

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

JUNE 2021 £4.95

AT THE HEART OF THE HOBBY

VOLUME 72 No 848

RAILWAY MODELLER

Llanfair Revisited

Somewhere along the
Dovey Valley in OO



Dawlish Warren

Recreating this classic
Devon seaside location in N

Creating bespoke photo backscenes

Using your own images
for layout backdrops

Heavy Metal!

A room-based plan for
Tyne Dock iron ore traffic

Holland Beck

A Lincolnshire branch line
modelled in the modern era

Reviewed inside ...

Hornby Thompson A2/3 pacific in OO
Accurascale JSA steel coil wagons in OO
Kernow IZA Cargowagon twin-vans in OO

Charlie Road

A BR blue era
Micro Marvel in O

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RAILWAY MODELLER

Contents

June 2021 vol 72 No.848

394 **Llanfair revisited** **Railway of the Month**

Simon Atkins presents the scenic extension to his ex-Cambrian Railways coastal line in 4mm scale.

402 **Heavy Metal!** **Plan of the Month**

Chris Ford looks at the possibilities for a room-sized plan representing the double 9F heavyweight action on the Tyne Dock to Consett iron ore trains.

404 **Holland Beck**

Ben Adlington describes the building of his present day 4mm scale Lincolnshire layout which features an intensely worked exchange siding.

410 **A turntable ferry in 4mm**

Martin Hendry took this interesting mode of travel and constructed a version using a commercial hull moulding and whatever else he had to hand or could find!

412 **Llandecwyn**

Inspired by a 1970 trip to North Wales, Martin Collins has spent no less than 50 years planning and developing this highly atmospheric layout in O09.

417 **Backdating a Crompton** **Project of the Month**

Ian Hall took the Heljan O gauge model of a Southern Region Type 3 Bo-Bo and, with some ingenuity and basic tools, created this back-dated version.

420 **Redbridge Wharf**

The members of Winchester MRC wanted an exhibition layout that included mainline and industrial working, and be Hampshire-based. John Shaw tells all.

425 **Photographic backscenes**

Peter Osborne explains his methods of producing a layout backdrop from a series of photos and some modest computing technology.

428 **Dawlish Warren**

Chris Morris decided upon a well known location for this N gauge project, which showcases the evolving Devon railway scene from the 1950s through to the 1980s.

434 **Talking Points**

James Hilton and Stephen Fulljames discuss their thinking behind the forthcoming products under the Planet Industrials brand.

436 **Charlie Road**

Unable to run his larger layout, Kevin Lawrence planned and built this compact O gauge parcels and fuelling depot to carry him through these restricted times.



▲ Photo: Transport Treasury



412



410

402



428

RAILWAY MODELLING *Explored*

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

449 **Lily Lane**

Les Nehrlich's granddaughter Lily became expert at operating his layout. It wasn't long before she asked if she could have one of her very own.

454 **Customising Hornby four- and six-wheel coaches in OO**

Callum Willcox rattles his paint cans and demonstrates how the new range of 'generic' four- & six-wheel coaches from Hornby can be used to build up a convincing rake of pre-Grouping coaches (in this case for the Somerset & Dorset Joint Railway) using readily available materials.



454

WHAT'S ON THE COVER



394

428

425

402

436

404

Cover photo: Simon Atkins

440 **Studying steel sleepers track**

Rob Harkness considers how Peco Streamline steel sleepers track could be integrated into a OO gauge steel works layout scheme.

442 **A station canopy for Alston Scale Drawings**

Peter Brown described his N gauge model of Alston in the April issue. This month he details how the delicate platform canopy structure was built.

444 **Bryncoed Junction**

Quentin McGuinness created a South Wales-inspired layout in OO. However, making it a permanent fixture in the home was not without its pitfalls.

457 **Comment**

Opinions and observations across the field of railway modelling. This month, Colm Flanagan considers the pros and cons of dismantling a home layout.

458 **Readers' Letters**

460 **New Product Reviews**

Headlining this month's product reviews is the Hornby Thompson A2/3 Pacific from all-new tooling in OO. In addition we inspect samples of the three types of JSA steel coil wagons from Accurascale in OO, Cargowaggon twin-vans in OO by Revolution Trains for KMRC, LNWR-liveried four- and six-wheel coaches from Hornby in OO, and also a novel video recording vehicle for OO and N.

466 **Book & DVD Reviews**

467 **News**

In the news this month: Accurascale reveals a complete tooling sample for its forthcoming Collett Manor in OO, there's progress with O gauge locomotive projects by Heljan, Minerva announces a Siphon G for O, KR Models considers a version of GT3 in BR blue, and Peco announces a new loco-lift suitable for different gauges.

472 **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. Our listing does include details of virtual events that are scheduled.

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(1mm average size)

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All are supplied in 550g (approx.) bag.

Ballast Spreaders



N Gauge Ballast Spreader.....£11.00

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(Please note only fine ballast to be used with the ballast spreader)

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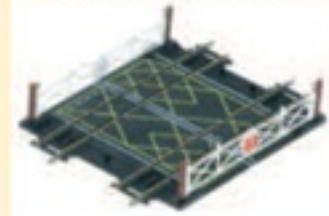
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S2101-04A - 5619. BR unlined black.

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S2101-06 - 6623. GW unlined green.
S2101-06A - 6671. GW unlined green.
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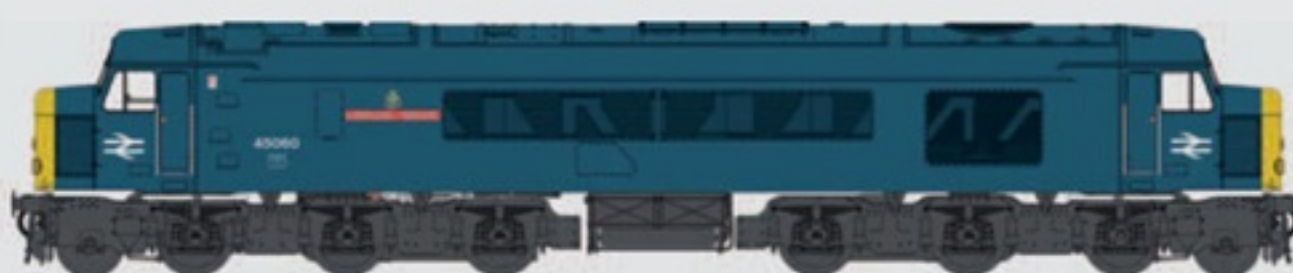
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Stage: Prototype Due: Q4 21 - Q1 22
Price: from £131.71 Digital: 21-pin
hattons.co.uk/heljanoo47



Class 86/4 & 86/6
Stage: Early Development Due: Q3 2021
Price: from £161.46 Digital: 21-pin
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Class 37/0, 37/4 & 37/6
Stage: Prototype Due: Q2 2021
Price: from £169.99 Digital: 21-pin
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OO Diesel Multiple Units



Class 104
Stage: Early Development Due: TBC
Price: from £180 Digital: 21-pin
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GWR AEC Railcar
Stage: Painted Samples Due: Q2 2021
Price: £160.65 Digital: 21-pin
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OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Painted Samples Due: Q3 2021
Price: from £30 Digital: 18-pin
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JHA Hopper Wagons
Stage: Painted Samples Due: Mid-2021
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BR Pilchard Wagons
Stage: Prototype Due: Q4 2021
Price: £13 Digital: N/A
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GER 10t Covered Van
Stage: Prototype Due: Jun/Jul 21
Price: £13 Digital: N/A
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Stage: Prototype Due: Jun/Jul 21
Price: £12.50 Digital: N/A
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N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype Due: Q4 2021
Price: £83.26 Digital: N/A
hattons.co.uk/dapolm7



Bulleid Light Pacific 4-6-2
Stage: Early Development Due: Q4 2021
Price: from £169.96 Digital: NEXT-18
hattons.co.uk/dapollightpacific

N Gauge Diesel Locos



Class 59
Stage: Early Development Due: TBC
Price: from £118.37 Digital: TBC
hattons.co.uk/dapoln59

N Bi-Mode Multiple Units



Class 800 5-car BiMU
Stage: In Production Due: May 2021
Price: from £178 Digital: Proprietary
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O Gauge Diesels/ Electrics



Class 26
Stage: Prototype Due: 2022
Price: £509.15 Digital: ESU XL
hattons.co.uk/heljanoo26



Class 47
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljanoo47



Class 56
Stage: Early Sample Due: Q4 2021
Price: £594.15 Digital: ESU XL
hattons.co.uk/heljan56



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Stage: CADs Due: Mid-2022
Price: £531.25 Digital: ESU XL
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O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2021
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolrailcar



Class 121 'Bubble Car'
Stage: Painted Samples Due: Q2 2021
Price: from £254.15 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Prototypes Due: Q4 2021
Price: from £93.50 Digital: Yes TBC
hattons.co.uk/dapolstroudley



Conflat A Wagons
Stage: Painted Samples Due: Q2 2021
Price: from £38.21 Digital: N/A
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Stage: Prototypes Due: Q1 2022
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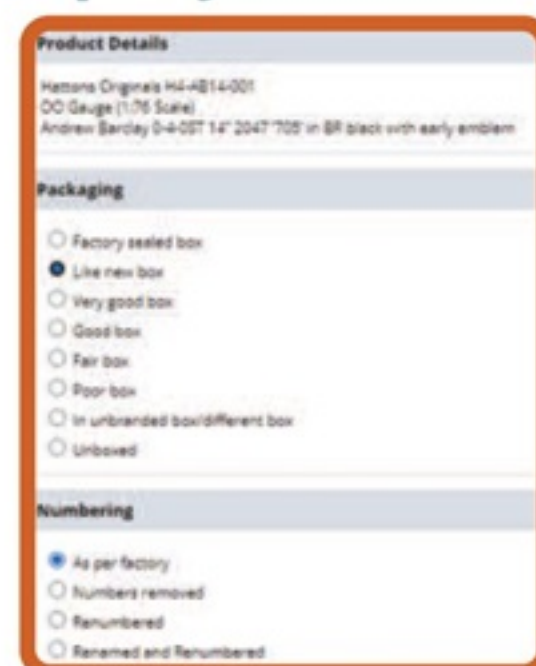
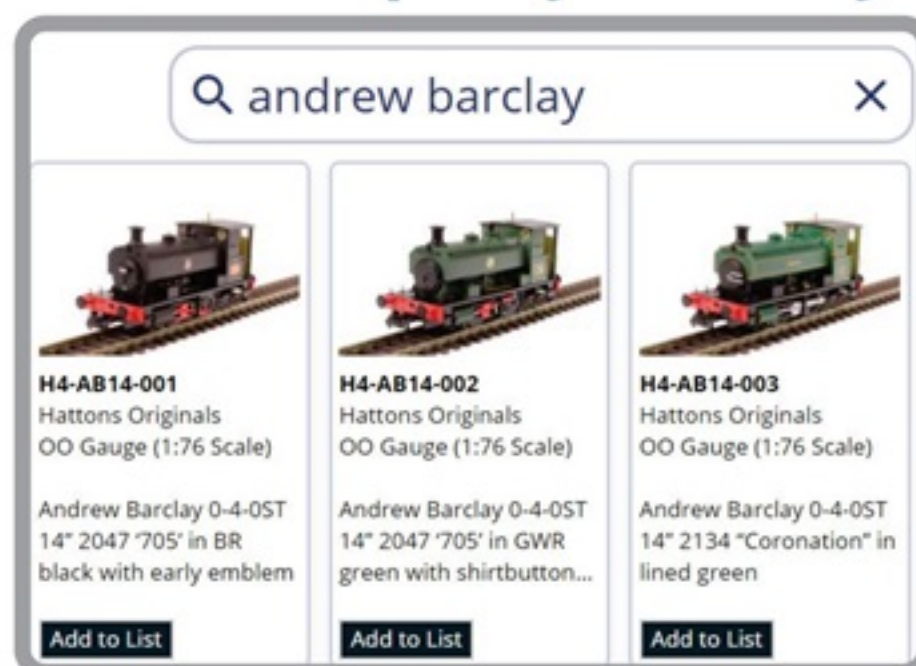
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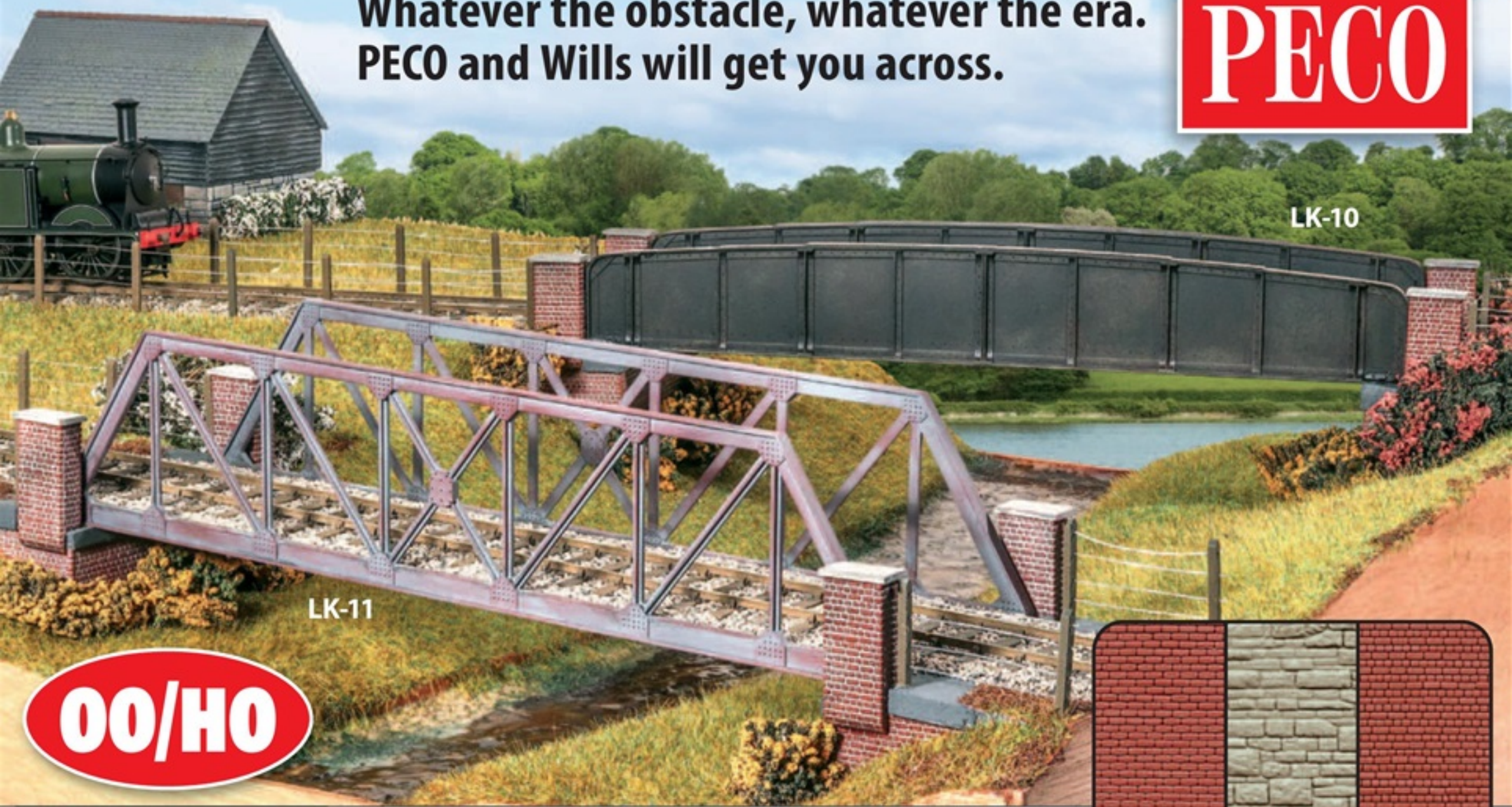
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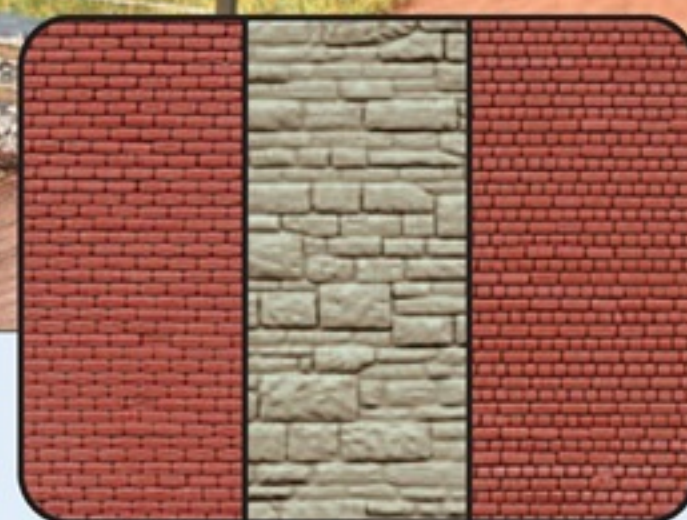
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- SS59 Brick Tunnel Mouth & Wing Walls
- SS64 Abutments & Wing Walls
- SS79 Parapet Walls
- SS82 River/Canal Bridge

Viaduct

- SS80 Three Arch Viaduct
- SS81 Extra Arch & Pier
- SS83 Two Stone Piers



SS80



SS53



SS49



SS82



SS47



SS26



SS32

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Hitachi Class 800/0 GWR

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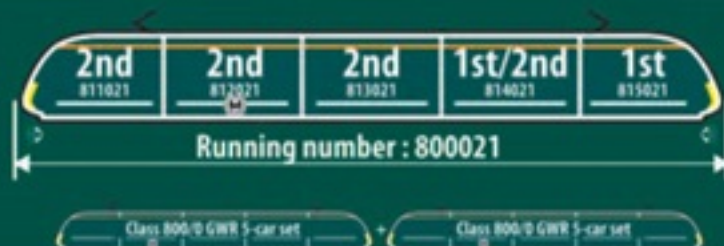
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Scale

Coming Soon in May!



Photo: montage

Class 800/0 GWR Formations



Features: Minimum Radius R282 mm
DCC Ready (Use Kato EM13 & FL12 Decoders)
Directional LED Lighting with head / tail lights and marker lamps
Driving Cars fitted with couplers to enable 10 car operation
Flywheel Motor
Prototypical Disc-Braked wheels with no traction tyres

Production sample images

※The final production may differ slightly



Front view



Class 800/0 GWR



Intermediate Coach

Photo: montage

Interior lighting available separately



#11-211 LED Coach Bright Lighting Set
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Thompson Class LOCOMOTIVES

00 GAUGE MODEL RAILWAYS

Thompson Class A2/2 Locomotives



R3830 BR, Thompson Class A2/2, 4-6-2, 60501 'Cock o' the North' - Era 4

DCC
READY 8 PIN
CONNECTION



R3831 BR, Thompson Class A2/2, 4-6-2, 60505 'Thane of Fife' - Era 5



R3977 BR, Thompson Class A2/2, 4-6-2, 60502 'Earl Marischal' - Era 5

Initially, Thompson's modifications involved cutting away the front ring of the existing 106A (and sole 108A) boilers and fitting shorter super-heater elements but with only six 106A boilers in stock the lack of spare boilers led to lengthy works visits. To counter this, authority was granted on 9 July 1948 to replace these boilers with Arthur Peppercorn's

new issue Diagram 118 boilers as renewals became necessary. Eventually four of the A2/2s were converted during 1951/52; 60501 'Cock o' the North', 60502 'Earl Marischal', 60505 'Thane of Fife' and 60506 'Wolf of Badenoch', with 60505 'Thane of Fife' receiving a Diagram 107 Boiler as a replacement five years later in 1957.

Thompson Class A2/3 Locomotives



R3832 LNER, Thompson Class A2/3, 4-6-2 500 'Edward Thompson' - Era 3

DCC
READY 8 PIN
CONNECTION



R3974 LNER, Thompson Class A2/3, 4-6-2, 511 'Airborne' - Era 3



R3833 LNER, Thompson Class A2/3, 4-6-2, 514 'Chamossaire' - Era 3



R3834 BR, Thompson Class A2/3, 4-6-2, 60512 'Steady Aim' - Era 4



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Welcome from the Editor

An incredible journey

When I commenced the job as the Editor of RAILWAY MODELLER with the July 2008 issue, the hobby was a far different beast than it is today. Manufacturers of ready-to-run models were just getting to grips with aspects like overseas supply chains, DCC locomotive and layout principles, and a growing demand for ever finer details and accuracy from enthusiasts. Since the 1980s many railway modellers had sought fulfilment through the adoption of finer scale modelling standards in the guise of EM, P4, 2FS and S7, and the various specialist societies became the leading edge of the hobby in pursuit of better models.

Add to that the emergence of new manufacturing technologies which reduced the craftsmanship of tool making to an automated process driven by a CAD software user, and the entire hobby was on the cusp of a revolution.

A whole gamut of smaller firms producing ready-to-run models in all the popular scales then exploded onto the market, and, by 2012 O gauge ready-to-run, as a key example, was almost as mainstream as OO gauge, with numerous companies providing models at very reasonable prices! As the last decade progressed, all these new businesses, and even the larger retailers which joined the throng as manufacturers, brought us many fine models previously considered unviable or too specialised.

Alongside the locomotive and rolling stock firms, Peco introduced several new track ranges, most notably the Code 75 Bullhead range with steam-age sleeper spacing for OO modellers (and also a similar range at 18.2mm gauge made for the EM Gauge Society). The rollout of the firm's new

Unifrog points across its ranges also gathered pace. Unifrog points incorporate a new factory-fitted rail cross-bonding configuration which eliminates the occasionally troublesome reliance of electrical continuity through the point blades!

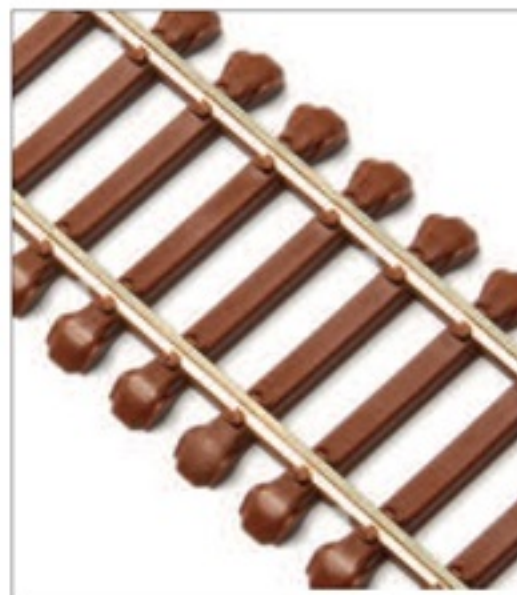
Unifrog points also make wiring the track for DCC a little simpler too: particularly timely as Digital Command Control, and all its associated features and benefits, had also made huge steps forward in the last ten years. Touch-screen Wi-Fi control without so much as a physical toggle switch – certainly a pipe dream back in 2008.

As the 2010s drew to a close we were really fortunate here at RAILWAY MODELLER to scoop some exclusive interviews with celebrity modellers Sir Rod Stewart and Jools Holland OBE, and to clinch the NMA Specialist Magazine of the Year Award in 2020.

So yes, my tenure in the editorial chair has been an incredible journey, witnessing all manner of exciting and almost unbelievable new developments as each issue rolled off the printing press – but it's not over yet! From the July 2021 issue we are having a bit of a 'cabinet reshuffle' which will see Craig Tiley take over the baton as Editor, concentrating on month-by-month production matters, whilst I move over as Senior Editor to oversee content development and submissions management, along with the production of further Peco Modeller's Library titles and booklets – areas that became somewhat neglected during the months of the pandemic. It will be a seamless change, and our much valued readers can be reassured of the continued commitment of the publications team in bringing you the best in the hobby every month.

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



One of the innovations by Peco during my time as Editor was the introduction of OO gauge steel-sleepered track. You can read about a possible model application on page 440.

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Contributing to RAILWAY MODELLER

We welcome submissions on all aspects of railway modelling, be they about completed layouts, plans or suggestions; constructional articles; model making hints, tips and general advice; encouragement for beginners; prototype features; opinions and views; product news and Society & Club news. In the first instance please email us with a summary of your ideas and a few sample photographs, or send by post (on a CD-R or as hard copy) to our headquarters address – see above.

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And for all enthusiasts modelling overseas railways.

CONTINENTAL MODELLER

Published on the third Thursday of the preceding month.

Railway of the Month

Photography by the author



Somewhere along the Dovey Valley in OO

Llanfair revisited

An increase in available real estate following a house move provided the catalyst for **SIMON ATKINS** to extend his 4mm scale ex-Cambrian Railways layout, which resulted in the creation of this large scenic vista.

In 2016 I received a job offer which saw me up sticks and relocate to Guernsey in the Channel Islands. I was fortunate that the rental property I moved into included an attic room large enough to house my *Llanfair* layout, which was promptly assembled in its new – larger – home. Thoughts soon turned to the potential for expansion of the layout that this 15' x 15' room offered, although any developments had to take into account that this location was only a temporary arrangement.

Llanfair first featured in RAILWAY MODELLER in March 2015 and at that time resided in the garage at my home in Wales. *Llanfair* represents a fictitious branch line terminus somewhere on the former Cambrian lines of North Wales. The station had small loco stabling and

turning facilities and was an L-shaped 11'6" x 15' format including a large traverser fiddle yard. The scenic section was exited under a road bridge as a double track passing loop; part of a minor passing station called Trevor. To all intents and purposes, the layout was complete, and I entertained my modelling needs by constructing rolling stock, although the fiddle yard was getting quite full.

Extending into the space

I wanted to incorporate some real scenes from the Cambrian Railways coast lines into this extension and needed to close the passing loop at Trevor back to a single track. I also felt that it should include a fictitious village scene for Trevor station to serve. I wanted to use

Left

Double headed action! A local passenger train waits in the loop at Trevor whilst Dean 0-6-0 No.2554 leads it's non-stopping train through to Llanfair.

Right

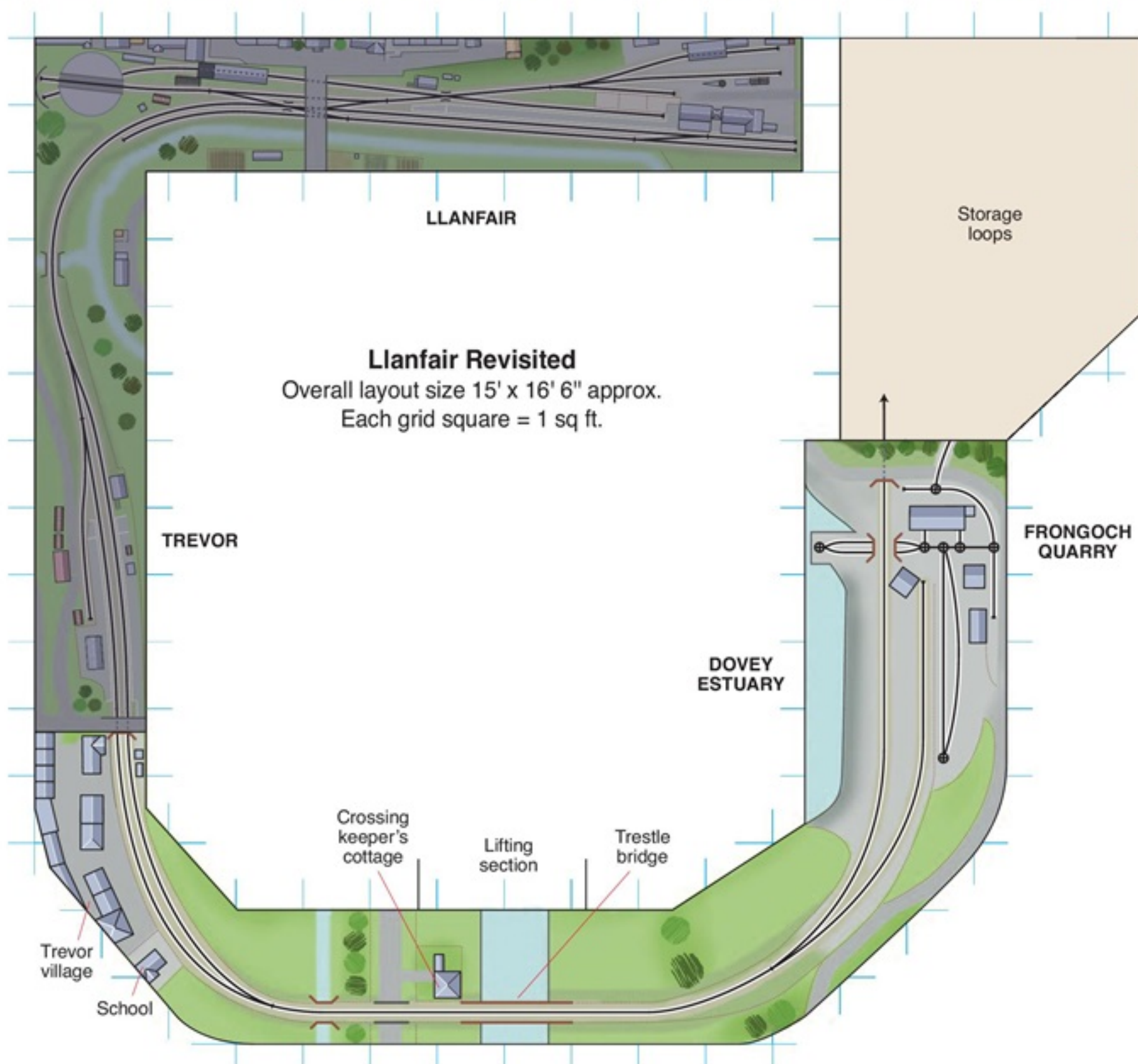
Collett 0-4-2T No.1436 hauls its single Autocoach steadily towards the classic Cambrian Railways timber bridge on its way to Trevor and Llanfair.





Above
Dean 4-4-0 No. 3283
Comet crosses the River
Dovey *en route* to
Llanfair with a local
passenger train. This part
of the layout is formed of
a lifting section to gain
access to the central
operating position.

Right
Jones 0-6-0 No. 844
makes light work of the
weekly cattle empties to
Llanfair. Note the outside
framed GWR Toad brake
van at the rear. The
dramatic scenery in the
background was created
using artists' acrylics on
hardboard.





Right
Dean 0-6-0 No. 2554 passes Frongogh quarry siding with a long train of mainly GWR vehicles. 1HP traction is in evidence in the background hauling a short rake of narrow gauge slate wagons.

bullhead track on the new extension – with any points being handmade – whilst keeping in mind that the project was likely to be temporary, so plans with complicated trackwork were out of the question. Therefore I settled on a new scenic section running around the remaining two sides of the room, together with a new fiddle yard.

Planning and research

I spent hours poring over books on the Cambrian and narrowed it down to two sections on the line between Dovey Junction and Towyn as these looked to provide plenty of potential for some interesting modelling. The first was the trestle bridge over the River Dovey, with the other a disused quarry and tunnel at Frongoch. The only

problem was that they didn't fit the geometry of the room very well as the tunnel that would have naturally been on the right-hand side of the scene needed to be on the left, so I inverted the plan to make a mirror image, at which point it all fell into place.

A cardboard mock-up

The next step was to build a mock-up of the whole extension section using cardboard from the removal boxes, held together with hot glue. This was great as it allowed me to envisage how the various levels of the scene interacted with each other and gave me the measurements needed to construct an open-frame baseboard. I started with L-girders and softwood cross-members, these were set at the lowest level of that part of





Left
Break time at Ysgol Dewi Saint. Jones Goods No.844 passes with empty cattle vans, but there are far more important things to do in a playground than watch steam engines!

Below
Dean 4-4-0 No.3214 leads a Jones Goods past Frongoch Quarry with a passenger train made up of an eclectic mix of GWR coaching stock.



the layout, in this case the estuary and riverbeds. The flat surface is 9mm ply, the track bed and any areas that are raised above that were marked out and cut from the ply and these were held at the correct level with risers off the cross members. This resulted in multiple flat surfaces at the correct height to model from. Track was laid in the conventional way and the landform built around it with expanded polystyrene and plaster bandage.

The grand tour

Now the base is ready we can travel round the layout pointing out interesting modelling aspects as we go. We will be travelling as if we boarded the train at Llanfair heading in the Up direction. As we leave Trevor, we pass under the brick road bridge onto the new extension. On our right is the village of Trevor which has a few small shops, a grocery, butcher, baker, newsagent and a couple of general stores as well as a popular working men's club. There is a small street market, and it is market day today. The last building as we leave Trevor is Ysgol Dewi Saint (St David's School) it must be playtime as the children are all out in

Right

Jones Goods springs from the tunnel which masks the entrance to the fiddle yard. The narrow gauge tracks head down to a wharf inspired by Frongoch – in reality long abandoned by the model's 1930s timeframe.



the playground. The buildings are a mixture of scratch-built and Petite Properties laser-cut kits. The beauty of these is you only need to apply a surface texture to the carcass yourself so the end result can be blended in with other structures appropriate to your chosen geographical location. In this case they were covered in Das modelling clay and scribed with a stonework pattern to match the other buildings on the layout.

As we leave the village scene, we pass into open countryside on a low embankment passing fields of sheep, before we roll over a small reed-lined drainage ditch and a small level crossing, passing the crossing keeper's cottage and onto the trestle bridge over the tidal River Dovey. The keeper's cottage contains the ground frame for the quarry sidings just up the line. The bridge is of a typical Cambrian Railways design, many of which still survive to this day. It was constructed from limewood strips which were dyed with diluted Indian ink.

The water is a Woodland Scenics product, which was tinted using 'sea green' acrylic. The keen bird watchers amongst you will spot a family of mallards and a heron stalking the muddy margins of the river at low tide. If you look out of the window on the right-hand side of the carriage you will see a panoramic view of the mountains of southern Snowdonia.

Painting the backscene

On the original *Llanfair* portion of the layout, I shied away from a backscene, opting for high background scenery and a plain sky-blue backscene; but here it was unavoidable. I couldn't find a proprietary back scene that would fit and travelling to Snowdonia from Guernsey just to take some pictures would have been somewhat expensive, so I decided to see what I could do with a box of acrylic paints. I spent several quiet night shifts researching 'painting landscapes in acrylic' videos and after a practice picture on an offcut, I set about the backscene painting directly onto hardboard.

Watery additions

Getting back to our tour: we've just passed over the River Dovey and the track bends around to the left. A road (the A493 from Machynlleth to Towyn) joins us on the right as we clatter over the points for the private siding at Frongoch quarry. On the left the field drops away down to the Dovey estuary and we pass onto a stone clad embankment.

The water here is quite a large expanse and I wasn't totally happy with the finish of the product I'd used on the other river section as I found it had a tendency of enveloping bits of dust and debris – even after it had dried. Therefore here I decided to use Envirotex Lite two-part pouring resin following some YouTube recommendations. The result was superb. Two days later I had a rock-hard mirror-like surface. However, I would caution anyone thinking of using this for large water sections to calculate the volume and cost of resin required at the design stage; I used over a litre of resin at a cost of more than \$60.00. Despite how beautiful and





flat the surface was, it needed some movement, so I used a technique of pushing Modge Podge gloss medium around the surface with a paint brush to create the desired rippled effect. The tips of the waves were highlighted with white acrylic.

Bending history

On the right-hand side is Frongoch quarry. In the 1930s period portrayed the quarry was long abandoned, but my copy of *Cambrian Railways Album* by C C Green includes detailed plans of the buildings and tramway that served it, which ran down to a small stone jetty where slate and lead ore were loaded onto boats. The book also mentioned that at one point the quarry had applied to the railway company for a siding, but this had been refused on the basis it was too close to a tunnel mouth. However, in a moment of history bending I decided that if the siding had been built then the quarry would have been more successful and survived into the 1930s, justifying having a working quarry and extra operational interest: A Down pick up goods heading towards Llanfair stops on the embankment opposite the quarry and detaches from its train before moving forward across the bridge to the crossing keeper's house and the ground frame for the quarry siding. Once the point is thrown, the driver then backs down to the quarry siding and picks up the full slate wagons. He then drives back up to the ground frame, changes the point and

backs down onto the rest of the train before continuing on his way towards Llanfair. We continue on our way, over a small bridge over the tramway leading to the jetty, and into the tunnel through the rocky headland.

A new fiddle yard

That's the end of the scenic section, but the fiddle yard is worth a mention as it's an unusual design. Previously I'd used a large sector plate which was 5' long with 10 sidings. I was unhappy with the amount of stock handling required and the movement of my design was jerky and cumbersome. I now had a corner of the room under some eaves and a dormer window where I could construct something more functional. I decided on a four-siding return loop and some single sidings. The four loops could each contain two five-coach passenger trains or three shorter goods trains. Auto trains and spare stock could go on the central five sidings. This greatly reduced the stock handling issues.

A switch to DCC

Electrically the fiddle yard design posed a few challenges. When I first built it, I was using analogue control, so I divided each reverse loop into two sections; each section had a double pole, double throw switch to change the polarity of the track. During construction I finally made the jump and decided to change to DCC. The section switches don't work in this situation for DCC as you're not changing the polarity – you're changing the phase. Each reverse loop was isolated as one section and connected to a reverse loop module which detects the phase of the current as the wheels cross the rail gaps when entering either end of the section. The phase automatically changes to match that of the wheels in a microsecond causing seamless movement in and out of the reverse loop.

I invested in a Sig-naTrak ACE controller which I find very intuitive to use with a large touch screen and up to four handset controllers, each with a large speed control

Above
A Dean Goods 0-6-0 rattles over the Dovey's wooden bridge. Note the blend of the model and backscene suggesting that the river runs far into the distance.

Left
Sharp Stewart former Cambrian Railways 2-4-0T No.1196 shunts a full load of slate at Frongoch Quarry. There is much bending of history here as the quarry was never mainline rail served.

Right
Sharp Stewart 2-4-0T No. 1196 hauls a full load of slate into the loop at Trevor to perform a reversal move before heading back over the Dovey River.

Right

An element of competition is apparent as the driver of the GWR delivery van attempts to catch up with Dean 4-4-0 No.3214. Alas the locomotive crew seem to have the edge!



knob direction switch and a few function buttons. This gives me all the benefits of DCC, but the control is similar to a walk-about analogue controller; ideal for a technophobe like me! I have now converted all my locos to DCC including hard wiring all my kit-built and split-frame locos; quite an achievement, as at the start of the process it seemed that I only needed to look at a decoder for it to make a little 'pop' and emit a small cloud of smoke before being consigned to the bin! At at least £20.00 a decoder that was a painfully steep learning curve.

A temporary arrangement

Due to the nature of rental accommodation this was never going to be a forever layout and as I write this the whole layout is no more. Although my new home has an

outbuilding suitable for conversion into a layout room, the dimensions could not accommodate my portrayal of Llanfair and the Dovey Valley. It was a sad time indeed destroying the last 13 years hard work. Some of the buildings will have a new lease of life on other people's layouts and the rolling stock will all be reusable on the next big project. I've been eyeing up one of the bigger stations on the Cambrian and I think I can fit it in the new room.

My thanks as ever to my long-suffering wife Ange, for putting up with magazines, books, tools and half-built models being left lying around the house. Also to John and Stephen in the model shop in St Peter Port (Guernsey) for keeping the hobby going in this distant outpost and for sorting out my latest DCC catastrophes!



Heavy metal!



▲ A sample of the 56T hopper from KR Models.

Photography as credited

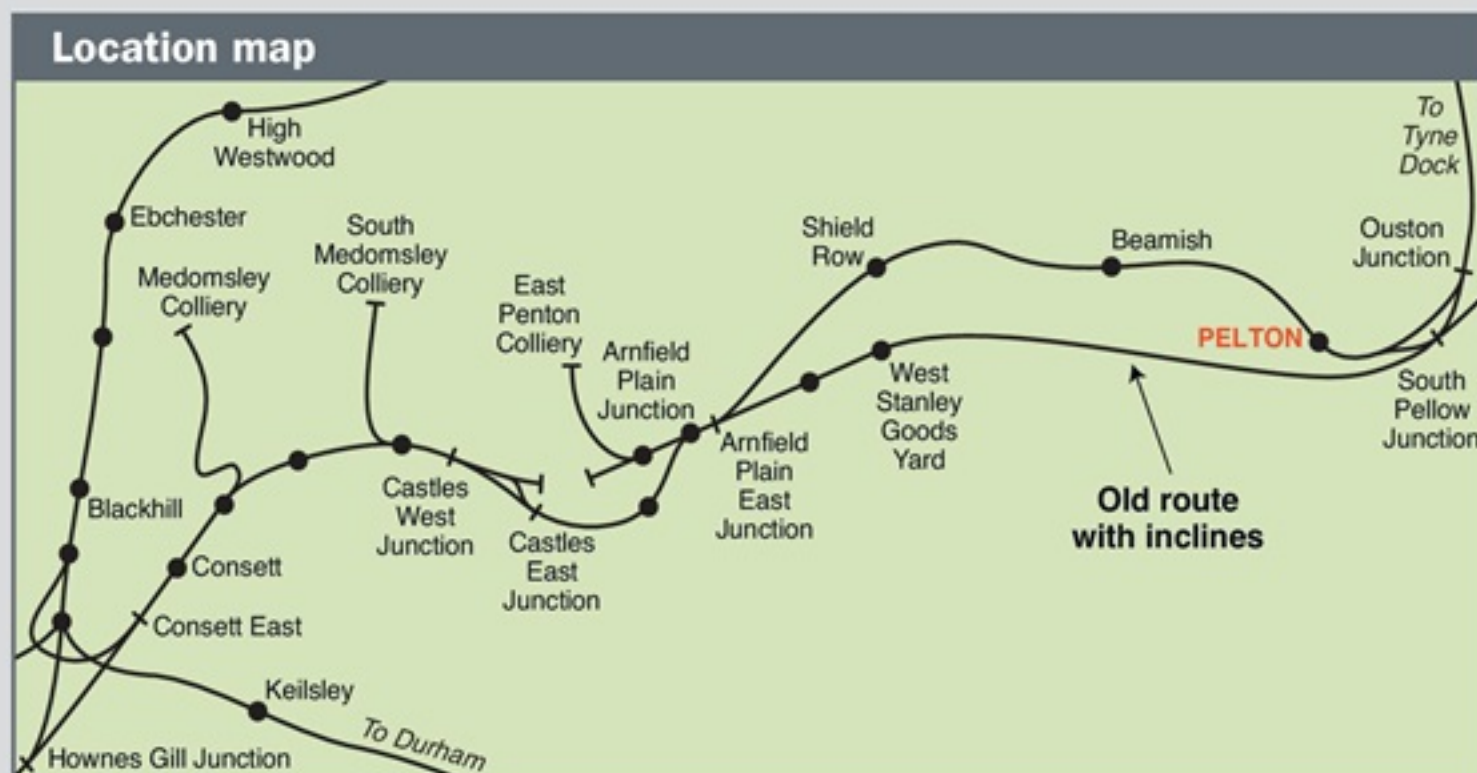
With the tantalising prospect of key OO gauge models associated with the heavy Tyne Dock to Consett iron ore workings on the horizon, **CHRIS FORD** serves up this plan for running these super-powered trains in a modest space.

Carrying iron ore from Tyne Dock to the steelworks at Consett was always going to be tricky. The load is heavy and the gradients on the route reached 1:35 in places. The line opened to locomotive hauled goods trains in November 1893 having previously been constructed using a more southerly route with self-acting inclines. Passenger trains commenced the following year.

The North Eastern Railway was well established as a heavy freight haulier, and by the early 20th Century the line was ruled by large tender locomotives including Raven Q6 and Q7 0-8-0s, later assisted by Thompson O1 2-8-0s and Peppercorn K1 2-6-0s.

However, from 1954 large specially designed 56T bogie hoppers were employed – in rakes of nine with a brake van – in a merry-go-round style of operation and this led to a need for newer and more powerful

Two of the Westinghouse-equipped BR Standard 9F 2-10-0s pass in this undated view with rakes of 56T iron ore hoppers – No.92065 with a loaded train for Consett and No.92098 returning with empties to Tyne Dock. Note the covers fitted on the hoppers below the discharge doors to protect the bogies during unloading. Photo: Neville Stead Collection/Transport Treasury



motive power. The Riddles BR Standard Class 9F 2-10-0s were ideal and 10 examples (Nos.92060-6/97-9) were specially equipped with large Westinghouse air pumps to power the brakes and the side-discharge doors of the hoppers. Due to the gradients involved one locomotive was not enough so a banking loco was added at South Pelaw Junction: usually another 9F or possibly a

WD 2-8-0. From 1964 BR Type 4s (later Class 40s) were also rostered on this duty.

From steam to diesel

From 1966 diesel traction superseded steam on these duties. Initially pairs of Clayton Type 2s (Class 17s) were trialled but perhaps unsurprisingly were not a great success. Pairs of Sulzer Type 2s (Class 24s) took over and



ran the main service until 1974 when BR English-Electric Type 3s (Class 37s) replaced them.

The passenger service ended in 1955 and Consett steelworks closed in 1980. After the closure, a local group fought to keep the line to Consett open for a new passenger train service. Despite this, and aside from a handful of specials, the scheme came to nothing and the line was lifted four years later. It is still possible to travel the line, albeit on two wheels as sections of it have been turned into a cycle path.

Proprietary models

The main reason for suggesting this line is the development of suitable ready-to-run items of stock in OO. Although kits for the hoppers and conversion parts for the Tyne Dock 9Fs have been available in the past, it is the planned release of the bogie ore hoppers from KR Models (see News RM, December 2020), together with the future prospect of Westinghouse-fitted 9Fs from the announced all-new Hornby tooling (see News RM, February 2021), that makes such a scheme all the more viable.

From the aforementioned list of locomotives only the Raven Q7s are currently unavailable R-T-R in OO: The Q6s have been produced by Hornby, likewise the K1s. The short-lived Claytons are produced by Heljan, the Class 40s by Bachmann, the Class 24s by Sutton Locomotive Works and Bachmann whilst the Class 37s have been produced by numerous manufacturers since the days of Tri-ang!

Further possibilities

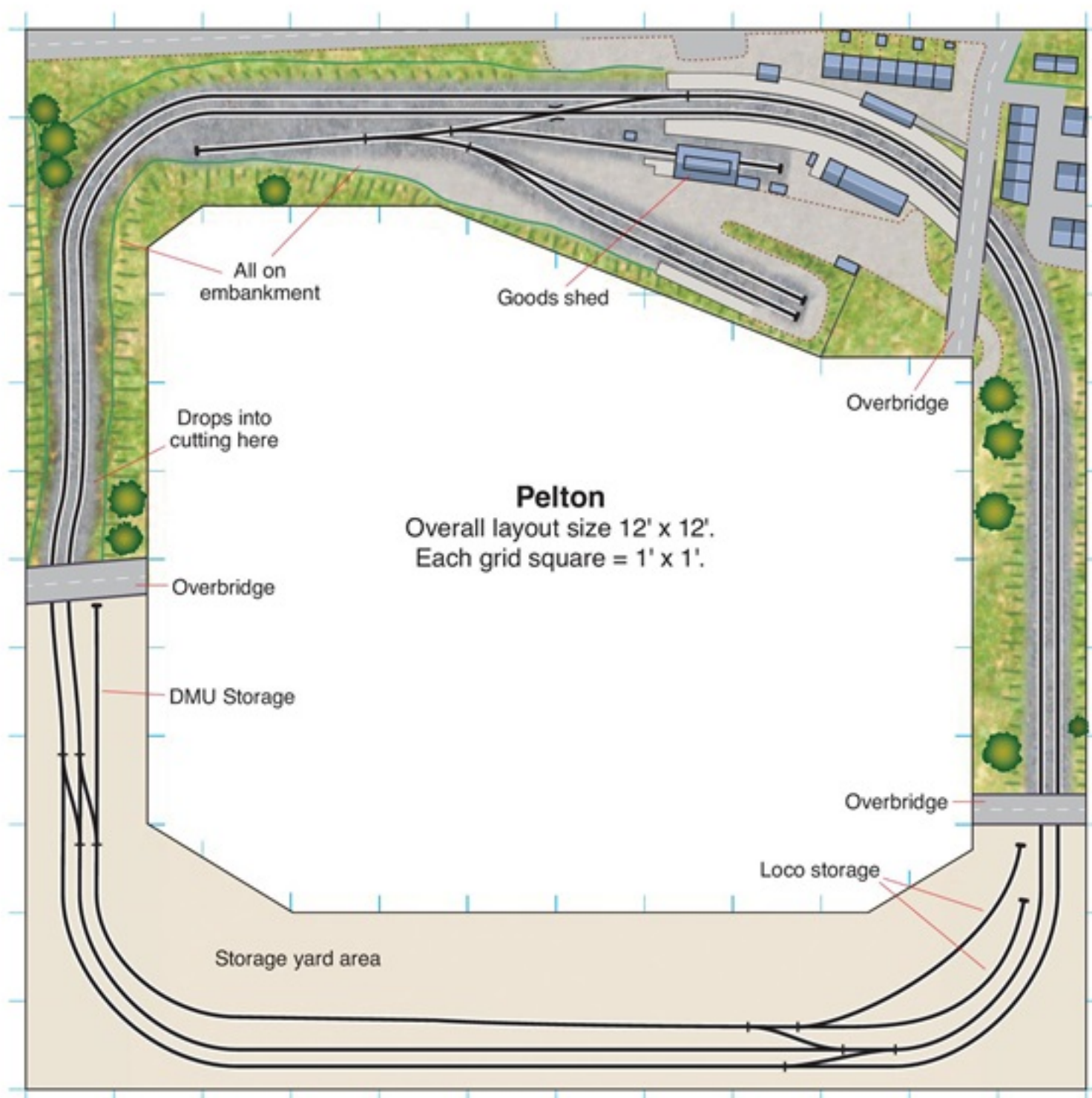
Aside from the iron ore traffic, the route also saw a steady flow of coal in LNER and BR hopper wagons which are available R-T-R and in kit form from Parkside. Additionally there were oil trains, for which tankers are available R-T-R and in kit form from suppliers including Dapol, together with steel products outward and a small amount of general goods until the mid-1960s.

If a small amount of modeller's licence is applied, it could be assumed that passenger services continued until the early-1970s in the form of Class 100, 101 or 105 DMUs in various liveries – there were even Derby Lightweights in the area! Several specials were run including (post closure) Prince Charles carried in the Royal Train hauled by a pair of Class 31s.

The plan described

The suggested layout scheme presented here utilises a study/workshop space with the potential to run long trains and big locomotives without too much fussy shunting. In other words, a watching-the-trains-go-by type of layout.

Ex-NER Raven Q7 0-8-0 No.63472 heads a train of empty 56T hoppers through Pelton station en route to Tyne Dock in this undated view. Note the Westinghouse pump mounted in front of the cab. Photo: Neville Stead Collection/Transport Treasury



The size of 12' x 12' could be reduced a little if need be, or indeed could be expanded to fit the larger area of a garage/loft. The choice of Pelton was largely influenced by the way the land lay around it: a long embankment on the left of the plan and a shallow cutting on the right. The overbridge at the end of the platform splits the scene into three definite areas with the terraced housing rising behind the station and the ground falling at the front of the goods yard. This includes three sidings if you wished to take a break from running trains and engage in a little wagon sorting.

The storage yard is necessarily large; that is if you want to run the full nine hoppers + brake + two 9Fs. Even here it's a bit of a squeeze, though dropping down to a rake of six plus the brake would probably cause no reduction of visual effect.

Further information

A short video of 9F-hauled iron ore trains in action between Tyne Dock and Consett:

www.youtube.com/watch?v=UbPwXfyBzWw

Useful historical information about the route and links to associated modelling projects:

www.southpelawjunction.co.uk

Prototype information about the iron ore workings including details of the locomotives, hoppers and working timetables:

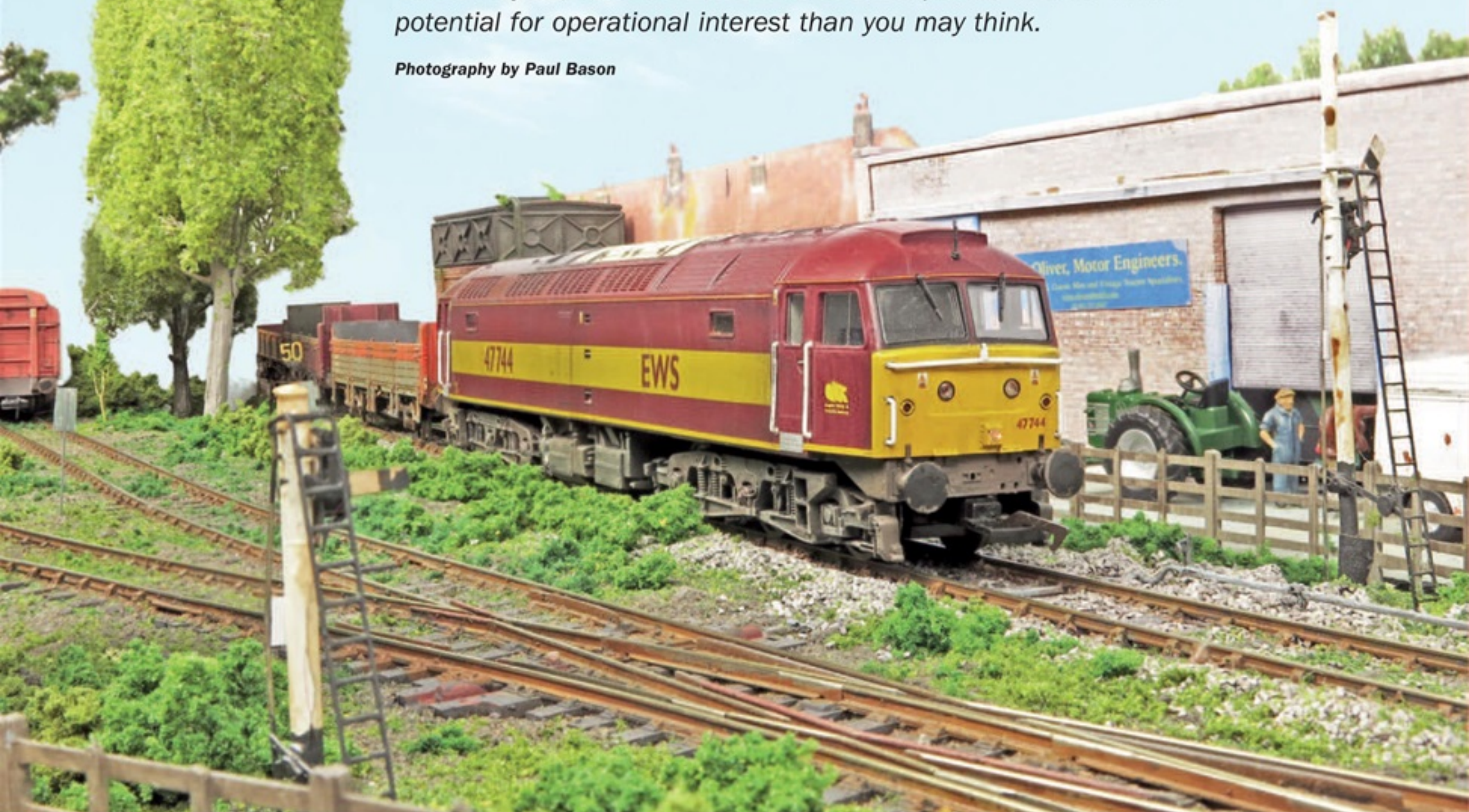
www.derbysulzers.com/24102.html



Holland Beck

*Modern branches are often thought to be too simple for an intensely worked layout, but as **BEN ADLINGTON** explains, there is more potential for operational interest than you may think.*

Photography by Paul Bason



I have a penchant for the modern branch line. I am happiest when on a slightly worn, second-generation DMU; preferably a single-car Class 153 or even a Pacer, rattling along a backwater with leaves brushing the windows and frequent stops at quirky halts. Over the years I have enjoyed numerous such trips over many modern branch lines.

However, I am going to stick my neck out and make Cleethorpes to Barton Upon Humber my favourite with its jointed track, semaphore signalling and single-line staff exchanges.

The first part of this branch, away from the main lines at Ulceby, is a long straight section of double track built in 1848. The

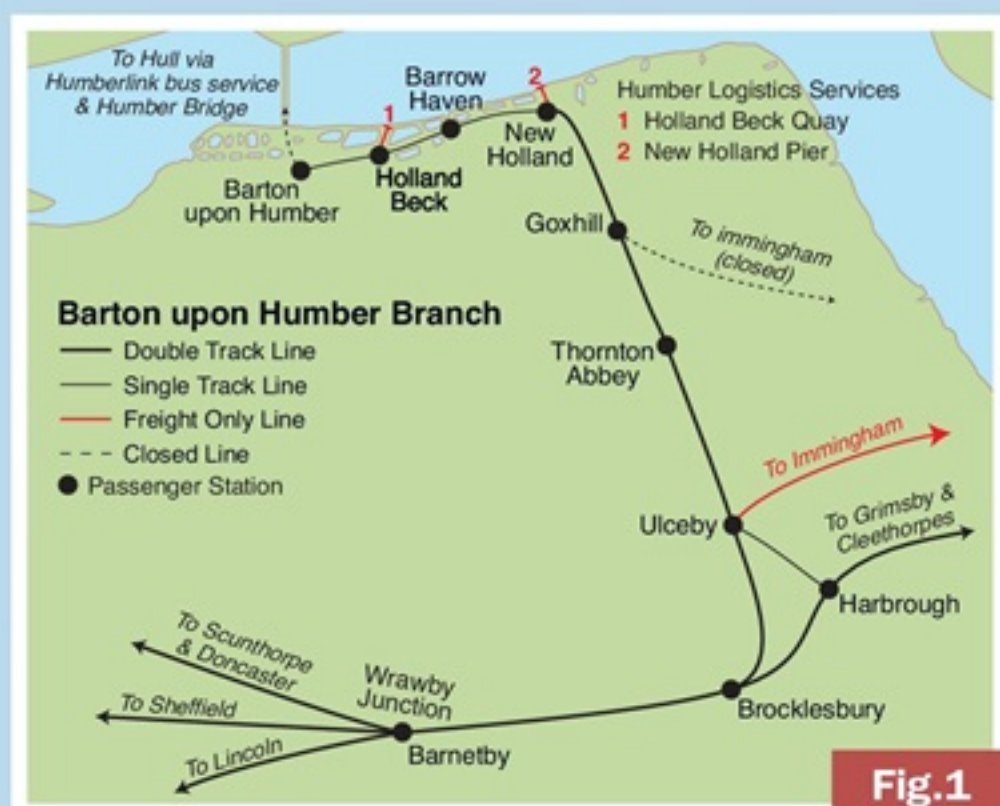
▲ A trip working from Marsh Sidings in Grimsby coasts into Holland Beck behind 47 744 in EWS livery. The open wagons will be loaded with palletised bricks from Williams & Son for onward transport. The workshops of S&G Oliver stand behind the train.

branch had only lingered to connect with the ferries from Hull and with them withdrawn it had been planned to close the line completely. However, an imaginative idea for buses to meet the trains at Barton – creating a public transport route between Grimsby and Hull – saved the line.

With my imagination fully engaged I sat in the DMU on the way back and further doodling eventually resulted in my plan for *Holland Beck*.

◀ The rudimentary protection given to road users at Carnival Bank North level crossing comprises give way signs and user-operated gates which are usually left open so that nobody gets held up by rail or road. The former branch line to the Haven Chemical Works, on which HLS Loco No.2 stands, is blocked just to the right of the shunter so very little rail traffic uses this crossing. In the background Carnival Bank South's lights and sirens are working as a service from Lincoln to Barton passes.





Suspending disbelief

Firstly, you have to imagine another village somewhere to the west of Barrow Haven; Holland Beck, along the section from New Holland to Barton, where the branch runs close to the Humber Estuary. While Holland Beck's population never warranted more than a single, short platform, an enterprising landowner once saw fit to build a tidal quay and persuaded the railway to provide a connection with sidings on the quayside.

Secondly, imagine that successive British governments have been pro-rail and supportive of rail freight. Wagonload traffic has remained commercially viable, so much so that the quay at Holland Beck, now part of the Humber Logistics Services Group, still sends out wagon loads of imported paper, while a nearby artisan brickworks uses rail to distribute some of its products.

With that in mind, I came up with a simple track plan within a 2m scenic section and a concept of operations to create an interesting and eye-catching exhibition layout. What you see is the single line between Barton and New Holland running across the back of the scenic section, through the station, along with the western extremity of the Humber Logistics Services' exchange sidings and their connection to the main line (Fig.1).

Civil engineering

The layout sits on three 1m x 0.5m boards with 6mm plywood tops supported on softwood frames. Two of the boards are for the scenic section, while the third, at the Cleethorpes end, forms the East fiddle yard using my proven cassette system. As only single-car units go through to Barton, the West fiddle yard is just 30cm long to enable the unit to wait until its next return westbound run.

The plain track is Peco code 75 bullhead with a large radius point and single slip from the firm's code 75 range, all laid on 4mm cork underlay to provide a small amount of elevation from the surrounding fenland fields. I used Woodland Scenics ballast on the branch line and sand for the sidings; painted, weathered and with added weeds to represent minimal maintenance.

Solenoids operate the points while control comes from a Gaugemaster Prodigy Advance DCC system. Even on a small layout like this DCC offers operational flexibility that I could never reproduce with analogue. As yet I haven't been seduced by DCC sound, so *Holland Beck* is nice and peaceful.

Scenic features

My previous layouts haven't given me much room for anything other than railway, so I

Station Road in *Holland Beck* doesn't usually see military vehicles. The Bedford MK tactical aircraft refueller is to top up the Gazelle's fuel tanks once the technicians in the Land Rover have fixed the leak. An East Midlands Trains service from Lincoln slows for its station stop over the level crossing.

have never had ambitious scenery. This time I wanted a more rural, village feel which would include a pub, workshop, riding stables and a cricket pitch. I only modelled a part of the latter with a scratch-built pavilion which bears a passing resemblance to that at Revesby in Lincolnshire. To provide extra changing room space the club has added a portacabin (Knightwing) at the back and a grounded van body to store equipment. The pitch sight screen is scratch-built.

A couple of years ago the Lincolnshire Ambuicopter's landing on the outfield at Skegness brought the match to a halt.

Class 153 single car unit
153 324 waits for the 'right away' from Holland Beck with a Cleethorpes to Barton Upon Humber service. Modifications to raise the platform level to more modern standards are evident. Original MS&LR railings can be seen sagging on the disused section of the platform.





English-Electric diesel 37 114 *City of Worcester* is a long way from West Mercia as it starts a motley collection of vans away from Holland Beck. The driver will have just collected the single line token.

the cottages against the backscene are more Scalescenes kits. The workshop premises of S&G Oliver, Motor Engineers, is also Scalescenes and conceals the small layout control panel.

Station details

Holland Beck station sits behind the pub – the station building is the venerable Hornby product, which received illumination after I had spent a pleasant couple of evenings installing some interior details and home comforts for the crossing keeper. The ground frame sits to one side of the station building and has 10 levers from the Springside range along with a Tylers electric key token machine in a scratch-built cabinet.

The level crossing gates are shortened Wills models with LED lighting. I had intended to motorise the gates with servos, as a learning experience for my next layout, but the intensity of rail movements over the crossing during exhibitions means that they are usually closed most of the time anyway. Point rodding from the Ratio range links the ground frame with the gate locks, wicket gates and points.

I built the station platform from styrene sheet and it represents an original structure with its height raised to modern standards over part of its length and width. Midland Railway style fencing lines the raised areas of the platform and this reflects current fashion on the modernised Ulceby station where remnants of the original Manchester, Sheffield & Lincolnshire Railway railings run along the disused sections of the platform. I saw this arrangement on a site visit to the station and couldn't resist modelling it.

Inspired by this, I sourced an Airfix kit of a Gazelle helicopter which has been modelled and positioned as though it's just performed an engines-off emergency landing on the pitch. The pilot can be seen having a chat with the police about the incident while a technician and refuelling crew have rolled up to help.

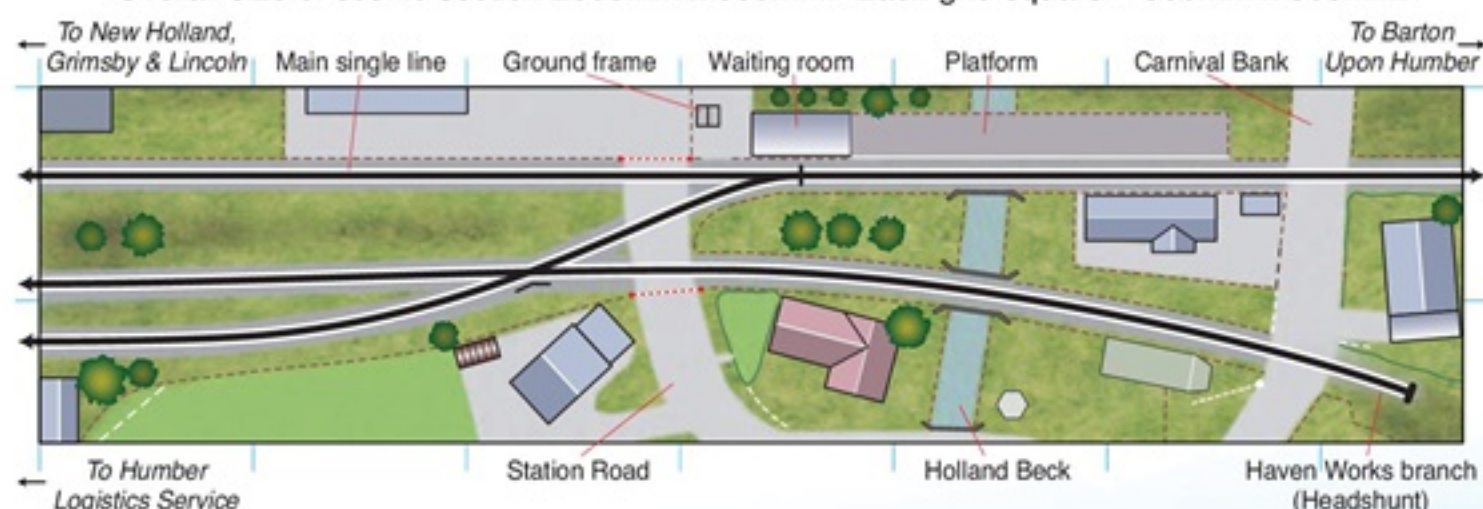
Front and centre of the layout is the Black

Cat pub which is a lightly detailed Scalescenes kit. The pub sign is the shoulder flash of the 17th Indian Division, whilst the picnic tables and playground equipment are from Metcalfe Models.

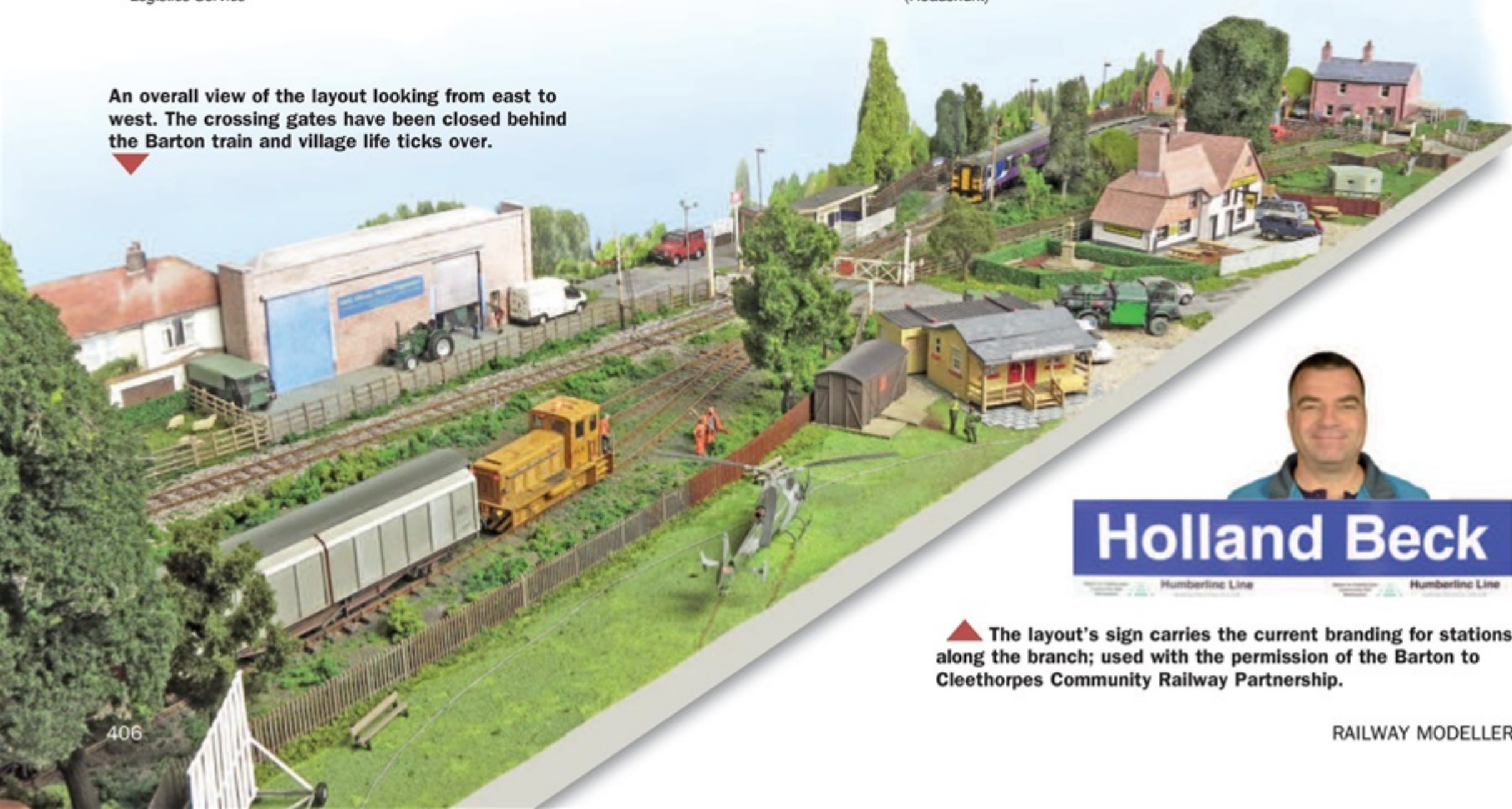
On the other side of the beck, you'll find a riding stable, with a grounded brake van body serving as a tack room. The stables are a styrene based, scratch-built structure while

Holland Beck

Overall size of scenic section 2000mm x 500mm. Each grid square = 300mm x 300mm.



An overall view of the layout looking from east to west. The crossing gates have been closed behind the Barton train and village life ticks over.



Holland Beck

Humberline Line

Humberline Line

The layout's sign carries the current branding for stations along the branch; used with the permission of the Barton to Cleethorpes Community Railway Partnership.

Single line working

I'm really keen on operating a layout prototypically, even with the compromises we all accept when it comes to running exhibition services with the kind of frequency you would only normally find south of Waterloo on a weekday morning!

Holland Beck sits on a single-track branch line and, like any other single-track route, safety systems have to be in place to ensure only one engine operates on it at a time.

On the real branch there is a staff issued by the signaller at Oxmarsh Junction Signal Box. A driver is not allowed onto the single line without it. Crude, but effective for what is essentially a long siding with a platform at the end of it.

However, on the layout the introduction of sidings on the single line complicates the matter, with a system needed for ensuring the siding points can't be changed accidentally – potentially derailing passenger trains. There also needs to be a means of keeping the hourly passenger service running when there is a freight train loading at Holland Beck.

If you stand and watch freight operations on Holland Beck you'll notice each locomotive halts with its leading cab adjacent to the ground frame by the level crossing. This is to simulate the Network Rail regulation of the driver handing the crossing keeper a single-line token that they were issued at Oxmarsh Crossing. In reality these tokens are kept locked inside an electric token machine. Paired token machines should be provided in a signal box at each end of the single line section. These paired machines are configured so only one token can be issued from either end to allow a single engine to pass through the section. When the engine exits the section, the token is handed to the signaller and returned to the machine. This unlocks both of the paired machines so another token can be issued, either for a return working or for a second engine to follow the first.

Holland Beck doesn't have a signalbox: it's not a signalling block post and there is no passing loop, but there is a token machine at the level crossing. Once the driver of an incoming freight locomotive has handed the crossing keeper the token and drawn forward clear of the points, the token can be inserted into a lever lock on lever No.6 in the groundframe so the points can be reversed, and the freight train allowed into the sidings. When the movement is complete the points are returned to normal, and the token removed from the lever lock. Once it is placed into the Holland Beck token machine the single line is clear for further trains to run. A passenger train doesn't need to stop and offer up the token

▲ An overall view of the layout looking in the direction of Grimsby.



▲ Having recently been transferred to Central Trains from Wales and West, 153 382 departs towards Lincoln from a station stop at Holland Beck. The token cabinet is open meaning there must be a movement in or out of the sidings once the 153 has cleared the section.

as the drivers of these workings are authorised to travel the length of the branch. The process is reversed when a freight train leaves the sidings, and the driver must halt beside the ground frame so that a token can be issued to return to Oxmarsh Junction.



▲ Modern American technology contrasts with Victorian signal engineering as 66 209 brings in a trip working from Immingham. The driver has halted to hand over the single-line token to the crossing keeper so she can unlock the siding points.



Signalling

Semaphore signals are provided to protect the level crossing: two home signals on the running line and a shunting signal for the sidings. The signal posts are Ratio LMS kits with the lamps drilled out to accept micro LEDs and etched brass arms from the Model Signal Engineering range. The Up home sits on a tall, standard post while the Down home has a more modern, short post to aid

The last EWS Class 31 brings empty vans into Holland Beck. The headshunt in the foreground once ran to a chemical works on the estuary.

sighting. The signals are servo controlled and driven from a Megapoints board which adds a realistic motion when the signals are pulled 'off', then a delightful bounce when returning them to 'on'.

The other main scenic feature is the automatic crossing on Carnival Bank, at the Barton end of the layout. Early planning imagined this as a gated, user-worked crossing, but after seeing the Train-Tech level crossing module I decided to have a go at making an Automatic Open Crossing.

The crossing lights are Ratio products wired to the Train-Tech module under the

▲ Class 153 is about to trundle over the Beck on its way back to Cleethorpes while the crew of the Class 56 are having a snooze.

board. I had been concerned about annoying my neighbours with the crossing's sirens at exhibitions, so I packed the speaker with Blu Tack to reduce the volume. The relay room and anti-trespass panels are more Ratio kits.

Level crossing operation

The Carnival Bank automatic crossing isn't automatic. There are ways of automating model level crossings, but for simplicity's sake I chose to have it activated by a switch in the control panel. However, the position of a station platform so close to the level crossing would pose some problems for the signal engineers; essentially the crossing systems would be activated by the train approaching the platform and would then be operating too long while passengers boarded/alighted.

There are technical workarounds for this situation, but the simplest system, which suits a station like Holland Beck, is to remove any automatic operation on the station side of the level crossing. Accordingly, all westbound drivers are instructed to halt at a prominent Stop Board at the end of the platform, then the level crossing can be activated by a driver operated plunger. Once the crossing is closed to road traffic a flashing white signal is displayed to the driver giving authority to proceed.

The Stop Board on the layout is a copy of that which protects Ferry Meadows crossing from westbound trains on the Nene Valley Railway. The white flashing light assembly was scratch-built and is driven from the



Train-Tech level crossing module so that it only flashes when the red stop lights are showing to road users.

Rolling stock

The stock represents the passenger and freight stock you could have seen around Lincolnshire in the post-Privatisation era. This comes from the usual manufacturers; crew and passengers have been added, aside from the Heljan 47s and 58. A Knightwing shunter kit (built on a Black Beetle chassis) provides power for the dock branch and sports a rusted yellow paint scheme with a 'toothy grin' sourced from a Sea Vixen kit!

Passenger services

Though things are changing on the Barton branch at present, at the time of my 2017 visit most passenger services were handled by Northern Rail Class 153s. Each day one unit was allocated to the branch which allowed for a roughly twice hourly service. In my version of the truth these Northern services are interspersed by a direct service from Barton to Lincoln handled by Central Trains/ East Midlands Trains.

I have a strange liking for Class 153s and never get tired of trundling them up and down the layout. There are eight in my collection so far; seven from Hornby and one a conversion of a Class 155 I completed some time ago. Presently I am looking for a GWR version after one was spotted at Barton. I do have a longer fiddle yard that will take a two-car class 156, for a little variety or to let the inspection saloon visit Barton, but the 153s look better in my opinion.

Freight traffic

After arriving on scene, the main line locomotive will set the wagons back into the

153 333 is running into Holland Beck on another Lincoln to Barton Upon Humber service while the Humber Logistics Services locomotive (No.2) sits on the headshunt waiting to run back to its shed by the quayside.



▲ A Northern Rail Class 153 awaits the 'right away' with a Cleethorpes service. The station doesn't look very busy, but hopefully Holland Beck won't be in the top ten little used stations in the UK!

exchange sidings then sit in the headshunt while the company shunter propels the train down to the docks. All movements into the docks branch are propelled to keep the engine in view while wagons are moving (it being assumed that there is no run-round loop at the quay end of the branch).

Even in the halcyon days of Speedlink such a small facility wouldn't send out more than a couple of wagonloads a week and exhibition branch lines offer very intense levels of service. In that context you might see many more locomotives than is reasonable vying for space in the exchange sidings on *Holland Beck*. However, as well as giving some shunting headaches for the operator to manage, it does make for more interesting operation.

In conclusion

I have thoroughly enjoyed building a more compact, modern branch line and the scenery beyond the railway fence. The support of family, Ms Adlington in particular,

during the layout's construction is much appreciated – even a small layout build can take up a lot of room.

Holland Beck had its exhibition debut at the Lincoln post-Modernisation show in 2019. My thanks to Tom and Scott who helped drive and to David and Graham who also drove and pushed the layout's operational development.

Further information

The layout will be available for show bookings once such activities resume. Exhibition managers please email: wolery1245@yahoo.co.uk

For more information about the Barton Branch and its surroundings: www.bccrp.co.uk



Modelling a turntable ferry in 4mm

MARTIN HENDRY recalled this interesting mode of travel from his childhood holidays and decided to construct a version in model form using a commercial hull moulding as the basis.

Model photography by the author

The subject of this article was inspired by my fond memories of holidays in Scotland during the 1960s, during which trips were taken on the Highland and Island turntable ferries. The idea of modelling one was prompted as a result of the large layout that I am currently building with my good friend Brian Smith. We wanted to include a scenic feature that was a little bit unusual and so I thought we could create a small slipway leading down to the area of water on the layout, but with one of these ferries tied up rather than the more common depiction of fishing vessels.

Suitable reference for these Scottish inter-island turntable ferries was found in the form of some old photographs, a period postcard of an example at Kyleakin, Skye, and of course images available on the internet.

The hull and turntable

The starting point for the model came from the 4mm scale Maintenance Barge hull from Anyscale Models (Photo 1). Manufactured in resin, this hull measures 243mm x 50mm x 15mm. Once washed in warm soapy water and left to dry, it was given several light passes with Halfords white primer. This was then masked off and the lower half was sprayed Halfords Ford Highland Green.

The turntable wasn't really measured in any way, but the movable deck section was cut from a plastic sheet of embossed brickwork, which was to hand at the time:

suitably weathered, and with an oily sheen as a final layer, I think I have managed to get away with how it's been repurposed. To gauge the size of the turntable deck I 'loaded' the sheet with six 1:76 scale road vehicles and then marked the edges of the deck to suit before cutting to size.

I wanted the deck to rotate and have ramps that would drop down on hinges, and this is where my occupation came in handy. I run a house-clearance company, and luck

was on my side at the start of this build in the form of a boxful of odds and ends of model radio control spares which became available. This box provided the four miniature plastic hinges, and the plastic collar that the deck swivels on (Photo 2).

The centre point of the deck and a corresponding hole through the hull were drilled with a flat-head screw, a spring washer and a nut making the connection. The ramps are a sandwich of eight



▲ The completed model posed in 'crossing mode' with its loading ramps closed and the turntable deck locked in position.



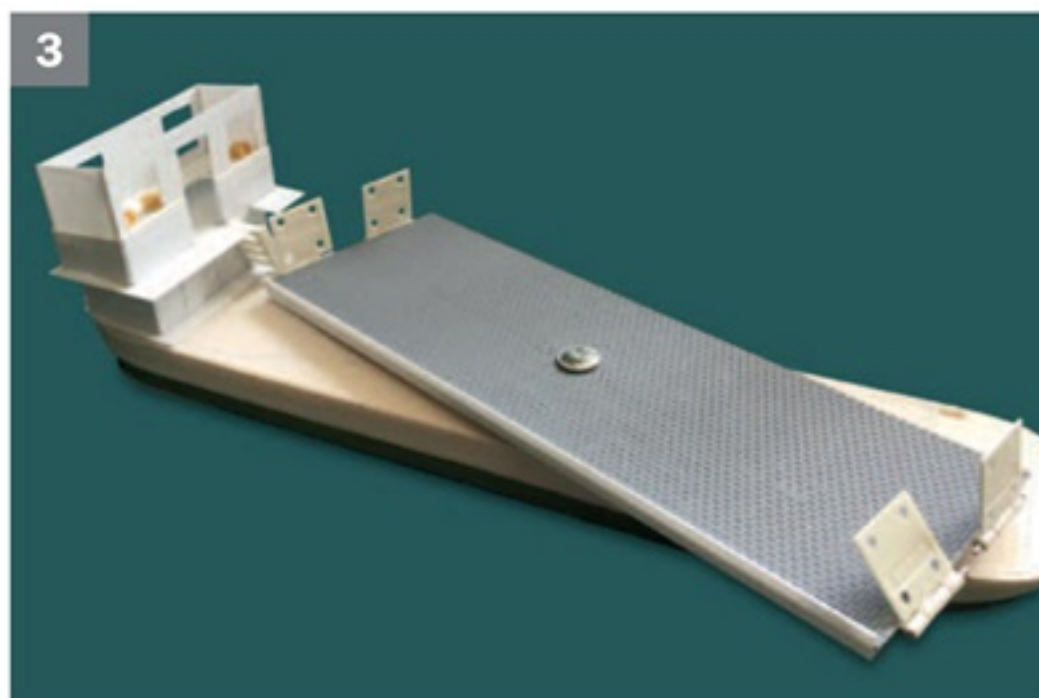
▲ The evocative postcard of MV Broadford at Kyleakin on the Isle of Skye, which provided the inspiration for the model. This clearly shows the prototype operation of the turntable deck which allows the easy loading and unloading of road vehicles. This particular ferry (launched in 1966) served on the Kyle of Lochalsh – Kyleakin crossing between 1967 and 1970, and then the Collintraive – Rhubodach crossing between 1971 and 1986. At 75' long it had capacity for 60 passengers and 10 cars. Photo: Author's collection



▲ Hulls are always tricky to construct and the basis of this model is a resin Maintenance Barge hull from Anyscale Models which provided a solid supporting structure upon which to construct the upperworks.



▲ The turntable deck is seen here under construction using a sandwich of plastic sheet, together with a plastic collar and hinges from recycled radio control equipment (recovered during a house clearance).



▲ With the turntable deck attached to the hull and the wheelhouse temporarily placed in situ, the overall outline of the ferry is starting to take shape. The deck and wheelhouse were constructed primarily from plastic sheet.

corrugated plasticard pieces, which conceal the aforementioned hinges. All of this was joined together with impact adhesive, being careful not to allow any glue to stray onto the hinge pins, and I soon had four independent working ramps.

Oil rig guard rails

The side guard rails are another lucky find from another house, being part of the structure that I suspect may have been a Revell kit of an oil rig; there are enough left over to keep me supplied with plastic girders for a lot of future projects!

A scratch-built wheelhouse

The wheelhouse was completely scratch-built from styrene sheet, but wasn't based on a specific prototype (Photo 3). The low-height engine room was built from corrugated plasticard with the porthole windows made simply using an office hole punch with the glass being Micro Krystal Klear from Microscale Industries. The square windows front and back are wooden laser cut pieces from L-Cut Creative. Holes were cut in the plasticard walls to accommodate these, whilst the plasticard door was given a porthole window and left ajar.

The interior is just a hotch-potch of plastic and wooden bits so that it doesn't look empty, but visibility is poor as no-one has cleaned the windows! Steps from the deck are part of a wooden set from L-Cut Creative, with the small guard rail cut from plastic scraps.

The port and starboard lights on the wheelhouse roof are again scraps cut and shaped to fit. I think it should have a centre white light on a mast, but I was fearful that it would be prone to damage, so for now, I've decided to leave it off (Photo 4).

Weathering

You may have gathered if you saw my *Reliant Works* article (RM October 2020) that I don't do pristine and tidy. If it hasn't got



▲ The wheelhouse and engine room was constructed as a separate sub-assembly to allow for ease of painting. Note the impression of interior details. Weathering was completed using a variety of paints and washes.

▲ A further view of the finished model, clearly showing the tyre fenders that protect the hull when docking.



grime and rust somewhere, then it's not right to my eyes. Rust streaks are a mixture of Town & Country Rust-It, both light and dark shades, with washes and powders from Citadel and Humbrol respectively. I just keep going until I'm happy with the result. It's not an exact science, and I'm sure the owners and operators of the real Skye ferry wouldn't ever let their ferry look as careworn as mine.

Completing the model

Finishing touches comprised two crew members from the Hardy's Hobbies range, together with a spare plastic oil drum sited at the stern. Anyscale Models came to the

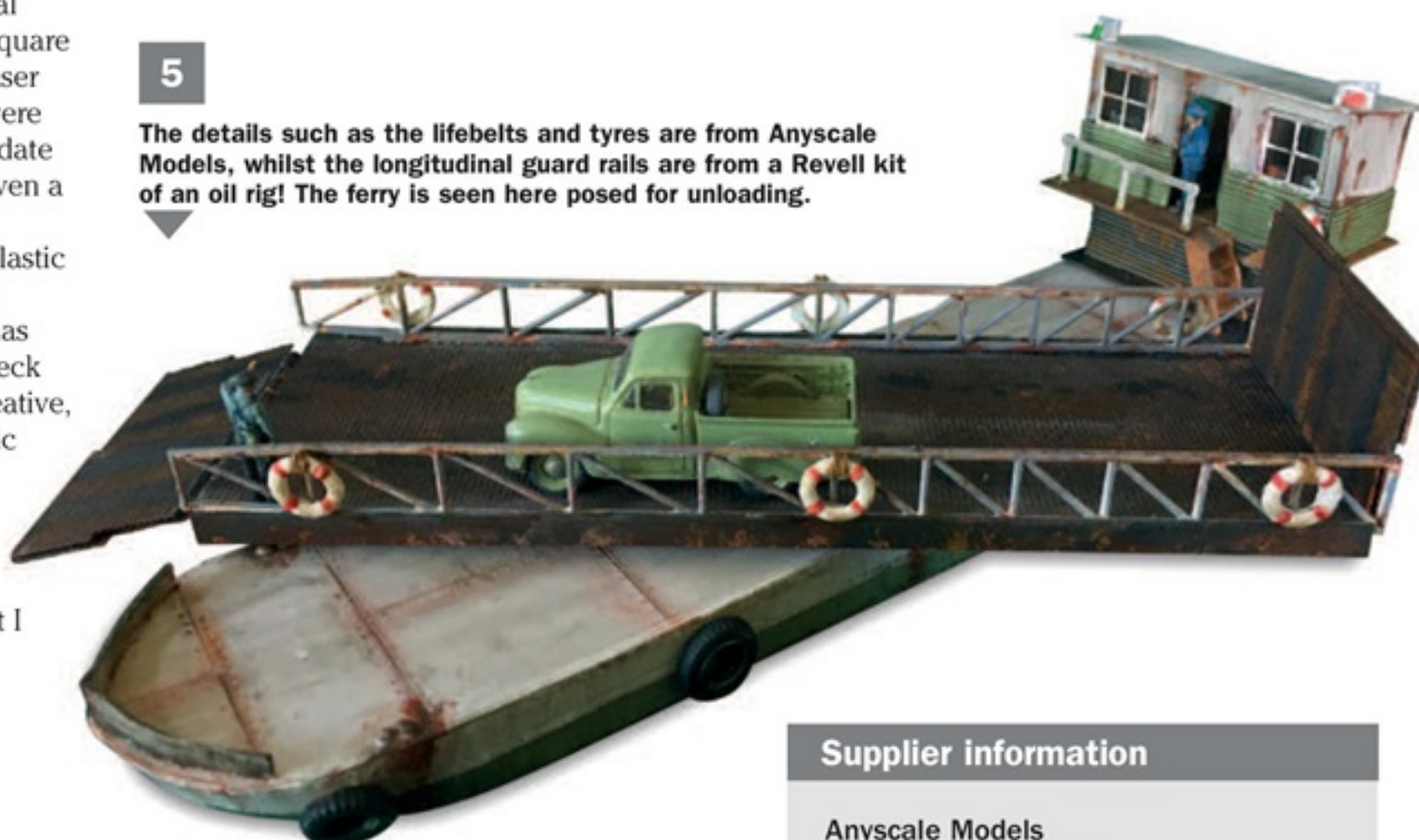
rescue again with lifebelts and old tyre fenders that I've stuck to the sides of the hull (Photo 5).

Building this ferry presented a new challenge for me. I made some mistakes along the way, but I also learnt a lot, and would say to anybody that's never tried anything new in the modelling sphere, then just have a go. What's the worst that can happen? Mistakes don't have to be costly. If I made another ferry, I'd change some aspects, but that's what it's all about.

Finally, I'd like to say thank you to all those that encourage me in my modelling endeavours.

5

▲ The details such as the lifebelts and tyres are from Anyscale Models, whilst the longitudinal guard rails are from a Revell kit of an oil rig! The ferry is seen here posed for unloading.



Supplier information

Anyscale Models
www.anyscalemodels.com

Llandecwyn

Inspired by a 1970 trip to North Wales, **MARTIN COLLINS** has spent no less than 50 years planning and developing this highly atmospheric narrow gauge layout in 009.

Photography by the author



Back in 1970, I was just coming out of a torrid four years trying to set up an aviation museum with an Avro Lancaster bomber and no money. Before that went pear shaped, I spent a few days in North Wales and fell in love with the country and its narrow gauge railways and I went back in 1971 to explore further. I discovered the Ffestiniog Railway, joined the Society and started volunteering with the railway's working parties. Therefore, it was inevitable that my modelling interests would be heavily influenced by the railways centred around Porthmadog.

On one occasion, driving up into the hills behind Talsarnau, from where I hoped to be able to take photos of the FR, I found some shale/slate that in my innocence I thought would make good scenic material for just such a modelling project. And as it was

sourced in the parish of Llandecwyn, the layout's name virtually decided itself.

A 25-year build

Llandecwyn has taken me the best part of 50 years to complete, although its form has changed many times. However, the final result has been about 25 years in the making. This is all down to my pursuit of perfection, and my philosophy that if you can see it in reality, you should try to model it. This approach does create some problems with the delicate detail I try to incorporate, especially on the rolling stock.

Various criteria were applied to the layout's design: It had to be based on Porthmadog Harbour station, but I also wanted a length of standard gauge by way of contrast to the 'two foot', and therefore a transfer shed and sidings. Further up the line

▲ A view across the slate wharf. Double Fairlie 0-4-4-0 *Tewyn* starts a train of quarry workers' coaches to coincide with the shift change. The layout backscene was hand-painted by the author using acrylics.

is Quarry Lane crossing, which is known to all FR aficionados as 'Lottie's Crossing', but there are features of many other Welsh lines that I wanted to hint at. The loco shed is based on the one at Port Penrhyn, as is the bridge adjacent to the harbour. I love the route of the Welsh Highland through the Glaslyn Pass, so some form of river was a necessity. The short tunnels there, and at Garnedd on the FR inspired the scenic section above the harbour, and the exit to the fiddle yard on the main line could be ascribed to either the Glaslyn or the Moelwyn tunnels.

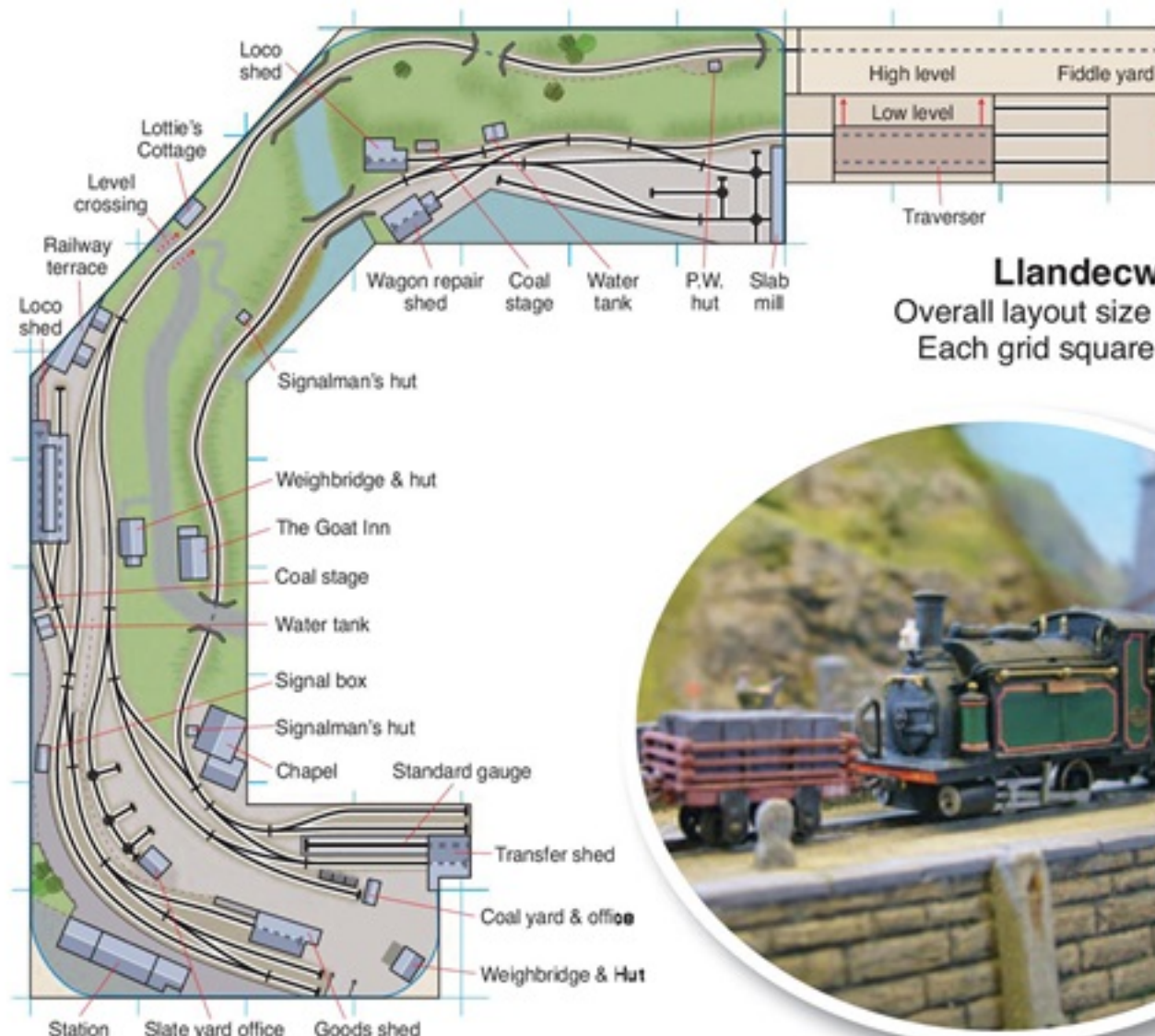
Operation

In its final incarnation, the layout was designed from the outset to be exhibitable, and in order to minimise handling of the stock, I decided on a two-level plan that would allow transfer of full and empty goods wagons at the same end of the layout. The basic concept therefore is that full slate trains come down from the quarries, are shunted to the harbour and beyond to the fiddle yard cassettes, from where they can be lifted up back to the main line without too much handling.

There would be passenger and goods trains, but I particularly wanted to run gravity slate trains, and they caused a problem. Thanks to the small Arnold Kof chassis, I was able to make a pair of powered slate wagons, but once they had rumbled down from the quarries, why would you shunt them with the brakemen still aboard? Unable to find a way to remove them realistically in full view of the public, I decided instead to keep them short and the powered wagon with the brakeman aboard disappears into the transfer shed and is detached (out of view) from the train. These powered wagons are the only items of rolling stock that require handling during operating as they are manually returned to the top fiddle yard.

Baseboards

If I was starting again, I would use a lightweight form of baseboard construction.



Llandecwyn
Overall layout size 10' 6" x 9'.
Each grid square = 1' x 1'.



▲ An England 0-4-0ST+T shunts slate wagons along the harbourside ready for unloading onto adjacent boats and onward shipment.

An 0-4-4-0 Double Fairlie works up the grade with a passenger train while England 0-4-0ST+T Dafydd manoeuvres a rake of empty slate wagons for a return journey to the quarry.





◀ A full load of slate arrives onto the wharf at Llandecwyn. Gravity trains were a feature of slate quarry lines with the empties returning to the quarry by horse or locomotive power. The brakes were operated by workers riding on top of the slate loads. Here the leading vehicle of the loaded slate train has been powered by a tiny Arnold Kof N gauge chassis.

board and the loco shed board has five tracks crossing it on four different levels, the trackbed foundations were laid across the joins with the baseboards connected, and were then cut to separate them afterwards. The boards are bolted together with two M6 bolts and T-nuts, the bolts having wing nuts

The handling of cut slate is a delicate business. Nicholas & Clark's wagon is nearly up to weight. An England 0-4-0ST+T reverses a rake of slate and slab wagons away from the wharf.

welded to the ends for speed in assembly. There have been one or two problems but by and large, the system works satisfactorily. The track is laid on 1/16" thick cork to allow for a ballast shoulder and it is the track itself that often elicits most enquiries.

Hand-built trackwork

In previous incarnations I built the track using Peco code 100 rail and copper-clad sleepers, with all the pointwork made *in situ*;

I even built a three-way point on a curve. However, the FR then had chaired track, so I started experimenting with C&L Finescale products. It looked much better, even though it was overscale, but the Arnold and Minitrix chassis that I was then using under my locos also had overscale flanges which bumped along the chairs in a most un-prototypical fashion.

Salvation came when I was introduced to the 3mm Society's Ian Osborne who was producing plastic chairs for Code 55 rail, which were perfect. I ordered a supply of rail and about 8,000 chairs; there's only about eighty left! For sleepers, I used suitably sized strip wood, later augmented with some scale lumber sourced from a narrow gauge convention in Colorado. The chairs are secured by plastic solvent which holds them without problem. Threading the chairs onto the rails is monotonous, but worth it. At the baseboard joints, I resorted to copper-clad sleepers and half chairs glued to either side of the rail.

Pointwork was reinforced in a similar manner under the nose and adjacent to the switch blades. Point control is by either Fulgurex or Lemaco slow motion motors.

Scenery

The scenery incorporates some real Llandecwyn stone; not a popular choice when it comes to moving the layout! Over the years I have graduated from cork bark to cast resin rock faces. The various casts were then cut and pasted to form the cuttings infilled with a Polyfilla™/sawdust/powder paint/PVA/water mix. The more level surfaces were formed from polystyrene, which was cut, carved and glued in place and then covered with a fine nylon mesh fixed to the baseboard front and end contours to prevent cracking. The Polyfilla™ mix was then applied and when dry, sanded to the required shape.

Any scenic work should contain a huge variety of colour and shading, usually lighter than you expect. For each area of scenery, after painting the base area roughly with acrylics or emulsion, I used various scatter materials of many different shades and textures. Cut sisal was also used, suitably dyed, with various clumps representing longer weeds; plus anything from the garden that fitted the bill – even moss stripped off our birch tree! All have been incorporated to get the feel that I was seeking.

Drystone walls

A particular feature of North Wales are the drystone walls, a very difficult thing to model convincingly. My efforts comprise strips of 1.5mm plastic card cut to the required



Beyer Peacock 0-4-2T No.14 *Iorwerth* waits with a train of quarry stores. The gunpowder wagon has been marshalled correctly behind two barrier wagons. The locomotive is built from the long-lived Peco Glyn Valley Tramway kit. Note how the side skirt motion covers have been lifted and secured to reveal the wheels and motion.

height, shaping these to the contours, and then laminating two strips together to hold their shape. Once set, they are perforated with a drill, and a skim of the Polyfilla™/sawdust etc. mix applied. This is then attacked with a slitting disc and/or burr in a mini-drill, to form the courses and individual stones, and then painted to match my shale samples from Llandecwyn. The real stone capping is then applied. Very therapeutic if you like that sort of thing!

'Paintshopped' backscenes

The backscenes on *Llandecwyn* are a mixture of photographs and direct painting, with a large dash of what I call 'Paintshopping': part Photoshop and part photos that are later painted upon. The townscape behind the loco shed is a mixture of photographs of Blaenau and Llan Ffestiniog, plus some of

A view up the line from Llandecwyn. Baldwin 4-6-0T No.590 hauls a loaded train of slab and slate over the weighbridge toward the wharf. The many drystone walls are Polyfilla™ over a plasticard base topped with real stone chippings.



Corris, sometimes reversed, and touched in, whilst some of it is totally hand painted. Behind the station building, parts of Tremadog, and Llanfrothen, suitably adjusted, may be found. The rest is purely a figment of my imagination.

Buildings

Constructing the town end of a railway obviously meant quite a lot of buildings had

to be made, despite putting as many as possible into the backscene. The buildings are all constructed of plasticard, usually a shell of 1.5mm thick, onto which I laminated either Wills or Slater's coursed stone. When it comes to windows and doors etc. I have, over the years, accumulated a vast stock of useful items and this is dipped into to find what I want, or what I can modify. The roofs are nearly all clad with individual slates of





▲ The driver of single Fairlie 0-6-4T *Gowrie* checks his train as it enters the tunnel. The locomotive is based on a kit by Chivers Finelines. The leading coach has its origins in a Ratio GWR coach kit.

either 5 or 10thou plasticard; time consuming but, I think, the only way to get the right effect. Most of the buildings have internal detailing, and are illuminated, with the chapel having taken some 400 hours to complete and featuring the organ and a choir. I have been told that the congregation is too small, but I pointed out that if it was a congregation, and therefore a Sunday in North Wales, the trains wouldn't be running, hence it's a Saturday and choir practice!

An 0-4-4-0 Double Fairlie hauls a full load of workmen's coaches up the line to the quarry whilst England 0-4-0ST+T *Dafydd* eases a rake of clanking empty slate wagons across the cast iron bridge.



Locomotives and rolling stock

The locomotives are a confection of ready-to-run items and kit-built or scratch-built bodies on N gauge or OO9/HOe chassis, all heavily modified, repainted and super-detailed. There are also several completely freelance bodies on commercial chassis, and some totally scratch-built locos as well. At the time of writing, there are some 15 locos available for service, and another 26 kits awaiting building.

Most of the rolling stock is either from modified kits, or scratch-built from brass or plastic, or in the case of the slate wagons, a combination of 93 Dundas, Meridian or Rodney Stenning kits built onto etched brass chassis from my own design and produced by Worsley Works.

Couplings are 3mm B&B which match those used by the Sussex Downs OO9 group, with loops at one end only, uncoupling being by means of electro-magnets.



▲ England 0-4-0ST+T *Catrin* waits for the all clear by the double slot-post signal. The North Wales narrow gauge lines hung onto early signalling designs well into the 20th Century.

The really fun bit!

I have to confess that operating is not my favourite activity and the layout needs at least three operators to run the sequence properly. It therefore gets little use at home.

I much prefer the construction side of railway modelling and, because I have a vivid imagination, there has also been much research undertaken to justify what I have produced. This culminated in May 2018 when I was able to 'walk the line' over a very hot May Bank Holiday weekend, photographing various locations, allowing me to produce a pictorial map which is displayed in front of the layout with photographs of the remaining evidence of its existence. At least two people at exhibitions have asked me when the book is coming out, believing what is shown to them as being real. I consider that to be a successful outcome of my modelling efforts, but that satisfaction is only possible thanks to my fellow Sussex Downs OO9 Group members who assist me at exhibitions; they play trains whilst I can talk to the visitors!

There is always something more that can be done, but the future really consists of reducing my unbuilt kit collection. However, as seems to be common amongst all modellers, I suspect I will never finish...

Further information

The Ffestiniog Railway
www.ffestiniograilway.org.uk

The OO9 Society
www.009society.com

The Sussex Downs OO9 Group
www.sussexdowns009.wordpress.com

Backdating a Crompton

Model photography by the author

Growing up in Southampton during the late 1970s and early 1980s could be uninspiring from a trainspotting perspective. Most services were in the hands of REPs VEPs and 4-TCs and, for those of us fiercely averse to third-rail EMUs, we only had DEMUs, Class 33s, 47s and 73s, the odd Class 74 on vans and Class 31s on Portsmouth to Bristol trains, plus Class 08 and 09s shunters at Eastleigh, not forgetting Class 07s accompanied by men with flags crossing roads in the docks. You had to go all the way to Basingstoke to see anything as exciting as a Class 50. Looking back, of course, we didn't know how lucky we were!

The Heljan O gauge ready-to-run model of the BRCW/Sulzer Type 3 Bo-Bo/Class 33, both

The subject of the transformation, BRCW Type 3 Bo-Bo D6509, is pictured at Willesden Junction with a freight working on 13 November 1962. The original silencer arrangement is clearly visible from this elevated angle.

Photo: Brian Stephenson/Rail Online



▲ Ready for service! The finished model.

in its original guise (see review, RM March 2011) and as recently released (RM April 2020), only covers the class from the late 1960s when the roof details were revised. Despite my formative youth being in the era of blue and yellow, I've always liked diesels in green, particularly the Cromptons (as they were known) and I fancied having a go at backdating one of these Heljan models (photo 1) to the original silencer arrangement. Rather like Mallory climbing Everest (admittedly with slightly less personal

IAN HALL took a readily available ready-to-run O gauge model of a Southern Region BRCW Type 3 Bo-Bo (Class 33) and with some ingenuity and basic tools, produced this backdated version.



The Heljan Class 33 as supplied with the later silencer style roof details.





2 A combination of hand drilling, a sharp knife and some brute force detached the required section of the roof, resulting with this rather drastic looking hole (*Inset*).

risk involved) my motivation for modifying ready-to-run models is something of a 'because I can' thing for me.

A hole in the roof

I told myself that theoretically, all I had to do was cut a section of roof out, tidy up the gap and then fix it back. If it went horribly wrong, I could just fill it all back in again. I wouldn't even have to touch the green paint (or more to the point the white lining). I won't pretend that – reassured by this undeniable logic – I launched fearlessly into this project, but in truth, when I did finally start the work, this didn't prove too far wrong.

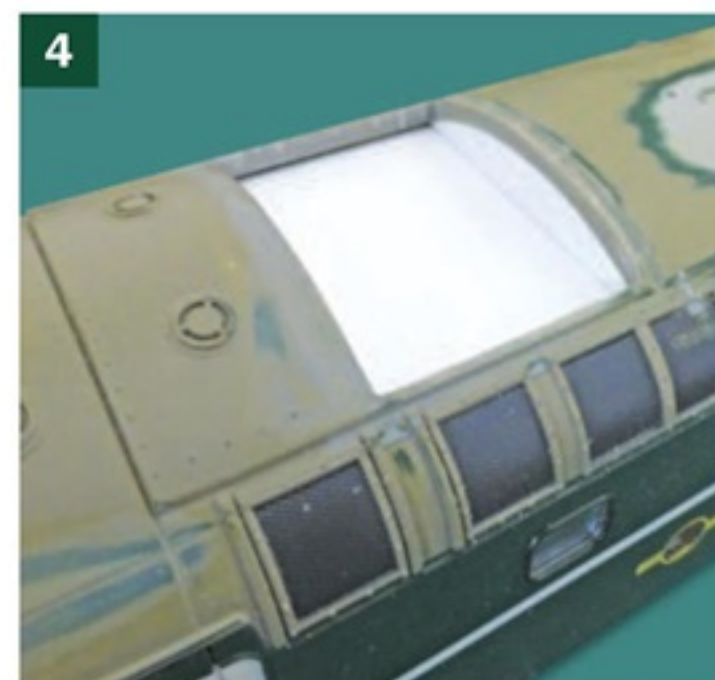
A combination of hand drilling, a sharp knife and some brute force saw me with a detached section of roof, and a hole (photo 2).

D6509 is seen at Ashford heading the 1640 Margate – Charing Cross service on 14 June 1960. Photo: Colour Rail

Encouraged by this, I very carefully set about removing one of the roof clips, trial painting where it straddled a grille and, when satisfied that it would look fine, I then set



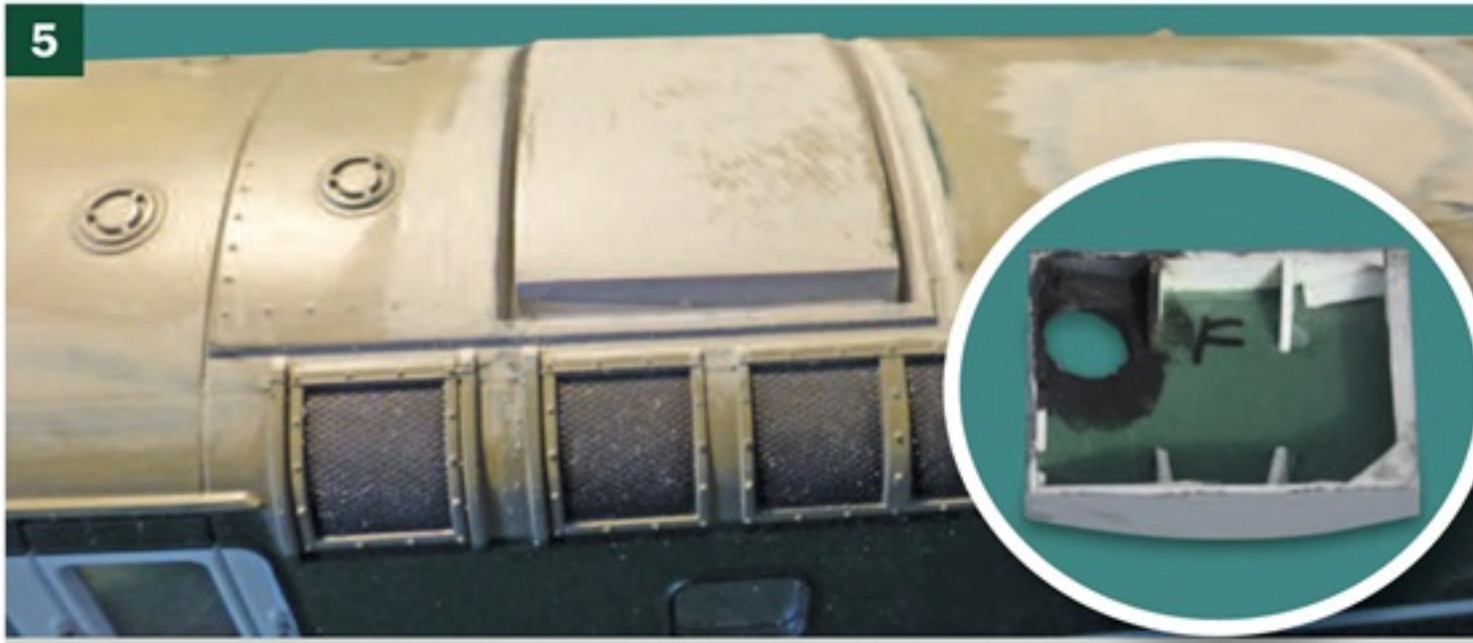
3 The roof clips were removed, and the prominent roof moulding lines were smoothed off. The new loose section was cleaned, filled, and trial fitted.



4 Boxing in the resultant cavity was straightforward, using various parts cut from styrene sheet and reinforced with additional bracing on the underside.



5



The section of roof panel that was removed had new ends built up using styrene sheet and a hole has been drilled for the new port. (Note the 'F' to remind me which end the front is!) It was then fitted in place leaving the appropriate gap all around.

panel was tidied and trial fitted leaving the appropriate gap all around, which completed the bodywork modifications (photo 5).

Bogie modifications

As I had started with an original version of the Heljan model, I modified the bogie springs to set them further back (I note that Heljan has done just this with the tooling for its later release). I also spent a lot of time filing away the edges of the bogie mouldings

to make them look less obviously low-relief. Similarly, I did a lot of work on the underframe tanks and battery boxes, including the fuel tank cut-out of the early locos and removing all of the later battery cover safety clips.

I completely replaced the low-relief white cylinders slung under the body with spares from a Class 45 and again drilled and filed out much of the moulded half-relief detail. I think the result was worth it (photo 6).

6

The low relief white cylinders slung under the body were replaced with spares from a Class 45. The moulded half relief detail has been filed and drilled out.



7



A Bournemouth area headcode was made up from the Heljan digits and then the twin red tail code was created using the plastic from a tomato ketchup sachet.

Headcodes

The headcodes on the model are printed and fixed to the inside of the glazing. I wasn't happy with the appearance and made thin blanks, cutting out two holes where the blinds show through. Heljan digits were used at one end for C2: a code used a lot in the Bournemouth area, and at the other end the twin red tail code fabricated using a red ketchup sachet (photo 7).

Finishing

Decals were from Railtec, which look the part once they have dried and sealed. They were hand-painted with gloss varnish just on the digits and then very carefully cut back afterwards.

My finishing methods are all outlined elsewhere, but basically the factory paint is flattened carefully with ultra-fine wet and dry paper and then buffed up afterwards. I applied enamel washes over this, then removed a lot of it, repeating this process to build up the layers as required. In their early days the Class 33s seemed to acquire an oily black gunge rather than the more usual patina of brown brake dust and I have tried to recreate this.

I resprayed the roof completely and achieved probably the best finish I've ever managed with a rattle can. I attribute this to the fact that I then completely obliterated most of it with a characteristic soot finish! The model was now complete (photo 8). All in all, this was a fairly straightforward conversion, but one which I think adds a little individuality to what would otherwise be just another mass-produced model.

Useful prototype information

www.class33crompton.co.uk

www.derbyulzers.com/class33

www.brdatabase.info

8

The backdated Crompton with new original silencer arrangement fitted, suitable headcode modifications, sub-floor detailing and a subtle coat of weathering. Quite a transformation!



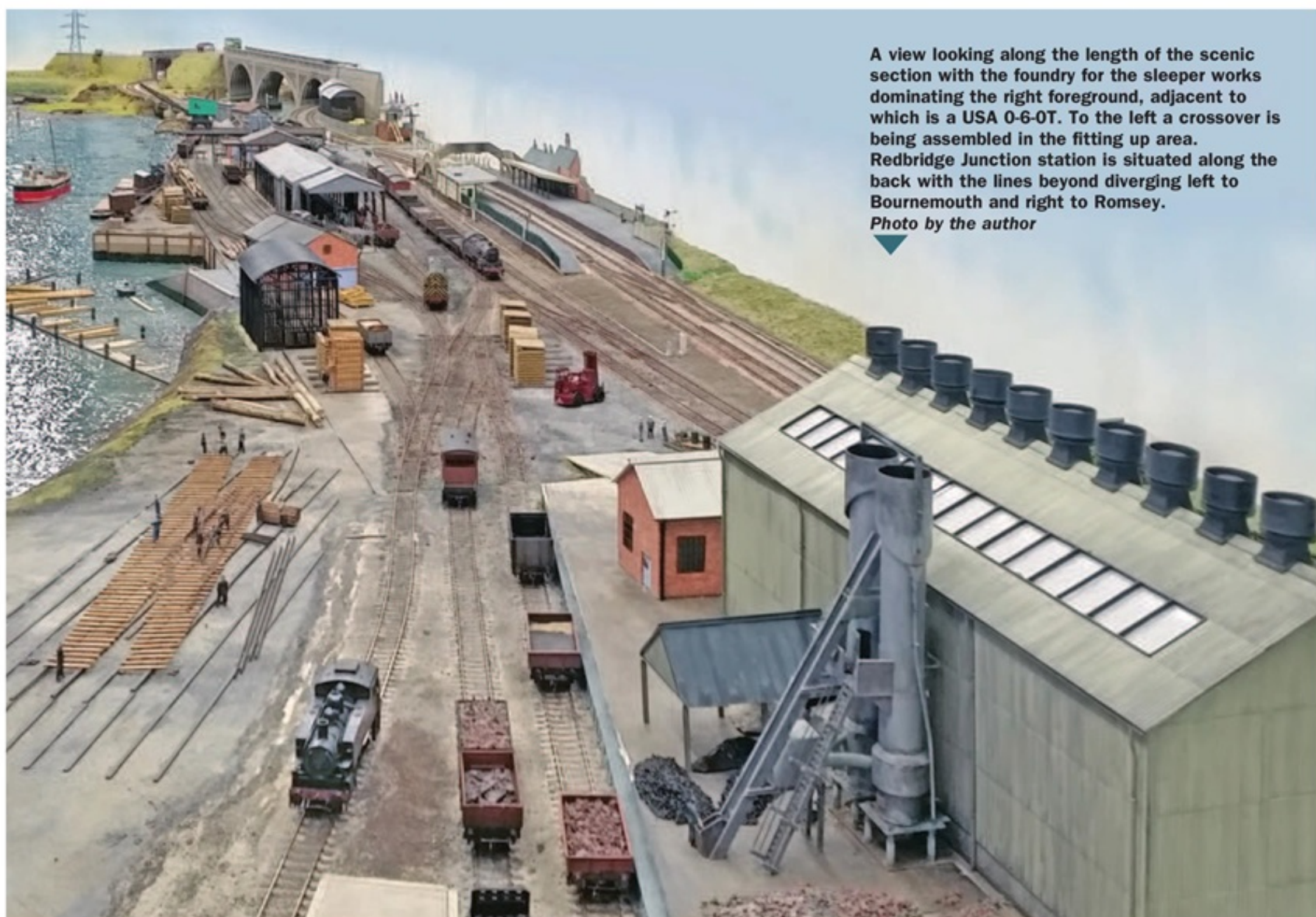
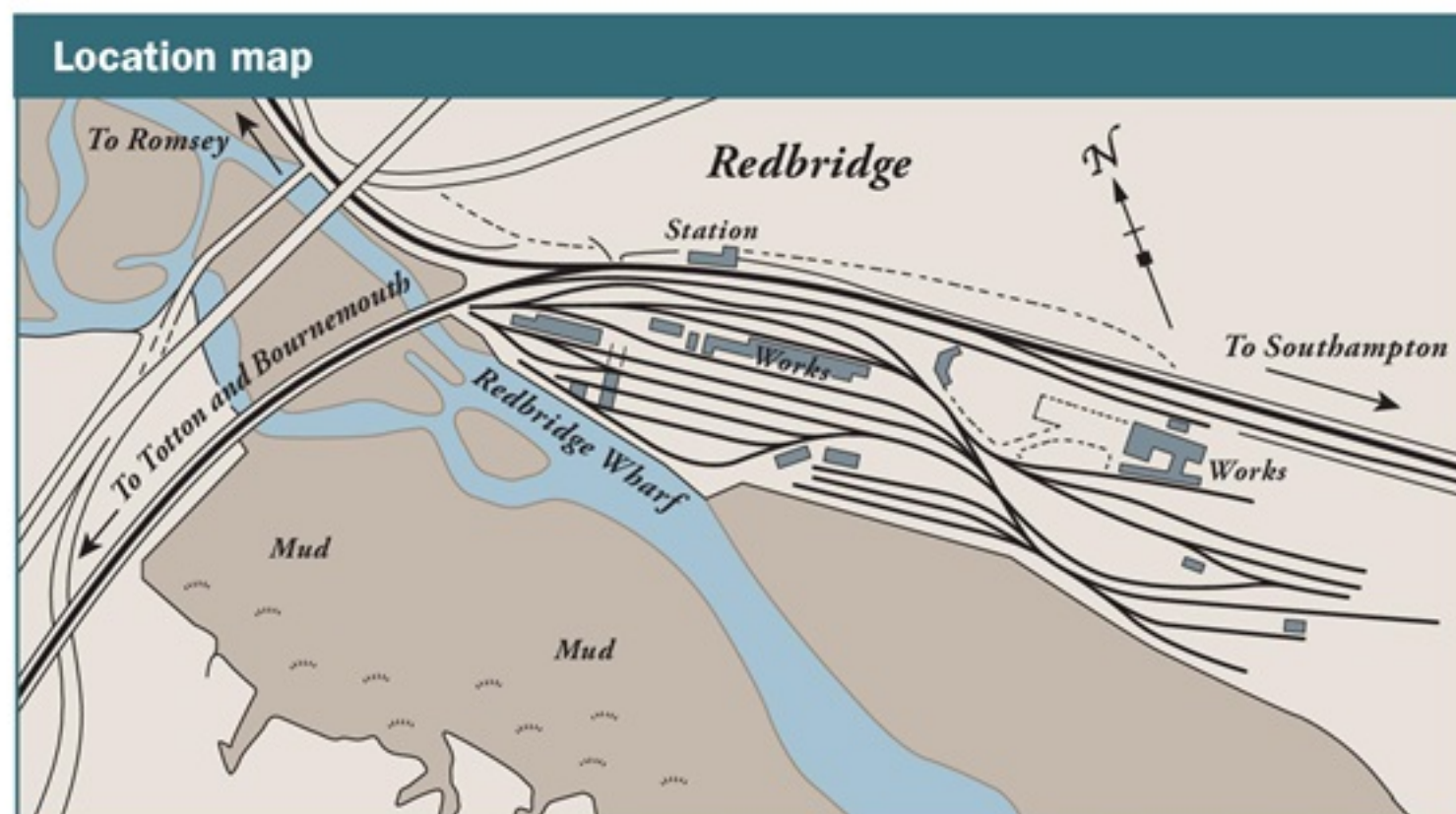
Redbridge Wharf

The members of Winchester Model Railway Club wanted their next exhibition layout to incorporate both mainline and industrial operations, whilst also depicting a prototype that was local to the club. This spectacular waterside scene depicting the former sleeper works near Southampton – with a scenic section more than 30' long – is the result. **JOHN SHAW** takes up the tale.

Photography by Geoff Helliwell except where stated

After several years of exhibiting our club's O gauge layout, parameters were set out for a new OO gauge layout to replace it. These included: modelling a prototype that was local to us, the inclusion of some industrial interest, the potential for lots of shunting, and the opportunity to use main line steam and diesel/electric forms of traction. It was also determined that the layout should be lightweight in its construction to facilitate its transporting to shows, whilst being challenging to operate and entertaining to watch in equal measure!

Fulfilling all of these criteria sounded like a tall order until we came across a copy of *Making Tracks* by J R Fairman (published by Runpast Publishing). This book details the former Redbridge Works, near Southampton, which produced sleepers, rail fastenings,



A view looking along the length of the scenic section with the foundry for the sleeper works dominating the right foreground, adjacent to which is a USA 0-6-0T. To the left a crossover is being assembled in the fitting up area. Redbridge Junction station is situated along the back with the lines beyond diverging left to Bournemouth and right to Romsey.
Photo by the author



track sections, switches and crossings. The works were adjacent to Redbridge Junction, thereby achieving the desired combination of intensive running on main lines and adjacent industrial activity. This sowed the seeds of an idea that all of us could support.

Setting the period modelled

By opting to include the 'new' rail causeway (opened in 1964) and third-rail electrified lines, this established 1965 as the earliest possible operating date for the layout, whilst the lack of the 1970s road bridge (built to

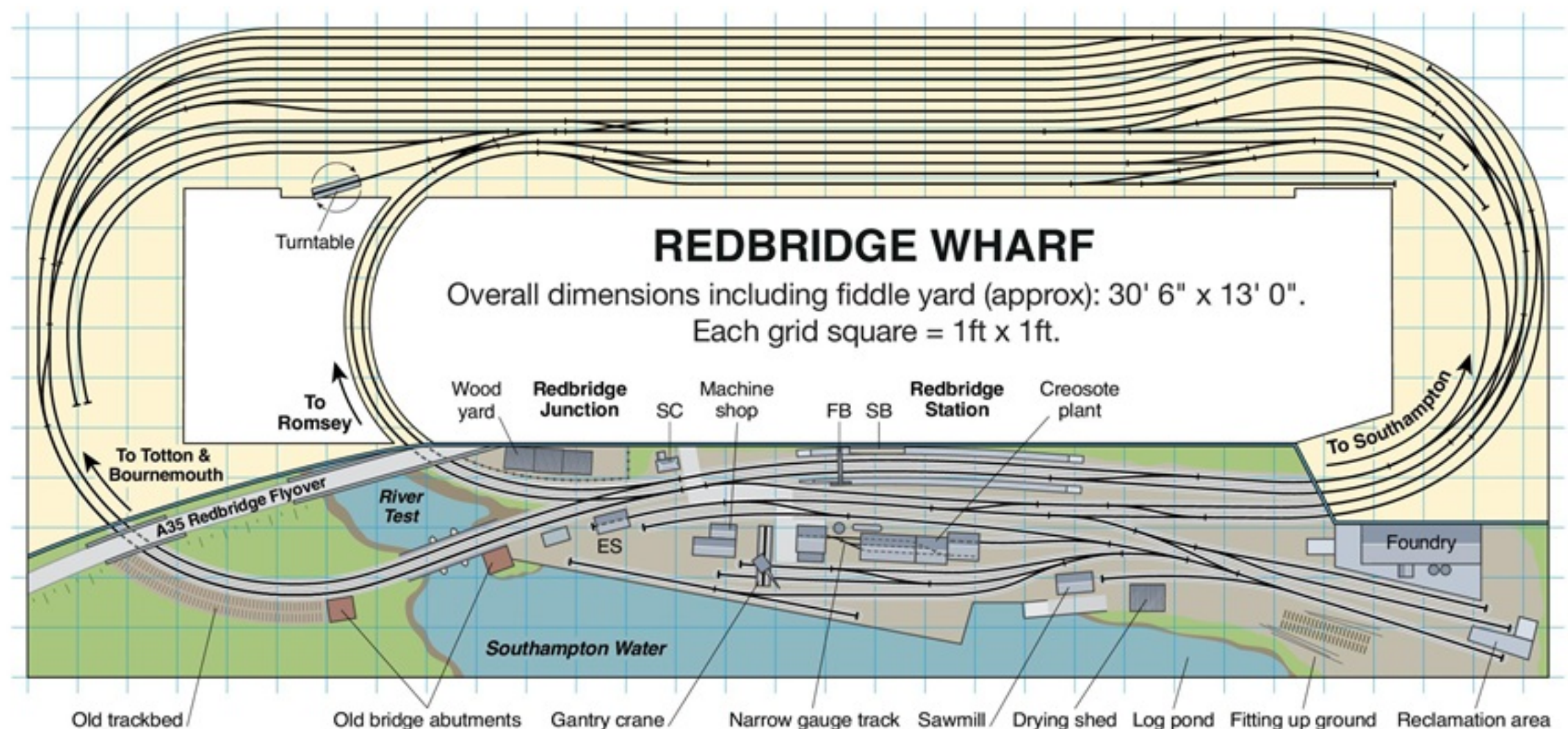
carry the westbound carriageway of the A35) places the period squarely within the last days of steam on the Southern Region. During this period there was a constant stream of rail traffic, with a rich mixture of mainline, branch, works and freight workings.

Looking at viewpoints

It would have been all too easy to take the view as it could be seen from the platform at Redbridge station, create the yard, and have mainline trains running along the front

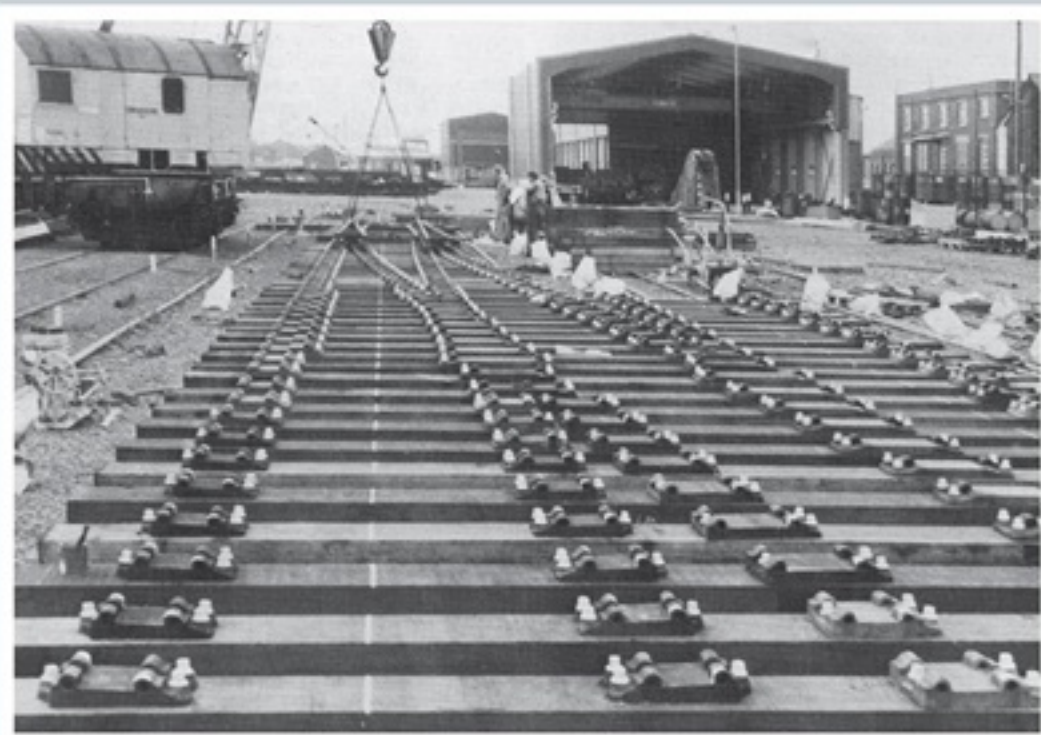
▲ Departmental USA 0-6-0T D233 (a Bachmann ready-to-run model) shunts wagons under the crane for loading with sleepers being craned off of the barges. The creosote pressure vessels can be seen under the sheds, whilst the machine shop doors receive a lick of paint. In the background, Beyer Peacock Type 3 Bo-Bo D7076 has just come off the Romsey line on a Cardiff – Portsmouth inter-regional, heading toward its next stop at Southampton Central.

edge of the layout. Instead, we decided to rotate the viewpoint through 180°, with the layout viewed as if looking across

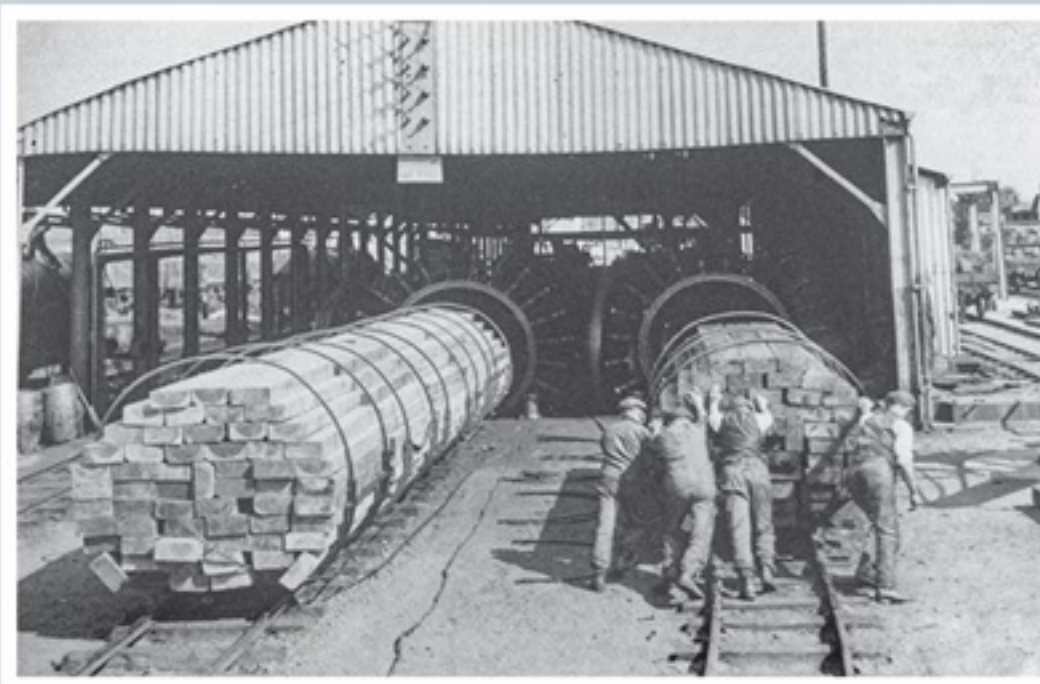


Redbridge sleeper works

Redbridge Wharf is situated at the upper end of Southampton Water, at the mouth of the River Test in Hampshire and has been an important crossing point on the River Test since Saxon times, probably earlier. ('Red' is a corruption of the Saxon words 'hreat' or 'reed'.) A wharf has existed at this site for several hundred years. Redbridge station was opened in 1847 by the Southampton & Dorchester Railway. During construction of the line, the large area of drained marshland between the wharf and station was used as a holding area for materials as the route developed west towards Bournemouth. Redbridge became a junction in 1865 when the line



▲ Trackwork being assembled on Jarrah hardwood sleepers. The open fronted switch assembly bay is to the right of the crane and the machine shops are behind.



▲ Narrow gauge bogies loaded with raw sleepers are seen being pushed into pressure creosoting cylinders. A system of capstan haulage with wire ropes was used to draw the impregnated sleepers out of the cylinders. Photo: British Rail

opened from Redbridge to Andover via Romsey. The drained area became the sleeper works in 1884, which was involved in the manufacture and finishing of sleepers, bridge timbers and cast track components. The preparation and laying out of large pointwork assemblies was an important part of the work, examples including trackwork for London Cannon Street station, Southampton and Brighton. In the final years of operation, the site was used for the assembly of long welded rail sections. Today the reception sidings are used by traffic into Southampton Maritime Freightliner Terminal. The northern works area is a park, and the southern area used for new car imports.

Southampton Water; Southampton Central station is three miles to the right, and Totton about half a mile to the left. The focus of the layout is the wharf and works, with Redbridge station and junction to the rear. The bridges of Redbridge causeway frame the layout to the left.

The main lines west from Southampton run through Redbridge Junction where the Bournemouth and Weymouth trains swing left to cross the causeway, and the Salisbury

and West of England lines swing sharply right under the bridge to follow the River Test to Romsey. Adjacent to the station are the reception roads for the works, and then the works complex. Access to the main line from the reception roads is protected by a 'wide to gauge' trap point.

The works covered a huge area, continuing for a further mile towards Southampton, so only a representative sample could be accommodated on the layout. Similarly, the

causeway (which should sweep round from the north west to south west directions over two identical bridges) only has one bridge on the model, before a reverse curve into the fiddle yard is necessary, with the Romsey line taking the form of a curved link bridge running across the operating well (see plan).

Polystyrene baseboards

The scenic area consists of six main boards each sized at 130cm x 80cm, with five scenic only boards of 130cm x 40cm in front of them. At the Southampton end of the layout the boards are reversed with the larger one at the front, carrying sidings, and the smaller one forming the main line entrance to the fiddle yard. All these boards are made of 25mm extruded polystyrene insulation foam inside a light 3mm ply frame with cross braces. These are extremely light and yet rigid enough for the purpose.

The fiddle yard is built using a more traditional braced construction, but in lightweight ply. The layout sits upon wooden H-section brackets which extend the reach and support the scenic boards, backscene and lighting rig. In turn this all rests on proprietary metal trestles.

◀ Components for a complex junction are being assembled at the fitting up ground. Teams are measuring, marking up and laying wing rails all under the supervision of the bowler hatted gang master. Timber awaits the sawmill situated behind the drying shed and stacks of sleepers are everywhere. An S15 4-6-0 can be seen in the background.



The foundry dominates the eastern end of the site. It consumes coke, lime and scrap to produce new castings of chairs and other components. Numerous open wagons bring used track panels, sleepers and chairs to the reclamation area for triage into primary use, secondary and scrap. The scrap goes into the foundry cupolas to be melted down and re-cast.

Hand-built trackwork

All the trackwork is hand-built using copper clad sleepers and C&L Finescale/SMP track with Colin Craig etched components in prominent areas. The Southern Region third rail has been added where appropriate and jigs were produced to ensure this was set at the correct spacing and height from the running rail. The prototype had a switched diamond in the junction crossing, so we modelled one. Network Rail took out the switched diamond about the same time as our first exhibition. We're keeping ours!

Reducing the works

During the works' heyday there was a busy collection of buildings, sleeper stacks and steam cranes. In the 1960s, the works received much of its raw materials by sea. Pre-cut Jarrah, Douglas Fir or Baltic pine sleepers would be offloaded to lighters (flat-bottomed barges) in Southampton Docks and brought up the river. Smaller coasters could navigate up to the wharf. Other timber and logs came by rail.

Depicting the works became an exercise of reduction. We had to distil the vast scope of the site into a few key buildings and processes, whilst not overcrowding the available space.

The road access to the wharf comes across the main line between the signal box and the station. After the works received a direct hit on 19 June 1940, the signal box received a blast wall and retained it for the rest of its working life.

To the left of the signal box are the railway cottages, and the Bryce White timber yard and to the right is the station with accurate representations of the station buildings and



footbridge. All of these items were scratch built from drawings or photographs. (The July 1974 issue of RAILWAY MODELLER included drawings for the down platform shelter.)

A tour of the works in model form

Starting on the left of the works site, we have the machine shop with the engine shed and the modern transformer building behind. Moving along to the right, next is the overhead crane followed by the sleeper preparation area. Sleepers started at the

◀ A close up view of the adzing and boring machine. Sleepers were offloaded straight onto the platform, adzed and scarified, then passed under the boring machine, where chair bolt holes were drilled before being loaded onto the industrial rail trucks for their visit to the creosote pressure vessel. Each truck could hold about 70 standard sleepers. In the foreground the twin cranes mounted on a Salmon wagon (YFA) is partially visible.



▲ A third-rail test train crosses the River Test on the Redbridge Causeway behind a brand-new Vulcan foundry-built ED (later Class 73) E6043. An abutment for the old bridge is to the right.

adzing and boring machines, then a narrow-gauge industrial network moved the sleepers through into the creosote pressure vessels, and onwards through charring and stacking onto sleeper wagons to the rear, with an alternate exit for non-chaired timbers to the front. Loaded sleeper trucks were manhandled through the process, with the aid of powered capstans.

Behind the creosote plant, there were oil tanks, to fuel the creosote heating; the creosote tanks being underground. The tower to the left is part of a vacuum sawdust extraction system from the adzing and boring area. The creosote tanks and doors, and much of the building frame was 3D printed, with the rest of the buildings and detail process areas being constructed using traditional methods.

To the front of this area is the wharf, with the log pond, where timber was stored pending processing. The log pond had posts and chains set into the river which were used for tying down the floating logs. The wharf frontage is made from laser cut MDF with larger timbers attached. The barges, small

The end of steam is not far away as newly delivered 4-REP 3003 crosses Redbridge Causeway on running trials. With completion of electrification to Bournemouth, these powerful four-car units would take over mainline services from July 1967, running with pairs of 4-TCs on fast and semi-fast services, alongside newly built 4-VEPs for stopping services.

boats and wrecks are resin models while the coaster was 'kit bashed'. A timber drying shed and sawmill are behind the log pond.

Moving further right we come to the 'fitting up ground'. Dependent upon the size required, these could be anywhere in the yard, and often spare sidings were used to provide a level raised base for laying up junctions. Once complete, the pointwork was reduced to modular kit form for transfer to the final destination. Every component had to be labelled to ease final assembly and minimise the track possession time.

The southern area of the complex is dominated by the foundry, with its tall cupolas and charging hoist. In front of the foundry is a representation of the reclaim yard, where sleepers were de-chaired, and decisions on re-use were made dependent upon type and condition. Scrap chairs were moved to the foundry for reprocessing. This area was modelled using a combination of traditional materials and some 3D printed components.

Water – from paper!

The front of the scenic area is dominated by the River Test and Southampton Water. There is nearly three square metres of it, plus some marshland. Creating a realistic water scene that was neither too heavy nor too costly engaged our brains for some time. YouTube came to our rescue with a demonstration of a sea scene made from toilet paper, acrylic

paints and varnish. Several layers of paper were soaked in PVA and laid on the water area, building in ripples and waves where needed after the first layer. After the paper/PVA mix had dried the colour required was added using acrylic paints: the first attempt was considered to be too green, whilst the second (and final) attempt was distinctly blue but is unmistakably water.

The whole area was then treated to several layers of varnish to give the depth needed as well as protection. Drying times between coats had to be considered, and we planned the whole process for completion during the summer with de-humidifiers running to minimise the risk of trapped moisture, which may have resulted in 'milky' water.

Bridges

The rail bridge and causeway as modelled was opened in 1964, replacing what had been a rather rickety looking structure. The abutments for the old bridge can be seen in front of the new bridge. The 1930s road bridge dominates the scene over the River Test. Looking under the bridge the medieval five arch bridge can also be seen. The eastbound carriageway of the A35 main road from the New Forest to Southampton now uses the 1930s structure. The westbound carriageway runs over another bridge, opened in the early 1970s and not modelled in line with our 1960s setting.

It is interesting to note that during WWII the bridges were considered strategic, and demolition plans were made in case of invasion. The explosives were stored in the still extant small blockhouses under the arches next to the Romsey line.

The rail and road bridges were both laser-cut into MDF, whilst the old bridge is modelled in part-relief and was constructed from plasticard.

Next month

The operation and electrical control of Redbridge Wharf will be described in the July issue of RAILWAY MODELLER.



Creating a photographic backscene

PETER OSBORNE

explains his methods of producing a 'stitched' layout backdrop from a series of panoramic photos and some modest computing technology.

Photography by the author

A backscene can make or break a model railway. Arguably the largest single element of a layout, on many occasions I have seen a poorly painted backscene that has drawn the eye away from what is an otherwise beautifully built model.

The first consideration is whether the layout actually needs a backscene image at all; a plain painted (often pale blue) board can provide an effective way of isolating the model from any distractions beyond and can help to concentrate the mind on the railway items themselves. However, you may have decided that a photo-backscene is appropriate and in this article, I will attempt to go through the methods which I used for *Langdon Beck* (see RM April 2018) when the layout was moved to my present home. I must confess to being somewhere inbetween 'Luddite' and 'technophobe', so my methods are simple! The satisfying result will be a unique backscene to set off your model railway either in an urban or a rural setting.

General considerations

For the computer stitching work I use Canon Photo Stitch and Photoshop Elements software. Both my versions of these are well out of date and only the simpler operations of these programs are used [Ed: Adobe Photoshop Elements has been superseded by

Lightroom which now also includes stitching tools].

Other image manipulation programs which can perform blending and stitching, can of course be used, but be aware that many offered via an internet search are not downloadable for free (although the web page might imply otherwise) and others are only available as software purchased as a package with your camera. I always work only .jpg files; I never bother with RAW files, which can often only be opened in more expensive software.

The backdrop to *Langdon Beck* has no corners, joins or creases in either the sky or the landscape – just like the real thing! Yet how often do we see this on layouts? It is a simple matter to soak hardboard or use 'bendy MDF' to create smooth curves in the backscene support. Note that external corners in a backscene are particularly noticeable and should be avoided if possible. Finally, try to avoid scenic elements which cast shadows on the backscene. Flat, non-directional lighting of the layout helps.

Taking the photographs

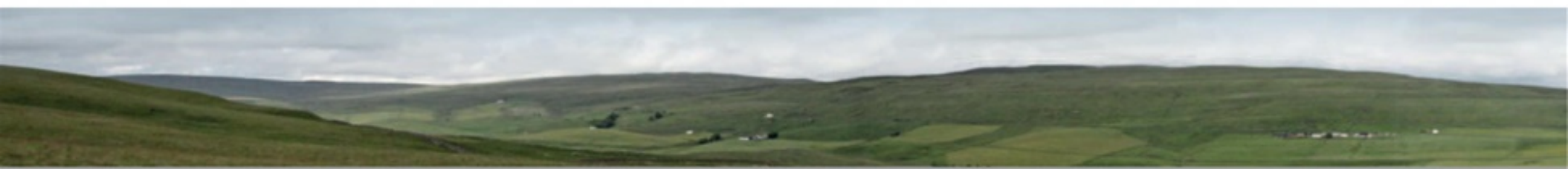
Choosing the location and the season in which the model is based is important. A similar landscape to the region being modelled is preferable. It is no good taking a

scene in the limestone Yorkshire Dales when the location being modelled is scenically much different. My model is of Upper Teesdale and this is where I took my photos from a high viewpoint in order to minimise foreground, most of which would be hidden anyway behind the layout hill scenery at each end of the layout, capturing the local, white-washed farmhouses of the region. Urban landscapes are especially effective, cityscapes taken from the other side of a river give the necessary space to encompass a wide sweep of buildings.

Pick and 'frame' a scene with as little foreground as possible; otherwise foreground detail may end up being over scale in the finished scene. No element in the finished print should be larger than the scale of the layout. That said, grass and foliage can be blurred, or artefacts replaced altogether if over-scale elements have crept in. The lighting conditions at the time the image is

A view of Langdon Beck station on the author's OO gauge layout. Careful colour matching has ensured that the transition between the modelled scenery and the photographic backscene is barely discernable, creating the illusion of a railway set within a vast rolling landscape. In reality, the dry-stone wall that runs immediately behind the station building marks the back of the model.





▲ The finished photo stitch that was created for the backscene on the author's *Langdon Beck* layout (see RM April 2018).

made should be considered; too much contrast may be a problem on a sunny day, resulting in a washed-out sky – partially overcast or cloudy but bright is best.

Overlapping

When taking the source photographs which

are to be stitched, each image should overlap the next by about one third to allow the stitching software to align the images. Too much overlap confuses the software; too little and the whole image can 'bend'. It helps to use a tripod, though this is not strictly necessary. It is important to cover the

scene required allowing a generous margin for cropping the stitched image and again to crop the subsequent print. I have found that anything between three or four photos, up to about 10 or even more can be stitched successfully. A tripod becomes desirable beyond about six images to keep the camera

An example of the photo stitching process



The sequence of five images, presented here as they appeared straight off of the camera. Note that the photos were taken in bright conditions with fairly soft and even lighting and that there is an overlap between each of the frames. Also note that there is no close foreground detail that could otherwise appear 'over scale' if included as part of the finished backscene.



The computer software is used to 'stitch' the sequence of images together to create a single panorama. Where there are joins visible between the images (such as in the sky), various editing tools can be used to remove or blur these. Unwanted objects (such as modern road signs, for instance) can also be removed at this stage.



With a seamless composite image created, the final task is to crop the image accordingly and re-size it for printing at the required size and resolution. The methods involved for each of these steps are explained in more detail in the main article text.



▲ An example of a modern urban landscape (in this case Newcastle) to demonstrate that the photo stitching principle is not constrained to backscenes depicting rural vistas. However, the abundance of straight lines and geometric shapes does mean that urban scenes such as this usually require a greater amount of editing and fine tuning to create a satisfactory image.

level. Be mindful of the aspect ratio you are aiming for; a target height and length will already be in mind but add a bit extra to provide some margin for error!

Once the location and the conditions have been found, and while you are there, it is worth using differing focal lengths and making several sets of images of the same scene. Some may work better than others. Each set of images must use the same focal length (or zoom setting). Some cameras now have built-in stitching software and it's even possible to take a panoramic still photo with a mobile phone – though I've not tried that myself. I usually take a photo of something irrelevant (usually my feet!) between sets of images, so as to create a break between sets of photos that can easily be spotted amongst the many 'thumbnail' images.

Processing the image – 'stitching'

Once back at the computer, the sets of images to be stitched can be downloaded, being careful not to get them mixed up. Open your chosen image editing software and use the stitching tool to blend the photos into a long panorama (see panel, *left*).

Some further adjustments may be made if necessary. Unwanted artefacts can be removed by using the Clone Stamp and a soft 'brush' by selecting a part of the image and replacing it with the selected area. The size and opacity of the 'brush' can be varied. Occasionally the stitching can cause a blurred area or a horizon that is not quite lined up; zoom right in and use the Clone Stamp to repair. The Blur tool can be used to

'soften' any too-sharp distracting foreground.

Overall adjustments can be made to the highlights, shadows and tonal levels etc. Any adjustments should be subtle and ensure the file is saved at each stage. It's also a good idea to make multiple copies until you are happy with the result.

I found that Photoshop Elements would not handle images of more than around 25,000 pixels wide or with a file size of more than 30MB. If this happens, re-size the source images before applying the stitching tool. However, to create a good quality print for the backdrop, the image needs to be saved at 150 pixels per inch, which, for a 8" high backscene, the image height in pixels needs to be at least 1200 pixels, and hence a 96" long scene will be 14,400 pixels wide. Remember though that you cannot upscale a smaller image without loss of definition.

The print process

Many print shops can now print from roll paper. Choose a heavyweight matt paper, at least 250gsm (grams per square metre). The image will look different to that on your screen (probably darker) as it is lit differently. Ask the print shop to do a test print of a short section first and see this as a proof. You may have to lighten the image and do another trial. When happy, go for it and print the whole image.

Installing the backscene

For *Langdon Beck* I discovered that in the case of a permanent home layout there are several

advantages of fitting the backscene before anything else is done, even before the baseboards are built. The main advantage is of course access and I used a hardboard support which was first fixed to the wall and curved around the corners. The backscene could be pasted (be aware of nail heads that could rust) but I used just one strip of double-sided tape along the top edge. My backscene was 9m long so it was a many-handed job getting the backscene both straight and fixed at the right height without creases. Get as much help as you can!

A further advantage of mounting the backscene first is that it can have a positive influence on the colouring and modelling about to take place in front of it. However, some provision for protecting the backscene as layout building work proceeds will be needed.

The acid test of a backscene is if, in a photograph of the layout, the transition between the model and the backscene is indistinguishable. I showed a friend a video of *Langdon Beck*, taken on my phone, and he thought it was drone footage of the real thing. I'd call that a result!



▲ When the author relocated his *Langdon Beck* layout into a new purpose-built railway room (see articles published in the March, April and May 2020 editions of *RAILWAY MODELLER*), he opted to mount the backscene first, prior to erecting the layout. The inset view shows a corner of the layout where a curved backscene has been used to good effect.

Dawlish Warren

After much deliberation

CHRIS MORRIS plumped for a favourite seaside location for his latest N gauge project, which showcases the evolving Devon railway scene from the 1950s through to the 1980s.

Photography by the author

For many of us our modelling inspiration comes from happy memories of our formative years. For me this is summer holidays in Devon and Cornwall, and I think almost everyone interested in railways loves a walk along the famous stretch of line along the sea wall between Dawlish and the Warren; it's certainly one of my favourite places.

I decided the time had come to build a new layout and I was soon scouring through R.A. Cooke's series of track layout diagram books for ideas. Although the diagrams in these books are not to scale, they contain a lot of useful information about prototype track layouts and how they changed over the



years. My collection of these titles cover the whole of the West Country, so I had plenty of locations to consider.

I was surprised to find myself re-visiting my earlier Dawlish Warren plan; I had obviously developed an itch that needed scratching! I found that, with a bit of compromise here and there, I

▲ Viewed from Langstone Rock, No.4095 Harlech Castle skirts the famous stretch of sea wall as it approaches Dawlish Warren with an express passenger service on 16 June 1958. Photo: Colour Rail

▲ A scene using the c.1968 period stock. This is the period of transition to the new corporate blue era, although the camping coaches still resolutely wear the chocolate & cream livery of the former GWR.



could get a reasonable representation of this location in the 3.5m x 0.4m space I had available. The more I thought about it the more I knew I just had to have a go at building it – and I wouldn't be happy until I had tried.

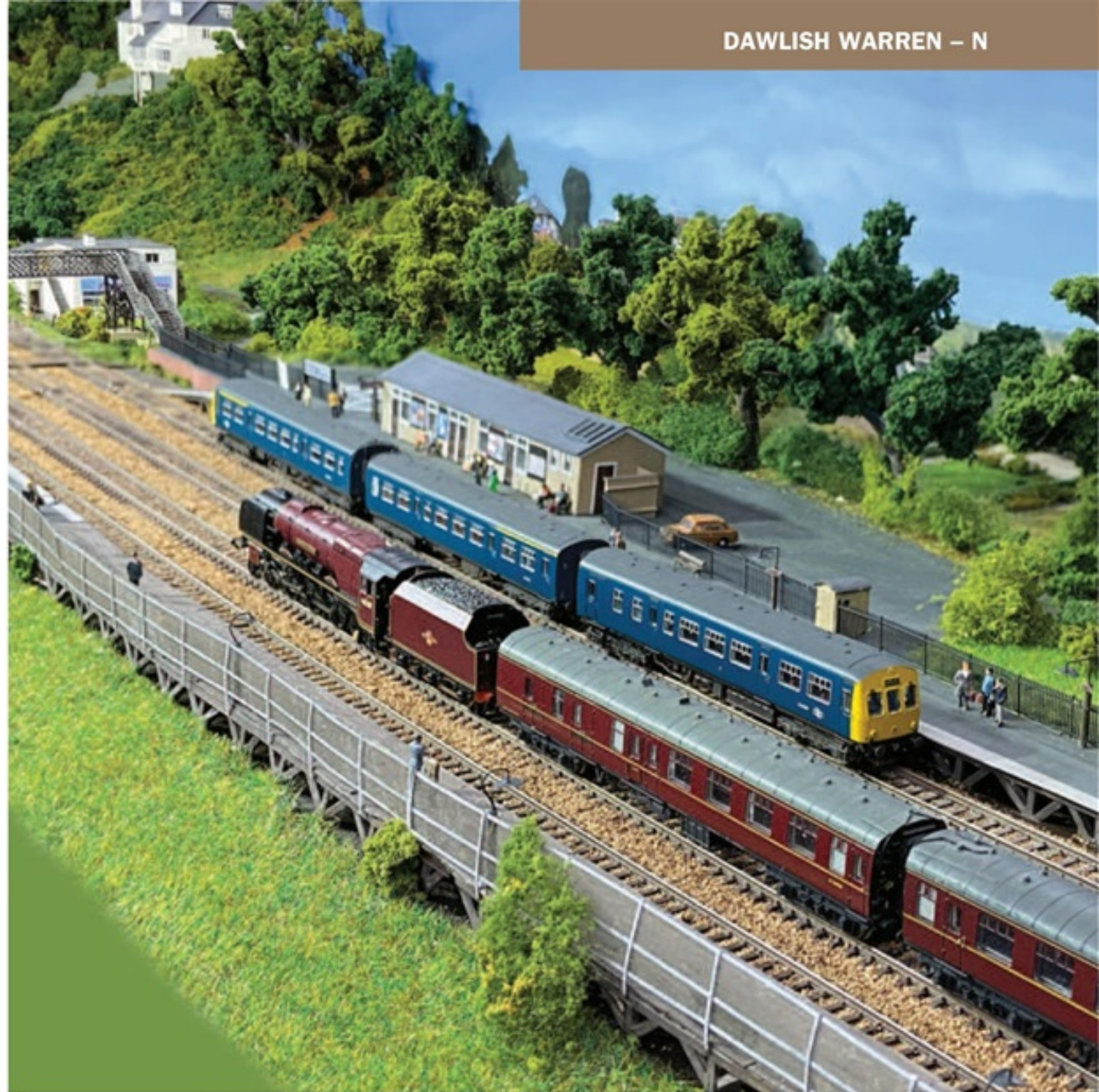
Extensive planning

Once I had a workable track plan, I spent a considerable amount of time planning the layout in more detail and refining various aspects. This necessitated a couple of visits to the real location, which of course was no hardship at all!

Many continuous run layouts hide tight curves at the ends of scenic sections using tunnels, leaving a fairly straight scenic section inbetween. For this layout, however, I decided to make the curves at each end of the layout as wide as possible and fully scenic. Although that has still resulted with tight bends at each end, the upside is that I have a scenic running line of about 13' on a layout that is only 11' 6" long; building model railways is all about compromise.

Once I had established a draft of the track plan, I needed to know such things as how high the cliffs were that back onto the running lines. I spent quite a few happy hours studying Ordnance Survey maps trying to follow and understand the contour lines. I also took sections from an online mapping app and turned them into N gauge prints in order get an idea of how things would fit.

I knew that I was several feet short of being able to build a full-scale model so I had to decide what parts of the prototype to include, and what items could be amended or even omitted altogether. After much contemplation I decided to shorten the section between the station and Langstone Rock by about three feet but keeping the platforms to near scale length. I was able to include the iconic Mount Pleasant Inn and the Victorian footbridge but was unable to find room for the Langstone Cliff Hotel. I had



planned to include Cockwood Harbour and the Anchor Inn at the far end of the layout, and despite all my planning, it was only after laying the track that I realised this just would not look right.

The last thing I did before cutting any timber was to print out the complete layout full size using a plan drawn on computer with Anyrail. This was worthwhile as it helped me to visualise the project but the

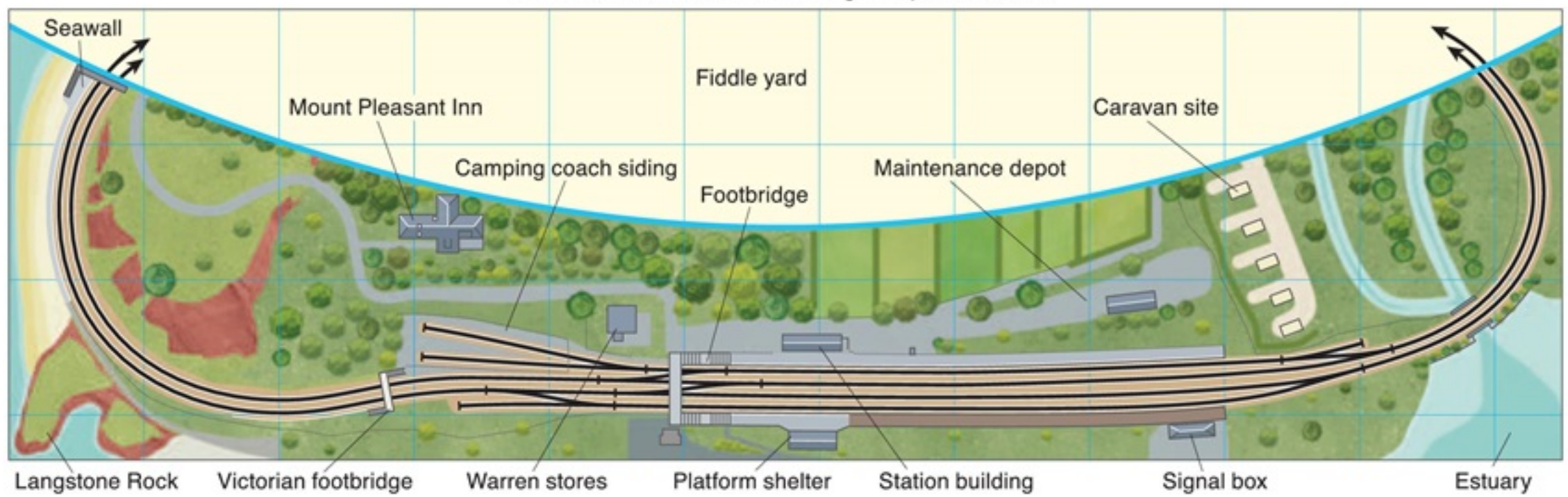
▲ Preserved Stanier 4-6-2 No.46229 *Duchess of Hamilton* passes through Dawlish Warren on a railtour. This National Collection locomotive had a mainline ticket during the 1980s.

▲ A classic Western Region scene with a pair of diesel hydraulic locomotives – Type 3 D7084 on the left heading eastbound, as NBL Type 2 D6311 passes in the other direction.



DAWLISH WARREN

Overall size: 11' 6" x 40". Each grid square 1ft x 1ft.



process used 60 pieces of A4 paper – with each piece trimmed and taped together! I found a few areas that needed improvement and so the plan was modified and printed out full size once more.

Baseboards

With the railway set on a raised formation, this required the baseboards to take the form of a track base with open framework either side. I cut from the full-size paper plan the area that would form the track base and used this as a template for cutting the timber.

The layout is built on two boards, each 1.75m long. In my railway room I have built a sort of promontory down the centre of the room attached to just one wall. This has a flat, solid top and storage underneath. This promontory is only 22" wide while the layout on top is 40" wide and the layout can be slid about on the top of it. I have found that this works very well indeed and allows for plenty of room at the front of the layout when running it, and I can slide the layout over into more of the operating area when I need to access the storage sidings at the back. Wiring was carried out by pushing the layout backwards and forwards in order to gain access underneath the boards.

Analogue control

The layout uses 12V dc analogue control and traditional Peco solenoid point motors. I

have built diode matrix point control systems for the hidden sidings, so just one button needs to be pushed to select a storage road. This is simple, cheap and works well. The main control panel is at the front of the layout where I get a great view of the passing trains. I have built a second control panel at a rear corner of the layout which has exactly the same functions as the front control panel.

My reason for doing this was that I wanted to make the layout suitable for exhibiting but I have found this rear control panel is really useful when changing stock in the storage sidings. Two mirrors are mounted on the wall behind the layout so I can see both ends of



The footbridge was gone well before the HSTs arrived, so a little modeller's licence comes into play. Class 43s are still operated by GWR on this route, albeit in reduced 2+4 formations.



▲ A view over the estuary and a Southern Region Sulzer Type 3 Bo-Bo (later Class 33) heads a train of vans bound for deepest Cornwall. Author photo (right) by James Lines



“ – Although the track plan is simple, I find I really enjoy operating the layout – ”

Chris Morris

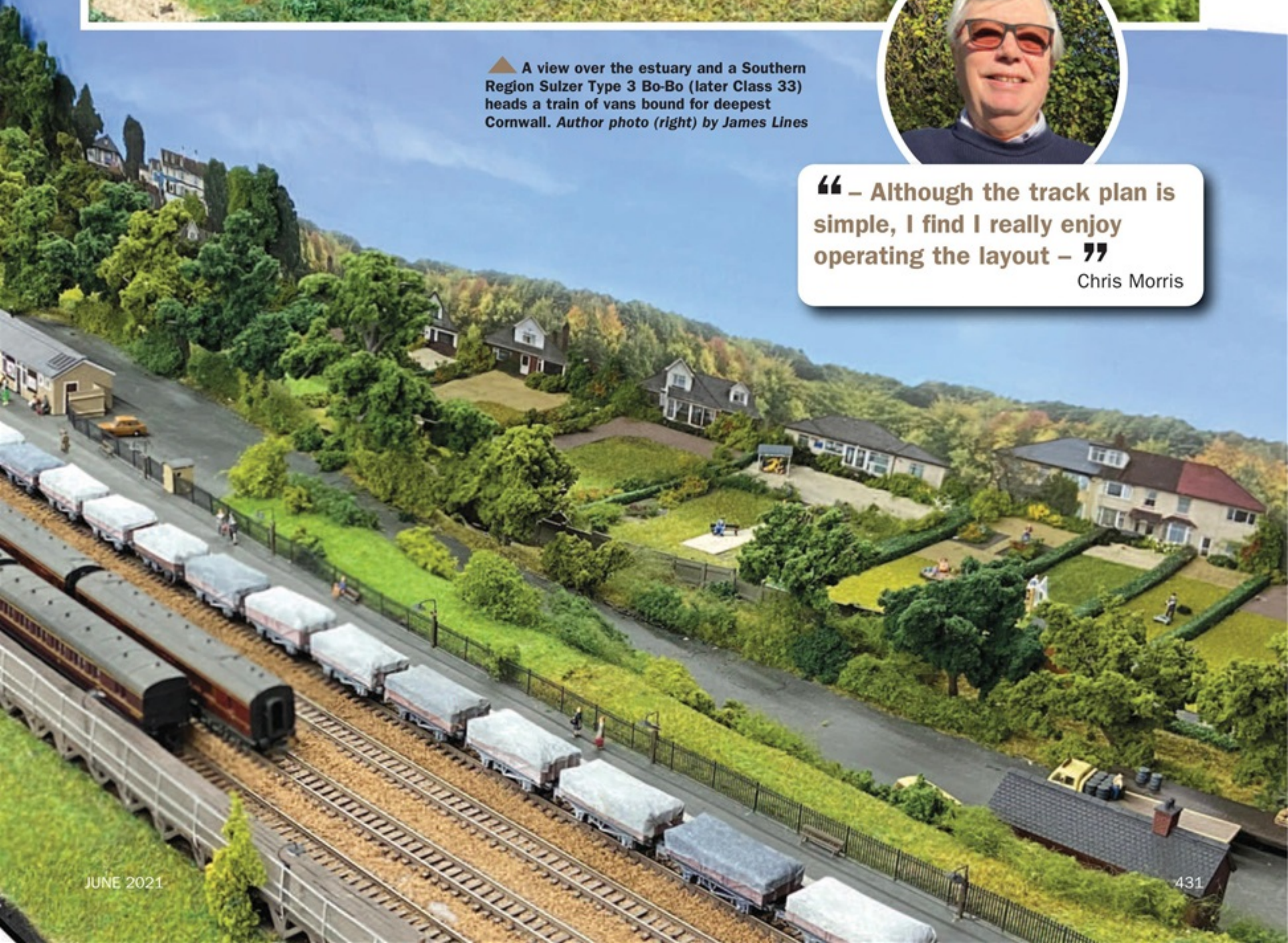
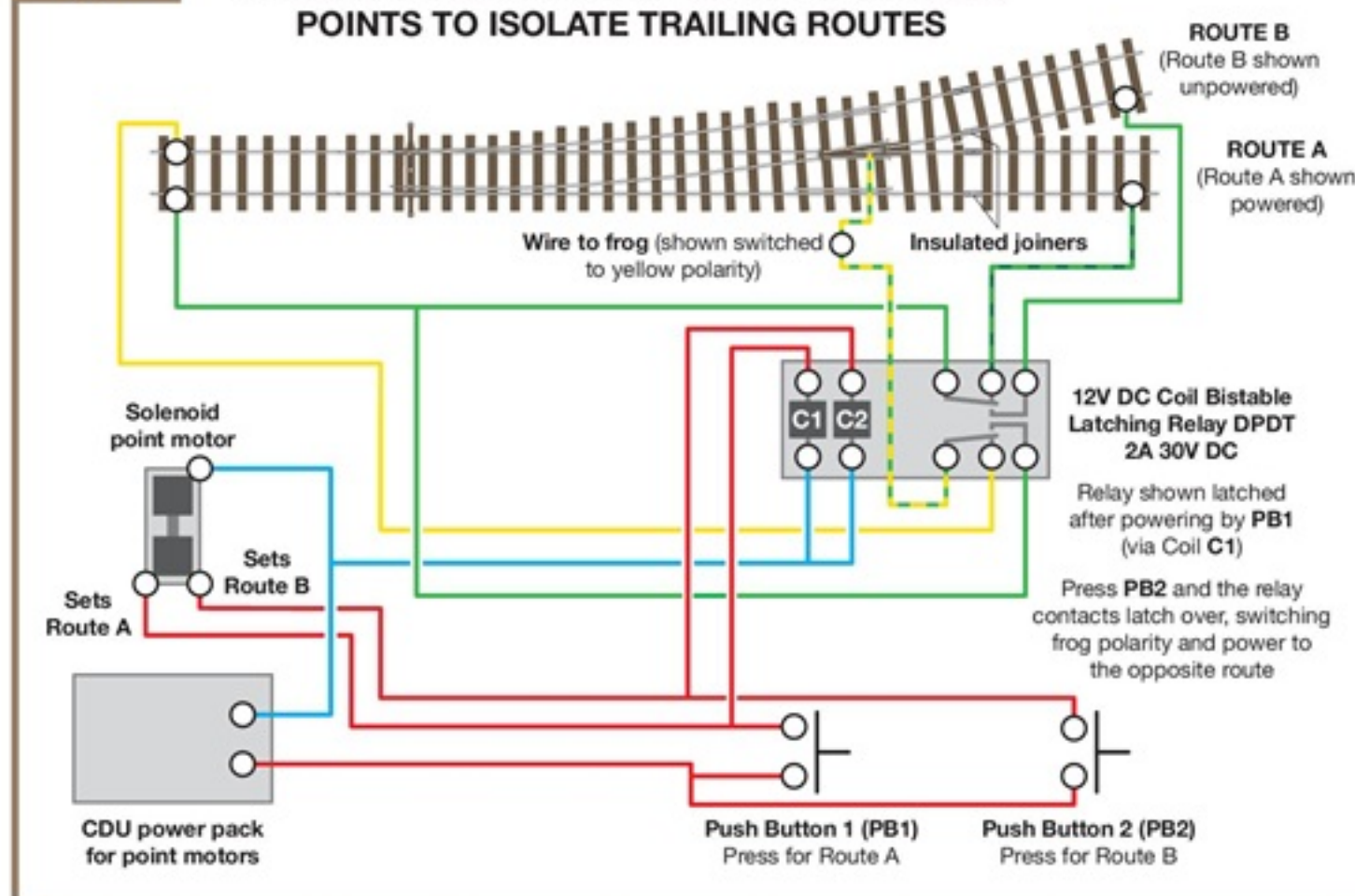


Fig.1

USING A LATCHING RELAY ON PECO UNIFROG POINTS TO ISOLATE TRAILING ROUTES



the storage sidings while sitting comfortably at the front control panel.

The track is Peco code 55 throughout, but I used the new Unifrog configuration points on the front scenic section of the layout. Although I have seen advice about changing the factory-fitted wiring underneath, I didn't do that and decided to use them as supplied. However the Unifrog variant is designed so that both downstream tracks are always electrically live, irrespective of how the points are set. In other words the points, unlike Insulfrog and Electrofrog variants, do not have a self-isolating facility built in, but I prefer to use my points as proxy switches, powering only the route selected by the blades. The simplest solution would have been to install individual section switches for each trailing, or downstream route, and use a Peco PL-13 accessory switch to change the frog polarity on the point... instead, I chose to use a self-latching DPDT relay to switch both the frog polarity and track power to the selected trailing route simultaneously as shown in Fig 1. Although slightly more wiring is involved for each point, I am very happy with this arrangement especially as the relay means I don't have to install section switches, and the Unifrog point design does away with reliance on point blade contact (with the stock rail) for electrical continuity – an age old problem now solved!

Working signals

For me working semaphore signals are a must and I never move a train without first

▲ A Pressed Steel railcar leaves the Warren with a stopping passenger working.

A pair of Type 4 diesel hydraulics are seen passing at the estuary end of the station. The semaphore signals are fully operational and are based around Dapol products.





▲ A pair of Western Region 4-6-0s pass in front of the camping coaches.

Collett 4-6-0 No.6835 *Eastham Grange* heads through Dawlish Warren with a Down express passenger working on 4 June 1960.

Photo: Colour Rail

setting the signals for it. I picked up some non-working Dapol lower quadrant signals at a good price and made two bracket signals myself. All of the semaphores are moved by servos which are controlled by a pair of Peco Smart-switch boards.

Scenery

Before I started this layout I had only scratch-built one simple freelance building in N gauge. *Dawlish Warren* required six models of actual buildings made from plasticard. The cliffs were made using chicken wire covered in Plaster of Paris. I followed this up with a covering of filler which I brushed while still wet to produce the desired sandstone rock effect.

Rolling stock

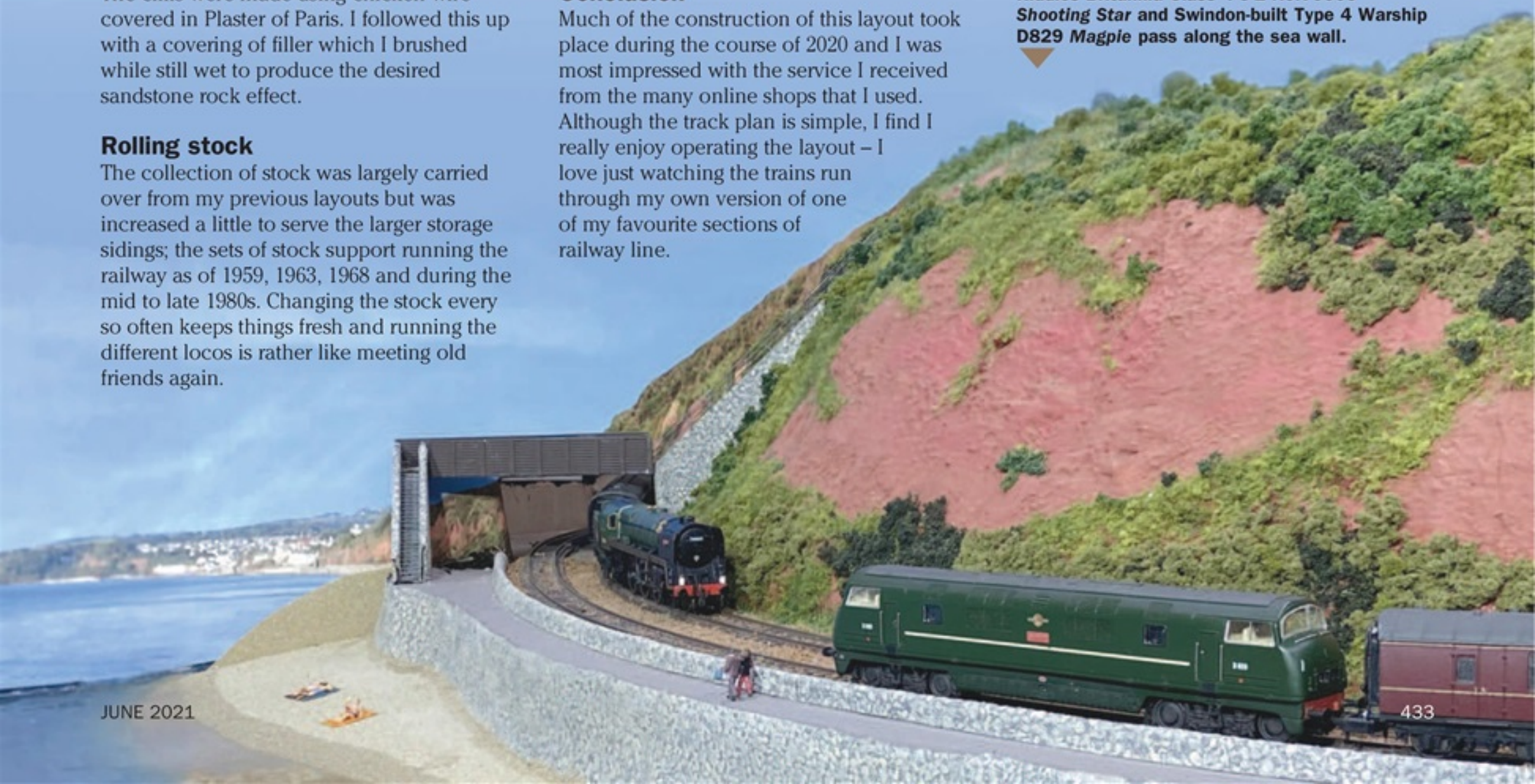
The collection of stock was largely carried over from my previous layouts but was increased a little to serve the larger storage sidings; the sets of stock support running the railway as of 1959, 1963, 1968 and during the mid to late 1980s. Changing the stock every so often keeps things fresh and running the different locos is rather like meeting old friends again.



Conclusion

Much of the construction of this layout took place during the course of 2020 and I was most impressed with the service I received from the many online shops that I used. Although the track plan is simple, I find I really enjoy operating the layout – I love just watching the trains run through my own version of one of my favourite sections of railway line.

▲ Riddles Britannia Class 4-6-2 No.70009 *Shooting Star* and Swindon-built Type 4 Warship D829 *Magpie* pass along the sea wall.



Talking Points

Topical issues from the world of model railways

Planet Industrials – on a voyage of discovery

When James Hilton and Stephen Fulljames first met at a model railway exhibition almost 10 years ago, they never imagined that their shared ideas and passion for the hobby, kit design and industrial railways would lead them to found Planet Industrials – a company that in recent months has entered the British ready-to-run arena. Here James describes the background to the development of the firm's first model – a Kerr-Stuart 'Victory' class 0-6-0T in OO. *Images courtesy of the author*

Industrial railways are part of my earliest memories of trains. Visiting my Dad's home city of Bristol as a child we used to walk to the harbour from Ashton Gate over the New Cut and alongside the BR branch that still served the Western Fuel Company coal distribution business. I remember having rides behind Peckett 0-6-0ST *Henbury* and standing on tiptoes to peer through the gates to see the 'big yellow diesel', which was an ex-Port of Bristol Authority Hudswell Clarke at WFCo. There was a mixture of weed-strewn sidings and inlaid harbour side tracks, with lines of coal wagons in the yard and the feel of a working railway still evident. These memories have stayed with me throughout my life, and continue to inform my industrial outline modelling today.

Steve grew up in the Midlands, close to the Severn Valley Railway and the industrial heritage around Ironbridge which captivated him from an early age. At that time the line's locomotive sheds at Bridgnorth were fairly open to wander around and it was always the smaller and quirkier locos that seemed to him the most attractive. Later, following holidays in North Wales, narrow gauge became a great influence which broadened over time into an appreciation of all things industrial.

Industrial railway modelling is a growing genre, with inspiration to be found in the countless prototypes that formerly existed

across Britain, together with the numerous examples that are still extant. From coal mines to chemical works, and steel mills to shipyards, together with quarries and factories, many industries relied upon the railway. Many firms utilised their own motive power for moving stock around their sites without the call for a mainline locomotive. This led to the development of specialist industrial steam (and later internal combustion) locomotives suited to their environment, often with compact wheelbases to allow them to work in confined sites over less than ideal trackwork. All of this of course, is a boon to the railway modeller looking for a gap filler on a larger layout, or a compact scheme in its own right. Industrial railway

modelling also offers tremendous scope for creating freelance systems.

A new company

It was at the 2019 Warley Model Railway Exhibition that we launched Planet Industrials, which allowed us to channel our shared understanding of a variety of design and manufacturing methods to produce kits



◀ A 1983-dated view showing a young James Hilton with the 'big yellow diesel' (an ex-Port of Bristol Authority Hudswell Clarke) outside the Western Fuels Company complex in Bristol.

Narrow gauge influence! Pictured here is Stephen Fulljames with his younger sister at Blaneau Ffestiniog in 1984.



▶ A selection of completed Planet Industrials products are showcased on James' industrial micro layout *Pontydulais*, including cab conversion kits for the Hornby W4 class Peckett 0-4-0ST and Hattons Barclay 0-4-0ST models, together with a complete kit for a Hibberd Planet 18SCW diesel shunter (powered using a Tenshodo 24.5mm wheelbase chassis). Kit components comprise a combination of etched nickel silver and 3D printed parts.





One of 10 examples constructed, Kerr-Stuart works No.3068 worked for Manchester Collieries (where it was named *Francis*) after its initial spell of military operation, later becoming part of the NCB Astley Green colliery fleet from 1947. It was scrapped in 1968. Photo: RCTS

An image from the CAD artwork for the firm's OO gauge Kerr-Stuart Victory class 0-6-0T in OO.



intended to be accessible to all-comers. We love industrial subjects and we hope this passion is evident in our kits and models. Our aim has been to produce detailed, scale models without the need for complicated or advanced modelmaking techniques. However, it is interesting to note that our best selling product to date has been our Hibberd Planet kit, rather than the more straightforward cab conversion kits for the Hattons Barclay and Hornby Peckett models.

Broadening horizons

It was actually whilst we were soaking up the atmosphere at the 2019 Warley show that we started to look to the future and how we wanted to see Planet Industrials to grow. I remember suggesting to Steve, over a pint on the Saturday evening, that we should move forward with our ideas for a ready-to-run model. To me it was the logical next step and I felt it would be a great learning experience, whilst allowing us to develop a model that would match our ethos and bring something new to the industrial modelling scene.

We have been very lucky since we made our decision to develop an R-T-R model. The late Chris Klein of Minerva Models was a great supporter of what we wanted to do and we benefited enormously from his advice and extensive experience. It is safe to say that without his encouragement and guidance it is unlikely we would have had the confidence to go direct to a factory in China with our requirements and develop a model. That support, as well as our gratitude, continues today with his business partner Chris Basten.

The choice of prototype

Many people have asked us why we chose the Kerr-Stuart Victory for our first project. When Minerva released its model in O gauge [Ed – See review, *RM February 2017*] both Steve and I remember seriously considering switching scales! The model had such wonderful presence, and the prototype was chunky and purposeful with just a touch of elegance. For practical reasons we had decided a six-coupled tank engine would make a sensible first model and we narrowed it down to a few potential prototypes, but in the end the offer from Chris Klein to share research undertaken for the Minerva model was what led us to choosing the Victory. Being provided with this information enabled us to significantly reduce the development time and progress straight to the design stage with the factory in China. We were keen to be realistic with the timescale, and to avoid



A selection of graphics showing some of the livery options that are being produced, including lined grey (as IW&D No.12), lined green and lined maroon.

making an announcement until we were certain the model was feasible.

Going public

It was difficult to keep our excitement under wraps through the development process, and at the beginning of 2020 our timeline had looked a little different. Then the global health situation developed and our decision not to announce before we had something definitive to share proved to be very wise! The hope had been to have at the very least examples of CAD artwork to share at Warley in 2020, and with a prevailing wind possibly even a tooling sample. However, the factory and design team were hit hard by the pandemic and we saw progress slip, understandably, during the spring and early summer. With traditional exhibition events cancelled, we chose instead to reveal our plans online in November 2020, publishing images from the CAD artwork.

Following the launch we have engaged our customers and followers in the development process, sharing further details and history information about the class with email subscribers, as well as inviting their participation in a livery survey. Sufficient votes were received to enable us to make some meaningful decisions on the liveries we have decided to offer, with

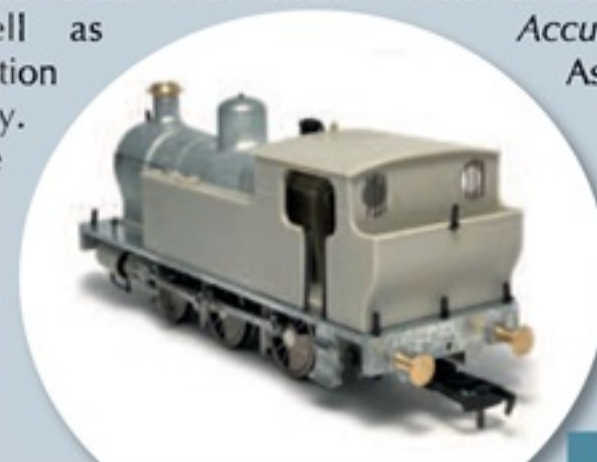
perhaps surprisingly, greater demand for 'generic' liveries that could be used in any industrial or light railway setting. This process also helped us to assess the relative levels of interest for DC, DCC and sound models, the results of this feedback being confirmed when we began to receive pre-orders.

We believe that this approach, where we decide what prototype we're producing, undertake the research and design work and announce when we're certain the model will be produced, is the right one – it gives us a great platform to then engage our customers and modellers in the development and selection of liveries whilst maintaining a lead-time of under two years from announcement to delivery of the finished product.

Future plans

We have plans for further ready-to-run models to be developed in due course, and have already worked with other manufacturers to offer limited run liveries using their products where there are opportunities that fit with our industrial ethos [Ed – such as the internal user version of the MDO wagon from Accurascale – *News, RM May 2021*].

As I said in the opening, industrial railways are a real passion for us, and one that we're happy to help shine a light upon with our products, which in turn we hope will encourage other like-minded modellers to explore this fascinating genre.



A complete tooling sample was recently received for the Victory model (also pictured at the top of the opposite page), with factory decorated samples currently awaited.

Further information

For further details about the Kerr-Stuart 'Victory' model, including livery options, details of price and how to pre-order, refer to the manufacturer's website (below), where you can also register to receive regular newsletter updates:

www.planetindustrials.co.uk



MICRO MARVELS

THE SMALL LAYOUT GALLERY

Charlie Road

Unable to tend to his larger layout project, **KEVIN LAWRENCE** planned and built this compact O gauge scheme to carry him through these restricted times.

Photography by the author

Since my return to the hobby some 10 years ago I have built a couple of layouts; *Loch Joshie* (RM August 2014) and *Kaybee St Sarah's* (RM June 2019). Both of these layouts were in OO, but I had always fancied having a go at O gauge. However, the limited amount of ready-to-run equipment that was available (up until a couple of years ago) had always dissuaded

me from seriously considering a project in the larger scale. This changed when I attended a show in 2019 and found a Dapol Class 08 being sold at what I considered to be a bargain price. It was a BR Black version with the name 'Charlie' and since this was the name of our family Labrador of 14 years, I just had to buy it!

Only one locomotive

Armed with one locomotive I had no idea what I was going to do.

However, on a trip to my local model railway



▲ The model locomotive that started it all! English-Electric 350hp 0-6-ODM 13 308 *Charlie* (a Dapol model) propels a single tank of fuel oil toward the depot.

shop in Sutton Coldfield I spoke to Patrick, one of the shop staff, who said he had a small test layout that he was not using and asked if I would like to purchase it. This seemed like the perfect starting point. It had the track laid with a small sector plate at one end and was about 6' in length.

I devised a plan to add a station, run-round loop and fiddle yard – amongst other things – resulting with an extended layout that would be 14' long and that would have taken over half the house. Unsurprisingly it failed to get domestic planning approval! However, since the layout was designed to be portable, the solution was to move it to my parents' house as they had a garage long enough to accommodate the erected layout. Plans were now in place for construction to continue, or so I thought...

The need for a compact layout

Government restrictions during 2020 that prevented family visits halted progress and this made me think about a small layout for use at home during the meantime. I also wanted to prove to myself that O gauge modelling did not have to take up huge amounts of space.

The plan that I came up with was simple in having something that looked as if it could be a real location but would be portable and relatively quick and inexpensive to build. It

◀ The track crew are deep in conversation while English-Electric Type 3 Co-Co 37 116 waits for the fuelling to finish.



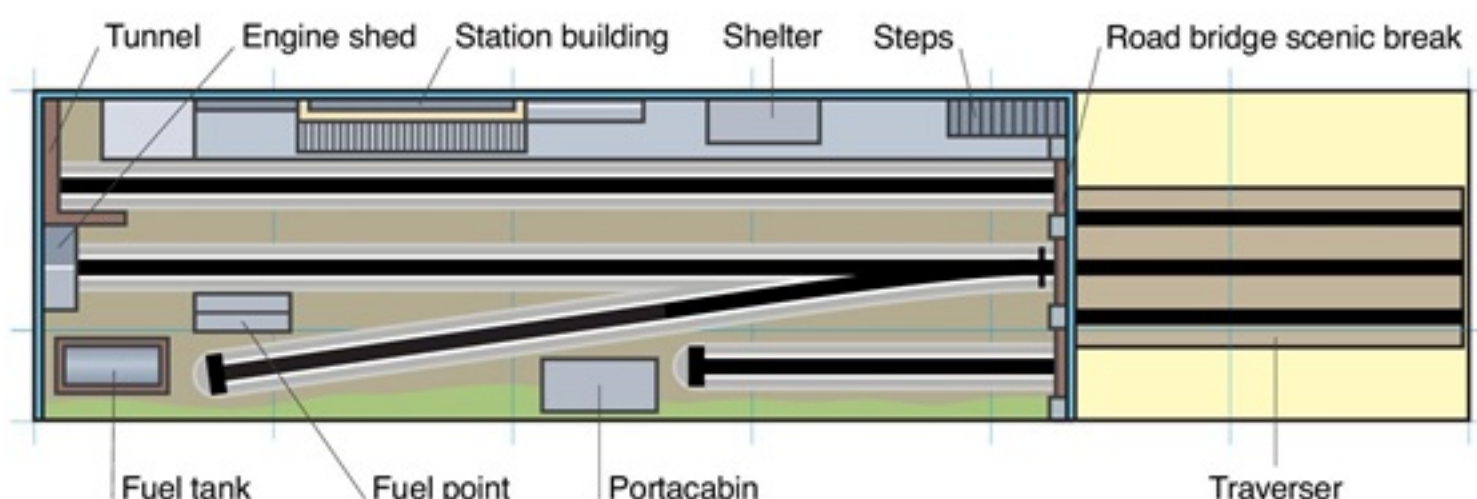


▲ The portacabin interior is fully detailed, as this glimpse through the window shows.

▲ An overall view of the road bridge end of Charlie Road. All the buildings are fully detailed internally and are fitted with lighting.

CHARLIE ROAD

Overall dimensions including fiddle yard (approx): 6' 0" x 1' 6½".
Each grid square = 1ft x 1ft.



would also give me a chance to improve my skills by scratch-building the structures on the layout.

I created a plan with a single point feeding the fuel pumps/depot area and a single stretch of track for the station and parcels depot. By using a traverser long enough for the largest diesel locomotive on the layout I was still able to fit everything in a 6' x 17" footprint.

With the layout design and concept complete it needed a name. With my tradition of naming layouts after family members why should this one be any different? My previous layouts had been inspired by the names of my children Joshua and Katie as well as my wife Sarah. Given the name of our Labrador (and the class 08 that started all this) *Charlie Road* was born.

Baseboards and track

The baseboards are split into two pieces to make the whole layout portable and are of a traditional 9mm ply top with softwood frames construction. The top is covered in

cork tiles to cut down the noise levels when running the heavier of the O gauge locomotives. The traverser is nothing more complicated than a piece of ply sitting on some old drawer runners. The track is all from the Peco Streamline code 124 bullhead range with Woodland Scenics coarse grade ballast secured in place using a PVA/water mixture.

The layout is wired for DCC operation. One discovery I have made with this layout is the existence of Gaugemaster DCC Autofrog

Almost the entire layout is visible here, proving that even if your taste is for large diesel locomotives, O gauge in a small space is still possible.





polarity switches. These are excellent devices and have really helped with the reliability of operation across the single item of pointwork; I will be using these on all future layouts.

Scenery

With limited space available there had to be a lot of low relief buildings. Using Slater's Plastikard, Plastruct styrene strips and Wills construction sheets I scratch-built the parcels office, locomotive depot and platform

shelter. Strength in the buildings is provided by sections of foamboard fitted inside the structure.

The steps up to the road and the girders on the bridge are made from 4mm scale Wills vari-girder kits together with components from a Peco overall roof kit (also 4mm). In fact, I was surprised how much 4mm scale material I could use – even down to the Ratio downpipes and gutters that don't seem to look too out of place when used in the larger scale.

▲ Late blue liveried English Electric Type 3 37 116 idles by the fuelling point at Charlie Road. Diesel Parcel Unit W55991 has just arrived. Both are ready-to-run items from the Heljan range.

The final structure on the layout is the portacabin which used the same construction materials. All the buildings have interior details and lighting and are finished with signage from the excellent Sankey Scenics range. Other scenic elements come from: Routemex for the two- aspect signal, Skytrex for the fuel tank, Bachmann Scenecraft for the refuelling point, Peco for the tunnel entrance, Layouts4u for the platform lighting and Bachmann Scenecraft/ Peco for other bits of platform furniture.

Low height backboards are ply covered with a Gaugemaster photographic backscene. To give the backscenes some depth I added Woodland Scenics foliage, this being stuck to a black piece of card with PVA before securing the complete section to the backscene (the black card stops the lighter backscene showing through). This was something I used on my *Kaybee St Sarah's* layout and it works just as well in O gauge. At the other end of the layout, I have added a tunnel entrance and a low relief diesel depot to suggest that there is a bigger world out there.

◀ Clever use of a stepped-back print and a platform 'tug' makes the parcels depot appear much deeper than it actually is.



Wearing BR large logo blue livery, English-Electric Type 3 37 116 is fuelled and ready for its next turn of duty. Built in 1963, this locomotive remained in service until 2007.

Operations and loco fleet

The layout is loosely based around the Western Region in the late 1970s and early 1980s. This gives me the excuse to run a Heljan Class 128 DPU as well as the forthcoming Dapol Class 122 DMU; a single unit or locomotive being the maximum that the layout can handle. The only exception to this is the Dapol Class 08 which can propel a single tank wagon onto the refuelling point. All the remaining locomotives are R-T-R items from Heljan (Classes 20, 33, 37, 45 & 128 DPU) and have all been converted to support DCC operation. Nearly all are fitted with sound decoders from Digitrains which feature 'ActiveDrive' functionality. Most of the locomotives have large 'stay alive' units fitted as well and whilst this might not be strictly necessary for O gauge, it does give faultless running.

Along with the sound I do like locomotives to be weathered realistically as I think both these things add further realism to a model railway. This, however, is something I leave to the professionals though, and not all of the fleet has received this treatment yet.

What's next?

I have really enjoyed working in O gauge and would encourage anyone thinking about the transition to the larger scale to give it a go. The physical size and weight of the locomotives gives them a real presence. My fears around spiralling costs have been quashed too as you only need a few locomotives/items of rolling stock and limited amount of track to make an enjoyable layout like *Charlie Road*.

Furthermore, the larger scale lends itself to scratch-building and I have really enjoyed developing my skills in this field. The next step for this layout is for it to have a small row of shops and park area over the fiddle yard but this has been put on hold for the moment as a result of an upcoming house move. This will also give me access to a garage, so I am looking forward to recovering my original O gauge layout from my parents' house.

Given that *Charlie Road* is small and portable I hope to take it out to exhibitions when circumstances permit.

Diesel Parcel Unit W55991 eases under the bridge toward the depot. Although many of the items in this view are specifically designed for 7mm scale, many 4mm scale items such as the Wills vari-girder parts can be used to great effect, as demonstrated here.



▲ Scottish-branded English-Electric Type 1 Bo-Bo 20 228 (built in 1966) awaits its next turn of duty on the lay-by siding at Charlie Road.



Studying steel sleeppered track

ROB HARKNESS considers how Peco Streamline SL104-F steel-sleepered track could be integrated into a OO gauge steel works layout scheme.

Photography by the author

Peco Streamline ref.SL104-F flexible plain track with steel sleepers provides modern-era OO gauge modellers with an alternative to the usual wood- or concrete-sleepered varieties of trackwork. However, steel-sleepered track has been used for many years, with applications by the Great Western Railway dating back to the 1930s, whilst the use of steel is widespread in Europe, especially on secondary and industrial lines. Furthermore, for some years now the UK has supplied 20,000 steel sleepers annually to Switzerland.

In the UK, more than a million steel sleepers have been supplied to Network Rail since 2003 with uses including in Scotland on high tonnage and high-speed routes, whilst in 1999 approximately 36,400 steel sleepers were installed on the Settle & Carlisle line.

Steel sleepers function differently to wood or concrete types in that they hold the ballast captive in the trough underneath and actually require much less ballast material than traditional sleepers: The compacted ballast is held within the sleeper profile, this providing the necessary support to distribute the load because the sleepers sit in – rather than on top of – the ballast, thereby allowing a thinner support layer to be used. The biggest economy in using steel lies in the drastically reduced requirement for new ballast as steel sleepers can often be installed directly into the existing layer with no new material required.

Steel works applications

Steel-sleepered track has tremendous potential for use on models of industrial railways. I came across a number of types of sleepers and fixings during a career spent mainly in rail traffic at the Scunthorpe site of what is now British Steel. The types of traffic moved on Scunthorpe Works at that time varied from empty yard wagons, with a tare of about 11 tons, to torpedo ladles grossing at around 450 tons. The heaviest axle-loads we handled were the ingot casting cars loaded with 'up-run' ingots and moulds, which could be over 60 tons per axle and which were moved from the BOS (Basic Oxygen



Early types of steel-sleepers often used modifications of fixings which were employed for existing track.



'Wisclips' were developed by the Workington Iron and Steel Company and were noted for their quick maintainence.

Wisclips and Pandrol clips

Early types of steel-sleepered track often used modifications of fixings employed for existing wooden-sleepered track, so there might be cast-iron or fabricated steel chairs bolted or riveted onto steel channels instead of wooden sleepers (photo 1).

However, by the mid-1970s, Scunthorpe Works had standardised on 113lb/yd rail seated between pressed lugs on rounded steel channels and secured to the channels by 'Wisclips' developed by the Workington Iron and Steel Company. The Wisclip took the form of an exaggerated 'e' shape and was fitted into a rectangular hole in the channel (photos 2 & 3). To fit a clip, the toe of the clip was simply inserted into the hole and skilful application of a platelayer's hammer to the tail of the clip would drive the clip onto the foot of the rail, securing the rail in place. The advantage of this design of track was the speed with which it could be taken out and replaced, which in a steelworks environment was essential to avoid stopping



The Wisclip took the form of an exaggerated 'e' shape and was fitted into a rectangular hole in the channel.



Points used fabricated steel chairs clipped to channels of varying lengths and a different cross-section.

production. Matching points were also installed, using fabricated steel chairs clipped to channels of varying lengths, although the channels were of a different cross-section. (Photo 4)

The disadvantage of the Wisclip was that the clips could lose tension, either through excessive strain under heavy axle loads, or by being vibrated out of alignment, and this could lead to the rails spreading or compressing the pressed lugs on the channels. An attempt was made to address this by inserting a self-seating lug into the hole in the channel and replacing the Wisclip with a Pandrol clip. This was successful, but it was later found that the inserts could pull out of the hole in the channel, especially if the channel had begun to rust. The steel channels were also found to be susceptible to cracking beneath the foot of the rail, where it couldn't be seen until the rail turned itself out of the clips, beneath a heavy axle load.

These issues led to the adoption of the type of Pandrol channels shown in photographs 5, 6 and 7. These were substantially stronger than the Wisclip channels and were much better at retaining the rail in place. They were still quite quick to replace and could still (just) be handled by two people – until new handling regulations were introduced, which demanded mechanical handling equipment.

The ends of the channels were shaped to provide resistance to sideways movement in the ballast and some versions had a shape almost identical to that as modelled in the Peco product. Again, matching turnouts were installed (photo 7).

There was still an issue with channels cracking under the rail, but careful

inspection, ballasting and tamping could control this. Mechanical tamping equipment was essential to do this properly, as trying to force ballast up beneath the hollow channel by hand could be difficult. One practice common to the use of Wisclip and Pandrol channels was the reduction in sleeper spacing for routes subject to higher axle loads. Instead of the usual 24 sleepers per 60' length, 26 and later 28 sleepers would often be used, so as to spread the weight over a greater area of ballast and reduce the incidence of broken rails.

A change of approach

A change of management in the 1990s brought a different approach to track construction at Scunthorpe Works; the emphasis became more on building solid track to last, rather than being able to replace it quickly. For example, the ingot routes were re-laid with 136 lb/yd rail, instead of 113 lb/yd. The heavier rail couldn't be accommodated in the standard Pandrol channels, so specially rolled baseplates were used attached to closely spaced hardwood sleepers. Matching points were also constructed from 136lb/yd rail, with fabricated baseplates and hardwood sleepers. As you might expect, much of this track stayed in use for years, even after the end of ingot movements (ingot production at the Scunthorpe site having been replaced by continuous casting processes). This experience led to greater use of hardwood and concrete sleepers when replacing track and points, particularly on main running routes.

What about pointwork?

All three versions of Peco track representing wood, concrete and steel sleeper types can be used effectively to represent plain track on an industrial site, such as a steel works, but what about turnouts if you choose steel sleepered track? You could still use turnouts with wooden sleepers. The common practice in using them with steel or concrete-sleepered plain track, would be to replace the first two or three sleepers of the plain



Pandrol channels were introduced following instances of cracking beneath the foot of the rail.



Pandrol channels were substantially stronger than the Wisclip version and better at retaining the rail in place.



Channels were shaped to provide resistance to movement. The design is reflected with the Peco track.

track with wooden ones, as the load-bearing characteristics are different and it is a good idea to move the transition away from a rail joint.

That's the track sorted for anyone contemplating the modelling of a modern-era industrial site in OO, and there are some proprietary locomotive models available that would fit the bill quite admirably. However, some of the rolling stock might remain the preserve of those who like to indulge in some scratch-building!

A station canopy for Alston

PETER BROWN's re-imagining of this Cumbrian terminus in N was presented in our April edition. Here he describes how the delicate overall canopy structure was built using laser cut parts.

Previously I described the planning and building of my new N gauge layout inspired by – and closely based upon – Alston station. Many of the constructional items and parts were designed by myself and then outsourced to specialist firms to be cut accurately using the most up to date techniques. The platform canopy roof was one such structure.

Historic choices

The platform roof for Alston Station was built in 1852 at the same time as the main station

building. For most of its life the roof had vertical timber boarded gable screens but these had deteriorated by the late 1950s and were removed. The drawings show the boarded screen on one elevation and the post-1950s version on the other. For my layout the later version was constructed as it made for a more visually interesting model.

Roof construction

The roof trusses, patent glazing and roof ventilation grilles were laser-cut in black 0.75mm Rowmark (an engravable plastic)

by Stoneybridge Structures based on my digital drawings (see Fig. 1).

The trusses were effective but very flexible, which created a bit of a challenge for assembly. I tried making a temporary cradle to keep them in position, but this did not hold them with sufficient rigidity. The solution proved to lie with the patent glazing. This was first spray painted with black acrylic to provide a matt finish and then styrene glazing was applied to the rear with gaps the exact width of the trusses (Fig. 3).

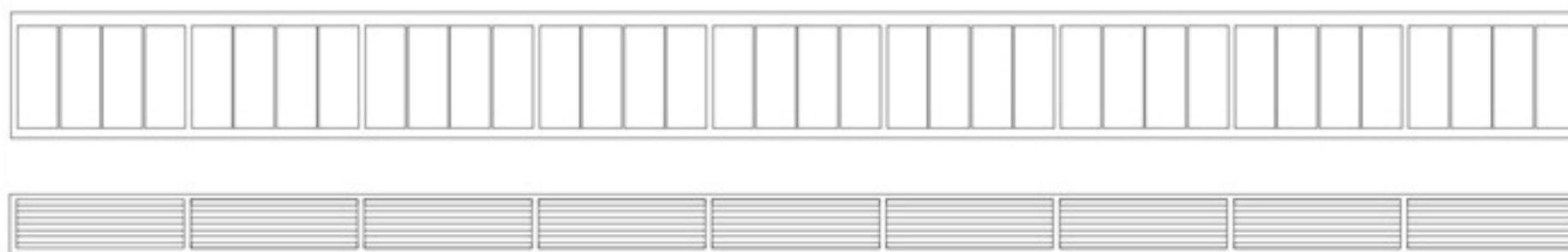
The trusses were solvent welded into the gaps at each end to

establish the shape of the roof and then the intermediate trusses were added, trying to get the alignment as consistent as possible. Afterwards, the feet of the trusses were solvent welded to lengths of 2.5mm x 2.5mm styrene angle. To make sure the roof remained level during construction with no twisting, these angles were then temporarily glued to mountboard with gaps cut out to give access to the underside of the roof to facilitate gluing of the roof surface (see photo below).

With the trusses now sufficiently rigid, it was a relatively simple

Roof components and assembly

Fig 1. Glazing canopy frame (top), ventilation grilles and roof trusses (scale 2mm = 1')



The trusses and glazing under construction. The truss feet can be seen attached to the styrene angles which are glued temporarily to some mounting board to give rigidity.

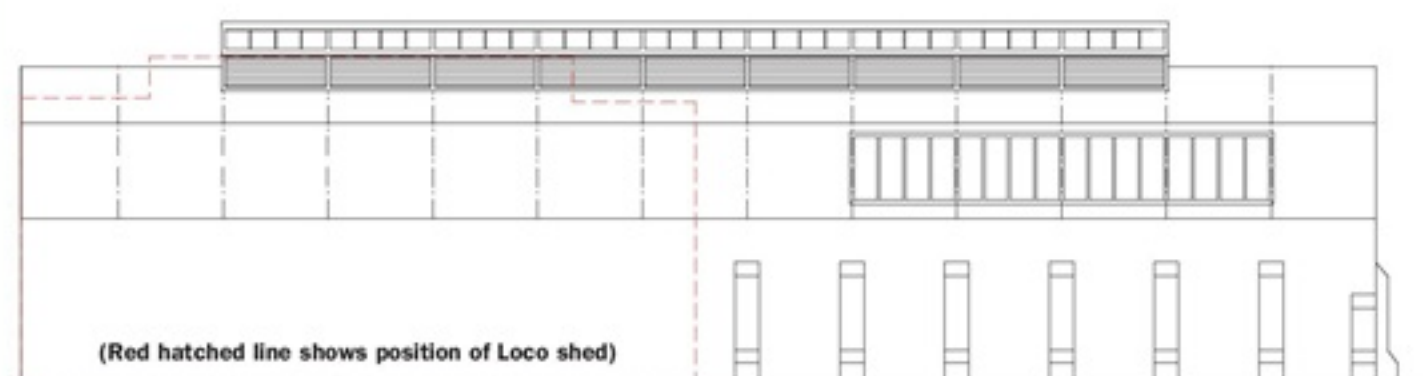
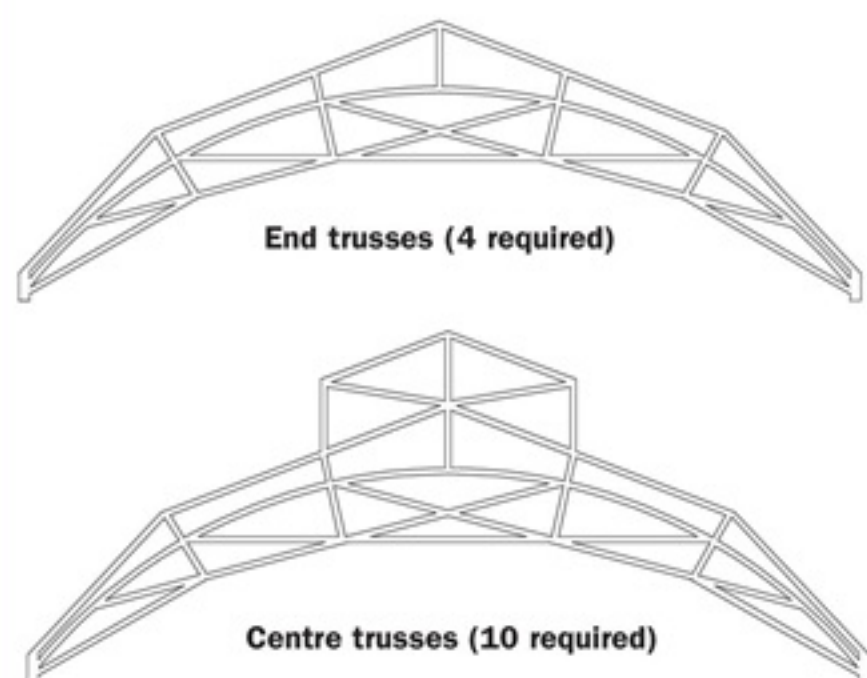


Fig 2. Showing the relative positions of the trusses to the main walls (scale 1mm = 1')

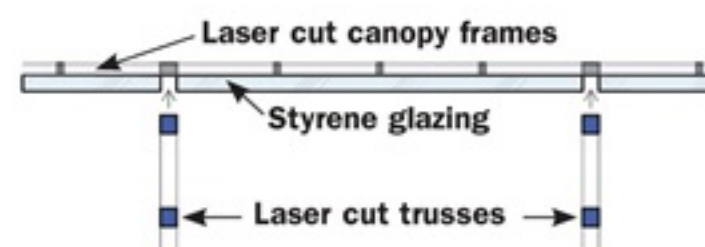


Fig 3. Lengths of styrene glazing were applied to the underneath (inner face) of the canopy glazing frames to provide mating 'notches' for each of the roof trusses (not to scale).

task to paint Slater's 2mm roofing tile Plastikard (ref.0442) with Humbrol Matt No.245, then cut it to size and add solvent from below.

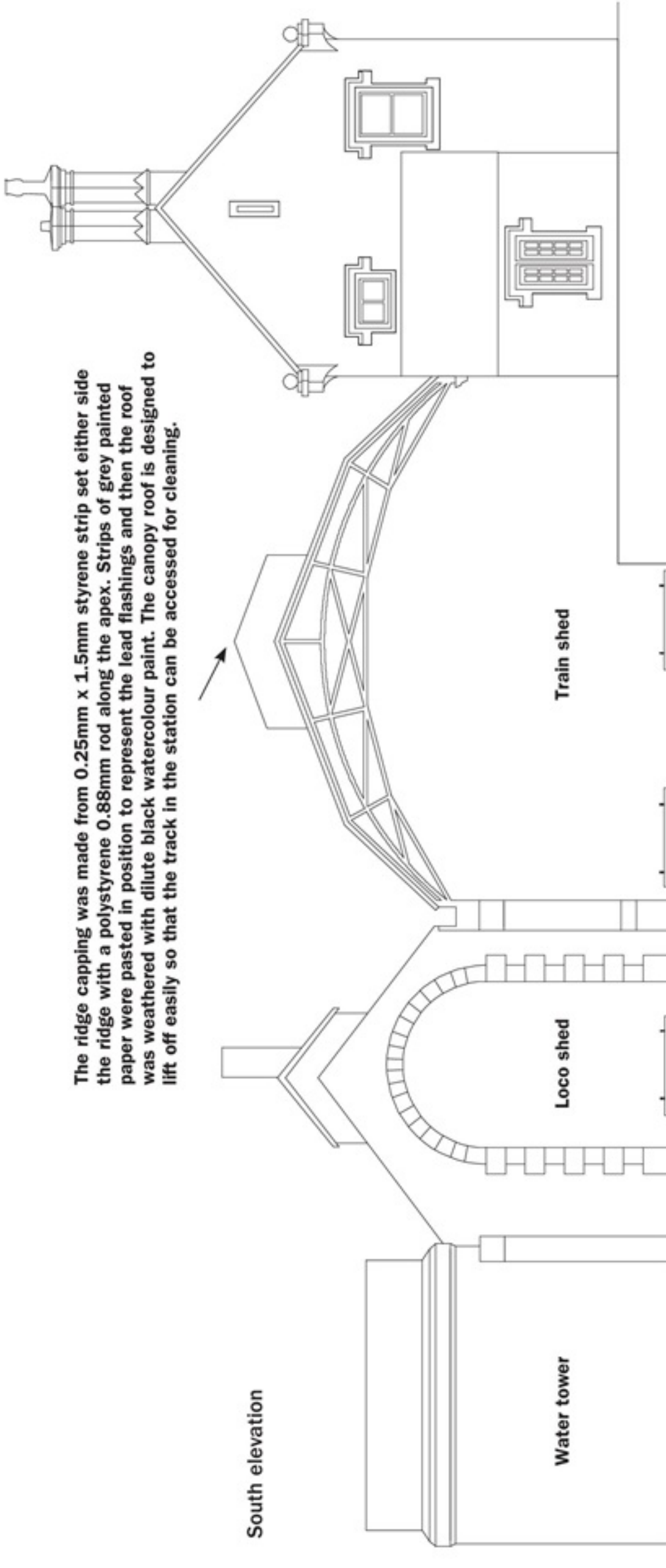
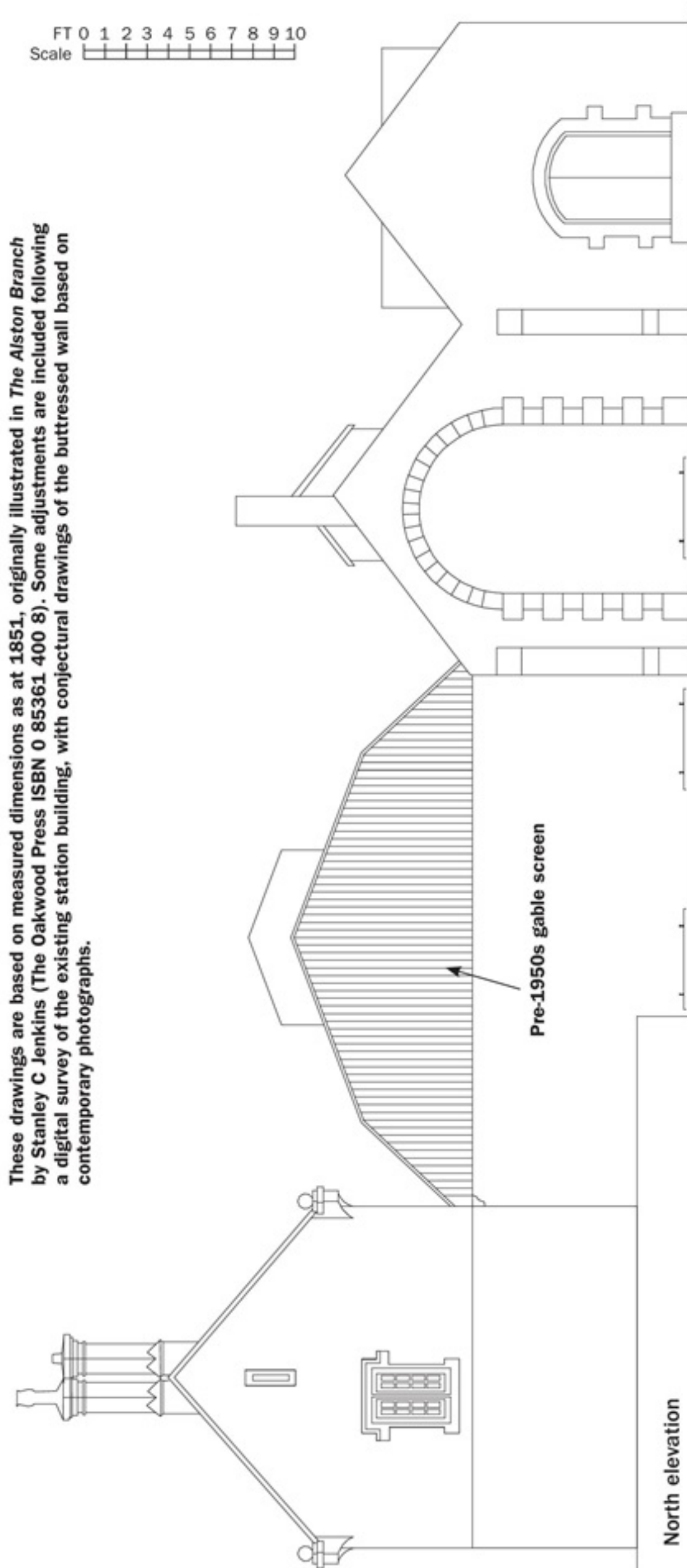
Contemporary photos show some patent glazing on the west-facing slope at the south end, though this area of the building complex is not shown on any of the published survey drawings.

I had some Ratio patent glazing left over from a station canopy kit, so I inset this into the roof. Once the solvent welded joints had been allowed to set hard, the mountboard was removed leaving a rigid shell structure.

A two-car Class 104 DMU awaits departure from Alston on 23 September 1961.
Photo: Colour Rail



These drawings are based on measured dimensions as at 1851, originally illustrated in *The Alston Branch* by Stanley C Jenkins (The Oakwood Press ISBN 0 85361 400 8). Some adjustments are included following a digital survey of the existing station building, with conjectural drawings of the buttressed wall based on contemporary photographs.



Through the railway room door

Bryncoed Junction

*A rejuvenated interest in the hobby led **QUENTIN MCGUINNESS** to create this busy South Wales-inspired layout scheme in OO. However, the decision early on to make it a permanent fixture in the home was not without its pitfalls...*

Photography by the author

The creation of this layout represented a return to model railways after a gap of some 32 years. In my early teens I had built a large layout in the attic using mainly Hornby 'Super 4' track and a collection of Tri-ang Hornby locomotives, plus a Wrenn Stanier 8F and a Wills Finecast Collett Goods (a white-metal kit on a Hornby Pannier chassis). The basic scenery comprised a few Superquick low-relief kits, an attempt at building a covered station footbridge from cereal packets and hills from chicken wire covered with papier mâché. It was later dismantled, with some of the salvageable items sold to raise funds for full-size Collett large Prairie No.5199, which I was instrumental in saving from Barry Scrapyard.

With interests in both the restoration of No.5199 and the commencement of the new-build project for No.6880 *Betton Grange*, my time was limited. However, the arrival of the digital controls, improvements in proprietary locomotive detailing and modelling materials, not to mention the availability of many more modelling publications – all served to rekindle my interest. At the time of my renewed enthusiasm for the hobby my son was aged seven and I hoped that starting a project would encourage him to take up the interest as well.

Construction

The layout was from the start, not designed to be portable (a decision I would later come to regret) and initial ideas were focused on making sure there would be plenty of operational potential to suit my son.

A substantial wooden framework was built to carry 12mm plywood baseboards. The double track mainline run was doubled in length by setting it on two levels with crossing over achieved in the tunnel area

An expansive view of the Bryncoed Junction station site, with a Churchward Mogul (Dapol) departing with a local passenger working. The station building was built from a Ratio kit.



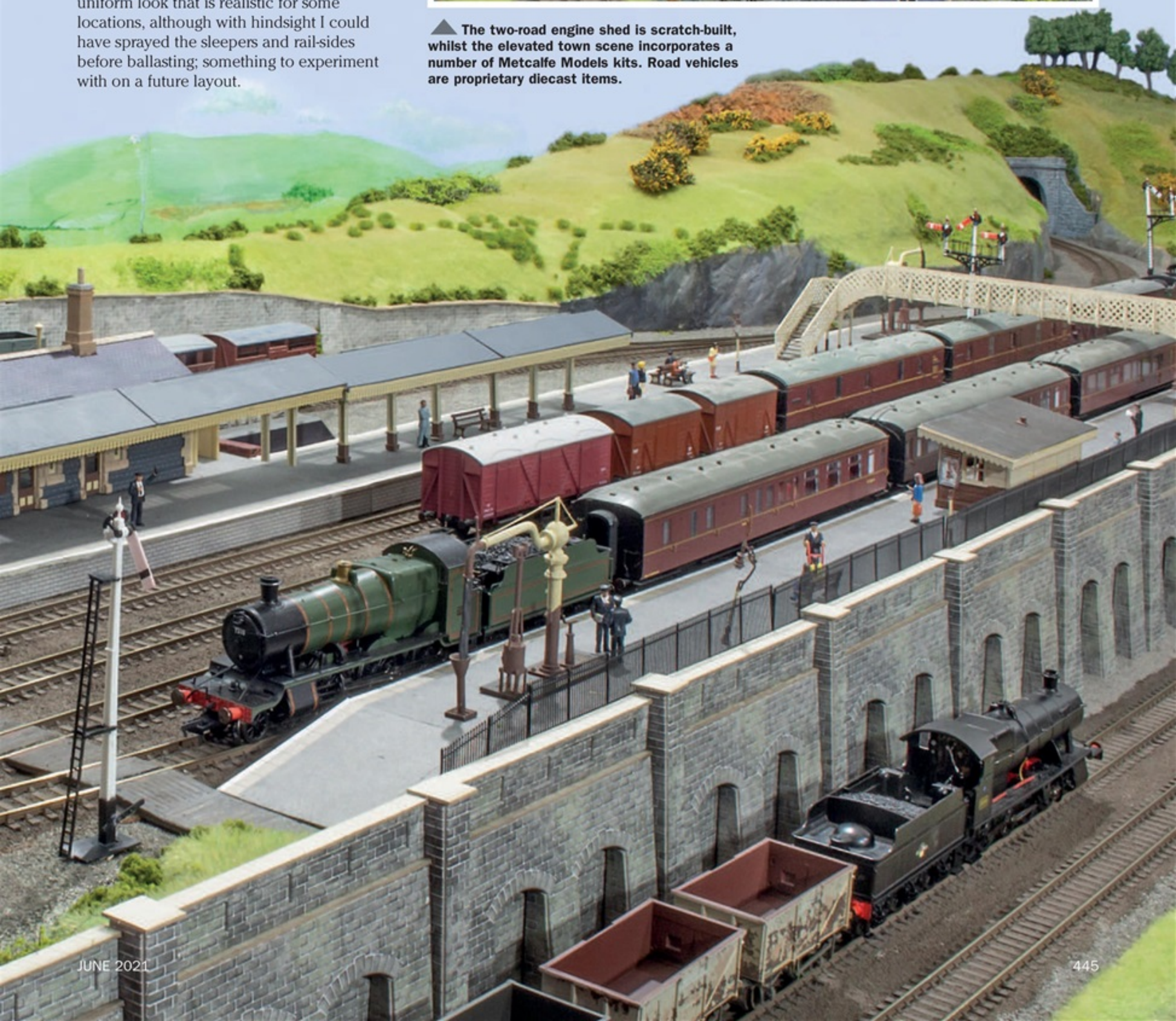
(see plan, overleaf). This arrangement required lengthy sections on gradients, which later made for some interesting adhesion tests with the locomotives!

Trackwork was all Peco code 100, laid on Jarvis Cork sheet. Wiring was so much simpler having chosen to embrace the DCC format. The points in the scenic side of the layout were fitted with Peco point motors and controlled with the probe and stud system, whilst those in the fiddle yard side were hand controlled. Once all the electrics were complete and tested with trains running satisfactorily, I commenced the ballasting.

I took the advice that granite chippings for N scale were more realistic than those for OO and was pleased with the results. Careful placement of the chippings and gentle application of the dampening water spray were essential to get the neat appearance of trackwork that was often seen during the BR steam era. I chose to spray the ballasted track with Railmatch Grime colour to give a uniform look that is realistic for some locations, although with hindsight I could have sprayed the sleepers and rail-sides before ballasting; something to experiment with on a future layout.



▲ The two-road engine shed is scratch-built, whilst the elevated town scene incorporates a number of Metcalfe Models kits. Road vehicles are proprietary diecast items.





◀ An overall view of the layout that illustrates the split-level arrangement adopted for the fiddle yard, as per the accompanying plan.

Railway Show and demonstration of the Greenscene Flockit device convinced me to proceed with the static grass method. A springtime scene was chosen, and I was pleased to find realistic gorse bushes available to enhance the hills.

During the spring of last year, I couldn't help but notice how the hawthorn trees were magnificent in the strength of their blooms. Unfortunately, I couldn't find any representations of such trees from model tree manufacturers and didn't have sufficient time to attempt modelling them myself from scratch. I did, however, experiment with sphagnum moss collected locally, drying and painting it to represent dead bracken. Although possibly a little over scale, it nevertheless adds the texture and colour seen so often on the hills around the gorse.

Bushes and foliage have been added using materials from the Woodland Scenics range. The textures and colours of these clump foliage products are a world away from the limited range of flock powders that I used in the 1970s, which demonstrates just how much the scenic side of modelling has improved.

Buildings and structures

The station is the Ratio Castle Cary kit but was painted in a dark slate colour to

Geographical setting and scenery

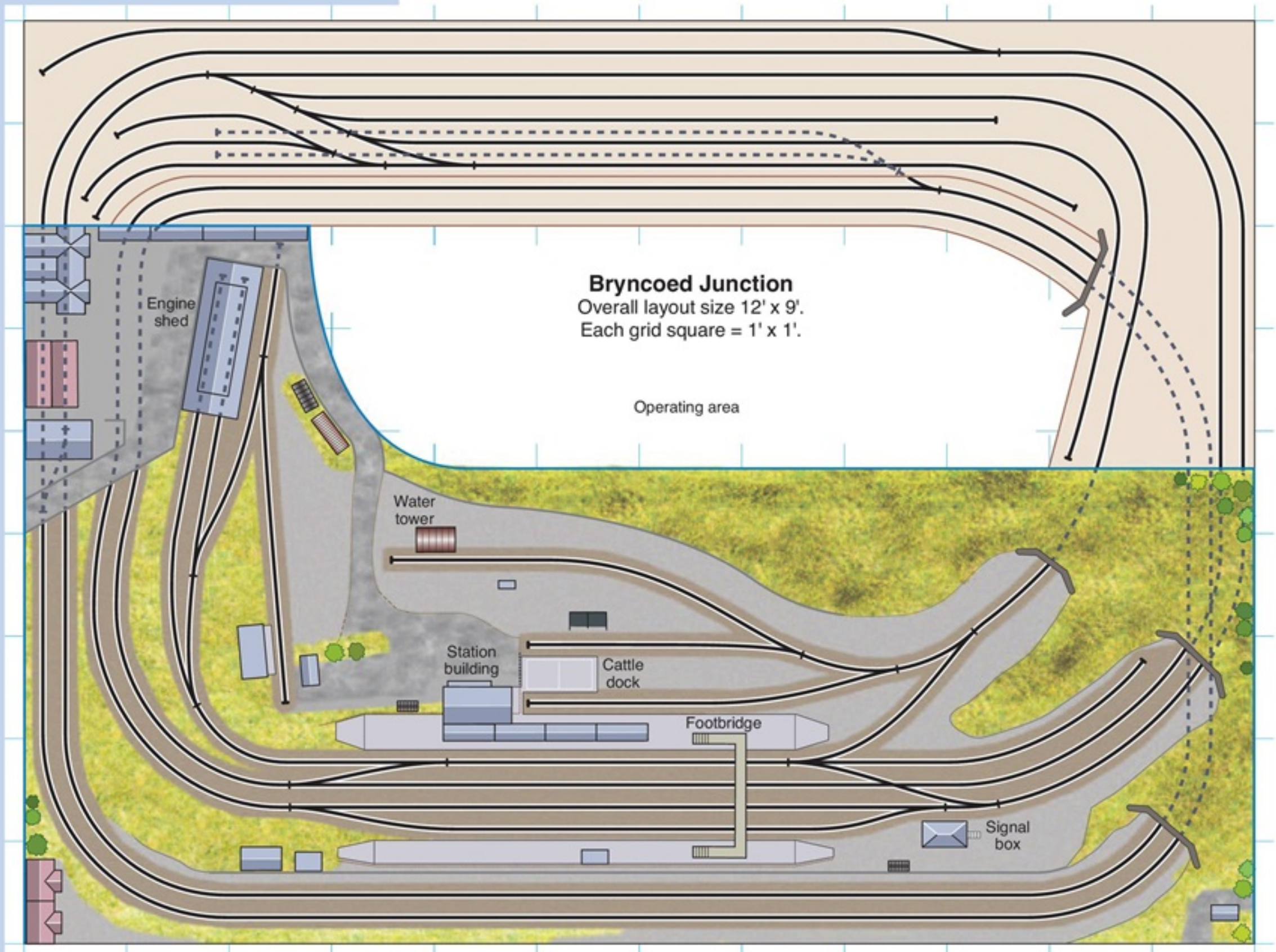
The intention from the start was to depict the 1950/60s period of BR Western Region but with no particular location in mind. Gradually the look of the two levels, the inclusion of stone retaining walls and a desire to have a hilly background with tunnels, influenced me towards a fictitious

With its red-painted reversing rod denoting a recent visit to Caerphilly railway works, ex-GWR eight-coupled freight workhorse No.2810 heads a train of empty 16T mineral wagons.

South Wales/Borders style location. The style of the station with lattice footbridge and loops to the platforms to allow freight priority running through the middle, is somewhat reminiscent of the Barry Railway stations.

The hills were made from Kingspan Insulation Foam and carved to shape with a knife and sandpaper. They were covered with Modroc plaster bandage before painting with acrylic colours. A visit to the York Model





represent the Welsh nature of the layout. Extra canopies to give shelter to the bay platform are reminiscent of stations like Llantrisant. The cattle dock is a Bachmann Scenecraft model based on the example at Highley, whilst fencing of both spearhead

and wooden varieties is by Slater's. The small weighbridge hut is scratch built and based loosely on the one that served the goods yard

The signal box is a resin model produced by Bachmann exclusively for Kernow Model Rail Centre, repainted into BR(W) colours.



at Carrog in North Wales.

I scratch-built a typical GWR water tank from plasticard with a foil tray from food packaging used for the corrugated roof. The base is from Wills stone sheets and incorporates a storeroom. The inclusion of the Guinness advert on the wall is influenced by a colour photo of one that was displayed on the water tank at Looe station in Cornwall during steam days.

I couldn't find a two-road loco shed in kit form to suit, so I scratch-built this example from more stone sheets and embossed plasticard. It incorporates the style of some sheds found in Devon but doesn't look out of place in this scene. Other scratch-built items include the two black-coloured corrugated lock up stores, the Permanent Way hut and Signal & Telegraph hut (based on Whitland station), the Shed Master's office and the

A large Prairie (Hornby) stands alongside the loco coaling shelter, which is scratch-built and is based on a former structure at Ledbury.

loco coaling shelter (based on a structure formerly extant at Ledbury). The signal box is the fabulous resin model based on the structure at Truro, produced by Bachmann for Kernow, painstakingly repainted into BR(W) colours.

Lift-out sections for access

The town section is raised and built on a removable board. This allows access for cleaning the tracks below and recovering any derailments. The buildings are a mixture of kits by Metcalfe and Superquick, plus a resin chapel. The specific white-painted sawtooth detail around the windows and doors on the terraced houses were added to emulate this common feature of houses in South Wales. I'm sure it would be a popular variant if Metcalfe could produce this in pre-printed form. The removable board isn't noticeable as it sits below the parapet tops of the retaining wall and bridge girders.

However, it was a little more difficult to disguise the second removable section (at the other end of the scenic section), which gives access to the tunnel area and carries a model of a typical corrugated Welsh tin chapel on top.

Final detailing

Signals were added during the final stages and are derived from the GWR wooden square post Ratio kits; two three-post brackets were required and were made by combining parts from the kits. They are not working,

A Collett 'Grange' class 4-6-0 heads through Bryncoed Junction with a passenger service as a small Prairie exits the goods yard with a rake of fitted wagons.

however. Other details added during the final phase of construction included GWR lamp posts with 'half harp' brackets from Dart Castings, station benches, Bachmann figures and a number of motor vehicles (mainly Oxford Diecast).

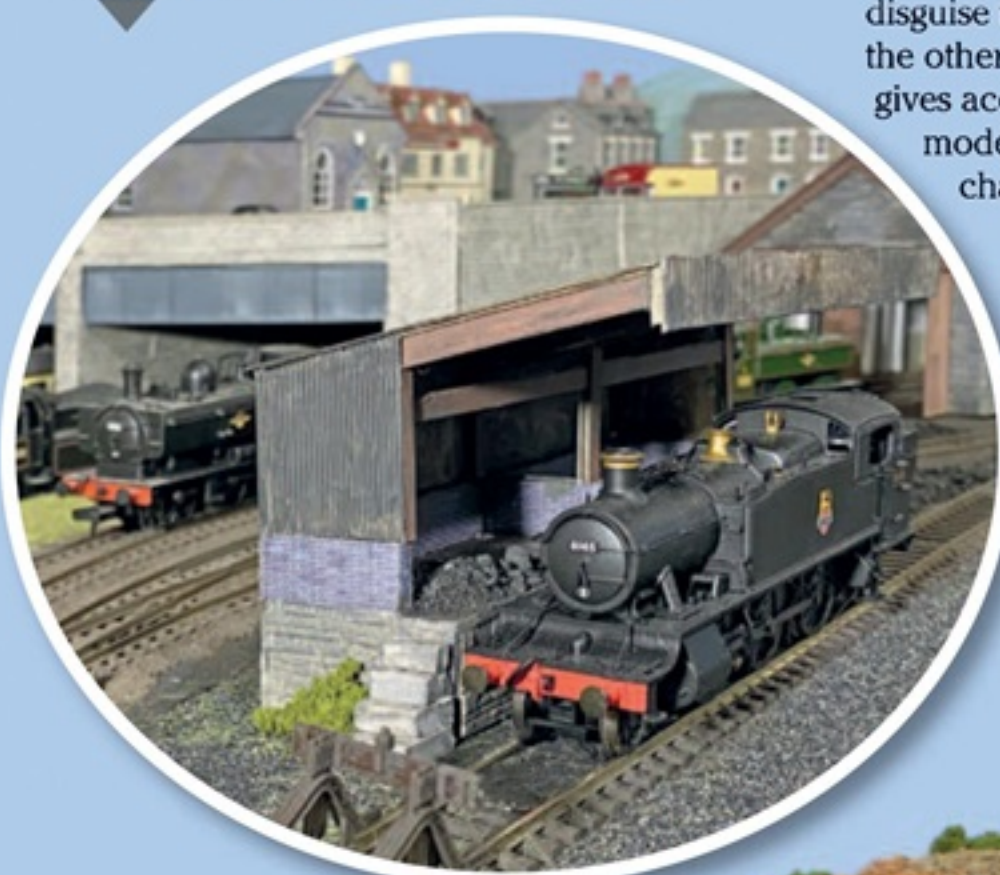
I should add a big thank you to Sankey Scenics for printing the station nameboards and signal box plate so promptly. The name Bryncoed Junction was a combination of the names of two lanes that I currently live between and is suitably Welsh in character.

Locomotives and rolling stock

These are all proprietary from Bachmann, Hornby and Dapol and are mainly ex-GWR and BR Standard designs with a couple of ex-LMS locos and a Bulleid air-smoothed light pacific for passing excursions. The Hawksworth and Collett coaches in BR liveries are my favourites, especially when coupled to a Grange, Hall or large Prairie!

Dismantling

Unfortunately, a house move forced the rushed completion and subsequent dismantling of the layout, there having been no provision made at the outset for removing the layout from the room it occupied. The photos here show the layout just hours before pulling apart commenced. Alas, the decision to make it permanent all those years ago is now regretted a little. However, with all of the stock still to hand and many of the structures recovered safely, I hope that a new layout will be completed in due course – one that is perhaps at least semi-portable...





RAILWAY MODELLING *Explored*



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

THIS MONTH • An N gauge layout for Lily • Repainting Hornby coaches in OO

Lily Lane

LES NEHRlich's granddaughter **LILY RAYTON** visited him once a week and operated his layout. It wasn't long before a layout of her own was on the cards! Les tells the story of Lily Lane.

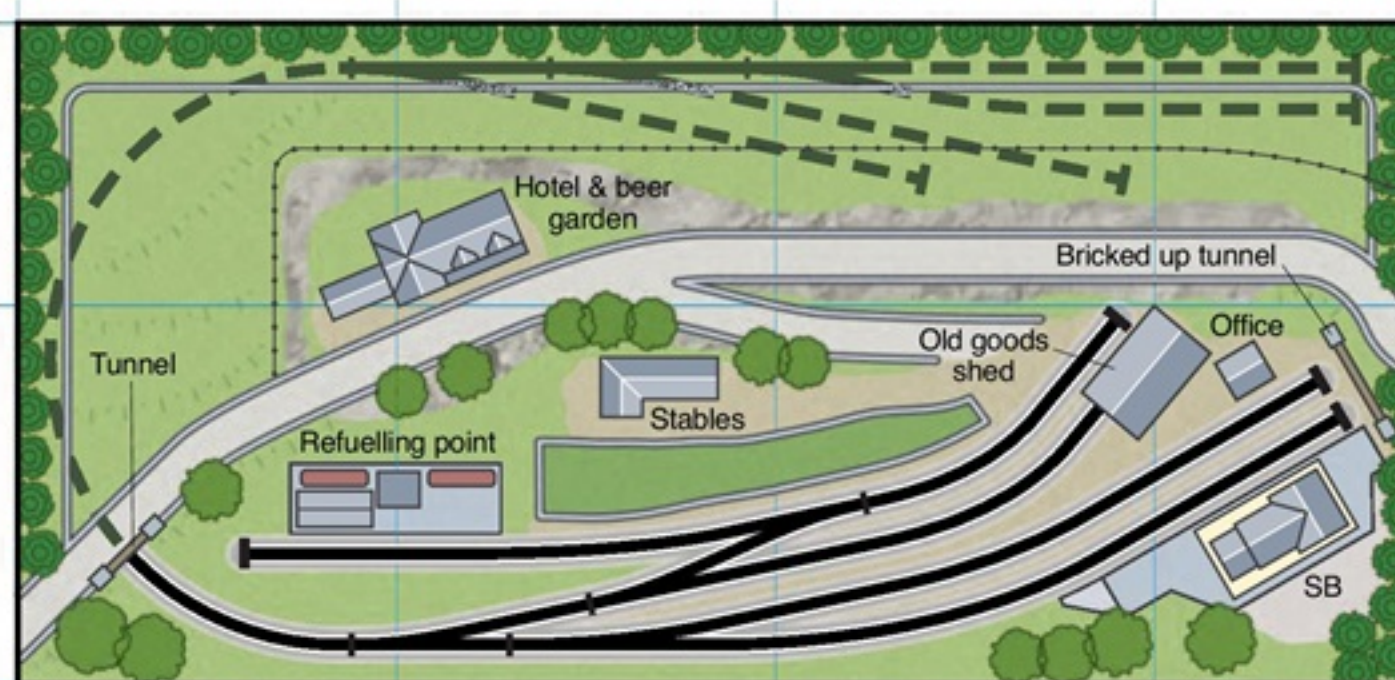
Photography by Steve Rayton



◀ Lily with... Lily Lane! The layout completed including clip-on control panel, a Gaugemaster handheld controller and a smart black curtain to finish it off.

LILY LANE

Overall dimensions: 3' 8" x 1' 9". Each grid square = 1ft x 1ft.



From time to time, I would pick up my granddaughter Lily from school and we would spend some time together. On these occasions Lily would operate my small layout Upper Cwmtwyth (*RAILWAY MODELLER* February 2020) and she became expert at operating the sequence. It was during one of these sessions she asked if she could have her own layout as I had previously built a layout for her brother, which is now the junior layout at Preston & District MRS. A few suggestions were discussed: The layout would have to be the same size as Upper Cwmtwyth so that it would fit in my car. Lily would decide what she wanted on her layout, provide a drawing, would help to build the basic scenery and finish detailing the layout to exhibition standard. A cased layout design was drawn up and I was able to take a cutting list to my local timber supplier who cut up a sheet of 9mm ply into a kit of parts that was

easily assembled and was complete with folding supporting legs.

Track & electrics

The track is Peco code 80 N gauge with Electrofrog points which are operated by Circuitron Tortoise point motors. Once the track was laid it was fully tested before ballasting with fine ballast fixed with a 50/50 mix of PVA and water. The power is analogue

from an old H & M transformer rehoused in a plastic box with 12V dc for point motors, 16V ac to controller and a 13A switched socket for the LED lights. This box sits on the floor under the layout. A second box was fitted out as the control panel with a track diagram, section switches and point switches and is connected to the layout via an umbilical cable with D type fittings on the ends. Track control is by a Gaugemaster Walkabout. As the



layout is operated from the front, the fiddle yard can't be seen, so a camera has been fitted and a screen fitted to the side of the layout so that movements can be followed. The fiddle yard is also fitted with LED lighting. At this point the layout was moved down to Lily's home so that we could start work on the scenics during the school summer holidays.

Scenics

The layout is set on the edge of a village on the English/Welsh border. At one time it was a through route into Wales but mine workings

collapsing under the tunnel made the tunnel beyond repair, so it has been bricked up for safety. This made the station into a terminus but still well used by local commuters travelling to the larger towns and beyond.

We had to plan where the various items would be positioned and to determine how and if some of the original ideas could be substituted, i.e. the petrol station was changed to a diesel refuelling point, the construction warehouse was changed to a goods/loco shed, and the café was changed to a public house with a beer garden. The house was replaced by the goods shed office

▲ The original route through the tunnel has been closed and bricked up making Lily Lane a terminus. A Class 170 DMU has just arrived.

as it came with the kit. We couldn't find anywhere for the barn, so this was changed to a stable and horses. Lily wanted Portacabins on the caravan site but Knightwing hadn't any in stock, so an area has been left for them.

Starting work

The first job was to remove the lid, this made working on the layout easier. The inner sides of the layout were lined with white card, which was curved around each of the corners, this providing space to hide the cable for the overhead LED lights.

The inside walls and the inside of the lid were painted with two coats of pale blue. Corrugated card was cut to shape to form the scenery contours, including the roadway and ramp to the railway yard. When this was in place Lily started work on the strips to form a lattice work over the formers. The lattice work was then covered by three layers of industrial paper wipes ripped into 2" squares. For adhesive we used a diluted wallpaper paste in an ice cream tub. This took over a week as each layer had to dry before another layer was applied. When all was completely dry, out-of-date bandage was tacked onto areas where the rock faces would be with PVA.

◀ All the buildings on the layout have been modified in some way. The stable block is based around a card kit manufactured by Metcalfe Models.





Rock faces

Next came the part Lily liked best, the rock faces. PVA was mixed with hard wall plaster and water and applied in small areas at a time. Lily, armed with an old knife and fork, scored the plaster's wider grooves with the fork and finer details with the knife. When she had finished it was a lot better than some of the rock faces on some of my layouts! With summer holidays over, the layout came back to my house. After-school jobs were done in short bursts starting with painting the rock faces. A base colour of watered-down black, followed by dashes of yellow, brown and green were worked into the surface.

Drystone walls

The areas to be covered in grass were painted green. When dry, these were coated in PVA followed by a blend of Woodland Scenics colours and textures as a base for the ground cover. The next job was to tackle the drystone walls. A slot was cut into the ground where the wall was to run, with thin card pushed into the slot and a line drawn on the

▲ Network Rail Class 37 Co-Co 97 304 is seen being refuelled at Lily Lane.

The postman's patience is tested this morning as once again he is stuck behind a flock of sheep being moved to a new field! In total there are more than 100 sheep on the layout! ▶

card along the contour of the landform. An arrow was marked on the hidden part of wall to ensure it would be relocated the right way round, with a second line drawn parallel to the first to indicate the height of the wall for cutting out.; in this case a 4' high wall equating to 8mm.

The area between this cut edge and the



pencil line was coated with PVA followed by a layer of OO ballast. When this was dry the other side was similarly treated. The slot in the scenics was filled with PVA and the wall was inserted, resting on the shoulders formed by the ballast. Coarse scatter was added onto



▲ Drystone walls are a feature of Lily Lane and are made from shaped card coated with OO gauge ballast.



▲ The hotel with its beer garden stands overlooking the station; very handy for the thirsty passenger.



▲ All the buildings have been covered with paper punchings giving them a very unique look.

a thin ribbon of PVA along the bottom of the wall to hide the join.

Buildings

Work now started on building some kits. Lily assembled the stables and all the curtains on the pub. The rest of the buildings were modified to suit their locations. All were covered with computer punchings on the walls to represent stonework and the roofs were covered with individual slates from spiral bound book punchings.



▲ The small locomotive depot is a hive of activity with an English Electric Class 08 shunter and a Class 70 in attendance.

▲ The layout has a number of cameo scenes. Here a Network Rail working party attend to a section of security gate.



Incidentally, the station building won best scenic item in the Preston MRS modelling competition.

Trees

Three trees are made from sea foam and were sprayed with hair spray then covered in scatter.

These are positioned around the pub where they wouldn't be damaged when cleaning the layout. The fir trees that are around the sides and backscene were from a surplus stock of plastic trees that I had used on previous layouts. Lily took on the job of dipping the trees in a 50/50 PVA water mix and coating in dark green scatter during a few sessions as there are over 160 of them! All other trees are made of twisted wire, covered in a mix of PVA, plaster and poster paint. When dry, Woodland Scenics foliage mat in various colours was applied to finish these before adding to the layout.

Cameo scenes

Small cameo scenes such as the Post Office van being held up by the flock of sheep, and the three rail workers putting the gate back were worked on next. This also included detailing the stables and positioning the hikers heading up the field – with one poor lady stuck in the swing gate!

There are 146 sheep and lambs on the layout which should have been 147 but one escaped my tweezers never to be found! Railway staff are all Farish, whilst all other figures are Preiser.

Exhibition ready

A curtain covers the layout legs, cables and power box and a small DVD player is placed on top of the layout: this is used when exhibiting with a DVD showing Lily's part in the construction. It is hoped that the layout will be attending the Preston & District MRS exhibition on 5 & 6 March 2022.



▲ Pressed Steel single car DMU 121 032 refuels while Class 170 DMU 170 519 makes an entrance.

Forthcoming exhibitions

www.prestonanddistrictmrs.org.uk



1. With the layout lid removed and the backscene painted, the scenic foundation was added with corrugated cardboard. This was filled in with a weave of thinner card stuck with PVA.



2. Heavy duty industrial grade hand towels were roughly reduced to small squares and were built up in layers by laying them over the card weave after soaking them with a wallpaper paste.



3. The areas where the rock faces were planned needed to take the extra weight of plaster and so had medical gauze added to give this final layer something extra to 'grab'.



4. The rock faces were created with wall plaster which was shaped with an old knife and fork while still pliable.



5. A base coat of green paint was applied to the areas to be grassed. This both sealed and masked the blue paper towels.



6. Various grades of Woodland Scenics scatter materials were added over the scenery on a coat of PVA.



7. The base for the drystone walls was cut from card after establishing the profile of the land where it sat.



8. A sprinkling of 00 gauge ballast granules was glued to the cut card strip with a generous coating of PVA.



9. When fixed, the walls were bedded in on the scenery with a bead of PVA and some coarse grade scatter material.



10. Commercial fir trees (160 of them!) were dipped into a PVA and water mix and were then covered in green foliage material before being fixed in position on the layout.



11. The stable block building which stands behind the fuelling point was constructed by Lily using a straightforward card kit from Metcalfe Models.



12. The windows were treated to sets of curtains to create a 'lived in' look.



13. 147 sheep were painted for the layout, though one escaped!

Customising Hornby four- and six-wheel coaches in OO



Callum Willcox demonstrates how examples of these recently introduced models can be used as a blank canvas for those wishing to create a convincing rake of passenger stock in the liveries of other pre-Grouping companies, without the need to start from the ground up.

▲ Donor Hornby models for this project included a six-wheeler examples in North British Railway livery (left) and a four-wheeler in Great Western Railway livery (right). All photography by the author

Models of locomotives in pre-Grouping liveries have seemingly increased in popularity in recent years, with a large array having been produced by the various ready-to-run manufacturers in often elaborate and colourful company liveries. This in turn has brought about a need for complementary R-T-R pre-Grouping coaching stock to pair with them.

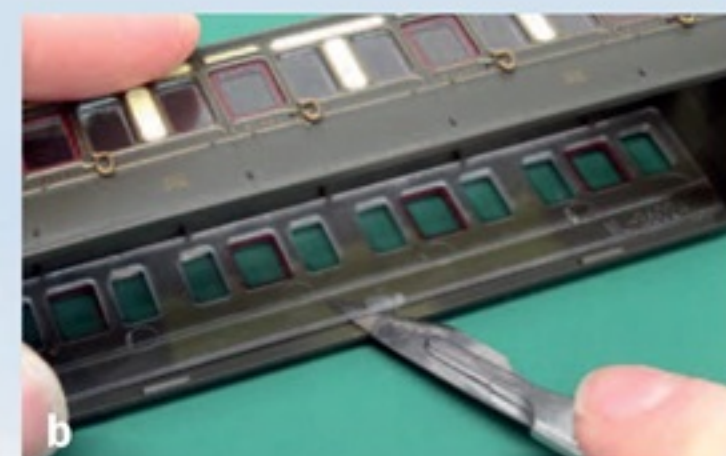
Accordingly, Hornby recently introduced its suite of 'generic' four- and six-wheel coaches, which are loosely based on a Stroudley design and which are being produced in a large selection of livery schemes – many appropriate for the pre-Grouping era during the early part of the 20th Century (see Review, RM February

A view of the completed rake, which consists of a four-wheel full brake, six-wheel first, six-wheel composite, four-wheel first and four-wheel brake third, in tow behind S&DJR 0-4-4T No.54. This locomotive model was produced as a Bachmann Collectors Club exclusive.

2021). These models offer plenty of scope for customisation and, with a bit of work, can be transformed into something quite unique. In this article I will describe how I used examples

of the gas light fitted four- and six wheeler vehicles to create a convincing rake of Somerset & Dorset Joint Railway coaches, in S&DJR Prussian blue.

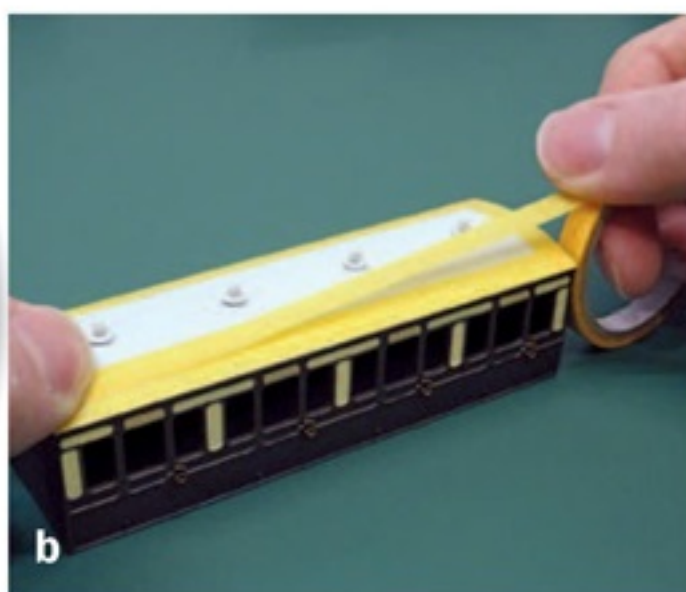
Repainting the models



In preparation for painting each coach was disassembled (a); this was a very simple process due to the coaches being designed for easy access to install the Hornby battery powered Maglight lighting system. With the chassis and interior to one side (plus the lighting system if fitted), the glazing sections were detached from the coach bodies. The glazing is held in place with a few spots of glue which can easily be released by running a scalpel blade along the bottom edge (b); take care not to apply too much pressure as this may cause the glazing to crack. It's worth noting that the glazing in the brake ends is part of the body and cannot be removed, this will need to be masked for painting.



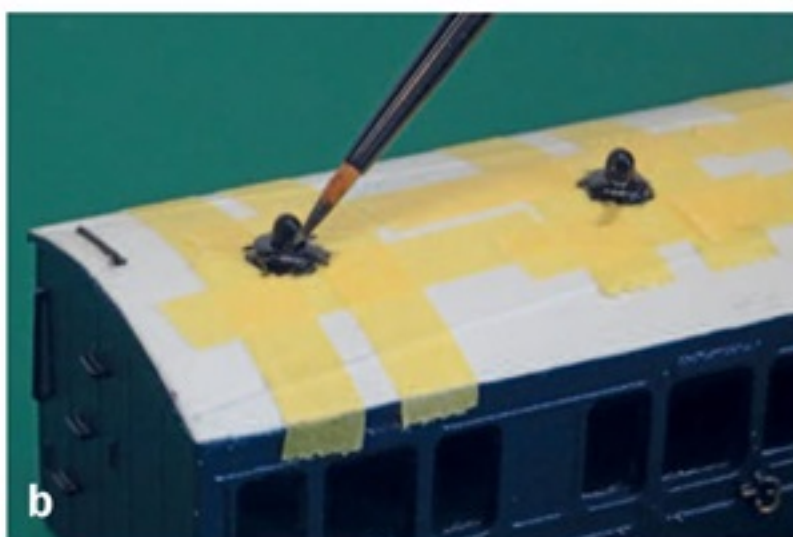
2 Using T-cut and a cotton bud, the factory printed crests and running numbers were removed; this was undertaken by rubbing gently over the surface of each marking in a circular motion (a), with any leftover residue removed using a second cotton bud moistened with water. As per the S&DJR livery, I wanted to preserve the white roofs; these were masked off (b), starting around the edges to ensure any paint bleed would be kept to a minimum. The bodies were then coated with Humbrol light grey primer, sprayed from an aerosol (c).



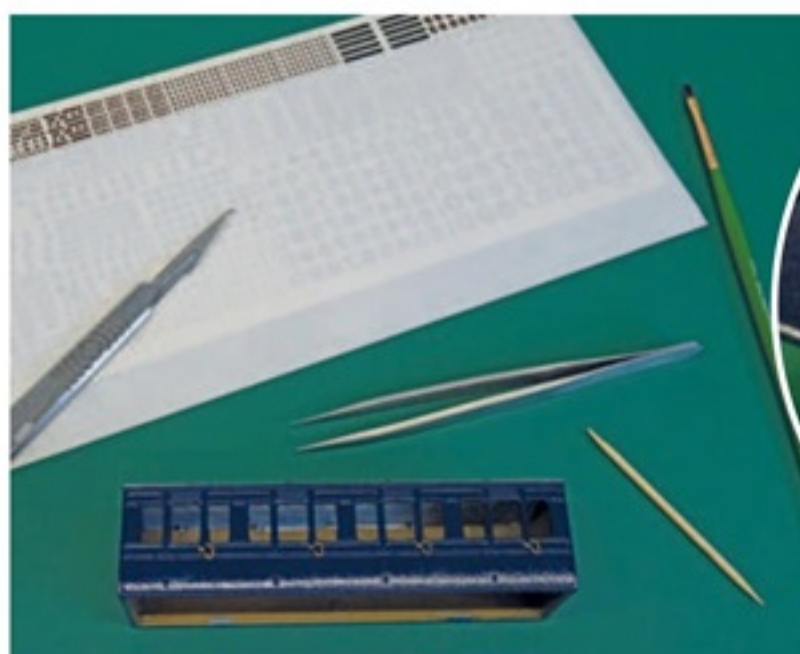
3 The precise shade of S&DJR Prussian blue has always been heavily debated over the years. I found Hycote Ford Ontario blue to be a close match to the livery currently applied to coach No.4, a first class four-compartment six-wheel coach restored by the Somerset & Dorset Trust. Masking off the interior, each body was given a number of coats to build up the deep blue livery; painting over the two centre windows on the Stroudley-inspired brake ends transforms the look of these vehicles (inset). The bodies were then left 24 hours to cure.



Once the main livery had dried fully, the interior was given a splash of colour, with the side walls painted using Humbrol No.110 Natural Wood and the ceilings with No.34 White. Exterior details such as the door handles were picked out with No.54 Metallic Brass (a), while the gas roof fittings received a coat of No.85 Satin Black (b), before leaving for a further 24 hours to dry.



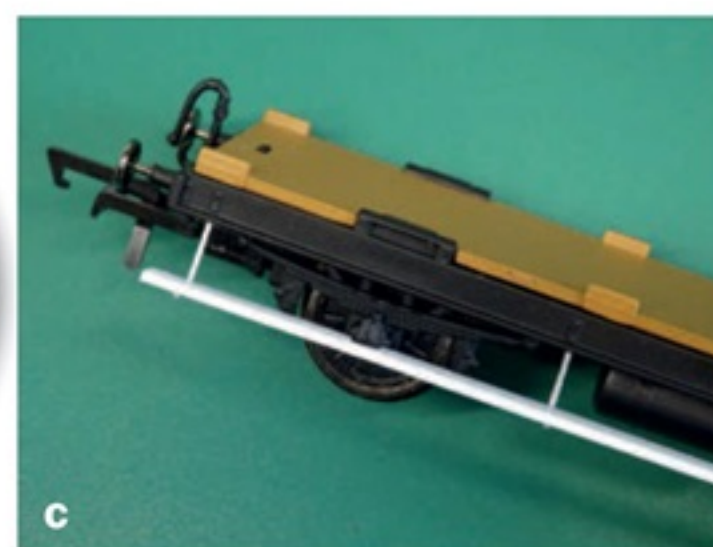
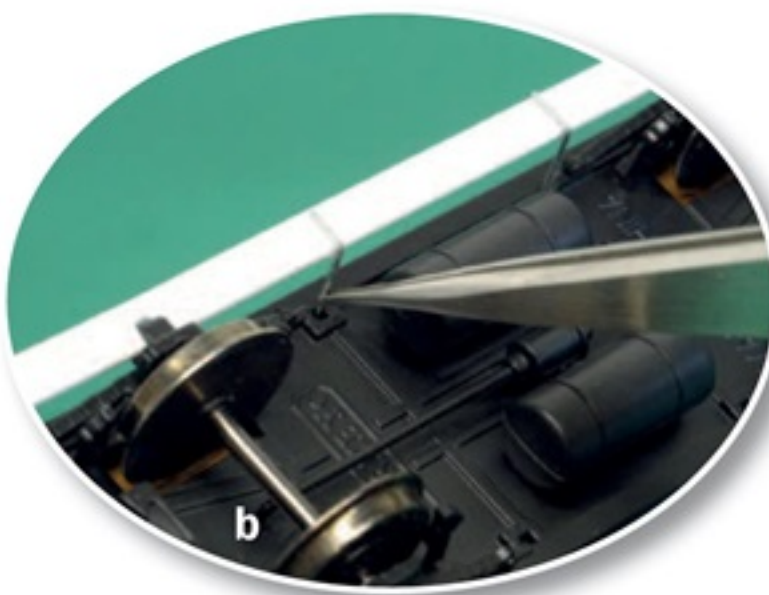
5 Transfers were sourced from the HMRS, with this supplier's ref.PX24P MR/S&DJR Locomotive/Coach Pressfix transfer pack containing all the transfers needed for the project (these are also available as Methfix). Using images of similar prototypes for each vehicle as a guide, each transfer was cut carefully from the backing paper with a sharp blade and placed into position; once satisfied with the positioning, pressure was applied to the surface to fix it in place. With the transfers fixed, the tissue paper layer was then removed by moistening with a fine paint brush loaded with water. This process was repeated for each transfer, ensuring all were in line and set level.



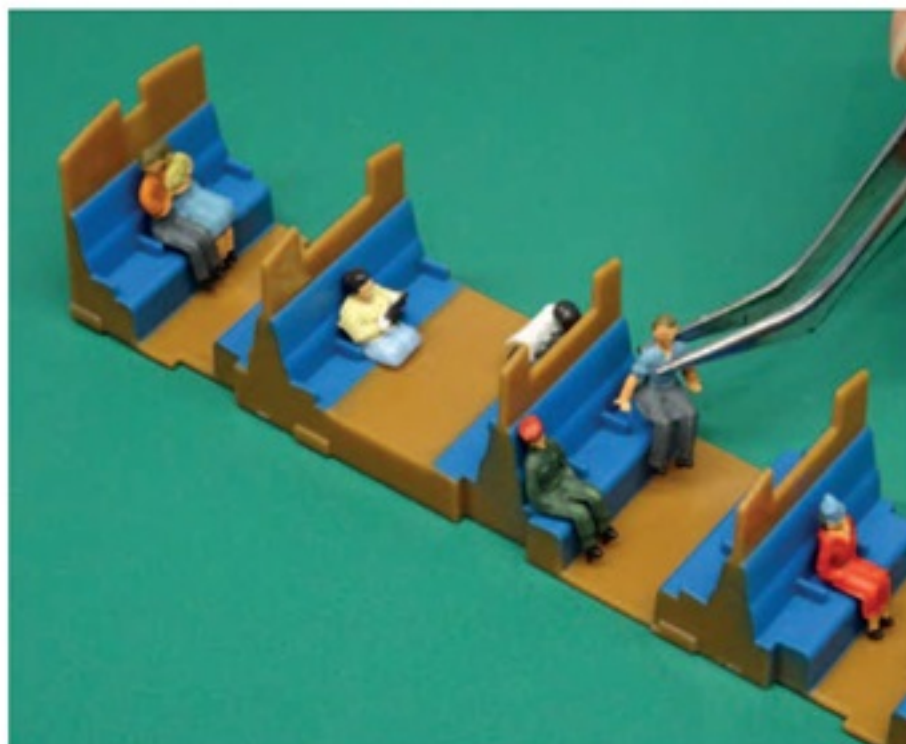
6 Each coach is provided with a pair of running boards, however these are designed to fit just below the solebar (on S&DJR vehicles these sit below the axleboxes); so I decided to scratch-build new ones using Plastruct ref.MS-416 1mm x 4mm rectangular styrene strips. First, the strips were cut to length; 11mm for the four-wheelers and 125mm for six-wheelers. A sharp craft knife was then used to mark the centre points for each axlebox; these were roughly located 20mm from the ends of each strip, with the central axlebox on the six-wheeler located at the mid-point between the two. Using these centre marks as a guide, a 2.5mm section was then removed to allow the boards to slot over the axleboxes.



7 The supporting struts for the running boards were created from household staples; the thickness of the metal and present 90° angle makes them ideal for this task. The staples were first cut into an L shape and trimmed to size using a pair of cutters, before being fixed to the underside of the running boards with thick, quick-drying super-glue; I found the best method for this was to mount the board temporarily to the axle boxes with a blob of Blu-tac and drop each strut into position using the mounting holes as a guide. With the boards assembled, a quick coat of Humbrol No.33 Matt Black spray was applied before fixing them to the chassis.



8 Before reassembling, a selection of Peco Model Scene ref.5056 Seated Passengers were added to the compartments. These were repainted and highlighted with a wash to give a bit of variation between each figure; some slight surgery is required when fitting into the compartments which house the lighting system. Finally, the glazing was reinstated into the window frames and the coach bodies reunited with their corresponding chassis.



9 Examples of the finished models after reassembly, resplendent in S&DJR Prussian blue livery, with a six-wheeler on the left and a four-wheeler on the right.



Supplier information

Hornby Model Railways
www.hornby.com

Hycote Paint
www.hycote.co.uk

Plastruct
www.plastruct.com

Peco
www.peco-uk.com

Comment

Observations and opinions on railway modelling

Colm Flanagan



An end and a beginning

This is the story of a layout; a number of layouts in fact and 45 years of railway modelling experience based in a room at my home in County Down, in Northern Ireland.

I was just five when I received my first train set: "Too young" said my mother, but my grandmother bought me a Hornby Dublo 0-6-2 tank set at Christmas. From then I progressed steadily to building model layouts which were more like the real thing, a process that was assisted by this magazine from 1961, and in particular an excellent little booklet called *Starting in Scale OO* which I still have.

In 1974 I joined the BBC in Northern Ireland and moved to a small bungalow. However, there was a decent sized upstairs room accessed by a ladder. I began to build an Irish-themed OO layout which started as a modest end-to-end scheme, but which grew over the years up to 1996, when it was replaced by *Newcastle Junction* – this layout featuring ships and trains, thereby fulfilling a desire I had held for many years.

The new layout was a continuous run double track formation which extended into the roof space behind the room and included a harbour branch. In 2005 I

remodelled and extended the room, providing yet more space. This layout was also a double track mainline system but with two branches (one to a harbour) and including an HO scale model ferry (as featured in the August 2015 issue of RM). Although I was involved with exhibition layouts for some years, my home layout was never portable and I had no intention of moving to a new house.

All this was to change: I had met Mercia a couple of years earlier and in the spring of 2017, we decided to get married. Our choice of home was Bangor, a town about 15 miles away and the move was planned for spring 2018. I would be moving from the village, after 45 years, and had to contemplate a task that I'd never even considered; dismantling the layout and clearing the railway room. This proved to be one of the most difficult things I had ever done: storing locomotives and stock was a relatively easy, though time consuming job.

I used the Warley type cardboard storage boxes, some 'trainset' boxes, and a friend donated other boxes and packing. I listed as I packed. Eventually the really tough bit began – dismantling the whole infrastructure: control systems, signals, stations, track, scenery...a huge undertaking! Cabling and other things which I'd spent days or weeks on, became junk with one snip of a wire cutter. I actually found it hard to spend more

than an hour or so in the railway room at any one time during the process of taking the layout apart.

There was one big saving factor, however. The new house had a decent sized garage and Mercia agreed that the car would stay outside, and I could use this space. A new layout would arise! Furthermore, during the lengthy house moving process, I found the designing of a new layout was excellent therapy. I could even dream of how it might look and work. Then it was back to taking up track and points; my golden rule with the

latter was, if they lifted out cleanly I would re-use them, if they got bent even slightly when lifting then they were consigned to scrap.

Moving the pile of boxes and containers proved in the end to be relatively simple. I had arranged for the garage to be lined and insulated in advance, and thus I was able to begin work almost straightaway on the new railway. The first train

(Hornby Dublo of course!) ran in May 2018.

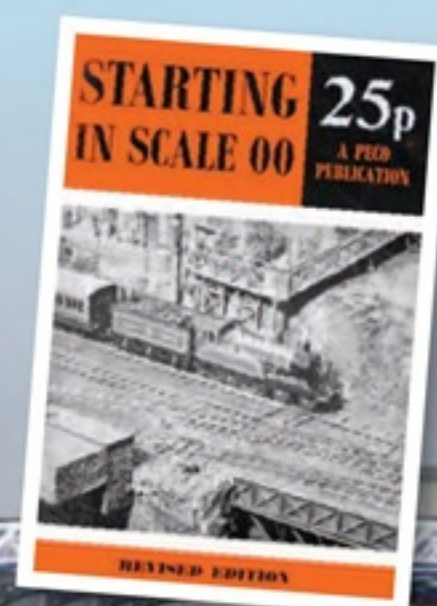
Two years into building, it is really coming together nicely, and hopefully will be featured in the pages of this magazine in due course. For this modeller, the story has not ended, and the future for the *Ballycrochan Line* is looking very promising indeed...

... I had to contemplate a task that I'd never even considered; dismantling the layout and clearing the railway room...

Colm Flanagan models principally in 4mm scale and is an occasional contributor to *RAILWAY MODELLER* magazine.

A scene on the author's imaginary OO gauge Stranraer, Coleraine & Donaghadee Railway (see RM August 2015), recorded before its dismantling. A Stanier 5MT 4-6-0 prepares to depart Stranraer with a local for Dumfries, the passengers having arrived on the evening ferry from Larne in Northern Ireland.

Photo by the author



Readers' Letters

Beattie A4 drawing issues

I wonder if you (or anyone at RM) know just how inaccurate the Beattie drawing of the Gresley A4 in the April issue is?

In the plan view, the front end is far from the correct shape. In reality, the front is not flat, as Beattie shows, but follows a continuous curve, tightening beyond the buffers, but with no sharp curves. The cab roof of an A4 is fully V-fronted, making the roof like an arrow head, and again not 'blunted' as shown.

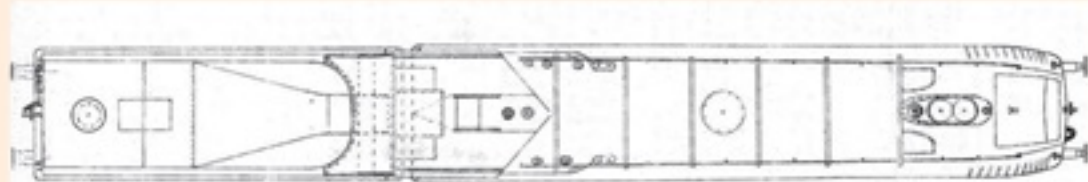
The tender is a complete mish-mash of conflicting dimensions. The width over the tank should be 8' 0½", with the full width of the platform being 8' 9", giving a 4¼" flange at the base of the tank, both sides. It was only the corridor tenders which were full width, with no flange. What this means is that the streamlined non-corridor tenders were narrower than the cab. If anything the

Beattie plan has it wider, given that the cab eaves have to be taken into consideration. Finally, the buffer beam should be fully-rectangular, with vertical ends, not diagonal ends, as shown.

Though Beattie's drawings are always very well-presented, many contain both minor and sometimes major inaccuracies. In my view they might make nice framed prints to hang on the wall in an office, but I would suggest that they should never be used as a guide for building models.

TONY WRIGHT

[Ed. William Ascoug, the author of the article, did supply copies of his own drawings which unfortunately were not suitable for reproduction without being reworked. However here is the plan view by Mr Ascoug showing the correct cab roof and front shape mentioned by Tony]



More industrial loco kits for O gauge

Having just read your booklet entitled *Modelling Industrial Railways* I was disappointed to see that there was no mention of the Agenoria range of industrial and light railway etched brass loco kits, bearing in mind that this range far outstrips the quantity of any of the ready-to-run offerings in O gauge. There are now some 50 kits of industrial and light railway tank engines available from Ragstone Models.

The Agenoria range of kits was originally designed and produced by Pete Stamper, but when he retired they were acquired by Mike Williams who changed the white metal fittings to lost wax brass. After a few years Mike moved on to larger scales, and the 7mm Agenoria range was taken on by Ragstone Models which is now engaged

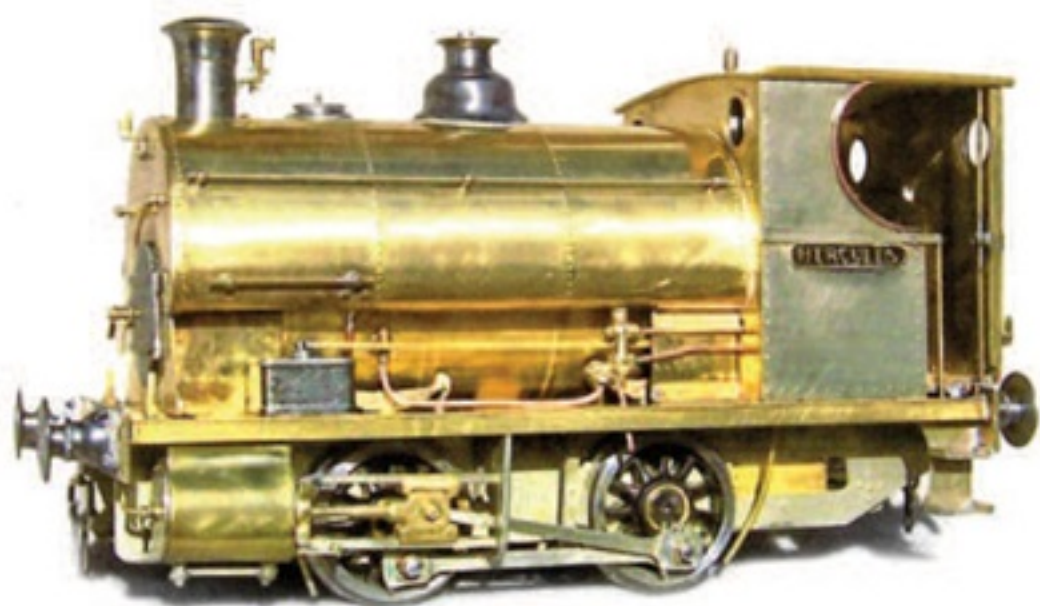
in updating and reintroducing the complete range of around 60 kits.

These are excellent kits, well detailed and easy to construct. All that is required is some competency in handling a soldering iron. I have successfully built several of them and know just how well they go together.

The range is now available from Andy Beaton of Ragstone Models, 26 Wadham Close, Rowley Regis, West Midlands, B65 9SH. email: Agenoria@ragstonemodels.co.uk or visit the Ragstone Models website (below).

BARRY GANT

[Ed. It was not our intention or indeed practical, to provide a full survey or listing of all such kits available in our free booklet on industrial railway modelling]



▲ A 7mm scale model of a Peckett W4 0-4-0ST built from an Agenoria AM40 kit available from Ragstone Models: www.ragstone-models.co.uk/agenoria.

Hallbankgate already in model form

An interesting article in the booklet entitled *Modelling Industrial Railways* which came free with the May 2021 issue. Hallbankgate on Lord Carlisle's Railway is a modelling subject I have been busy with for a while in O Gauge.

It's a long way from being finished but I thought I'd send you the attached photographs to show how the project is progressing.

Keep up the good work

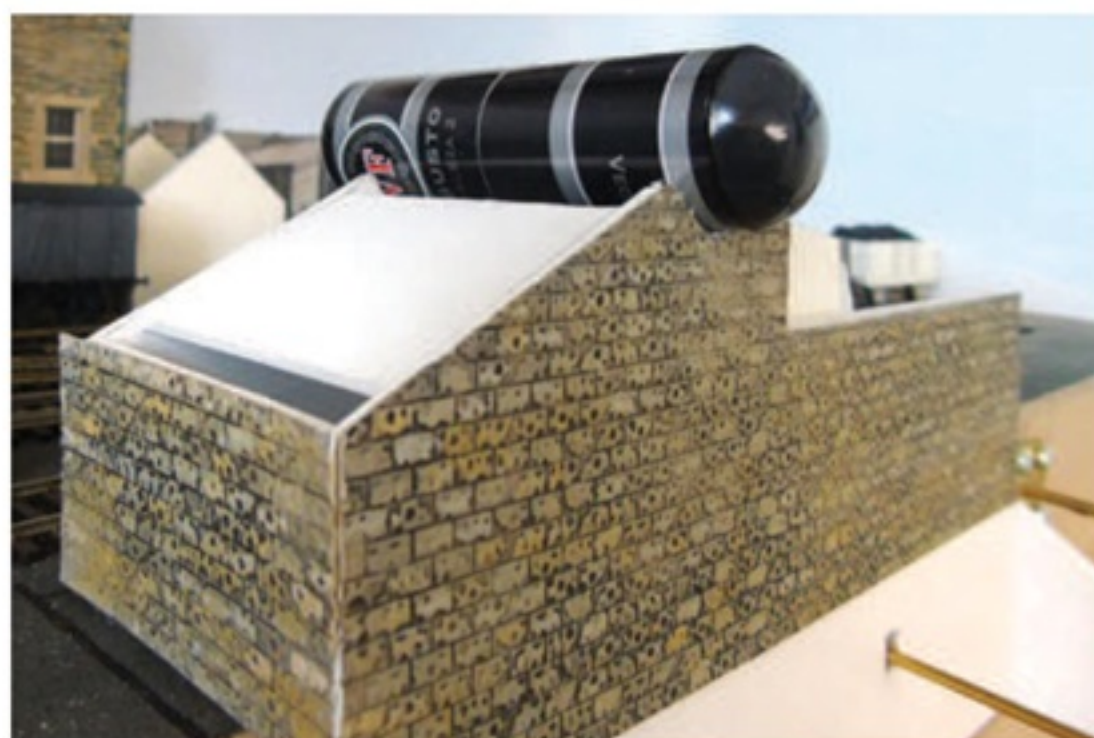
IAN BLENKINSOPP



▲ The wheel house or control tower at the top of the Plane Head incline between Hallbankgate and Kirkhouse. Dimensions were assessed from photographs.



▲ The two road engine shed at Hallbankgate, being modelled in somewhat better condition than as seen in the Fleetwood Shawe photograph in the booklet.



▲ The coaling stage and water tank. The 'tank' being formed from a canister for cigars, which was conveniently about the correct size!

Platform heights

I refer to John Hopwood's letter in the March RM relating to platform heights. I was intrigued by his unusual assertion that platform heights were based on the level of rolling stock buffers. Looking at many photos there seemed to be just as many with the buffers above platform height as those only partly above platform height.

Irrespective, in reality, platform height standards are actually related to distance above the top of rail level. Historically, different railway companies had their own standards; witness the very low Highland Railway platforms requiring movable wooden steps to be provided to get into coaches.

To provide some guidance to modelers I referred to my 1993 sixth-edition of the Permanent Way Institution's book *British Railway Track*.

This 'Bible' includes a Load and Structure Gauge drawing on page 455 which quotes British Rail platform heights as 915mm above rail level; with tolerance of +0mm and -25mm.

Modellers can use this dimension to determine an appropriate height for their scale, remembering to add the depth of their track above baseboard datum, to their derived dimension (eg in 4mm 1:76 scale, 915mm prototype height works out at 12mm scale height).

As mentioned above, this information is based on 1993 data, so if any railway engineer out there has updated information it would be useful for we railway modellers to know.

SIMON HOLTBY

Stanier's railcar

As an afterthought to the feature on my layout *Sandy* (RM March 2021), I wonder if any model manufacturer is giving consideration to the splendid LMS Stanier three-coach articulated railcar which ran on the Oxford to Cambridge route in the summer and autumn of 1938 – the year in which I had set *Sandy*. Its streamlined appearance must have been quite a sight at *Sandy* (one of the three stations where it stopped) alongside the LNER A4 streamliners.

It would make a great model to accompany the long overdue revival of this route by East-West Rail!

MICHAEL BOURKE



Collection Michael Bourke

Curtains for you!

A little artistic error on the part of both manufacturers and modellers of which my mother warned me years ago. The colour of one's curtains is seen from inside the room – not through the windows, though unlined curtains may show a faint hint of the curtain colour. So paint what you see from the outside, not what you think is on the inside. A pernickety point, I know, but one that I thought worth sharing.

IAN THOMPSON

The re-opening shows

I feel Darryl Foxwell's doomsday list of mandates for shows to re-open (Letters, RM May 2021) risks making them entirely unviable. However, his list has prompted two thoughts.

The future of exhibitions lies with two groups of people who have no interest in model railways.

Firstly, if venue owners decline to accept a booking for a model railway exhibition, then the show just will not happen. Even if they are prepared to accept a booking, their terms and conditions for doing so (perhaps on the grounds as suggested by Mr Foxwell) may result in an unmanageable show.

Similarly, insurers may not wish to underwrite the potential risks of an indoor public gathering, or may impose charges and conditions that are unacceptable for organisers.

Secondly is the potential impact on layouts and their design and operation. Social distancing (not to mention plastic screens) would make front operated layouts impossible. Even a 'front of house' member of the operating team to engage with customers might be unacceptable. Hence, layout design may have to reflect the need to operate from the rear, with operators standing behind the backscene: a need that will impact on the height, width and scope of show-based layouts.

Blending backscenes

Just to say how much I enjoyed (and learnt from) Callum Willcox's article on blending backscenes (May issue). On the diorama that I have been gradually building over the last 12 months I was a bit stuck on that very same issue.

After experimenting with two different backscenes, I finally used one appropriate to the location and tried to combine the front modelling area to the backscene with a grass bank and a hedge. I also wanted to add trees but became stuck on what sort of armature to use.

One thing however I would like to share with you which has possibilities,

I've not even considered how social distancing might impact on demonstrators trying to share their skills with visitors. I very much hope neither Mr. Foxwell's nor my concerns come to pass, but I suspect that 21 June (in England) will only be the tentative starting point of a very long haul to seeing model railway exhibitions resume.

T. MCCARTHY

In response to Darryl Foxwell's letter I would say his suggestions are indeed 'over the top'.

I, and my fellow modellers, who are all the wrong side of 60, believe that with herd immunity and a successful vaccination scheme, any organisation seeking vaccine passports and/or undue controls on 'normal life' after mandatory requirements have been lifted, will simply not receive our custom. We are not prepared to spend potentially significant sums without being able to examine the goods first, which has been one of the key drawbacks of internet based sales.

For anyone who remains concerned about infection, then the sensible advice must be to continue to shield, and let everyone else try to re-float our lives and economy and return to a degree of normality.

I R HARRIS

is the narrowing path set between the two five-bar gates (see photo) – except that the furthest gate is only a four-bar gate! To a certain extent I think it works, but for me it needs something more to the sides of the path – hence my search for trees.

I removed the bottom horizontal bar in the furthest gate and, keeping the geometry, shortened the diagonal struts which reduced the width of the gate. The gates are by modelrailwayscenery, and the principle is something I would use again on my future layout.

KEITH WHITE



Snippets...

Not sprung!

In the review of the new Revolution Trains Class 92 (April issue, page 304), I was surprised to read the words "Not sprung, understandably".

In the 1970s and 1980s I used to model in N gauge and nearly every N gauge overhead electric locomotive model was fitted with spring-loaded pantographs; even the very humble Lima AL6!

Minitrix, Arnold Rapido, and Fleischmann were all sprung too, though not all picked up current.

JOHN HARRISON

More paint stripping advice

Following M P Curley's request for advice on removing the paintwork on Graham Farish coaches. The method I always use, is as suggested by Electra Rail Graphics, which is to gently rub the sides with Brasso metal polish wadding. After unclipping the roof and underframe, I find it takes approximately 20 to 30 minutes to do a side.

JOHN KAY

Not Whyte?

In your free booklet on industrial railways in the May issue, I should point out that all Sentinel diesel locomotives had a hydraulic transmission, not mechanical, and are therefore DH not DM.

Another point I would raise is the use of 0-4-0 for any diesel with driving wheels connected by chains. 0-4-0 is the old Whyte system used for driving wheels connected by outside rods. Surely 4w is more appropriate when applied to a Ruston & Hornsby 48DS (and indeed an 88DS) particularly the photograph on page 13 which, in my opinion, should be shown as a 4wDM.

ADRIAN FOSTER

Bring back the Tri-ang name

I read the letter from Ashley Bishop in the May issue concerning Hornby bringing back the Tri-ang name.

As much as I agree with the sentiment of the letter, Hornby no longer owns the rights to Tri-ang, as the brand name was sold when Lines Bros folded in the 1970s.

Hence the name was changed back to just Hornby.

ALAN ARNOLD

Tiny screws

With reference to recent snippets about gripping tiny screws, from using glue to Blu-Tack, I purchased from Amazon a nice 10-piece set of magnetic screwdrivers for under £15. They are very handy for most screws – except brass ones!

PHIL KEMPSE

FROM **RAILWAY MODELLER** BY OUR EDITORIAL STAFF AND CONTRIBUTING MODELLERS

LNER Thompson A2/3 Pacific

Brand new from Hornby in OO



The Pacific locomotives designed for the London North Eastern Railway by Sir Nigel Gresley and Arthur Henry Peppercorn have all received much attention from various OO gauge model railway manufacturers over the years, but the series of 4-6-2s penned by Edward Thompson during his tenure as Chief Mechanical Engineer of the LNER have, up until recently, evaded such treatment. Accordingly, the plans outlined by Hornby to cover the Thompson A2/2s and A2/3s as part of its centenary range of new models (see News, RM February 2020) have gone a long way towards redressing the balance.

The 40-strong A2 class was made up of four distinct sub-classes: Chronologically speaking, the first six of the fleet (LNER Nos.501-506) were rebuilds of Gresley P2 2-8-2s and would later be classified as A2/2s (outshopped during the course of 1943 and 1944), these being followed in 1944 by Nos.507-510, which were essentially Pacific versions of the Gresley V2s: these were categorised as A2/1s and supplanted the final four locomotives to the 2-6-2 design that had originally been ordered. Nos.500 & 511-524 were designated as A2/3s, these being broadly similar to the A2/2 design but with various differences including a shorter smokebox, an increased boiler pressure and slightly reduced cylinder diameter. Introduced between May 1946 and September 1947, the A2/3s were named after

racehorses – except for No.500 which was named *Edward Thompson* shortly before he retired at the end of June 1946. Finally, Nos.525 and 526 (completed in December 1947 and January 1948 respectively), plus BR-built Nos.60527-60539 (all delivered during the course of 1948) were constructed to a revised design drawn up by Thompson's successor, Arthur Peppercorn, with these examples being commonly referred to simply as A2s.

There were numerous differences and detail changes associated with and between the four sub-classes (relating to items including but not restricted to, for example, the chimneys, domes, smoke deflectors, cabs and tenders) but all four designs shared the same coupled wheel base with equal 6'6" spacing, 6'2" diameter driving wheels, three cylinders and a 17' long boiler with a maximum diameter of 6'5". The Thompson machines were readily identifiable with their outside cylinders situated aft of the leading bogie, which gave them a rather unconventional profile.

All of the A2s became synonymous with routes in Scotland and the North of England, although many also operated along the full length of the East Coast Main Line route, working principally on express freight and express passenger diagrams. The A2/2s were intended for duties on the Aberdeen – Edinburgh line as per the original Gresley P2s from which they were



created, but were subsequently relocated to motive power depots south of the border. Following their gradual withdrawal from traffic during the course of the 1960s, only one example from the 40-strong class was destined to be preserved – Peppercorn A2 No.60532 *Blue Peter*.

Our sample in detail

For review we received a sample of A2/3 No.514 *Chamossaire* in LNER lined apple green livery. Three other versions of the A2/3 were announced as part of the Hornby 2020 range: No.500 *Edward Thompson* in LNER lined apple green livery, No.511 *Airborne* in LNER lined apple green livery (with unshaded lettering) and No.60512 *Steady Aim* in BR lined green with early emblems. A further version was added as part of the 2021 catalogue listing, to be presented as No.60523 *Sun Castle* in BR lined green with late crests.

Delivered in September 1946, *Chamossaire* carried its three-digit LNER number until Nationalisation in 1948, whereupon it became No.60514. The locomotive was allocated to Kings Cross from new, being reallocated to New England shed on 19 December 1948 from where it saw out the rest of its career prior to its withdrawal at the end of 1962.

The bodysells of the locomotive and tender are moulded in plastic with numerous separately-fitted details, most of which are also plastic, but with some metal fittings including the sprung buffer heads, reverser linkage, handrails, hinged cab fallplate and safety valves. The cab roof ventilators can be opened and closed.

Some distortion was noted along the length of the running plate on both sides of our sample, which can be seen in the accompanying photos.

Livery application has a crisp finish throughout, including neat representations of the lining, lettering, name and works plates.

Supplied as optional details, and fitted here for photography, are front footsteps, cylinder draincocks and locomotive brake rigging. No front coupling is fitted or supplied – indeed, surprisingly, there appears to be no provision for a tension-lock coupling to be mounted on the front bogie.

The drawbar that mechanically links the locomotive and tender has two positions, enabling closer coupling if layout curvature allows.

The rear Cartazzi truck has been manufactured as a fixed unit with a flangeless wheelset. In difference to previous Hornby models, a substitute flanged wheelset is not provided.

The moulded coal load in the tender can be removed to reveal a detailed representation of the coal space.

Mechanism and performance

Weighing 451g the model is equipped with a five-pole motor housed in the boiler/firebox with drive to the centre



coupled axle. Current is collected from all driving and tender wheels, with the loco and tender electrically connected.

Supplied for 12V dc use, an eight pin decoder socket is located in the tender for those wishing to equip the model for digital operation, where space is also provided below the cast weight for a 28mm diameter round



▲ LNER Thompson Class A2/3 Pacific No.514 *Chamossaire* is pictured on a Down express at Grantham in 1947. Photo: T.G. Hepburn/Rail Archive Stephenson

speaker for sound (and is therefore compatible with speakers available in the manufacturer's TTS range).

The locomotive body can be removed by first disconnecting the plug-in connection between the locomotive and tender, and then removing two screws: one accessed through the front bogie frame, the other situated at the rear of the Cartazzi truck.

Removal of the tender body requires the tension lock coupling to be first detached, which reveals a screw underneath. With this removed, the body can then be lifted clear, noting that there is a retaining lug at the front end that needs to be unclipped.

On test the model performed smoothly and it was able to haul 13 Pullman cars around the Pecorama loft

layout, with its 1:48 gradients and 3' radius curves. (Curves of no less than second radius are recommended.)

More Thompson Pacifics?

Time will tell whether Hornby will be tempted to cater for the quartet of A2/1s and perhaps even Thompson's 'other' Pacific rebuild, the solitary A1/1 *Great Northern*, in due course. Indeed, with the manufacturer having already developed a comprehensive suite of models covering Gresley's unique W1 4-6-4 'Hush-Hush', anything is now seemingly possible as a subject of an R-T-R model. Whatever Hornby's future plans may be, LNER aficionados are currently enjoying something of a purple patch when it comes to large locomotive releases in OO – of that there can be no doubt.

CT



Sample supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE

ref.R3833 – £189.99



Accurascale has delivered stocks of its new JSA hooded and open steel coil carriers in OO, plans for which we outlined in our December 2019 issue.

The tooling covers the vehicles commissioned from Marcroft Engineering of Stoke-on-Trent by British Steel in 1996. 66 examples were rebuilt from former JTA/JUA iron ore tippler wagons to convey coils for its Strip Products division – these wagons being outshopped with three-stage telescopic hoods and painted blue with white branding. The JSA wagons were chiefly utilised on dedicated steel traffic flows emanating from Llanwern and Port Talbot, and on Enterprise diagrams serving the likes of Scunthorpe and Sheerness.

In the early 2000s ownership of the wagons passed to VTG. Also around this time, the original flush-sided plate steel hoods began to be re-panelled using a riveted aluminium skin with the logo of the wagons' new owners.

In 2018 Arlington Fleet Services began to refurbish several JSA wagons at its Eastleigh workshops. As part of this process, the wagons had the hoods removed and entered traffic as open coil carriers on traffic flows from Margam to Llanwern and Corby. During 2019/20 a second batch of 45 wagons also underwent conversion.

The release of these models by Accurascale represents a natural progression from the firm's PTA/JTA/JUA bogie iron ore/stone tippler models (as reviewed in our March issue). The JSA models cover the three variants outlined above: in British Steel blue livery with hoods, in VTG livery with riveted aluminium hoods, and as latterly with hoods removed. For each

variant a trio of twin-packs has been produced.

The models comprise plastic mouldings for the body and bogies, with metal for the wheelsets, sprung buffer heads, bogie brake wheels and some chassis details. The cradles (for the steel coils) utilise metal castings. Weight per model was measured between 70 – 75g (the ones with hoods being slightly heavier).

As with the tipplers, the manufacturer advises that provision has been made for conversion of the models to EM or P4 gauges: the distance between the bogie frames was measured at 23.75mm.



The telescopic hoods have been designed to be operable, complete with fine working representations of the hood retaining clips affixed at each corner of the wagon. This feature enables loading/unloading cameos to be devised – the hoods always being closed when on the move, regardless

of whether the wagons are running loaded or empty.

The painting and printing has been completed to a good standard across all versions. The plethora of small markings and data panels are crisp and legible under a glass.

Supplied in a pack of detail accessories are items of bufferbeam pipework, hooks with screw-link couplings, a spare tension-lock coupling and quantity of white support bars that can be slotted into the wagon deck as required to secure the steel coils in position. Incidentally, moulded representations of steel coils are supplied only with the versions of the JSAs with hoods removed.

The JSAs are sure to be welcomed by those modellers with an interest in the post-Privatisation rail scene.

CT



Samples supplied by

ACCURASCALE Ltd,
71-75 Shelton Street,
Covent Garden,
London WC2H 9JQ.
www.accurascale.co.uk

PRICES
£59.95 per twin-pack



Revolution Trains has delivered on its latest wagon project, the Cargowaggon twin vans in OO, plans for which were announced in our August 2018 issue. These 4mm scale models follow the N gauge versions of these prototypes released by the company in 2018 (see review, RM December that year).

Coded as IZAs under TOPS, the first of these vans were constructed in 1986 for the German leasing company Cargowaggon. To take advantage of European grants then available for four-axle vehicles, the vans are configured as permanently coupled twin-sets. (They cannot run individually and only have conventional buffers and drawgear on the outer ends.)

Designed for the conveyance of palletised goods – including bagged china clay, newsprint, bottled water and so on – the vehicles have carried the original and later Cargowaggon livery schemes, plus branding for customers such as Perrier.

Utilised on services across Britain and to the Continent (initially via ferry and later through the Channel Tunnel), notable traffic flows have included mineral water from southern and central France to the Midlands, bagged clay from Cornwall, alcohol from the North West and newsprint to locations in London, the North and Scotland. The vast majority of the 200-strong fleet remain in service today.

Revolution has worked in conjunction with Kernow Model Rail Centre to bring the models to fruition and it is from this retailer that stocks of the models can be obtained.

Comprising mainly plastic moulded parts, the vans (each weighing 91g) feature separate wire details on the inner and outer ends, etched footsteps and metal solid disc wheelsets. Brake shoes are in line with the wheel treads.

Articulating NEM pockets are fitted: those on the outer ends are equipped

with tension lock couplings, whilst a bar coupling is provided for connecting the inner ends.

Air pipes and cosmetic coupling hooks with stowed links are provided as optional details, which can be fitted into corresponding holes in the bufferbeams. The enclosed literature advises that these items may impede the tension-lock couplings when the models are traversing tight curves.

Livery application is crisp throughout, with all of the lettering – correctly presented in multiple languages – fully

legible under a glass. The silver-painted sides replicate convincingly the aluminium sheeting used on the real things.

Versions are available with flashing rear lights factory-fitted, controlled by a switch on the underside of the vehicle and powered with a pair of CR927 3V batteries located inside. Two screws

located on the underside of the chassis can be removed to provide access for replacing the batteries, should the need arise.

The models are available as twin sets, with five number options available for the original Cargowaggon livery scheme (one including a flashing tail light), together with five number options for the revised Cargowaggon livery scheme (one including a flashing tail light). Packs of four vans in each livery scheme are also available.

CT



Samples loaned by

KERNOW MODEL RAIL CENTRE,
98a Trelowarren Street,
Camborne,
Cornwall TR14 8AN.
www.kernowmodelrailcentre.com

PRICE
£99.99 per twin-set



With the recent growth of online video and social media platforms, videos of model railways are becoming increasingly popular with enthusiasts – especially so during the past 12 months when traditional exhibition activities have been cancelled as a result of the global health situation.

Furthermore, with the continuing miniaturisation of the latest camera technology, the opportunity to mount such devices on models has become all the more enticing – giving modellers the opportunity to view their layouts from the perspective of a train driver or passenger. BigTrainSound.co.uk – a company that markets products including atmospheric sound speakers and 3D printed models – has developed a 'CamCar' which is available for OO and N gauges.

Priced £22.00 (including P&P), the set comprises a 28mm cube camera, pre-loaded 2GB micro-SD memory card (which gives up to 30 minutes storage when recording in 1080p), a USB adaptor (for charging and downloading videos without the need to remove the SD card) and a trolley in the chosen scale.

Each trolley is takes the form of a single 3D-printed part incorporating a standard tension-lock (OO) or knuckle coupling (N) at one end, and running on proprietary wheelsets.



See this model in action on our website – bit.ly/CamCarDemo



▲ The 00 gauge CamCar components.

Our samples were both finished in smooth white plastic, with the OO version fitted with Dapol spoked metal wheels and the N gauge version equipped with Peco plastic disc wheels. The camera – an SQ11 Mini DV Camera – slots neatly into the cradle on each trolley; this can be mounted facing in the direction of travel (for a driver's eye view if coupled ahead of a locomotive) or backwards (giving a view from the tail end of a train or the front of the locomotive if being pushed) or even side facing (for a passenger's eye view).

The OO trolley measures 27mm wide, with an overall height of 31mm with the camera mounted, which provides ample clearance for tunnels and platforms. The N gauge trolley has a similar overall width and height, which might prove problematic on some layouts – less so however if deployed on a OO9 system.

The camera features a number of video/still recording modes that can be

selected via the two buttons located on the top. Holding down the power button will turn the camera On/Off – a blue LED will be illuminated when the camera is on. The blue light indicates the camera is in 1280x720p mode; pressing the power button once will start the recording (indicated by the light going out), and pressing it again will stop the recording with the blue light illuminating once again.

Pressing the mode button allows the operator to change over to 1920x1080p video recording (indicated by red and blue LEDs being illuminated) and stills mode (two red LEDs). The camera also features a night vision mode which can be activated by holding down the power button for two seconds in the chosen recording mode.

The recordings can be accessed by removing the Micro-SD card or by connecting the camera directly into a PC or Mac. The video files are recorded in avi. format, which will need converting to an MP4 file format or similar to be played back – this can be



▲ The N gauge version.

undertaken using most video editing applications or via a free online converter service.

We put the OO gauge CamCar to test on the Peco loft layout. Set in 1080p mode, the camera performed admirably, capturing its journey around Peckwick Rye with reasonable results (see link to video).

In short the CamCar does exactly what it says on the tin, offering the opportunity to view your layout from a completely different perspective. A fun and quirky tool for any budding Steven Spielbergs!

CW

Samples supplied by

BigTrainSounds.co.uk
www.scenics.bigtrainsound.co.uk

PRICES (in text)

Stills taken from a test video with the OO gauge CamCar, filmed in 1080p



Hornby L&M Flatbed wagon triple pack

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Following the release of the Stephenson's Rocket Train Packs, which comprised a trio of First Class Liverpool & Manchester Railway carriages (see RM Sept 2020 Issue for our full review), together with the accompanying L&MR Open Third Class carriage (ref.R40141 – see RM February 2021), it was only a matter of time before a goods vehicle of some description from the period would join the growing range of L&MR stock.

Accordingly, an L&MR flat wagon was announced as part of the Hornby 2021

Catalogue (see News, RM February) and samples of these are now to hand. The models are supplied in triplicate, packaged in a foam tray similar to that seen with the aforementioned Rocket Train Pack. The historical notes printed on the back of the outer sleeve describe the vehicles as follows; "General good vehicles or 'Merchandise Waggons' of the latter Stephenson period, were simple four-wheel platform vehicles with sprung 3' diameter wheels and were typically 14' in length".

There is little in the way of plans or

drawings of such goods vehicles used by the L&MR, however there are a number of artists' depictions from the period, including a number of works by Rudolph Ackermann.

The Hornby flats are very much 'in the flavour' of vehicles used by the L&MR in the 1830s, utilising the existing chassis tooling developed for the First Class and Third Open carriages; these being based on the replica vehicles constructed by the LMS in 1930, which feature a number of differences to the original c.1830 vehicles, most notably a longer wheelbase.

The models are finished in a fetching green livery with black lining: the green appears to be very similar to that evident in the Rudolph Ackermann paintings mentioned above. The decks

are finished in wood brown, while details such as the steps and buffers are picked out in black. As with the previous releases, the set is supplied with a pack of moulded chain couplings that simply slot over the coupling points on each end.

With the recent announcement of the Liverpool & Manchester Railway Lion, which was designed predominantly for freight haulage, could we see more L&MR inspired goods vehicles joining the range in due course?

CW



Samples supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICE
ref.R40016 – £69.99

Hornby LNWR four & six-wheel coaches

00

Until 1923, the London & North Western Railway was the largest railway in Britain, with the company's distinctive white & plum livery being widely seen in many parts of the country. The livery has formed the subject of the latest batch of 'Generic' four- and six-wheel coaches from Hornby, as was announced as part of the manufacturer's 2021 range (see news and reviews in our February 2021 edition).

For review we received a suite of the four- and six-wheel carriages presented in LNWR Lake & Coach White with white roofs and black underframes. Samples include a four-wheel Baggage Brake, a six-wheel four-compartment First, a six-wheel Third and six-wheel Brake Third with end duckets – all fitted (with the exception of the Baggage Brake) with the MagLight battery operated lighting system.

The panel lining is finely picked out in gold, with the LNWR decorative monograms and lettering crisply applied. The door droplights are picked out in wood brown – as are the Mansell-pattern metal wheelsets. The fine separate handrails on the roofs (and guard's end of the Brake Third)



are highlighted in red. The six-wheel coaches scale out at 32' (128mm) in length with a wheelbase of 21' (84mm). Weight is 74g. In difference to the GWR four-wheel example reviewed in our February issue, which featured wheelsets with pin-point axles running inside the axlebox mouldings, the six-wheel variants seen here are fitted with centre-mounted axles. These give the wheelsets some extra lateral

movement to help ensure the coaches can negotiate tighter curves.

With eight liveries covering pre-Grouping, Big Four and post-Nationalisation schemes listed for release in the firm's 2021 catalogue, there is certainly plenty to choose from with these new models. And with no shortage of potential with other pre-Grouping liveries that



can be considered, there are surely many more releases yet to come. And for those that can't wait until then, turn to p454 for advice on how these Hornby models can be repainted.

CW

Samples supplied by

HORNBY HOBBIES Ltd
Westwood, Margate, Kent
CT9 4JX
www.hornby.com

PRICES

ref.R40076 four-wheel Baggage Brake No.9645 – £29.99

ref.R40119 six-wheel First No.1889 (with lights) – £35.99

ref.R40120 six-wheel Third No.1523 (with lights) – £35.99

ref.R40120A six-wheel Third No.4671 (with lights) – £35.99

ref.R40122 six-wheel Brake Third No.7463 (with lights) – £35.99

Lancashire Mining Museum wagon commissions

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The Lancashire Mining Museum has commissioned from Dapol a pair of OO wagons in exclusive liveries, each limited to 100 models with profits

going towards the running cost of the museum.

Both are 10' wheelbase seven-plank open wagons equipped with

metal spoked wheelsets, removable coal loads and slim-line tension lock couplings, mounted in NEM pockets. The first of these wagons is in the livery of Scot Lane Collieries (Blackrod, Westhoughton Area), in red with white lettering and the running number 486; the second carries the livery of Douglas Bank Colliery (Wigan area), with the running number 652, finished in reddish brown with white lettering.

Orders for the wagons (priced £13.00 each + £3.90 P&P) should be

made in writing to: Mr R Bruce, 16 Duke Street, Astley, Tyldesley, Manchester, M29 7GL.

CW

Samples loaned by

LANCASHIRE MINING MUSEUM;
www.lancashireminingmuseum.org

PRICES (in text)

New products from the **PECO** group of companies

New Private Owner wagon releases in N

Peco has released two new ready-to-run Private Owner wagons in N.

First up is a seven-plank open wagon (ref.NR-P430) in C Kerry & Sons livery, running number No.10. C Kerry & Sons was a coal trader listed at Evesham Road, West

Ham during the early 1900s. Three wagons were commissioned by Thomas Burnett numbered 10, 20 and 30. The model carries the distinctive triangular pattern livery with red, white and grey colours, together with white wall spoked wheels.

The second model is a tanker (ref.NR-P182) finished in Tarmac Ltd black. Tarmac Ltd was founded in 1903 and was based in Wolverhampton. The firm produced road surfacing and heavy building materials. The tanker is inspired by

one of five vehicles built in 1927 and registered with the LMS.

Limited runs of each model have been produced and are available to purchase from all Peco stockists whilst stocks last.

CW



Samples supplied by

PECO,
Underleys, Beer, Seaton,
Devon EX12 3NA.
www.peco-uk.com

PRICE

ref.NR-P430 £10.15
ref.NR-P182 £11.95

Book Reviews

British Railways Modernisation-Era DMUs

Evan Green-Hughes

The British Railways 'Modernisation plan' of the 1950s was wide ranging and – with the benefit of hindsight – is reflected upon nowadays with mixed feelings. Although the plans for mainline traction get a greater press, it is those for the secondary services that perhaps now look the most contentious. The Lightweight Trains Committee was set up to look at this specific area and came down firmly in favour of diesel multiple units to replace the aging and expensive-to-run steam-hauled services. This book outlines the introduction of these first units which numbered some 4,600 and are now usually referred to as 'first generation' to set them apart from the Sprinter and Pacer types which followed. What would have surprised the steering committee would be the longevity of these new railcars. Although a great many of them were soon to be redundant due to the routes that they were intended for falling victim to the Beeching axe. Many also fell victim to early withdrawal due to either unsuitability or the presence of blue asbestos within the structure, though the major players lasted until the early 1990s; their demise being hastened by the shift from slam-door stock, though remarkably they were still running on the Aylesbury line as late as 2019!

Passenger haulage by diesel power was not new; the Great Western Railway had introduced railcars in the early 1930s and these in turn were a logical development from the company's earlier use of steam railmotors. These units had passed into British Railways traffic and were certainly a factor in the 1950s thinking. It is therefore understandable that the book opens with a glance at these earlier machines. What may be less familiar to the reader are the LMS units (introduced in 1934) and the Associated Commercial Vehicles units which also passed into Nationalised railway stock. These are also briefly covered before the real BR-built units.

The book is split into chapters which roughly run in date and/or weight order starting with the still attractive Derby Lightweights, through to the more mainline designed Cross-Country and the highly stylish Class 124 units. BR could not handle the required speed of building necessary, so much of the building was farmed out to independent companies. These are treated in turn within each relevant chapter. The book is presented in photo album style usually with two black and white photos per page, each with an extended caption. These are concise and ideal for the modeller, often more interested in visual aspects rather than performance. A minor niggle is that these can tend become repetitious over the broad length of the book, though of course if the modeller is concentrating on one particular type this will probably not be noticeable. The book ends with sections on single railcars and the sister (or converted) parcels versions. There are no drawings or tables outlining numbering, but the picture quality is excellent throughout with no graining and the captions give enough information as to make this an excellent primer on the subject.

CF

Transport Treasury Publishing Limited,
16 Highworth Close,
High Wycombe, HP13 7PJ.
www.ttpublishing.co.uk

213mm x 273mm 122pp
Softback £14.99
ISBN 978-1-913251-16-1

Southern Electrics Scrapbook – Volumes 1 & 2

David Brown & Kevin Derrick

The Southern Railway electric system has long been overlooked by modellers although the subject has seen an upswing in interest over the last few years. There has been a raft of publications following hot on the heels of this detailing the history and development of the system and its rolling stock, mostly in a photographic form. These two volumes continue this trend and either or both would be a fine way to begin the research journey into the topic.

The format is the publisher's preferred one landscape photograph per page with a short, but often detailed caption making it ideal for those with a strong interest in the more visual aspects of the subject, but less interest in the deep technical information that some books supply. In short, both these books are ideal for the modeller.

Coverage of the various items of stock is fairly comprehensive, with no obvious omissions. The time period is centred around the 1960s with a few photos drifting into the 1970s and a handful back into the 1950s. This covers what your (Southern region born) reviewer describes as the 'transition period'. Not in a steam-diesel way, but in the shift from the pre- and just post-war EMUs with their panelled or Bulleid shape appearance, to the Mk.I rooted CEPs, VEPs and CIGs that lasted until the 1990s.

Many of the photographs not only feature the transitioning trains, but also a shift in the railway infrastructure and in many cases the social aspects. The Southern was a passenger system and it's hard to ignore how the often-pictured railway travellers are dressed or are positioned. Again, this is perfect for the modeller who aims to achieve that genuine feel of time and place. These backgrounds can be quite absorbing and modellable: the builder's merchant at Croydon could be taken from an Edward Beal drawing and a highlight is the shot including the lines of withdrawn brake vans featuring many North Eastern short wheelbase designs... in Hove – not an expected final destination!

Not only are the various SUBs, BILs, HAPs and CORs featured, but also the Bournemouth area TCs

(with a push-pull Class 33 or 73), the Victoria to coast Brighton Belle and Dover boat trains complete with Wagon Lits coaches and euro-ferry vans. The electric locomotive stock is covered from the Bulleid 'Boosters' through to the, just still with us, JA/JB Class 73s. There are even several shots with the usually-missed Motor Luggage Vans with one shot of the prototype unit before it moved to Tyneside.

One notable point is the amount of mid-1960s blue livered stock (volume two has a dedicated section) showing how fast this BR corporate livery was introduced even on quite secondary stock. This is a question for modellers who set their layouts 'in the 1960s' and only run maroon, or possibly in this case green, coaching stock. If this set of photos is anything to go by, some blue stock should definitely make an appearance.

The wholly black and white photographs are excellently reproduced with only a handful that are slightly inferior but merit inclusion for their rarity or historical value. In summary, two volumes of timeless material that will be of particular interest to hardened SR enthusiasts.

CF

Strathwood,
Unit 4 Shuttleworth Rd, Elm Farm Industrial Estate,
Bedford, MK41 0EP.
www.strathwood.co.uk

305mm x 217mm 176pp (each)
Hardback £34.95 (each)
Vol.1 ISBN 978-1-913390-67-9
Vol.2 ISBN 978-1-913390-06-8

Liverpool and Manchester Railway Atlas

Joe Brown

The usual inspiration for modellers is a photograph. This is quickly followed by the question of either what the track plan may be, or how to design one to fit the image. This book will turn that process upside down for it is a book of inspirational track plans.

There have been several railway atlases published over the years, usually a series of lines and dots to indicate stations, but this author's work takes this to another level; it digs down to a much lower level and almost gives you the buffer stops!

The title is slightly misleading as it suggests that this is just the Liverpool and Manchester line. In fact, it covers a roughly square area with a diagonal running from Fleetwood in the North West corner to Buxton in the South East. This area is covered by way of 186 sheets detailing not only the main railway lines but any associated sidings, private industry and even public passenger tramways in great detail. Selected sections are referenced with short potted histories which are invaluable if the area is unfamiliar and include the why, and the opening and closing dates. As the maps are based on dated Ordnance Survey information some of the more minor trackage dates are estimated. Further historical information is presented in table form in an alphabetical index. A number of the sites are treated to additional inset maps which plot the detail or the historical development (both growth and decline). Some of these jump around a little: for instance Horwich Works in detail is presented on clear space on sheet 40 whereas the main map for the area is on sheet 68, though this is clearly referenced.

The lines themselves are marked as initials with their original building company and not by the further

absorbing by the LMS or British Railways region. This works well and any extra forward historical data would be visually clumsy. 'Non starters' are also notated: that is, sections of lines which were early Victorian schemes that failed to become part of the main systems. The same goes for minor unconnected industrial tramways of both standard and narrow gauges. The expansive exchange and storage sidings of the major industries of the area are covered right down to small brickworks and railway repair shops.

This is an incredible piece of work and if you have any interest in the railways of the area then this will be a valuable information source, both on a physical and on an historical level. The scope for modelling inspiration is vast with at least one layout idea on every page. After all who could possibly not be inspired and intrigued by the track layout of 'Crump Wagon Repair Works'?

CF

Crécy Publishing,
1A Ringway Trading Estate,
Shadowmoss Road,
Manchester, M22 5LH.
www.crecy.co.uk

297mm x 210mm 256pp
Hardback £30.00
ISBN 978 0 86093 687 9



Accurascale shows progress with Manor in OO

Accurascale has unveiled a fully tooled sample of its first ready-to-run steam locomotive model – the Collett Manor 4-6-0 in OO, plans for which were first announced in our April 2021 issue.

The sample pictured here demonstrates how much use has been made of diecast parts (including the boiler and running plate), combined with etched and plastic components.

The manufacturer is keen to point out that this is still an early tooling sample, with further refinements and tweaks yet to be made before development will progress to stage where the factory will produce decorated samples.

Further tooling variations are to be catered for, which are in addition to those outlined at the launch of the project, including alternative pattern driving wheels without the webbed sections opposite the balance weights, together with the c.1952 style firebox washout plug arrangement.



Delivery is anticipated for the fourth quarter of 2021 with prices set at £169.99 for DC/DCC ready versions, and £259.99 DCC sound fitted locomotives. Recording for the latter has been provided by 7820 Dinmore Manor, which is owned by Dinmore Manor Ltd. and is currently based on the Gloucestershire and Warwickshire Railway.

Pre-orders can be placed directly with Accurascale via its website, or with one of its 90 stockists:
www.accurascale.co.uk



Ellis Clark Presflos – now in colour!

Ellis Clark Trains has revealed the first livery samples for its forthcoming range of finescale BR Presflo cement wagons in O, plans for which were first announced in the news pages of our July 2020 issue.

A total of 28 versions are being produced, covering 10 different livery styles, including BR bauxite (with choice of Presflo, Rugby, Tunnel, or Blue Circle

Cement branding) and Blue Circle yellow & grey (with or without Blue Circle Products branding). Each livery will be available with a choice of running numbers, together with un-numbered versions that will be supplied with a transfer sheet.

Following receipt of the livery samples (an example of which is illustrated here), the retailer has identified some areas

for refinement prior to the models entering production.

Prices are confirmed as £69.99 per model, with an expected delivery date of July/August 2021. See the retailer's website for further details and information on how to pre-order:

Ellis Clark Trains
Tel: 01756 701 451
www.ellisclarktrains.co.uk



Wainwright D class production samples received

The retailers Rails of Sheffield and Locomotion Models have received production samples of their forthcoming exclusive models of the South Eastern & Chatham Railway D class 4-4-0 locomotives, which are being produced in partnership with Dapol, plans for which were first announced in our December 2019 issue.

Seven liveries are being produced, covering the class from introduction in 1901 through to the withdrawal of the last example under British Railways ownership in 1956, with each version catering for era-specific details. Samples

of all seven have been received from the Dapol production line and, following final approval, shipping from the factory will then commence.

Prices start from £189.99 for unlined liveries, these including SE&CR grey (with scraped beading), Southern Railway black and BR black with BRITISH RAILWAYS in 'Sunshine' lettering, while the more elaborate liveries such as SE&CR lined green, Southern Railway Maunsell lined green and BR lined black are confirmed at £199.99.



A DCC sound option will also be available, which comprises a factory

installed DCC sound decoder along with two speakers (a sugar cube speaker in the locomotive and a bass reflex speaker in the tender), priced at an additional £125.00 per model.

Models are available to pre-order from Rails of Sheffield or direct from Dapol, with preserved example No.737 being exclusive to Locomotion Models. See the respective retailers' websites for further information, including details on how to pre-order:

www.railsofsheffield.com
www.locomotionmodels.com
www.dapol.co.uk



Pendon Museum goes virtual!

With the Oxfordshire museum currently closed to the public, the team at Pendon has created a selection of free virtual tours of some of the site's exhibits to enjoy from the comfort of your own home. The tours consist of a selection of interactive maps, which feature key points of interest: clicking on these will bring up further information on the subject, along with pictures and videos. Four virtual tours are available to view via the website; two focusing on *The Vale Scene* (showcasing the buildings, landscape and railway modelling) with the other two examining the buildings modelled and their real-life counterparts in the Vale of the White Horse. For more details:

www.pendonmuseum.com

Hornby set to star in new TV series

UKTV has commissioned Rare TV to produce a new documentary series titled *Hornby: A Model World* that is expected to be broadcast on the factual channel Yesterday later this year. Currently in production, the show will follow the team behind the Hornby brand, documenting the challenges of running one of the most famous names in model railways. The series will also feature modellers and enthusiasts, along with their projects and layouts (some of which you may recognise from the pages of *RAILWAY MODELLER*).

New premises for ModelU

The supplier of 3D-printed figures and accessories, ModelU, has moved into new larger premises in Easton, Bristol. The firm hopes to welcome visitors once restrictions allow, including bookings for 3D figure scans. The new address is:

ModelU
Unit 50, Easton Business Centre,
Felix Road, Bristol BS5 0HZ
www.modelu3d.co.uk

Home modelling kits for children

Based on the drop-in Children's Modelling Workshops usually offered at Pendon (which is currently closed to the public), the museum has produced a free instructional video for use at home. Aimed at children aged six and over (with adult supervision), the video complements the Landscape Modelling Kit which is available to purchase from the museum's online shop. Priced £15.00 the kit contains all the items needed to produce two models as featured in the video. For further details refer to the Pendon Museum website:

www.pendonmuseum.com

Heljan Class 73 takes shape in O

Heljan has revealed images from the CAD artwork for its forthcoming suite of British Rail Class 73/1 locomotive models in O gauge, plans for which were first announced in our January 2021 issue.

Features are set to include retractable third-rail pick-up shoes, diecast handrails, interchangeable headcode panels, a lighting function to replicate third-rail 'flash' (DCC switchable), powered roof fan, 'plug-and-play' DCC capability and provision for a smoke unit.

A number of unnumbered versions have been added to the initial batch bringing the total number of liveries confirmed up to 16; covering BR Blue (including small and full yellow ends, plus large logo variants), BR InterCity Executive, BR 'Dutch' grey & yellow, Network SouthEast, EWS red & gold, GB Railfreight blue & orange and Network Rail yellow.

The estimated retail price for DCC Ready models will be £625.00.

Final additions and changes are currently being made to the design (most notably the bodyside grille height, which is due to be rectified) prior to the design being approved for tooling to commence.



▲ CAD render for Class 73 in O.

grey will also be produced for Tower Models, Blackpool, Lancashire. Refer to a copy of the manufacturer's 2021 catalogue for full details on the liveries and identities being produced. Delivery is planned for late 2021.

For further details on both projects, see the manufacturer's new UK website:

www.heljan.co.uk

Class 56 artwork approved

The Danish manufacturer has also provided livery artwork (right) of its forthcoming British Rail Type 5 / Class 56 in O (see news, RM October 2018).

The new model is set to incorporate directional and cab interior lighting (with switchable cab and tail lights), powered roof fans and twin five-pole motors with flywheels.

11 versions of this model have been confirmed; covering BR Blue (including small and large logo variants), BR Railfreight grey (with and without red stripe), BR Sectorisation grey (including coal, construction and unbranded) and Loadhaul black & orange. An exclusive limited run in Transrail



▲ Class 73 mechanism CAD.



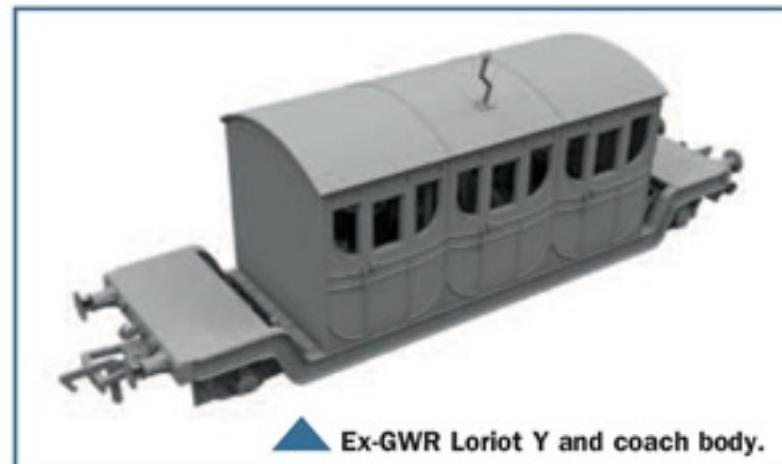
Rapido trails design artwork for planned Titfield Thunderbolt models in OO

Following the announcement of a range of 4mm road- and rail-based vehicles from the much-loved Ealing comedy film *The Titfield Thunderbolt* (see May 2020 issue of RM for more details), Rapido Trains UK has shared the first CAD renders of a number of products that will feature amongst the releases.

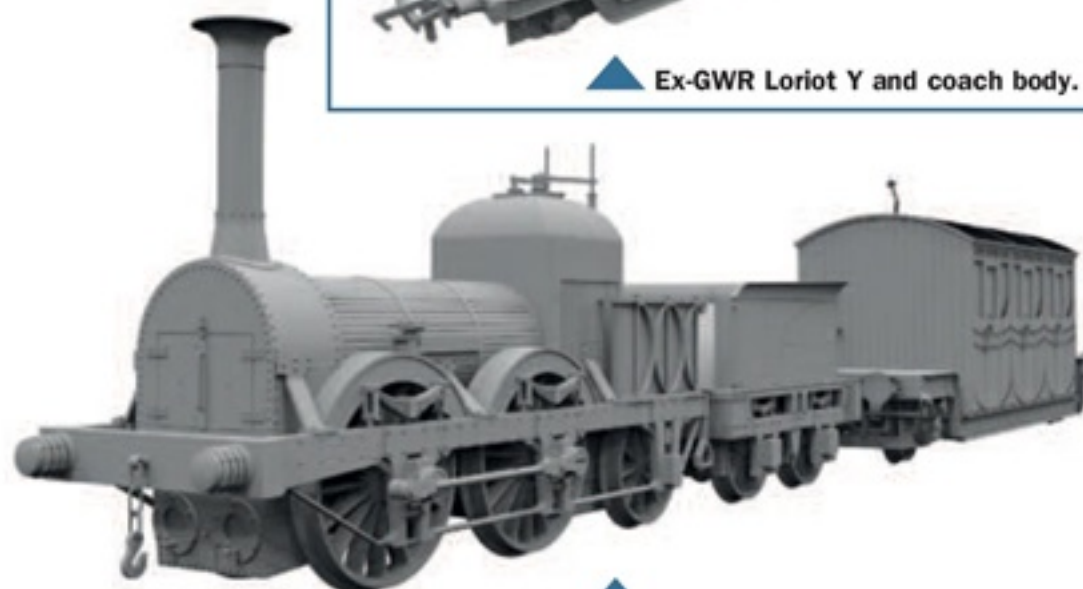
Illustrated here are CAD renders of the film's namesake, *Thunderbolt* (aka L&M 0-4-2 *Lion*) and the ex-GWR Lorient Y wagon complete with coach body. Both items will be available in two of the three commemorative packs that are planned: Pack 1 containing these two models plus ex-GWR Dia.AA20 Toad brakevan No.W68740, whilst Pack 2 will contain a sound-fitted version of the loco, together with the Lorient Y), Toad, scale figures and commemorative booklet.

Prices are still to be confirmed, with delivery of all products expected in time for the 70th anniversary of the film's release in 2023. The models will be available from Rapido Trains UK stockists and direct via the manufacturer's website:

www.rapidotrains.co.uk



▲ Ex-GWR Lorient Y and coach body.



▲ 'Thunderbolt' aka L&M 0-4-2 *Lion*.

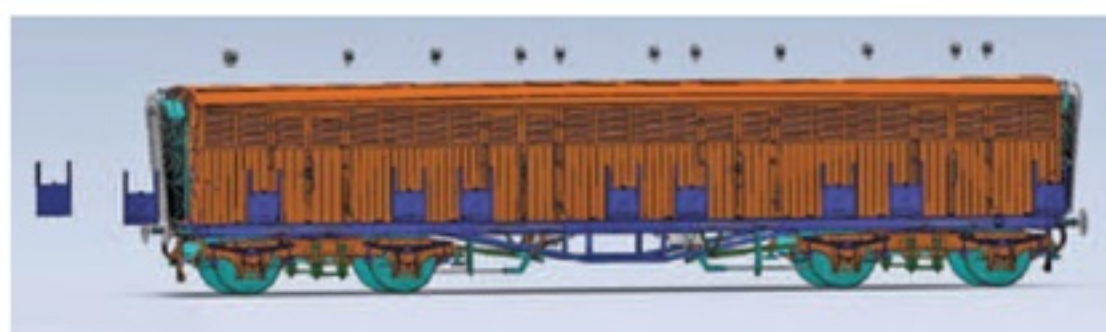
GWR Siphon G announced by Minerva for O gauge

Minerva Model Railways has announced the production of a finescale model of the Great Western Railway Siphon G in 7mm scale – the model will be the manufacturer's first venture into bogie rolling stock and tooling is already underway.

Built by the Great Western Railway the Siphons were used originally for the carriage of milk churns, but as this traffic was transferred to specialist tankers or lost to road competition, they became general purpose vans, often being seen marshalled on the front or backs of passenger trains. They were also used

for newspaper traffic, and as Enparts vans, especially on the Western Region. In these roles they remained in service until the mid-1980s, with a number of vehicles surviving into preservation.

The base model will represent examples constructed to Diagram O.33, which were built from 1930 onwards and fitted with 9' bogies. Provisions for modellers to create later diagrams, such as the O.59 variant (fitted with shell vents on the roof) and the British Railways-built O.62 (which was fitted with side shutters), will be included with each model.



Other features will include sprung buffers, hook draw-gear with cosmetic screw couplings and finescale wheel sets.

Four liveries with appropriate lettering are currently planned, covering Great Western brown; British Railways carmine; British Railways maroon and British Rail blue.

Priced at £175.00 per vehicle (plus £9.50 P&P), advanced orders received before 30 September 2021 will qualify

for a discount of £15.00.

The models can be reserved direct from Minerva Model Railways via email and telephone:

Minerva Model Railways Ltd

PO Box 244,

Penarth CF64 9FJ

email:

sales@minervamodelrailways.co.uk

Tel: 02920 531 246

www.minervamodelrailways.co.uk

Wagons roll from Dapol in O

Dapol has revealed the first engineering prototypes of its forthcoming BR Vanwide and VEA vans that are being produced in O gauge.

With examples built at Wolverton and Derby works, nearly 2000 were constructed between 1961 and 1962, a total of 550 of these being subsequently converted into VEAs following the addition of air-brakes. The models will feature sprung metal buffers and coupling hooks, with working instantan couplings.

Nine versions are currently planned covering a selection of BR bauxite (including versions with Railfreight branding), BR Railfreight red & grey and olive green with yellow ends, each priced at £58.59. Delivery is planned for the second/third quarter of 2021.



▲ BR VEA tooling sample in O.



▲ HEA CAD render for O.

Dapol announce HBA & HEA for O

Following the release of its HAA hopper in 2019, the Chirk-based manufacturer has revealed plans to produce the HBA and HEA hopper variants. Originally designed for coal traffic, these vehicles saw widespread use across the country, often seen in mixed and short block

trains. With the decline in traffic in the latter half of the 1980s, many of the wagons took on alternative roles, from carrying rock salt and scrap, to acting as barrier wagons for nuclear flask trains.

Illustrated here is a render from the CAD artwork (showing the HEA), which is currently being reviewed by the design

team before the project progresses to the tooling phase. Liveries and prices are still to be confirmed. Anticipated delivery date is the first/second quarter of 2022.

See the manufacturer's website for further details:

www.dapol.co.uk

GT3 from KR Models – now in blue!

KR Models has revealed plans for a limited run of its English-Electric GT3 model in OO, presented in fictitious BR blue livery.

Outshopped in 1961 from the Newton-le-Willows works of Vulcan Foundry, the short-lived prototype ran a number of trial runs until 1962, when the locomotive was withdrawn in favour of diesel-electric traction. The fictional livery represents a 'what-could-have-been' livery had the locomotive

entered regular service with British Rail.

The manufacturer has also announced plans for a second run of the GT3 model in its original Beachleaf brown and Brunswick green livery (see March 2021 issue for full review). Both versions can be pre-ordered via the KR Models website, each priced at



£199.00 for DCC ready or £299.00 DCC sound fitted.

For more details go to: **www.krmodels.co.uk**

Fund-raising Conflats for OO

Two promotional Dapol Conflats have been commissioned jointly between the General Steam Navigation Locomotive Restoration Society (which is restoring Bulleid Merchant Navy pacific No.35011 *General Steam Navigation* at the Swindon & Cricklade Railway), and the Medway Queen Preservation Society (which is restoring the *PS Medway Queen* paddle steamer at Gillingham Pier).

The collaboration follows the success of previous promotional wagons produced for the societies in 2020 (see news May 2020 Issue). Sales of the models will help fund both projects.

Available in Southern Railway brown livery, with a choice of red or blue General Steam Navigation branded containers, the models are priced £16.95 each (plus £3.75 per order for UK postage). Two wagons with different colour containers with UK P&P totals £37.65.

The models can be ordered from either society – via the General Steam Navigation Locomotive Society website (see below), email or by post (please make cheques payable to 'R. Halton') from: Richard Halton (for MQPS), 2 Drury Close, Hook, Royal Wootton Bassett, SN4 8EL.



For further information, including overseas posting prices and other queries, contact Richard Halton by email or visit the societies websites:

email: richardhalton1502@gmail.com

www.medwayqueen.co.uk

www.35011gsn.co.uk

New Flexi Loco Lift

Peco has revealed production of an all new design of Loco Lift that incorporates adjustable guide-rails, making it suitable for N, OO9, HO_n3, HO_m and OO/HO. The unit supersedes the ref.SL-43 Loco Lift which was only available for OO/HO.

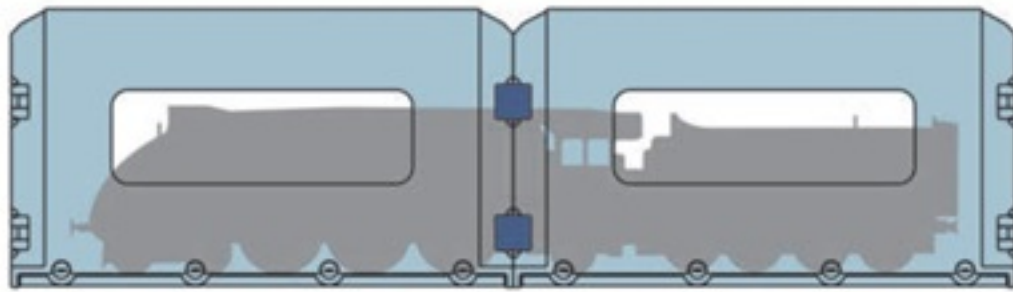
Two types of unit are planned for release; the PT-60 – a single unit which can accommodate a small OO/HO locomotive such as an O-6-0 shunter or tank engine – or in N gauge a longer locomotive such as a pacific tender locomotive or bogie diesel; and the PT-61 twin set, which comprises two single units which are designed to join together to accommodate longer OO/HO locomotives or even a short train in N. It is understood that it will be possible to join together multiple units to accommodate even longer models/trains. The principals of the new Flexi Loco Lift remain the same with the



ability to run locomotives or trains on and off of the tracks without the need to physically handle the model. The units can also be stacked if desired.

Prices and a release date are to be confirmed.

www.peco-uk.com



Wagon tarpaulins join Parkside range in OO and O gauges



Parkside Models by Peco has released a new range of tarpaulin wagon covers in OO and O gauges – with five different sets, each representing the four pre-Nationalisation railway companies, and British Railways.

The covers are produced from a material that aims to replicate the texture and look of canvas tarpaulins that were once commonly used on open wagons to protect the contents

underneath. Each pack contains a number of covers (eight in OO gauge packs and three in O gauge packs), together with a quantity of cord to represent the ropes used to tie down the sheets, and instructions on how to fit these in place on the models.

All five sets in both scales are now available from Peco stockists, each with an RRP of £9.25.

www.peco-uk.com

'Our' Class 56 locomotive returns to the South West

Colas Railfreight Co-Co 56 302 PECO – *The Railway Modeller* returned to the South West for the first time in nearly five years on 18 April 2021 when it hauled a train of sleepers from Westbury to Crediton. This working was part of track renewal work on the Meldon branch in Devon as part of preparations for the planned reinstatement of regular passenger services between Exeter and Okehampton.

56 302 received its current name in June 2016 following a special ceremony at Minehead station on the West Somerset Railway (see RM August 2016). Since then the locomotive has been deployed on duties mainly in the north of England and further afield.

56 302 passes Wick Bridge near Langport with the 6F27 1436 Westbury Down TC to Crediton on 18 April 2021. Photo: Steve Haynes



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Dave Walker

As an enthusiastic modeller who hardly, if ever, relied upon ready-to-run equipment, Dave Walker began his lifelong engagement with the hobby in the early 1970s.

Although a Leeds man, his initial output featured a 4mm scale model of the former Highland Railway station at Aberfeldy which he displayed in the Leeds Corn Exchange venue, where the Leeds Model Railway Society held its shows of the day.

By 1980, whilst still in his twenties, he had moved up to the 'senior scale' seeking the fresh challenges of building models from kits or scratch in O gauge: then a scale virtually devoid of proprietary models. Still with a fond liking for the Highland Railway his 7mm

scale *Laxford Bridge* small space HR terminus caught the imagination of the modelling fraternity and it became a very popular layout on the exhibition circuit, appearing as 'Railway of the Month' in the February 1982 edition of *RAILWAY MODELLER*.

He followed *Laxford Bridge* up very quickly with a rendition of the next would-be station along the branch – a simple passing station called *Kinlochmore* (RM November 1982). The latter model is believed to have been abandoned in a former Leeds MRS clubroom when the old building in which it rented space suddenly became unsafe overnight.

Although he was an initial and founding member of the Highland Railway Society, Dave was always

looking for something truly different and turned next to the Irish broad gauge scene. He constructed *Killaney* (RM October 1984) which helped to pioneer a trend for wide, spacious baseboard layouts which appeared during the mid-1980s.

After a period of relative inactivity he re-emerged on the modelling scene with another grand scheme depicting the famous incline on the Cromford and High Peak Railway. Though not content with just a working incline, he also provided operating road vehicles and narrowboats.

By the turn of the century, his day job as a maintenance engineer for a catering equipment firm gave way to a new career building large scale steam

locomotive models for private clients and over the last 15 or so years he was a regular fixture at the York Model Railway Show, demonstrating his skills alongside his model building partner Liz Marsden.

Although he had endured deteriorating health in recent years, he carried on modelling, but passed away suddenly in March following a short illness, unrelated to the pandemic.

In many ways, Dave had a unique and imaginative approach to the hobby, thanks to a rare mix of engineering and artistic talent. His vision and creativity will be a hard act to follow.

Ed – Our thanks and condolences to Liz Marsden for her assistance with this obituary.

Hattons reveal more four- & six-wheel coach livery samples

The retailer Hattons has revealed further livery samples for its forthcoming range of four- and six-wheel pre-Grouping coaching stock. This follows our look at the first livery samples in the May issue, which were finished in Great Western Railway chocolate & cream livery.

These latest livery samples cover London Brighton & South Coast Railway mahogany, South Eastern & Chatham Railway Crimson Lake, Great Northern Railway lined Teak, London and North Western Railway plum & split milk, LNER pre-war brown, LMS Crimson Lake and Southern Railway



olive green, together with departmental liveries. The samples are complete with painted interiors, which feature seating with armrests and luggage racks.

Prices for single coaches are £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:

www.hattons.co.uk

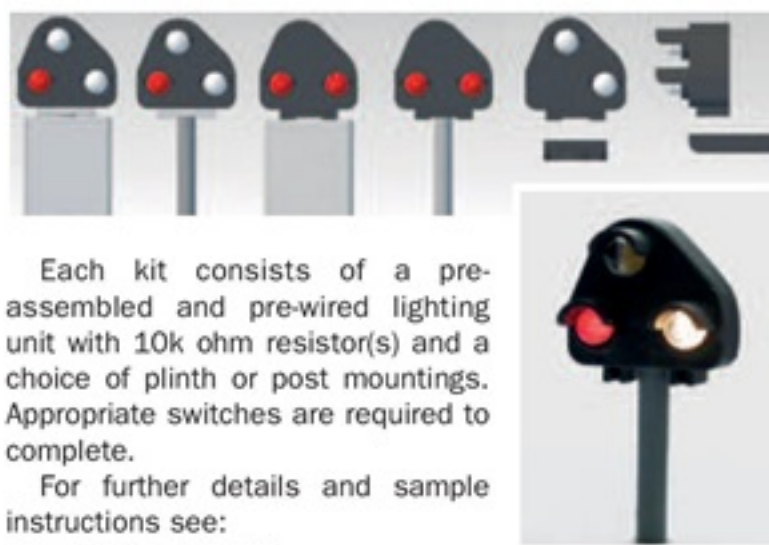


See these models in action –
bit.ly/Hattons4-6ws

Routemex releases ground and shunt limit signals for 0

The Stirling-based manufacturer Routemex has introduced a new suite of ground signals to its growing range of operational 7mm/0 gauge colour light signal kits (refer to the March 2021 issue of RAILWAY MODELLER for an article describing the construction of one of these kits).

Three types are available; a ground signal position light (positioned around yards and stations to permit shunting movements) priced at £23.00; a ground signal position light permanently illuminated red (to denote the safe limit of shunting movements) at £20.00; and an associated position light illuminated with a double-white aspect (usually mounted underneath or beside a main signal and used only to permit shunting movements while the main signal remains red) at £20.00.



Each kit consists of a pre-assembled and pre-wired lighting unit with 10k ohm resistor(s) and a choice of plinth or post mountings. Appropriate switches are required to complete.

For further details and sample instructions see:

www.routemex.com

3D printed Stirling Single parts for N

Rudi Newman has expanded his range of 'scratch aid' N gauge 3D printed kits with the addition of a Great Northern Railway Stirling Single 4-2-2. The project follows the release of the experimental Beyer-Ljungstrom turbine locomotive which featured in the news pages of the November 2020 issue.

The locomotive body and a choice of three tenders are supplied via Shapeways as 3D printed parts. Prices start from £13.10 for the main body, together with two options for the Ivatt tender – priced £8.01 for unpowered use and £10.92 for a version with provision for a Kato 11-109 54mm motorised chassis. A Sturrock tender is also available priced £8.01 (for unpowered use).

In addition, components that will need to be sourced to create a working model include; a Graham Farish Royal Scot bogie (large wheel version), Farish A3 tender wheels, Alan Gibson P4 (finescale) scale 14.6mm Caley Pug driving wheels (ref.4844E), Alan Gibson crank pins, styrene strip (0.5mm x 1mm) for additional wheel spokes, nickel steel strip (0.5mm x 1mm) for slide bars and a Kato 11-109 54mm chassis for the motorised tender option. Additional brass strip, wire and weights will also be required.

Illustrated here are screen renders of the 3D-printed parts, together with a view of a completed model.



Also new is a suite of 3D printed 'Generic' four- and six-wheel coaches, which require spoked wheels to complete. These include a four-wheel brake coach that is designed to fit either a Peco ref.NR-122B 15' wheelbase brake van chassis, and a motorised four-wheel coach (designed to utilise the Kato ref.11-109 54mm Motorised Chassis); the latter being suitable for use with unpowered tender versions of the Stirling Single.

For further details, including links to videos showing the construction of these models:

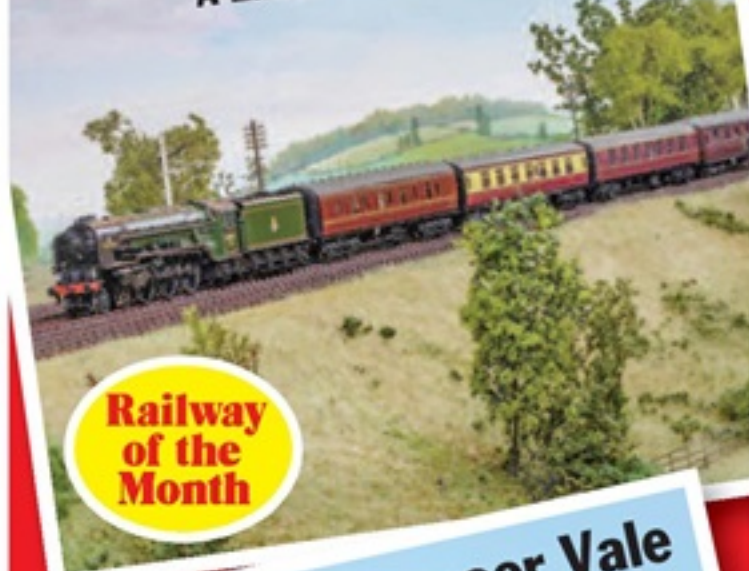
<https://www.shapeways.com/shops/newman-miniatures>

Coming next month

July 2021 –
Out Thursday 10 June

Fence Houses

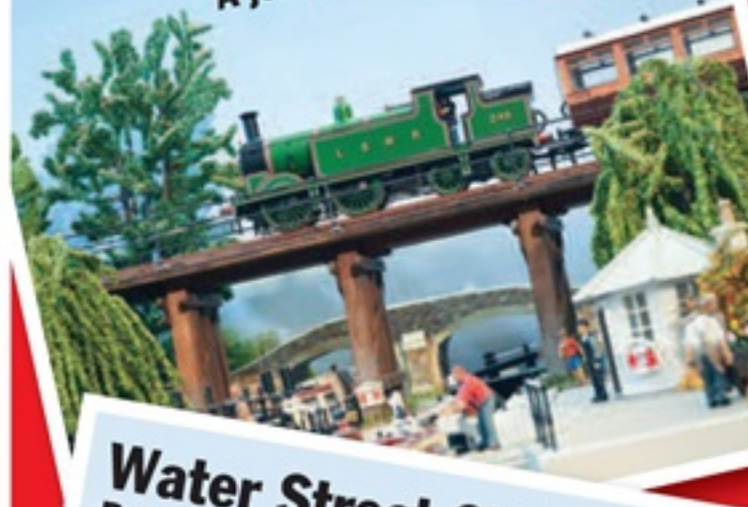
A 2mm finescale magnum opus



Railway of the Month

Exmoor Vale

A joint SR/GWR West Country scene in 00



Water Street Sidings

Pre-Grouping 0 gauge in a small space



inside

• SNAPPER HALT

This classic Lynton & Barnstaple stopping point, modelled in 009

• BUILDING A GWR LORRY

Moving livestock by road in 7mm

• THE THAMES-FORTH EXPRESS

Ian Nuttall describes how he modelled this LMS passenger service in 4mm

plus all the regular features

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.

AUGUST 2021 issue deadline: JUNE 1st

LIVE EVENTS

At the time of going to press we had no notifications of any live events.

ONLINE EVENTS

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 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, 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.

Saturday 29 May 2021

Organiser: Risborough & District Model Railway Club

Website: www.rdmrc.org.uk

Open: 1000 - 1600hrs.

Admission: The event is free to join. Visit the show website at www.railex.org.uk and follow the links on the home page.
Features: A virtual RAILEX exhibition. Outstanding layouts, quality manufacturers, trade and demos. See many of the layouts that were scheduled to come to our annual RAILEX event in 2020 and 2021. With live sessions plus layout videos including: Kensington Addison Rd, Lighterman's Yard, Love Lane, Old Parrock, Kyle of Lochalsh, Freshwater, Modbury, Thorne Yard, Beijiao, Grindley Brook & Pottendorf. Also see some of the club member's home layouts which never visit the exhibition circuit, including High Wycombe & Padfracombe (O gauge garden railway) and a section devoted to those new to the hobby.
Contact: email: garyday@2dayrail.co.uk

Saturday 12 June 2021

Organiser: Hucclecote Methodist Church

Website: www.hmcms.org.uk

Open: No times given

Admission: The event is free to join. Log onto the show site at www.hmcms.org.uk
Features: Layouts covering a variety of pro-

totypes and scales have been invited to participate in the online event.

Contact: email: info@hucclecotemc.org.uk or John on 01452 617357.

Friday - Monday 16-19 July 2021

Organiser: N Gauge Forum

Website: www.ngfshow21.weebly.com

Open: From 1900hrs Fri. to 2200hrs Mon.
Admission: Accessed via the website: www.ngfshow21.weebly.com also via the N Gauge Forum site: www.ngaugeforum.co.uk or via the NGF Facebook page.

Features: In excess of 25 layouts (N gauge) plus How-To videos and in-show advertisers. Show runs continuously allowing viewers to hop in and out at will.

Contact: Martin Scane 07977 550051, or email: ngsugeforumvirtualshow@gmail.com

GAUGE 0 GUILD

Wednesday 26 May 2021

Organiser: Gauge 0 Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs BST

Admission: Free to Gauge 0 Guild members, Non-members £2.00. Booking is essential as places are limited. Booking opens 27 April. Visit the front page of the Gauge 0 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 0 Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs BST

Admission: Free to Gauge 0 Guild members, Non-members £2.00. Booking is essential as places are limited. Booking opens 27 May. Visit the front page of the Gauge 0 Guild website to secure your place.

Features: An Evening With Nick Dunhill

A discussion about scratchbuilding.

Contact: email: jackiegogevents@gmail.com

Monday 26 July 2021

Organiser: Gauge 0 Guild via Zoom

Website: www.gaugeoguild.com

Open: Starts 2000hrs BST

Admission: Free to Gauge 0 Guild members, Non-members £2.00. Booking is essential as places are limited. Booking opens 27 June 2021. Visit the front page of the Gauge 0 Guild website to secure your place.

Features: An Evening at Peacehaven with Tim Stubbs

Covering Peacehaven's construction, rolling stock, scenery and operations.

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 hope to have further details by next month.

CANCELLATIONS

Saturday 5 June 2021

DONCASTER, South Yorkshire

Organiser: Gauge 0 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

Planning a model railway event – live or online? To get listed please send details to: rm-clubs@btconnect.com

SHOW MEMORIES – ALSRM Reading Show 2011



▲ The Association of Larger Scale Railway Modellers (ALSRM Ltd) was set up in 2000 to welcome modellers who worked in any of the larger established scales. Here at its Reading Show in May 2011 Richard Webster, who had earlier launched Lionheart Trains specialising in ready-to-run O gauge, shows off his forthcoming GWR Autocoach model to a party of interested onlookers. Richard later joined Dapol Ltd, acting in a consultation role until the relationship was formalised in 2016 when Dapol and Lionheart trains merged. Lionheart Trains still retains its autonomy to produce innovative high quality O gauge models. Photo: Steve Flint

RAILWAY MODELLER

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Trade

Retailers' Announcements

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COLWYN BAY, CLWYD MODELS. Opening times:
Thursday, Friday + Saturday 10-1pm, 2-5pm. Second
hand model railway books, videos, layouts, diecast
bought, sold and exchanged. 447, Abergele Road,
Old Colwyn. Tel: 01492 518 709.

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email: andrew@wmcollectables.co.uk
Website: www.wmcollectables.co.uk

Trade Sales Books

RAILWAY MODELLER BACK NUMBERS - for
more information on which issues are available, please
contact: Technical Advice Bureau, PECO, Underleys,
Beer, Seaton, Devon, EX12 3NA, England, telephone:
01297 20580. Please see website for prices.

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www.tuebrooktrains.co.uk

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Wanted (Trade)

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WE BUY ALL YOUR MODEL RAILWAY COLLECTIONS – ANY GAUGE, LOCOS, ROLLING STOCK, KITS ETC. For a fast friendly professional service telephone **VINCENT:** 07721 087 810 or email

vincelonergan@hotmail.com or send your list to **VINCENT – DORSET RAILS,** 5 Conway Walk, Dorchester, Dorset, DT1 2EJ.

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel: 07511 899314. Email: gambiacat@tiscali.co.uk

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Wanted Private

(This column is reserved for readers who are private Model Railway enthusiasts or collectors and require items purely for their own personal use).

TRIX TWIN AND TRIX EXPRESS. Avid collector. TTRCA No26, anything will be considered. Please phone anytime, will collect. Tel: 01736 754 200. Mobile: 07969 499 586.

RAILWAY PHOTOGRAPHS-original 35mm slides (or negatives) any railway subject, steam to blue diesel era. Good price for quality material. **JOHN TURNER,** 01482 227 777 or 01652 632 370 (evenings).

N OR OO GAUGE, British outline Model Railways sought by collector, Wrenn, Hornby, Bachmann, Farish etc. Will travel to collect. Tel: 01702 461 214 after seven, 07399 73 44 94, daytime. Send lists to: psdavis17@talktalk.net

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WRENN 1966 TO 1992-items wanted by collector preferably boxed, single or complete collections. Please telephone: 0773 0957 800/01582 401 053 or visit my website www.wrennspecialist.co.uk

KIT ITEMS, WHITEMETAL, BRASS OO & O, DJH, Wills, Millholme, Alan Gibson etc. Engines, coaches,

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07767 356 890, email: simonecull06@tiscali.co.uk

O GAUGE WANTED - LOCOS, ROLLING STOCK, ACCESSORIES, TRACK/POINTS, SPARES AND BUILDINGS. Large or small collections purchased. Tel 01302 481274, Mob. 07767 356 890. Email: simonecull06@tiscali.co.uk

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling

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HORNBY DUBLO AND WRENN RAILWAYS WANTED, LOCOMOTIVES, COACHES, WAGONS and all associated items, from one item to large collections. Happy to travel, immediate cash settlement. Jason Roger, send lists to 7 Broomways, Great Wakering, Southend on Sea, Essex SS3 0DP or email: jaycossie@googlemail.com or telephone: 01702 749 183.

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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.

June 2021

20 June (Sun)

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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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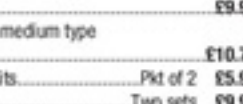
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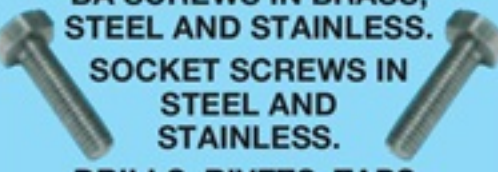


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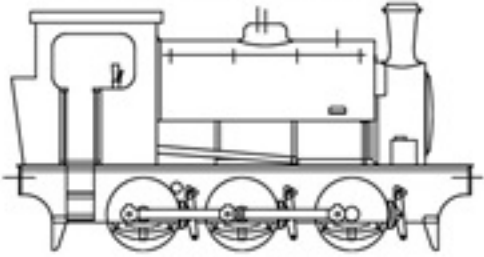
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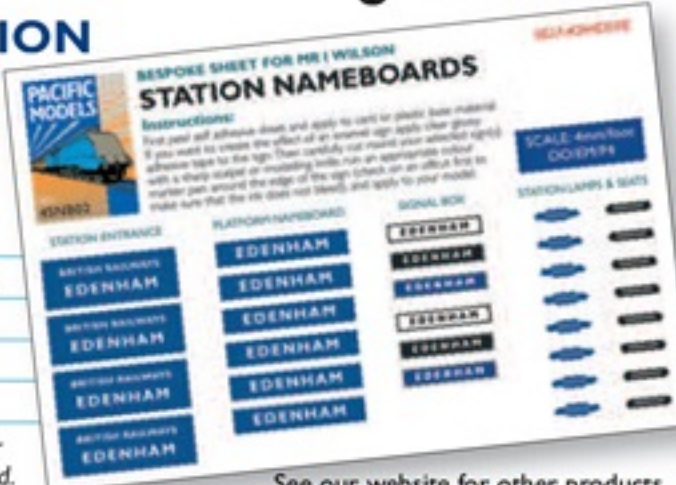
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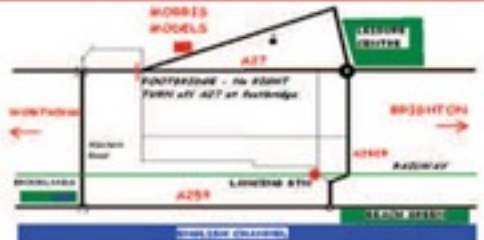
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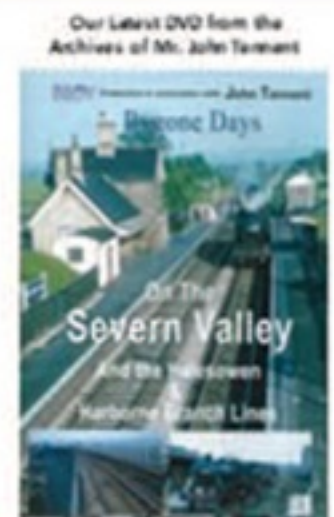


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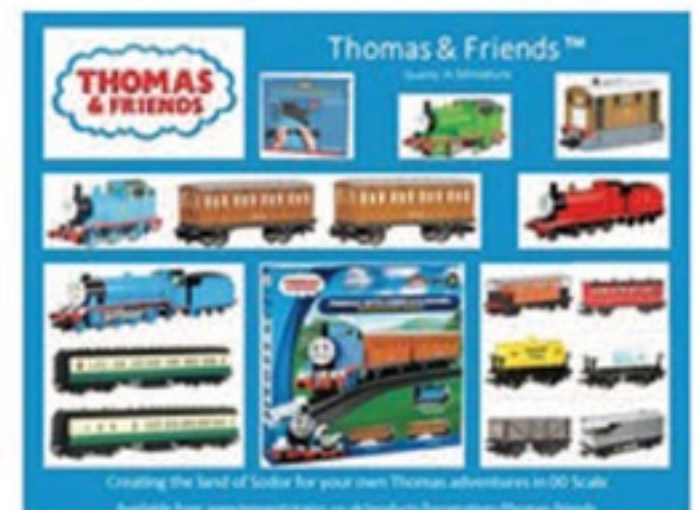
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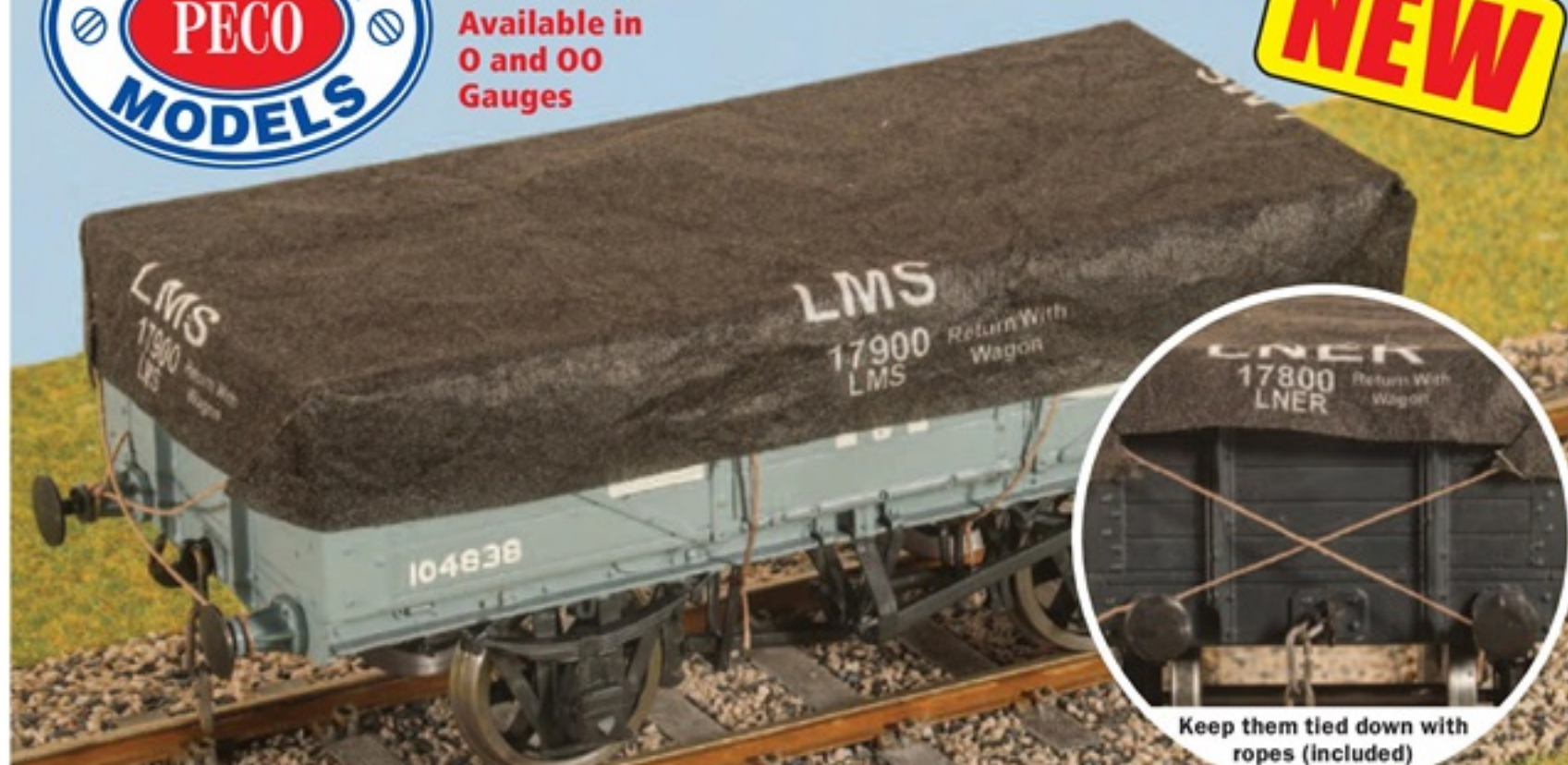
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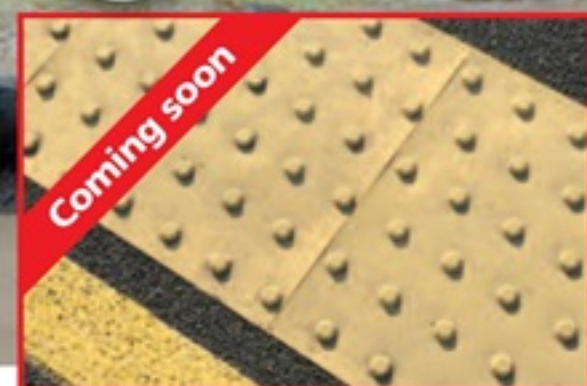


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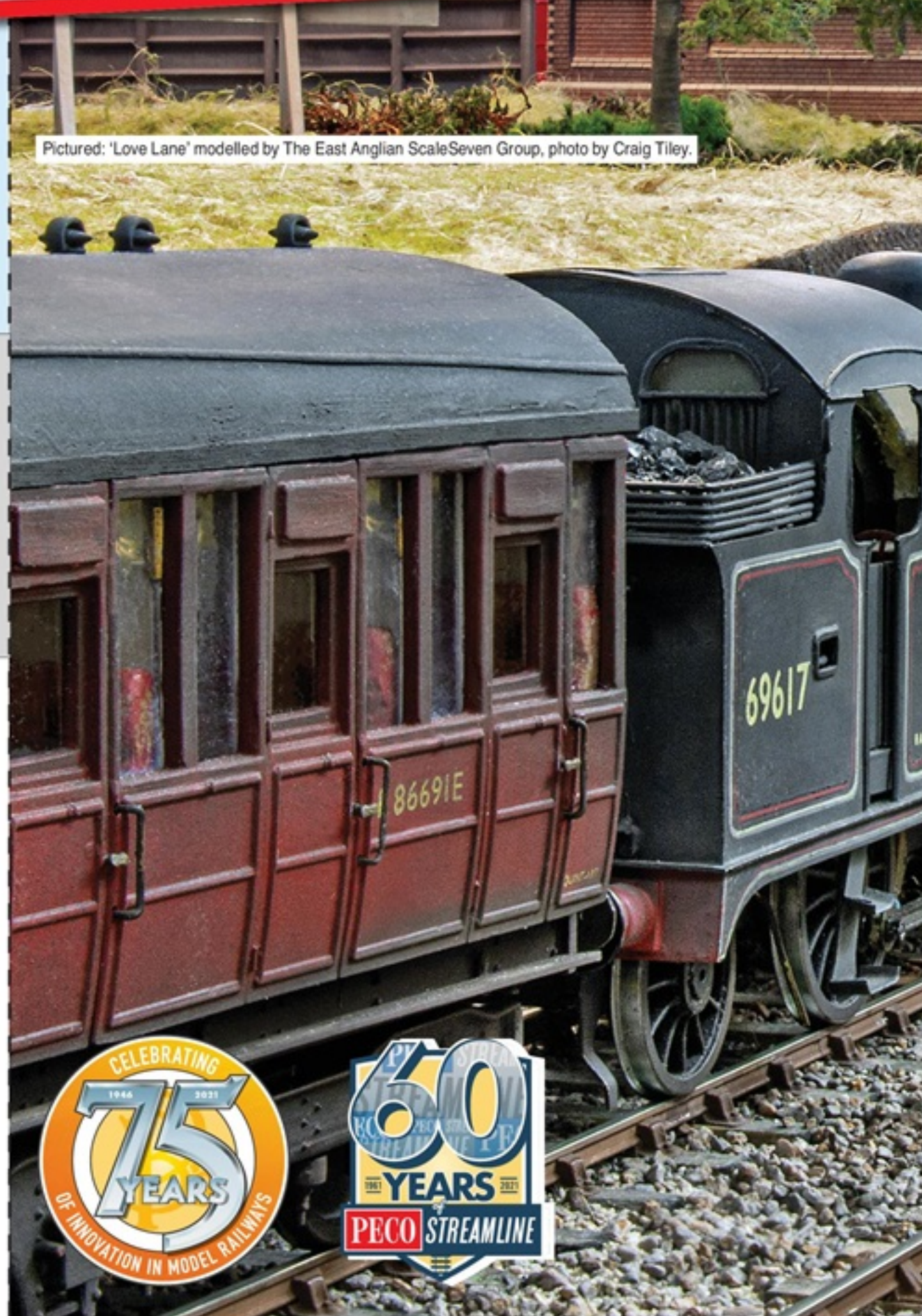
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 ESR Electronic Components Ltd, North Shields
www.esr.co.uk43a

F

Features2a & 3a
 Finescalebrass (UK) Ltd, York
www.finescalebrass.co.uk56a
 Footplate57a
 Fox Transfers (M)49a
 Frizinghall Models & Railways
www.modelrailshop.co.uk53a

G

Gaugemaster www.gaugemaster.com **B**
29a, 32a & OBC
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www.goldenvalleyhobbies.com **D**48a
 Grandad's Train Shop, Snailth, East Yorkshire
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H

H & A Models (M)41a
 Hampshire Models, Basingstoke
www.hampshiremodels.co.uk44a
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K

Keen Systems (M)41a
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18a, 19a, 20a & 21a
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 KR Models www.krmodels.co.uk63a

L

Langley Models **B**51a
 Londons of Cardiff www.londons.co.uk **C**41a
 Little Jem Products (M)41a
 LP Rails45a

M

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 Metcalfe Models & Toys (M)22a & 23a
 Mevaggissey Model Railway58a
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N

N Gauge Society44a
 Nu-Cast Partners40a

O

Osborn's Models, Bideford
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P

Pacific Studio45a
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 PECO Bridges25a
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 PECO Modellers Library53a
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Q

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SAT Model Rail, Wickford, Essex
www.satmodelrail.co.uk41a
 Scalescenes.com44a
 Scalespeed (M)39a
 7mm Narrow Gauge Association44a
 Signal Box, Anstey **D**44a
 Signals Model Shop, Somerset **A**39a
 Simon's Trains, Devon
www.anythingnarrowgauge.co.uk **A**40a
 S and J Models
www.sandjmodelrailways.co.uk24a
 Smallbrook Studio www.smallbrookstudio.co.uk40a
 Smart Models www.smartmodels.co.uk43a
 South West Digital
www.southwestdigital.co.uk62a
 Sports & Model Shop, Dingwall, Scotland **G**50a
 Spot-On Models, Swindon **B**38a



Springside Models
www.springsidemodels.com39a
 Sunningwell Command Control
www.sco4dco.co.uk43a
 Sutton's Locomotive Workshop
www.railexclusive.cominside back cover

T

Tennents Trains **D**48a
 TMC-Direct www.tmc-direct.com
26a & 27a
 Tower Models, Blackpool
www.tower-models.com31a
 Townstreet (M)43a
 Tracklay Sales40a
 Trains4U.com, Peterborough
www.Trains4U@btconnect.com43a
 The Train Shop, Scarborough50a
 Trident Trains, Walgerton, near Nantwich **F**38a
 Tutbury Models,
 Tutbury, Burton-upon-Trent **D**39a

U

Upstairs Downstairs, Isle of Wight
www.udtow.com **B**38a

V

Vectis Auctions Ltd www.vectis.co.uk59a

W

Wagon & Carriage Works
www.wagonandcarriage.co.uk50a
 Waltons of Altrincham **F**46a
 Warwick & Warwick Auctioneers & Valuers **D**30a
 White Rose Model Works **F**38a
 Wild Swan Books www.wildswanbooks.co.uk45a
 Wills Kits54a
 Wizard Models (M) www.wizardmodels.co.uk42a
 WM Collectables46a
 Wooden A Kit Be Good49a

Y

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