264 x 76mm



SS61

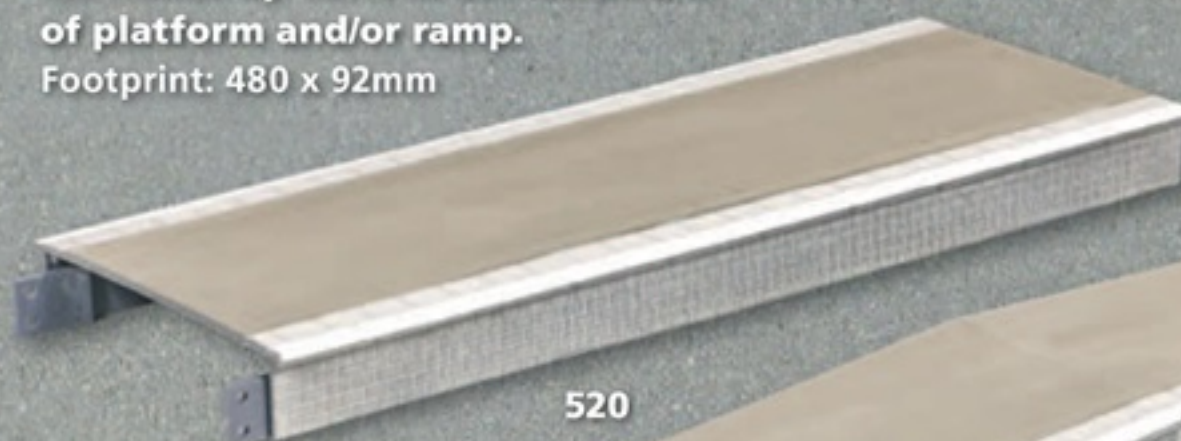
SS62 Platform Ramps
Two ramps to match SS61.
Footprint: 264 x 76mm



SS62



520 Platform & Ramps
Stone-edged platform with brick support
will make up various combinations
of platform and/or ramp.
Footprint: 480 x 92mm



520



LK-60



LK-61



LK-62



Platform Edging
LK-60 Brick type
LK-61 Stone type
LK-62 Concrete type
5 x 168mm lengths

LK-66



LK-67



LK-68



Platform Ramp Edging
LK-66 Brick type
LK-67 Stone type
LK-68 Concrete type
2 pairs, each ramp 116mm

SEEP GMC-PM10 Classic Solenoid Point Motor

BEST FOR
Versatility



- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.

The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handyscrewdriver with the Value Pack, for use with the solderless terminals.

The **Digital version (GMC-PM10D)** comes complete with an accessory decoder and harness, with the same features and flexibility as the **Classic** version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



SEEP GMC-PM2 Standard Point Motor

BEST FOR
Great Value



SEEP Point Motors have the advantage of being easy to fix under the baseboard, requiring only a small slot to operate the point. The PM2 is our standard point motor, with no changeover switch.

- Can be fitted adjacent to track, or beneath the baseboard.
- Only requires a small slot through the baseboard.
- Can be linked to GM500 Universal Relay Switch for simultaneous operation of accessories.
- Length 54mm Width 12mm Height 12mm
- Drive Rod Length 51mm

SEEP GMC-PM20 Surface Mounted Point Motor

BEST FOR
Tight Spaces



Designed with easy installation in mind, the **GMC-PM20 Surface Mounted** Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

GMC-PM20 has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor.



- 'Plug and Play' installation with reversible 3-Way Connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.

ACCESSORIES



GMC-PM50 Connection Boxes (3)
Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



GMC-PM51 Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)
This is a useful 10m reel of tripled wire. Easier, tidier wiring for point motors.



GM09RB Red/Black Twinned Wire 10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.

GM612 45mm Hole Saw & Arbor for Point Motor Fitting

Great for drilling holes in your baseboard if you are fitting your motors directly to the track.



GMC-PM52 Point Motor Accessory Pack
Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.

GM360
Gaugemaster Catalogue **£5.00**

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SEEP Point Motors

GMC-PM1	Point Motor with Built-In Switch	£6.50
GMC-PM2	Point Motor No Switch	£4.25
GMC-PM4	Point Motor with Latching Mechanism	£7.75
GMC-PM10	Classic Solenoid Point Motor	£8.25
GMC-BPPM10	Classic Solenoid Point Motor (5 Pack)	£36.50
GMC-PM10D	Classic Solenoid Point Motor (DCC-Fitted)	£21.25
GMC-PM20	Surface Mounted Point Motor	£11.75
GMC-BPPM20	Surface Mounted Point Motor (5 Pack)	£52.00
GMC-PM20D	Surface Mounted Point Motor (DCC-Fitted)	£27.50

Point Motor Accessories

GMC-CDU	Capacitor Discharge Unit	£16.25
GMC-PM50	Connection Boxes (3)	£5.75
GMC-PM51	Point Motor Wire (Red/Green/Black) 10m Tripled (14x0.15)	£9.75
GMC-PM52	Point Motor Accessory Pack	£3.25
GMC-PM53	Harnesses for PM10D (2)	£4.25
GMC-PM54	Harnesses for PM20 (2)	£3.25
GM09RB	Red/Black Twinned Wire 10m (14x0.15)	£7.50
GM612	45mm Hole Saw and Arbor	£3.75

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Card Construction Kits

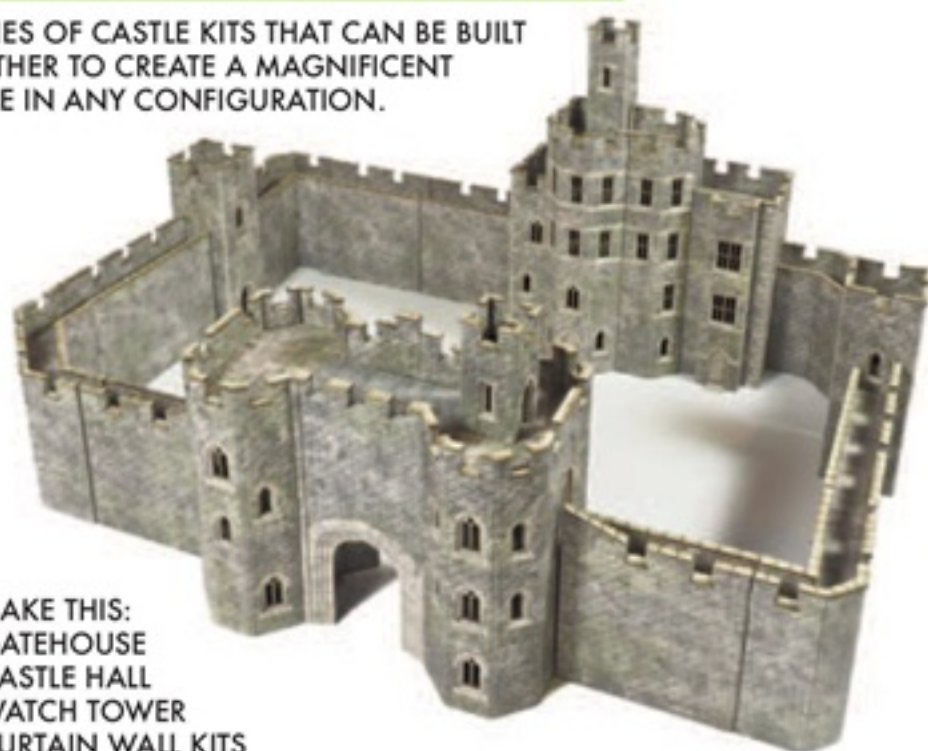
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TO MAKE THIS:
1 x GATEHOUSE
1 x CASTLE HALL
2 x WATCH TOWER
2 x CURTAIN WALL KITS

FOUR KITS MAKE THIS SPECTACULAR CASTLE



REAR OF
CASTLE HALL

CASTLE HALL
00 CODE PO294 / N DUE SOON



BUILD WITHIN
THE WALLS OR
AS A STAND-
ALONE FOLLY

WATCH TOWER
00 CODE PO292 / N DUE SOON



CASTLE GATEHOUSE
00 CODE PO291 / N DUE SOON



VARIOUS
LENGTHS OF
STRAIGHT
WALLS PLUS
2 X 45° CORNERS
AND 1 X 90°
CORNER

CURTAIN WALLS
00 CODE PO293 / N DUE SOON

STATIONS



COUNTRY STATION
00 CODE PO237 / N CODE PN137



FOOTBRIDGE
00 CODE PO236 / N CODE PN136



1) MAINLINE STATION

2) PARCEL OFFICE



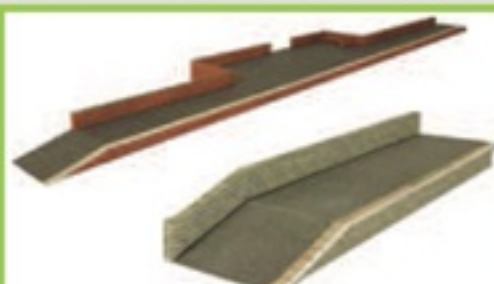
3) ISLAND PLATFORM BUILDINGS

MAINLINE STATION KITS

1) 00 CODE PO320 / N CODE PN920
2) 00 CODE PO321 / N CODE PN921
3) 00 CODE PO322 / N CODE PN922



SETTLE-CARLISLE STATION
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STONE 00 - PO235 / N - PN135

MINI KITS



MARKET STALLS
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 MT907

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TOWN END COTTAGE

00 CODE PO267 / N DUE SOON

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TO THE MANOR BORN: GWR 78_{xx} 4-6-0 MANOR CLASS

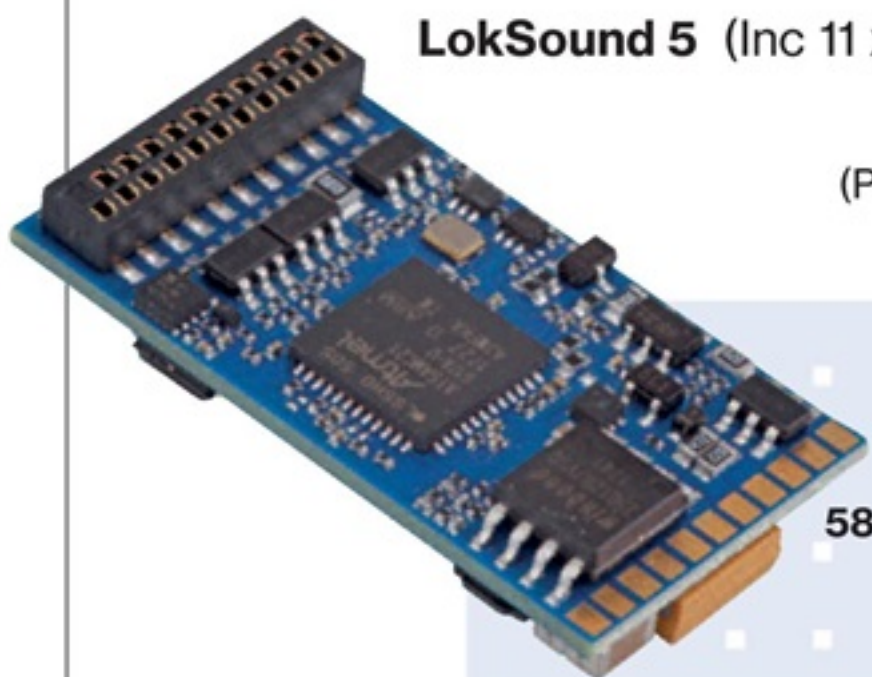
1:76.2/00 SCALE. TEN VERSIONS AVAILABLE. ARRIVING Q4 2021
JUST £169.99 DCC READY/£259.99 DCC SOUND FITTED.



Please note that the images of the Manor represent the first engineering examples that have been received; as such they do not necessarily represent the final builds of the models, as refinements to the tooling and fit may yet take place and erroneous items may have been omitted.

SEE OUR SUPERB RANGE OF LOK SOUND 5 DECODERS

LokSound 5 (Inc 11 x 15 Speaker)



97417 8 Pin
(PowerPack wires attached)

97418 21 Pin
(PowerPack wires attached)

58449 21 Pin MKL

58412 Plux 22

LokSound 5 Micro (Inc 11 x 15 Speaker)



97817 8 Pin
(PowerPack wires attached)

97818 6 Pin
(PowerPack wires attached)

97819 Fly Lead
(PowerPack wires attached)

58818 Next18

NEW LokSound 5 Nano (Inc 11 x 15 Speaker)



58923 Fly Lead

NEW LokSound 5 FX (Inc 11 x 15 Speaker)



58210 8 Pin

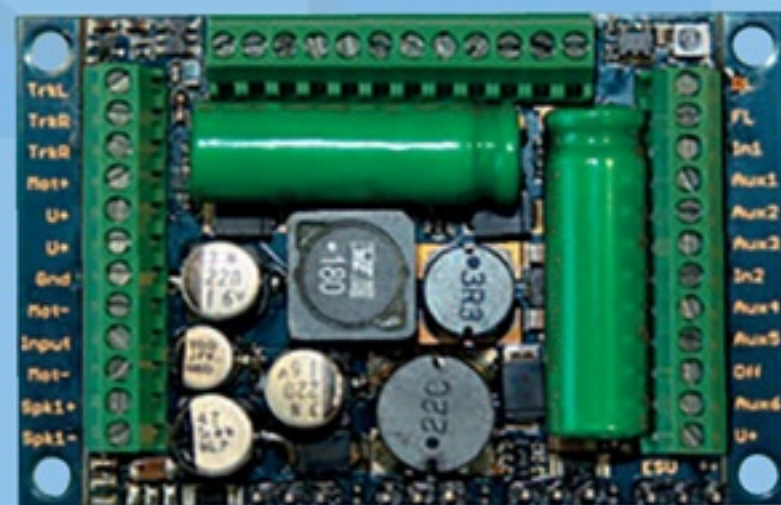
58219 21 pin

LokSound 5 L



58315
(Inc Adapter Plate)

LokSound 5 XL



58513
(Screw terminals)

58515
(Pinheader)

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Model Specification

- ▶ 21-pin DCC socket with easy access.
- ▶ Directional LED Lighting.
- ▶ Heavy die-cast metal chassis with central motor and flywheels giving powerful performance.
- ▶ Etched grilles.
- ▶ Sprung buffers.
- ▶ Flush glazing.
- ▶ Available in OO Gauge.
- ▶ Available in prototype brushed Aluminium and BR Black Early Crest
- ▶ DCC Ready £185.00, DCC Fitted £215.00 and DCC Sound £285.00.
- ▶ LokSound v5.0 sound decoder

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2-6-0 Standard 2MT LOCOMOTIVES



R3838 BR, Standard 2MT, 2-6-0, 78010 - Era 4

DCC
READY 8 PIN
CONNECTION



R3836 BR, Standard 2MT, 2-6-0, 78047 - Era 5



R3981 BR, Standard 2MT, 2-6-0, 78054 - Era 5



R3982 BR, Standard 2MT, 2-6-0, 78006 - Era 5



R3839 BR, Standard 2MT, 2-6-0, 78000 - Era 5

Developed from the 1946 LMS 2MT 2-6-0 design, the British Railways' Standard Class 2MT 2-6-0 design benefitted from the work carried out in 1949/50 to improve the steaming characteristics of the Ivatt 2-6-0. Under Robert Riddles, the design principally came from Derby, with input from Swindon, Brighton and Doncaster drawing offices and the sixty-five locomotives ordered were all built at Darlington between December 1952 and November 1956. The principal difference between the two Class 2MT types centred upon the cab, with the

BR Standard using an angled cab side, matched to the tender cab, to improve route availability to almost universal access across the British Railways network. The locomotives were reliable in service, entirely suited to their mixed traffic task and were equally at home hauling short rakes of coaches on rural lines or moving freight across the Pennines. By the end of May 1967 the class had been withdrawn from service, with just four locomotives; 78018, 78019, 78022 and 78059, being saved for preservation.



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NEW



O GAUGE

OO GAUGE



Keep them tied down with ropes (included)

PS90 - BR



PA60 - BR



PS91 - GWR



PA61 - GWR



PS92 - LMS



PA62 - LMS



PS93 - LNER



PA63 - LNER



PS94 - SR



PA64 - SR



Simple and effective - Cut out the tarpaulin from the material sheet and screw up into a tight ball. Open back up and cover the wagon, then wrap the ropes around the wagon and glue if required.

Note: Wagons shown in order to show the tarpaulins in use, not included as part of these kits. A comprehensive selection of appropriate wagons is also available.

Also available - a great selection of other wagon accessories
Including: Coupling Sets, Wheel Sets, Buffers, Containers, Loads, Chassis, Bolster Sets, Chains, Ventilators and Transfers.



Full details in the new Peco Catalogue.

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GL50 LNER/BR 2-8-8-2 Garratt	£650.00
GL58 LNER/BR B1 4-6-0	£380.00
GL59 LNER/BR K1 2-6-0	£370.00
GL70 SR/BR Schools 4-4-0	£410.00

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D.J.H. LOCO KITS

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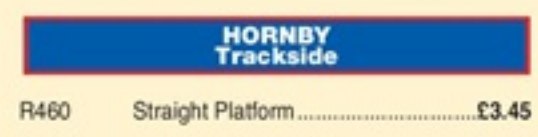
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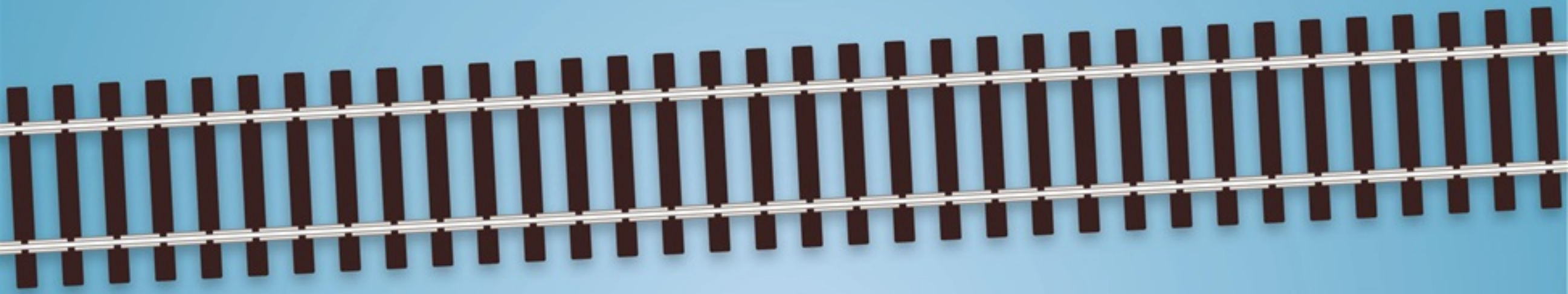
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Welcome from the Editor

Cinderellas



Previously in this column I wrote about my first visit to the Keighley and Worth Valley Railway in the late 1960s and expressed some disappointment that I was only able to ride on the Waggon und Maschinenbau diesel railbus: I had hoped for a steam engine, but alas it was not to be. Of course, at the time I didn't appreciate the historical significance of the railbus, since it was not too dissimilar to the DMU in which I had just travelled to get to Keighley from my home town.

Anyway undaunted, I returned with a friend a couple of years later anticipating some steam haulage, which we did get, but still not the kind of super-power we had in mind. Instead it was a tiny saddletank, not a lot bigger, in fact, than the faux A3 steam engines which plied back and forth on the North Bay Miniature Railway in the Scarborough of my childhood!

I suppose it was a case of history repeating itself. Again, I didn't fully appreciate the role those diminutive saddletanks had played in helping to keep the wheels of British industry turning for decades.

Still, the trip was worthwhile, small it may have been, but that little loco was able to remind me of the sounds and smells of steam, and I even managed with my very rudimentary camera to take a photograph as a memento of the trip, despite some dismay that it still hadn't been a main-liner.

I should point out, lest I have given the wrong impression, that I really do relish trips on both the K&WVR and the North Bay Railway, they are marvellous heritage attractions and the Worth Valley's operations are today a far cry from the

early days of those pioneers in railway preservation. No doubt there'll be younger readers telling me how lucky I was to have witnessed those preliminary years - a time when you could wander freely amongst the rusting relics in the yard and clamber into the cabs without the impediments of security fencing and a multitude of health and safety concerns. Happy days!

That spring day in 1971 provided my first encounter with an industrial steam engine, and although it wasn't the exciting adventure I had dreamed of, it sowed the seeds of an interest which, if I'm totally honest, didn't really blossom until we started to see some rather exquisite models of industrial-sized locomotives being released by the manufacturers.

The trouble is, we are rather predictable beings, and we are constantly reminding ourselves - and others - of our preferences, likes and dislikes. We can be so blinkered by these proclivities that we fail to see wonderment in other things, such as that

which can be found in industrial railways. True, they are far removed from the glamour and thrills of main line routes, or the calm dependability of branch lines, but they have always had a band of dedicated followers. With the trend for industrial R-T-R locomotive releases in ascendancy, perhaps now is a good time to investigate the modelling and layout building potential they offer: hence the topic of our latest booklet free with this issue.

Industrial engines may be the Cinderellas that never went to the main line ball, but they really were the unsung heroes of British industry, and we can now celebrate that legacy in our modelling.

Steve Flint



Bearing the words North Western Gas Board on either side of the saddletank, the "tiny" engine on the day of my trip in 1971 was this Peckett 0-4-0ST, seen after its arrival at Oxenhope. Photo: Steve Flint

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



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CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by Steve Flint



A joint Great Eastern and Midland & Great Northern station in 7mm scale

Norwich Central

PETER THOMPSON took his large collection of Great Eastern locomotives and stock and a might-have-been Norwich station story and combined them to create this stunning twin-level pre-Grouping depiction.

For me, the choice of railway prototype for my latest layout was easy. I have had a long-term interest in the Great Eastern Railway, also helped by the fact that I already possessed a reasonable quantity of 7mm finescale Great Eastern Railway locos and vehicles for the 1900-1914 period, some of which were built by my father. It was only when I was given temporary running rights with my GER stock on my good friend David's Midland & Great Northern Railway home layout that the interplay of these pre-Grouping railway liveries set me thinking that an exhibition layout, with stock from both these companies, would provide something different for the public to view.

To construct a model railway layout, one needs a prototype, space, time, skills, knowledgeable friends,

cash and finally, a vision of how the completed layout will look and operate. If the layout is also to be displayed at exhibitions, the layout's design must also consider weight and handling issues, as well as the method of how controls and track power will reliably cross board joints, as there are usually more joints than for a static layout. Every good layout needs a back story; some are based on fact, but most are a figment of the builder's imagination. What would be my story?

A location around Norwich seemed favourable, and research soon showed that there had been proposals between 1880 and 1883 to build a Central station as a new joint terminal for the approaching Lynn & Fakenham Railway (later M&GN) and the GER, by initially closing the GER Victoria terminal. The Norwich City Corporation,

Left

A full-length view of the layout clearly showing the higher passenger station and the lower level goods yard. A GER oil-fired Class T19 2-4-0 No.777 sets out from Norwich Central for Ipswich and London.

Right

The 1912 station forecourt. Horse power is still very much the dominant mode, though a very new Ford Model T stands in front of the doors.





Left
The layout is populated with period figures, some of whom are seen here taking great delight at the highly polished finish of the MGNR full brake.

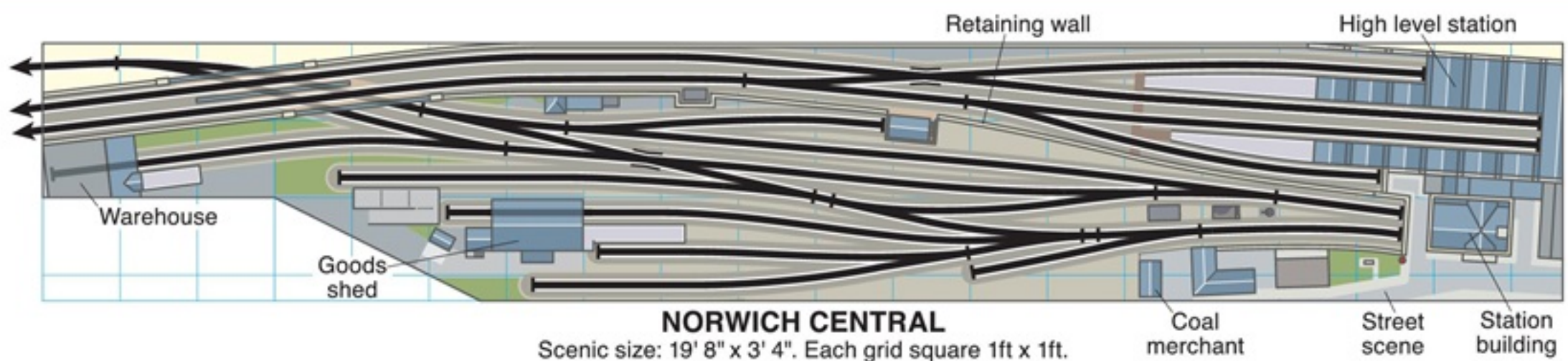
Below
Beyer Peacock 4-4-0 No. 52 prepares to depart with an LNWR Director's 'Special' with the precursor of the later CCTs, a loaded carriage truck, at the head.

with its two existing GER termini, did not want three stations, but the GER also did not want the LFR to get access to Norwich, Yarmouth and Lowestoft railway traffic. Most importantly though, the Dean of Norwich Cathedral did not want any railway to cross cathedral land; the only viable access route to any of the proposed Central terminus locations. Despite various proposals being placed before Parliament, the Dean got his way, and the Central terminus was never built, leaving Norwich with three termini for many years, City, Victoria and Thorpe. So, back to the layout, now named as *Norwich Central*.

A design for home and exhibition use

Although conceived as an exhibition layout, I also wanted to operate the layout at home. The only space available was against the almost 8m long sidewall of my garage, part of which is an alleyway. This accounts for the narrowing of the layout at the fiddle yard end. The garage width was insufficient for 1.8m radius curves and so an end-to-end layout format was the only option, with a 1.2m long fiddle yard for home operation, which extends to 2.4m at exhibitions. As true to scale mid-size stations, even in OO, require some 9m in length,





modelling a terminus station in O within the available 6m or so length meant some substantial compromises had to be made. Removing the normal engine release loop turnouts by using a station pilot engine saved 1.5m and also offered stock movement interest for viewers. With short passenger trains of just five six-wheel coaches and matching platform lengths, the terminus station itself could be squeezed into just 1.8m. with another 1.8m for station approach trackwork. The plan was coming together!

I had already decided that the M&GNR goods yard would be at the public view side of the layout, that is, relocated to be adjacent to Norwich Central instead of its real location by the City terminal. Again, liberties have been taken in squeezing in more track and sidings for operation and exhibition viewing interest than would be seen in a real goods yard of this overall size. The final decision was to position the station at a higher level than the yard above a curved retaining wall.





Trackwork design

Typical train movements for both station and yard were listed and used to sketch out possible track plans. Having minimal skills in computer programming, the wallpaper and track template on the floor method followed, resulting in the track plans now built for both yard and station. The positioning of board joints to avoid turnouts, especially for exhibition layouts, is a design constraint. Hence for *Norwich Central*, instead of five 4' scenic boards as originally planned, the final track plan required relocation of board joints to create a 4'+2'+4'+4'+3'+3' configuration. The final layout width also increased to 3'4" to allow for a second station bay platform.

Baseboards

Construction then commenced using traditional methods of glued and screwed stiffened ply transverse intermediate beams with 9mm and 12mm edge boards. Braced transverse support legs are 19mm x 38mm timber sections slotted into pockets under the boards. Two boards have legs at both ends, the remainder piggyback off these using brass dowels for alignment and 8mm bolts and wing nuts to clamp together. Aluminium strip and 6mm bolts brace each board longitudinally.

Trackwork

All turnouts and the majority of plain trackwork were made using C&L Finescale chairs on individually cut 60thou plasticard sleepers. C&L templates were used for double slips and tandem turnouts and the Templot programme for single turnout templates, as most were a variation on a Y. A track gauge of 31.5mm was used through turnout vees, returning to 32mm for running track and turnout toes. Trackwork was laid on 3mm neoprene sheet on 2mm card over the 6mm ply base, all secured with PVA. Atwood Aggregates products were

used for ballast. On a whim, different colours were chosen, possibly incorrectly, for station and yard. In hindsight, I should have used even finer gradings than the ones I purchased for the era modelled.

Unfortunately, in the two years from track laying to the layout's first scheduled exhibition, it became apparent that the solvent I had used to secure the chairs was reducing the track gauge by shrinking the sleeper length. Turnouts were particularly affected causing severe derailing. I took up and rebuilt all 22 turnouts...

Electrics

The powered items on *Norwich Central* includes: three track-power supplies, three control panels, 22 turnouts, 17 signal arms, 23 uncouplers, 13 isolation sections, DCC/12V dc switching, two dimmable lighting circuits, and two Megapoint control circuits for turnouts, signals and sections. Mike Cullen of MyKontrol, designed, supplied and built all the clever bits to make everything work. Four pairs of 25-way D connectors are used, with ribbon cable, to cross board joints; every pin has been utilised on two of the joints!

Norwich Central operates as two separate layouts, the station and the yard. This was a deliberate decision to allow operation of one to continue if the other fails. DCC offers many benefits, but in my experience gremlins seemingly happen for no apparent reason and often take longer to fix than problems on 12V dc.

Buildings and structures

There is a lot of brickwork on the layout. Previously I have used impressed card as a facing for buildings but decided this time to use Slater's brick sheets. Just over 100 sheets later, I am happy with the result. The brickwork was finished with enamel paints in up to seven colours, applied by brush and spray. Several buildings

Above

Cigarette advertising is very much in evidence; the milkman calls in for his packet of 10 untipped Players Navy Cut.

Right
GER 0-6-0 Class Y14
No.646 is given the road
and pulls away with its
train for Ely and
Cambridge.



Right
The station pilot loco,
GER Class K9 0-4-2T
No.7 waits for its next
duty. A Class DA loco
stands below. It will be a
couple of years before
the schoolboy has grown
enough to look over the
parapet.

are from modified laser cut MDF kits, finished as recommended by their manufacturer. The station building entrance and stairs were rescued from an LNWR project and modified to fit the GER structure at the upper level. Similarly, the pub came from my previous layout, being refaced and renamed. Most buildings are card based with Slater's brick facing. The GER signal box is all plasticard. The over-bridge was problematic: skew bridges are bad enough in themselves but this one has two non-parallel curved sides that cross a board joint. Trying to match the eight rail ends of the separate bridge deck for line and level each time the layout is set up can test one's patience!

Fiddle yard

The fiddle yard is unusual in that it has two levels. Cassettes made from 1" equal angle aluminium section on ply with plasticard sliders are used to handle stock, with short cassettes for locos. Nickel silver spring connectors pass track power between cassettes. Both station and yard operators at the station end of the layout have a switch that issues a send or receive train message to the fiddle yard controller. Once the fiddle yard is ready, a green LED confirms acceptance to proceed to the operators. For DCC locos leaving the fiddle yard, the loco's identity number is displayed for the controlling operator.

Signals

I built the signals using basic components from Model Signal Engineering and Scale Signal Supplies. The multi-arm signals were based on photos of GER prototypes but adjusted to suit the limited width available on the station approach. The GER often used calling-on diamond signal arms to allow a train access onto an already occupied track, so they have been included on *Norwich Central*. Signal operation is by servos linked to Megapoints servo control boards that include a random bounce feature. Ground signals are not operational

as, luckily, there was insufficient clear space underneath to fit the necessary drive units.

Couplings

Dingham couplings were already fitted to the stock, so this system of automatic uncoupling, in conjunction with Seep electromagnets, has been continued. The couplings are reliable in use and reasonably priced.

Control panels

Yard turnouts, uncouplers, signals and sections are operated from two control panels on the viewing side of the layout, the master panel located adjacent to the station and its copy, but slave, at the goods shed end. Functions on these panels are operated by push buttons except the master DCC/12V dc choice switch. Yard locos are primarily M&GNR and are DCC. The station has nine isolated track sections and is operated at exhibitions from its panel at the rear, but as it is mainly operated with 12V dc locos, the panel functions are operated by switches as these are preferred by some operators. In my garage, this panel is fixed on the viewing side so I have had to learn to read upside down writing!

NCE controllers are used for DCC locos, which are all equipped with Zimo decoders, and Gaugemaster handhelds are used for the 12V dc powered motors. The layout needs six operators at exhibitions, three on controllers, one at the fiddle yard, one in charge of conversing with the public and one resting/repairing/providing tea. It is always a surprise how little time there is to look at the rest of the show. Set-up and dismantling each take a little over an hour.

Operation

The layout is not run to a sequence or timetable. Instead, the fiddle yard operator is responsible for making up a variety of trains with correct motive power ready to send when called for by the station

Below

M&GNR Class D 0-6-0 No.59 leaves the yard as a GER Class 61 heads out with a local train comprising of four-wheel stock.





Above
Melton Rebuild 0-6-0T No.95 begins to shunt a recently arrived short freight. Above, a Class A 4-4-2T arrives with a semi-fast including a through MR coach from daily service, 'The Leicester'.

and yard operators. They then deal with the arriving train in the most realistic way they can while remarshalling a train to return.

Locomotives

Most of the 10 M&GN locos in use were built and painted by David Chandler Smith; some from kits, some scratch built, plus a couple purchased second-hand. David's standard build specification includes sprung axles, ABC gearboxes with Canon motors and usually inside working motion. Loco classes include the Beyer Peacock 4-4-0, Class D & DA 0-6-0s and an unusual ex-Cornwall Mineral Railway tank rebuilt as a tender shunting engine. My three scratch built GER locos, Class S61, Y14, 1 (Little Sharpie) efforts are of a more basic build quality. The scratch-built GER locos built by my father over 50 years ago are also used. His M15 tank has an all-plasticard body that still looks good and runs well. A GER T19 and K9 are provided by Nigel Seaman, whose father also built GER locomotive models. A GNR 0-4-2 Class F2 tender loco is currently being built but proof this prototype ever reached Norwich has yet to surface.

Rolling stock

There are five rakes of coaches available for the station, mainly four- and six-wheelers, of GER, M&GNR and LNWR heritage plus five parcels/full brake vehicles. The latter can run as a rake or individually with a passenger rake for removal/adding at the station. Coach rakes are normally moved from the Down arrival platforms to the Up platforms for departure. Between us, we probably have well over 150 freight wagons suitable for a pre-

Grouping layout for this area of England but GER, M&GNR, GNR, LTSR and Private Owner vehicles predominate. A selection of about 50 are taken to each exhibition. Some coaches and wagons are built from kits, but the majority are scratch built from plasticard or shellac-coated card.

Lighting

Overhead layout lighting is provided from a cantilevered pelmet supporting dimmable natural white LED strip fixed into aluminium channel angled towards the layout. The backscene is timber-stiffened 5mm foamboard with a nominal sky effect applied. A Victorian roof backscene would be preferable but there is no space for such in the garage so currently not available for an exhibition.

Conclusion

Model railways such as *Norwich Central* do provide the viewing public with a rare glimpse of how railways were so different 120 years ago. Overall, the layout provides a reasonably realistic world in which I can play trains with my friends, and after all, that is what counts. But even better, during the layout's first exhibition outing to the 2019 Warley Exhibition, my team and I were surprised to receive the THE RAILWAY MODELLER TROPHY for this layout. Awards like this are always sought but never expected when one's own efforts are compared to the amazing standards produced by the hobby's maestros.

My thanks to David, Mike, Nigel, Tony and Lew for their operating and construction skills and the quality of their own models running on this layout.

New kids on the block

Our prolific exponent of modelling the Settle and Carlisle line
IAN NUTTALL introduces some new locomotives, all but one of which was built for his Dentdale layout by Martin Hudson.

Photography by the author

Having spent three full years of modelling time, notching up countless hours of research and construction, my model of Dent Station (RAILWAY MODELLER March 2018) was complete. Thoughts turned to pleasant sessions operating, and assessing my order of priorities for the foreseeable future. I decided to have a break from layout building for a while, fulfilling though it was, and settled down to the process of drawing up a pecking order of mini projects, when matters were taken out of my hands.

It happened during my annual pilgrimage to the Bristol Model Railway Exhibition, travelling by train to Bristol Parkway with my bike, then cycling the nine miles to Thornbury Sports Centre where I had arranged to meet Martin Hudson.

He handed me five white metal locomotives fully constructed and turned out in plain matt black livery, allowing me to add the numbering, lining and insignia.

"There you are, we're quits now," he said.

Martin was honouring his part of our arrangement whereby I built wagons for him, a favourite aspect of railway modelling for me, and he indulged in his preferred facet of the hobby: loco construction.

This presentation was most welcomed but utterly unexpected. Over the years I have come to know, and respect, the quality of Martin's craftsmanship and, while he prefers white metal to etched brass, and rigid chassis to compensated, I knew that I was receiving locos which would work reliably and look the part. Whilst thanking Martin profusely I



This is the nearest I could get to the 'Great Gathering', but it does allow a comparison to be made amongst four of my six new locomotives. My overall stud has certainly been enhanced by their addition, although none is in showroom condition; that just wouldn't be appropriate for their daily slog up and down the 'Long Drag'.



Stanier Black 5 4-6-0 No.5276



A stalwart of Leeds Holbeck shed for many a year, the photo shows it held in Dent's Up layby siding awaiting its path south to its home depot. It will be coaled, watered and checked over mechanically, but it is highly unlikely that the word cleaning will be uttered!

Martin had sourced an old K's kit, no doubt from one of the many swapmeets he frequents and had been able to use a remarkable number of original parts, though he'd upgraded the wheels to Romford/Markits 24mm replacements. Sand pipes, lamp irons, brake gear/blocks for both loco and tender, cylinder drain cocks, cab fall plate and loco crew all enhance the kit.

Although exceedingly heavy, the Stanier Mk.I riveted tender is dimensionally accurate, is appropriate for my particular example and has one extra toolbox fitted to the side of the coal doors. Consulting *LMS Loco Profile No.6, Vol.2* of 2004 and *The Midland Railway* (both by Wild Swan Publications), I found that the batch of 227 built by Armstrong Whitworth for the LMS in 1936-7 were obvious candidates.

My loco allocation information for the years 1939, 1944, 1945 and 1948 all have No.5276 at Leeds Holbeck (20A) so I settled on that, adding red lining and the 1936 style gold block style insignia and numbering.

Very few of my locos are clean, so a reasonable amount of weathering was applied using a mixture of washes and dry brushing with a fairly limited palette, portraying it in a working condition. Holbeck was not noted for caring for its locos cosmetically.

Below, No.5276 is put through its paces on the Down *Thames-Forth Express*, replicating the correct formation as it ran in 1939.

When these coaches were scratch-built in the mid-1960s pinpoint axles were far from the norm; these Anbrico bogies certainly didn't have them. Hence, though the coaches run smoothly there is far more drag than from a modern day equivalent. Nevertheless No.5276 has proved itself to be up to the task: occasionally whitmetal does have its benefits.



LMS 4P Compound 4-4-0 No.1143

This was a model Martin had already built for me as a retirement present. It is from a Cotswold kit, but, unlike my original model, sports a Comet chassis and gearbox coupled to a Mashima motor, with a flywheel attached. The tender for this is a brick and restricts its already limited haulage capacity: I may consider an etched alternative, but I can't deny the smooth-running capabilities of this 'Crimson Rambler'.

Talking of crimson, I repainted my chosen example, No.1143, in LMS lined Crimson Lake livery with Precision Paints to the fore. I opted for their dull finish, with HMRS Methfix transfers for the numbering/lettering and Pressfix for the lining.

Many MR/LMS Compounds performed regularly on the S&C, but my choice of No.1143 appealed as it featured in all the allocation lists for my era, and I was conscious that I had an imbalance of locos shedded at the southern end of the line. This loco evened things up as No.1143 was a long-standing servant from 12A Carlisle Kingmoor and was part of the Nos.1135-59 batch built by the North British Locomotive Company. They entered service between June and October 1925.

Martin had added front bogie splash plates which were fitted to the North British engines on construction, though I believe all had been removed by my era. No.1143 is pictured resting at the MR buffer stop in the Dent Up Layby.



Stanier Rebuilt Scot 4-6-0 No.6108



Drifting light down the 1 in 100 through Dent station No.6108 is en route to its home base Leeds Holbeck which, incidentally, had the code 20A from 1935 until the mid-1950s, when it was rebranded as 55A. I finished it in the 1946 LMS straw livery which I believe sits well on these handsome locomotives.

When the un-rebuilt Royal Scots appeared on the West Coast Main Line in the late 1920s several of the displaced ex-LNWR Claughtons were transferred to the S&C to work the Scotch expresses. They in turn, were usurped by the Jubilees from 1935, which stayed associated with the line until the demise of steam. Several Patriots, including regulars Nos.5504, 5534, 5535 and 5535 also augmented the passenger locomotive options.

However, when the LMS took the decision to rebuild several of their Royal Scots with taper boilers and double chimneys, the S&C benefitted significantly as four of them arrived at Holbeck in 1943. From that

quartet I selected No.6108 *Seaforth Highlander*, an engine synonymous with expresses up and down the S&C for many a year and one with a name that exudes a warmth of atmosphere and trips off the tongue effortlessly.

My specimen is a Bristol Models kit, produced by an early example of the ultimate in cottage industries: the firm operated literally in a shed in the garden. I bid for the kit successfully on eBay a couple of years ago.

Upgrades include a new tender, an etched brass example from the DJH stable; Comet cylinders, valve gear and brake blocks/linkages; Gibson double chimney; Brassmaster cylinder drain cocks, lamp irons, sanding gear, cab fall plates and crew which have all helped to enhance the model by several notches.

It is powered by a Mashima 1426 motor, and Black Box 40:1 gearbox, as marketed by Branchlines. The etched nameplates and 20A shedplate come courtesy of Modelmaster.

Midland Railway Kirtley 0-6-0 No.2716

Hats off to Martin who has built a Jidenco version of this loco for himself; frankly he deserves a medal for there can't be many earning their keep on layouts.

The one he built for me illustrated here was from the K's stable although he has deviated from the basic kit in that mine features a Comet chassis, Mashima motor, Branchlines multi-box and Markits outside cranks to produce a silky-smooth running loco. Martin informed me that it was rather a tight fit.

My problem was with historical accuracy as I was aware that, although the last Kirtley 0-6-0, as No.58110 survived until November 1951, they became as rare as hen's teeth on the S&C after 1930 since the 'Long Drag' put most trains beyond their haulage capacity.

Try as I might I have failed to find a single example matching the K's boiler/tender configuration, so I have been forced to bend the dates – a lot in fact!

I have a photo of No.2716 taken in Skipton Yard in 1928 in *On Midland Lines Vol.1* which was self-published by Donald Binns, an author who has produced so much valuable archive material for the S&C modeller over the years.

Skipton was its home base; all I needed to add was etched tender coal rails, which I did. Sadly though No.2716 was scrapped in October 1929... So the purists can shoot me down!

But it would be rude of me not to run Martin's fine gift, and it has allowed me to finish a loco in the 1928 LMS livery, with LMS in a panel on the cab side and the number on the tender. I can understand why the LMS ceased this practice, attractive though it looks.

At the moment I have it rostered pulling three ex-MR six-wheel brake vans, which seems highly appropriate as a vintage package, as can be seen (*right*). The observant will spot that one of the vans is in 1936 bauxite livery and could not run with a loco scrapped in 1929!

Well, you can't please everyone.



was also thinking, 'how do I get this lot home?'

I had brought a spare cycle pannier to accommodate any purchases; so it was just as well that I had restricted myself to buying only detailing parts.

I also had carried a loco of my own, a Fowler 7F 0-8-0, which I had taken up to seek Martin's advice re: its ailing Mashima motor. Amazingly the six boxed locos, packed out carefully with bubble wrap and foam sheet, fitted into my pannier, although lifting it felt like I was manhandling a breeze block!

Undaunted I bade my farewells and made my way, steadily, avoiding potholes at all costs to preserve my precious cargo. I made

it and felt really chuffed (or should that be chuff-chuffed?) Martin had been a star.

It was now a case of studying each loco to select an appropriate number and livery suitable for my 1937-47 era Settle to Carlisle Railway.

The new stud in detail

Of this group of new locos only the Johnson 2-4-0 and Rebuilt Royal Scot have had loco

Not one of the new kids, but an earlier photograph of a train crossing Dent Head Viaduct which formed the focal point of the first phase of my Settle and Carlisle project.



No.567 is seen here piloting rebuilt Royal Scot *Seaforth Highlander* out of the tunnel on the *Thames-Forth Express*, but as the gearing on the two locos is different, the 2P tends to develop wheel spin.

Hence they are not suitable as a matched pair, at least on my version of *Dentdale*.

The first trader's stall I browsed at the Taunton Show a couple of so years ago had two whitmetal kits for sale. One was an MPD Midland 3F 0-6-0 tender engine, whilst the other was a Millholme Models LMS 2P 4-4-0. I offered £45 for the pair and almost had my hand snapped off... though I do believe I had acquired the bargain of the year, for both featured Romford wheels (more than £45 alone), whilst the 2P also boasted a Mashima motor and gearbox. Result!

I stored the MPD 3F for the future. However, whilst I can claim three Midland-built 2Ps earning their keep, I had yet to acquire an LMS-built variant, so passed this to Martin to help him make up his backlog.

Cosmetic additions are similar to those described earlier so all kits



are turned out to the same level of detail, whilst red lined black livery was appropriate, as was red shaded gold lettering. But why No.567? Because it proved to be the only LMS variant on the S&C that I could verify, though I am happy to be offered alternatives. I thought I had No.633 as an option, which was also based at Leeds Holbeck in 1945, but then recalled that it was one fitted with the Dabeg water feed system; not a pretty sight.

I prefer Fowler tenders with coal rails so was delighted when Martin had provided them; they also help to disguise the overly thick castings of the tender sides.

I'm very pleased with the smooth running of this, now relatively long in the tooth, Millholme Models kit, but its haulage power is limited. I suspect its future role will be either on the three coach Hellifield-Hawes *Bonnyface* service or on my Workmen's train; neither are physically onerous tasks. Photographs can be so cruel, and I can now see that the figure 5 is about 0.5mm too low.

lamps fitted to date, and for both I have used the admirable Modelu 3D printed ones; the detail is so crisp.

I am aware certain modellers hit the roof if locos run without lamps, but I have yet to decide which duties the other four engines will perform: hence no lamps for the moment. I trust I will be forgiven.

Lamps apart, this article takes a look at the

newbie locomotives in a little more detail.

Thank you Martin

With this flurry of new locos arriving to earn their keep on *Dentdale* my loco stud now tops fifty, yet there are still another dozen or so waiting their turn to be completed. Whilst it does mean I am spoilt for choice in the loco department, I must give serious

consideration to including a loco depot when I embark on my third and final stage of my layout, *Mallerstang Junction*.

Thank you, Martin Hudson, for this most welcome injection of new blood onto *Dentdale*; long may you continue to build locos of quality, reliability and character, and you now have one hundred of my wagons to haul round your own layout; enjoy!

Johnson 1P 2-4-0 No.20216

Having been renumbered and repainted in LMS lined black in the mid-1930s, Johnson 1P No.20216 is fit for service, and is turned out accurately for my 1937-47 era. It stands on Dent's Down layby next to the signal box, workmen's bothy and dwarf telegraph pole.

Not one of the 'Bristol Five' and to prove I am still capable of building locos myself, I tackled my Belpaire-boilered version of the Johnson 2-4-0: a London Road Models kit I'd bought off proprietor John Redrup at his stand at the Easter York Show three years ago.

Like the earlier MPD kits, it is a mixture of etched and whitmetal parts and some exquisite lost wax brass castings. I opted to power it with a Mashima 1220 motor and High Level 54:1 gearbox, a recommended combination. Driving wheels are Romford RP25 examples, bogie and tender wheels are from Alan Gibson.

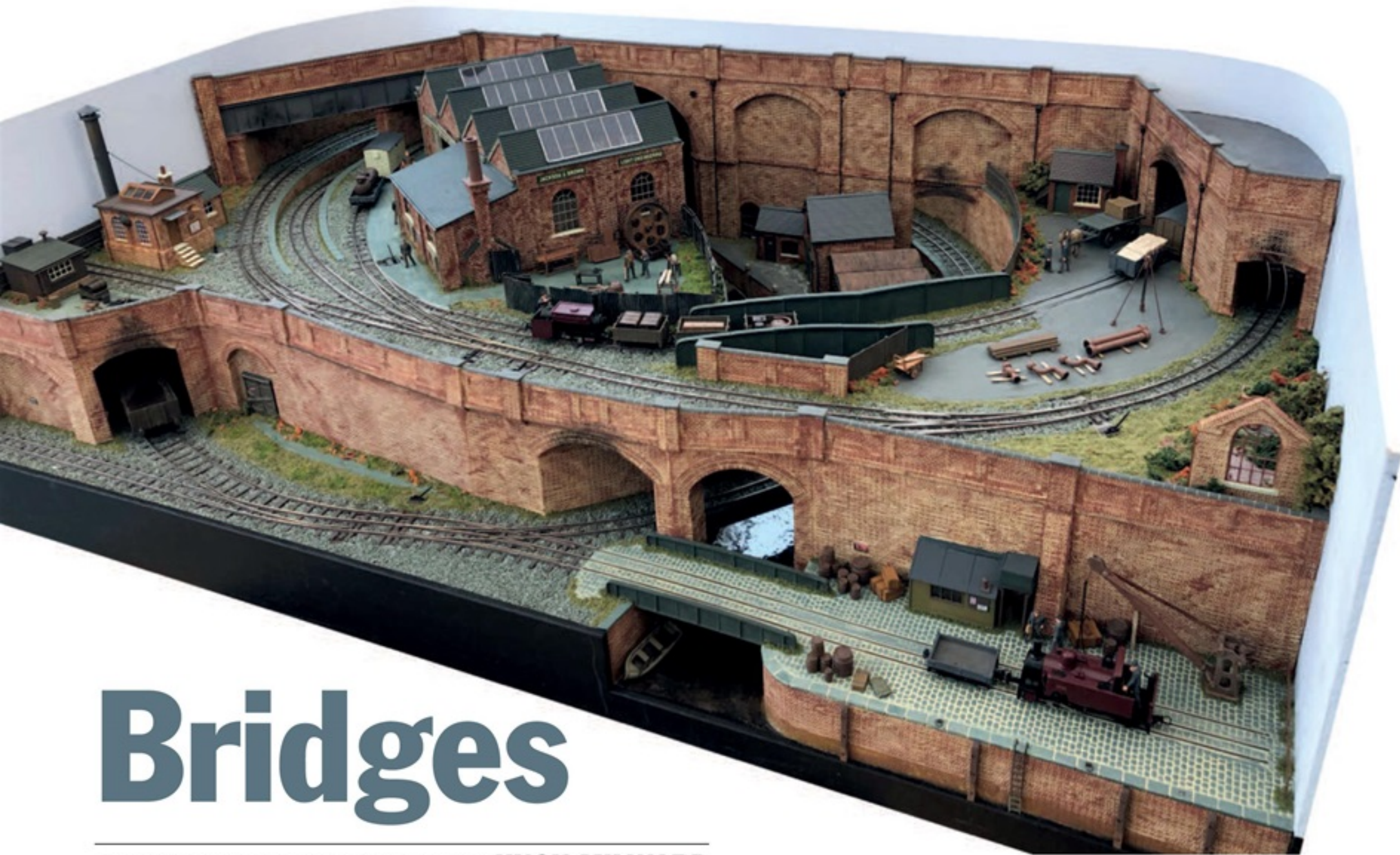
Being a relatively modern kit compared to the others described here, details such as brake blocks, rodding, sanding gear, turned brass handrail knobs and vacuum hoses all came as standard; progress indeed, and most welcome. I hope modern day modellers appreciate how much is provided for them on a plate nowadays!

Its genesis actually goes back to my mentor, Ron Smith. He had scratch-built No.216 from the 6' 6" diameter driving-wheeled series constructed at Derby in 1880.

Ron turned out his model resplendent in LMS lined Crimson Lake and coupled it to his Midland Railway inspection saloon; a fine pair they made. One compromise he had to make was to use a K's tender drive unit as



small motors and gearboxes simply weren't available 45 years ago. No.216 was converted to a Belpaire boiler in 1935 and repainted in lined black with its new number of 20216 in 1937 (Ref: *LMS Locomotives Vol.4* p.25 published by Silver Link). I was committed to this version. I too paired mine with an inspection saloon, as the Bachmann LMS version had recently come on the market. Both loco and coach received discrete weathering; they are earning their keep yet need to look somewhat smarter than the average run of the mill revenue earning service.



Bridges

Modelling, words and photography: **HUGH MILWARD**

There is a lot of brickwork on this layout. That's possibly due to the fact that when I left school, I took up a bricklaying apprenticeship in London and worked on the tools for nine years. All a while ago now, and another story for another day maybe, but I will add that 4mm brickwork is a lot less arduous to create than the real thing!

In contrast the story of *Bridges* began in August 2013 when I started to draw up plans for my fifth OO9 layout.

I had a list of criteria that I wanted to achieve: a continuous run so I could 'watch the trains go by'; track on at least two levels; an industrial theme with a rundown canal or backwater; a small quay side and hand-built track with some dual-gauge. Most importantly it would need to be light enough to carry to exhibitions, fit in the boot of my car and small enough to store in a cupboard. The result was *Bridges*, a 900mm x 700mm layout which I think meets all my criteria.

Baseboard

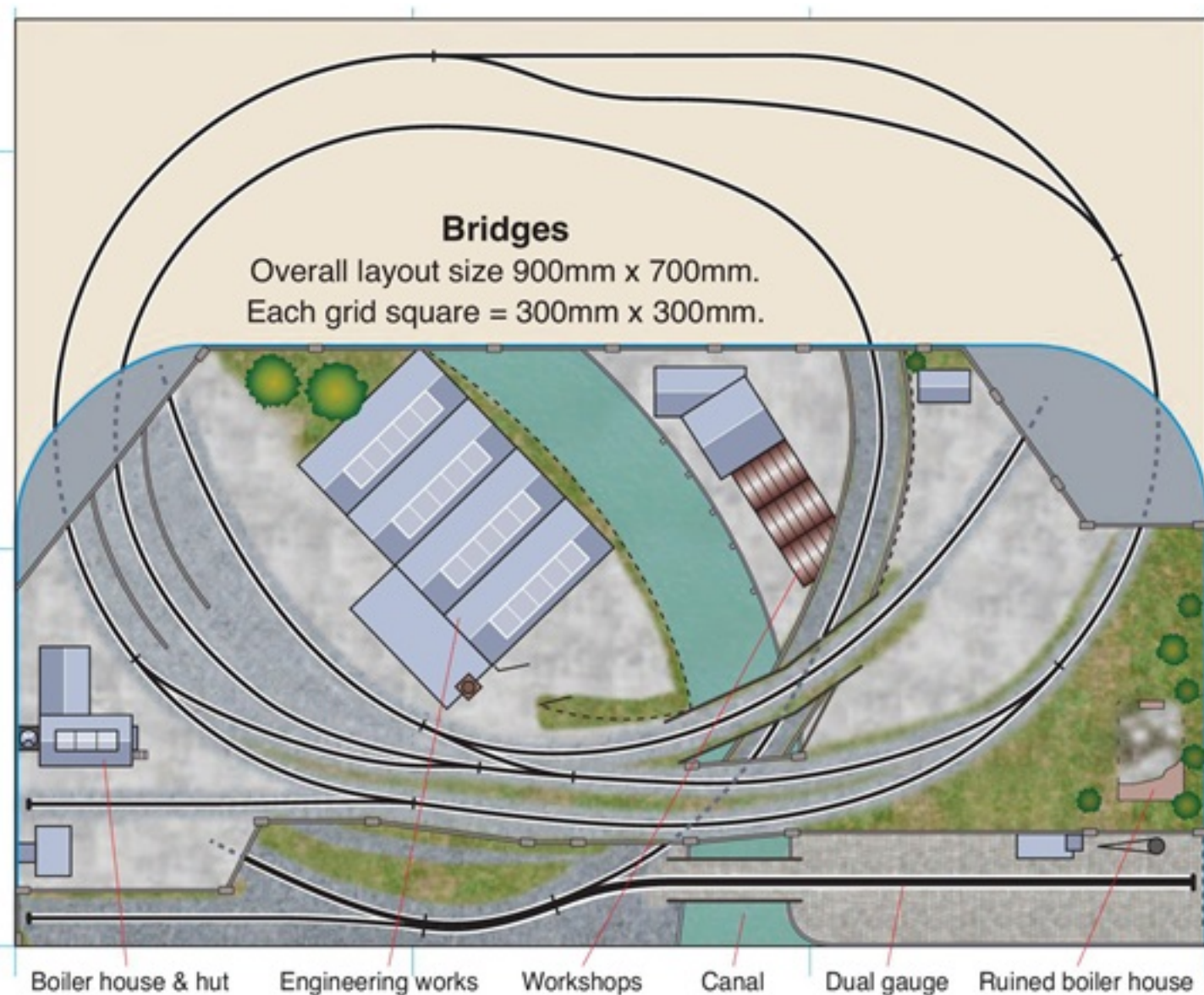
The framework was built from 5mm plywood using PVA glue and fine panel pins. The egg box type structure is very strong and light, and to date has not warped. I used Sundeala board for the top which was glued and pinned to the baseboard frame. I was able to cut this such that the gradient dropped down from the top to the lower level in one continuous run, giving a smooth transition.

The backscene was made out of flexible

MDF board painted a light blue colour. It is not very high as a lightweight ply lid drops right over the whole layout so it can be stored upright in a cupboard when not in use.

I built a set of legs for *Bridges* as it was always my intention to exhibit the layout.

▲ An overall view of *Bridges* clearly showing the two-level approach. Note the track dropping at the centre left. The upper level can be operated as a continuous run whereas the falling grade is an end to end with a kick back to the bottom right.





▲ Most of the locomotive fleet are scratch built on commercial N gauge chassis. Here the 'big diesel' undergoes some attention. All rolling stock is fitted with fold-up Greenwich couplings designed for 4mm scale narrow gauge.

I made the legs to a height of 1.3m so that the layout can be viewed through the bridges spanning the canal/backwater: At exhibitions I always point out to those taking photos that one of the best shots is through the bridges. In addition, I built a lighting rig, nameboard and wrapped the legs in a black skirt attached with Velcro.

Trackwork

The track is entirely handmade using copper-clad sleepers and Peco code 75 flat bottom rail and includes a dual-gauge section on the lower level. Where the cobbles are inset between the tracks, I soldered code 80 flat bottom rail as check rails; code 80 has a slightly narrower head than code 75. Once the cobbles were laid, the use of code 75 and code 80 together looked like tram tracks, which was the appearance I wanted to achieve. The track was pinned down using Peco pins. I used the traditional method of laying the ballast dry with a brush and then applying a mixture of 50% water and 50%

The factory building uses a Wills engine shed as its base. The yard has been fully detailed with various work benches and a sawing horse.

PVA with a drop of washing up liquid, dispensed using a pipette.

Wiring

All the points are operated by SEEP point motors. To give the motor pins a bit more flexibility (as they are quite sharp in their throw) I set them further away from the underside of the baseboard by inserting spacing blocks from balsa. I wired the points using a strict colour code and included a CDU. Power is from a Gaugemaster hand-held controller and a separate transformer with a dedicated feed for the points.

I made up a separate control box for the point switches which was overlaid with a mimic track diagram. This control box sits on a removable shelf attached to the baseboard and is connected to the board via multi-pin plugs. There are also seven track isolating switches built into the box. Uncoupling is by small magnets between the tracks, buried below the ballast which work with the Greenwich couplings that I use on my stock.

Bridges and buildings

The main bridges at the front, which provide the focal point of the layout, took some time to build: The challenge was modelling the underside of the arches where the two of them meet under the bridge. They were built *in situ* using Wills flexible brickwork sheet. It was a case of trial and error, but I am very

▲ The remains of the old boiler house were made from Wills brick sheet, the floor is from a weighbridge kit. Note the individual bricks scattered around the area.

pleased with the result. The other challenge was the clearance of stock on the high level where the brick parapets sat above these bridges; originally when I constructed them there was not sufficient room for the stock to run past – plan, plan and plan again! I therefore had to cantilever the parapets out and extend the corbelling to support them.

The factory was constructed from a Wills engine shed kit with extensions using Wills sheets. The factory yard was closed off with a corrugated fence made from Slater's corrugated plastic sheet cut to the correct size and fixed in place with square plastic rod.

The higher-level bridge carrying the run round loop over the canal was made using Peco OO plate girder bridge sides. As the track on the bridge is on a curve, the bridge has two angles, so I put in a post and girder underneath to act as a visual support at the angle. The two lower bridges were formed of Peco N gauge girder bridges which I think are quite acceptable for OO9 and look the part.

The centre of the layout is dominated by the disused canal and the workshops. The water was created using a Gaugemaster water starter pack. Note the abandoned barge at the bottom and the falling grade track.



Nearly all the building work has been formed using Wills components. There is great attention to detail such as the appropriate signage and the seldom modelled hand pint lever.

The brickwork finish was obtained by painting the brickwork all over with a cream mortar colour and then when dry, applying the red brick colour by dry brushing with a broad brush over the top.



Scenics

As the layout is industrial themed, there is not much in the way of grassland, but where a bit of greenery shows; this is mainly scrubland and weeds with plenty of junk lying about. The run-down canal was created using a Gaugemaster 'Realistic Water' Starter Pack, which included materials for the water, rocks and earth, together with plaster bandage and paints to make a small stream about 600mm long. I thought this would be just about sufficient as I wanted to show the canal in a state of run-down neglect.

Having first put down some ordinary Polyfilla™ mixed with powdered brown poster paint and fitted some timbers to keep the boats away from the walls, I painted the bed a muddy brown colour, with a darker colour used for the areas to be covered by the water. I added some rocks and weeds before pouring the 'water' in one go along the canal, coaxing it into all the required areas with a cocktail stick. A run-down scratch-built barge dropped on its side completes the scene.

Quayside and dual-gauge track

Unfortunately, one of the Wills plastic brickwork sheets that made up the retaining wall at the back of the quay bowed after I had stuck it to the plywood behind it, but instead of trying to cut it out and start again, it gave me an idea to build a supporting abutment to hold back the wall which appears to be bowing out of true.

The section of standard gauge EM track is wired for operation and in theory a small locomotive could run in and out of the tunnel, as the track runs back inside the tunnel for about 160mm on a sharp curve. However, at present I have not done so and at exhibitions I just place a goods wagon in the tunnel mouth.

For the cobbles, I again used Wills sheets which if laid and stuck down with care look very acceptable. Cutting strips of cobbles to lie within the tracks was tricky, especially as there is a slight curve in the trackwork as it crosses the bridge. The cobbles were first painted in a dark grey colour and then a diluted cream paint was washed over and wiped off leaving just a trace in the gaps.

A small office and water tank were added plus a yard crane. Mooring timbers were also



added with rings made out of plastic rod curled around a paint brush. A balustrade was fitted at the end of the quay to break the edge at the backscene. Grass and weeds were also applied in the places where such things gather and grow.

Above the quayside on the higher level, there was a spare corner that I originally just covered with rough grass and bushes. I thought it needed more, so a ruined boiler house made out of scrap bits of Wills sheets was constructed. I even made individual bricks which are scattered about the ground.

Observant readers will notice that the tiled floor in the boiler house is in fact a Pooley weighbridge from the Wills yard office and weighbridge kit which I found in my plastic scrap box.

Locomotives and stock

Most of my stock is freelance, mainly scratch built on commercial chassis. Some of my earlier locomotives are kit built, but I have

The layout occupies a footprint of just 900mm x 700mm. The standard gauge section along the front – although wired – is seldom used.

▲ The section of dual-gauge inset track runs along the front of the layout to this small quayside area. Pausing between duties is a freelance 0-6-0T, which is powered using an N gauge Minitrix dock shunter chassis.

built a number of railcars and diesels to my own design. A number of the wagons come from the Dundas range and OO9 Society kits.

I hope you have enjoyed my article on my little layout and please stop to have a chat if you see it at an exhibition. I already have plans drawn up for a new one, but that is another story...

Supplier information

Greenwich couplings
www.lightrailwaystores.co.uk/collections/gdngrs

Dundas Models
dundasmodels.co.uk/webstore/index.php

The 009 Society
www.009society.com



Eaglesham

BILL AULD introduces us to this stunning Caledonian Railway exhibition layout which has undergone a long period of continuous development and improvement and now features DCC running. *Photography by Tony Wright*



▲ The signal box at Eaglesham. Built by the late Jimmy Anderson, this style of box was very common on Caledonian Railway routes.

I had always wanted to build a layout based on my local station of East Kilbride in Scotland's South Lanarkshire. The original line from Glasgow to East Kilbride continued on to Hamilton and was in fact worked as two branches, one from Glasgow and one from Hamilton, both terminating at East Kilbride. In 1912 East Kilbride had six trains a day from Glasgow and three to Hamilton. There were no through passenger trains, but the line was occasionally used as a through route for mineral or freight traffic.

However, sufficient prototype information to enable an accurate c.1912 portrayal to be modelled wasn't forthcoming, so it was decided to create a model utilising the information I had, but to change the name to Eaglesham; a village some five miles from East Kilbride. It had been proposed to build a station there on a couple of occasions, but these proposals never came to fruition.

Developments

Eaglesham was first mooted by my friends in the 903 group, which was a group of like-

minded folk modelling the Caledonian Railway. The original layout at 16' x 2' was built with a single fiddle yard using a sector plate representing Glasgow and was first shown at the Cathcart exhibition in 1995. It was a tight timescale to get ready for this exhibition with me concentrating on the layout and stock, with the rest of the 903 Group working on the buildings. It received a good reception, but we saw that it could be developed further.

One of the group, Jimmy Anderson, had by this time produced a superb signal box and to make the most of this lovely building I decided to rearrange the layout so that it would be viewed from the other side, allowing the public to see the interior. To make the layout more fun to operate and to give the viewing public more to look at it was decided to add a further fiddle yard to represent Strathaven. This was operated using cassettes made from Perspex and aluminium angle.

I showed the layout at the York and Carlisle exhibitions, but was unable to

commit to any long-term exhibition requests due to being at sea for up to six months at a time, so therefore put the layout into storage, spending a lot of the spare time I had building rolling stock from kits.

When I retired in 2012, I decided to resurrect *Eaglesham*. Through one of the members of the East Kilbride Model Railway Club I received an invitation to an exhibition in Perth. A lot of work was put in before this outing because as while the electrics were OK, the scenery was showing its age and was given a really good sprucing up. The layout was well received, but it was felt that further improvements could be made.

Part-built viaducts

The 12AD Model Railway Group had been formed and in 2014 we were invited to Midland Railex and Cathcart. We concluded that we would extend the layout further with





the addition of two extra baseboards and to change the fiddle yards to traverser boards. One of the extension boards would carry a viaduct under construction and the other board would have a couple of storage sidings and an engine shed.

The viaduct would be based on the Pomillion Viaducts that once existed at one end of Strathaven Central station. These twin viaducts carried different lines diverging from the station. All of these lines have long since disappeared and the bridges were pulled

Caley stalwart, the Lambie 0-6-0 Jumbo No.337 enters the goods loop. A Connor class 670 0-4-2 No.252 waits for clearance before departing for Glasgow.

down in 1982. There wasn't enough room to accommodate both bridges on the model, so we have supposed that, at the time of building, the Caledonian Railway ran short of money for the project and so completed only one. When more cash was later released work was restarted on the second. We have portrayed this as work in progress which gives us a reason to fill up the storage sidings on the other new board with stone and timber traffic.

We also added some lighting pelmets with LED strips to replace the spotlights we had been using previously. These LEDs give a

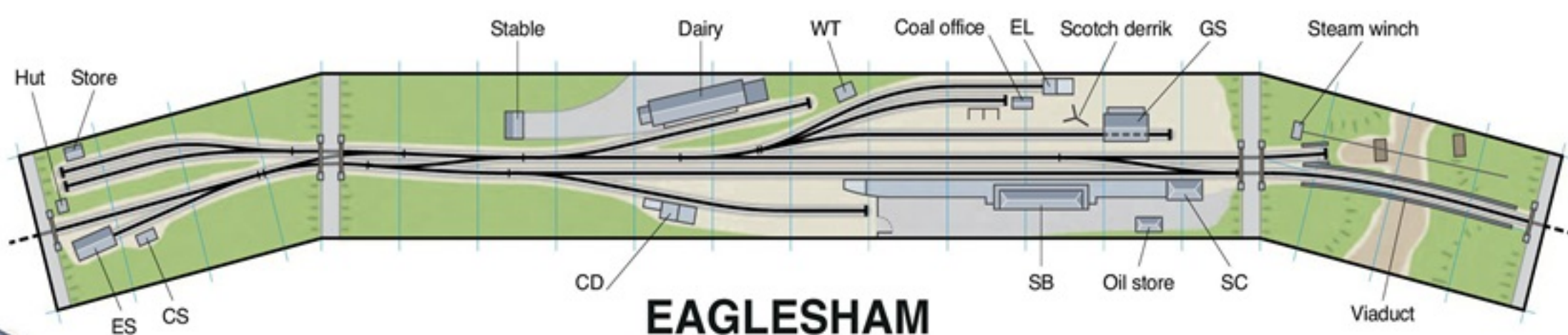
▲ **A track level view of Eaglesham station building with passengers and staff awaiting the arrival of the next train. The station building was constructed by Tom McGhie.**

more even light and draw far less power. In this form we went to the Warley show in 2015. However, I was still not fully satisfied with the layout's performance

Enter DCC

I had been experimenting with DCC for a while to investigate whether I could fit

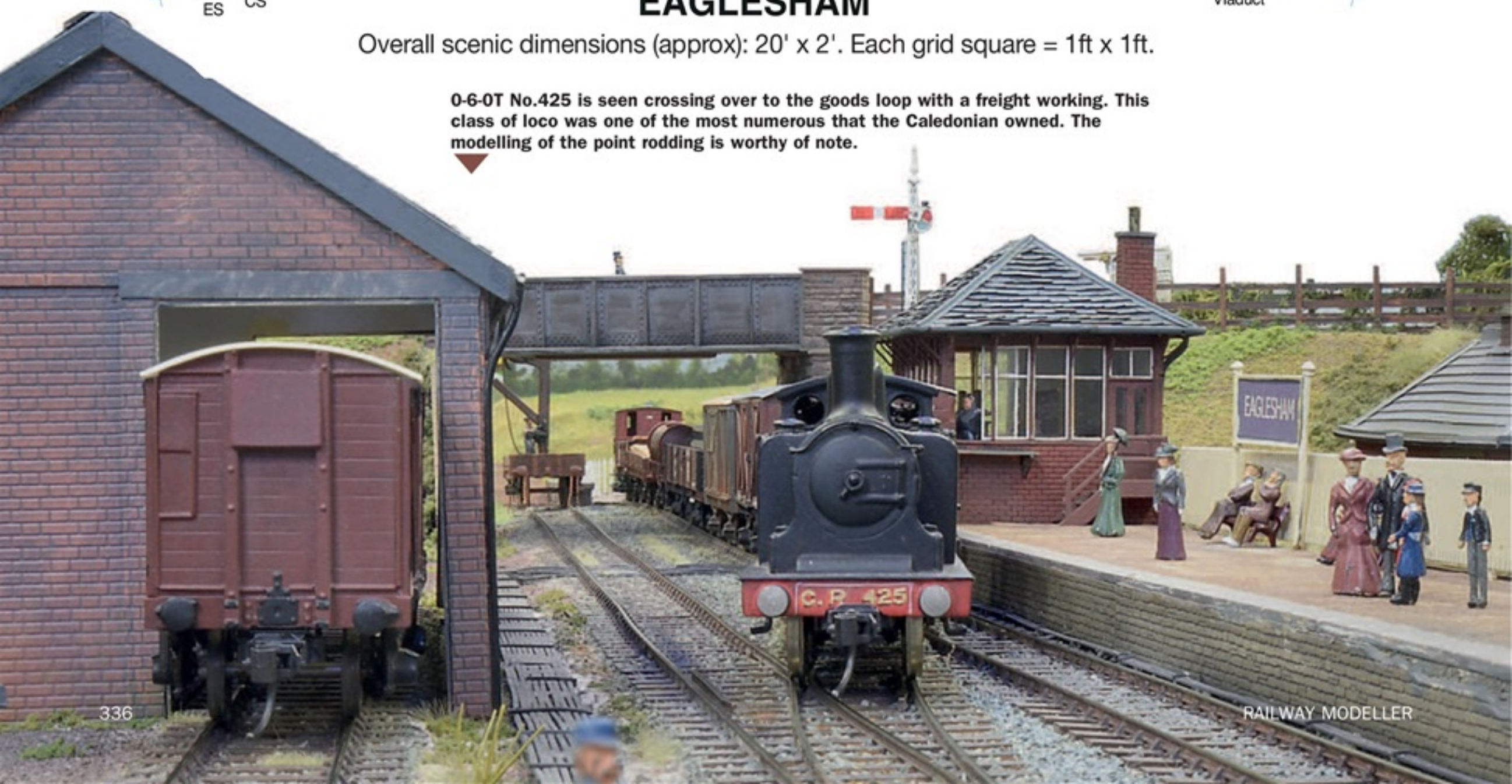




EAGLESHAM

Overall scenic dimensions (approx): 20' x 2'. Each grid square = 1ft x 1ft.

0-6-0T No.425 is seen crossing over to the goods loop with a freight working. This class of loco was one of the most numerous that the Caledonian owned. The modelling of the point rodding is worthy of note.





▲ The breakdown train en route to an incident. The loco, crane, tool and crew vans are scratch built. The engineer's saloon and brake van are kits from Decent Models, the crane runner from the 51L range.

decoders into all the kit-built locos that I had, and successes with this encouraged me to change the entire loco stud over to this new technology. I decided to do a complete rewire on the layout to accommodate this change, fitting a track busbar. We also revamped the point system to something more modern than the old H&M solenoids. Although these were reliable, the attached switches were hard to access and clean. I decided to change all point control to a Megapoints system.

With these improvements, we attended Wakefield in 2017 where we ran the layout



MAY 2021



▲ An ex-Highland Railway River Class, approaching Eaglesham from Glasgow with a train of NPCS vehicles.

812 Class (*Ed* – this is an exclusive from *Rails of Sheffield*, see *News*, RM December 2020). All the rolling stock therefore has been built by myself, and John Anderson, over a number of years. Locos are mainly from DJH kits with a few from Wills, Falcon Brass, and Jamieson. There are a few scratch-built from brass. All locos are spray painted and lined using either a lining pen or transfers from the Modelmaster range.

Showing signs of neglect, a grimy 0-4-0ST No.622, complete with its coupled 'tender', takes a breather before shunting wagons to the lifting engine. The engine shed was built by John Anderson.

Rolling stock

There is no R-T-R rolling stock for the Caledonian Railway, and at present we are still awaiting the release of the Bachmann





▲ An overall view of Eaglesham station with 34 Class 2-6-0 No.34 on a mineral train, heading towards Strathaven, crossing back over to the main line.

Coaches are from the Decent Model range, sometimes hard to get but now maybe back in production. These are good kits, easy to build and cover a range of prototypes for the Caledonian Railway. Similarly, all the goods stock is built from a variety of kits largely from Decent models, 51L, and Model Wagon Co. Some, including the breakdown crane, have been scratch-built from brass, this model winning the 'Best Rolling Stock in Show' award at the aforementioned 2017 Wakefield exhibition.

▼ The goods shed which was built by John Anderson is seen on a busy day.



Trackwork

Track is code 75 SMP with hand-built pointwork. The track originally had stiff wire droppers soldered on. When all had been proven electrically the track was eased up on the droppers and re-laid on double-sided sticky tape. The ballast was then poured over the tape, tamped down and the excess vacuumed up for reuse. Despite all of the travelling the layout has done over the years, the ballast is still largely intact although it has been touched-up in places where required.

Buildings

I must confess to not making any of the structures on *Eaglesham*. They were all built for me by fellow members of the original 903 Group: the station building by Tom McGhie, dairy by Hugh Douglas, signal box by Jimmy Anderson, goods shed and water

tower by John Anderson. Sadly Tom, Hugh and Jimmy are no longer with us.

I did however produce the cattle dock filled with Friesian cattle. This breed was imported from the Low Countries as far back as 1892 with a breeding association being founded in 1909. It is conceivable therefore that they could have appeared in Central Scotland in 1912.

▼ 918 Class 4-6-0 No.920 crossing the viaduct with a train of bogie coaches. A load of timber for the construction of the second viaduct is being lowered to the bridge workers.





▲ Bill Auld (left) pictured alongside fellow 12AD MRG member Michael Johnston.

Road vehicles, people and cameo scenes

Vehicles are mostly from Langley but a few are from the likes of Shire Scenes. Figures are again mainly from the Langley range, but with a few from Pete Goss.

I don't like to see figures on a little clear plastic base or sitting on a blob of glue, so I drill a hole up one leg and solder in a 0.5mm wire peg. All over the platform and the surrounding area there are numerous 0.5mm holes to take the pegs. These holes are almost invisible from the normal viewing distance but give me the flexibility to change the set-up of the passengers and staff around the station platform.

The cameo scenes help to bring a little life to the layout. These scenes include a farm cart with the boss overseeing the painting of a newly repaired fence and a coal merchant's lorry being loaded. My favourite is the winding engine – this lovely little model was built by Michael and is used to move building materials down to the bridge pillars.

The future

The 12AD group are working individually on a number of new layouts. My particular one



▲ One of only four built, Class 30 0-6-0 No.31 arrives from Glasgow with a train of bogie coaches. The recently repaired fence is now being painted on the right. The boss is keeping a close eye on progress!

will be a smaller shunting layout based on a goods yard near Pollockshields in Glasgow. Set at the end of 1923 this will show the Caledonian Railway changing to the LMS, with locomotives appearing in both pre-Grouping and Big Four era liveries.

I am also well on the way to being able to run this new layout as it might have been had Grouping and Nationalisation not taken place with the year now being 1963. In this case we see a scene as it might have been with the Caledonian Railway slowly

modernising itself and introducing diesel engines to replace its ageing steam locomotives.

Thanks

A big thank you to the members of the 12AD MRG, Joe, Spencer and Michael. Also, thanks to Tony Wright for making *Eaglesham* look so good in his photographs.

Further information

www.12admrg.co.uk/
www.youtube.com/watch?v=ZNGAxGHeJgY



A passing place in Glen Falloch

IAN FUTERS returns with another chapter in his *West Highland Wanderings* saga, this time stopping off in Glen Falloch to consider a proposed, but never built, crossing point between Ardlui and Crianlarich.

Once the Mallaig Extension opened on 14 April 1901, traffic using the West Highland Railway increased to such an extent on its single track main line that ensuring enough paths were available for all the trains became a problem.

The Mallaig fish trains and their corresponding empties along with the success of the passenger services would all require suitable paths and it became apparent to the Traffic Superintendent of the day, a Mr David Deuchars, that shorter headways would be desirable. The distance between stations was in many instances quite considerable, especially on the main WHR section between Craigendoran and Fort William.

Three passing places on that section were already in existence. They were located at quite isolated locations, namely, Glen Douglas, Gorton, and Corrour, the latter two to be found upon Rannoch Moor.

They consisted of a passing loop, a siding or two and a tall signal box complete with signalman's cottage. Thus, up or down trains could be held in the loops until other workings on the line going north or south could pass them. The same happened at the other stations on the route too, and the term, 'a West Highland meet' became a common phrase.

Therefore, in the early part of the 20th Century, the traffic department of the North British

Railway, which operated the West Highland, thought the addition of eight new passing places could ease the situation. The proposed eight places were all on that main section between Craigendoran and Fort William.

As it happens, none of these passing places were actually constructed, possibly at the time due to lack of suitable funding, but from a modelling point of view, they can make attractive layouts, although they have limited shunting interest due to their restricted track layouts.

Although they were basically just simple passing loops with one or two small sidings, they usually had loading banks added, which would have been includ-

ed to encourage the local farming communities to send animals and goods out of the area. The NBR always had an eye on additional traffic!

One such proposed passing place was to be included in the long section between Ardlui and Crianlarich, which was eight or so miles in length.

The whole section was on a tough climb up through Glen Falloch and onwards toward Upper Tyndrum, mainly on gradients of 1 in 60, with only a couple of very short level sections.

The climb for Down services commenced at Ardlui and firemen would have shovelled huge amounts of coal all the way to Crianlarich. Of course, the crews of locomotives heading southwards to Glasgow would have had an easier time but much additional braking would have been necessary, although less coal would have been consumed. Diesel drivers will have experienced similar difficulties with the gradients too, and possibly still do today.

Near a viaduct

The beautiful Glen Falloch viaduct is located on a level section, three miles north of Ardlui station and I would propose that the *Glen Falloch Passing Place* would have been a few yards north of the viaduct on the slightly easier 1 in 103 section. However, catch points somewhere on the crossing place would still have been required to stop any runaway



◀ With a West Highland mixed freight in 1957, Stanier 5MT No.44967 heads across the viaduct as it climbs towards the would-be site of the proposed passing place in Glen Falloch. Photo: railphotoprints.co.uk/John Day Collection.

vehicles and any shunting of the siding would have had to be carried out by Down services only, with the locomotives at the Fort William end of their trains.

So, had it been built, how might the passing place at Glen Falloch have looked?

Similar in design

Since the line would have only been a few years in operation at this period in time when the additional passing loops were deemed to be necessary, I feel sure the simple passing loops would have been similar to the three which already existed.

So, a tall signal box with its small cottage attached would have sufficed.

Back in the 1970s I visited the Glen Douglas passing place – indeed an extremely lonely place – along with the station at Ardlui. I was then quite smitten with the West Highland Railway and the information I gathered inspired me to build a layout which I called *Glen Falloch*, although depicted as a station based on Ardlui, not as a passing place.

Although it was exhibited at the Newcastle Show, it was a large layout and suffered from a lack of suitable stock. Shortly afterwards I did go on to build *Glen Douglas* as the passing place which was much more successful. That had been my first 'Doughnut' style layout, for those

of you with long memories! It was published in the March 1974 *RAILWAY MODELLER*.

I now also have a 40' to 1" BR track plan of Glen Douglas (which came about as there had been an accident in 1955 with a C15 4-4-2T and two push-pull coaches derailling at the southern turnout), so sorting out the measurements of the passing place was quite easy to establish.

They are actually longer than you might think, but can of course be modelled to suit any space you might have. Only three turnouts are required, but to be totally accurate, a couple of catch points should be included too. If modelling in 4mm, the whole scene can be fitted comfortably onto a couple of 4' long baseboards and still look realistic, if compact. I also reckon a 12' length could, at a pinch, be just about workable in 7mm scale but you will be restricted to five coaches plus a locomotive and many services utilised longer consists, especially before the coming of the Sprinter units.

As for the buildings, I had taken some measurements of the signal box and cottage during that early 1970s visit and finally in 2020, I drew out a 4mm plan of the whole structure which is illustrated here (overleaf), although it is reproduced at 3mm/ft scale for reasons of space. Nevertheless, a convincing model of the possible passing place in Glen Falloch is thus a possibility.

Nor is it entirely beyond reason since, strangely enough, a temporary platform was installed in Glen Falloch eventually.

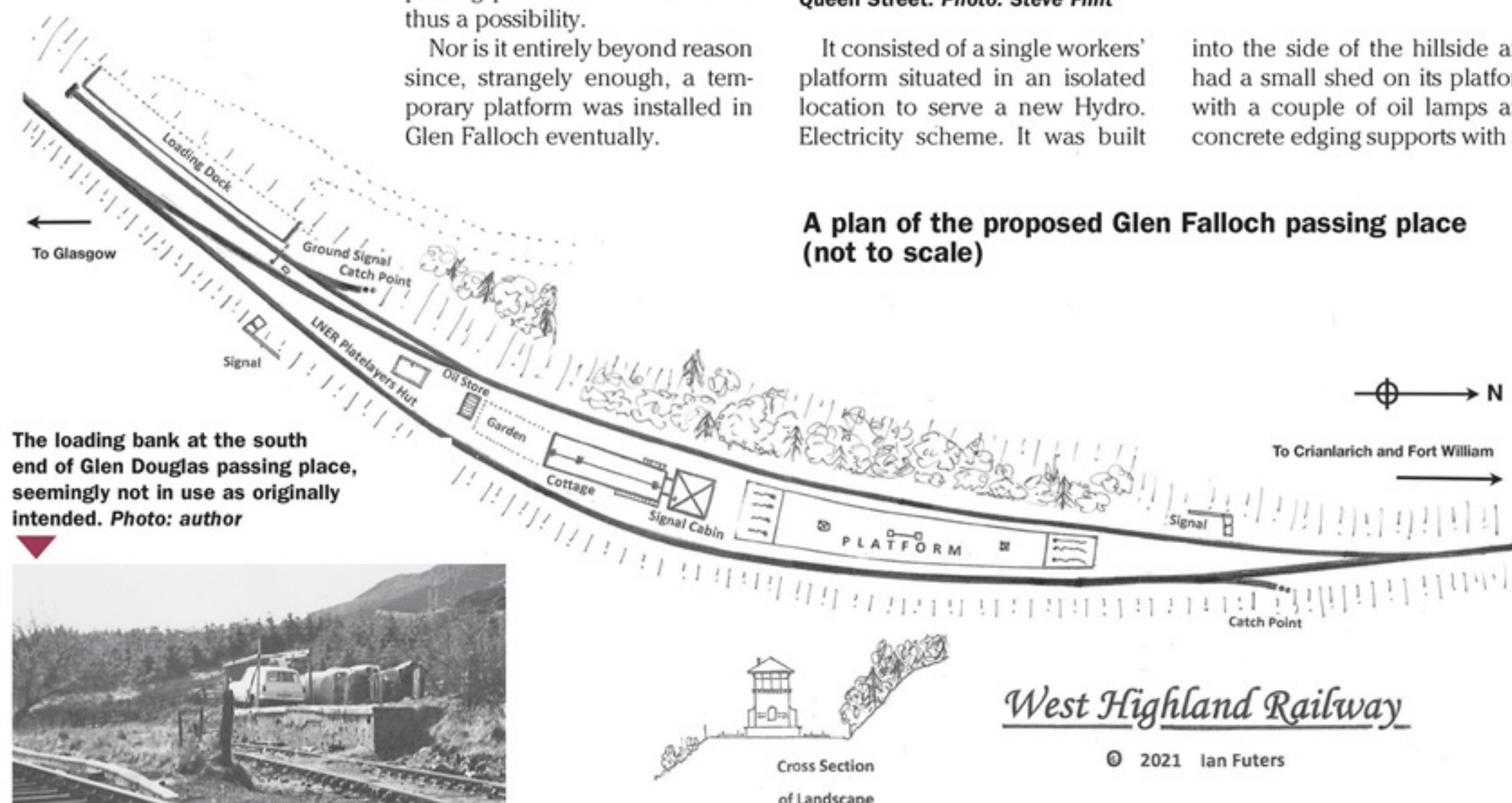


▲ Available ready-to-run in N gauge and OO, and soon to be in O Gauge, the BRCW/Sulzer Type 2 (Class 27) was the mainstay of West Highland line motive power from 1962 until 1981. Seen climbing out of Glen Falloch on the evening of 19 May 1980, is 27 111 with a train from Glasgow Queen Street. Photo: Steve Flint

It consisted of a single workers' platform situated in an isolated location to serve a new Hydro. Electricity scheme. It was built

into the side of the hillside and had a small shed on its platform with a couple of oil lamps and concrete edging supports with an

A plan of the proposed Glen Falloch passing place (not to scale)



The loading bank at the south end of Glen Douglas passing place, seemingly not in use as originally intended. Photo: author



ash platform covering. Naturally it was situated on a curved section of track. I say naturally because from experience I can vouch there are very few sections of straight track throughout the whole length of the West Highland line.

That halt was really only used by the workers (including German POWs) on the Loch Stoy Hydro scheme between 1945 and 1950, I believe, and was dismantled soon after the completion of the work. Additional sidings and a further passing place were also constructed, along with accommodation huts for the workforce, by the shores of Loch Lomond at Inveruglas, near to the huge pipe-work leading up the mountain-side. The only photograph I have seen of the small halt was in the LNER's 1940s published book on the West Highland Railway, although I have seen a re-print of the book recently.

During WWII, similar traffic congestion issues arose and the whole of the West Highland line became a restricted area.

Spean Bridge, Rhu and Helensburgh (Upper) all had their loops or sidings increased to cope with the additional war time traffic, whilst new yards were created just to the east of Craigendoran (not actually on the West Highland line itself). However, a passing place was installed on the Mallaig line about four miles north of Mallaig Junction itself. This was at Camus-na-Ha near to the wartime village of Annat and was to serve a new Naval base nearby.

Rolling stock potential

From a modeller's point of view, most 2mm (N) and 4mm (OO) locomotives found on the West Highland routes are available from the trade. However, apart from the diesels which worked the services, O gauge modellers will have to use a variety of kits in order to build up a suitable steam locomotive stud.

Freight and coaching stock are readily available in all the scales mentioned. Fortunately, the good news for 7mm modellers, is that Heljan are to introduce the Class 27 diesel locomotive late in 2021. This class operated freight and passenger services between the late-1960s and the early-1980s. Heljan are also bringing out a new version of the Class 26 too. This class were extremely rare on the West Highland Lines and I

have only two reported sightings of them over the years, although blue liveried 26 034 was one of them, even reaching Mallaig too.

Scenery

The area around Glen Falloch viaduct is very wooded, so lovers of scenery could really go to town on this small project. Towards the northern end of Glen Falloch, the trees fade away from what was known in days gone by as the Caledonian Forest, which of course covered much of Scotland in ancient times.

West Highland wandering

In recent years my modelling has focused on Northumberland and Scottish Lowland railway locations, but between 2000 and 2010 I wrote an occasional series in the RAILWAY MODELLER in which I described some of the stations to be found on the West Highland, including the Mallaig extension.

Since then, I have drawn up many of the associated structures to 4mm scale. It has been an interesting exercise, as it is often assumed they were all built to the same design, but only one or two of the station buildings are identical, most had some minor differences, and there really is no true generic WHR structure.

The small platform mounted signal boxes also all look alike, but they had their door wall in differing positions. The Agents' Houses (Station Masters) and Signalmans' Cottages were quite similar, however, as were the Lengthmans' Cottages, which are found at selected locations along the route.

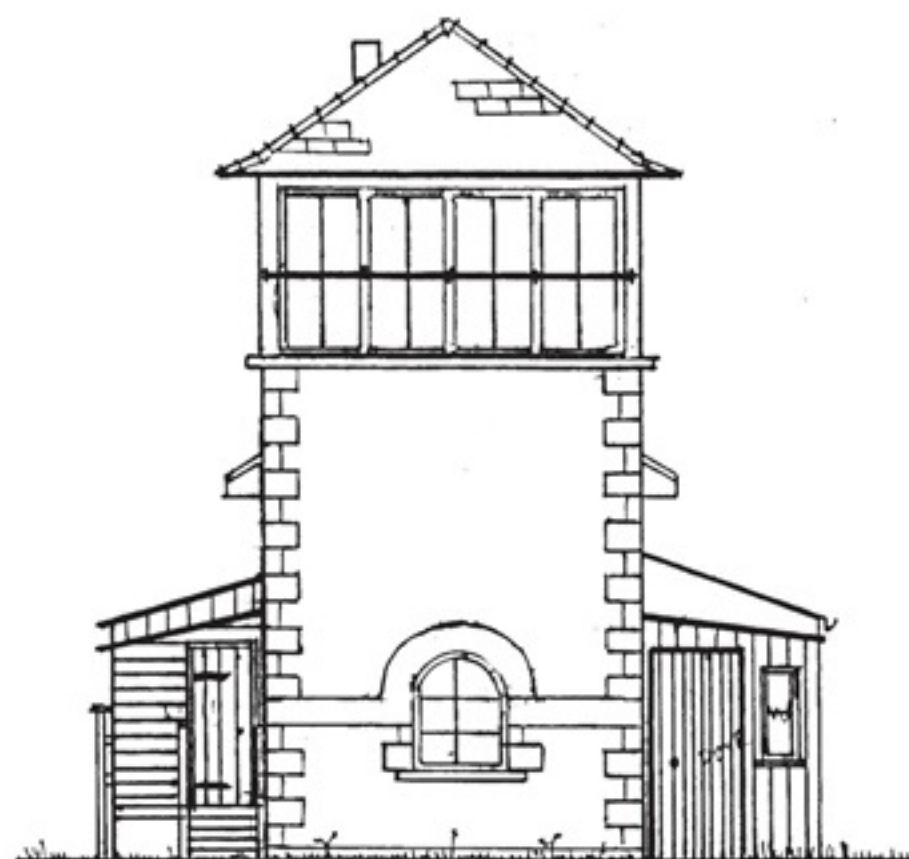
I have also visited the isolated passing loop at Corrour on the northern edge of Rannoch Moor. It is basically in the same style as Glen Douglas with some additional sections added, but these days acts as a genuine station popular with walkers and visitors.

Indeed, the signal box is now used by the Station Guest House for additional bedroom facilities and despite the pandemic, or perhaps because of it, the rooms are almost fully booked for the 2021 summer season!

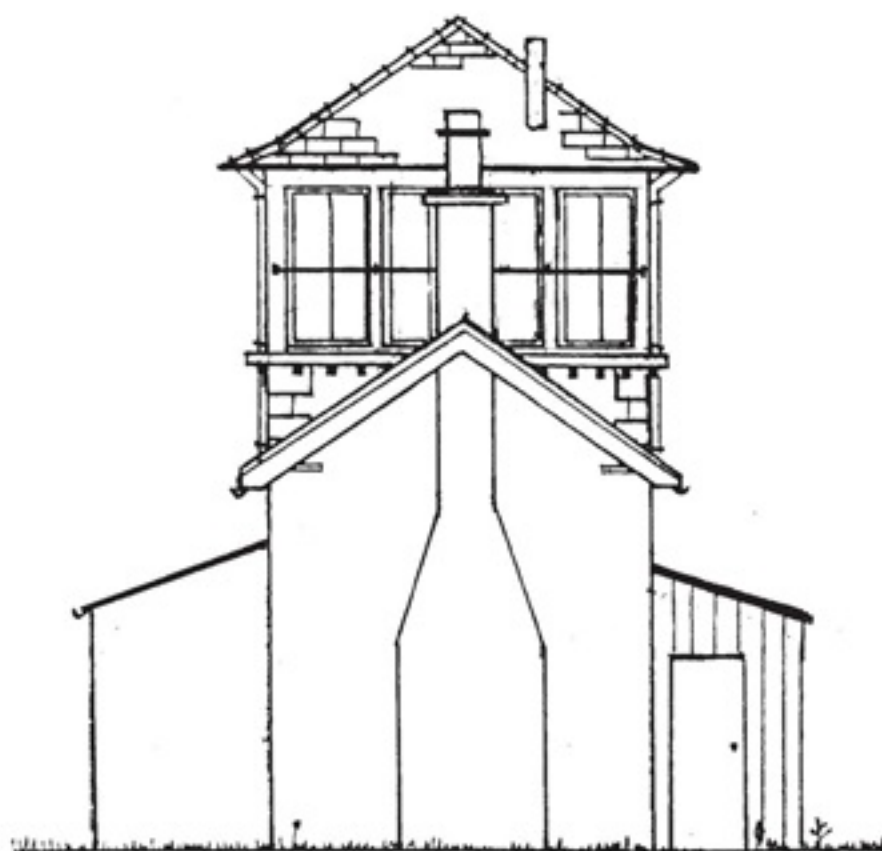
When I last visited, the weather was extremely changeable and I have to admit to being totally unprepared, with the wrong type of clothing and footwear. So be warned, should you ever wish to journey to that site!

Strange, but I feel another Scottish layout coming on...

The main structure at Glen Douglas



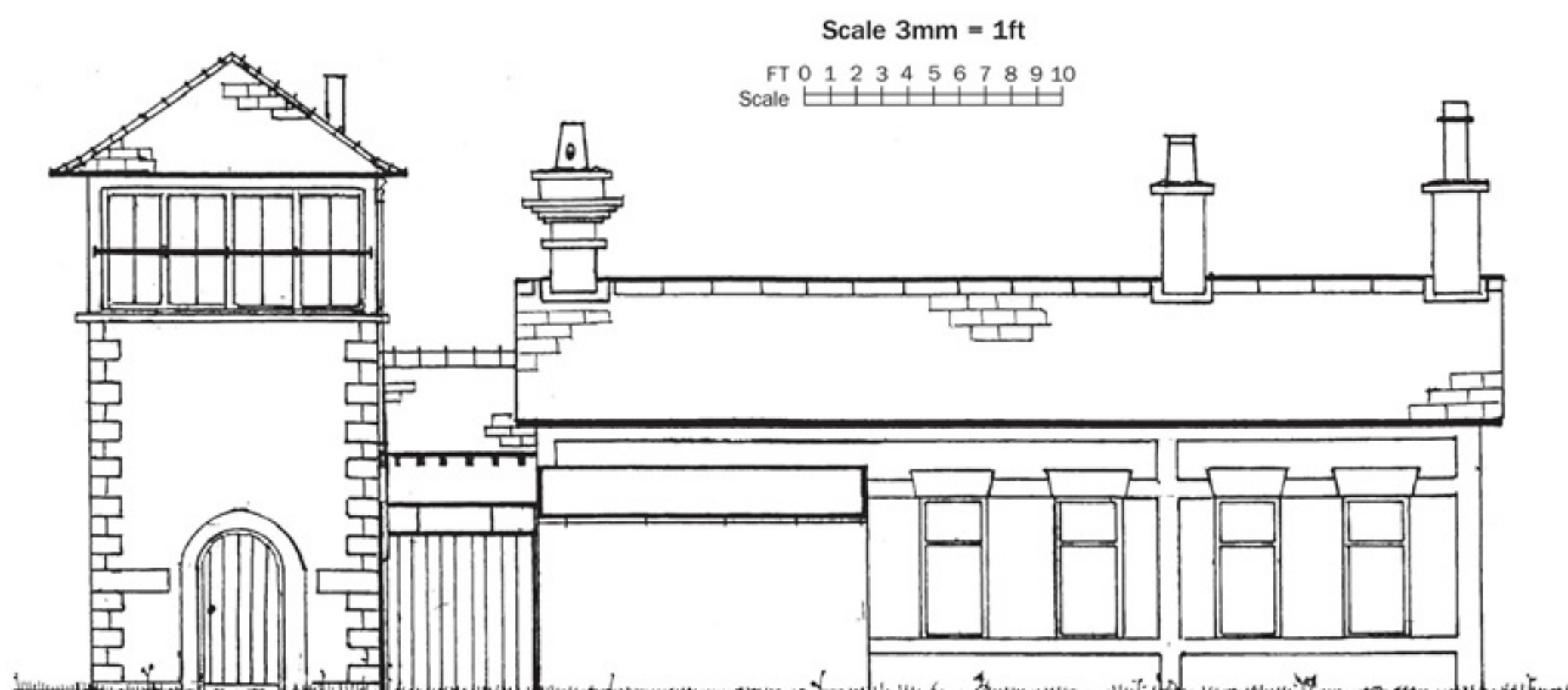
North elevation



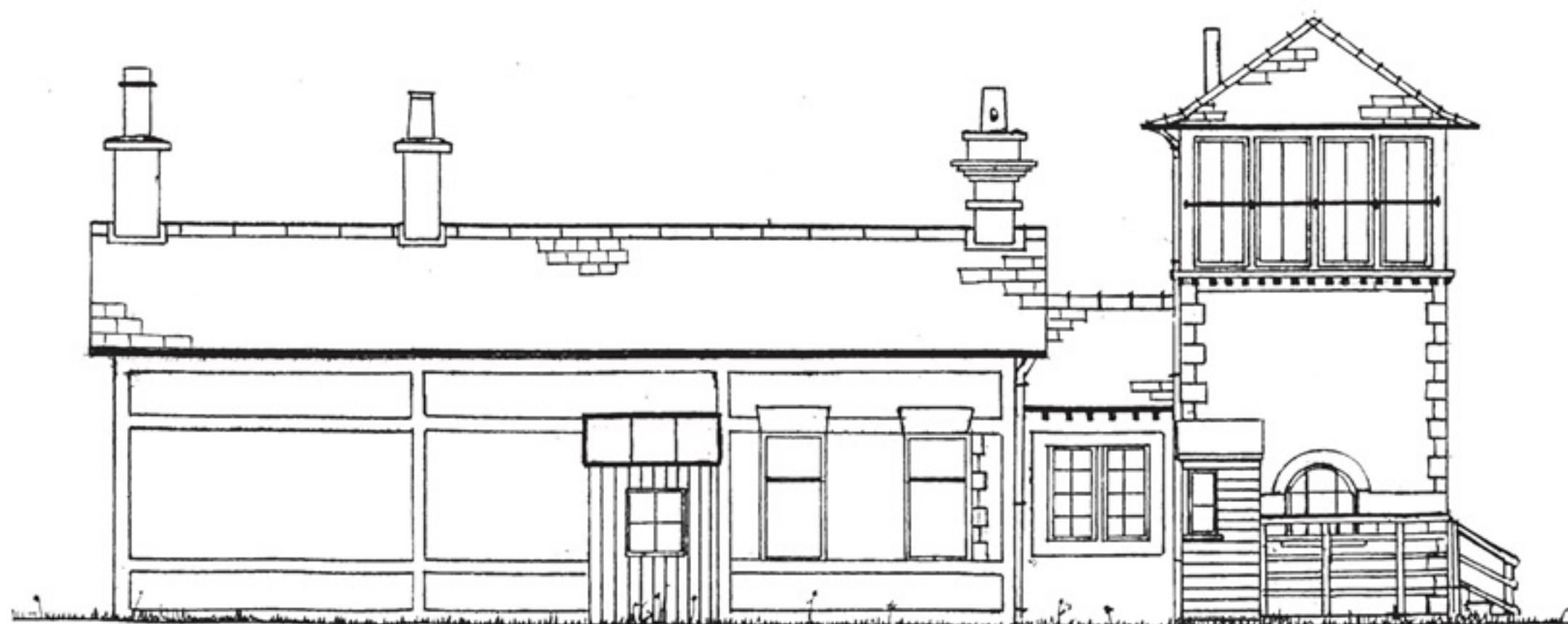
South elevation



▲ The tower-like signal cabin at Glen Douglas seen in 1974. Access to the cabin is presumably via an internal staircase within the locking room. Glen Douglas photographs: Ian Futers



West elevation



East elevation



▲ The signalman's cottage is a fairly rudimentary affair. Whether the buildings were still used for their original purpose by this time is not known, but the fencing looks to be a make-shift affair.



▲ Looking north with access to the loading bank siding seen in the bottom left. The sign on the right, with white letters on a ScR light blue background, explains that because of the steepness of the gradients, shunting operations must be carried out by Down trains only. Note also the crude extension to the chimney of the LNER concrete platelayer's hut.

Mossdale

Inspired by the writings of David Jenkinson, **DAVID CHURCHILL** built this compact LMS period, Settle and Carlisle themed N gauge layout with a firm accent on electronics.

Photography by the author

Like many others, I have always harboured a desire to build a layout based on the Settle to Carlisle route. However, despite moving down a scale from OO to N gauge, the space available to me in a spare bedroom was not sufficient for a scale depiction of any of the line's stations; even for a small station like Hawes I could only have accommodated a third of the station area. The result that is presented here then is *Mossdale*; a place where compromises occur.

Geographical setting

In reality Mossdale is a location in North Yorkshire where the only tunnel on the Garsdale to Hawes line was situated. I frequently drove past on many holiday visits to the Lake District; the A684 road follows the line of the railway closely there and I often wondered how the trains coped with the gradients of the single-track line. Trains would have been a rare sight though, the 1947 timetable reveals that there were only three trains each way per day, two LNER to Garsdale and one LMS train from Hellifield to Hawes, therefore not the busiest of lines.

An N gauge plan

The final track plan is the fictitious Mossdale station and tunnel on a 1500mm by 750mm baseboard containing a small station that can take a three-coach train and a basic goods yard. Behind the backscene is a four-road fiddle yard with a spare siding for stock storage. It has taken about 10 years to get to the almost-finished state shown here, although progress has accelerated in the last couple of years.

The late David Jenkinson's layouts and books provided much of the required inspiration. I referred to his drawings for S&C style buildings but soon after making a start on the station structures Metcalfe Models introduced its range of S&C style card kits.

Johnson 3F 0-6-0 No.3394 hauls a mixed goods train out of the loop at Mossdale. The buildings are mostly S&C prototypes from the Metcalfe Models range of card kits.

Midland Compound 4-4-0 No.1044 in LMS black livery stands at the platform at Mossdale with a local passenger train.





The Metcalfe range also provided the cottages for the railway workers, the compact goods shed, farm buildings and the base of the water tower

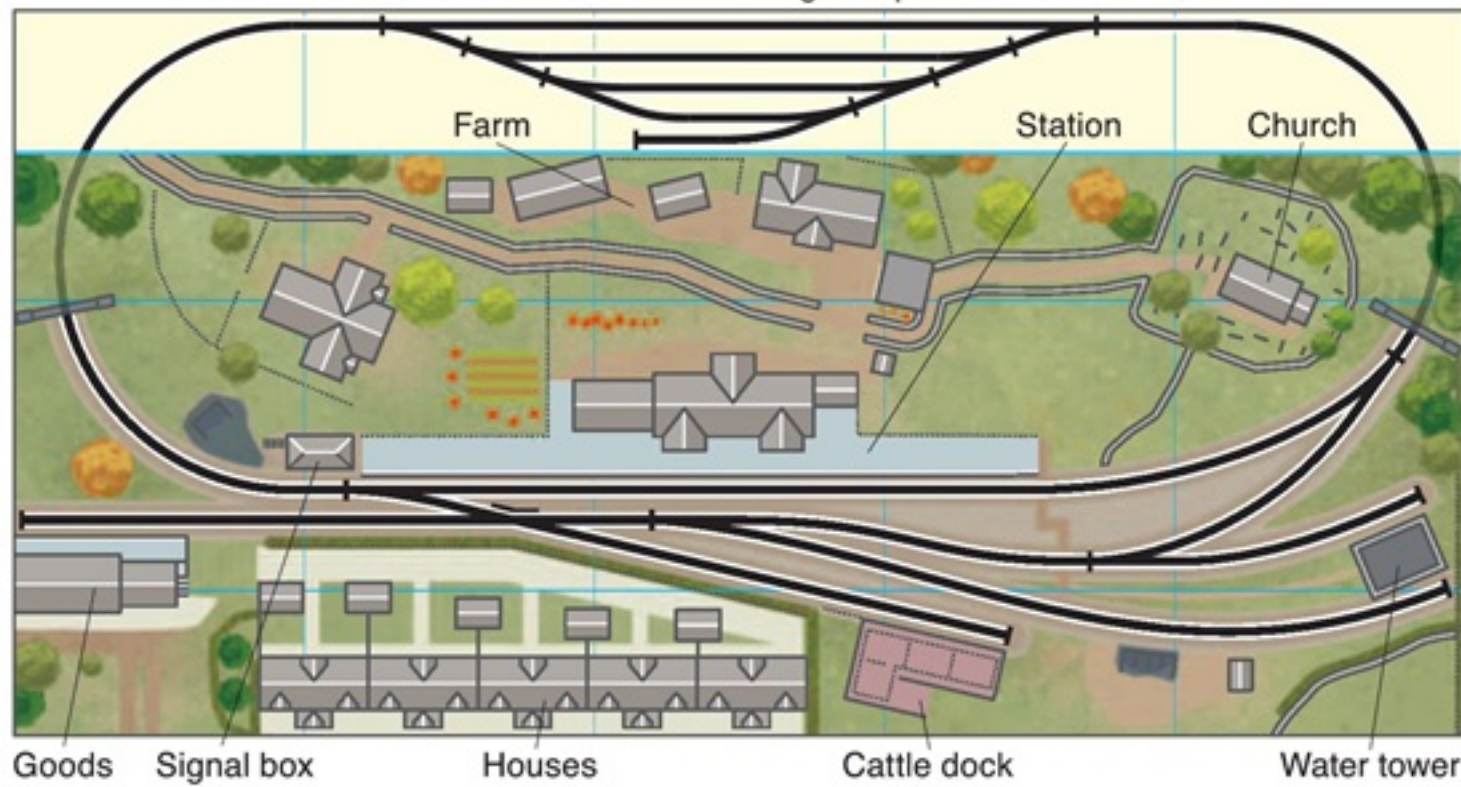
Nearly all the buildings are lit internally by using 0.4mm surface mount pre-wired LEDs. I find the easiest way to mount these is to first superglue them onto small squares of card and then attach the card to the required places in each building, with a hole created underneath each building to enable the enamelled wires to run to terminal blocks under the baseboard. The card mounting has the additional benefit of reducing light bleeding through walls and roofs. The lighting has its own 9V dc power supply with a variable resistor added so that the overall brightness can be adjusted to suit.

The classic Midland goods shed sees some activity with a local trader's wagon pulled hard up against the loading doors.



MOSSDALE

Overall size: 1500mm x 750mm. Each grid square 300mm x 300mm.



Trackwork and scenics

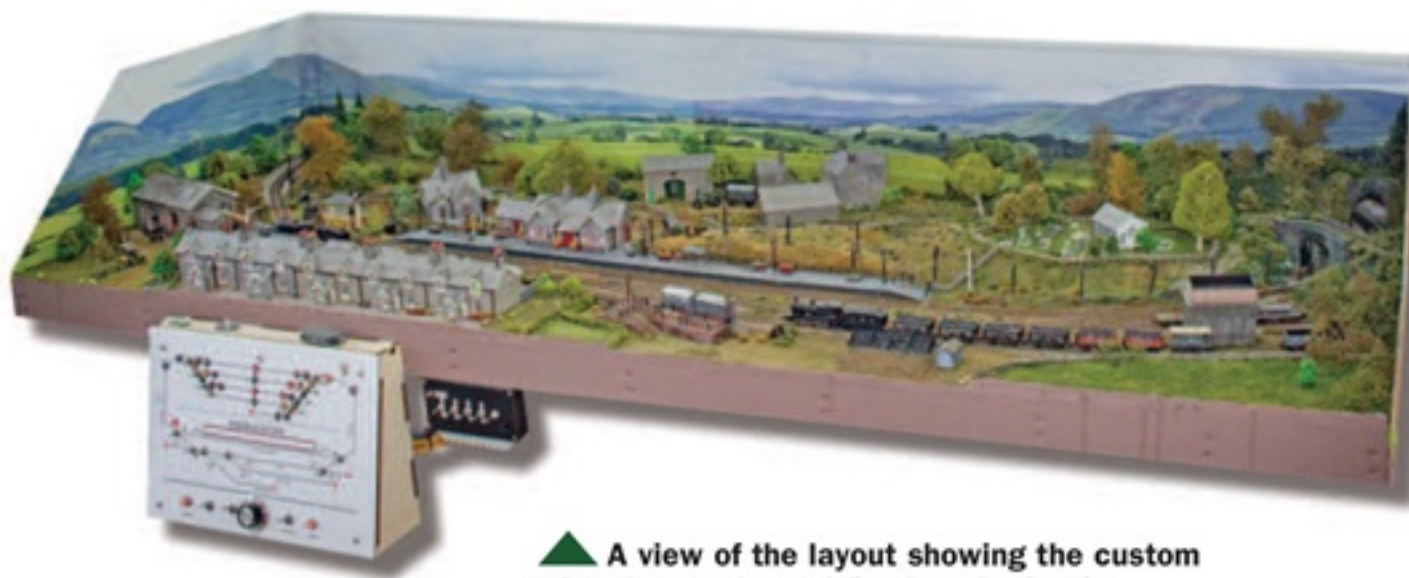
The track is entirely Peco with short radius points in the fiddle yard and more realistic longer ones used for the station area. The track ballast is a variable mixture of Woodland Scenics products and sieved chinchilla dust, with some extra black added around the pointwork and coal yard areas. The rails in the visible area have all been painted a realistic colour.

The scenery was started from the back working forwards. I have tried to hide the junction of the baseboard scenery and the images on the ID backscene papers to make it look like the layout goes on into the distance. Although the baseboard is totally flat, most of it has a small covering of either polystyrene tiles or plaster cloth to attempt to replicate the undulating topography of North Yorkshire. It is Mossdale, but the local farmer has a flock of Herdwick sheep from Cumbria instead of the usual Swaledale breed normally found in the area. Painting the sheep to look like Herdwicks was harder than I anticipated, and several ended up in the bin!

Analogue power

The layout is 12V dc as only one of the locos is DCC compatible. The panel-mounted controller is homemade based on a design from an electronics book by Roger Amos.

Fowler 4F 0-6-0 No.3848 (a Graham Farish by Bachmann model) positions a rake of cattle vans into the dock siding for quick loading.



▲ A view of the layout showing the custom printed control panel fixed to the fascia.





small loudspeaker located under the baseboard.

Rolling stock

The rolling stock is from the usual manufacturers, and these are split between Graham Farish products of the various LMS designs available, Union Mills locos, a Peco Jubilee and a Minitrix Britannia; the last two are infrequent visitors to Mossdale. The larger engines and mainline coaches seem out of place and get less use and the service is predominantly run using the 2P, 4P, 3F and 4F locos that are in use on the passenger and goods trains.

Recently I have made some 3D printed wagons and a few coaches from Osborn's

Fowler 4F 0-6-0 No.3848 shunts a small number of merchandise wagons into the goods shed road for unloading.



▲ **Midland Compound 4-4-0 No.1044 coasts into Mossdale with an early morning milk train. The locomotive is unusually dirty for the modelled period.**

Models. One of the next tasks is to weather the locos and coaches and to renumber the locos to numbers allocated to the area during the LMS period.

The existing freight stock has been weathered by airbrush, but my skills are not up to completing the locos and coaches yet, although most have had a light spray of grime/dirt to remove the plastic sheen.

Finished?

Is a layout ever finished? I frequently think that *Mossdale* is almost finished and start to plan for its extension, but the list of 'little' jobs on it seems to increase each time I tick another one off!

▲ **The Ratio Models signal box is the standard Midland Railway design that was seen all along the Settle and Carlisle route.**

With only 10 components the low-speed control is amazing. A separate handheld controller is also used, based on a simple Pulse Width Modulation module.

The points in the fiddle yard are all driven by Peco motors set above the board, and Seep motors below the board in the station area, with a control panel of momentary contact switches and a CDU (Capacitor Discharge Unit) to provide the power. The control panel fascia was supplied by a local print company with the track plan printed onto 3mm Foamex.

There are 14 infra-red detectors in the fiddle yard to make accurate train positioning easier and the control panel shows point and train positions. I have tried to keep the track wiring as simple as possible, and the layout is split into just two sections: the main loop with the fiddle yard and the station's passing loop and sidings. The fiddle yard points are insulfrog; the station points all being live. There are rail breaks in the platform area, but the feeds have been placed to avoid any frog switches. An LED on the control panel shows if the CDU has been recharged, and another shows the voltage output to the track from the controller. The layout is wired for use with two controllers, but the station size makes driving two trains tricky.

Despite being dc, the layout does have sounds to hide the noise of the electric motors. A small panel of switches allows a selection of eight MP3 files to be played via a DY-HV20T Voice Playback Module and a

Kirtley Bridge

BOB HORDERN looked to his home turf of the Yorkshire Dales to provide the scenic setting for his first O gauge layout venture, which makes much use of readily-available proprietary and kit-built models.

Photography by Derek Shore

In the Yorkshire Dales, in the closing years of the 19th Century, local businessmen raised funds to build a light railway to serve their estates, farms, mills and quarries. Trains would run up the valley through the village of Hebden to Kirtley Bridge. Local people hoped to use the line to reach the nearby cities of the North and West Ridings of Yorkshire for work and travel.

As with many such enterprises the optimism of the early owners did not match

the realities of running a railway profitably, and so it was with some relief that the Midland Railway took over the line before it was even completed. The LMS took control in 1923 and the LNER negotiated to run a through service to the small hamlet at Dalehead, no doubt encouraged by the increased traffic and Bradford Corporation's plans to build a new reservoir at the upper end of the valley.

This fiction is not untypical of railway

operations in the Yorkshire Dales. My O gauge layout has elements of both Grassington (in Upper Wharfedale) and Pateley Bridge (in Nidderdale). The model itself portrays the growing village of Kirtley Bridge and its branch line, set in the late 1930s when

Fowler 3F 0-6-0T No.7471 runs round a goods train in front of Kirtley Bridge station. The building, which is sized slightly under 7mm scale, is based on the Midland Railway designs on the Settle and Carlisle line.





▲ Johnson 1P 0-4-4T No.1275 and its coupled autococh pass by the river known here as Hebden Water.

The village buildings are modelled on real examples in the area. The gravestones in the church yard are created using DAS clay.



passenger and goods services were operating fully. Having lived and worked in the Yorkshire Dales for most of my adult life, and given my background in geology and geography, it was inevitable that the scenery and its railways would reflect this.

Construction

Kirtley Bridge is my first venture into 7mm scale and so far, has taken about

six years to build. The layout is 28' x 3' and is housed in a large garage. It is made up of seven boards, constructed with 6mm plywood tops over 9mm frames. Some of these were built using an open-top design to allow lower-level areas for rivers to be created.

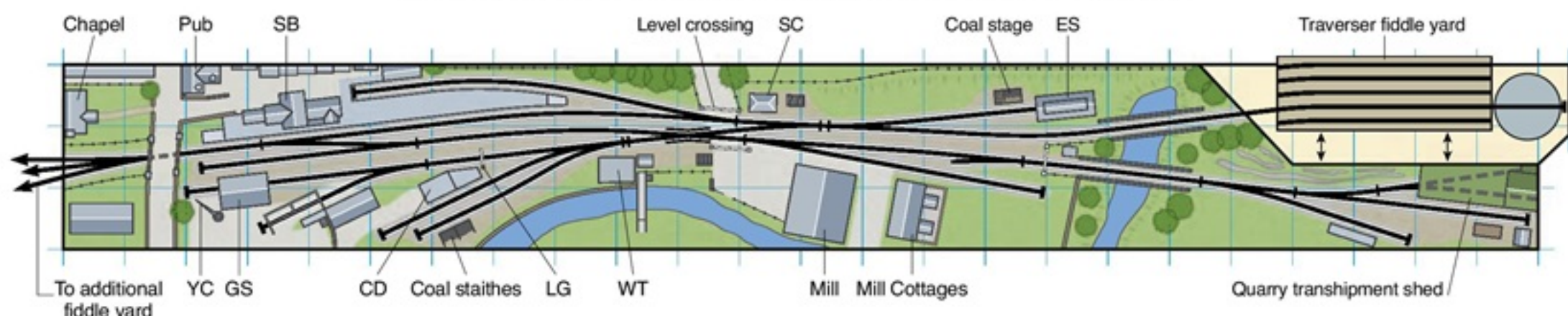
The 32mm gauge trackwork is all hand-built using components from C&L and is formed of lengths of rail, wooden sleepers and plastic chairs.





KIRTLEY BRIDGE

Overall scenic dimensions: 24' x 3'. Each grid square = 1ft x 1ft.



Yorkshire scenery

The overall scene is created by placing a variety of features together. The railway requires stations structures, crossing gates, signals, a bridge, water tower and so on which require blending into the natural landscape of water and trees, all set against a backdrop of limestone landforms and dry-stone walls. This mindset of creating an authentic view enhances the feel of a typical Yorkshire dale.

The basic landform scenic work has used tried and tested methods with the railway embankments and valleys formed using a PVA/plaster mix spread over a fly-screen mesh which produces a light but rigid framework.

The heavily wooded area along the beck illustrates the value of an open-top

◀ An Ixion R-T-R 0-4-0DM, which has been weathered and repainted as LMS No.2, heads for the reservoir site up at Dalehead with its limestone wagon and gunpowder van.

◀ A train of goods vans passes Kirtley Crossing. LMS 4F 0-6-0 No.4197 is a Bachmann Brassworks engine that had previously failed and was brought back to life by fitting a new motor and gearbox. Note the sighting board on the bracket signal.

A Minerva Manning Wardle 0-6-0ST stands in the Mill Cottages siding. The Scale Signal Supply three-arm semaphore signal is built with servos and LED lighting. All the signals on the layout are driven by a Megapoints controller. ▶

construction, with the river created below the main baseboard to enable the bridge decking to remain structurally part of the layout.

The riverbed was first built as above and covered with aquarium gravel. This was then painted and covered with a sheet of transparent rippled acrylic, to represent largely still water. A dead tree trunk, stone walls and a fisherman were added to finish the scene. An iron lattice bridge carries traffic on the branch line while the wooden trestle looks more appropriate to a light railway. The woodland shown contains a variety of trees created from twisted wire and polyfibre, which have been covered with proprietary foliage mat, with a final touch of weathering.

Local buildings

The station building is a typical Midland Railway design and is reminiscent of those on the nearby Settle to Carlisle mainline. This building has been built to a slightly reduced scale so that its footprint fits in better with the vernacular buildings beyond. To increase the scenic value here a number of features have been modelled in detail. The church, terraced housing hotel and cottages are all based upon real buildings, which were carefully photographed and then scratch built using Slater's embossed plastikard attached to a framework of plywood and strong card. These have all been adapted to fit their new sites on the layout. The gravestones are crafted from DAS modelling clay and the various figures are arranged to



represent a wedding scene. Vintage vehicles like the car and coach (Corgi) were commonplace in the Dales at the time.

The mill

The imposing model of Hebden Mill is based on Bridge Mill on the Ribble at Settle. Owned

▶ The Leeds passenger service leaving Kirtley Bridge. LMS 2P 4-4-0 No.323 is a second-hand brass kit here pulling a pair of ex-Midland Railway Clayton 43' arc-roofed bogie coaches – one an All Third and the other a Brake Third, both built from Slater's plastic kits.





◀ The Harrogate passenger train composed of LNER G5 0-4-4T No.1096 and two scratch-built coaches runs a push-pull service up to Dalehead. The photographic backscene increases the overall effect here. Alongside the provender store lambs are being brought to be loaded. The goods yard 'furniture' of the signal, loading gauge and cattle dock is also typically Midland in style.

rear is created using poplar bark which has been lightly dressed with a PVA/plaster mix and finished with matt acrylic paints. The ballast here consists of 'quarry bottoms' which is represented by cat litter topped with a sprinkling of static grass. An old Corgi Priestman excavator competes for space within the quarry yard between storage bins and old and new siding developments.

Signalling

All the signals on the layout are driven by a Megapoints controller which allows me to set the speed, range and type of movement of each. The three-arm semaphore signal from Scale Signal Supply was a challenge to build with its servos and LED lighting, but the final result is well worth the effort.

Services

Various passenger services provide links to Harrogate, Leeds and Bradford. Freight on the line includes limestone from the quarry at Hebden Beck, raw materials and products

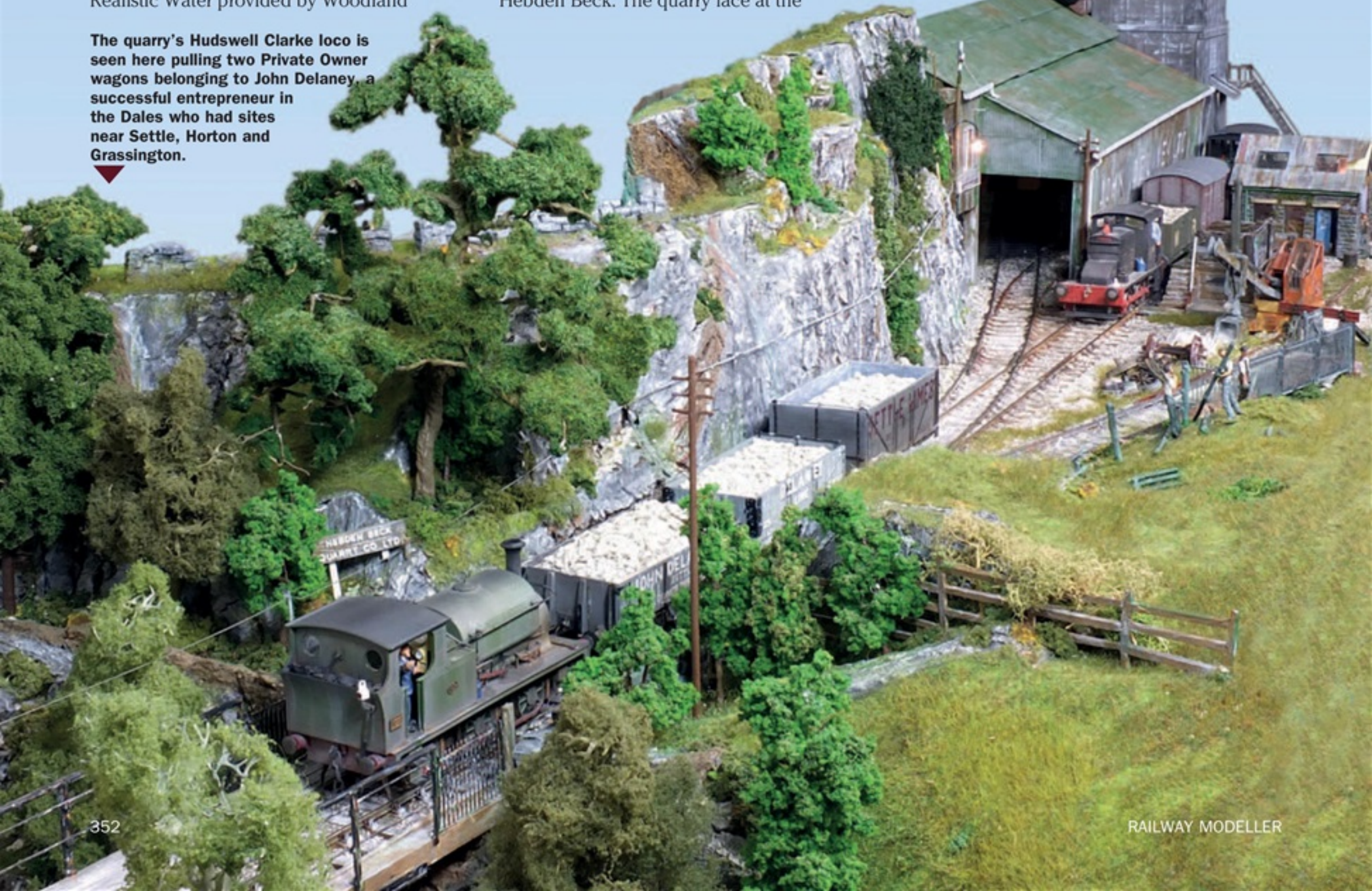
by the same family for three generations, the mill creates employment and wool traffic for the branch. The power comes from water diverted via a sluice under the mill yard. This in fact a Wills 4mm scale kit but suits the site well enough. The model backshot wheel is driven by a small motor via a voltage regulator to reduce its speed. The sheer size of the mill building means that it has to be removed when the layout goes to exhibitions. The water below the weir uses Realistic Water provided by Woodland

Scenics. The horse and cart help lift the scene and add a period feel.

The quarry

The quarry building is based on a photograph of an original structure which stood near Grassington in the 1900s. Here rope-hauled narrow gauge trucks were tipped into standard gauge wagons. The heavily weathered trains leave through a cutting and onto a trestle bridge over Hebden Beck. The quarry face at the

◀ The quarry's Hudswell Clarke loco is seen here pulling two Private Owner wagons belonging to John Delaney, a successful entrepreneur in the Dales who had sites near Settle, Horton and Grassington.



from Hebden Mill and goods (milk, cattle and coal) traffic for the yard at Kirtley Bridge.

Rolling stock is mostly kit-built or modified R-T-R with older second-hand items gradually being replaced. Most trains are steam-hauled using ex-Midland Railway locomotives in pre-War LMS livery with two classic tender locos usually 3F, 2P & 4F, working alongside various largely R-T-R industrial tank engines. Coaching stock is built from Slater's plastic kits and whilst they involve a lot of work, they make excellent models, especially when fully lined.

Control

I still use analogue control at present and a mimic panel is operated from the rear of the layout using handheld controllers. The fiddle yard has its own small panel which allows for two-person operation. Tortoise motors operate the points while servos work the quarry gate and signals. All rolling stock is fitted with Dingham auto-couplings which are triggered by electromagnets.

For the future, developments for my usual six exhibitions a year may include either a further extension into a U-shaped layout and a possible conversion to DCC operation. We shall have to see!

Fowler 3F 0-6-0T No.7471 is serviced between duties outside the single-road timber engine shed. All signals are working, operated using a Megapoints controller.

A train of goods vans passes Kirtley Crossing. LMS 4F 0-6-0 No.4197 is a Bachmann Brassworks engine that had previously failed and was brought back to life by fitting a new motor and gearbox. Note the sighting board on the bracket signal.



Hunslet Engine Co workshops reborn—part 3

ANDY ROSS provides this commentary on recent progress with his herculean task to build a section of this Yorkshire loco builder's erecting shop in 7mm scale – with working cranes!

Photography by the author

Soon after the publication of my previous article chronicling the recreation in miniature of the Hunslet erecting shop interior (RAILWAY MODELLER June 2019), the first of the two lifting cranes was made fully operational. However, whilst I had completed the mechanisms for the main crane structure, the crab and hoist, these had only been tested on 12V dc operation as separate units. As I am a latecomer to DCC and I was not sure on the best way to install decoders or how to set them all up, I needed to enlist some help...

A brave demonstration

Ordinarily, the York Show at Easter is one of the few occasions during the year where my fellow modellers and I will meet up, thereby providing an opportunity for such help. And it was prior to the 2019 York Show that Pete Kirmond suggested we could undertake the DCC installation as part of my modelling demonstration during the show. Yes, I know this sounds a bit brave, but nevertheless we decided to do it. To be fair, the fitting of the decoders went well: one for the long travel was mounted in the cab whilst those for the cross travel and hoist were both tucked into the structure for the crab. We even had the foresight to realise that because two of the decoders were fed off the same supply, we needed to set the addresses *before* they were fitted.

We had been successful in getting all the movement working – and this before the end of the first day at the show! The next job was to fit the rope to the drum and block. As expected, this turned out to be 'fun' to say the least, but by lunch time on day two of the show we were there. We now needed a load. Dave Jefferies took the collection of shackles I had taken along, and using bits of chain he had for his own display, he rigged up a set of lifting gear on one of the sets of Bord Na Móna loco frames that I had constructed previously. This was the first thing we lifted with the crane.

This had always been the first target with the project, and the reason I had built the



▲ A scene in Hunslet's Leeds Works erecting shop, with a 75tonne BSC locomotive being lowered and the axleboxes aligned with the horn guides – a process that has been recreated on the model.



▲ The 2019 York exhibition and one of the first lifts with the crane under full DCC control. Note the gear case cover is not fitted so we could check the chain drive for the hoist was not fouling or jumping. The etched shunter in the background is a 388hp type loaned by Mike Edge to fill some space.

small section of erecting shop structure as a proof of concept to test that I could make the cranes work. I learnt a lot from building this first crane, and I could already see improvements that could be made when I would later get around to building the second crane that was needed for the 'double lift'. (Rather than giving too much detail on the cranes now, there will be a future article detailing how they were built and developed.)

With the success of the first crane, I hatched a plan to get the second one built in time for Easter 2020. This would've given us the opportunity to do our first public double lift during the York Show. Unfortunately, the show did not happen, and neither did the double lift – well not by Easter anyway.

Some basic equipment

There was good reason for the delay. There was no point rushing to get the cranes finished if there was no lifting gear or any of the other equipment that was needed, let alone a suitable part-built loco to lift. So, I decided instead to concentrate on some of the basic equipment you would see in the erecting shop. So far, this has included sets of heavy loco stands/jacks, the trestles that were used to build the locomotives on, and stillages used to move smaller parts around the works.

With no drawings and nothing to measure, I had to scale off photos for the stands and



◀ The frame for one of the four Snowdon Mountain Railway diesel locomotives. The lifting beam and hooks are made from etches along with the large link. The shackles were sourced online from military modellers suppliers (intended for use as toe hooks etc. on tanks). The trestles are from etches.

▶ An MOD German Berne gauge loco at Hunslet prior to despatch to MOD Bicester for testing.



the trestles, however I was pleased with the final designs for the etches and the resultant parts. I also made replicas of the lifting beams used for both single and double lifts along with ropes, shackles and hooks.

The second crane

During the summer of 2020 I made a start with building the main structure for the second crane. I had already made the second crab with a few modifications and had tested this on the first crane assembly.

Eventually the second crane was completed, which has allowed us to determine what we can and cannot do. This in turn has prompted us to make a few further modifications to the designs of the cranes, which ultimately will improve the operational potential of the finished layout.

Having two cranes operational also required the modelling of a suitable under-construction locomotive to use for the double lift...

A loco for lifting – and fitting!

In the mid-1980s the Ministry of Defence ordered six 0-6-0 and four 0-4-0 locomotives from Hunslet. The six-wheelers were built in Scotland at Hunslet Barclays in Kilmarnock, and the four-wheelers built in Leeds. All the locomotives were built to German Berne gauge (physically wider and taller than UK main line locomotives) and were delivered to Germany after testing at the MOD site at Bicester.

Being short and wide, the 0-4-0 design was ideal for recreating in model form. (I worked on their construction, so I am also familiar with all the details – although it was a long time ago!)

Modelling one of the wider Hunslet designs was important because eventually, when the works test track is laid as part of the final layout, I will need something suitable to establish the position of the boiler shop wall: accordingly a model of these 0-4-0s will ensure I get this relationship correct. (There are no drawings of this area of the yard so I am only able to scale and estimate the best I can from photos.)

Prototype building order

So where do you begin if you are modelling

a locomotive under construction? The answer is to build it as if you are constructing a real one in pretty much this order:

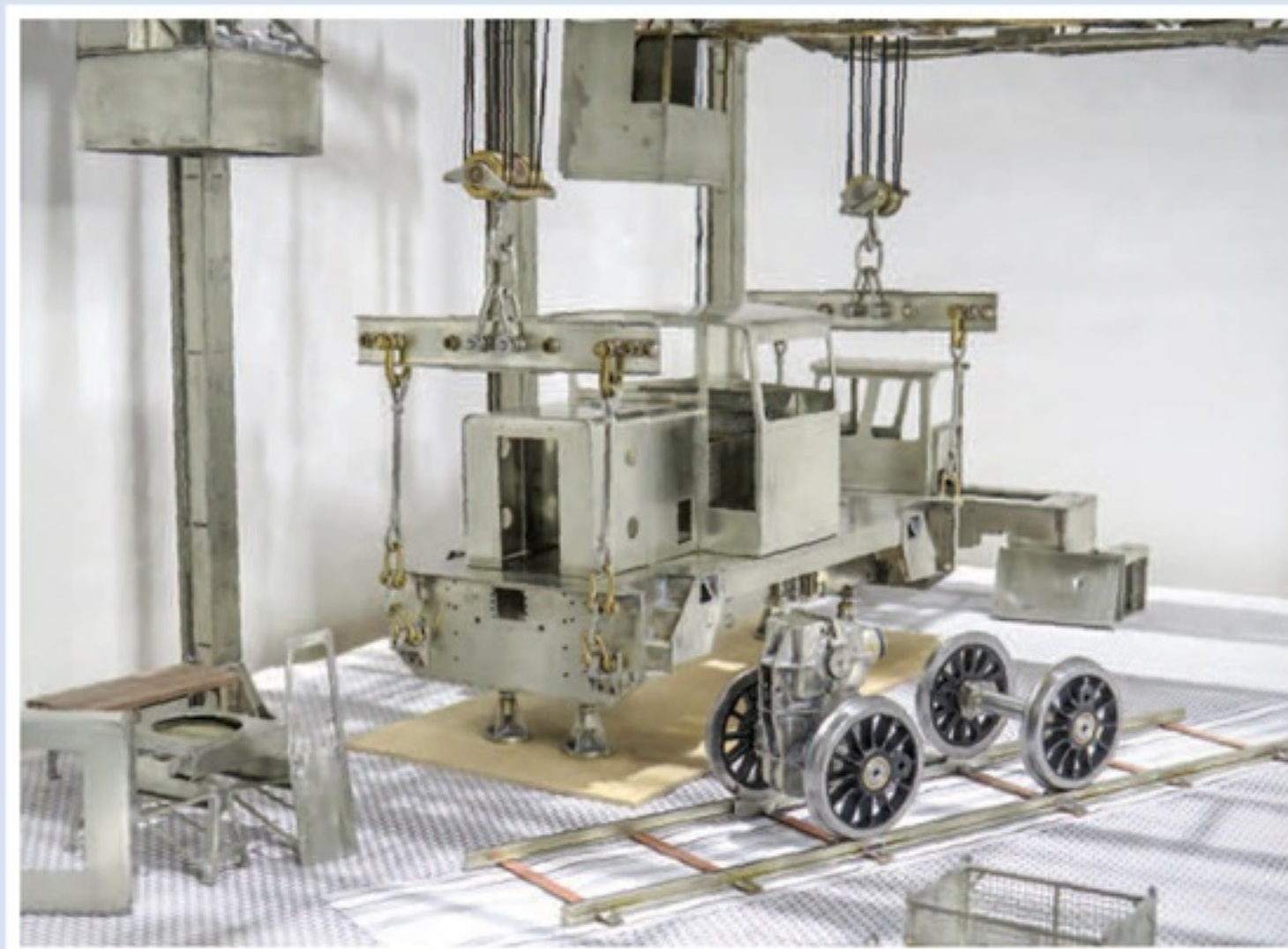
Fabricate frames including all the relevant thickness of material. Using 0.4mm nickel silver this means the main frames are built up of two layers. Leading buffer beams are five layers thick and trailing buffer beams are three layers thick, some of the frame spacers and ballast weights are up to 11 layers thick. Once the frame is machined the horn guides and the brake shaft are fitted.

Once this is complete the locomotive is then rotated on the manipulator (yet to be made) then placed on the stands and levelled up. The frame is marked out for the position of the cab and the remaining structure. The cab and structure parts were again etched from 0.4mm nickel silver. This is far too thick, but 6mm plate scaled down would only be 0.13 thick and would have no strength to it at all. In the real world we would position the cab on the frame and mark all the holes through the pre-drilled angles, then remove the cab and drill all the holes with a magnetic drill and tap them with M12 threads by hand. The control panel

would then be fitted to the frame and the engine/transmission assembly would be fitted. This is an issue at the moment as I haven't been able to find suitable engine drawings and have yet to master using CAD software in order to get them 3D printed. There are several detail kits available (including engines), but not the ones I need.

The cab would then go on followed by the fuel tank. After this will be the rear casing and engine casing along with all the light units and any other auxiliary equipment such as compressors, and in some cases exhausters. At this stage the axles and final drive would still need fitting. The spring gear would be fitted first, and then the wheelsets would then be positioned over the pit near the door.

▶ The MOD loco sat on the stands. The fitters have just put the heavy lifting gear on to lifting brackets on the buffer beams ready for the double lift to fit the wheel sets. The temporary section of track is to simulate the pit where the final drive (Hunslet Type 4) and the leading wheel set are set up carefully, ready for wheeling to take place.

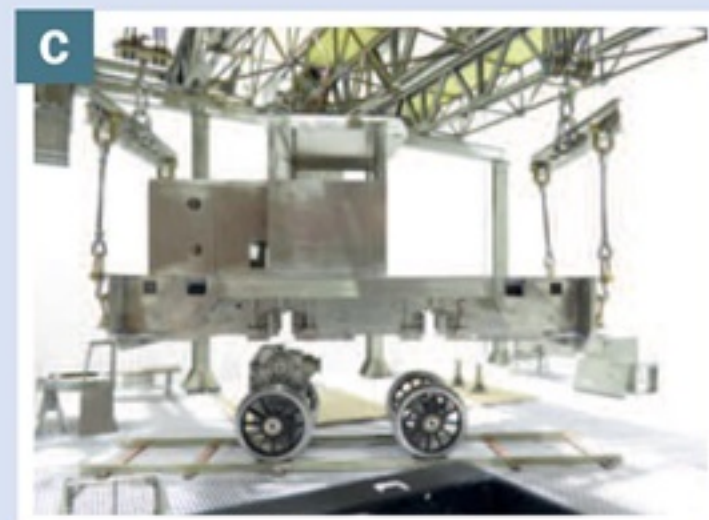




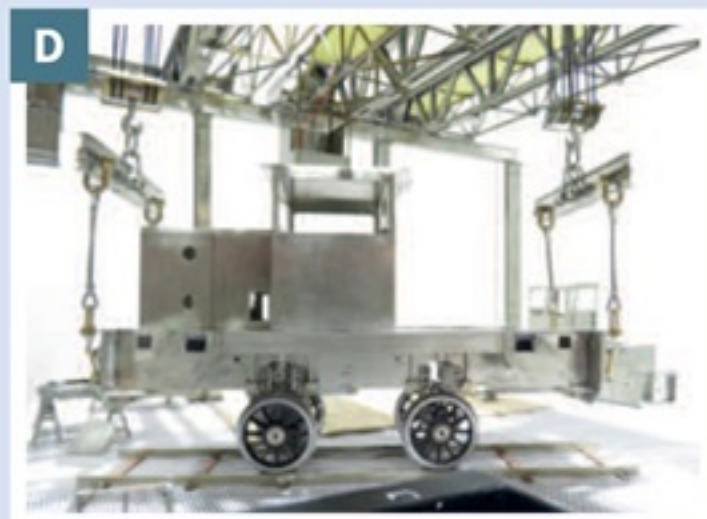
▲ The loco is picked up using the two cranes, demonstrating a 'double lift'.



▲ The cranes traverse across the shop for positioning over the wheelsets.



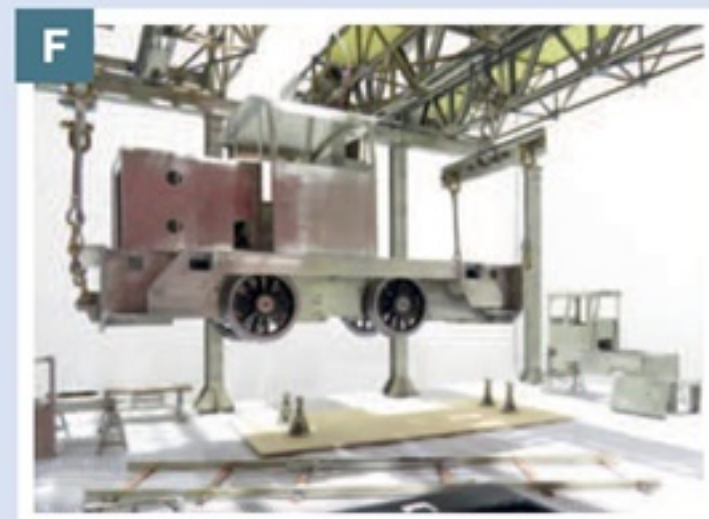
▲ The loco is aligned over the wheelsets ready for lowering down.



▲ The cranes lower the locomotive slowly to ensure precise alignment with the wheelsets.



▲ The axleboxes are engaged with the horn guides and wheeling is complete.



▲ The wheelsets are secured before the loco is lifted again and taken back to the stands.



▲ The loco is positioned on the stands and the lifting gear is then detached.

The wheeling process

The loco would then be lifted with two cranes and lowered over the wheelsets. There is just 15 thou clearance for the axleboxes in the horn guides so this is a tricky operation requiring very skilled crane driving and slinger instructions. It also requires workers in the pit to guide the axleboxes into the horn guides as the frames are lowered, usually one man per axle (I was one of those men on several occasions) and a few others to guide the loco into the final position.

As I worked through the design for the loco, I wondered if it would be possible to simulate the wheeling process, albeit with a large amount of clearance. I devised a way of positioning the wheelsets and locking the axleboxes onto the axles. It does work, but needs a bit of refining. As you can see by the accompanying sequence of photos (A to G), the loco can be lowered onto the wheelsets and then picked up with them in place, and this is without any help guiding it on.

What's next?

Work on modelling the structures of the under-construction Bord Na Móna locos has

progressed, although this has proven to be surprisingly problematic: some parts needed redrawing before sending them for etching again. I have also redrawn the frames so I can fit wheelsets for a working version at some point in the future.

The next hurdle is going to be modelling the main shop sliding doors: As all of the framing is visible on the inside of the erecting shop, I am going to have to mount any mechanism under the baseboard. I have a couple of ideas but need to make another mock-up to prove the system works first, as it will need to be designed into the layout baseboard when this finally is built. On a positive note, the large beam that spans the door for the crane to run on is made, along with the lattice beams that support the roof over the door.

This is good progress, but there is still a lot more to do, and I am still a long way from needing actual baseboards to start erecting the main structure. As I said in my previous articles, this was never expected to be a quick build!



▲ The Bord Na Móna loco taking shape, but with lots of work still to do.



▲ The main erecting shop door which will be visible on the inside of the model. Also visible above it is the large crane track beam.



▲ Works No.6258 (built in 1965 for the Thailand State Railway) stands in the doorway.

A Gresley J50 in N

Unable to find Eastern Region shunters in N gauge,

DAVE COOPER turned to a mix of R-T-R chassis, 3D printed body and brass boiler fittings to produce this evocative reproduction of the Great Northern Railway's much-loved class of shunting and trip-freight 0-6-0T locomotives.

Photography by the author



▲ The finished model, finished as No.68918.

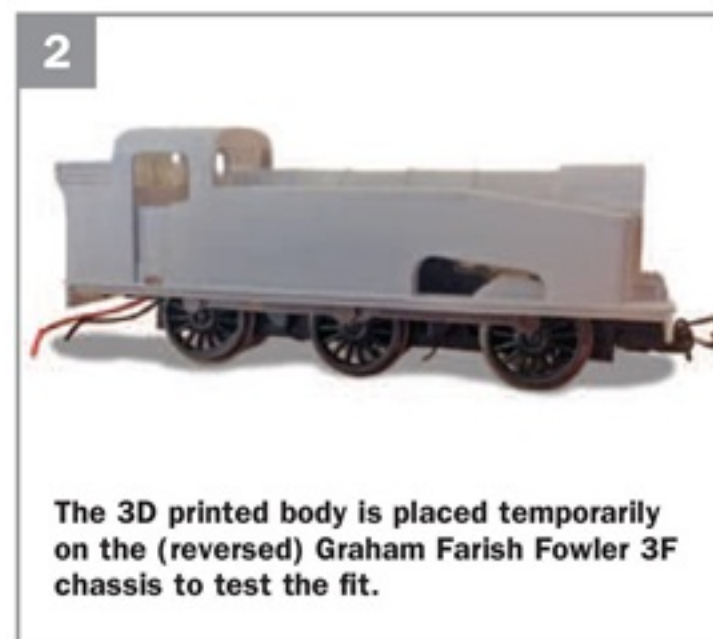
There have never been many N gauge R-T-R ex-LNER tank locos; only the Farish J69 and J94, whilst the two proposed J72s did not appear. There have been various whitmetal kits produced over the years, from the Langley L3, N2 and N7, to the well-regarded Graham Hughes kits for the A5 and J50. However, 3D printed models now provide another route.

Available via the online Shapeways platform and printed to order, Atso-Cad's C12, N2, V1, V3 and Y5 are excellent, and Rue d'Etropal produces the A5, C13, G5, J70 and J94, but it was Chapel Design's J50 that appealed to me (photo 1). I could justify one on my *Brickmakers Lane* for cross-London freight and on *James Street* for general freight traffic and shunting. The body is not designed to fit a specific chassis, but I felt that the current Graham Farish Fowler 3F 0-6-0T (see review, RM May 2014) would work as the general dimensions of the two locos were similar.

I bought a 3F, ordered the body from Shapeways, a range of detail parts from N Brass, and found the RAILWAY MODELLER



A CAD render of the Chapel Design 3D printed J50 body, the option with hopper-style bunker being shown here.



The 3D printed body is placed temporarily on the (reversed) Graham Farish Fowler 3F chassis to test the fit.

drawing from May 2015. Nothing could stop me now!

Initial construction

I started by cleaning and priming the 3D printed body, which was nicely printed and well proportioned. I then removed the boiler and footplate from the 3F. When the J50 body and 3F chassis were married up, the chassis wouldn't fit if used in its original

orientation. The motor didn't fit the boiler area, while the PCB only fitted the cab if angled. I don't use DCC, so removed the latter by cutting the wires to the motor. This made it simple to fit the chassis once reversed (photo 2), with the small difference in length (the chassis is shorter than the body) able to be made up using plasticard extensions. The front and rear mountings of the chassis aligned with the body's moulded supports, and the front driving wheels lined up nicely with the splashers when the chassis was centred.

There are two issues though, the first being that the coupling rod joint is now in front of the centre drivers. This was easily fixed by a new set of rods (yet to be faced). Secondly, the 3F's wheelbase is almost equal, while the J50's is longer at the rear than the front, though this isn't overly noticeable on the model when completed. With these key areas sorted I could move on with confidence.

I added lead in the smokebox, tanks, cab insides and bunker to make the body a similar weight to the 3F. The latter is a good hauler, and I was reluctant to overload the motor by fitting any extra.



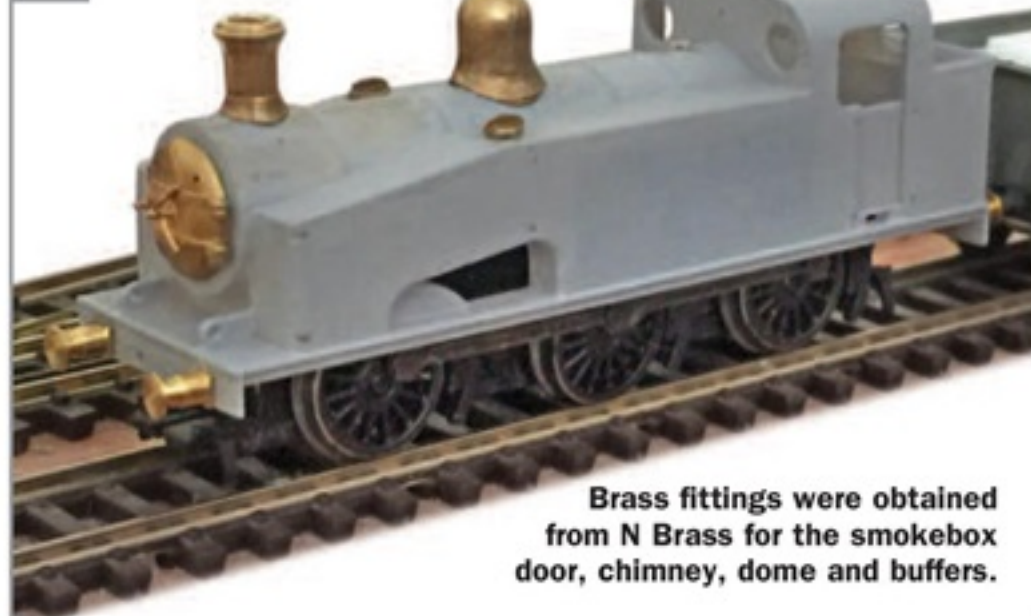
◀ No.68918 at Hornsey on 22 February 1959. Photo: J E Bell/Transport Treasury

3



The modified Bachmann Farish 3F 0-6-0T chassis showing the plasticard extensions to the frame. The PCB has been removed to allow for fitting into the 3D printed body.

4



Brass fittings were obtained from N Brass for the smokebox door, chimney, dome and buffers.

Fixing the body

I prefer to get the body sitting satisfactorily on the chassis and fixed properly before moving on with detailing. The front (originally rear) of the 3F chassis is metal with a plastic spacer on top (to prevent an electrical short from occurring with the metal footplate on the original model). I narrowed this from 6mm to 4mm wide over the front 5mm by filing 1mm from each side.

The resulting peg could then be fitted into a locating slot formed under the front of the 3D printed body. I marked the chassis position on the body underside and then superglued two small strips of 1mm square plasticard outside of the marks, then added 20thou plasticard to bring these to the same level as the chassis peg. 20thou plasticard was fitted across the top to form the slot, giving a positive front mounting. This also provided a base at the right height to fit my preferred B&B coupling. I made a pocket around the B&B location to fit this in later, and finally added some more 1mm plasticard to form the chassis profile.

I made a plasticard extension to the rear of the chassis from various thicknesses to a rough profile, trying to replicate the prototype frame shape while matching the existing chassis (photo 3). I then placed the extended chassis under the body, mounted in the front peg, and drilled through the rear extension, chassis and body to make a fixing hole for a screwed bolt. I mounted a piece of 1mm plasticard temporarily inside the bunker floor and drilled through this too. A nut was melted carefully into this with a

soldering iron on low heat to provide the rear fixing, and then the piece was superglued in place.

I trimmed the motor wires and soldered them to two connectors made from brass strip. Holes were drilled in these to suit the screws that had fixed the PCB to the chassis, and the strips were bent to sit on the chassis. Once wired up the loco was tested. The external brake linkage on the keeper plate was not needed and was cut off, while the ends were filed to match the chassis extensions. It was then refitted, completing the chassis modifications, and detailing could begin.

Detailing

The J50 class had many detail variations but looking at late-1950s era photos of the South London area I found four that appeared frequently: Nos. 68917, 68918, 68966 and 68985. However, when I was close to completion, I realised I could only represent No.68918 accurately as the others had different handrails on the sides of the smokebox.

I started by supergluing the key items such as chimney, dome, tank fillers, safety valves, whistle, buffers and smokebox door in place (photo 4), as this helped to locate other details. I felt the chimney cap was too high and that the radius under the cap was too large, so I mounted it in a mini drill and tweaked it a little using files. I prefer thick superglue for larger parts and a thinner one for fine details and find that both work well.

I cut off the coal rails on the bunker, as

some photos showed these to be open framed and not solid as depicted. I bought a brass etch from N Brass, but then found out that No.68918 had solid tops, so I had to make a replacement in plasticard, with plastic rod ribbing. (I should have looked at the photos first!)

Details made from plasticard started with a representation of the cab roof vent, with one smaller square of 20thou under a slightly larger top of 5thou. I struggled for a while with the flared top corners of the tanks. The body is supplied without them but to my eyes they are very distinctive. From the drawing, the flare seemed about 3" tall, which equates to 0.5mm in N. It had a rounded top edge, so I used 0.6mm plastic rod. It looked quite prominent, but better once painted and weathered. I chamfered the top corners of the tank at 45° before fixing the rod to ensure it overhung both tank top and side (photo 5).

Guard irons and steps

I used my silhouette portrait cutter to make the guard irons and two main steps. The software for this is really simple to use: I imported a copy of the 4mm drawing, reduced it by 50%, then I zoomed in and drew over the steps and printed these on 20thou plasticard. The guard irons front and rear were identical but handed, so that made these easy. To strengthen these I fixed short lengths of 0.3mm wire behind them (photo 6), fitted into holes drilled in the underside of the footplate. The steps were superglued on and the treads added with microstrip. The guard

5

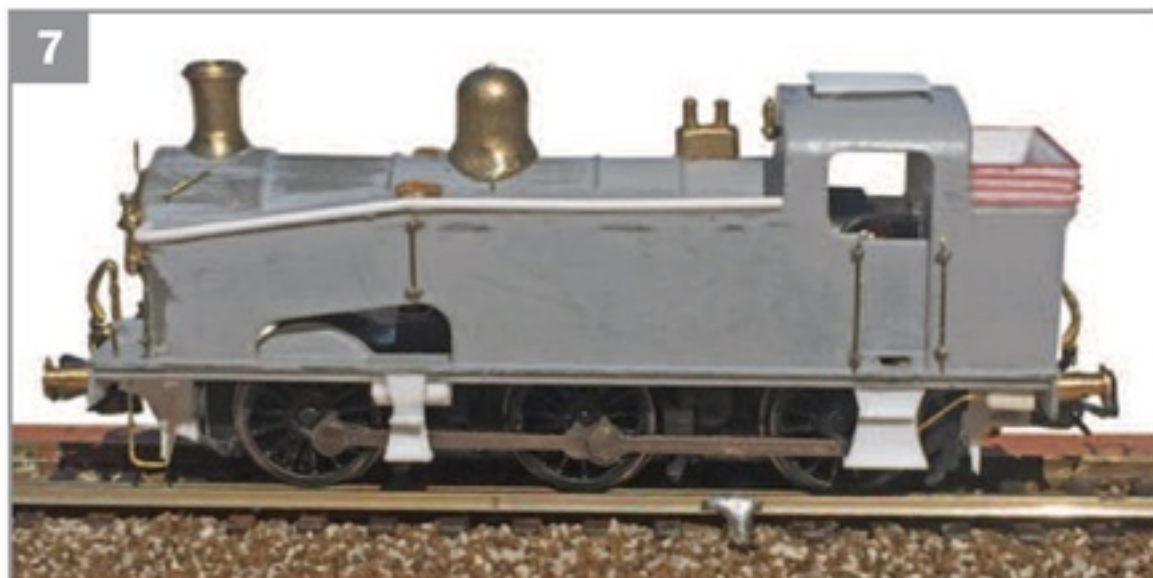


Most of the smaller details are from wire or plastic sheet and rod.

6



The steps were formed from styrene using a Silhouette Portrait cutter. Note the small pieces of sheet lead, which have been fixed to the insides of the tanks to bring the overall weight to equal that of the original Farish 3F model.



7 The handrail knobs were made from 5A fuse wire. Note how the compromise with the coupled wheelbase is not readily apparent.



8 Lengths of 0.2mm brass wire were used to form the window bars. This styrene bunker can also be seen here.

irons were fitted to the body (on the chassis extension) at the front and to the chassis at the rear. Two small steps on the tank fronts were made from plasticard slivers.

The last plastic details to fit were the rear lamp irons, which were again from microstrip. I intend to give the loco the distinctive three lamp headcodes used on cross-London freights so only the top one will be seen.

Handrails and pipes

The handrails are from 0.2mm hard brass wire, fixed with knobs made from 10mm lengths of 5A fuse wire, which are more to scale than brass knobs (photo 7). They are easily produced using pliers and are cheap enough to lose! I made the front lamp irons from short lengths of 0.3mm brass wire and added N Brass vacuum pipes. The archive prototype photos that I referred to showed a blower pipe from smokebox to cab on No.68918, so this was made from 0.3mm wire with a small piece of plasticard to represent the flange.

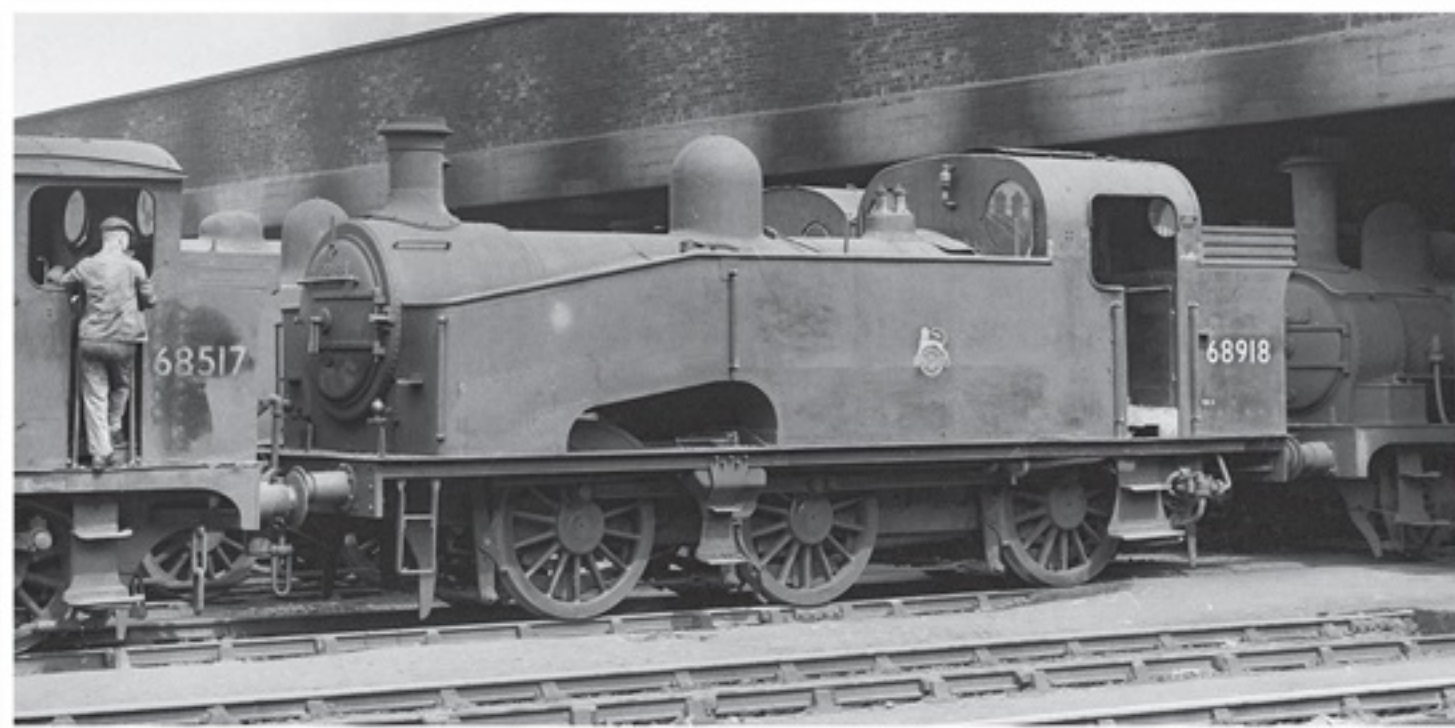
A large vacuum pipe ran along the right-hand footplate valance; this was bent up from 0.5mm brass rod and glued in place, fixing it into a hole in the front chassis extension. The small collection of pipework under the left-hand side bunker was represented by 0.3mm wire with masking tape wrapped around for the valve. This was glued to the rear of the cab steps and the buffer beam.

There are raised stops on the tank tops to prevent tools falling off, and these were made from 0.3mm brass wire. The rear windows have vertical coal bars, and these were made from small lengths of 0.2mm brass wire, individually superglued in place (photo 8). If I could have found a suitable brass etch, I would have used it.

Finally, the front steps were formed from 0.3mm wire with a cross piece of the same soldered behind. After cleaning, these were cut to length and glued into holes drilled into the underside of the footplate.

Finishing

The model was glass fibre brushed to remove any debris, then cleaned with soapy water before a coat of primer. A topcoat of Railmatch Dirty Black was added when fully dry. The cab interior was painted light grey,



▲ No.68918 is pictured at Stratford on 21 June 1953. Photo: Transport Treasury



9 The completed and painted model, just awaiting suitable crew figures.

and real coal added to the bunker. The cab windows were glazed using Deluxe Glue 'n' Glaze. Transfers were from Railtec, which I cannot praise highly enough. Running numbers, shed plates, power classifications and smokebox numberplate were tailor made for me for £6.00, which I think is good value with no wastage. The smokebox plate numbers stand proud and the cab side numbers come as one piece, so no issues with lining up! (Photo 9.) I just need to add a crew.

Final thoughts

This was not a budget build: the body cost £40.00, the 3F was £55.00 (posted) and the N Brass parts came to £20.00, though wire, scrap metal, plasticard and paint came from stock. Transfers brought the cost to around £125.00 in total.

However, the results of about 20 hours work over the course of three weeks is a useful loco on a modern, well detailed chassis, which looks like the real thing – and I am very happy with it.

Supplier information

Railtec Transfers
www.railtec-models.com

Shapeways
www.shapeways.com/shops/chapel-design

N Brass Locos
www.nbrasslocos.co.uk

Talking Points

Topical issues from the world of model railways

Up close and personal with *Copenhagen Fields*

With no show bookings for its flagship 2mm Finescale layout until Spring next year, The Model Railway Club is instead planning to offer a rare opportunity to experience this exquisite model at very close quarters, as club President Tim Watson explains...

Photos courtesy Tim Watson except where stated.



The Model Railway Club is 111 years old in 2021; we have been based at Keen House, our HQ at Kings Cross since 1960. *Copenhagen Fields*, our 2mm scale layout, is a mere 37 year old youngster. Over the last century the Club has lived through some interesting times and survived them: no other model railway society can claim to have had a meeting stopped by a Zeppelin raid! Through all this we have taken opportunities as they present themselves and continue to prosper. Online activities have been the saviour for many over the last 12 months, whilst our hobby is receiving positive coverage in the 'media' and acceptance for what it is – the best creative activity by far!

▲ *Copenhagen Fields* appeared in the April 1989 and April 2012 editions of *RAILWAY MODELLER*, the latter as 'Railway of the Month'. In this recreation of the pre-Grouping era a pair of Great Northern Railway locomotives, headed by a Stirling Single 4-2-2, climb away from Copenhagen Tunnel and up Holloway Bank with an express from King's Cross. Photo: Craig Tiley

However, the type of person who loves to engage with fellow enthusiasts on a face-to-face basis has been sorely tried over the last year, with no exhibitions and virtually no opening of club rooms: there is only so much you can do in a virtual meeting. Clubs often need exhibition revenue to keep them going and many have shown innovative alternative ideas to keep in touch and fundraise.

Away from the limelight

The hustle and bustle of a popular exhibition and crowded layouts often gets visitors complaining that they can't really get close enough to *CF*. It has always been show attendances that have driven the development of our layout, with a mantra that it never goes out without something new on it: with no exhibition deadlines, this might be problematic. Curiously however, the last few months has seen a rate of modelling on *CF* greater than I can recall, simply because we have had more time to concentrate on some exciting new projects



▲ The layout always draws the crowds at exhibitions. However, the barriers necessary to protect the layout from damage often limit opportunities for close examination of the modelmaking by visitors.

that will transform the whole scene.

Indeed, the development of the Kings Cross Goods Yard and associated buildings at the southern (left hand) end will completely change the visual balance of the layout. Being allowed to put it all back together at Keen House is an exciting prospect this springtime, but who is going to see it? This is a question to be asked of quite a few exhibition layouts, especially if they only really get seen at shows and seldom elsewhere. Is there a compromise solution out there?

We are fortunate that Keen House is a big building (never quite enough for our needs though!) which can accommodate a fair few people, even with COVID-safe restrictions. Obviously, CF can be fully erected and is regularly shown at Club Open Days, usually on a Sunday when there are no parking restrictions (we're also outside the Congestion Charge zone). Simple ad hoc public opening in the next few months for one of our normal Open Days would probably be unwise, if not reckless, but on the other hand CF doesn't have any show viewings until Spring 2022 – at the earliest.

A personalised experience

Whilst pondering the lack of shows, it occurred to us, why not have a very limited opening of the Club to show off CF to individuals in timed slots, by managing our visitors very carefully in the whole building? Our layout hall could easily take a small number of guests and operators. We would have the layout fully up and running under exhibition conditions. The advantages of this for the onlooker could be a unique opportunity to get really 'close and personal' to a layout that is usually difficult to see and appreciate at crowded shows. There would be no barriers at the front and you would be able to get behind the scenes, even under them, to find out how the layout is built and see parts of it that are never visible under normal show conditions. There could even be opportunities to drive the *Flying Scotsman* through Belle Isle, Copenhagen tunnel and the Holloway Bank on the train's journey north to Edinburgh, or carefully bring the *Silver Jubilee* into the Cross.

The view from the operating panels at each end, looking along the length of the layout, gives me great pleasure when exhibiting – a view the public never gets. Of course, visitors observing the big scene may miss a lot unless the area's history and the tricks, tips and tales of layout construction and exhibiting are explained – a sort of guided tour by yours truly. With some of the rest of the team we would do our best to answer any questions arising in our small group discussions.

A 'first look' at the latest progress

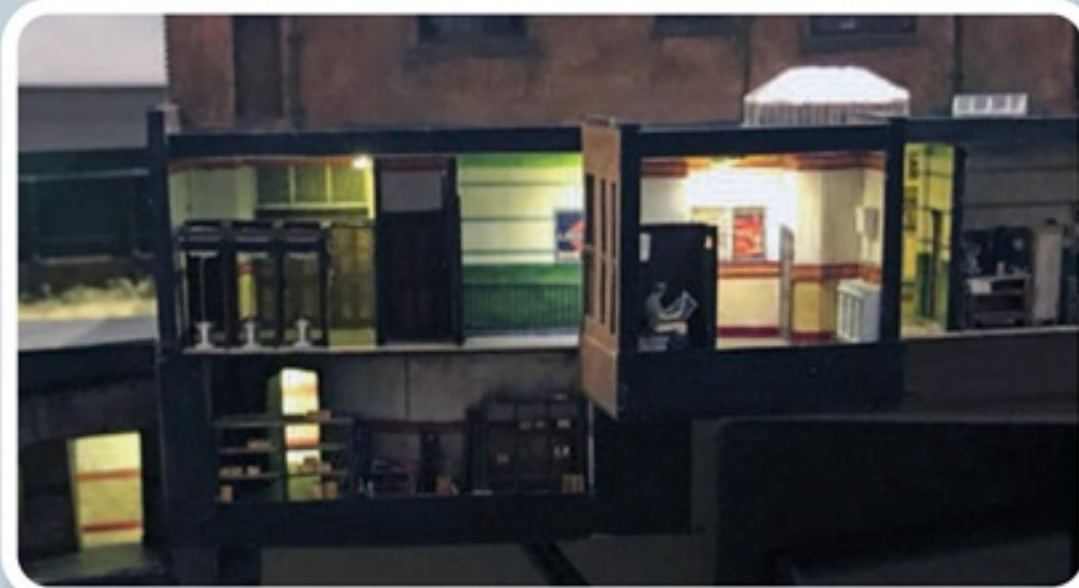
Over the layout's near 40 years existence the area it represents has transformed beyond anything imaginable in the run-down 1980s. Much of what we copied directly in the early days of construction has now gone; some of the replacement buildings have even been replaced. As an historical representation of a lost London scene, CF continues to develop – literally – in all directions.

An ever popular feature has been the Caledonian Road underground station at the north end of the layout



◀ The complex myriad of trackwork behind the scenes, which is all but hidden from view at exhibitions. The planned event in July will provide a rare opportunity for all parts of the layout to be seen at close quarters.

and recent work has seen the completion of its near neighbour, York Road. The prototype station is long closed, but we can turn the clock back to the early 1930s and begin to represent a service on the line in 2mm scale. You will have a miniature 'Hidden London' tour inside the building including the plant rooms and spiral escape stairs. The tube line will eventually extend down the full length of the layout, with the tunnels being 3D printed and based on original LT drawings of the area. It's most unlikely to be completed during the course of the next few months, but this would be an excellent opportunity to get a 'first view' of what could be quite a transformation to *Copenhagen Fields*.



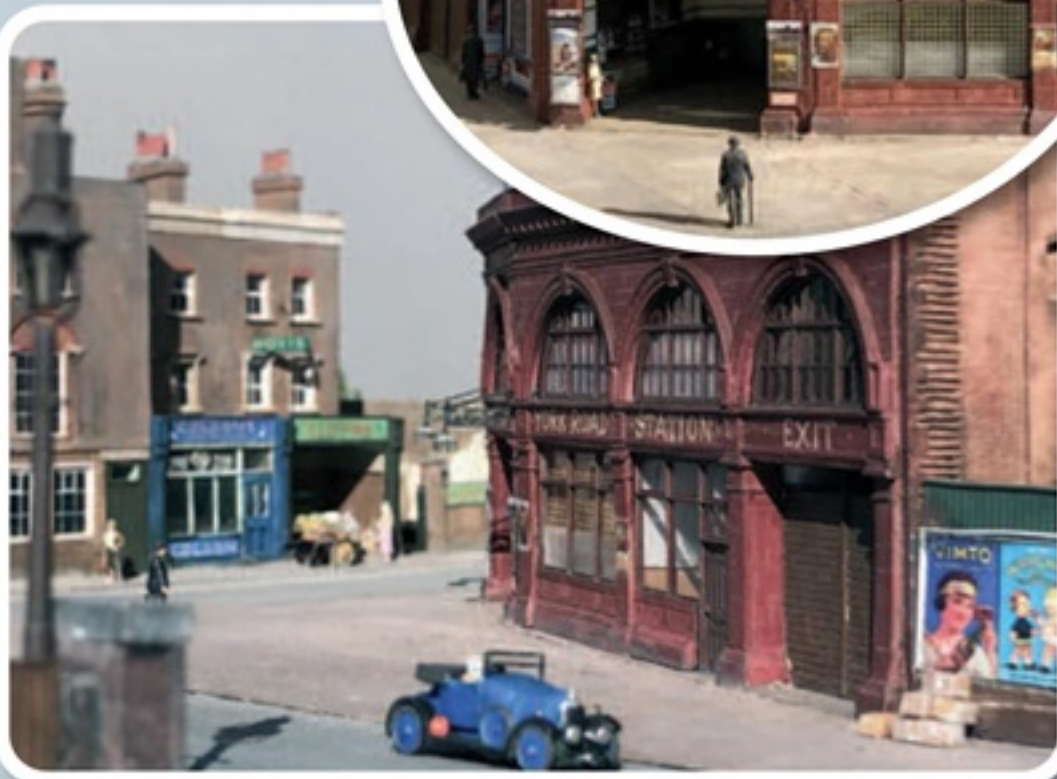
▲ Detail and lighting inside the model of York Road Underground station.

Event details

I am really excited at the prospect of showing our layout in a new, more intimate type of model show and I believe that the format might work for other clubs too.

The 'Up close and personal with CF' event is provisionally planned for the weekend of 10 & 11 July 2021, subject to the easing of Government restrictions continuing as forecast. Time slots on each of the days will be available to book online via the club's website (see below) where further details including admission prices will be published in due course.

◀ Amongst the latest work to be completed on *Copenhagen Fields* is this model of York Road Underground station.



The Model Railway Club

Details of this and other Model Railway Club activities, together with an online blog charting progress with the layout, can be found on the MRC website:

www.themodelrailwayclub.org



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Hendy

Photography by the author

I had been planning to do this for ages. I had the stock and the track but very little else.

During the first period of Government lockdown last year, it wasn't practical to go out and buy the things I needed, so I decided to see if I could make a layout using items that I already had and things I could make from scratch. The challenge was to try and complete it without any further expenditure.

Having modelled in various scales previously I became quite enthralled with the recent O gauge ready-to-run releases as the detail and running capabilities are pretty astounding. This new layout then is in 7mm scale, mainly scratchbuilt and is only 8' x 1'. I did purchase some glue and some unpainted figures online as there was no way to produce these myself but nearly everything else is made from junk, such as cereal packets, old guitar strings, coffee stirrers, old packaging, matches and natural foliage. The scratchbuilding element was a challenge but also very rewarding.

Hendy is the eighth layout in the house. The only large scale one previous to this was an On30 layout which is US narrow gauge running on OO gauge track. I had some leftover parts of locos and stock from this project which I have used here. Some rusty parts lying around are made from these as well as the lamp used on the signal.

During the period last year when model shops were closed, **IAN ARKLEY** built this highly individual and atmospheric O gauge layout using largely scrap materials that were already to hand.



For the project I had five locos: four of these are Dapol products, with the fifth being an Ixion Fowler.

The original plan was to build a micro layout based on a fictional preservation society. I have always admired the preservation scene and have been visiting

▲ Fowler 3F 0-6-0T No.16564 positions an oil tank in the bay platform. The platform surface is sandpaper over a mounting board base.

An overall view of Hendy station platform. Fowler 3F 0-6-0T No.16564 shunts a Private Owner coal wagon.





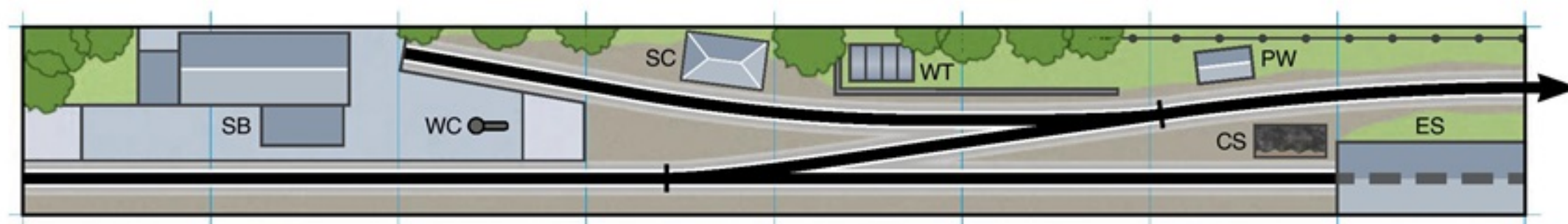
▲ The layout in situ in the author's home.

Immaculate Stroudley A1 class 0-6-0 No.40 *Brighton* pauses next to the coaling stage. The stage and most of the debris between the tracks is from the scrapbox or homemade.



HENDY

Overall scenic dimensions: 8' x 1'. Each grid square = 1ft x 1ft.



railways like the Severn Valley since I was very young. I like the variety of stock and overall friendly vibe in these places and have visited many over the years.

The beginning

I found some suitable wood in the shed and laid the Peco track with small tacks. It sufficed as a test track for a couple of weeks, but I couldn't resist ballasting and trying to create some buildings. After testing everything I was keen to press on.

I drew inspiration from the former Somerset & Dorset route as I had lived in Somerset for 20 years before moving to Wales a couple of years ago. Although there is a place called Hendy in Wales, and not Somerset or Dorset, it is in fact my girlfriend's last name and this was the reason for choosing it. The setting is fictional, but I drew inspiration from places like Shillingstone, Midsomer Norton and Wincanton. It can indeed be part of a preserved line as initially envisaged with complete freedom as to what to run.

I have LED lighting fixed above the layout and it has been boxed in. I do plan to add a small fiddle road on the right-hand end to add to the operational interest.

British Railways Collett 0-6-0PT No.5717 approaches Hendy signal box. The signal arm was made from clear plastic which was then painted leaving the spectacle glasses clear.

The main buildings

I started the structures with the platform. The mounting board facing wall was finished to look like stone by using acrylic paint and a fine tipped pen, whilst the top surface of the platform was formed from sandpaper glued to mounting board to represent tarmac. The edging slabs were created by cutting

indentations with a knife.

The station building came next and was created by painting textured mounting board a brick colour and adding some mortar using pens and more paint. The windows were made from clear packaging plastic, which was scribed and then had paint applied and then wiped off to leave an impression of





▲ **British Railways Collett 0-6-0PT No. 5717 shunts the empty oil tanker across the pointwork. The trees at the back are dried plants topped with garden moss.**

window framework. The wall edging stones were made from sandpaper cut to size, and the doors, tiles and canopy were made from thin card: once again from packaging. The guttering is a bit of plastic kit sprue. However, I did remake the canopy edging using plasticard and it looks much better; the original canopy edging was card, and it looked a bit too rustic! The station building chimney pots are made from sections of an old plastic paintbrush handle.



The signal box was made in a similar fashion, with matchsticks and wooden coffee stirrers used for the steps. The visible interior is made from odds and ends. Fire buckets were made from sections of plastic paint brush handles and guitar string.

The loco shed followed the same methods; the roof made using fine corrugated cardboard with the top layer carefully removed. The coaling stage was constructed from coffee stirrers and matchsticks and the water column is from various sized plastic piping with a section of painted tin foil for the hose. Initially I tried using insulation tape but it was too unruly, whereas the foil was easy to manipulate into the desired shape.

The shed is a scale replica of our shed in the garden – including moss on the roof! The freelance water tank has the faded initials 'HVR' which probably stands for Hendy Valley Railway. The retaining wall is foamboard suitably scribed, painted and weathered. All the painting was undertaken using acrylics and was blended together using a Tamiya weathering kit.

Other scenic items

The benches were made from wound guitar string and stirrers. The large one is based on a Midland design whilst the small one is freelance. The fencing is also made from wound guitar string and a few matches. More guitar string is also used to create an impression of point rodding. The nameboard on the station was made using card and matches. The little flower bed underneath it was made using a Busch flower kit, which proved rather fiddly to make.

▲ **The engine shed interior is fully detailed. Note the rarely modelled safety cover over the inspection pit.**

All the signs and posters were from a sheet of signs in various scales given away free with a model magazine years ago. A few of the items were 3D prints from Merlin's Models in Newcastle Emlyn. There are a couple of crates and an old diesel engine by the station. The Mini is a Corgi model.

The figures were purchased online as unpainted items and were 3D prints from Hardy's Hobbies and Hobby Holidays cast metal items. Very fiddly to paint but worth the effort.

Foliage

Most of the trees were made using dried plants that I had found whilst out walking, together with moss from the garden which was sprayed with lacquer and then sprinkled on to create the foliage, with a second application of lacquer to seal it all in place. Some other trees were made using small twigs to introduce some scenic variety. I also used a variety of scatter materials to create other ground cover.

The last thing I made was the station lamp which is clear packaging plastic cut to create the shade with plasticard top and bottom. An old On30 brass whistle was used for the finial.

Signals

Signals were made from plastic packaging, guitar strings, large matches and plasticard. The finial of the main signal was fabricated using the end from a plastic paintbrush, which was turned on a drill with a file to create a bead shape, this in turn being drilled and pierced with a small track tack. The arm of the main signal was made from one piece of thin clear plastic, such that the spectacle glass appears translucent whilst further

applications of paint ensured that the arm itself and spectacle plate appear opaque.

The main signal and four ground signals all work and are operated manually from the front edge of the layout. The linkages each comprise a length of guitar string running under the layout to a crank, from which there is another piece of wire running through tubing made from cotton bud sticks, this connecting to a handle made from a wooden paint brush handle. These handles are pushed in for signals to be set 'on' and pulled out for 'off'.

Locomotives and rolling stock

The locos were all fitted with DCC decoders that I already had in stock. The '5700' 0-6-0PT and Class 08 are both sound fitted.

Wagons are all Dapol ready-to-run products apart from a Slater's kit for a Midland Railway brake van, which I purchased online in a part-built state. This was finished using stirrers for the steps and footboards and guitar string for handrails.

All locomotives and wagons have been weathered using the Tamiya weathering kit and black weathering powder.

Pure modelmaking. The signalman stands with his tea. Virtually everything in this view, save the track, is scratchbuilt from easily found raw materials.



LMS Sentinel 0-4-0VBT No.7160 waits for the right-away with a short goods train.

In closing

I found the building of this layout to be very therapeutic during the rather strange times experienced with Government lockdowns in 2020. It took

roughly six weeks to build in total, largely uninterrupted.

It certainly made a change from my modelling projects in the smaller scales, which have been described in past issues of *RAILWAY MODELLER* as follows: *Black Sheep Lane* in N (January 2013), *Elvinley* in N (February 2015), *Deffro Dawel* in OO9 (July 2016) and finally *Hollow Hills MPD* in OO (October 2017).



Wath Road Junction to Cudworth

PAUL MARSHALL shares his OO gauge interpretation of a four track section of the former Midland Railway's main line in South Yorkshire that vanished from the map in 1988 due to mining subsidence. *Model photography by the author*

Early in 1977, when I was 14, regular visits to my local signal-boxes had become a fascinating way to indulge my love of railways, and some of the most exciting visits were to the ex-Midland boxes on the route from Sheffield to Leeds via Rotherham. The quadruple-track route was busy at this time and included the Midland museum-piece that was Cudworth station. I did have a model railway at my parents' house at that time, but my layout bore little resemblance to the real-life locations I was visiting.

Fast forward to the year 2000 and that section of the one-time Midland Railway main line route was now only a memory, and many of the classic diesel locomotives and train formations I was thrilled to see had also passed into the history books.

I had for some time been thinking about taking up the hobby again, with a view to re-creating the atmosphere of those classic ex-MR locations (see Figs 1 & 2) in the sizeable attic bedroom in my own house.

The plan comes together

I came up with a system of modular 6' x 2' baseboards

which could bolt together to fill the entire 12' x 15' room and accommodate four main running lines. Eventually I realised that if the respective track layouts were severely compressed, it would be possible to include three favourite locations: Wath Road Junction, close to Rotherham (where the Swinton and Knottingley line diverged) Wath North and Cudworth itself.

It also dawned on me that by adding a couple of extension boards along one wall I could also fit in an intermediate location representing Dearne Valley Colliery Sidings. This left Wath Road Junction and Cudworth Station as 'loose ends' which had to be joined together, but also with branching junctions that didn't actually go anywhere!

Hence I decided I could add an up and over double track branch which could sprawl over the staircase banister and along a wall to connect the junction ends together!

Totally non-prototypical, but exciting from a running point of view.

Track and electrics

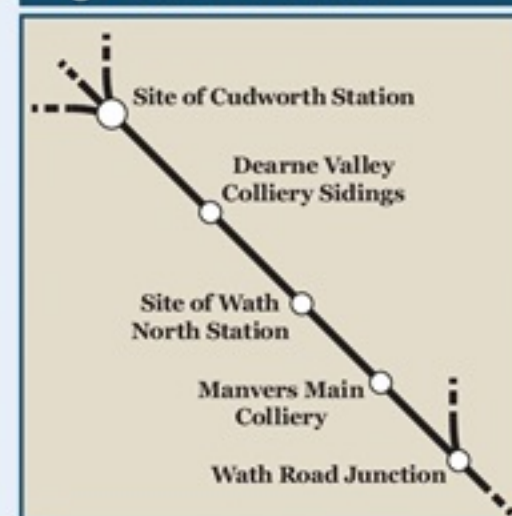
Experience with my original layout as a teenager, and my later electrical engineering background dictated that this had to be done properly if I was to achieve half-decent running. I used Peco Streamline track throughout, although it was necessary to deploy small-radius points so as to fit it all in – even in a 12' x 15' room. Main line model railways aren't small.

Track was laid directly onto the chipboard tops of the baseboards, trying to get the

Fig 1.

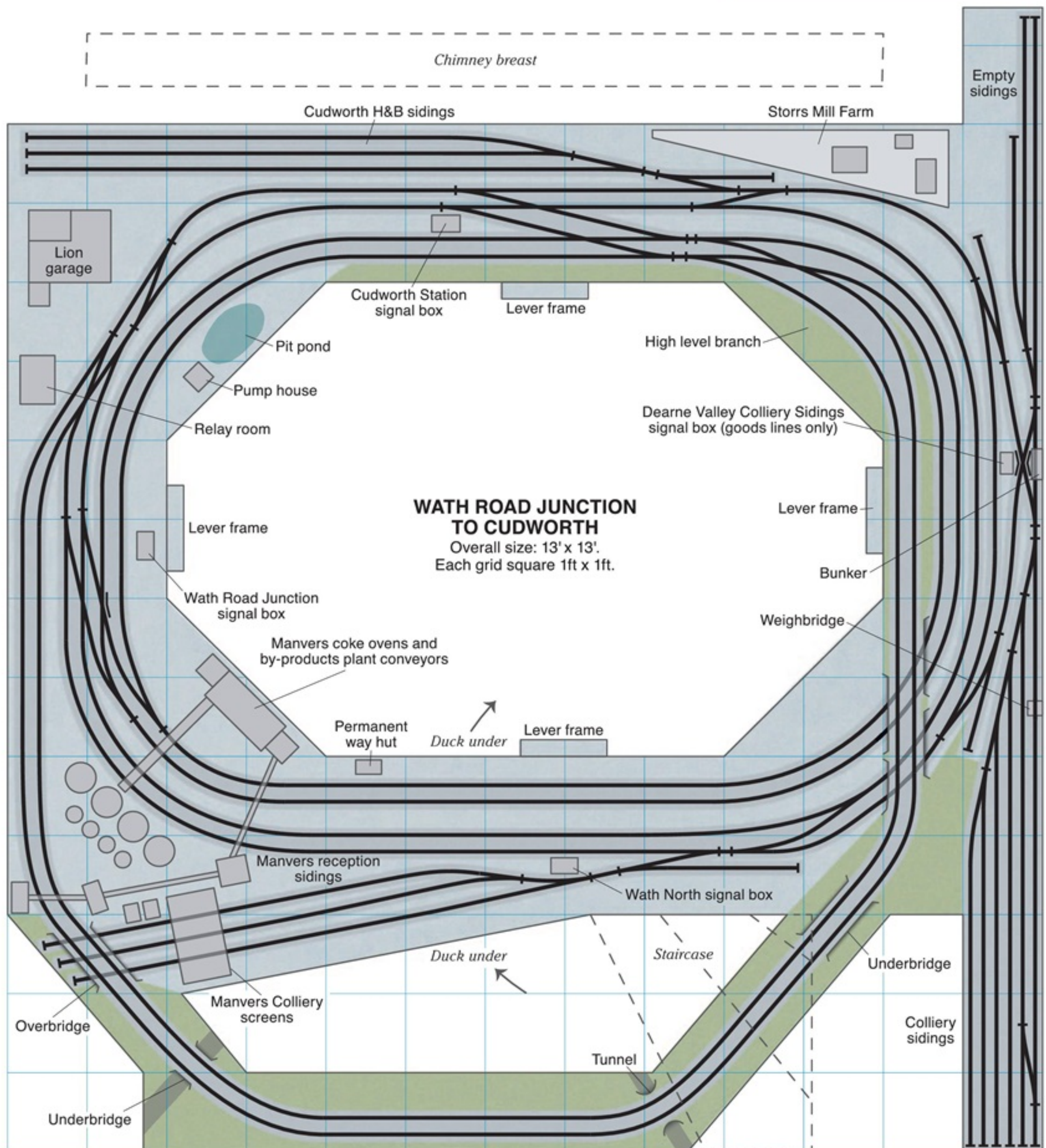


Fig 2. Sections modelled



The remains of Cudworth Station seen on 23 April 1981 with 45 002 heading the 1432 Leeds – Plymouth. Photo: Chris Davies





straight runs as straight as possible and the curves gradual and even. One mistake I made was to buy a number of second-hand diamond crossings from toy fairs – false economy, as they were sufficiently worn to cause derailments with some wagons.

I elected to use analogue rather than DCC, mainly out of nostalgia although I would have felt very confident with DCC as it's quite close to much of what I

specify and design for a living. The main lines were split into electrical sections, established using the signals and the corresponding block sections.

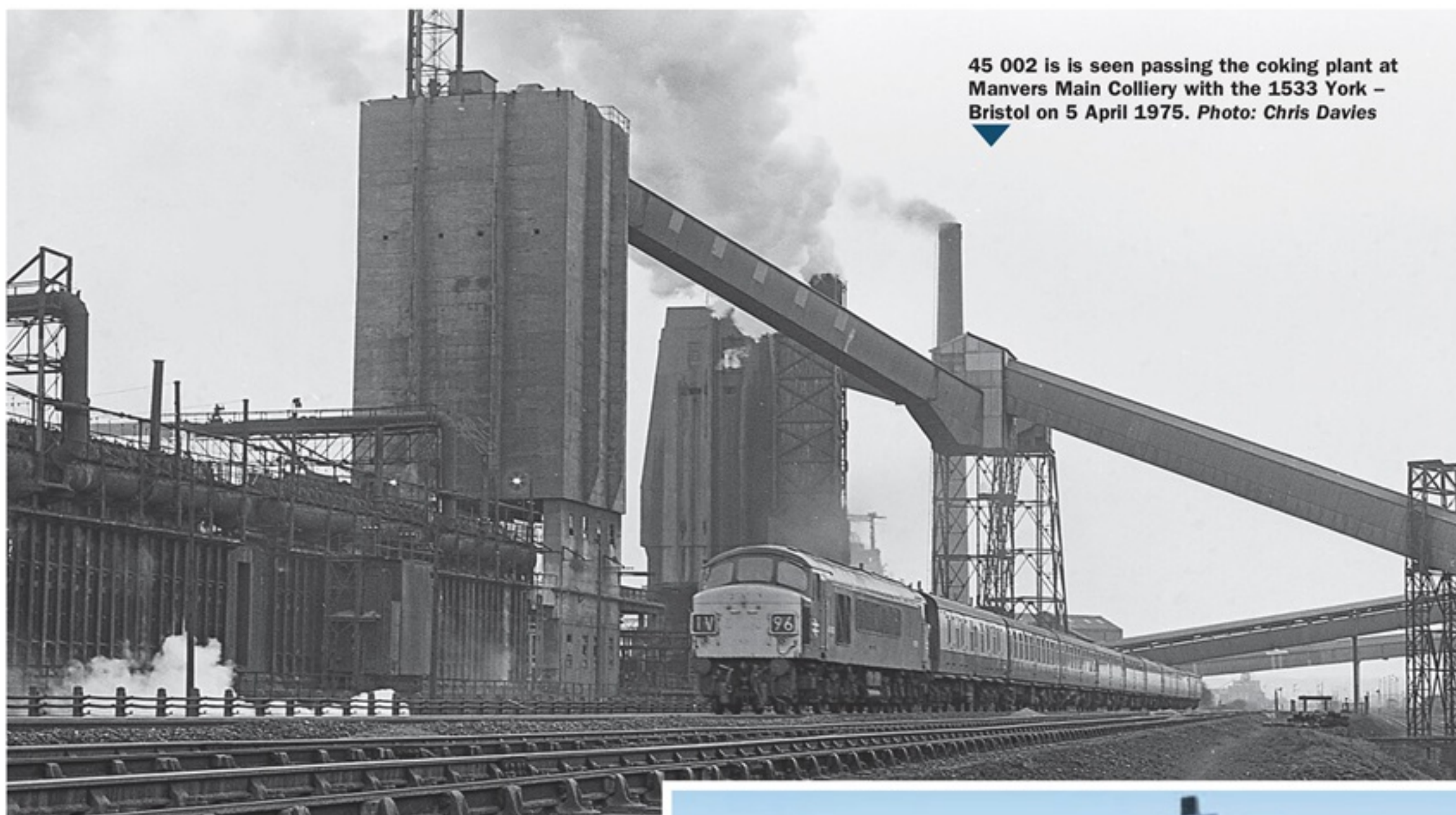
Two Gaugemaster DS controllers powered the main lines, with a Combi unit feeding the colliery sidings to allow shunting to take place whilst trains ran unattended on the main lines. Colour-coded power bus cables ran from one end of

the layout down each side, carrying power for the four running lines and also four separate 12V auxiliary supplies for point motors, signals and lighting; these were fed from smoothing capacitor banks to provide clean dc.

I made up four 20-way lever frames using Hornby lever frame sections, to match the four locations depicted on the layout. Each frame included on-off, two-

way and passing contact switches as required, the on-off levers being used for track sectioning and yard lamps, etc.

All points were motorised using Peco point motors, controlled by passing-contact switches in the lever frames. A couple of double slips were included in the track layout, and power routing for these was done by latching relays slaved to the point motor circuits.



45 002 is seen passing the coking plant at Manvers Main Colliery with the 1533 York – Bristol on 5 April 1975. Photo: Chris Davies

Wath North signal box stands silent with the sheer mass of the coke oven and conveyer buildings in the background.

The Manvers Main reception sidings are jammed full of empty BR steel hopper wagons. These will be moved slowly underneath the colliery screens on the far left for loading.



Signalling

This was absolutely critical, given my background of signal-box visits and a short spell actually working for BR. All the semaphore signals were scratch built in brass with MSE arms and modelled on the originals. Spectacles are glazed and lights were fitted, using cheap LED Christmas lights bought in the January sales. The arms were all manually operated.

For the colour-lights I used Eckon signals, with the supplied LEDs replaced by ones that I felt provided a more realistic colour. I also filed the rounded ends flat before installing them in the

signal heads, and then dripped in clear varnish to suggest lenses.

I really tried to get the signals to look right, as for me they make or break the atmosphere of a layout.

For each of the four signal boxes represented, I drew a track diagram for the period modelled using AutoCAD, plotted and framed them, and then hung them on the wall. The diagrams were drawn as if you

The full complement of semaphore signals that stand adjacent to Cudworth Station signal box (see opening prototype photo) are set to danger.



are in the signal box when standing in the normal viewing position.

Landscape and structures

I had no previous experience of scenic work, and I wasn't feeling very confident about tackling it, particularly so, since the layout I

had chosen consisted entirely of scenic sections! Furthermore, there were no hidden sidings, so everything would be visible and would need to be ballasted, painted and weathered.

The up and over branch required a lot of work. To create the inclined embankments,



An English-Electric Class 37 passes Storrs Mill Farm on its way to collect a load of full coal wagons from the colliery sidings.

A pause in traffic allows the signalman of Wath Road Junction box to pop out onto the balcony for a breath of fresh air, though with the all dominating coke ovens of Manvers Main in the background, the freshness is questionable.



I used 18mm ply formers of increasing heights, glued and screwed to the baseboard tops, and then fitted a 6mm ply top, cut with a jig-saw to the shape of the track-bed. This gave me an immensely strong base for the track, but I got the sloping sides wrong – far too narrow at the base. I ended up with embankments with impossibly steep sides, which looked completely wrong. Endless tubs

of filler were therefore used to grade the sides to a much wider base.

At this point my wife Helen 'volunteered' to help with the massive amount of painting and ballasting, quickly proving to be better and quicker at it than I was. As soon as I started adding grass and placing Skaledale and Bachmann buildings around the trackwork, she became very enthusiastic, adding amongst

other things a farm in one corner, complete with animals and real straw. Helen also painted the signals and signal arms, signal box interiors and bridge abutments.

Meanwhile, I added a coal mine and coking plant to represent Manvers Main Colliery which dominates the lineside along the stretch of the route. I used a Walthers kit, suitably adapted, and scratch-built some

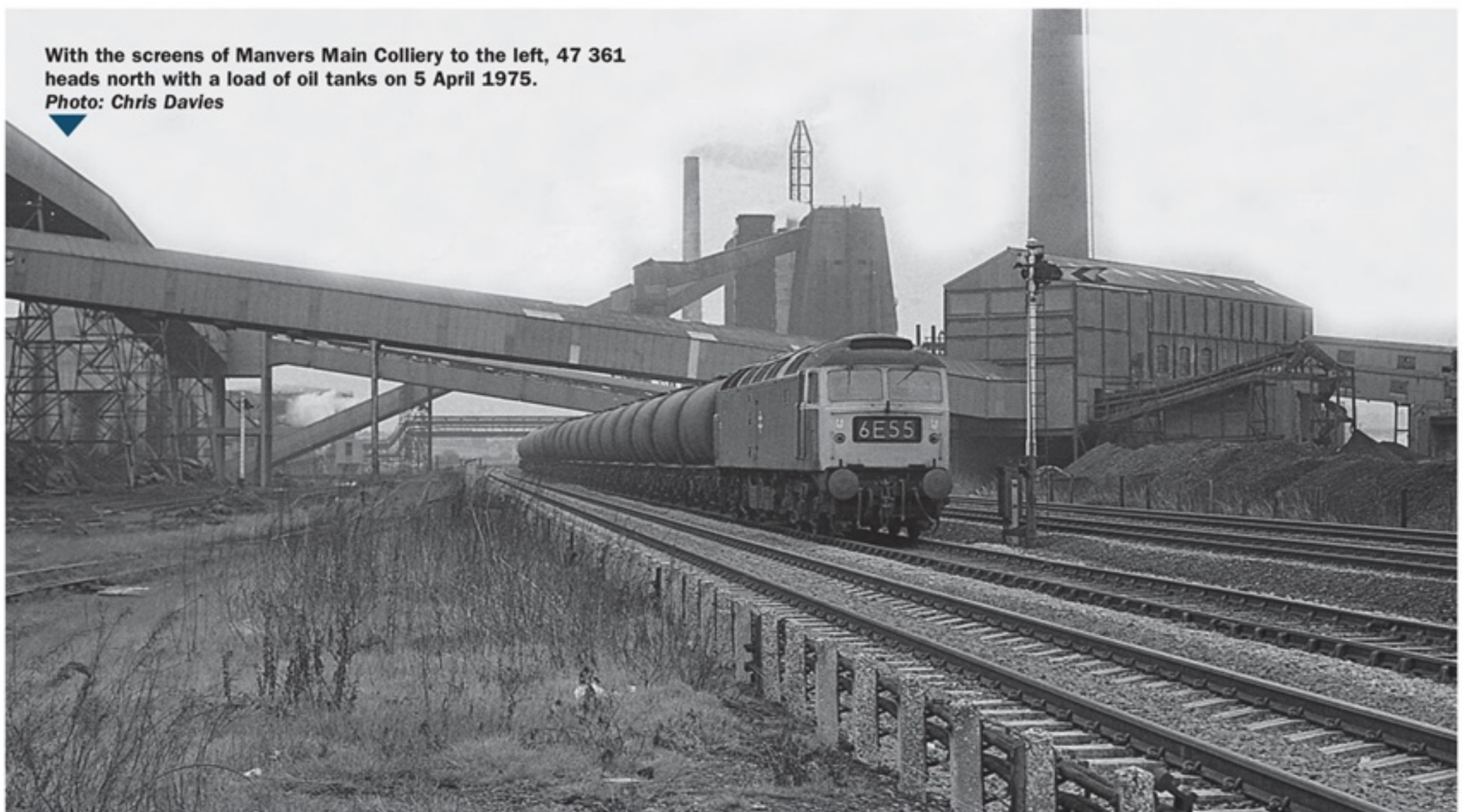
pit conveyors to try to get the 1970s industrial South Yorkshire atmosphere.

Another corner included a dodgy garage, inspired by a real one which was located near to the village where I grew up, and complete with a resident lion that was kept in a makeshift cage on the site – honestly!

All buildings were fitted with lights, again using cheap LEDs from Christmas light sets. I made yard lamps from brass tube, washers and epoxy 'blobs' for the actual fittings.

Finally, I added a pit pond with a pump house, as frequently seen in the local landscape of the area. This was created by cutting a hole in the baseboard, gluing a piece of plywood underneath and sealing

With the screens of Manvers Main Colliery to the left, 47 361 heads north with a load of oil tanks on 5 April 1975.
Photo: Chris Davies





▲ Wath North Station looking towards Wath Main Colliery on the left. 45 060 heads south with the 1445 Leeds - Plymouth service on 5 April 1975. To the right can be seen the parapet of a bridge which carried the Midland tracks over the Wath branch of the Hull & Barnsley Railway. Photo: Chris Davies

▶ A Class 37 runs light engine past the signal box for Dearne Valley Colliery Sidings. Pictured (inset) is Wath North signal box.

the joint before pouring in some varnish.

Late on in the proceedings, I added static grass of varying shades. I wanted a washed-out late-Winter/early-Spring feel, so the colours were muted and deferred to the general coalfield look which most of the locations had. I detailed the landscape with a few people and animals, however much of the attraction of the prototype for me was the sparsely populated locations.

Stock

For a number of years, the layout was operated with a fleet of diesels, from Classes 08-56. I had obtained many of these cheaply and they were often in quite poor condition. I thought I deserved better running and disposed of the lot in order to get some updated models.

The revised fleet included Bachmann classes 08, 25, 37, 40, 45, 47 and a Hornby Class 56. I also had four DMU sets, again from Bachmann and Hornby. Trains were shortened versions of ones which I recall running on the ex-Midland line during the 1977-1980 period. I had one rake each of Mk.I, Mk.IIb and Mk.IId coaches for passenger workings. The all-important coal



▲ An overall view of the Wath North area showing the raised section and the colliery sidings at the top left.

workings were represented by two rakes of MGR wagons, plus mixed trains of 16T and 21T minerals.

I am a great fan of engineers' and ballast trains and ran both, made up of various Dogfish, Sealion, Grampus and Winkle



wagons. I also wanted to represent night-time operations with Freightliner and parcels trains. To create Freightliner FGA/FFA sets I modified old Hornby bogie wagons, re-profiling the sides, adding buffing and draw-gear, and

replacing the coarse wheels with finer ones. Parcels trains were formed from re-wheeled Lima GUVs, together with CCT and BG stock.

Quite early on I decided to standardise on a train length of five bogie vehicles plus locomotive, which gave a reasonable perspective on a layout of this size. I found that this also translated well to goods trains (e.g., the original Freightliner sets used five vehicles) and this was used to plan the length of the sidings.

Operating

This was based on a mid-1977 train register from Wath Road Junction, with passenger, parcels and Freightliner trains on the fast lines, and a variety of freight workings on the slow/goods lines. Coal trains ran into and out of the colliery sidings and coking plant, but operation for me was about re-creating the spirit and atmosphere of the time, rather than timetabling; by just adding a smart speaker and a music chart from 1977 or 1979, I was instantly transported back there!

A twist in the tale

This layout represented my first attempt at serious railway modelling. Overall, I was very happy with the result – it was a little time machine in which I could slip back to the late 1970s for a short while.

You may have noted that I have referred to the layout in the past tense, and that there is a lack of trains in the accompanying photographs.

Rather like its prototype, the line had to be dismantled recently – not due to mining subsidence though! Rather we decided to carry out a rebuild of the attic room and the model had to make way for this.

Conclusion

I must thank my wife Helen for her help, and also Michael Kaye who was a BR driver on this route and has an incredible video on YouTube of a cab ride in 1980, covering the exact section I've tried to model (search for; *YouTube MK55A Wath Upon Dearne to Cudworth*).

Finally, thanks to my old friend Geoffrey, and also to RAILWAY MODELLER for sowing the seeds over 40 years ago!



RAILWAY MODELLING *Explored*



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

THIS MONTH • Steed Junction • Blending backscenes • Brick walls from wallpaper

Steed Junction

Italian resident **DAVIDE RASENI** built this British-based diorama after a trip to the UK... though with a gestation period of more than 20 years!

Photography by the author

My love for British television series from the 1960s and 1970s meant that a British-outline layout was always going to be on the cards, one day. And it was during a trip to London from my native Italy way back in 1997 when I acquired a little Hornby Skaledale station, together with some other accessories and a selection of OO gauge BR-liveried rolling stock. Upon returning to Italy, I put it all into a box thinking that it may form the basis of a layout project sometime in the future.

Collett 14xx 0-4-2 No.1432 waits with a short pick-up goods train whilst the fireman dreams of finishing his shift and getting home to watch his favourite TV programme, *The Avengers*!

Bookcase diorama

More recently, when I bought two new bookcases for my growing railway library, I noticed that one of the original units (which had deep shelves) could be repurposed to provide somewhere to show off my growing model collection.

However, instead of merely placing my stock of HO models on pieces of track on the glass shelves, I thought that building some small dioramas will allow the models to be displayed in a suitable context whilst giving me something interesting, easy and quick to construct. The resultant series of small

▲ A selection of the completed dioramas housed in a glazed display unit. Steed Junction is visible in the middle on the right-hand side.

dioramas – each dedicated to a different country of the world – are kept in my study on 12 shelves, each measuring 16.5" x 19". The vast majority of these are HO scale and depict European railway systems, but my box of British acquisitions led me to create one of



a scene from across the English Channel with a British Railways flavour. The project was my first attempt at modelling in British OO gauge.

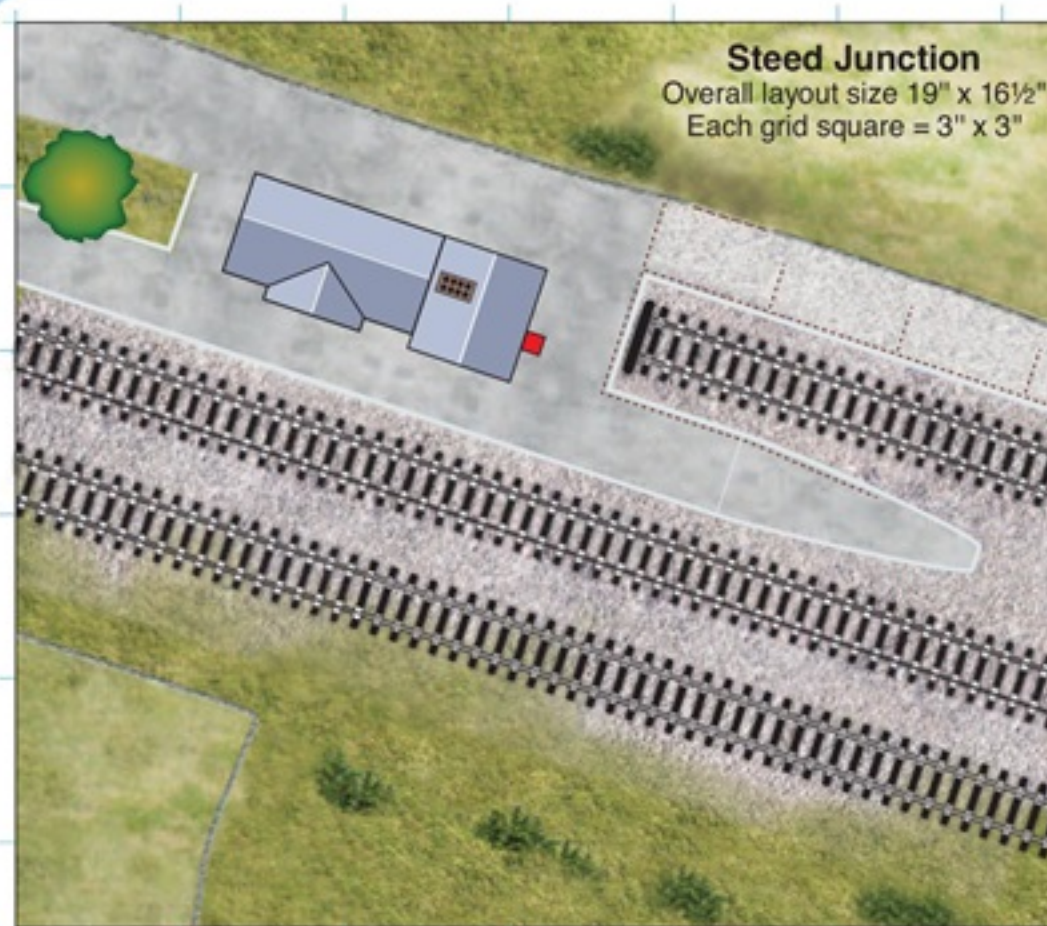
The challenge I faced was to build something realistic and recognisably British in an exceptionally small footprint. Some 20 years after my London spending spree I opened the old box and began planning. In the intervening years the excellent Peco OO gauge Bullhead track has become available, and I thought that this would add to the realism of what would have to be a very intensely visual scene where every detail counts.

I started to devise a small freelance British Railways station that in my head I imagined to be a rural junction with a private branch line that connects to a colliery.

A minimal track layout

I constructed a box structure around a 5mm plywood base with each of the sides shaped to suggest the atmosphere of the place I've imagined, namely the quaint hilly landscape of the British countryside. The track plan is minimal to say the least! There are two tracks and a short bay siding with a loading dock that I have supposed serves to load the cattle wagons with sheep coming from the farms that are situated in the near vicinity.

No points are present on the diorama – I have imagined that they are set at either end of the station scene just out of sight in



▲ Almost the entire diorama is visible here. The railcar has gone, and the line is now clear. The crew of the Wickham trolley are taking a break during their inspection of the line. Meanwhile the 0-6-OST has arrived with a single open wagon.

a now redundant run-round loop arrangement. Just one track serves the passenger platform; in fact, I imagine that it is a single-track branch line with low or dramatically reducing traffic. The other track is in poor condition; no longer used for running round by passenger trains and is rusty and covered with vegetation. In my mind's eye it has now been downgraded to siding status, but it represents the beginning of a private line which diverges from this point and serves a nearby colliery.

Landscaping

As with my other (European) dioramas I used some polystyrene boards for the landscape foundation work. These were shaped with a hacksaw and fixed in position. The whole area was then covered with paper soaked with diluted PVA glue. The lineside areas were then coated with a mix of static grass and various ground foam products to vary the texture. Drystone walling by Hornby Skaledale was added to create edges around certain parts of the scene.

◀ On a sunny summer's afternoon NCB 0-6-OST No.8 stands on the colliery siding waiting for the delivery of a rake of loaded 16-ton coal wagons. The passenger station remains quiet.



Buildings and details

The station building and platform are sited centrally on the diorama, with the classic British style of platform being very different to those that I am familiar with in my own country. I used the excellent Peco Setrack kit which has been modified slightly to achieve the effect that I was after. This is topped by the Hornby station that I bought all those years ago and is detailed with items from the Wills, Peco and Ratio ranges.

The scene is set in the 1960s, with a reduced stopping service in the hands of a lone BR railcar. A couple of coal trains arrive from the colliery once or twice a week, returning empty the following day, transferred by the colliery engine and taken down the line by an ex-GWR 14xx tank locomotive or one of those shiny new Type 1 Bo-Bo diesels. The bay siding for the sheep is seldom used

as the farms now tend to use road transport. It's clear that the unmerciful Dr Beeching will leave no way out for the line!

The pictures

I photographed the diorama in the open air to gain the use of a real **backdrop**. Its small dimensions allowed me to transport it outside without problems. In order to find something similar to a British landscape I located a suitable place in neighbouring Slovenia with a rolling green landscape bordered with some trees and a small hill in the foreground. The 1960s television series

The Avengers is a firm favourite of mine, so there was no question about who to name my diorama station after: the late Patrick Mcnees' legendary John Steed!



▲ A shunter's eye view of Steed Junction with Waggon & Maschinenbau diesel railbus E79962 waiting in the platform. On the left a Wickham Trolley stands on the siding to the colliery ready to carry out an inspection of the line. The sunny day, the green hills in the foreground and the blue sky with white clouds give the station an idyllic setting.

◀ Swindon-built Class 14 diesel hydraulic D9535 pauses in the bay siding. It would have a long career with the National Coal Board before being scrapped in 1984.

A postman with his delivery van has just received some parcels from the Waggon & Maschinenbau railcar, which is now ready to depart from the platform. The dappled sunlight comes through the trees onto the platform. Exhaust drifts gently from the chimney of the colliery saddle tank. The station building is a Hornby product, and the platform is constructed using items from the Peco Setrack range.



Blending backscenes - the illusion of depth

CALLUM WILLCOX demonstrates how transitioning the 3D scenery into a well executed backscene can transform even the smallest of layouts into something visually much larger.

Photography by the author

Backscenes can play an important role on any layout; providing a sense of location and visual interest, as well as often hiding the behind-the-scenes operation. Obtaining the transition between a physical scene and a two-dimensional image can often be difficult, with the finished article either enhancing or detracting from the overall realism of a layout. However, if executed correctly a simple backscene can transform a layout into a small part of what seems a much larger world.

This is something I demonstrated on my recent OO micro layout Fry's Somerdale (see RM October 2020), which has a display area measuring just 401mm x 290mm. With the addition of some carefully placed images, together with disguised entrance and exit points, I managed to

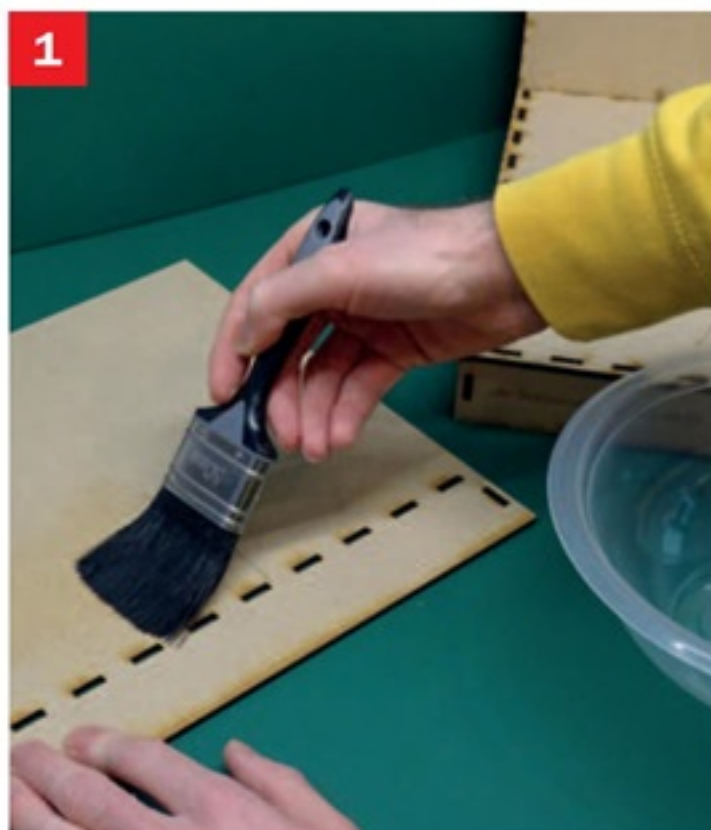


▲ The 3D modelling actually stops just behind the car but the carefully blended backscene creates the illusion of the scene extending further.

optimise the space I had available, making the layout appear to be almost double its true size!

In this article I will show how I combined a Peco printed photographic backscene with a selection of images of local landmarks and some foliage materials to create the illusion of depth.

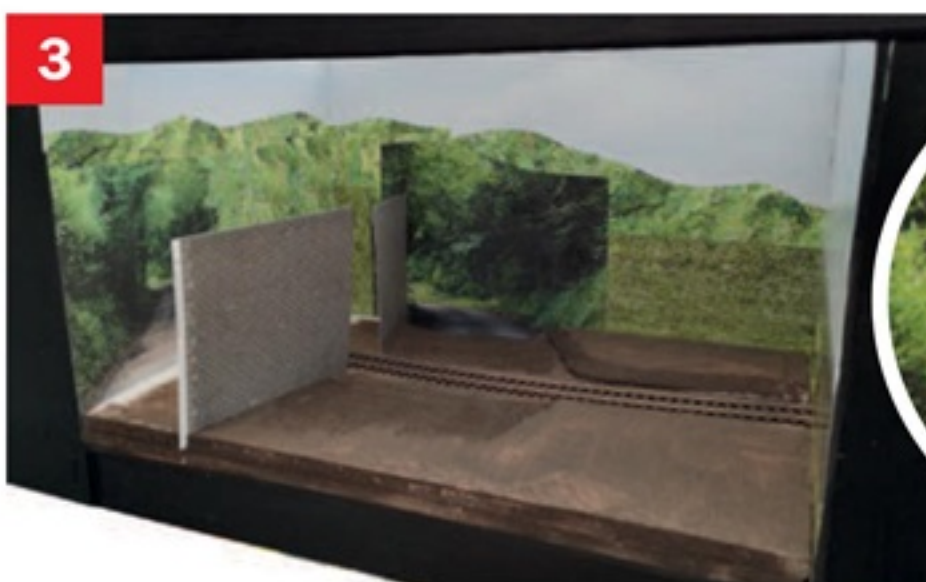
Blending backscenes - the illusion of depth



1 A Scale Model Scenery ref.BB010 diorama baseboard formed the basis for the layout. These laser-cut MDF baseboards (which are quick to assemble using just wood glue) feature backboards that are ideal for mounting a backscene to. During assembly of the baseboard I undertook some modifications, such as cutting the openings for the fiddle yard exits, before laying the components out on a flat surface. Adhesive for the backscene was then applied directly to the surface of the backboards. I opted for a thin wallpaper paste, however diluted PVA works just as well. Care was taken to ensure an even coverage of glue with any lumps removed.



2 Starting at one end, the image was lined up with the edge of the backboards, before being rolled out carefully and smoothed into position with a soft cloth. This was done a few inches at a time, dragging the cloth along the centre of the image and fanning out in a diagonal motion to the top and bottom edges; this method minimises the chances of air pockets getting trapped under the image, which can cause unsightly bubbles and creases. Once dry, any overhang was trimmed away from the boards. At this stage I left the openings for the fiddle yard exits covered; these being opened out later once the boards were fitted into position.



3 Layering sections of a backscene is a great way to add depth to a scene; ideal when trying to build up a convincing wooded area in a limited space. For this I used a selection of my own photographs of a local area with dense trees. Printed onto standard A4 plain paper, the images were cut roughly to match the tree-line at the real location at Keynsham, before being glued directly to the backscene; this didn't have to look too pretty at this stage as it would all come to life later when the foliage is added. (The addition of the road photo is described in step 4.)





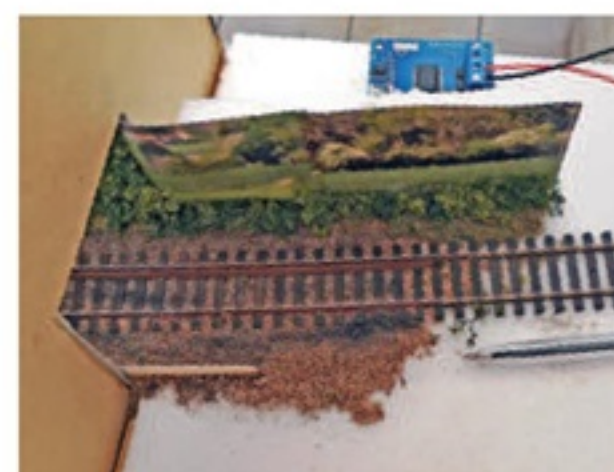
The focal point for the layout (and by far the most challenging aspect of the build) was blending the main road into the backscene. This effect was achieved once again by using a layered image, this time of a local lane which looked similar to the main road when the railway was operational. The image has a number of key features which made it ideal for use including a tree arch with shadowing on the road surface, and most importantly, a natural curve going out of view. Before being printed, the image was first mirrored (to match the direction of the road at Keynsham) and rescaled to fit the layout; I then printed out a number of copies of the



image in various sizes (photo A), trying each one on the layout to find the most suitable (photo B). The physical road surface was created from sections of card, painted with Green Scenes textured paint and weathered carefully to match that of the image (see RM August 2020 RM for more details). The road sections and image were trial-fitted (photo C), so that minor adjustments could be made to find the best match; temporarily fitting the walls and some of the terrain aided this process. Once happy with the desired effect, both were glued carefully into position. A final application of weathering close to the join helped to complete the illusion.



Tunnels and bridges are often used to disguise an entrance or exit point to a fiddle yard. This was not an option for *Fry's Somerdale*, so a little manipulation was used. First, a craft knife was used to create the openings in the printed backscene; this was achieved by running the blade along the edges of the openings made previously in the backboards from the fiddle yard side. Rather than remove the waste section completely, I left the vertical edge closest to the back of the layout attached, allowing the printed image to be folded through the aperture and into the fiddle yard. This was fixed into position and blended in with foliage; giving the effect of the scene continuing, whilst also serving to disguise the view into the fiddle yard.



Adding height, no matter how small, in front of a backscene is another way to aid the transition. This gives the illusion of the land falling away into the distance. The bulk of the terrain was built up using thin polystyrene sheets, which were cut and sanded to shape, before being coated in a mix of brown woodfiller and PVA. The edges closest to the backscene were chamfered down towards the image. The supporting walls for the embankments were also fitted into position, with the section closest to the backscene manipulated to mimic the curve of the road in the image.



Foliage plays a key role in tying the whole scene together. I found Woodland Scenics Fine Leaf foliage ideal for this task; using a blend of the light, medium and dark green varieties to build up a convincing natural tone. Starting close to the backscene, I fixed clusters into position, with the stems of larger sections pressed into the terrain, acting as tree trunks. To gain the height to match the tree-line, sections were glued straight to the backscene itself; the patchwork of tree images comes through the gaps in the leaves and branches. This process was used to create the natural arches above the road and fiddle yard exit in the cutting, closely following the contours of real arch on the backscene image. With the backscene covered, larger tree-like clumps of foliage were then added to the foreground to enhance further the sense of depth.



The completed scene demonstrating the seamless transition between the 3D modelling and the 2D printed backscene. Leftover fibres from the foliage material were used as ground cover around the wooded area, which helped to blend the road embankment with that in the image. Note how the natural shadow from the modelled tree arch combines with the shadow of the printed backscene, making the transition all the more convincing.

Supplier information

Peco www.peco-uk.com

Scale Model Scenery www.scalemodels scenery.co.uk

Woodland Scenics www.bachmann.co.uk

Textured wallpaper for brick walls

KEITH WHITE took a different approach when using downloadable printed building sheets by using wallpaper as the base.

Photography by the author

In the previous house where I lived I had an area for a small OO gauge test track, which helped me to learn about current wiring and DCC systems, but it never progressed to having any scenic work completed. After moving house, a modelling friend suggested that I should build a new diorama to test, acquire and further develop my modelling skills. The previous house owner had left some timber shelves made with fibreboard panels and one of these was cut to form a two-level baseboard 1.80m long. I could begin!

A printed retaining wall

The first task was to produce a retaining wall. My idea was to take a 'download and print' brick sheet, in this case depicting a retaining wall, but instead of printing it onto plain paper I decided to try using A4-sized sheets cut from a roll of plain textured wallpaper – the sort that is used, painted or otherwise, to cover up poor plaster.

The downloadable print suggested printing onto paper and sticking the sheets onto 2mm card. My thoughts were that a 2mm recess for the arches was not realistic enough, so I chose to stick the paper printout on to a 5mm plywood panel the height of the retaining wall, thus representing a 15" recess.

Knowing your printer is important. The colour of the printed walls is not always the same, or even nearly the same, as a copy printed onto plain white paper – or even that shown on your computer screen. The wallpaper must also be designed to take paint.

Having printed the retaining wall panels, the arch voids were cut out of the paper using a compass fitted with a cutting blade, then the waste area below was cut out with a scalpel and set aside.

Prior to the paper being glued to the



▲ The finished retaining wall with keystones added, together with downpipes and lamps.



▲ The arches are cut into the plywood, first by using a hole cutter for the tops of the arches and then a fine saw to make the vertical cuts.



▲ The textured brick paper is cut as required and then fixed to the wooden former, with the reveals covered with strips of printed brickwork.

plywood, the arches were cut out of the plywood, first using a large hole cutter and then with the waste area below removed using a fine saw. However, care was needed because even a small drift in the cut, horizontally or vertically, would cause the

paper overlays to be mis-aligned.

I found that the keystones at the top of the arches were lost in the printing process, so I prepared and cut new stones from a coloured card sheet, which I think actually look much better than printed ones.

Conclusion

If I was doing this again I would keep the printed sheets intact (i.e. without the arches cut out) until after fixing to the plywood backing. Then, working from the rear, I would use a scalpel blade to cut the arches into the paper, using the arch cut-outs in the plywood as a guide.

Another thing to consider is the reveals. If a 2mm thick background is used, then the reveals are less prominent and a paint or even felt tip pen could be used to colour the exposed card edges. However, the 5mm reveals are much more prominent, so either strips of printed brick paper (as I have used in this model), or a paint finish closely matched to the brick colour is needed to conceal them.

The resultant printed sheets do give a sense of proportion and surface texture not found on traditional smooth-printed sheets. I think the process could be used to give an extra dimension to brick-built structures that are found close to or fully integrated into a railway scene.

Comment

Observations and opinions on railway modelling

Paul Marshall-Potter



'That issue'

The August 1980 RAILWAY MODELLER is possibly 'that issue' for me. Many of us will have a particular favourite that for them, made the difference; the one that got them hooked.

It was the cover that caught my eye, with an excellent representation of the Devon Coast, a Western hydraulic with a full-length train of Mk.1s snaking along the sea wall under the high sun. 40 years on, that cover image still stands the test of time. In 1980 though, it jumped off the shelf at me, and the contents were even better.

That issue contained the first *Lochside* article by Ian Futers. It was unusual, as at the time, very few modelling articles covered diesel operations, the mainstream being firmly set in the 'big four' steam era. Ian depicted BR blue as we saw it on a daily basis; a bit scruffy round the edges, weathered, and still within steam era infrastructure. Ian's diesels were detailed and modified R-T-R items: Lima Class 33s used to make Class 26 and 27s, Hornby 25s, Wrenn 20s, and Airfix 31s. Not only detailed but converted to P4. That article (and the next in September) opened my eyes – and those of a number of my friends – to what could be done.

The back story had a good degree of plausibility to it too, and the locomotives and rolling stock were appropriate for the location and era; nothing was out of the ordinary. Simple details like the running-in board and platform lamps being painted the correct colour blue, highlighting and capturing that all elusive quality; 'atmosphere'. Written in Ian's captivating

style it actually inspired me to look harder at the mundane and everyday life.

Today we can purchase 'off the shelf' the locomotives Ian was showing us how to model, either from our local model shop or online. And we can do that in each of the three major scales, with classes 08/20/24/25/26/27/31/37 all available as excellent quality ready to run models in N, OO and O gauges. Not only do they cover the blue era but also the earlier and later periods. The only poor relation in this respect concerns the lack of DMUs in O gauge, but that's beginning to change.

Rolling stock now has good coverage, particularly in 4mm scale for the BR blue era, however the contemporary batch production method sometimes means reverting back to old school conversions and repaints if you don't get them 'while they're hot'.

Track and lineside accessories have moved forwards as well. Peco Bullhead track in OO and EM for example and the suites of ready-to-use resin buildings allow for more accurate representations of our chosen areas.

Before this sounds like an anthem for retail therapy, there is a very grounding effect. It could be argued that everyone is now making 'identikit' layouts. However, just as Ian used the Lima 33 to get the models he wanted to portray, so can we today. High quality etchings and 3D prints have taken the place of the whitmetal castings to alter an item to your chosen prototype. Paints and painting techniques have changed significantly for the better. The modeller can, with care, now match and blend a factory finish to their own. Granted that takes practice, but you can't buy everything!

How you use and apply the contemporary models makes all the difference, but the basic principles of using older retail products as a starting block is still as valid now as it

... it actually inspired me to look harder at the mundane...

was then. Recently, for example, I've been using Airfix/Dapol 16-ton mineral wagon kits and working over Lima parcels stock for my latest project layout.

Small practical layouts have always been of interest for me, which is one of the reasons why Ian's designs capture my attention. I'm working through a wish list of layouts and learning new skills each time I start another.

My latest, *Shelfie-3*, is in the planning, and a chance look back through some magazines reminded me of *Lochside*, and what it meant for me. Taking a leaf from Ian's book, *Shelfie-3* will only have three points, and a couple of catch/traps. It's an urban location within the M62 corridor, however my previous layouts have definitely had a green element to them, so here's a new challenge coming headfirst at me!

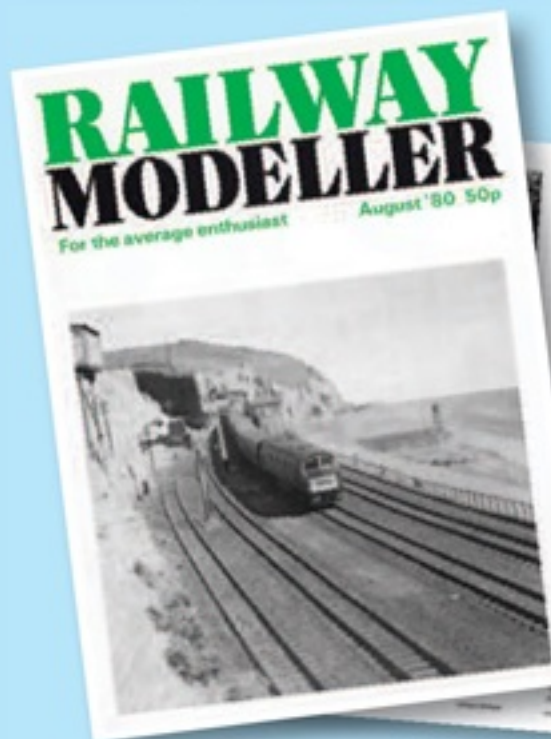
I've found a section of a CJ Freezer plan that works for me, and have also found a similar prototype track plan, so it's pulling together nicely. However, I'm still undecided on the overall station terminus design. It needs to reflect the down-at-heel, but plausibly still open look from that 1967-1980 era, whilst having enough room for the trains to breathe within the layout, which has a footprint of 8'x18". Track is the new Peco Bullhead code 75 and it will be DCC/DC compatible. With the layout being of that era and wanting to experiment more with DCC and sound effects, I'm already finding that fitting sound into DMUs is proving interesting!

If I can capture that era and feel of the crossover from the early-1970s through to the 1980s, I'll be pleased. Quite an impact then from 'that issue' and Mr Futers' three pages!

Paul Marshall-Potter is an experienced 4mm modeller and occasional RM contributor.

A preview of Paul's under-construction Shelfie-3 project. Photo: author

The cover and Ian Futer's *Lochside* article from the August 1980 RM.



Readers' Letters

We can only consider for publication letters which are accompanied by the writer's full name and address (although we do not publish the latter except in the case of appeals). This also applies to all correspondence received via electronic means including email to: railway-modeller@btconnect.com

Correspondence for forwarding to any of our contributors must be addressed to them c/o RAILWAY MODELLER, Underleys, Beer, Seaton, Devon EX12 3NA.

All correspondence published here represents the opinions of the authors only and not RAILWAY MODELLER.

Seaton's 'Art Deco' station building – the missing links uncovered...

Following on from my correspondence in the July 2020 edition, I am including three pictures of my new 7mm scale model of the station; it is just waiting for the correct 'SOUTHERN RAILWAY' lettering for the walls to arrive.

After building a model of the station last year, I finally pinned down what it all looked like, and built this new one, which includes all the roof detail and skylight.

PETER SMITH, KIRTLEY MODELS



All about hard cash

I feel I must take issue with the letters from Simon James and William Atkin in the January and February RMs regarding the role of Doctor Beeching, one of which bore the title 'Don't blame the honourable doctor'.

Honour did not come into the equation, which was purely about hard cash.

When the Labour government nationalised the railways in 1948, they were still making a paper profit, despite being run into the ground during WW2.

As soon as they started needing financial support in the 1950s, the by then, Conservative government wanted to reduce Britain's 'inherited liability'.

The pro-road transport minister, Ernest Marples, who had a financial interest in road building (despite having assigned his share-holdings to his wife), took the opportunity of reducing cash support for the railways so as to release money for road building. Marples appointed Dr Richard Beeching to the position of Chairman of the newly formed British Railways Board in 1961 and immediately commissioned him to produce his report, which Beeching entitled *The Reshaping of British Railways*. It advocated closing one third of the railway network, saving money which financed Marples' road building schemes.

So, in my view, those historical facts point unerringly to collusion between Marples and Beeching, the latter having responsibility for the railways and

access to all their technical and financial information after his appointment.

To say Beeching did not wield 'the Axe' flies in the face of the facts, especially when an unrepentant Beeching, himself, later said he would always be seen as the man who 'wielded the axe', whereas he claimed it was 'surgery'.

With the benefit of hindsight, (which is of course an exact science), the purely monetary approach to reducing Britain's priceless railway network, seen from today's perspective of greenhouse gases, climate change, roadway pollution and the annual road-casualty toll, amongst many other topics, makes the 1960s closure decisions inexplicable when compared to other advanced countries' policies.

I'm afraid that both Mr Marples, and Dr Beeching, must stand shoulder-to-shoulder as the great destroyers of our national railway system, a process which they started, and which subsequent Labour governments readily took on-board as well. Shame on them all.

TOM KIRTLEY

[Ed. Thanks for all the correspondence on this thorny subject, which we shall bring to a close within these pages. I'm sure it will keep historians busy reviewing their interpretations of the events for years. Fortunately such 'villains' are not present in our hobby where we can forever pretend that the infamous axe was never wielded.]

Letter 'E's on the rampage

[Editor's note] Our production department suffered from an attack of cavalier 'E's in the April issue. Mr Tony Sparks, author of *The Shale Oil Line* on page 274 gained an errant 'e' in his surname, whilst Mr Alan R Clark managed to acquire an 'e' on the end of his surname in his photo credit, despite no 'e' being present on his name printed in the adjacent column on page 302.

Thanks also to reader Russ Rolling who wrote in to say that although we had the name of the A4 No.60006 Sir Ralph Wedgwood correct in the caption in William Ascough's article on page 250, it appeared several other times with an additional 'e' in the various tabulations.

Our apologies for the errors to the all authors concerned.

Projects wait for years – happily!

Like Ian Nuttall, I also have been using up some old kit parts that I have had in my possession for some time, and I also like to have something personal and unique in my model collection.

In one of the books in my library I found details of some LMS 4F engines which had been fitted with 'additions' to carry out winter snow clearance. They were based in the Peak District and the northern Pennines, where the weather and drifting snow could be very bad.

The 4Fs were found to be ideal in winter, and were first used by the Midland, then the LMS, and finally BR.

Two types of special equipment were mentioned; a tender cab, and a rolling coal space cover for engines propelling the large No.2 plough.

Now, I had a tender cab in my spares box from some 20 plus years ago, made by Crownline I believe. I also had

purchased about five years ago a kit for the rolling coal space cover, along with the large No.2 snowplough, this was by Genesis I think.

The kits were soon made up and painted. The cab was added to my 4F No.4588, which was listed as having a tender cab, whilst the sliding coal space cover and large snowplough were fitted to my 4F No.4212.

Both these pieces of equipment were used together, the covers being designed to prevent snow from piling up on the tender and falling back into the cab. I believe a heavy duty sheet was also used for crew protection between cab and tender.

I enclose photos of the two models, which provide some unusual additions to my collection. I'm glad I hung onto my kits bought all those years ago!

PAUL D SMITH



The G&SWR 0-6-2Ts – more details

Thank you for another excellent March edition of the RAILWAY MODELLER, which has traditionally been the 'Scottish' issue. I was particularly interested in the article on the G&SWR 0-6-2T locos, amongst others.

The article provides a useful summary of this class. However, there are two significant differences between the Drummond and the Whitelegg engines. The article mentions that the tanks were bigger on the Whitelegg. However,

the easy way to distinguish between them is by the cab cut-out – the Drummond ones had a horizontal top edge, while the Whitelegg engines had a semi-elliptical edge, in his usual style.

Both patterns are shown in a W D Stewart drawing published by the Glasgow & South Western Railway Association in the 1970s, which is still available. Readers interested can visit: www.gswra.org for contact details.

TED COCHRANE

More era specific shows please – when possible

With the anticipated easing of Covid related restrictions, I'm sure, many of us are considering the possibility of visiting model railway shows again. I certainly am and while I was thinking about it, I re-read Nicholas Garner's very perceptive comment piece in the November 2020 edition.

In it, Nicholas' remarks reminded us that back in the 1970s, exhibitions featured, almost exclusively layouts depicting the steam era.

As I recall the 'Big Divide' back then centred around the Big Four railways versus British Railways, and Nicholas suggests that diesel and electric models will enjoy similar domination by the middle of the 21st Century.

With his analysis I finally realised why I have been getting less enjoyment from attending exhibitions over the last decade or so, compared with visits in earlier years.

Yes, I know it seems strange to say that there is less pleasure to be had these days, when the layouts on display are built to the finest of standards and the models that operate on them are more accurate and detailed than ever before.

Nicholas has shone a light on today's 'Big Divide': it's now the steam era versus the diesel and electric era. Where he is critical of shows at which steam era layouts 'hog' the floorspace. I feel exactly the opposite, and where he writes that he finds little of interest in 'a six wheeled tank engine' I find it equally hard to enthuse about the DMUs and EMUs that he loves.

There lies the problem. We are midway between 1970 and 2060 and every exhibition tries to please everyone with a 50-50 split. The result is that show visitors in their thousands actually attend for only half the show on each occasion. At larger shows such as Warley, there is always plenty to cover everything, but at smaller local events it could mean that only two or three layouts will afford any interest.

So why are there no 'Steam era only' shows or no 'Diesel/electric era only' shows? After all, there are specialist N gauge shows and O gauge ones. I appreciate that there are many modelers who enjoy both genres, but they are accommodated by the majority of the town and provincial shows which are split roughly 50-50.

For me, just one or two 'steam only' shows per year would be a start. They would be the first to be marked on my calendar and I'm sure that Nicholas Garner would be similarly tempted by a show entirely made up of modern image layouts. Another advantage of such era-specific shows is that attending traders would have a clear idea of which stock to bring to a particular show and may even choose to book a smaller area in which to set up their stand as a result, or take twice as much stock pertaining to the era catered for by the event.

I have no experience of organising model railway exhibitions, so I don't know if these ideas are viable.

In the meantime, it would help if steam era layouts could be grouped together; modern traction ones likewise. At least then, followers of each would not spend so much time jostling past each other while searching for those layouts that appeal to them. In fact, such an arrangement could be an important requisite if social distancing is to remain when shows are permitted to take place once again.

ALAN BURTON

Reopening shows

Could our exhibition organisers get together via Zoom or something similar to discuss ideas on how exhibitions might start up again in the aftermath of the pandemic?

Some brain storming sessions need to be initiated to consider what will work and what will not.

Here are a few of my thoughts, they might work or they may not, but opinions need to be aired I believe:

- Entrance to shows by pre-booking only and timed to avoid crowds.
- All stall holders to have no means of visitors handling goods, or insist that visitors wear disposable gloves.
- Stalls to have goods for sale shown on computer screen.
- Visitors to carry proof of vaccination.
- Each visitor to be scanned on arrival to check for temperature.
- All layouts to be behind clear plastic screens.
- All venues to have approved air conditioning systems.

All this might seem totally over the top, but is it, in the circumstances?

DARRYL FOXWELL

Powdered glue

I write in response to John Harrison's 'Not 50-50 PVA' in the April letters.

I built my first layout in 1988/89 and used powdered Resin W wood glue in exactly the same manner. That layout lasted over 25 years before a house change meant it had to be dismantled. I had not one problem with ballast failing in all that time. The powdered version disappeared from the market in place of ready mixed glue, but internet shopping has once again brought powdered wood glue back into my house. You can mix it to the strength required for each individual job from baseboard construction, laying ballast and using it to make water features. Wonderful stuff!

RICHARD JOHNS

Use them or lose them

I read with interest Ian Kay's 'Comment' in the March 2021 edition of RM and wholeheartedly agree with the sentiments it expressed.

Following retirement, I returned to the hobby about four years ago. But with so many changes having taken place since the 1980s, when my children were young, I needed help and advice just to know what was 'out there'. But where to go?

Living in east London, I started to look around for my local model shop and none of the ones I frequented with the children were still in business.

I settled upon the estimable Jane's Trains of Tooting in south London. This 'Aladdin's cave' fitted perfectly Ian's description: well-established, knowledgeable and plenty of face-to-face social interaction.

Local? Not really as it involves three trains and an 11½ mile journey. They do mail-order which has been a boon, given recent circumstances, but many

small businesses can't hold the range of stock of the larger ones, so a single trip may not meet all requirements.

There are two other shops that have come to notice: one in Feltham, a journey of two trains and a bus; the other in Romford; only 20 minutes on Crossrail plus another bus ride!

Thus, in our Capital City this model shop triangle forms my 'local' hobby supplies area.

No doubt the huge change in demographics and the often prohibitive property costs in Greater London are two factors contributing to the demise.

As I scan the ads in my RM, I look with longing at the plethora of shops, many in 'far away places, with strange-sounding names...'

Hence this letter is a lament and a plea. A lament that there is no longer a model shop in my local high street that I can visit, and a plea to fellow modelers: use them or lose them.

BRIAN FITZSIMONS



Well stocked model shops under normal circumstances are magical places to visit for products, help and advice: don't let them become extinct.

Snippets...

Track brush!

Taken in Altrincham on 26 February this year. Trespassing on the tracks carries a huge fine. Perhaps he was looking for some Fox Transfers?

GREG MAPE



Brake fluid to strip paint

Further to M P Curley's letter in the April issue, an old trick was to use car brake fluid to strip paint from plastic models. Whether modern materials will react adversely, I do not know, but a sample test should answer that. Hope this helps.

F CAJEE

Propelling Superglue applicator

For the last few years, I've been using an 'applicator' to apply a tiny dot of superglue to my models. This is a tiny jewellers' screwdriver, but the hardened glue does require scraping off every so often.

A few weeks ago, I couldn't find my 'applicator' and used the tip of my retractable pencil lead. These can be brought in a pack of five for about £1 from a leading supermarket retailer. Once the tip becomes solid with glue, you can snap it off and push some more lead out, saving precious seconds of modelling time.

TOM HAYNES

Bring back the Tri-ang name

Last year Hornby had just celebrated its centenary: well done.

I was however thinking that now the firm should rename its 'Railroad' range as 'Tri-ang'.

This would acknowledge the years when Tri-ang-Hornby was a famous brand and create some historical continuity. After all many of us started with that classic Tri-ang Jinty and Carabelle Set. I still have mine.

ASHLEY BISHOP

Nonsuch

I see that King Henry VIII inspired the name of Derek Reeve's new fantasy layout in the April issue. Sadly the King's meddling in land reforms in the 16th Century still leaves much to be desired today.

E COURT

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

Late body version Sulzer Type 2 Bo-Bo/Class 25

Brand new from Heljan in OO

Heljan has delivered stocks for its interpretation of the Derby/Sulzer Type 2 Bo-Bo locomotives in 4mm scale, which more specifically cover the examples with the later body styling (see panel). We outlined the plans of the Danish manufacturer to produce these models in our September 2018 issue, the project utilising research garnered during the development of the firm's O gauge version of these prototypes, a sample of which led the reviews pages of our January 2019 edition.

The 4mm scale tooling covers the D5238-99 and D7500-D7677 batches, as built by Derby Works and Beyer, Peacock of Manchester between December 1963 and April 1967, with provision for original circular or revised exhaust ports.

10 boilerless versions are available in the initial run, comprising ref.2530 – D7647 in BR two-tone green with small yellow panels, ref.2531 – D5244 in BR two-tone green with small yellow panels (weathered), ref.2532 – D7550 in BR two-tone green with full yellow ends and BR blue data panel, ref.2533 – D7661 in early BR blue with small yellow panels, ref.2534 – D7667 in BR blue with full yellow ends, ref.2535 – 25 252 in BR blue with full yellow ends, ref.2536 – 25 155 in BR blue with full yellow ends (weathered), ref.2537 – 25 093 in BR blue with 'domino' headcodes, ref.2538 – 25 912 *Tamworth Castle* in 'ice cream van' livery and ref.2539 – D7672 *Tamworth Castle* in BR special two-tone green.

Additionally there is a pair of 'ready-to-haul' models covering the Scottish Region 'ETHEL' (Electric Train Heating



See this model in action on our website!
bit.ly/HeljanD7661

Ex-Locomotive) mobile train heating units: ref.2540 – ADB97250 *ETHEL1* in BR blue & grey and ref.2541 – 97 252 *ETHEL3* in InterCity livery. Three such vehicles were converted from Class 25s in 1983 as a short term solution for use with BR Mk.III sleeper stock, prior to the delivery of ETH-equipped Class 37/4s in 1985. The *ETHELs* later found work with InterCity's Charter Unit, lasting into the 1990s.

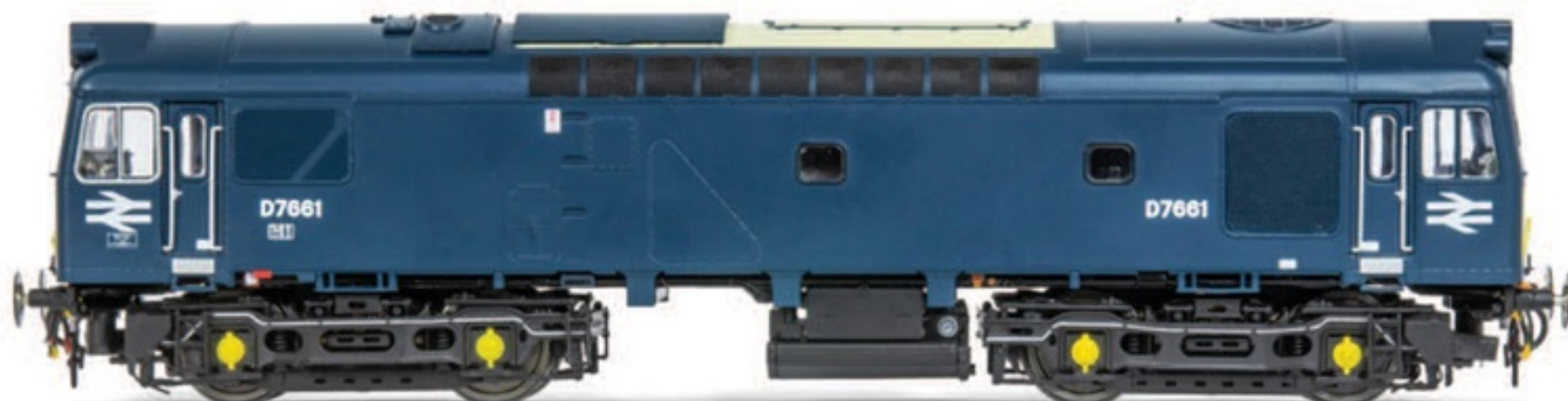
Our sample in detail

For review we received a sample of the version as D7661. This particular Derby-built dual-braked example was

allocated to the London Division from new in November 1966, with post TOPS allocations (It was renumbered 25 311 in 1974) including Cricklewood and Toton. It was withdrawn from traffic in March 1986.

The model is presented in an early iteration of BR blue livery with small yellow panels, which (according to www.derbysulzers.com) D7661 wore from new and carried until at least the summer of 1969. The locomotive had been repainted into standard BR blue with full yellow ends by the time it received its TOPS number.

Contemporary photos of D7661 show that Heljan has closely matched





the livery detailing of the real machine in model form, including the correct placement of the locomotive numbers behind the cab doors (two per side), overhead warning flashes and legible data panels and builder's plates. Paint application and printing is crisp throughout. The cream-coloured roof panels will doubtless benefit from some judicious weathering.

Cab glazing is flush, with stainless steel framing on the cabside windows at the No.2 end only – as per prototype photographs. A good impression of cab interior detailing is visible through the windows.

The plastic body moulding is offset with etched radiator grilles at the No.1 end and – on the cab fronts – separate wire horizontal handrails and finely rendered lamp irons. The vertical cab-side door handrails are also formed of wire, although the twists at the top and bottom on these appear to be slightly exaggerated when compared to prototype views, which has the effect of narrowing the gap for door access between each pair.

Below solebar level there is fine detail aplenty including sprung metal buffer heads and factory-fitted buffer-beam pipework (at both ends). The intricate bogie assemblies are complete with the numerous small frame cut-outs, together with footsteps, sand pipes and brake shoes. The bogies run on solid-disc wheels, which are without the small holes that are a distinctive feature of the full-size versions.

A sprung articulating NEM pocket is mounted to the front of each bogie frame, with a pair of tension-lock couplings provided for fitting if desired (this may first require the removal or trimming of some bufferbeam pipework to suit).

Also provided as optional accessories are etched blanking plates for the smaller side grilles and boiler footsteps located at the No.2 end, together with three-piece snowplough mouldings, however archive views that we referred to showed D7661 without any of these aforementioned parts

fitted. Also supplied are additional/ spare items of bufferbeam pipework, together with bufferbeam-mounted footsteps for each end.

Mechanism and performance

Weighing 345g the model is equipped with a single centrally-mounted motor with twin flywheels, this driving all four axles via drive shafts and gear towers on each bogie. Current is collected from all wheels.

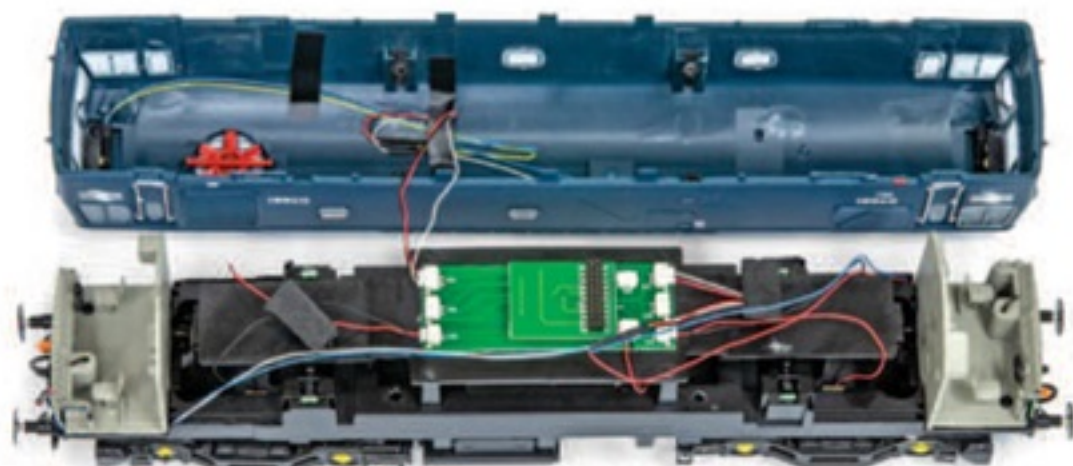
Supplied for 12V dc use, a 21-pin decoder socket with blanking plug is situated above the motor for those wishing to equip the model for digital operation. It is recommended that those fitting DCC sound locate a suitable sound speaker inside the body.

To access the mechanism and decoder socket, four screws located at the inner ends of the bogies first need to be removed, after which the body can be lifted clear of the chassis. (Note that the two units remain connected by wires that provide power for illuminating the headcode boxes.)

On test the model was found to be smooth and quiet in operation. A period of running in is advised by the manufacturer, together with future periodic light re-lubrication of the gears. The model was able to haul 13 Pullman cars around the Pecorama loft layout, with its 1:48 gradients and 3' radius curves (use on curves of no less than second radius is recommended).

Directional LED lighting for the headcode panels, marker lights and tail lights, plus cab lights, are provided. These are all operable under power on 12V dc but can only be switched on/off using digital control.

It should be noted that the un-powered 'ETHEL' versions are equipped with electrical pick-ups to provide provision for digital and sound installations.



VINTAGE VIEW Sulzer Type 2/Class 25



▲ Mirroring the early BR blue livery carried by the model (and complete with matching four-character headcode at the No.1 end!) D7661 is pictured at Willesden during August 1969. The silver cabside window frames at the No.2 end are just discernable. Photo: Grahame Wareham

Prototype panel

The locomotives which became Class 25 under TOPS were essentially an uprated version of the BR/Sulzer machines which predated them, and which themselves became Class 24. Early builds retained the front end doors (which were draughty and later welded shut) and haphazard side grilles arrangement of the 24s, but from Derby-built D5233 of 1963 a cleaner appearance all round was adopted, with side grilles at cantrail level and full-depth central cab windows.

Examples in this later condition received the 25/2 and 25/3 sub-class designations under TOPS (there were internal electrical differences between the two) and accounted for 245 machines in total – most constructed by BR Derby works between the end of 1963 and May 1967. BR Darlington also turned out a batch of 20, and in an attempt to bail out the ailing private builder Beyer Peacock an order for 54 locomotives was placed in 1965, however the move was in vain, the final 18 being built at Derby from late 1966 onwards.

The locomotives were delivered in the two-tone green livery (in contrast to the plain green with grey solebar stripe of earlier builds) with small yellow warning panels – which suited the Type 2s particularly well – but the protracted nature of the breed's construction led to the final batch wearing BR blue with full yellow ends from new.

In late 1985 12 of the Class 25/3 examples were adapted for specialised Railfreight use, re-classified as 25/9 and numbered 25 901-12.

The class saw deployment on a wide range of mixed traffic duties across all regions except the Southern, gradually bowing out in the decade or so before the last one being taken out of traffic in 1987. A total of 20 Class 25s have survived into preservation, including some later examples.

There was an Ian Beattie Drawn & Described feature on the Class 25s in the March 1995 RM, with drawings of these later-built machines.

In conclusion

These mixed traffic workhorses have long proven popular with those modelling the BR transition and diesel eras, and we are sure that examples of this latest release from Heljan will be joining the roster of many a layout.

Furthermore, the release of the 'ETHEL' adaptations makes for a tantalising opportunity to recreate a

classic steam-hauled main line railtour formation of the 1990s, with one of these units coupled inside of the train loco... CT

Sample supplied by

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www.heljan.dk

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PRICE
MRSP £179.95



It was reported in our October 2018 issue that Heljan was to produce models concurrently in 4mm and 7mm scales of the Great Western Railway's AEC (Associated Equipment Co. Ltd) 'razor edge' diesel railcars. Although the subsequent development of each of these models has been evenly matched, it is the O gauge version that was first to arrive in the RM office for review.

The Heljan model covers railcar Nos.19-33, the first examples of which entered service in 1940. Built at Swindon with engines and transmission supplied by AEC, these railcars featured distinctive angular body styling which contrasted sharply with the original streamlined GWR railcars (Nos.1-18) from which they were developed. With a passenger capacity of 48, these 'razor edge' railcars were deployed on branch and mainline stopping services across the railway company's territory. Equipped with conventional drawgear, the railcars could haul light trailing loads where the need arose. Examples continued in BR Western Region service until 1962. Two are preserved.

The O gauge railcar has been released in five livery versions: ref.1900 – No.22 in GWR chocolate & cream with white roof and 'shirt-button' roundel, ref.1901 – No.29 in GWR chocolate & cream with dark grey roof and GWR coat of arms, ref.1902 – W21W in BR carmine & cream with dark grey roof, ref.1903 – W20W in BR crimson & cream with white cab roofs (as per our sample), ref.1904 – W32W in BR green with 'speed whiskers' and white cab roofs, and ref.1905 – W26W in BR green with 'speed whiskers' and grey roof.

Weighing 1.383kg, the model comprises a moulded plastic bodyshell and cast metal chassis. One bogie is powered utilising a 'discreet' mechanism that does not intrude into the railcar interior.

Supplied mounted on a wooden plinth, all details are factory-fitted including the items of bufferbeam pipework and screw-link couplings. Buffers are sprung. The bodywork includes a number of separate metal fittings including etched engine radiator grilles, etched lamp irons and metal wire door handrails. The door handles are moulded however, and picked out in brass.

Installation of both a DCC decoder and sound speaker can be achieved without the need to separate the body from the chassis: Located on the underside of the chassis casting in between the two bogies is a cover plate that when removed provides access to a PCB with 21-pin decoder socket, which is designed to accept an ESU



See this model in action on our website – bit.ly/HeljanAEC



LokPilot/LokSound V5 decoder. Also situated between the bogies are mounting points for an ESU LokSound 50343 65mm x 29mm x 14mm speaker (with two screws supplied separately with the model for fixing). It should be noted that the installing of a speaker in this

location will be obscured from normal viewing angles by the side valances.

Also located between the bogies is a bank of nine on/off switches for various LED lighting functions (including directional head/tail lights) when using 12V dc control. There are four switches for each cab end, operating the lower pairs of lights, single top lights, central tail lights and cab interior lights, whilst the remaining switch controls illumination inside the passenger cabin, which takes the form of a light bar running along the underside of the roof.

The passenger cabin and driving cabs (the latter featuring a good representation of the control gear) are ripe for the addition of suitable figures. Access to the interior to undertake this is achieved by removing four screws (located in pairs behind each bogie).

These railcars were a hallmark of branch passenger operations on GWR (later BR Western Region) routes and accordingly these models are sure to prove popular, offering as they do a complete passenger train in the form of a single vehicle, which is advantageous to those modelling in the larger scale where space is often at a premium.

CT/CW



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Sussex BN18 0BN.
www.gaugemaster.com

PRICE
MRSP £549.00





New to the Danish manufacturer's extensive range of O gauge diesel locomotive models is the British Railways twin-engined Clayton design Type 1 Bo-Bo (Class 17), plans for which were first announced in our January 2019 issue. This release brings to 7mm scale a prototype that has been part of the OO gauge Heljan range since 2009. Furthermore, with the recent release of an N gauge version under the EFE Rail label (RM October 2020), it means that ready-to-run models of Claytons are now available for each of the three main modelling scales.

A total of 117 of these locomotives were constructed by builders Clayton and Beyer, Peacock, between 1962 and 1965. The centre-cabs and low bonnets were intended to maximise visibility for the driver in either direction. Initial allocation was to Scotland, later batches were deployed in the north east, but their unreliability (specifically the pair of Paxman six-cylinder power units) eventually forced BR to concentrate on the English-Electric Type 1s (later Class 20s); withdrawals of the Claytons took place from the late 1960s (some class members had a working life of less than five years), with the final example taken out of traffic on BR in 1971.

Heljan has released a quartet of livery versions with its initial delivery of O gauge Claytons: ref.1750 – BR green with small yellow panels (unnumbered), ref.1751 – BR green with full yellow ends (unnumbered), ref.1752 – BR blue with full yellow ends (unnumbered) and ref.1753 – D8607 in BR green with small yellow panels (weathered). Purchasers need to source suitable transfers to complete un-numbered versions with the number of their choosing.

For review we received a sample of the first of those listed above. Supplied mounted on a wooden plinth, the model is equipped with full bufferbeam pipework and working screw couplings at both ends – the only additional items for the purchaser to fit are optional screw-in snow ploughs.

The BR two-tone green livery scheme is neatly applied and is complete with late style crests on the cabsides, overhead warning flashes and printed versions of the cast builders plates.

The vertical handrails situated either side of the cab doors and the bonnet ends are separate wire fittings but the engine compartment door handles are moulded, picked out in silver. The grilles on the bonnet tops are etched, affording a clear view of the red engine fans inside, both of which rotate when the model is under power (above a certain voltage on 12V dc).

The large expanses of cab glazing (all neatly framed in silver aluminium effect



with rivet detail) make for a highly visible interior, which itself is well detailed.

There is much separate detailing below solebar level too, with intricate representations of bogie pipework and corner footsteps. Buffers are sprung.

The usual *modus operandi* that Heljan has established for its O gauge Bo-Bo and Co-Co models is for a cast chassis with centrally mounted motor driving both bogies. However the Clayton design – with its cab amidships – precluded this arrangement from being used here. Instead, a twin-motor format has been devised (thereby mirroring the setup of the real machines) to provide separate drive to each bogie. Each of the five-pole motors is flywheel-fitted.



LED lighting is fitted to provide illuminated headcode boxes on the leading end and tail marker lights on the trailing end, there being a switch on the underside to extinguish the latter (on 12V dc) for when the model is being used at the head of a train. There is no cab lighting.

The model (weight 1.369kg) was found to be smooth under power on analogue control and the mechanism was audible but not obtrusively so even when, at a higher voltage, all four motors (the most in a proprietary locomotive model?) were operating simultaneously. Unfortunately we were not able to fully evaluate the haulage potential of the model. Recommended minimum radius is 800mm.

The body is attached to the chassis with eight screws (a pair located at each end, together with a pair behind each bogie), which when separated reveals a 21-pin socket that has been designed to accept an ESU LokSound L decoder,

which will enable full switching of the aforementioned light functions.

The fuel tank moulding between the bogies has perforations on the underside for sound to be expelled, it being intended for an ESU 40mm diameter sound speaker to be housed inside. The tank is held to the chassis with four screws, the removal of which reveals locating pins for the speaker. Removal of the tank also provides access to two additional screws that hold the cab to the body – undoing these enables the cab to be removed (for adding loco crew figures for example) without having to separate the body from the chassis.

The model has also been designed with provision for fitting of an ESU smoke unit.

Judging by the apparent popularity of the OO gauge version since its release, Heljan should be onto a winner with its O gauge Clayton, which has also brought 'plug and play' DCC compatibility to its range of larger loco types in 7mm scale. And perhaps we will see a future livery version presented as D8568 in its unique Ribblesdale Cement scheme, for which the forthcoming Presflo wagons from Ellis Clark will be ideal...

CT/CW

Sample supplied by

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PRICE
MRSP £549.00

GWR Passenger Brake Van from Lee Marsh Model Co

7mm

The latest ready-to-run O gauge models handmade from brass to be released by Lee Marsh Model Co are examples of Great Western Railway Diagram K14 and Diagram K15 Passenger Brake Vans.

A total of 90 Passenger Brake Vans were constructed by the GWR between 1898 and 1903. At 40' in length, these covered three different diagrams: K14, K15 and K16 (K being the Coach Diagram letter used by the GWR for passenger brakes).

Manufactured in Korea, the models feature bogies with ball bearings for free running, oven-baked cellulose paint finish, working corridor connections (where fitted), detailed interiors and LED lighting. There is also provision for accessing the interior to install figures if desired.

The models have been produced in various liveries including: c.1898 fully-lined GWR chocolate & cream with company monograms, c.1912 GWR Crimson Lake, c.1922 GWR lined chocolate & cream with company crests and c.1927 GWR unlined chocolate & cream with company crests.

For review we were loaned an example of K14 No.1088 presented in the earliest of the aforementioned liveries. No.1088 was one of 20 completed in March 1898 as part of Lot No.865. As is expected with models



from this supplier, the livery application and level of fine detailing is to an extremely high standard throughout, as the accompanying photos testify.

In the news pages of our February 2021 issue we reported on the plans of Lee Marsh Model Co to merge with Masterpiece Models. However, it has since been announced that this merger will no longer take place as a result of disruptions and delays caused as a result of the Covid-19 pandemic.

Accordingly, Lee Marsh Model Co has reverted to its original programme of planned releases, with the subjects of forthcoming models including the GWR Castle 4-6-0s, GWR 850 class 0-6-OSTs, BR Standard 4MT 2-6-4Ts and Gresley Class A3 pacifics. Updates on these will be published in due course.

Sample loaned by

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Bespoke station signage from Pacific Models



Pacific Models is offering a new bespoke signage service for modelers' own stations, whether they are based on prototypes or fictitious. The samples pictured here are printed to 4mm scale, but signage for other scales can be printed as required. Supplied on self-adhesive sheets, signs can be cut out using a sharp modelling knife.

A basic sheet for one station provides four station entrance signs, six platform nameboards, two sets of signal box nameboards, eight lamppost signs and eight station seat names.

As this is a bespoke service, the cost for setting up and producing one station name is £20.00, with additional names added for £10.00 each. Specific requests can be quoted on too. Full details are available on the firm's website.

Multi-scale

Samples supplied by

PACIFIC MODELS
2 High Street, Corby Glen,
Lincolnshire NG33 4LX
www.pacificmodels.co.uk

PRICES (in text)

Wills Tactile Platform Paviers

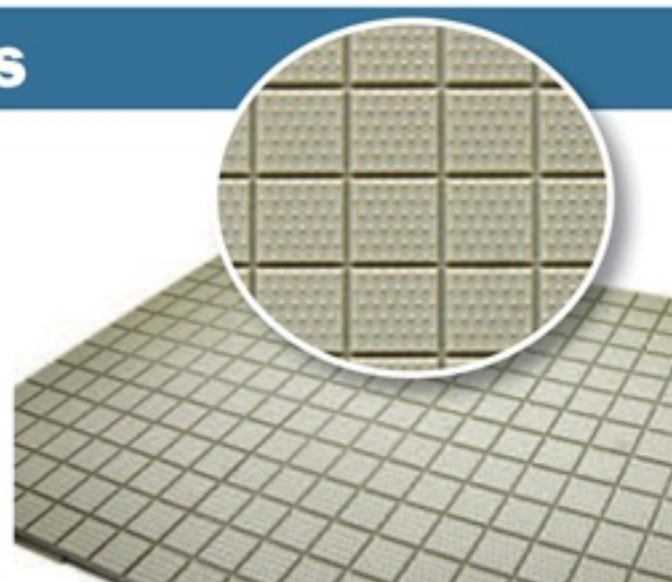
4mm

The latest addition to the Wills Scenic Series of Material Packs is ref. SSMP233 – Tactile Platform Paviers.

Supplied in packs of four sheets, with each sheet measuring 132mm x 76mm, it is intended that the sheets can be cut into strips of single tiles (each tile measures 5mm sq) for adding along platform edges, or for use on other scenic applications. The buff colour of the moulded sheets aids final painting, for which yellow would be appropriate.

Tactile paving is designed to assist the visually impaired and has been used in recent times on station platforms and elsewhere around towns and cities, such as pedestrian crossings on roads.

The new material pack is available from Peco stockists.



Samples supplied by

PECO,
Underleys, Beer, Seaton, Devon
EX12 3NA.
www.peco-uk.com

PRICE
ref.SSMP233 – £4.15

New accessories from Gaugemaster

Multi-scale



Gaugemaster has released a number of new accessories intended for OO and N gauges.

New for N are versions of the Minitrix **Track Cleaning Vehicle** presented in a choice of Network Rail yellow (ref. GM2420101) and BR Railfreight bauxite (ref. GM2420102) livery schemes. Based on European-outline tooling, the models have been fitted with knuckle couplings to suit operation with British-outline stock.

Each model weighs 51g and is equipped with a sprung cleaning pad mounted between the bogies. By hauling the model around a layout, the felt pad is intended to clean dust from the rail surfaces, this helping to maintain good electrical continuity for current-collecting wheelsets on powered models.

It is suggested that the cleaning pad is replaced after two hours of running. Three cleaning pads are supplied with the model, with packs of 10



available as separate accessories (ref. GM2920101).

Track Ballasting Aids have been released for OO (ref. GM65) and N (ref. GM68) gauges. Both are supplied as laser-cut MDF kits, which can be glued together in just a few minutes. Intended to assist those ballasting sections of track with loose granules, the devices act as hoppers that decant the granules as they are pushed along the rails. (The OO version also includes an optional part for use with three-rail track systems.) Once ballast granules have been dispensed as required, they can then be glued in place in the usual manner.

A trio of **Tree Packs** has been released, all containing 'ready to plant' items with plastic armatures and green foliage. The various sizes make them suitable across different scales and examples from each pack are pictured here. Pack ref. GM220 contains 10



deciduous trees, these comprising 4 x 100mm, 3 x 120mm and 3 x 140mm. Pack ref. GM221 contains 10 trees, which are a mixture of deciduous and fir varieties (five of each) in different heights (100mm, 120mm and 140mm). Pack ref. GM260 contains 10 deciduous trees comprising 5 x 40mm and 5 x 50mm.

Finally, there is another addition to the Fordhampton range of plastic structure kits. Labeled for OO, the **Industrial Chimney Kit** (ref. GM449) contains 19 parts to construct a brick-built chimney standing 335mm tall.

For further details about all these products, refer to the manufacturer's website.



Samples supplied by

GAUGEMASTER CONTROLS,
Gaugemaster House, Ford Road,
Arundel, West Sussex BN18
0BN.
www.gaugemaster.com

PRICES

ref. GM65 - £10.25
ref. GM68 - £5.25
ref. GM220 - £20.50
ref. GM221 - £14.00
ref. GM260 - £14.00
ref. GM449 - £19.50
ref. GM2420101 - £35.95
ref. GM2420102 - £35.95

Latest commissions from Mid-Hants Railway Wagon Group

OO

The Mid-Hants Railway Wagon Group, which restores and maintains a collection of preserved non-passenger vehicles on the Hampshire-based heritage railway, has commissioned from Wessex Wagons a pair of five-plank open coal wagon models in OO.

Manufactured by Dapol, both of the wagons are presented in the Private

Owner scheme of Sayer & Cox Ltd, a company that at one time owned a coal yard in Alton - a town served by the present day MHR operation. The wagons are numbered '1' and '4' and are limited to 170 and 177 models respectively.

Each model is complete with removable moulded coal loads, metal spoked

wheels and slim-line tension lock couplings mounted in NEM pockets. The 9' wheelbase wooden-pattern chassis is equipped with brake gear on both sides and separate brake levers.

Supplied in standard Dapol packaging, each model is accompanied with a small numbered certificate. Proceeds from the sales of the models will go

towards the group's current and future restoration projects.

To purchase by mail order, in the first instance contact Keith Ottley by telephone or email (see panel).

Samples loaned by

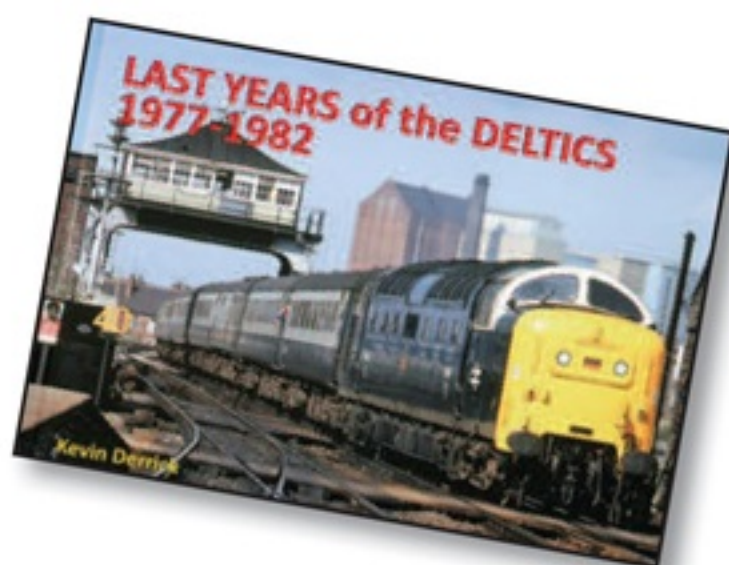
MID-HANTS RAILWAY WAGON GROUP
Contact: Keith Ottley
Tel: 0118 988 7624
email:
james@ottley@yahoo.co.uk

PRICES

£14.00 each, two for £27.00.
UK P&P charged at £5.25 for up to two wagons.



Book Reviews



Last years of the Deltics 1977 – 1982

Kevin Derrick

Iconic is a word that gets bandied about quite freely, and in this context, usually pertains to a steam locomotive. There can be few modern traction examples that the phrase would comfortably sit with. However, the Class 55 Deltic is the rulebreaker and it would be churlish to describe the class as anything else.

The class of 22 was built at Newton-le-Willows between 1961 and 1962; originally D9000-21 (later 55 001-22), following the success of the prototype and equally iconic Deltic; only being nudged out of service during the late 1970s by the then new HST 125s. All were named, either after racehorses or regiments. This new book illustrates the final workings of the class.

As you would expect many of the photos are taken in and around King's Cross, York and Edinburgh Waverley stations, although other locations are featured including a couple of great shots at Selby swing bridge. The book is in landscape format and presents the photos at one per page. All are in colour and are presented chronologically, though the first shot predates the cover title dates by one year. Nearly all are presented in a portrait style with the locomotive front and centre.

The captions are short but contain plenty of useful detail without drowning the reader in reams of numbers and stats and could be said to be aimed at, and ideal for, the modeller concentrating on the visual aspects and keeping fairly light on technical information – though there are passing references to painting and refit dates which may be relevant. In particular, the emergence of the white window surrounds and white wheel rims from the Finsbury Park depot machines. What is noticeable from a modelling perspective is that in most cases the locomotives do not exhibit the current (and sometimes over-done) penchant for weathering everything, and even in the dark days of the late 1970s the Class 55s were beautifully turned out save for some brake dust around the underframe.

In some places there are hints at the amount of pollution that the Deltics could push out. In particular the note that they were shut down at termini to prevent the concourses filling not only with choking exhaust, but also noise from the Napier engines which were renowned for their volume.

If you are looking for a concise introduction to the class and its working during the later years, then this is a perfect first choice. There is enough basic information to draw you in and the photographs are superb. Highly recommended.

CF

Strathwood,
Unit 4 Shuttleworth Rd, Elm Farm Industrial Estate,
Bedford, MK41 0EP.
www.strathwood.co.uk

303mm x 217mm 96pp
Hardback £22.95
ISBN 978-1-913390-95-2

A Railwayman's View – The Photographs of Ronnie Gee

E M Johnson & I Simpson

Born in 1928, Ronnie Gee was a Mancunian who grew up alongside the stretch of former LNWR line between Slade Lane Junction and Wilmslow. He enjoyed a lifelong career working on the railway system in and around his home city, initially trying his hand as an apprentice loco fitter but eventually taking on a wide variety of signalling roles.

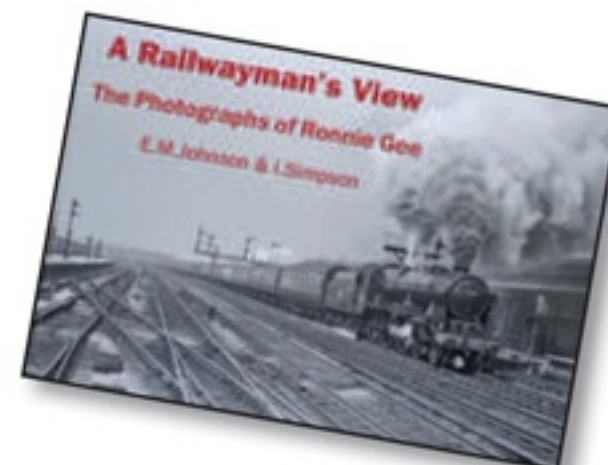
It was through the Manchester Locomotive Society that Ronnie met Doug Darby, from whom he learned the finer points of photography and occasionally borrowed a Zeiss 6x9cm camera, which was superior to the Ensign box camera Ronnie was then using. Investment in a Rolleicord twin-lens reflex camera in 1952 provided Ronnie with the equipment needed to develop his photograph interest into a serious pursuit, enabling him to capture fast-moving main line subjects and broaden his photographic horizons away from his local stamping grounds.

This volume is a pictorial celebration of the railway scene around the South Manchester and Stockport areas, which comprises photos from Ronnie's extensive collection (he died in 2016), compiled by Eddie Johnson and Ian Simpson.

The first 16 pages take the form of an illustrated biographical introduction, which recounts Ronnie's life and railway career, together with references to his photographic acquaintances. The 78 pages that follow is a feast of photographic artistry, reproduced one photo per page, all in landscape format and measuring 277mm across. Each is accompanied with detailed caption information. A useful map of the railway's in and around Manchester is printed on the inside front cover.

The majority of images are black & white and of the BR steam era, interspersed with a small number of colour views. A handful of post-steam images are included, the most recent of these being recorded at Wilmslow on 10 May 1982 and showing a Class 86 hauling the 'Manchester Pullman'.

The original material and printing is of a consistent and very high standard throughout – the



colour views in particular are striking in their quality. Far from being simply an album of front three-quarter views of trains on the move, the majority of photos capture the wider rail scene, with many containing – naturally – examples of signalling infrastructure.

A wide cross section of ex-LMS and BR Standard motive power is included, with larger locomotive types predominating. Visitors from other regions also feature, such as an April 1967 view of then recently preserved No.3442 *The Great Marquess* resplendent in LNER apple green, which is seen adding a splash of colour to an otherwise monochromatic view of Stockport Edgeley loco shed.

Many of the images demonstrate how Ronnie used his first-hand railway knowledge and contacts to ensure he was in the right places at the right times to record special or unusual train movements, such as running-in turns or test workings (including BR 9Fs) from Crewe Works. Early electrics are seen including a rare view of E1000 (originally gas turbine No.18100) captured at Burnage in 1959, and experimental AL3 locomotive E3100 is pictured running with new bogies in 1967.

An excellent book. We hope that further volumes will follow in due course with more gems from the Ronnie Gee archive.

CT

Available from: E. M. Johnson, 10 Tirza Avenue, Burnage, Manchester M19 2JY. (Payment by cheque only, made payable to 'E. M. Johnson'.)
email: tirza10@btinternet.com

295mm x 210mm 96pp
Softback £15.95 (plus £2.95 for P&P)
ISBN 9-781527-2727-98

Southern Electrics in Colour 1955-1972

David Brown & Kevin Derrick

Although interest in the Southern electric system has increased substantially in recent years, this hasn't always been the case. This new volume covering a seventeen-year period may be called a transition period album, not in the same sense that the steam-to-diesel shift is referred to, but more the move from the pre-War Southern Railway electrics to the what was to become the last of the modern slam-door stock. The interest here is the colour aspect. The colour film stock was expensive at the beginning of the period and unlikely to be 'wasted' on what were considered then to be quite boring subjects.

The Southern was an early adopter of electric power, electing to use the LSWR's 600V dc system. The stock (in classic SR good housekeeping style) was usually recycled hauled stock and during our given period much of this remained, giving the units (from the side aspect at least) an old-world panelled feel running alongside the more modern Bulleid designed items. The reason for the rapid electrification was to tighten up the train turn-around, aiming to have regular departure times as opposed to the more sporadic steam hauled operations. The new trains were fast and efficient, and the drivers were titled 'Motormen'; which wasn't how the steam crews referred to them!

The book moves through the period outlining the quite subtle changes to the stock in full page images with extended captions. These are concise and informative, though there could be a little more in places and there is an assumption that the reader has a basic knowledge of the subject. The unit designation can be confusing: units used a three-letter code which referred to either toilets (BILs &

HALs) brakes (EPBs) eating arrangements (PULs & PANs) or layout (SUBs & CORs) and that's the logical ones! To confuse matters more these were reassigned and designations changed, or new models were built with the same coding. What may have been helpful is a short table outlining some or all of these to explain to the 'newbie' how this coding worked.

Locomotives are not overlooked and there are photographic examples of the Bulleid/Raworth Co-Co Boosters, the HA E5000 class, their partial successors the HB, later class 74s and the familiar and just still with us JA/JB class 73s. The development notes for these while not comprehensive, do offer a taster of these fascinating locomotives.

Even though they were running through the later end of the period, the Mk.I styled BIGs, CIGs CEPs and BEPs are not given much page space, though there is room for the wonderful, failed design of the DD double decked unit which crammed passengers in, but made it tricky for them to leave!

Photographic reproduction is good though some of the early shots naturally suffer from being slightly grainy.

All in all, this is an excellent piece of work which will as not only act as a good introduction but fill in many details for the modeller and knowledgeable Southern student alike.

CF

Strathwood,
Unit 4 Shuttleworth Rd, Elm Farm Industrial Estate,
Bedford, MK41 0EP.
www.strathwood.co.uk

305mm x 217mm
96pp
Hardback £22.95
ISBN 978-1-913390-99-0



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Left for Titfield! Rapido Trains to celebrate classic Ealing comedy with new models

Rapido Trains UK is manufacturing a range of five all-new 4mm scale (OO gauge) ready-to-run models inspired by road- and rail-based vehicles from the much-loved Ealing comedy film *The Titfield Thunderbolt*. Planned to be available in time to celebrate the 70th anniversary of the film's release in 2023, the models are being developed with the full co-operation of Studio Canal, which owns the rights to the film.

Featuring an all-star cast including Stanley Holloway and Sid James, the classic film follows the trials and tribulations of a group of villagers who are determined to keep their local branch line running after it is threatened with closure by British Railways. However, their efforts are jeopardised by the underhand tactics of a rival bus company, which sees the closure of the railway as a commercial opportunity. Directed by Charles Crichton, filming took place on the former Camerton branch in Somerset, with Monkton Combe station assuming the role of 'Titfield'.

The Rapido Trains Titfield Thunderbolt range is set to comprise models of *Thunderbolt* (in reality Liverpool & Manchester 0-4-2 *Lion*), the Buffet Car (former Wisbech & Upwell Tramway passenger Dia.608 Third class coach No.8), ex-GWR Dia.AA20 Toad brakevan No.W68740, and ex-GWR Lorient Y No.41989 (complete with 'Dan's house' load – a fictitious Victorian coach body). These will be available in three packs: Pack 1 will contain *Thunderbolt*, the Lorient Y (with Dan's house) and No.W68740; Pack 2 will contain a sound-



▲ A view looking towards Monkton Combe from the west on 25 June 1952. *Lion* has in the two days before been renamed 'Thunderbolt', repainted and embellished by the studios ready for filming, whilst the two train 'sets' used can be seen. Between the two Toads are the ex-GWR Cartruck wagons on which cameras were mounted during filming. Coupled directly behind *Lion* is the Lorient Y conveying Dan's house. Photo: Ivo Peters, courtesy of Simon Castens and Julian Peters.

fitted version of *Thunderbolt*, the Lorient Y (with Dan's house), No.W68740, scale figures and commemorative booklet; Pack 3 will contain the Buffet Car and No.W68740, plus scale figures.



In addition there will be a standalone model of a Bedford OB bus with Duple Vista body, finished in the blue and cream scheme of Pearce & Crump with registration GAM 338, which will feature lights, posable front wheels and interior detail.

Where appropriate, the aforementioned models will also be available in livery schemes worn in normal service, such as L&MR *Lion* in its post-1928 condition, W&U coaches in GER, LNER and BR liveries, and both the Toad and Lorient Y in GWR, BR and departmental colours. The Bedford OB is also to be made available in a wide variety of regional operator schemes.

Most of the models are currently at the CAD stage of development, with the bus and W&U coach both currently at the research stage. Prices and specifications are still to be confirmed. The models will be available from Rapido Trains UK stockists and direct via the manufacturer's website:

www.rapidotrains.co.uk

Adams 'Jubilee' 0-4-2 next from OO Works

Roderick Bruce has revealed the subject of his next ready-to-run OO gauge locomotive will be the London & South Western Railway Adams A12 class 0-4-2 'Jubilees'. This follows the release of his LSWR 'Saddleback' 0-6-OST models (see review, RM October 2020).

A total of 90 of these locomotives were constructed, 50 at Nine Elms Works and 40 by Neilson & Co between 1887 and 1894 for mixed traffic work. All locomotives passed into Southern Railway ownership in 1923 following grouping, with four of the class

surviving to Nationalisation in 1948, though all were withdrawn during the same year.

Illustrated here is a render from the CAD artwork. Three versions of the A12 have been confirmed; No.631 in LSWR holly green, No.598 in SR lined olive green (both priced at £315.00 each) and No.629 in SR/BR 'sunshine' black (£298.00).

All models are available to order now. For more details refer to the firm's website:



OO Works

'Brendon', Langham Road, Robertsbridge, East Sussex TN32 5DT

Tel: 01580 882 185

email: ooworks@btinternet.com

www.ooworks.co.uk

Hattons 'Genesis' coaches – now in colour!

Hattons has taken delivery of the first livery samples for its forthcoming range of four- and six-wheel pre-Grouping coaching stock. This follows the receipt by the retailer of tooling samples, which we had the opportunity to inspect in our March 2021 issue.

Finished in Great Western Railway chocolate & cream, the two samples pictured here cover the four-wheel Third Brake (H4-4BT-101B) and six-wheel Full Brake (H4-6FB-101), both fitted with oil lamp roof fittings; note the application of the gold leaf and black panel lining, with details such as the door latches and grab rails picked out in brass.

The retailer advises that a number of

revisions to the tooling have been made; most notably the addition of two screws on the chassis to prevent any tendency for bowing. The retailer has also advised some changes have been made to the lighting system, with each light fitted coach now featuring a capacitor

(intended to reduce flicker). The lighting colour has also been adjusted.

Pre-order prices for single coaches is £30.00 (without lighting) and £36.00 (with lighting), whilst triple packs (£85.00 / £110.00) and quadruple packs (£99.00 / £135.00) are also



available. The expected delivery date is the third quarter of 2021.

See the retailer's website for further information, including details on how to pre-order:

Hattons Model Railways

Tel: 0151 459 1660

www.hattons.co.uk

Hornby reveals plans for *Lion* in OO

Hornby has announced plans to produce the Liverpool & Manchester Railway 0-4-2 *Lion* in OO. The surprise announcement was made during March via the manufacturer's social media platforms.

Originally built in 1838, *Lion* was ordered from Todd, Kitson & Laird of Leeds for use on goods traffic. Subsequently rebuilt in 1841 with a longer boiler, it remained in traffic with the London & North Western Railway until 1857. It was later sold to Mersey Docks and Harbour Board, while in the late 1920s it was handed over to the Liverpool Engineering Society for safe keeping. In 1953, *Lion* went on to achieve celebrity status in the classic Ealing comedy *The Titfield Thunderbolt* masquerading as *Thunderbolt* for the starring role in the film.

Hornby Marketing and Product Development Director, Simon Kohler, explained, "After the success of *Rocket*, *Lion* was most definitely on the list, especially given the public demand. We were intending to announce it later this year or early next."

Details of prices, delivery timescale and specification are still to be confirmed.

Hornby 2021 new releases start to take shape

Hornby has shown progress with the development of a number of its new tooling projects that are scheduled for release as part of the manufacturer's 2021 range (see News, RM February).

A 3D printed sample has been produced for the all-new BR Standard 9F 2-10-0, the tooling for which will cater for almost all of the variants from the 251-strong class. The sample depicts a single chimney version, although all versions announced in the 2021



▲ *Lion* is pictured taking water from a fire engine in Burscough Yard while running light engine from Wigan to Southport on 24 March 1980.
Photo: Hugh Ballantyne/Railphotoprints

catalogue have double chimneys. The tooling for the 9F models will cover five patterns of tender: BR1B, BR1C, BR1F, BR1G and BR1K with mechanical stoker.

First engineering samples of the upcoming Mk.IV coaches including the

Driving Van Trailer (DVT) have also been revealed. The sample represents the later version of the DVT, identifiable by the large roof dome, while two variants of the new Mk.IV trailer stock have also been received.



▲ BR Standard 9F 2-10-0 3D printed sample, which is missing some parts and does not depict a specific version being released in the Hornby 2021 catalogue.



▲ APT decorated sample.



▲ 88DS decorated sample.



▲ Mk.IV DVT tooling sample.



▲ Gresley A4 No.4464 *Bittern* is one of the planned exhibits for the One:One Collection visitor attraction that will occupy part of the former Hornby factory site.
Photo: Callum Willcox

Factory decorated samples have been received for the forthcoming Ruston & Hornsby 88DS models, which cover the 17-ton and 20-ton variants of these small prototypes. Four versions are being produced initially, one of which is illustrated here.

Refer to the latest Hornby catalogue, or the manufacturer's website, for full details of the 2021 programme of new models.

A decorated sample of the all-new APT is also illustrated here, which was announced as part of the firm's 2020 range (see News, RM February 2020).

One:One Museum gets green light

Locomotive Storage Ltd, which owns the Hornby site in Margate, has been given planning permission by Thanet District Council for a brand new visitor attraction.

The plans will see the former 130,000sq/ft Hornby warehouse, which is currently used for storage of historic locomotives and rolling stock, such as Gresley A4 No.4464 *Bittern* and Stanier Class 5MT No.45379, transformed into a dedicated railway museum that celebrates British railway heritage.

Plans include a main exhibition space at mezzanine level, where visitors can roam while waiting for guided tours of the full size exhibits in the main hall on ground level. A café, along with additional working and exhibition space is also planned.

The One:One Collection Museum is expected to take three to four years, subject to construction schedules. Once open, it is planned that the museum will be open seven days a week from 1000 – 1600. For more details refer to the dedicated website:

www.theonetoonecollection.co.uk
www.hornby.com

3D printed Manx trams in 4mm scale

Gordon Bulmer has produced a range of 3D printed bodies in 4mm scale for Manx Electric Railway motor and trailer vehicles.

The kits available include original cars Nos.1-3 (£50.00 each, pictured), MER tunnel cars Nos.4-9 (£60.00 each), freight trailer No.26 (£40.00), winter trailer No.58 (£50.00) and royal trailer No.59 (£36.00). These are supplied as three-part kits consisting of the body and two sets of boarding steps to be attached

under the platforms at each end. Underframes are not included (see below).

Also available is a cab for MER locomotive No.23 (£18.00) and a pair of cabs for Snaefell Mountain Railway 1995 replica No.7 *Maria* and MER works car No.34 (£24.00).

Motorised chassis are available in various gauges, wired for live overhead or two rail, made to order by Laxey Models priced £80.00. Trailer chassis are



available priced £40.00. All prices include postage. For further details, including information for how to order: www.gordonstrams.net

Hoppers galore from Accurascale in OO



▲ Exclusive DRS-branded HYAs for Rails of Sheffield.



▲ GBRf IIA biomass hopper.

Accurascale has shown decorated samples for its forthcoming OO gauge models of HYA and IIA bogie hopper wagons, plans for which were first announced in our October 2020 and December 2020 issues respectively.

Each type is being produced with a choice of GB Railfreight or Fastline Freight branding, with two different twin packs available for each scheme. It should be noted that a number of revisions have been made in light of the manufacturer receiving the samples pictured here.

In tandem with the Accurascale releases, the retailer Rails of Sheffield has also commissioned an exclusive twin-pack version of the HYA with Direct Rail Services branding.

Priced £74.95 per pack, delivery of all versions is planned for the second quarter of 2021.

Shortened HYAs as well

Accurascale has revealed that it is also developing models of the shortened HYA-coded hopper wagons.

Changes to carbon emissions legislation in 2015 led to hundreds of coal hoppers, most between five and 15 years old, going into storage. While many vehicles were redeployed to carrying aggregates, this was not ideal because



▲ Shortened HYAs in Cemex and Tarmac livery schemes.

the wagons could only be partially filled (the stone loads being more dense than coal). Consequently, a programme of shortening HYA/IIA hoppers (operated by GB Railfreight and, previously, Fastline Freight) was undertaken by WH Davis at Langwith Junction, which saw the removal of the centre bay – some three metres or so – from each vehicle.

By 2021 almost half of the original build of 368 wagons had been converted for a new life as aggregate hoppers. All rebuilds have received the TOPS code HYA, regardless of whether they started life as an HYA or IIA.

The cut down hoppers operate all over the UK on behalf of Aggregate Industries (from Bardon Hill, Cotton Hill and Grain), Cemex (from Peak Forest), and Tarmac (from Arcow and Rylstone). The Accurascale model is at the decoration

stage and is ready for production. Three liveries are being produced in the first run; Tarmac, Cemex and unpainted NACCO, all priced at £74.95 per twin pack. Delivery is planned for the second quarter of 2021.

New nuclear PFA packs

Accurascale has announced a new production run of the PFA two axle intermodal wagon with a variety of newly tooled low level waste nuclear containers in OO. This follows the PFAs with half height nuclear containers released previously (see review, RM March 2020).

The five newly-tooled loads represent a wide range of nuclear traffic operated by Direct Rail Service (DRS) over the past 20 years, with tooling covering the 3739- and 3390-series Nupak, Novapak Type B and 20' 2031 and 2896-series nuclear



▲ PFA with 'Dragon' flask container.

containers, as well as the distinctive 'Dragon' flask.

Six triple-packs will be available priced £74.95 each, with delivery expected during the fourth quarter of 2021.

See the manufacturer's website for further information, including details on how to pre-order:

www.accurascale.co.uk



▲ PFA with Novapak containers.

Adams B4 for O and re-tooled M7 in N from Dapol

Dapol has announced plans to produce the London & South Western Railway B4 0-4-0T in O gauge. The announcement was made during the second Gauge O Guild Virtual Show, held online on 6 March. The model follows the production of the manufacturer's OO version (see review, RM September 2018).

Tooling provisions will allow for four cab types, two different boilers, two patterns of chimney, as well as other detail variations between prototypes such as water injectors and buffers. The specification is set to include a slide in PCB with 21-pin DCC socket, provision for two 'sugar cube' speakers, removable cab roof, firebox glow and five-pole motor.

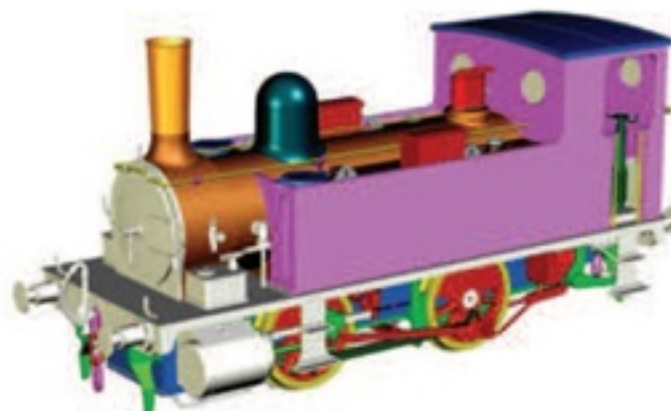
Six versions have been confirmed: No.96 *Normandy* in black with 'sunshine' lettering (as preserved), No.90 *Caen* in Southampton Dock lined brown, No.88 in Southern Railway black, No.30084 in BR black with early emblems, No.30096 in BR black with late crests and No.91 in London & South Western Railway lined green. Prices are £230.00 for DCC Ready, £260.00 DCC fitted and £360.00 sound fitted.

The CAD artwork has been approved, with the factory about to start work on producing the tooling. Delivery is planned for the second quarter of 2022.

Churchward 43xx 2-6-0 Mogul for OO

Following the release of its initial tranche of Churchward Mogul models, which covered the later-built examples of these locomotives from No.5390 through to No.7321 (see review, RM January 2021), Dapol has announced further tooling variants to cover the earlier class members from Nos.4321-5383.

In light of customer feedback following the previous release, Dapol has also advised that the new versions will benefit from an adjusted gear ratio (30:1), together with revised crosshead detail and firebox flicker effect.



▲ CAD render of the Adams B4 0-4-0T in O gauge.

Nine liveries have been announced, covering a wide selection of GWR and BR guises, as well as Railway Operating Division (ROD) Khaki, which was carried by a number of the class sent overseas during the First World War.

The planned retail price for each model is £167.95 for DCC Ready, £197.95 DCC fitted and £277.95 sound fitted, with release expected during the first half of 2022.

Drummond M7 re-tooled for N

Dapol has received an engineering prototype for its forthcoming all-new LSWR M7 0-4-4T in N. The re-tooled model will feature a diecast chassis (with a total weight of 48g quoted), keyed axles (to help prevent slippage) and all-wheel pick-ups. However, the Chirk based manufacturer has advised there will be no provision for DCC.

Several versions have been announced, all depicting the short frame versions of the class: No.37 in Southern lined green, No.245 in L&SWR lined green, No.246 Southern Railway black, No.30038 in British Railways



▲ CAD render for a new version of the 43xx in OO.



▲ Tooling sample of all-new Drummond M7 in N.

lined Malachite green, No.30248 British Railways lined black, No.30673 in BR lined black with early emblems and No.30245 BR lined black with late crests. Each model has a recommended RRP of £97.95. A projected delivery date is still to be confirmed.

For further details on all these projects, go to:

Dapol Model Railways

Tel: 01691 774 455

www.dapol.co.uk

Your guide to modelling Dutch railways

The latest special publication from Peco Publications provides a useful guide for modellers interested in the railways of The Netherlands.

The Netherlands may not have as much variety or drama in its scenery as other European countries but it can boast a relatively dense and efficient rail network, much of which is now electrified.

Key routes now connect major ports with the industrial heartland of Germany and far beyond. Local, regional, intercity, and international passenger services share the rails with significant freight traffic, with independent

operators alongside the state system. The long history is no less interesting, with railways that absorbed influences and obtained equipment from Britain as well as elsewhere on the Continent.

Skilled modellers in The Netherlands and Britain have occupied themselves with all these aspects. This 116-page publication (ref.PM-213) provides a selection to inform and inspire.

Priced £7.50, it is available to order via Peco stockists and direct: www.pecopublications.co.uk



A new look for Beer Heights stalwart

The oldest member of the Beer Heights Light Railway's 7¼" gauge steam locomotive fleet, No.3 Dickie, which was built in 1976 by David Curwen, was recently outshopped following an extensive overhaul completed in the railway's own workshops at Pecorama.

During the course of the last few months, the 0-4-2+T has been subject to a complete strip-down and reassembly to enable boiler and mechanical work to be undertaken. The culmination of the work saw the locomotive adopt a new livery in place of the Caledonian Railway lined blue scheme worn previously. The new Marsh umber scheme is an interpretation of livery formerly worn by locomotives of the London Brighton & South Coast Railway.

Despite the Pecorama site being closed to the public throughout the 2020 season, ongoing maintenance has continued to take place on the BHLR in readiness for when visitors can be welcomed once again. At the time of going to press it was planned that the Pecorama site (including the BHLR, gardens and shop) would re-open from Tuesday 18 May. Refer to the Pecorama website and social media channels for the latest information and updates:

www.pecorama.co.uk



▲ BHLR No.3 Dickie is pictured with Deputy Chief Mechanical Engineer Callum Darraugh and Assistant Engineer Carolyn Nation. Photo: Callum Willcox

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Geoffrey Frederick Endacott

A prolific exhibition organiser of model railway events in Wiltshire for many years, Geoff Endacott passed away on Friday 19 February 2021.

Geoff was the founding member of the Bentley Model Railway Group based in Calne, Wiltshire. He started the club whilst a pupil at the secondary school from which the name was derived. Subsequently it became a group of former pupils who would regularly come back together to build and exhibit a series of layouts. Over the years Geoff guided the growth of this group to become an organisation with a membership of some 30 individuals. The group is fortunate to own its own club room in Calne.

Geoff held the office of club treasurer but what he did went far beyond that. He worked to not only ensure the survival of the club but to enable it to grow and address the diverse interests of its steadily increasing membership.

Geoff is probably best known to the wider model railway community for the two model railway shows he organised each year, the first being a local show held in Calne every January and the second the much larger Trainwest event held each April, most recently in nearby Corsham.

Geoff conducted the management of these events with apparent ease, but in truth it will be difficult to replace the competence and

commitment he brought to the task.

Others might know Geoff from his active participation in online forums where he would regularly share his knowledge, and humour.

In 1988 he published a book titled *Westerns, Warships & Hymeks at work* which came about as a result of his passion for the Western Region diesel hydraulics.

Outside of railways, both model and real, Geoff was a keen cricket fan. Along with his father he played for many years in the local club and they would frequently travel down to Taunton to watch Somerset County matches.

Geoff's organisational skills were not restricted to model railway shows. He was always actively engaged in local arts and music events in and around his home town of Chippenham. In recent years he arranged and promoted live performances that brought popular music tribute acts, classical ensembles, male voice choirs, and comedic recitals to the local theatre stage.

Geoff will be missed not just as a friend and the core of the Bentley group, but also as a quiet mentor and enabler for those less confident members that joined us as newcomers to the hobby.

Ed – Our thanks to Chris White, Chairman of Bentley Model Railway Group, for preparing this obituary.



Kato show progress with Class 800 IET in N



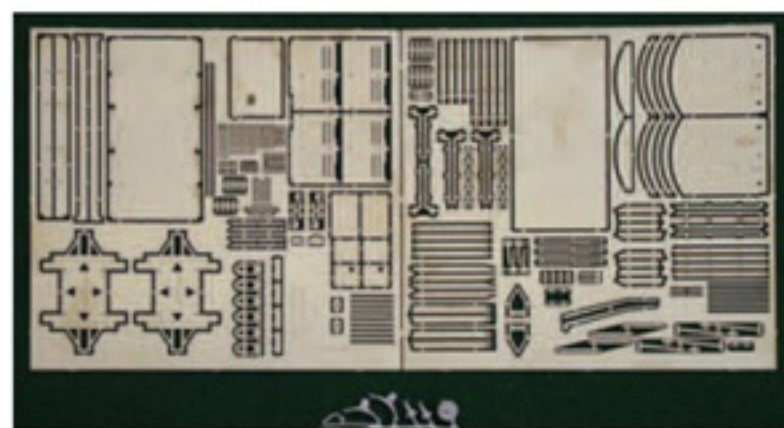
Kato has released images showing decorated samples for its forthcoming N gauge Hitachi Class 800 bi-mode train models, which are to be made available as five-car sets in GWR and LNER liveries. Plans for the Japanese model railway manufacturer to produce these models were first announced in the news pages of our October 2019 issue.

The models will feature working directional lighting, a flywheel-fitted five-pole motor and will be suitable for use on curves of no less than second radius.

Gaugemaster will be releasing each of the livery versions as part of train sets (under its Gaugemaster Collection branding) complete with an oval of track and a controller. For more details:

www.gaugemasterretail.com

Etched GWR cattle wagon kit for 4mm



The supplier of etched kits in 7mm scale specialising in Great Western locomotives and wagons, Warren Shephard, has released his first 4mm scale etched wagon kit. Based on the GWR Diagram W12 cattle wagon, the kit is supplied as flat etchings with castings for vacuum pipes, vacuum cylinder, axlebox and spring assemblies, and buffers. Priced £36.00 + P&P, wheels, couplings, paint and transfers are required to complete.

Warren Shephard
Tel: 01766 770 739
email: warren_shephard@btinternet.com
www.warrenshephard.com



Cartic-4 car carriers for N from Revolution Trains

Revolution Trains is offering the iconic Cartic-4 car carrier as its next N gauge rolling stock model. Designed jointly by BR and the Ford motor company the main production batch entered service from 1966. The wagons featured a double deck and operated in fixed four-car sets sharing five bogies, with the centre three articulated.

In all more than 500 sets were built, and they operated with MAT, Tolemans, Silcock and Collings and on BR Motorail services. From 1982, in response to increasing problems of stone damage caused in transit, side screens and roofs were fitted, whilst in the mid-1990s MAT was acquired by STVA and their versions were painted in STVA's pale grey livery. The last of the double deck Cartic-4s was withdrawn in the mid 2000s.

The liveries being offered are: BR blue with Motorail branding, MAT blue, Silcock and Collings brick red, Silcock and Collings brick red with side screens, Silcock and Collings brick red with side screens and roofs, MAT blue with 'Expamet' side screens and STVA pale grey with 'Expamet' side screens.

Orders will be invited for these models once CAD work has been completed.

Drax biomass hopper samples in N

Revolution Trains has also received first samples for its forthcoming Drax biomass hopper models for N gauge, which are being sold in twin-packs exclusively by Rails of Sheffield (see News, RM February 2021).



▲ Livery artwork for Cartic-4 in N with Motorail branding.



▲ Tooling sample of Drax biomass hopper in N.

Revolution's big blue tractor!

Revolution Trains has taken delivery of its limited edition O gauge Class 37/4 locomotive 37 405 in Direct Rail Services 'Compass' blue livery scheme.

The model is a standard Heljan Class 37/4 (see review, RM September 2019), with the usual specification of separate motors for each bogie, working roof fan and individual bogie retaining chains. It is supplied with a host of detailing parts for the customer to fit as required including miniature diesel snowploughs, nose radio aerials, air and ETH piping and photo-etched bodyside frost grilles. The DRS 'Compass' livery is exclusively

licensed to this model and stocks are limited. The model is only available direct from Revolution Trains and can be ordered for immediate dispatch priced £599.00.

If this commissioned model proves successful Revolution Trains is considering 'upscaling' some of its own models to the senior scale.

For more details, or to receive newsletter updates for all Revolution Trains projects:

www.revolutiontrains.com



▲ O gauge Class 37/4 in DRS livery.

Loco naming celebrates 50 years of Graham Farish N

On 1 March 2021, GB Railfreight Brush-built locomotive 60 002 emerged from Toton Works carrying the name *Graham Farish - 50th Anniversary 1970 - 2020*. Freshly repainted into the company's blue & orange livery, the locomotive was named in recognition of the contribution made by Graham Farish to British outline N gauge model railways over the last 50 years.

David Haarhaus, Managing Director of Bachmann Europe Plc said, "We are honoured that GBRf have agreed to bestow one of their locomotives with the Graham Farish name and we are indebted to them for their help in marking this important milestone, particularly in light of the ongoing pandemic. Graham Farish has been at the forefront of British N gauge since the first models were produced more than 50 years ago, and we at Bachmann Europe have been the proud custodians of this iconic brand since 2000."

Whilst it was not possible to hold an official naming ceremony prior to the locomotive entering traffic due to lockdown restrictions, a formal event is planned for later in the year. A Graham Farish N gauge model of the locomotive will also follow in due course, once work has been completed to update the existing Graham Farish Class 60 tooling.



▲ Pictured in action just a few days after its naming, 60 002 is seen near Hale, Greater Manchester with a Drax biomass train of wood pellets from Liverpool to Drax power station in Yorkshire.

Photos: (Main) Greg Mape and (Inset) Paul Robertson/Bachmann Europe Plc

Coming next month

June 2021 –
Out Thursday 13 May

Llanfair revisited
A return trip along the
Cambrian Coast in OO

**Railway
of the
Month**

Holland Beck
A Yorkshire branch line in OO
modelled in the modern era

Charlie Road
A BR blue Micro Marvel in O

inside

- **LLANDECWYN**
A narrow gauge system inspired by the Ffestiniog Railway in OO9
- **BACKDATING A CROMPTON**
Converting a Heljan diesel in O
- **BRYNCOED JUNCTION**
A BR steam era tribute to the railways of North Wales, modelled in OO

plus all the regular features

BR 21T minerals in OO – now in colour!



▲ Accurascale MDO in unfitted grey.

It was in our January 2021 issue that we first reported on the plans of Accurascale to develop all-new OO gauge models of BR 21T mineral wagons. The manufacturer has since received decorated samples for the various livery versions it is producing (all as triple-packs), which cover Dia.1/107 unfitted grey (later TOPS coded MDO) and Dia.1/120 vacuum-braked bauxite (later MDV) examples.

In tandem with Accurascale's own releases, two exclusive livery versions have been commissioned: Firstly, Planet Industrials has commissioned a triple-pack of MDOs in internal user dark grey & orange livery, inspired by examples that operated at Grimethorpe Colliery in North Yorkshire.

Secondly, railway modeller and YouTube film maker Jenny Kirk has commissioned an MDV in bauxite livery with green 'JK' channel logo applied in the manner of a graffiti 'tag'. The model will also feature 'Empty to Wear Yard' branding (this being the name of Jenny's layout, as featured in our March issue). Illustrated here with livery artwork, the model will be available individually from Rails of Sheffield.



▲ Planet Industrials exclusive MDO.



▲ Jenny Kirk exclusive MDV.

For price information and details of how to pre-order, go to the respective websites:

www.accurascale.co.uk

www.planetindustrials.co.uk www.railsofsheffield.com

New dual function controller for DC and DCC

New from model railway electronics distributor DMG Electech, the LD101 controller (manufactured by ANE Model) is designed to enable analogue and digital locomotives to be operated on the same layout (albeit not simultaneously).

The controller can be switched between DC and DCC: by pressing the DC button on the controller, selecting the direction and turning the dial, a DC locomotive can be run. Once it has been driven to an isolated section of track and isolated electrically, the

DCC button can be selected on the controller, which then provides digital functionality.

DCC features of the controller include: 24 or 128 speed steps, main line programming, recall function, consist support function, accessory programming and control of 1 to 999 locomotives.

The controller (RRP £119.99) is supplied with mains power supply, power module and controller.

For more information refer to the DMG Electech website:



DMG Electech
Unit 10, Glan-Y-Llyn Industrial Estate,
Cardiff Rd, Glan-y-llyn, Taff's Well,
Cardiff CF15 7JD
Tel: 029 2081 3136
www.dmg electech.co.uk

Severn Valley Steam 2020 on DVD and Blu-ray

As with all heritage railways across the UK, the Severn Valley Railway in the West Midlands experienced a significantly reduced operating season during the course of 2020 as a result of the ongoing Government restrictions. Despite this, however, lineside cameraman Matt Fielding has managed to prepare this 90-minute feast of steam locomotives at work on the line during the course of the year. And whilst this running time is shorter than previous editions, the quality of the sequences recorded is not diminished.

With no special events in 2020, it was the nine home fleet of locomotives that provided haulage on passenger services, these including BR Standard 4MT No.75069, Bulleid pacific No.34027 *Taw Valley*, Ivatt 4MT 2-6-0 No.43106 and a quartet of Western Region tanks: 0-6-0PTs Nos.1501 and 7714, Port Talbot 0-6-0ST No.813 and Collett 0-4-2T No.1450.

There is also footage of two main line locomotives – No.46100 *Royal Scot* and No.34046 *Braunton* – both of which visited the railway during October for repair work and testing to be undertaken.



▲ A still from the film showing SVR resident Churchward 2-8-0 No.2857 departing Bridgnorth with a southbound passenger service.



Available on DVD and Blu-ray (priced £15.00 and £20.00 respectively, excluding P&P), orders can be placed by phone or via the website:

Steam Valley Productions
Tel: 07875 556 615

www.steamvalleyproductions.com

Societies & Clubs

The following announcements are included in good faith from information provided by the organisers. As cancellations are sometimes inevitable, anyone travelling to a listed live event should contact the organiser first. The publishers cannot accept any responsibility for cancellations or errors. RAILWAY MODELLER is published on the second Thursday of the preceding month, and notifications via email to rm-clubs@btconnect.com is required six weeks prior to publication date. Entries must include the organiser's email or website and/or a telephone number.

JULY issue deadline: MAY 1st

LIVE EVENTS

At the time of going to press we had no notifications of any live events.

ONLINE EVENTS

Saturday 20 March to Friday 30 April 2021

Organiser: Rotary Newton Aycliffe and Shildon Model Railway Club

Website: www.marailwayexhibition.com

Open: 24hrs between dates.

Admission: Donation to charity via the link on the home/welcome page. Click the *Just Giving* link to be directed to the Heel & Toe Children's Charity page. Make your donation by card, PayPal, etc., and you will be forwarded a password to use for access via the Exhibition and Login page. The club aims to raise £2000 for the charity and asks if donations could be commensurate with what one might normally pay when visiting a local live show.

Features: Stills, videos and descriptions of

layouts, meet the exhibitor. Some retail sites for online purchases are planned. Layouts include *Alwinton* (RM Aug-Oct 2017) on video.

Contact: John Burrows, 078870 210269 jandeburrows@gmail.com

Saturday 22 May 2021

Organiser: EM Gauge Society

Website: www.emgs.org

Open: 1000 - 1730hrs. The event will remain accessible thereafter to be viewed at leisure.

Admission: The event is free to join. Visit the EMGS website (www.emgs.org) and follow the link on the home page (the full programme will be listed beforehand). Visitors wishing to participate in the live presentations on the day must register online prior to the event.

Features: The content will include video footage of several layouts representing the best in 4mm scale modelling and including ones that 'never leave home'. In addition,

Planning a model railway event – live or online? To get listed please send details to: rm-clubs@btconnect.com

there will be a series of live Webinar style interactive presentations and lectures at specified times throughout the day (prior online registration is required) plus demonstrations and links to many of our supporting traders and, indeed, others as well.

GAUGE O GUILD

Monday 26 April 2021

Organiser: Gauge O Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs

Admission: Free to Gauge O Guild members, Non-members £2.00. Booking is essential as places are limited. Booking opens 27 March. Visit the front page of the Gauge O Guild website to secure your place.

Features: An Evening With Jamie Guest

Jamie talks about his Lancaster Green Ayre layout from conception to fruition, and a house move to France.

Contact: email: jackiegogevents@gmail.com

Wednesday 26 May 2021

Organiser: Gauge O Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs

Admission: Free to Gauge O Guild members, Non-members £2.00. Booking is essential as places are limited. Booking opens 27 April. Visit the front page of the Gauge O Guild website to secure your place.

Features: An Evening With Jim McGeown

Listen for some etched brass kit building hints and tips as Jim talks about his business *Connoisseur Models*.

Contact: email: jackiegogevents@gmail.com

Saturday 26 June 2021

Organiser: Gauge O Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs

Admission: Free to Gauge O Guild members,

Non-members £2.00. Booking is essential as places are limited. Booking opens 27 May. Visit the front page of the Gauge O Guild website to secure your place.

Features: An Evening With Nick Dunhill

A discussion about scratchbuilding.

Contact: email: jackiegogevents@gmail.com

At this stage, we are still planning for Guildex to go ahead on 4 & 5 September 2021 at the new venue of Bingley Hall on the Stafford County Showground. We will keep reviewing this but let's hope that we have returned to some form of normality by then and we can come together to enjoy our annual O gauge convention.

CANCELLATIONS

Saturday 24 APRIL 2021

BAWDESWELL, Norfolk

Organiser: 32A Model Club

CANCELLED

Sunday 2 MAY 2021

HODDESDEN, Hertfordshire

Organiser: Hoddesden Model and Railway Club

Contact: email: gadget110hill@gmail.com

CANCELLED

Saturday 5 June 2021

DONCASTER, South Yorkshire

Organiser: Gauge O Guild Summer Show

CANCELLED

The Events Team and the Management Committee are sorry to announce that the Guild's Summer Show scheduled for 5 June 2021 in Doncaster has been cancelled. The health and safety of all concerned has to be our highest priority.

Website: www.gaugeoguild.com

Contact: email: jackiegogevents@gmail.com

SHOW MEMORIES – Derby Model Railway Show 2005



▲ Another springtime show was the exhibition held in Derby. In those days it took place in the Assembly Rooms in the City centre. The venue was always packed tight to the corners with layouts and sometimes the smaller ones were to be found on the staircase landings. In 2005 a teenage Dominic Platts (inset) presented his DCC loco stabling point *Porters Yard* on one of those very landings. His layout appeared in the November 2005 issue. Dominic will be approaching his 30s now and we wonder if he's still enjoying the hobby. If you are listening, Dominic, do get in touch and let us know at railway-modeller@btconnect.com Photo: Steve Flint

RAILWAY MODELLER

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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

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(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

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Swapmeets • Sales • Fairs

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.

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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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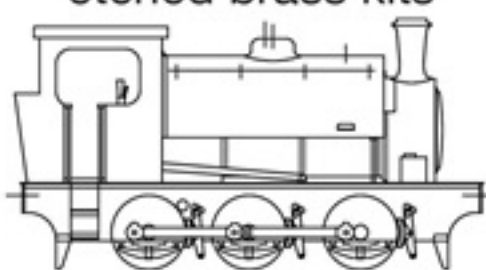
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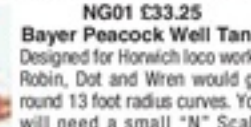
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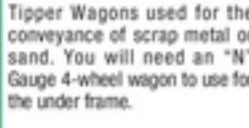
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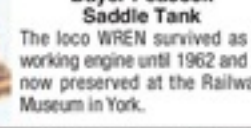
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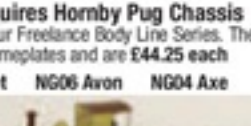
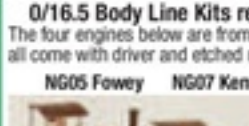


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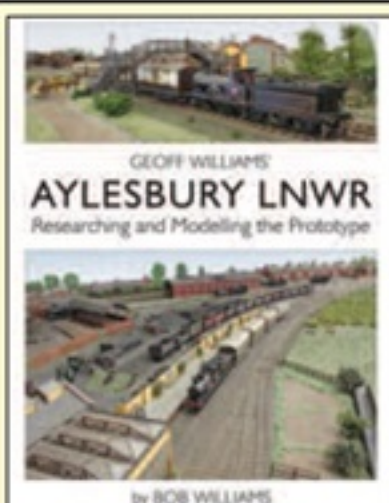
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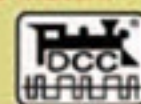


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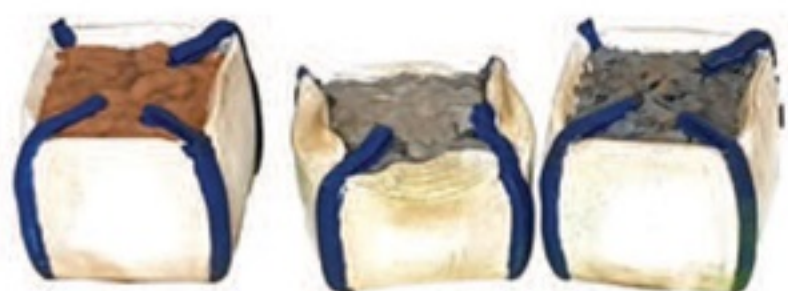
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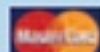
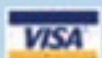
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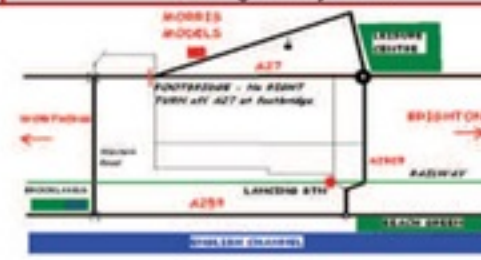
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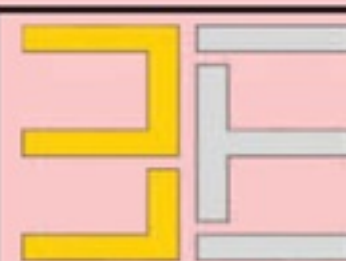


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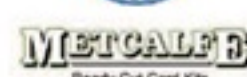
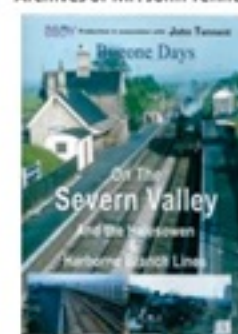
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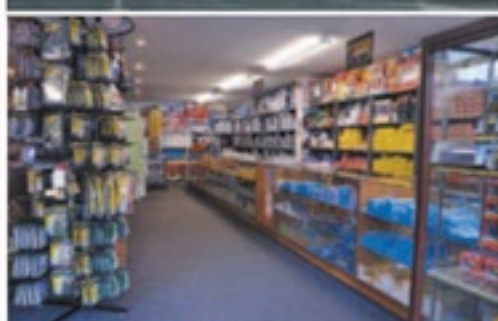
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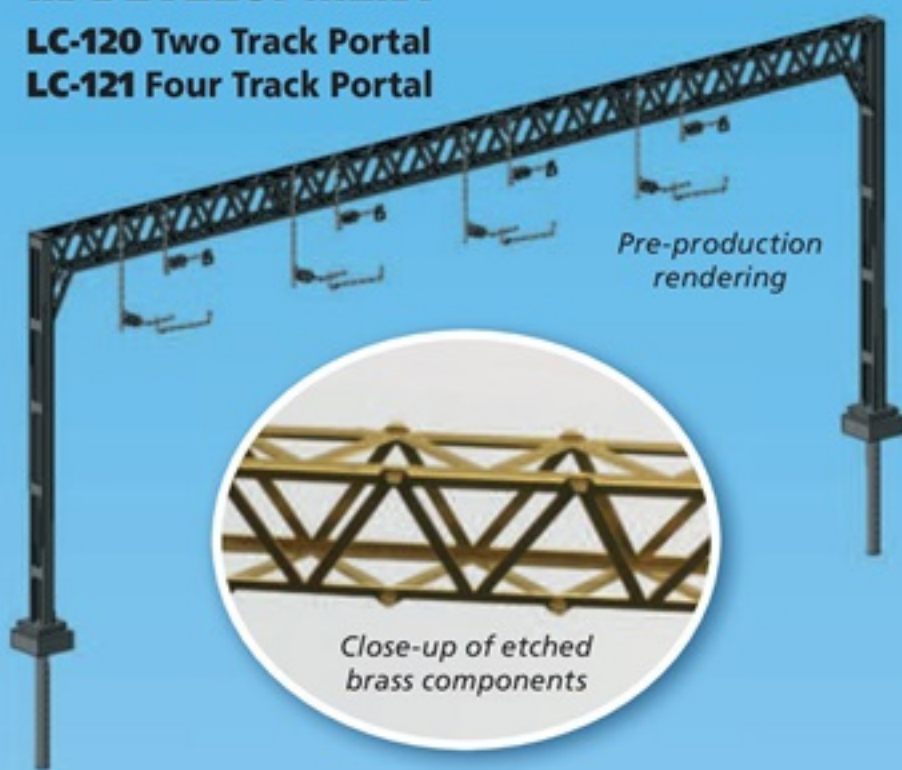
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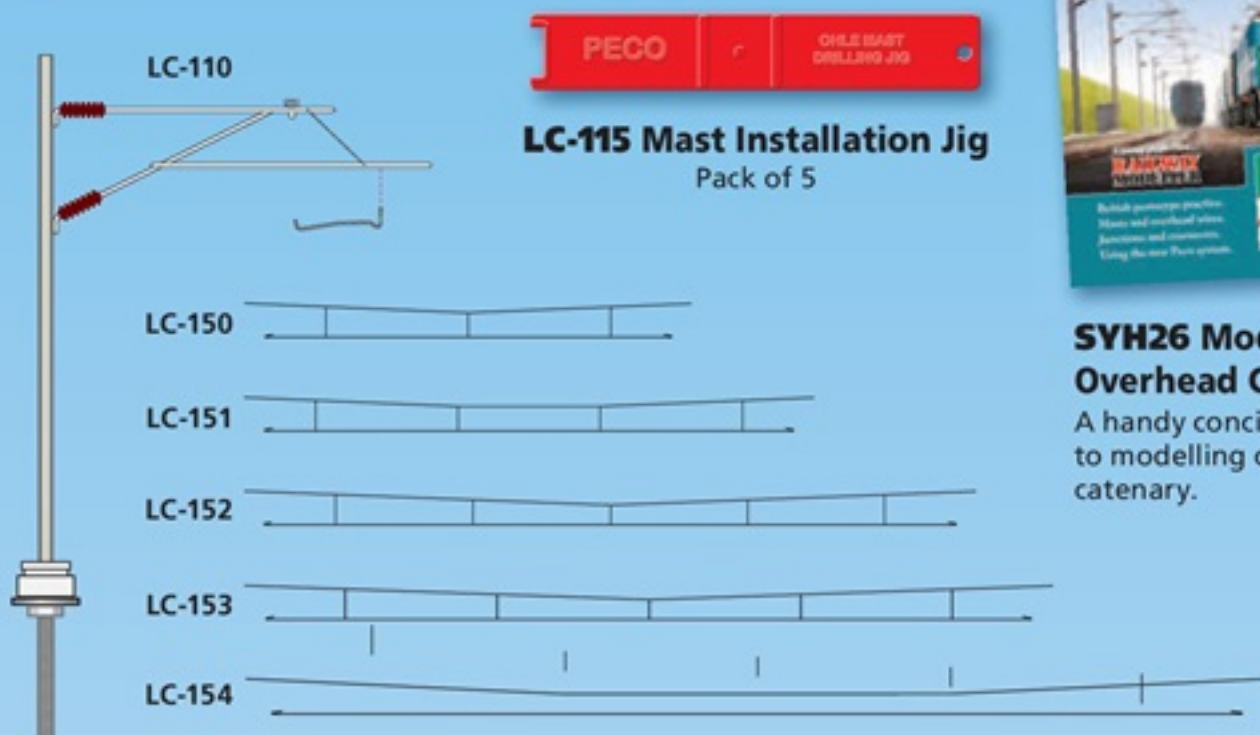
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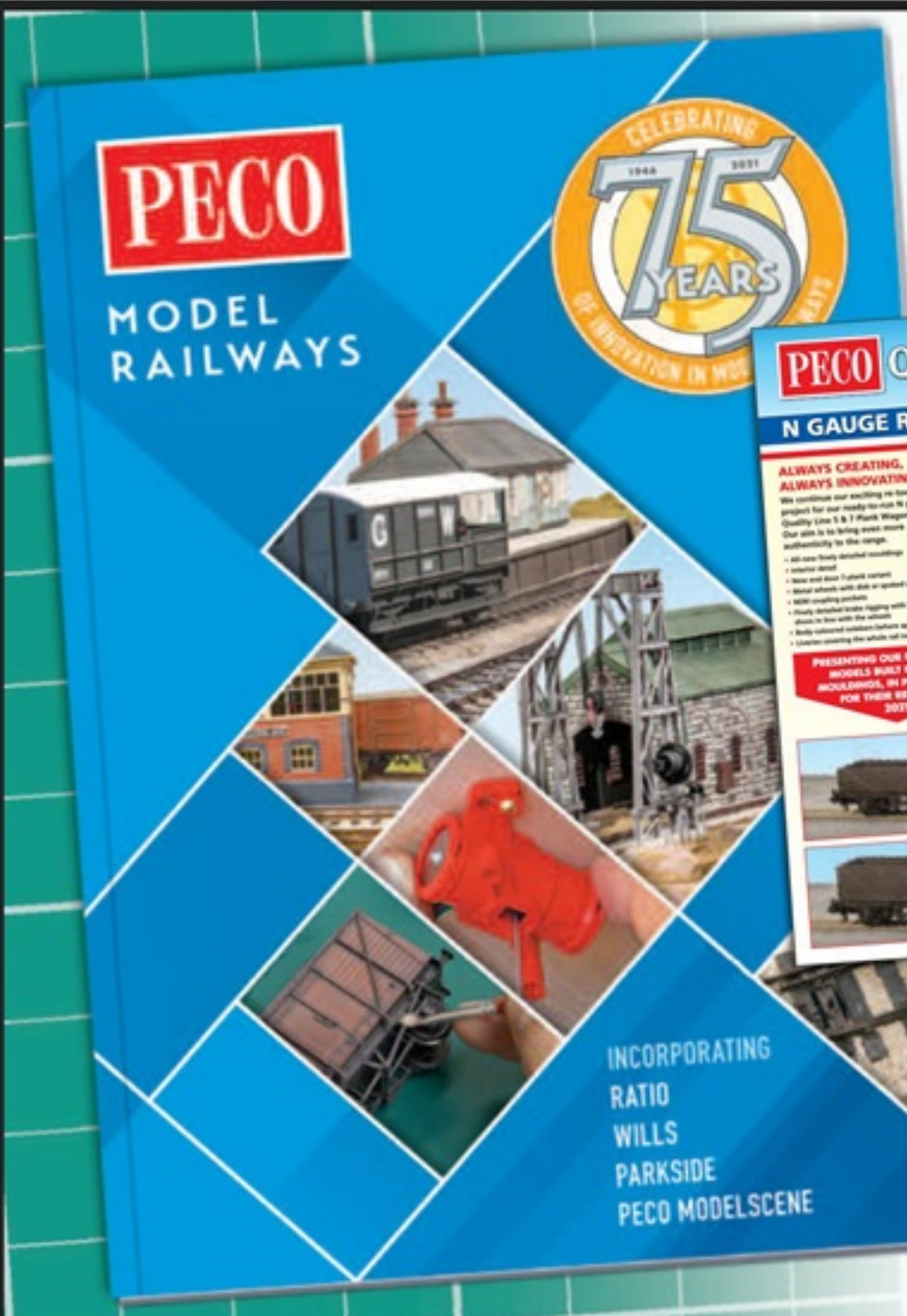


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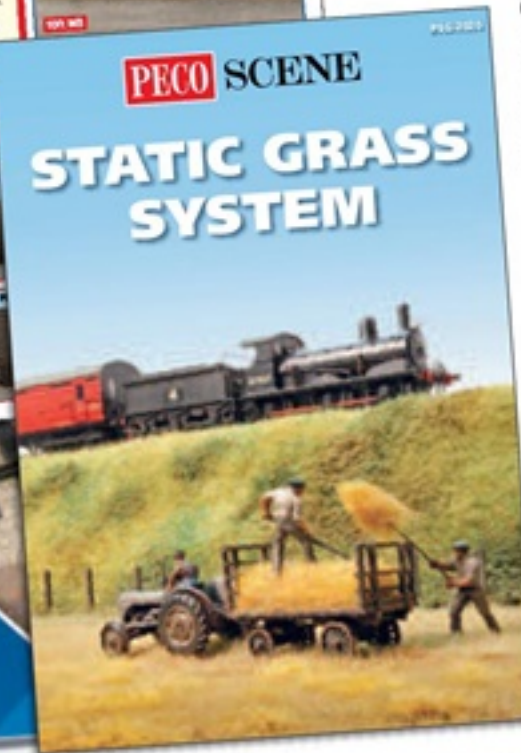
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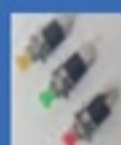
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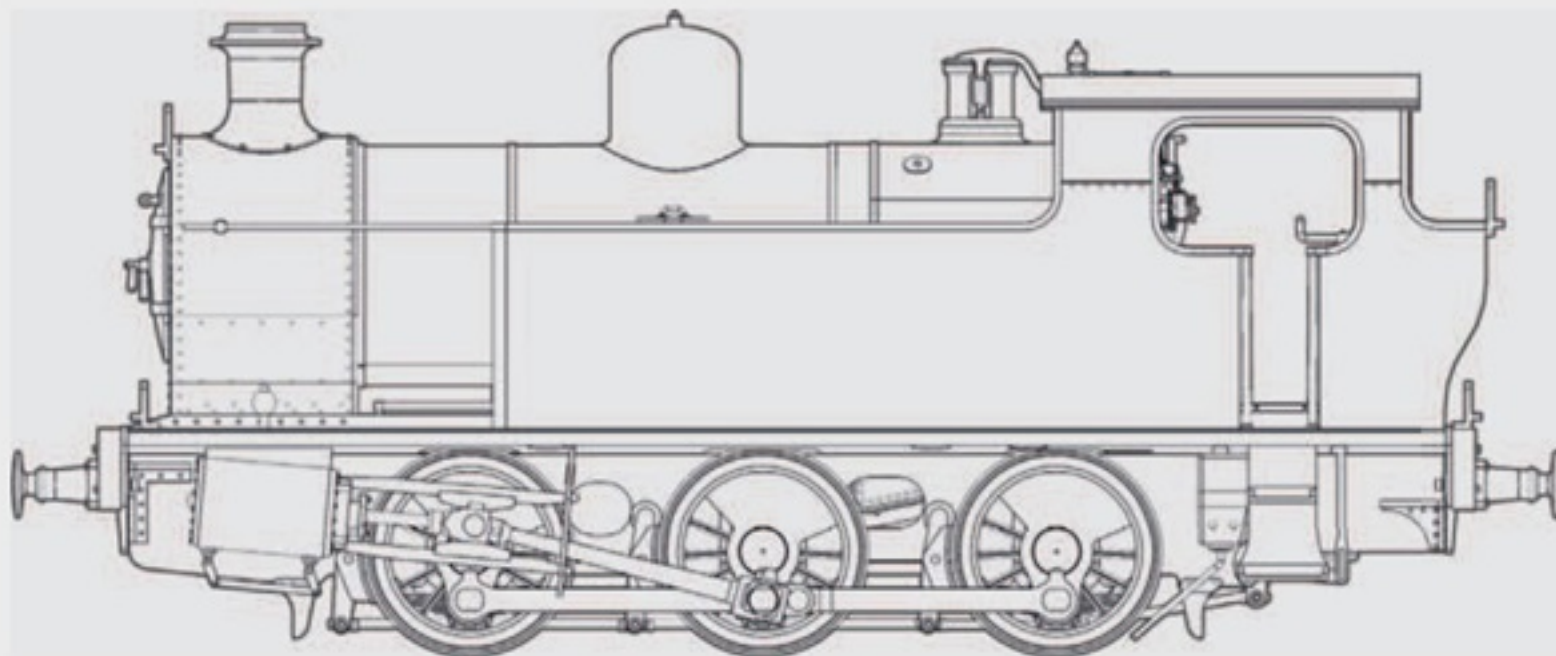
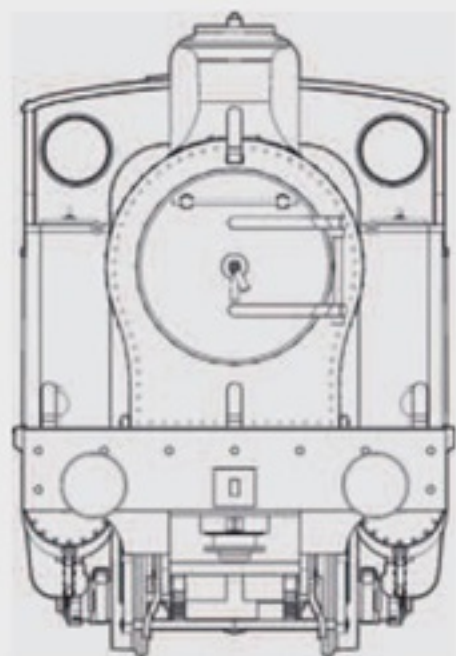
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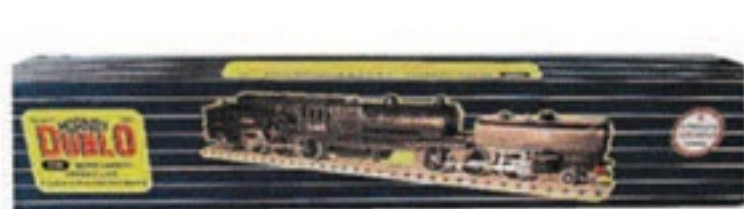
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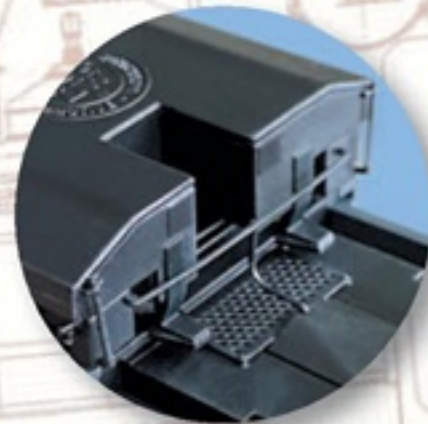
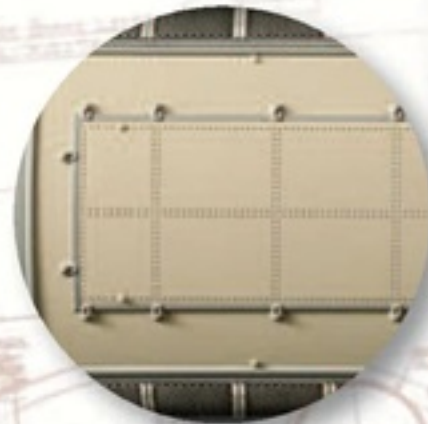
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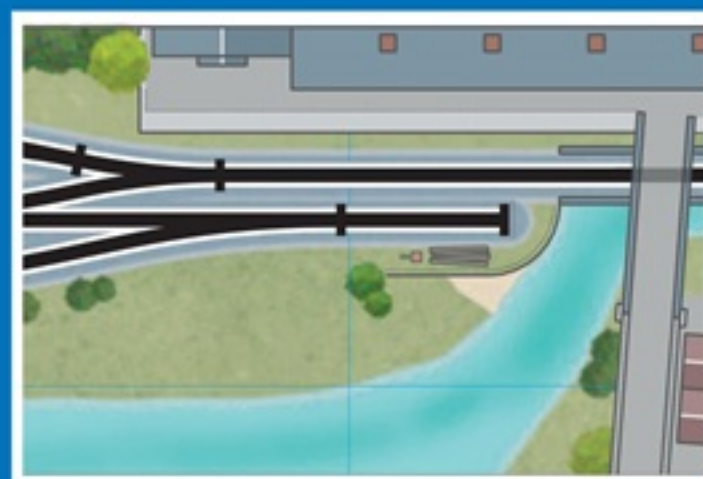
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Modelling Industrial Railways

There is a lot of excitement and amazement in the world of ready-to-run model railways at present. Almost every historical period is seemingly being catered for by the manufacturers, including – would you believe it – the 1830s, but one aspect that really seems to be gaining in popularity is the modelling of railways in industrial settings.

Industrial themed layouts are nothing new, and narrow gauge examples (in 009, 0-16.5, etc) have been popular for a long time, but the modelling of standard gauge Industrial lines and networks has not been quite so widespread. Layouts built around coal mines, shipyards or steelworks have occasionally featured in the pages of RAILWAY MODELLER for as long as I can remember: Nigel Macmillan's O gauge Colliery Line in the March 1976 issue and Allan Sibley and Brian Dorman's Allied Marine and Locomotive Co. Ltd in November 1978 (top right) are two that spring to mind from my formative years in the hobby, but such schemes have not been what we might call 'mainstream'. Recently though we have seen some really enticing ready-to-run industrial locomotive offerings from a range of manufacturers. So what is all the excitement about?

The benefits of modelling industrial lines should be obvious: they use small engines, often operate short trains and possess unusual track layouts. Consequently such layouts don't take up as much space, can be built to a shorter timescale and much tighter radius curves can be used realistically.

Enthusiasts modelling in 4mm and 7mm scales have been quite well catered for with all the new releases. N gauge modellers have not yet been so favoured, although a very attractive Hunslet 0-6-0DH shunter is presently in production for N gauge Society members, and the BR Class 14 0-6-0DH is soon to be available again from Graham Farish, along with its EFE branded BR Clayton Class 17 Bo-Bo.

Now, prior to the release of all these superb small engines, we must not forget that industrial outline locomotive models long remained the preserve of kit suppliers such as CSP Models, Judith Edge Kits and Planet Industrials (mainly OO gauge); and Mercian Models and Springside Models (mainly O gauge). Fortunately these suppliers are trading today and offer greater choice and variety to complement the recent introductions from the proprietary manufacturers.

Furthermore, some enterprising individuals have also spotted some conversion opportunities. Firms like Hardy's Hobbies and Railway Mania are producing 3D printed bodysells to fit some of the new R-T-R chassis, so as to offer even more variety. We have included a Railway Mania conversion in this booklet on page 14.

Overall there are lots of possible routes into the realm of industrial railway modelling and this booklet is presented as a sampler to an aspect of the hobby which is growing in popularity. Within these pages we give a brief resumé of what is available and examine possible layout themes upon which the models might be used in authentic settings, focusing for now on standard gauge schemes in 4mm and 7mm scales. In truth though, this brief discourse really only scratches the surface of what is a vast and absorbing subject that spans the entire history of Britain's railways.

STEVE FLINT

Content: Steve Flint, Callum Willcox

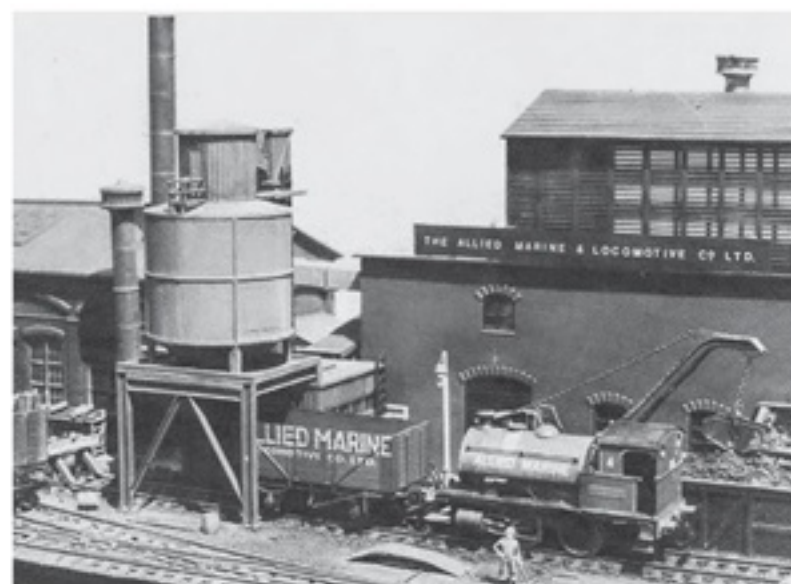
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▲ The Allied Marine and Locomotive Co Ltd was an OO gauge industrial line by Allan Sibley and Brian Dorman which captivated the hobby scene in the 1970s.



▲ Golden Valley Hobbies' venture into ready-to-run locomotives saw this release in 2017 of the Yorkshire Engine Co. 0-6-0DE Janus shunter.



▲ Minerva Models has pioneered the production of R-T-R industrial types for O gauge modellers, this Victory Class 0-6-0T being a fine example.



▲ Hattons' first batch of the Andrew Barclay 0-4-0ST designs in OO gauge were very popular and can still be obtained new at the time of writing.



▲ Widely used on colliery lines, EFE introduced this OO gauge R-T-R version of the J94 Austerity 0-6-0ST in 2020.

Although often associated with just a private siding worked by a main line company engine, numerous brewery and distillery railways did exist and make for ideal small layouts. *Copper Wort & Co. Ltd* was based on Burton Breweries and is depicted on this layout by Pete Goss. Bob Alderman chose *Hobson's* for the name of his O gauge brewery line, his final project before his untimely death (far right).



For an OO gauge distillery line, what better than the Hornby Ruston and Hornsby 48DS in Queen Anne livery (see page 13).



Dave Hall is a frequent builder of industrial layouts in OO and O gauges. Above is his chemical traffic line in 7mm scale; *Bury Thorn and Sons Ltd.*, whilst right, is his 4mm scale *White Peak Limestone* quarry railway.



Industrial locomotive kits



Many standard gauge industrial locomotives are available in kit form, mostly in 4mm and 7mm scales, examples of which include; photo 1: an Avonside B3 0-6-0ST from CSP Models of Carlisle. One of these engines, named *Tindale*, was used on the Bampton and Hartleyburn Railway almost up until its closure in 1953 (see pages 6 and 7). Photo 2: in 7mm scale this Drewry 0-4-0DH is available from Connoisseur Models. Photo 3: Mercian Models produces this Hunslet 0-6-0ST in 7mm scale as well as a 4mm version. The Hibbert Planet 18SWC in photo 4 is a body kit from Planet Industrials designed to fit a Tenshodo Spud power unit.

Serving the needs of industry

Far from the spotless sparkle of Edwardian locomotive liveries, or the sleek streamlined expresses of the 1930s, most of the nation's railway network was entirely preoccupied with the far less glamorous job of powering British industry. Serving the needs of industry was the main reason for the development of railway transport from the earliest days, and it continued to be so for the best part of 200 years.

Today - in the UK at least - the railways mostly concern themselves with moving people, and although important freight traffic flows do still operate, they are nowhere near the extent or variety they once were. Traditional heavy industries, like steel and engineering, which relied on the railways for the movement of both raw materials and finished products, have shrunk away considerably, and the carriage of less bulky and weighty commodities and produce is now almost entirely dependant upon road haulage.

It would be easy to blame political dogma and cheap imports for heavy industrial decline, but technological advancement and concern over environmental issues have played a significant role.

Our countryside is a much cleaner, greener environment than it was in the not so distant past, when smoking chimneys were seen as a symbol of industrial prowess, blighting our towns and cities. It is however, that period in our history when railways were crucial to the wheels of industry, and even then, the constant march of technology and the fickle nature of the economy witnessed much expansion and decline of railway enterprises on a cyclical basis.

At the start

It all began with two key commodities, both mostly found underground: coal and ironstone. Mined since ancient times, the demand for these minerals grew considerably as industrialisation in the Victorian era gathered pace. Yet digging them out of the ground was only part of the problem. Often these heavy-to-transport mineral deposits were to be found in localities far from where they could be used, and also where access was difficult for the rudimentary horse drawn carts of the day. The internal combustion engine, the pneumatic tyre and metalled roads were still way into the future, so railways sprang up in all sorts of unexpected places, including mountainous terrain and boggy moorland.

We perhaps associate industrial railways with areas of concentrated population, but it really all started the other way round. Mines and processing plants were built as near as possible to the source of the raw minerals, and the houses, shops and schools to accommodate the associated workforce all followed.



▲ The *Clydesdale Iron Company* was an urban industrial layout built by Ian Middleditch and friends in S7 and included overhead electric traction.

Hence, it is perfectly possible to produce a model of an industrial railway in a rural setting without having to build the industrial complex that goes with it. This is the angle I have adopted when reviewing content to include in this booklet, with a particular eye on compact schemes to fit small spaces around the home.

However if you want to build something like an entire steelwork's railway network, then turn to pages 10 and 11 to find out more.

▲ A modern industrial diesel is the *Rolls Royce Sentinel 0-4-0DM* produced by Hornby in various guises. This example is finished in the livery of the *Oxford Ironstone Railway* (see page 9).



The defence industry operated numerous private railways across the UK, the most famous being The Longmoor Military Railway. This example is Adrian Boots' depiction of Mulberry Halt on his OO gauge model of the Marchwood Military Railway as featured in the May 2020 issue of *RAILWAY MODELLER*.

Modelling colliery railways

Colliery lines have always had a following amongst the modelling fraternity, particularly in O and OO gauges where previously locomotive kits had to provide the motive power along with rolling stock kits of unusual wagon types.

John Cook's 4mm scale *Kepier Colliery* (photo 1) was a case in point, as was Alan Gray's *St George's Pit* in O gauge (photo 2). Jack Burnard, being a former mining engineer himself, built numerous coal mine layouts along with his friend Maurice Bramley.

Jack liked to show that a colliery line didn't need huge amounts of space in which to be modelled effectively: his *North Hetton* layout (photo 3) occupied a scenic area of only 6' x 2' and was built to Gauge 1.

Dave Hall on the other hand, showed that the mine buildings themselves need not be included, opting instead for just the exchange sidings on his atmospheric *Nant Y Mynydd* layout, all operated using the ever popular Peckett B4 0-4-OST from Hornby (photo 4 - see also page 9).



▲ The Lambton Railway in County Durham was one of the largest private colliery railways in the UK and had running powers over BR metals. In this image taken in 1965 at Cox Green, Lambton 0-6-2T No.10 is seen hauling a rake of wooden bodied ex-NER/NCB 20T coal hoppers. The level crossing however, has received much more modern lifting barriers. Photograph: I S Carr/J W Armstrong Trust



Introduced by Hornby in 2019, its OO gauge models of the Peckett B2 0-6-OSTs are incredibly popular: a new batch is due mid-2021.

The Coal Industry

Coal mining formed the biggest industrial enterprise which relied extensively on the railways, and colliery operations could be found in many corners of the UK from the earliest of times.

Modelling a coal mine complex and its railways requires a fair bit of baseboard space, as exemplified by John Cook's *Kepier Colliery*, featured on the front cover of this booklet, but another modeller of coal



▲ The incline wheelhouse or 'control room' is reputedly to be a design of Robert Stephenson's from the early 1830s. It was possibly out of use at the time of closure in 1953, as other photographic evidence suggests that 20th century steam power could handle the gradient with short trains.



▲ Looking east with the incline behind the photographer. This and other images c.1953 show the railway in NCB days just prior to closure. In this view is the loco coaling stage and watering facilities adjacent to the small locomotive shed which is just out of site around the curve.

mines, Jack Burnard, showed that small segments of a typical mine could be modelled in a small area - even in Gauge 1 (see page 5).

Away from the pit heads, washeries and screens however, many hundreds of miles of private independent railways were constructed to transport the commodity to inland customers or to the docks for export. The Durham coalfield for example, was, by the 20th Century, fed by many of these private lines, well known ones being the Lambton Railway and the Harton Electric Railway, to name but two, but there were lots of lesser known lines further afield and far from built up areas.

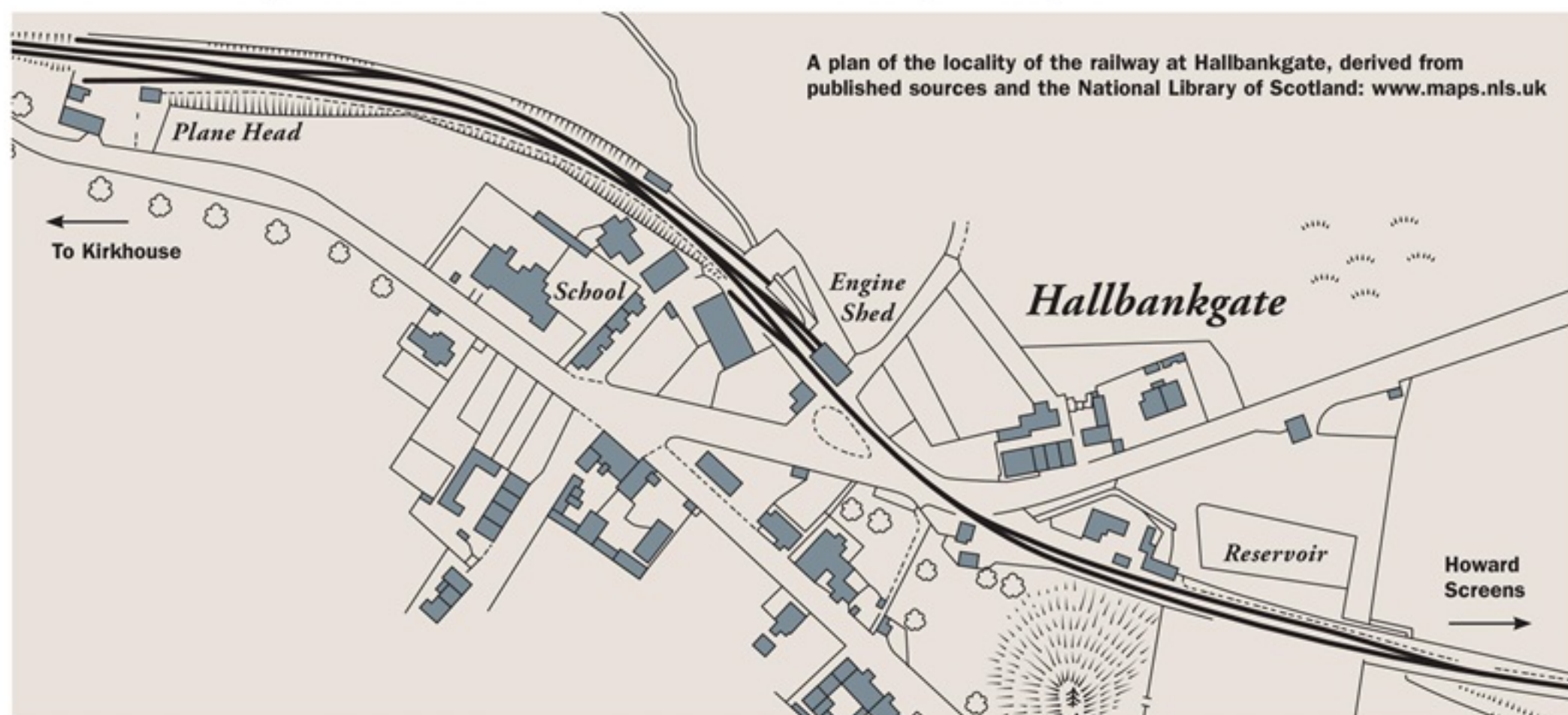
I've chosen as an example, this small line in former Cumberland which was ascribed unofficially as The Brampton and Hartleyburn Railway, though it is perhaps better known as Lord Carlisle's Railway.

It began as a wooden waggonway in 1799 moving coal in horse drawn tubs from the pits in the Naworth Coalfield to a staithe in the village of Brampton from where it could be transported to Carlisle and beyond.

Over the next 35 years the railway was extended piecemeal eastwards towards Alston, and by 1836 was relaid throughout as a standard gauge line, although some narrow gauge feeder tramways persisted. On the main route, the tracks had to gain altitude to reach the eastern parts of the coalfield and a cable-worked incline was incorporated between the hamlets of Kirkhouse and Hallbankgate.



▲ The two road loco shed looking slightly worse for wear. Beyond are the two road crossings, where the 'whistle' signs are located. Some gate posts can just be seen, though evidence as to if and when any gates were ever fitted, is not readily available.



A plan of the locality of the railway at Hallbankgate, derived from published sources and the National Library of Scotland: www.maps.nls.uk



▲ Renewed hope of an increase in coal production in the 1930s resulted in the construction of this loading structure. Known as the Howard Screens they were built on the site of some earlier workings about 800yds to the east of Hallbankgate. Seen here in NCB days in the early 1950s, they appear to have been in use up to the time of the railway's closure, although they were demolished soon after. They are not shown on the proposed layout plan, though could easily be added at the lower right in place of the traverser if space permitted.

The accompanying layout plan features the railway as it threaded its way through the hamlet of Hallbankgate, near the top of the incline, where a small loco shed with servicing facilities was established.

Elements of the railway were reconfigured or closed as time passed but by the early 20th Century locomotives were typically small tank engines of 0-4-0ST and 0-6-0ST arrangement hauling rakes of wooden bodied mineral wagons and ex-NER 20T hopper wagons.

The incline is not included in the proposed layout plan, but if space was available it would be an interesting technical addition. In the 1930s a new loading point with screens (see above) was built just to the east of Hallbankgate. Again if space was available this could be incorporated in the layout.

**Photographs: Fleetwood Shawe/
J W Armstrong Trust**



▲ The coal depot by the top of the incline provided fuel for the steam powered winding gear in the wheelhouse.

◀ Tindale, an Avonside B3 0-6-0ST of 1926 was one of three locomotives still in use when the NCB took over. It was scrapped at Hallbankgate in 1954. The remains can be seen to the right of the loco shed in the photograph opposite.

Occasionally available second hand, this book published in 1978 by the RCTS is the authoritative work on the line to date. ISBN 0 901115 43 6

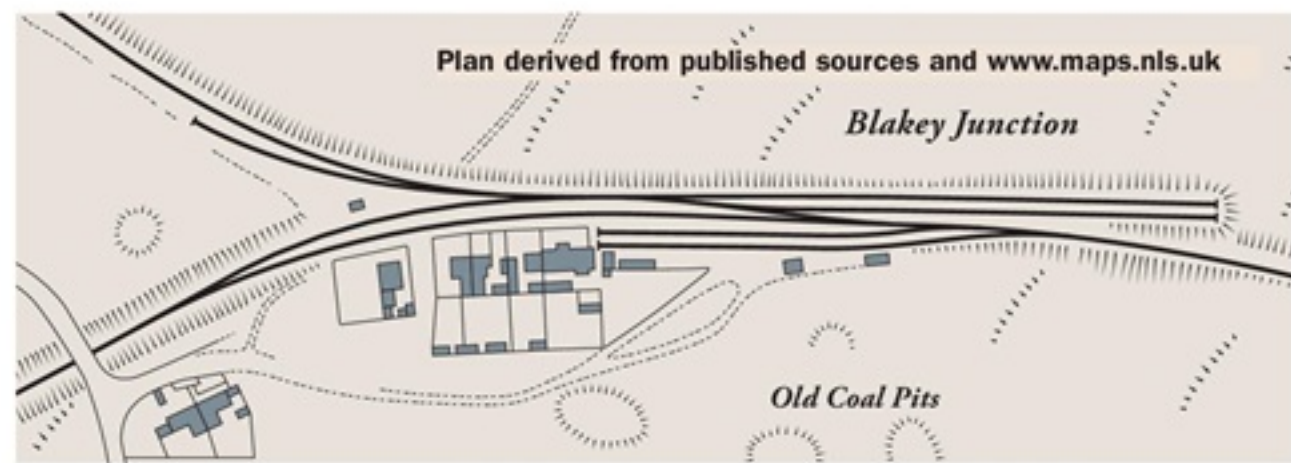


Ironstone Railways

Historically British iron and steel was smelted from ironstone rock occurring naturally, but the country has never been blessed with vast reserves of the mineral and early attempts to create bulk smelting processes were thwarted. By the 1850s however good deposits had been identified in West Cumberland and Cleveland and this gave rise to new iron and steel plants in Workington and Middlesborough. Other iron works were already in operation, such as at Consett in County Durham, so the new found deposits could be readily exploited.

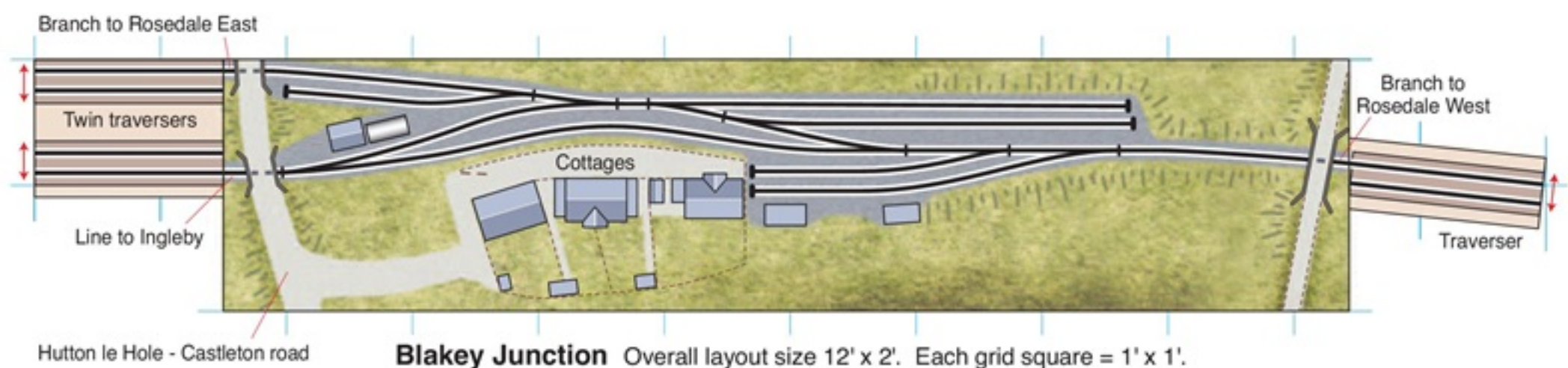
Soon after, a seam was identified running under the North Yorkshire Moors and a railway was built to serve the mines across the moor tops to West Rosedale. It was begun by the North Yorkshire and Cleveland Railway, but by the time it was opened in 1861, the NY&CR had been absorbed into the North Eastern Railway. In 1864 a four mile branch was opened to Rosedale East that ran around the head of the valley to serve the mines on the eastern slopes.

The terrain was such that the new branch had to make a reverse junction with the main tracks to Rosedale West high on the top of Blakey Rigg, the watershed between the valleys of Farndale and Rosedale. It became known as Blakey Junction and a small settlement



was built adjacent to the tracks to house the workforce.

Although not a private industrial railway in the strict sense, the Rosedale Branch of the NER was a true mineral line, and as such, it makes an ideal prototype to use as the basis of a small industrial railway layout. The NER Class P 0-6-0s (LNER J24) which operated the routes simply need replacing by any of the typical Industrial loco models now at our disposal. Only open wagons were used on the branch, as a cable-worked incline at Ingleby prevented the deployment of vans on all inward and outward traffic. Steel hopper wagons were also used as some of the mined ironstone was treated locally in calcining kilns before being transported and was still hot when loaded!



The Cleveland seams became uneconomic by the 1920s and the Rosedale Railway was dismantled, but it wasn't the end of the story for British Ironstone. Large deposits of the mineral were known to lie across Northamptonshire and Oxfordshire and these had been commercially exploited since the mid-18th Century. The mineral was located just below the surface and could be obtained relatively easily through open cast workings.

The Ironstone Railways of Northamptonshire are legendary of course, and so large a topic that we cannot hope to cover it here in any detail. With the establishment of the new steelworks in Corby in the 1930s the open cast mining method of acquiring the ore expanded dramatically.

Loading sidings, both to standard and narrow gauge, could be laid rapidly as the casts expanded, being cut open quickly by huge dragline excavators. Loaded into wagons the ore was moved speedily straight to its point of use. To illustrate how such operations were undertaken we have taken the opportunity to re-publish Richard Hood's *Ironstone Line* layout plan which appeared in the November 2014 issue (right).

Concurrent with developments around Corby, a large ironstone undertaking was established at Wroxton near Banbury and linked to the GWR main line via some exchange sidings, the junction of which now lies beneath the M40!

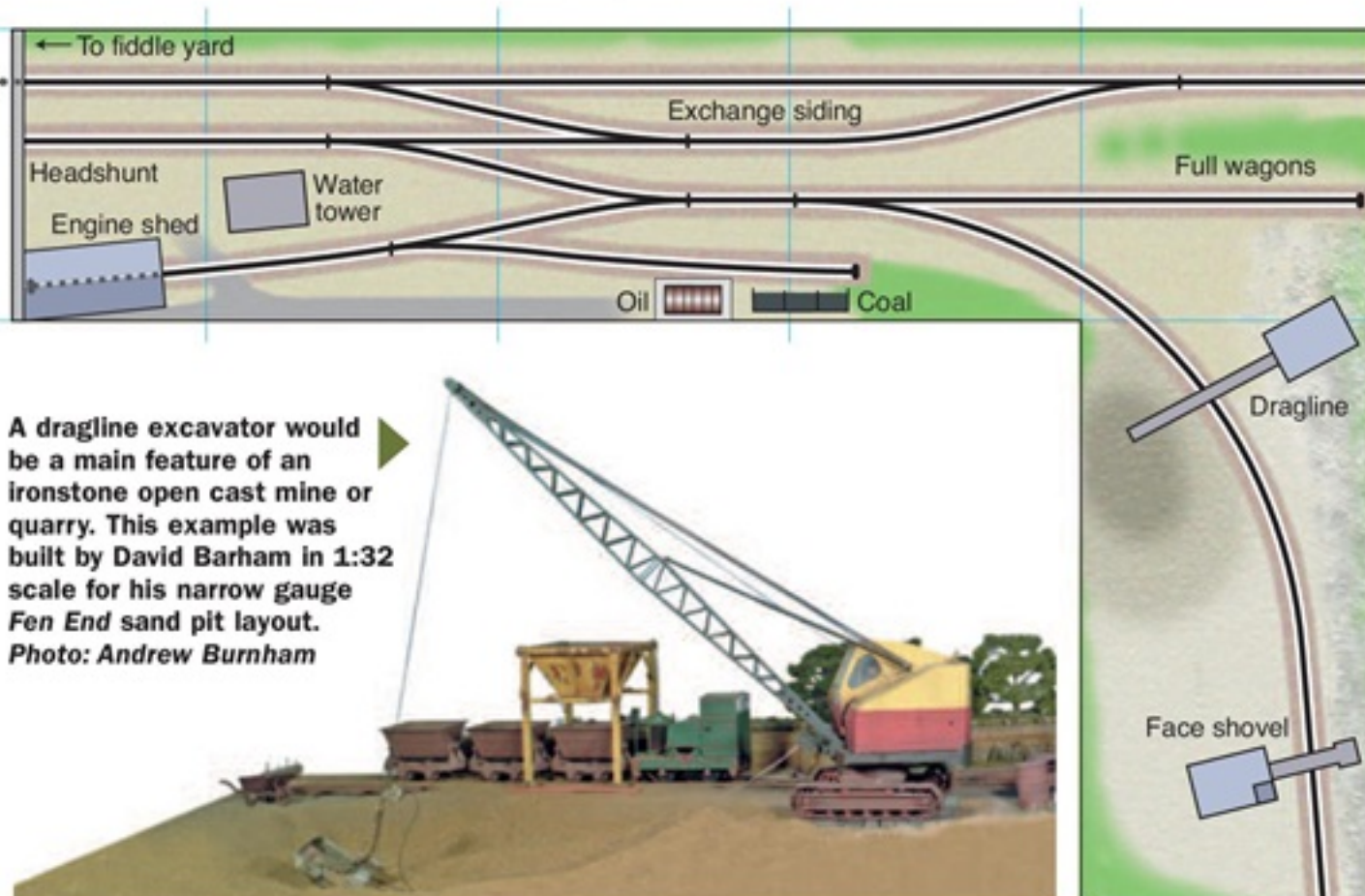
Being a mid-20th Century mineral line, the Oxfordshire Ironstone Railway utilised all the familiar industrial steam locomotive types, but later, in the 1960s, purchased a fleet of Rolls Royce Sentinel 0-4-0DM shunters (as per the Hornby R3577 model on page 5).

Another approach to creating a small layout to illustrate the movement of ironstone could be to portray a simple set of exchange sidings as included below.

The supposition is that of a former double track main line which has been singled, but a run round loop has been retained for access to the exchange sidings, which also includes a loop. At 6' x 1' for the scenic area, it is about as compact as you can get for this sort of operation in OO gauge, but both ends could be expanded. The left hand end could see the exchange sidings extended across the front of the fiddle yard, whilst a processing plant or mineral loading hopper could be built in front of the right hand fiddle yard. It could even be turned into an L-shaped configuration to fit around two walls of a room.

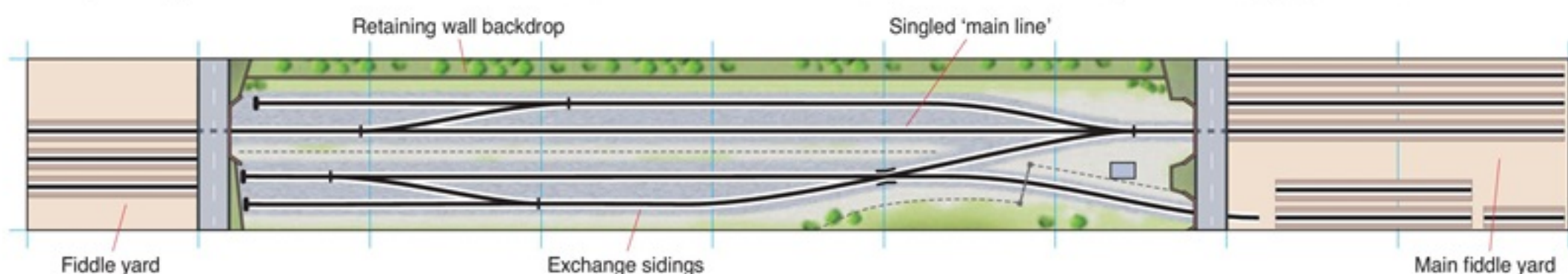


▲ The Oxfordshire Ironstone Railway was one of the last mineral lines to be built on any scale in the UK. This is a view of the line at its main works at Wroxton in November 1964. Of note are internal user side-tipping ore wagons, a 4mm kit of which is available from RT models. In the foreground is withdrawn Hunslet 0-6-0ST *The Bursar* of 1930. Photograph: John Cosford



An open cast ironstone line Overall layout size 4' 8" x 3'. Each grid square = 1 sq ft.

Just for completeness I might add that this plan can be utilised for almost any sort of industrial commodity, produce or traffic; be it minerals, chemicals, foodstuffs, timber, MOD, nuclear waste and so on. Its genesis lies in Dave Tailby's *Jubilee Sidings* as featured in the March 2006 issue on which he operated MOD traffic. Furthermore, like the Harton Electric Railway, the sidings could be fitted with overhead catenary for even more variety and modelling opportunities.



Basic Exchange Siding Overall layout size 9' x 1'. Each grid square = 1' x 1'.

Iron and Steel

Following on from coal and ironstone, obvious places to consider next are the railway networks which served the iron and steel industry. An iron and steel complex, particularly a modern one, occupies a huge tract of land and, to the layman, consists of some of the most mysterious and perplexing processing plant to be seen.

To model an entire steelworks railway would be a challenging project, demanding a lot of research, but, like a lot of things in this hobby, it has been done before, usually by taking elements of the manufacturing process and showing them as stand alone operations on a smaller layout footprint, as shown in the illustrations below and below right.

Railway operations in an iron and steel works

There are several variations in the manufacturing process and much has changed in recent years, but essentially to make steel you first bring in the raw materials by rail. Hence cargoes such as coal, limestone, iron ore, liquid oxygen, etc., arrive in bulk in the works' exchange sidings. The wagons will then be shunted on the steelworks internal railway network to the point of use, where they are discharged into loading hoppers or tanks adjacent to the corresponding processing plant.

Coal goes first to a coking oven. Here it is roasted in a large kiln to reduce it to a pure form of carbon - coke - which is then mixed with the iron ore and crushed limestone in the blast furnace. Under extreme heat, the coke reduces the ore to molten iron.

When the smelting of the batch is completed, the furnace is tapped; the pure molten iron being transferred into torpedo wagons, and the molten slag residue poured into crucible (or ladle) slag wagons.

The torpedo wagons are shunted to the main foundry building where the molten iron is discharged into large ladles for further refining with



▲ 0-4-0ST *Hawarden*, a Bagnall built engine of 1940, is seen at the Shelton Iron and Steel Co. works in Etruria, Stoke on Trent in 1962. It is fitted with a reduced height chimney, steam dome and cab, possibly since new. *Hawarden* is preserved at the Foxfield Railway pending restoration. Photograph: N W Skinner/J W Armstrong Trust

oxygen to produce different grades of steel. The empty torpedo wagons are then shunted back to the blast furnace siding. Meanwhile the crucible wagons containing the molten slag are shunted away for tipping on site where it is left for cooling and crushing for later removal (by rail?) for use in the construction industry.

Rhydwyn Fawr steel works layout by Ian Blackburn

O gauge modeller Ian Blackburn built this layout to illustrate some of the main internal railway operations which take place in a modern steelworks. In photo 1, a torpedo wagon full of molten pig iron, freshly tapped from the blast furnace, will be propelled into the foundry building where the next stage in the steel making process will be undertaken. Photo 2 shows a pair of crucible slag wagons taking molten blast furnace waste for tipping. Finally, in photo 3, some newly cast steel billets, still red hot, are being shunted off to the rolling mill for onward processing.





◀ The tipping of molten slag was quite a spectacular railway activity in its day. It was left to cool naturally and could be later pulverised for use in the construction industry and road building. The practice is much more automated these days and rarely railborne at modern smelting locations. The locomotive hauling the crucible wagons is rather ironically a 'fireless' steam engine propelled by its tank of high pressure steam and the scene is enacted at the Dorman Long steelworks, Lackenby in 1961. Photograph: F Bell/J W Armstrong Trust

North British 0-4-0DH shunter *Panther*, seemingly with solid wheels, is on a rake of internal user pig iron wagons loaded with steel billets at the Shelton Iron and Steel Co works in Etruria, Stoke on Trent in 1962. Photo: N W Skinner/J W Armstrong Trust



Back at the foundry building, the newly formed steel has been cooled into large billets which are then shunted on flat wagons to the mill complex. Here the steel is further processed into sheets or rolls, tubes, wire coils, etc. These finished products are then loaded onto the appropriate network railway wagons and shunted to the exchange sidings for onward transhipment to customers. Steel mills are usually associated with one type of finished product, and sometimes the raw steel billets themselves are moved by rail from one plant to another. Trials moving molten iron in torpedo wagons from one steel plant to another via the national network have taken place in the past.

There are also other by-products from some of the other processes, such as distillates from the coking plant, and these would be loaded into tank wagons and shunted back to the exchange sidings.

In model form

This has been but a brief snapshot of the sort of railway operations at a steel plant: a myriad of freight flows in and out, coupled with some unique internal movements. Most of the models that you would require,

Surprisingly, specialist steel wagons have been available from the trade from time to time. The torpedo wagon illustrated on Richard Lear's *Iron Mould Lane* layout (RM February 2001) is a former Lima item which can occasionally be tracked down secondhand. RT Models currently offer a kit for a Stanton pattern of slag wagon. Photograph: Len Weal.

both locos and wagons, have been, or are still available from various commercial sources, so, if you want to tackle something truly different, then why not explore a steelworks theme further.

It's the antithesis of the rural branch line and presents an opportunity for incorporating some dramatic light and sound effects on the layout as well, though quite how the tipping of hot slag might be modelled realistically is a real conundrum!



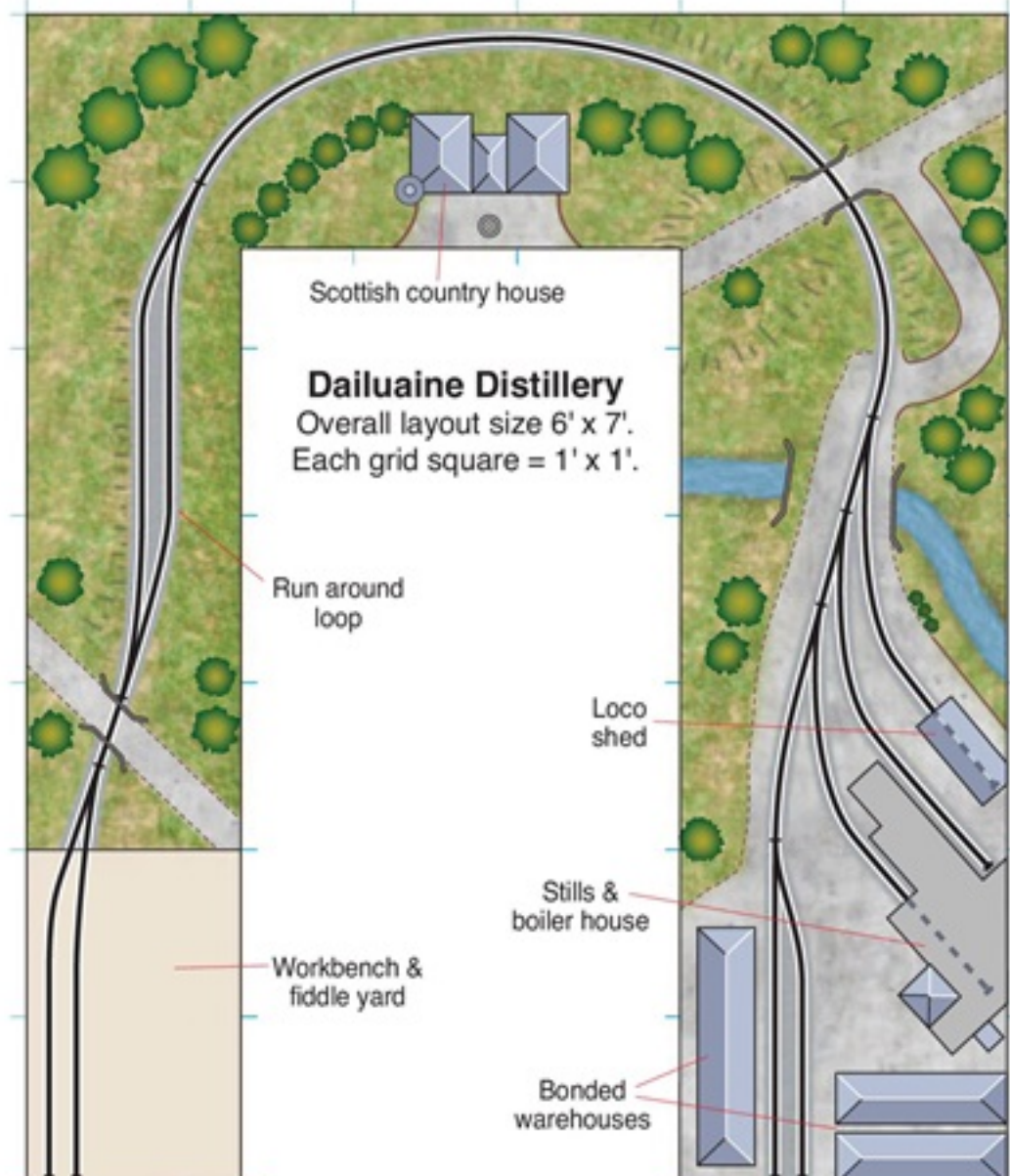
Distillery Railways



From the infernos of a steel plant to something a little more sedate, and an evergreen railway modelling subject: private railways which serve the Scottish whisky distilling industry. We usually think of a distillery being served by a private siding or two, and for many of them that was all they had, but others, particularly ones based in lowland

cities, had their own private network shunted by the inevitable 'pug'. However, it is to Speyside we travel for a look at some of the more well known ones and a return to rural locations.

The Great North of Scotland Railway's route along the Spey Valley from Keith and Elgin to Boat of Garten served many distilleries directly,



Left and below left. The Andrew Barclay 0-4-0ST *Dalluaine*, which is seen shunting the sidings at the distillery, also worked on the BR Strathspey line as far as the sidings at the neighbouring Carron Distillery. The date is 1967 just before the closure of the line, but coal for the site's boilers is still being delivered in BR 21T unfitted hoppers. The locomotive is now a non-working museum piece at Aberfeldy Distillery in the Central Highlands. Photographs: J M Boyd/J W Armstrong Trust

but several were sufficiently distant from the tracks to warrant the building of a private line. Three are considered here, firstly and probably the most well known is *Dalluaine* Distillery, recalled countless times by J M Boyd's classic view of the little Barclay 0-4-0ST outside its loco shed that bore a remarkable resemblance to a Scottish Kirk.

We've not used that image this time, rather some different ones which show more of the engine in action around the site.

The line itself was quite short and only had one run round loop close to the connection with the GNoSR line, on the other side of a road overbridge. Consequently wagons were both hauled and propelled back

and forth, and on occasions the loco found itself in the middle of a short rake. Train lengths were also kept short.

The accompanying layout plan has been drawn up to fit into a 6'x 8' garden shed and includes a spacious representation of the line around the site, although the distillery area has been drawn mirror image to that which actually exists, for better viewing from the inside, but if built as an exhibition layout to be viewed from the outside, the distillery buildings and tracks could be placed into their correct orientation.

The loco was also passed for running on Company, and later BR, metals to shunt the nearby sidings at Carron Distillery.

All these distillery lines would have seen short wheelbase opens and vans, coal hoppers and grain hoppers, plus the occasional tank wagon, though the latter in small numbers. Operating potential is therefore somewhat limited, hence a distillery themed layout will probably be more suited to the layout builders amongst us, rather than those enthusiasts who like plenty of running opportunities.

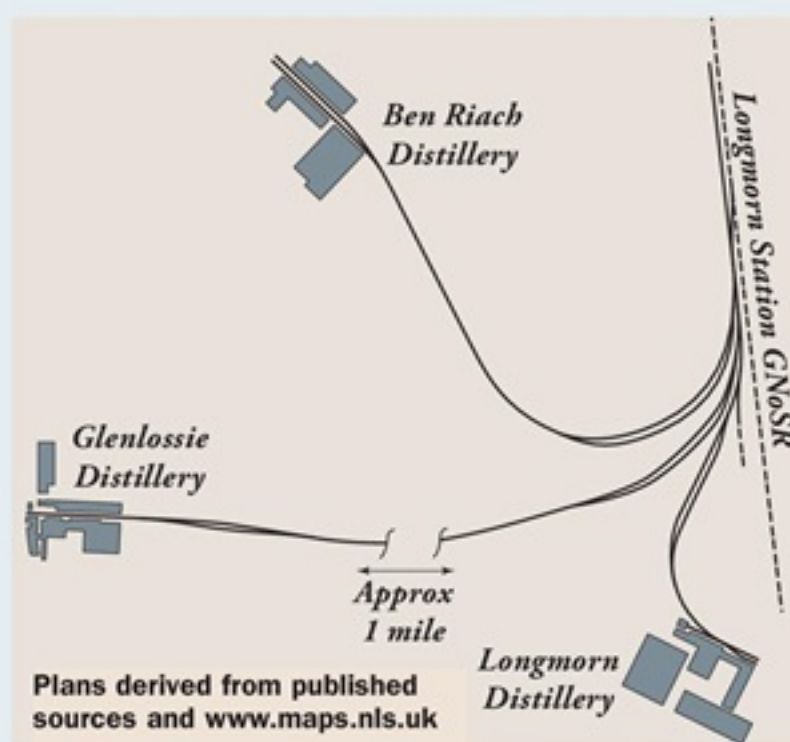
Other distillery lines



An interesting example of another private operation was at Longmorn on the Elgin route where three distilleries in close proximity had an interlinking network of tracks between them accessed via sidings in Longmorn station yard. Wagons were moved around by various private locos but in the latter years the distilleries used this Ruston and Hornsby 48DS – now preserved on the Strathspey Railway. The network was still operational in 1968 when BR closed the line.

For the final example we journey to a private line that was somewhat longer than the *Dalluaine* railway, operated by the Balmeanach Distillery further south at Cromdale. This line connected into sidings in the goods yard at Cromdale station, as shown on the map far right. A similar U-shaped design to the *Dalluaine* plan could be adopted for this scheme which could also include the GNoSR station and traffic, built as a continuous run.

▲ The Ruston and Hornsby 48DS 0-4-0DM shunter used at Longmorn is seen c.1960s in a much less colourful mid-green coat than the Queen Anne livery applied to Hornby's R3707 model (see page 3). Photo: The Transport Treasury



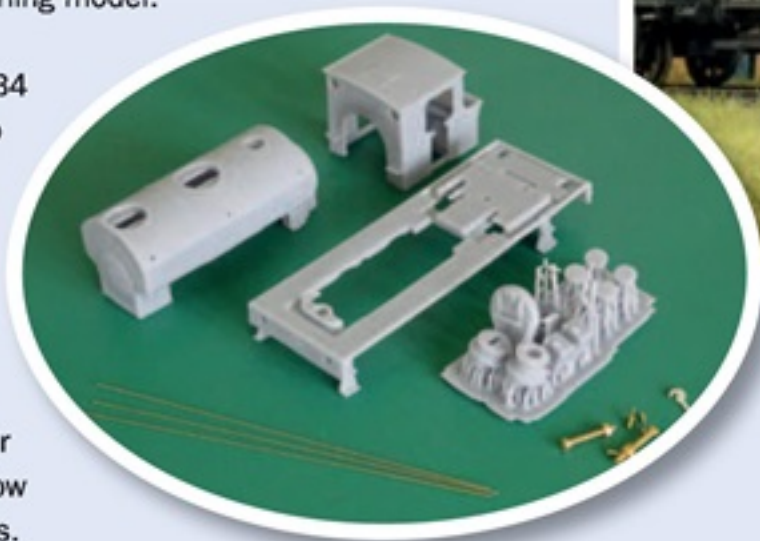
Modelling an Avonside B4 0-6-0ST Colliery Locomotive

Recreating Snowdown Colliery's St Dunstan in model form using the new 3D printed body kit from Railway Mania and a Hornby Peckett B2 chassis.

Modelling, text and photography by Callum Willcox.

Industrial locomotives are often synonymous with bright and extravagant liveries, depending on their duties and owners. The three Avonside B4 0-6-0STs that were employed at Snowdown Colliery in Kent were typical examples, bearing the names of Saints with connections to nearby Canterbury. All carried a distinctive lined blue livery with wasp stripes on the smokebox and bunker. Certainly a livery that would make for an eye-catching model.

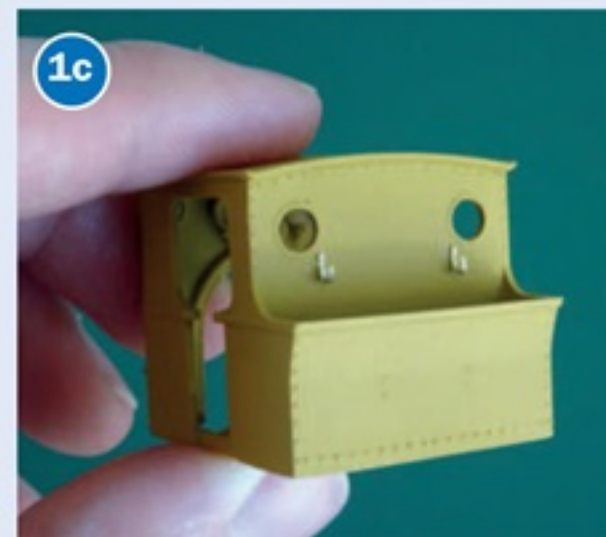
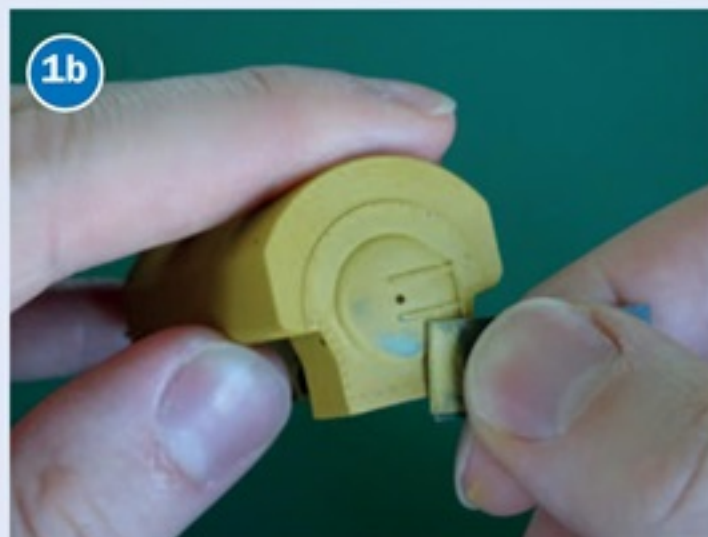
Railway Mania has recently introduced a range of Avonside B4 3D printed body kits designed to fit on the Hornby Peckett B2 chassis (see news section in the November 2020 issue of RM and page 5). Three of the kits in the range are based on the Snowdown Avonsides and are available with or without their match lining decal set, here's how to complete one of these models.



▲ The finished model posed with some 16T mineral wagons in NCB livery.

◀ Here's what you get from Railway Mania. The firm advises that fresh stocks of the kit are in preparation.

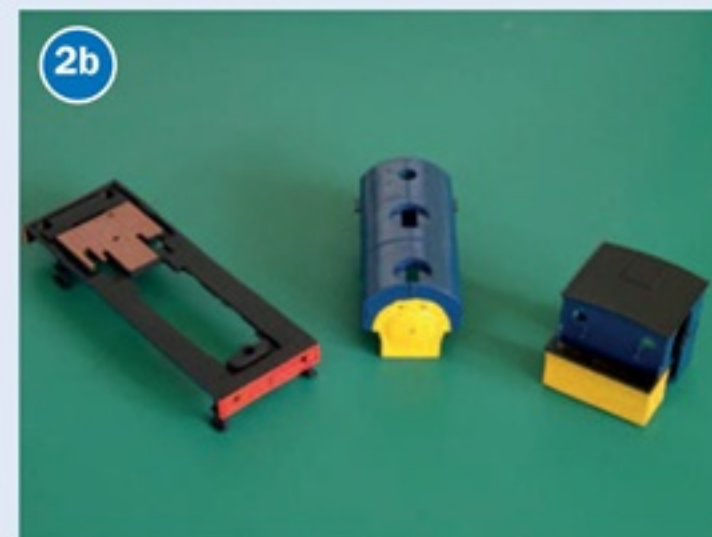
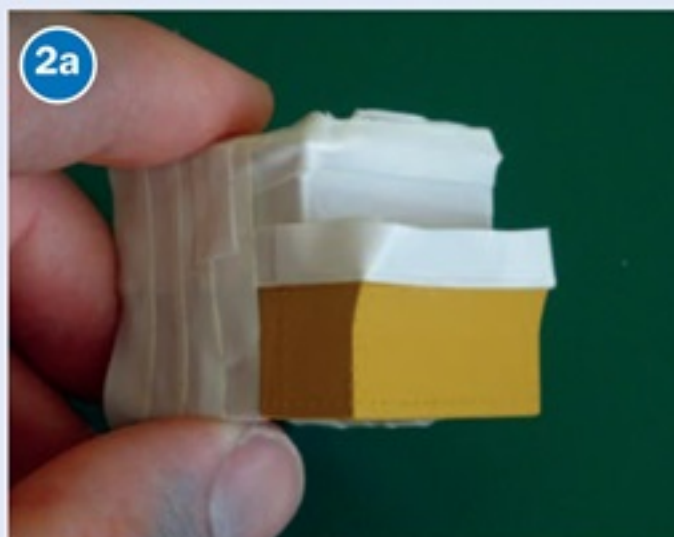
Step 1: preparation



Before assembly, the 3D printed parts require a bit of preparation. The printing process leaves a series of very tiny ridges, particularly on curved surfaces and these need to be reduced. Filler-primer spray paint is ideal for this task. Each component is given a thin coat and left to cure. The surfaces are then rubbed down gently with fine wet and dry paper (used wet) until smooth; special care was taken to avoid erasing rivet heads and other printed detail. Some etched parts, including lamp irons and brackets for the fireman's tools, were then added and the locating holes for handrails opened up, before a final coat of primer was applied. The handrails were added at a later stage to avoid damage.

Step 2: masking and painting

To reproduce the colourful livery, I masked around the front of the smokebox, and the sides and rear of the bunker (photo 2a) which were then sprayed with Tamiya TS-34 Camel Yellow, to provide the wasp stripes base colour. Once dry, the yellow colour was masked off and Humbrol No.15 Midnight Blue was applied all over and also to the sides of the running plate. This process was once again repeated for the black areas including the roof, smokebox sides and beading on the cab with Humbrol No.33 Matt Black. Finally the wooden footplate deck was brush painted with Humbrol Matt Enamels No.110 Natural Wood, and the buffer beams finished with No.60 Scarlet.



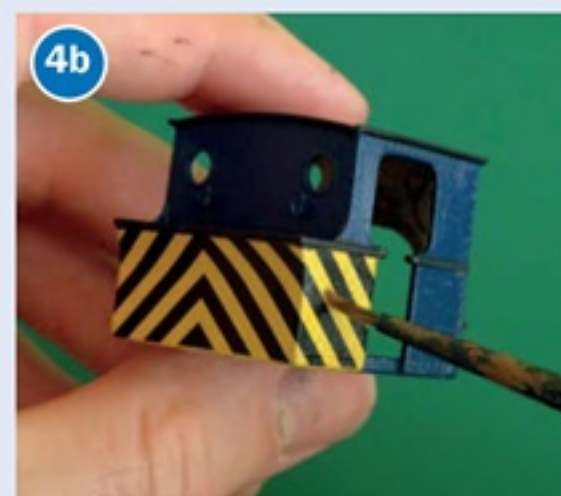
Step 3: cab detail

These parts are supplied still attached to their printing sprues, which makes painting them with a fine brush much easier. Humbrol colours were as follows; copper top chimney – No.33 Black and No.171 Metallic Bronze; the safety valve and bonnet – No.33, No.60 and No.54 Metallic Brass; buffers – No.60 and No.33. The sand boxes were sprayed in the same livery as the body with details such as the covers picked out in black. The backhead received a similar treatment, with an overall coat of No.33 and the pipework and gauges picked out with No.171 Metallic Bronze and No.121 Pale Stone. All painted parts were then left 24 hours to cure fully.



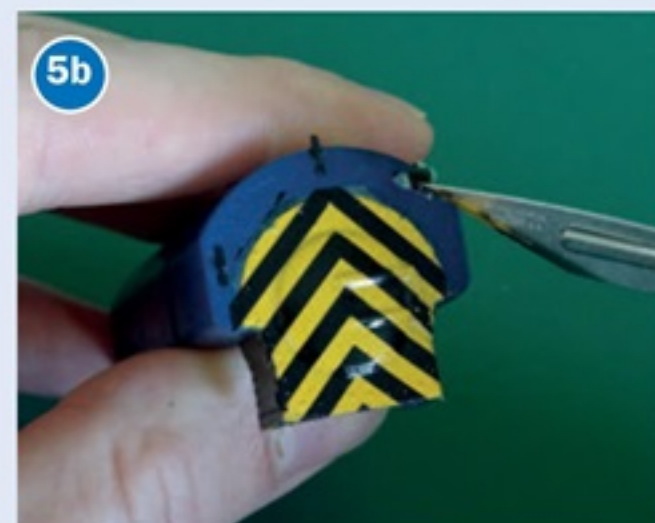
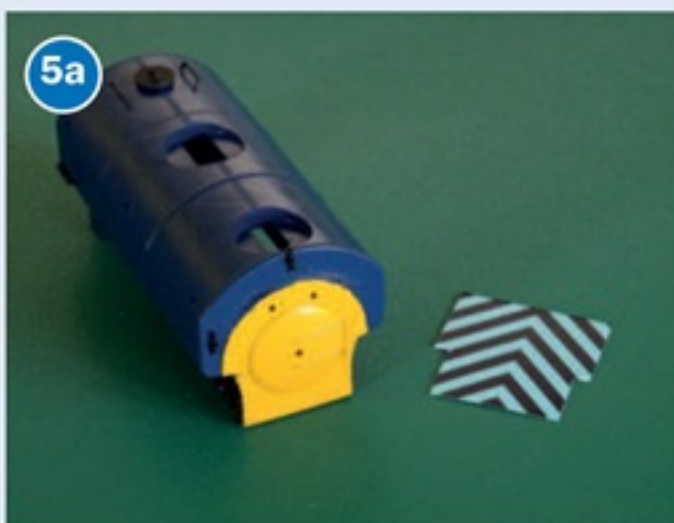
Step 4: wasp stripes – bunker

I opted for a waterslide transfer sheet from Fox Transfers (photo 4a). After measuring the sides and rear of the bunker, I cut three pieces from the transfer sheet; making sure the black lining would line-up when applied to the model. Micro Sol and Micro Set are two fluids you cannot do without when it comes to applying transfers; Micro Sol softens the transfer film, so that they are easier to form around the contours of the model, while Micro Set aids adhesion and finish. Starting with the rear panel, I first brushed a thin layer of Micro Set onto the surface, before sliding the transfer into position; a brush moistened with further Micro Set was then used to help remove air bubbles and fix the transfer in place. The same method was used for the two side sections, taking care to ensure the stripes are aligned.



Step 5: wasp stripes – smokebox

Applying the smokebox stripes is a bit more of a challenge. First I measured the overall diameter, allowing 1mm excess all around to compensate for the domed smokebox door. The transfer was then trimmed into a T-like shape (photo 5a) so as to fit around the smokebox base, but still allowing 1mm excess. It was then applied using Micro Sol to help it form around the smokebox door and once I was happy that it was in position Micro Set was brushed on to remove trapped air bubbles and left to cure. Once fully dry, I trimmed away the excess transfer with a very sharp (new) blade (photo 5b). With all the stripes complete, the boiler and cab were glued into the mounting points on the running plate; taking care to ensure the transfers weren't pinch.



Step 6: lining



The three Snowdown Colliery Avonsides also had decorative lining, though each had its own unique style. Railway Mania produce a custom lining sheet for each variant. Each lining section was trimmed from the transfer sheet using a sharp craft knife and steel ruler; I also cut away the interior section from each piece to remove that section of film, though this is optional. When applying the lining extra care is needed to ensure that it goes on straight and level – especially the pin stripe along the running plate and around the top of the cab (photo 6c). With all the lining in place, the remaining details, such as the handrails and pipework, were added before the overall model was given a misting of Humbrol Matt Varnish (photo 6d).

Step 7: weathering

Using photos for guidance, the model was weathered with a selection of Humbrol weathering powders. Firstly, to form an ideal base colour for powder application, a fine wash, prepared from a thinned down mix of Humbrol Matt Cote and Earth weathering powders, was applied lightly to the underframes. Once dry, a large soft brush was used to add varying levels of Humbrol black and smoke powder to the overall surfaces of the model. To keep the weathering subtle I passed the loaded brush over a piece of tissue (to remove the majority of powders) before applying to the model in downward strokes; many pictures feature a noticeable build-up of grime to the front and rear of the saddle tank, as well as the lower portion of the smokebox. Once the desired effect has been achieved, the model is once again sealed with a quick mist of Humbrol Matt Varnish.



Step 8: finishing details

The model was finished with the addition of custom etched name and builders plates from Light Railway Stores (Narrow Planet). These were test fitted before being lightly glued into position. Other details to note include the characteristic lamps to the left of the saddle and rear of the bunker, along with dummy chain-link couplings. I also populated the cab with the addition of custom driver and fireman figures from Modelu, painted in similar attire to the crew seen in a number of colour photos of the locomotive in service.



Supplier information

Railway Mania
www.railwaymania.net/shop
Hornby Model Railways
www.uk.hornby.com/
Humbrol
www.humbrol.com/uk-en/
Light Railway Stores
www.lightrailwaystores.co.uk/
Modelu
www.modelu3d.co.uk/

Further sources of information

Industrial Railway Society. Founded in 1949 as the Birmingham Locomotive Club - Industrial Locomotive Information Section. This group is devoted to the study of all aspects, and all gauges, of privately owned industrial railways and locomotives, both at home and overseas. Membership is open to everyone and benefits include a vast resource of information and access to back issues of the Society's journal: *Industrial Railway Record*. www.irsociety.co.uk



The Brampton Railway. Web pages including further photos of the Brampton and Hartleyburn private railway and details of the mines and the line's history, plus a full listing of locomotives which worked the line – including Robert Stephenson's Rocket. www.cumbria-railways.co.uk/brampton_railway.html

DVD The Ivo Peters Collection, Vol. 6: Ironstone Lines. A 1hr programme featuring aspects of Ironstone railways around Northamptonshire, and including footage at Wroxtton on the Oxford Ironstone Railway.

Iron Rails and Whisky Trails. Written by Ian Philip Peaty and published by Irwell Press Ltd., this A4 book is currently the authoritative work on the subject of whisky distilleries and their associated railways. Dozens of photographs and maps of the lines are included in its 184 pages together with comprehensive histories. **ISBN 978-1-906919-53-5**

