



NEW 'PEAKS' REVIEWED

BRITISH RAILWAY MODELLING

BRM

JANUARY 2023



SHOWSTOPPER!
'REDBRIDGE WHARF' (00)

HOTSPOT

A TOURIST HAVEN IN THE SOLENT



FREE MAGAZINE

WORLD OF RAILWAYS
TV

43 EXCLUSIVE IMAGES

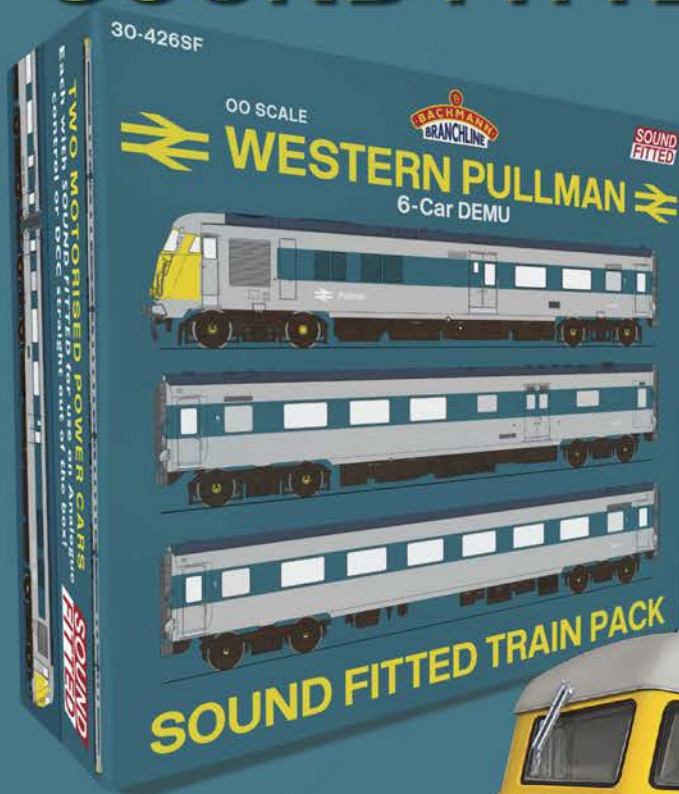
8 EXTRA VIDEOS

3 BONUS ARTICLES



NEW HUNSLET! THE PERFECT
LOCOMOTIVE FOR 009?

WESTERN PULLMAN 6-Car DEMU SOUND FITTED TRAIN PACK



When they entered service in 1960, the prestigious 6-car Pullman DEMUs broke new ground in long-distance business commuting to London. They were the predecessor of the InterCity 125 and their influence still resonates in the operating methods of fixed formation units today. More than 50 years after these units received their striking reversed version of the corporate BR blue and grey livery on the Western Region, we're bringing them back to life in this OO scale Western Pullman Train Pack.

**NEW FOR
WINTER
2022**

**30-426SF - BR 'Western Pullman' 6-Car DEMU
SOUND FITTED Train Pack**

**SOUND
FITTED**



Our model of the Western Pullman stems from the Bachmann Branchline Midland Pullman - a multiple-award winner including being named Model of the Decade in 2020 - with modifications made to that acclaimed model including the fitting of multiple working equipment as occurred on the real units, to enable impressive 12-car trains to be operated on the Western Region.



With its high level of detail, exquisite livery application and a wealth of lighting features, this **Bachmann Branchline Western Pullman Train Pack** is brought to life with two **SOUND FITTED** power cars; incorporating a sophisticated audio system into each, allowing a range of operational and auxiliary sounds to be played in full synchronicity to bring true authenticity to your model railway.

FEATURES INCLUDE:

- 6-Car Diesel-Electric Multiple Unit • Cab Lighting (leading end - auto-off upon moving)
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LIGHTING



REFINED TOOLING



For more information please visit www.bachmann.co.uk

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GWR/BR Parcels Railcar No.34.....	£550.00
GWR 1361 Early black chassis.....	£525.00
GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
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WORLD OF RAILWAYS

TV

LAYOUT

Hayling Island

This pre-grouping railway is beautifully modelled, along with a stunning early wooden viaduct. Its builder, Richard Barton explains how both the lifting section, to allow the layout to pass a door, and fiddleyard work on his layout.

WATCH THE VIDEO HERE

(You must have a wifi connection to stream video content)



PLAY

INTERVIEW

Hornby Railway Collectors Association

HRCA President, Nicholas Kitchen, takes us through the history of the Association and explains why modern modellers would enjoy taking up operating tinsplate trains.



PLAY

FEATURE

WOR visits: The A1 Steam Locomotive Trust

Steve Davies, chairman of the charitable trust behind the project to build a Gresley P2 2-8-2 locomotive, updates Howard Smith on progress to date.



PLAY

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The essence of the expansive Redbridge timber works is expertly modelled by the Winchester Railway Modellers, making it a 'must-visit' at exhibitions.

76 CRANSLEY ESTATE (009)

Starting in 009 with little experience of the scale, Mick Payne resorted to publications and techniques he knew best to create this absorbing model.

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A staple around many areas of the UK, capturing the essence of these landscapes is often elusive. Michael Russell proposes a solution...

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113 REVIEW: ACCURASCALE MHA WAGONS

This sensible extension of its MGR project is a welcome addition to the ever-popular rolling stock of the modern railway.

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This Kerr, Stuart and Company 0-6-0 tank is the firm's first RTR model, and it's a fantastic effort from the owners.

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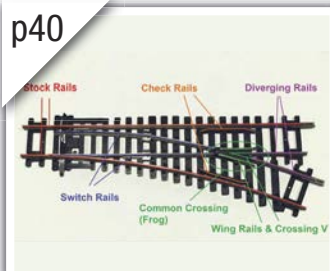
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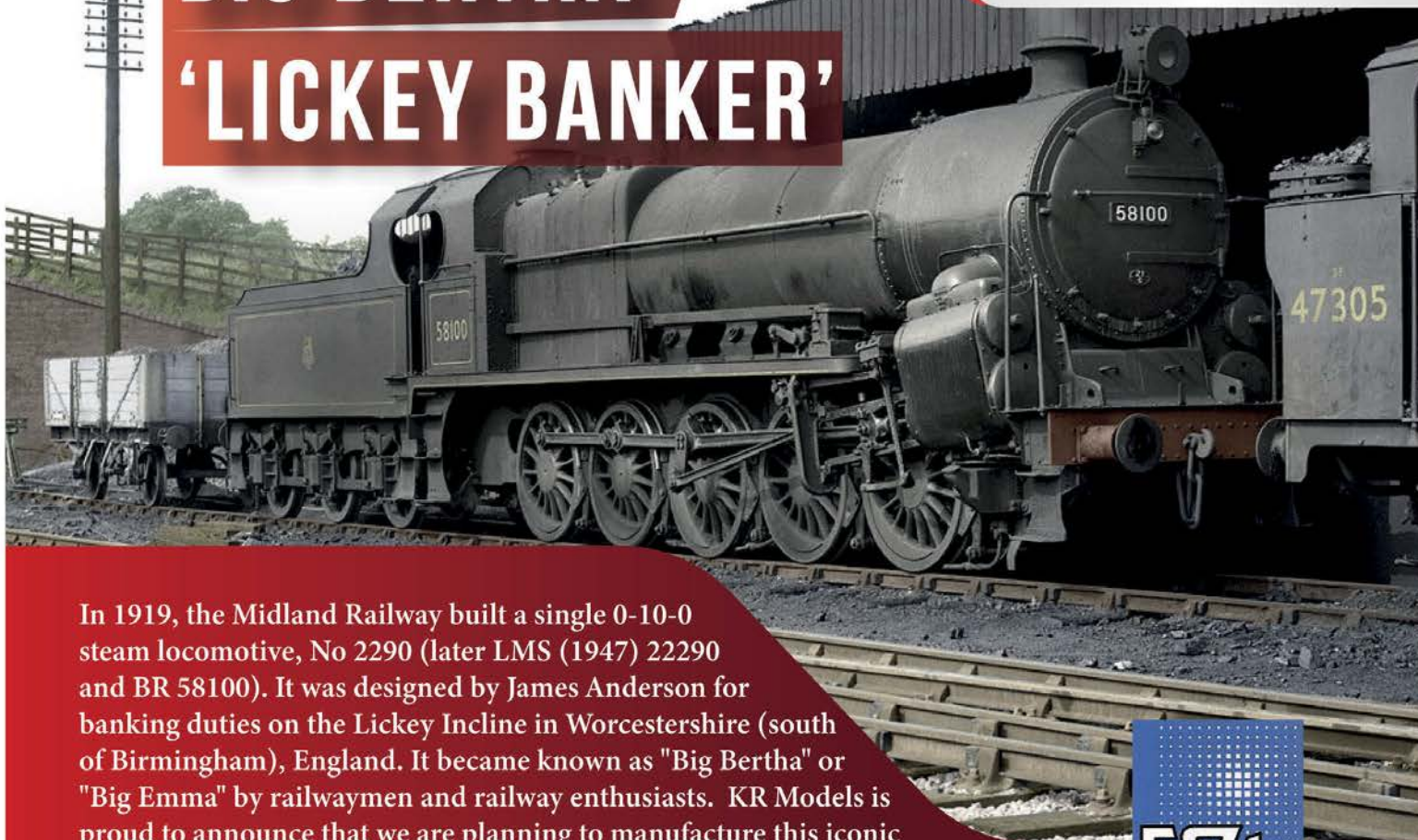
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Welcome to January

Although the Christmas trees are just coming out as this issue goes on sale, at BRM headquarters, we're already moving on to 2023. Planning a new year of layout features and practical articles takes time, ensuring we have the right balance of skill level and gauges for our readers, but it is also much fun.

As it's the January issue, thoughts turn to New Year's resolutions. So many of us choose the start of a new year as the perfect opportunity to set ourselves a challenge. Maybe you'd like to start a new layout? Learn how to use an airbrush? Or perhaps build something from scratch for the first time?

The great thing about model railways is that there are so many skills to learn and so many things to model, ideas and challenges are limitless.

Back to the January issue, our first stop is to sunny 'Hayling Island', Richard Barton's autumnal layout, which pays homage to The Hayling Billy Trail, complete with a sandy beach and a jetty lined with fishing boats.

Modelling autumn offers plenty of scenic challenges, especially when it comes to trees,

which is the main reason Richard picked the season, to really test himself.

But isn't that what modelling is all about? Pushing yourself to create something you've never done before? That was certainly the case for the Winchester Railway Modellers, who had a long list of requirements for their next layout build. Not only did 'Redbridge Wharf' need to be exhibition worthy, but it also had to stretch the team and be fun to build. And what an impressive layout it is, you can see the full report on page 48.

Last up on our layout tour this issue, we return to Mick Payne after last month's 'East Derbyshire Mineral Railway' and view his OO9 layout, 'Cransley Estate'. It's hard to imagine this was Mick's first foray into OO9, the presentation is of such high quality. Tackling a new gauge can be pretty daunting at first, but, as Mick discovered, there is a lot of help out there from clubs, societies and forums, where you can ask questions and get the support you need.

Practical features are a big part of what we do at BRM, and this month we have a varied selection on offer to readers. We're

going to suggest ways to help you reduce the cost of your modelling. Our advice this month begins with enhancing second-hand buildings and tips to spruce up old structures, plus we upgrade an older locomotive, proving that RTR isn't your only option when looking to extend your locomotive collection.

And that's not all, we also demonstrate how to effectively model coniferous trees, add lights to road vehicles, and how to wire a turnout for DCC.

If you're looking for inspiration for your next project, or if you're on the hunt for something to really test your modelling skills, hopefully, these pages have provided you with plenty of inspiration. And, like always, if there's anything you would like to see us build or feature in the future, let us know by emailing brm@warnersgroup.co.uk.

Happy Modelling!

The BRM team

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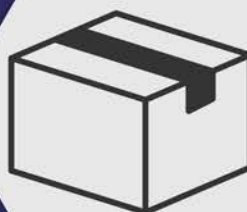
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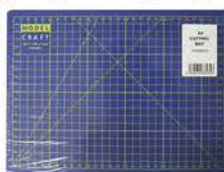
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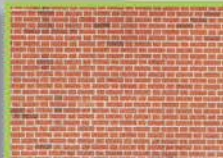
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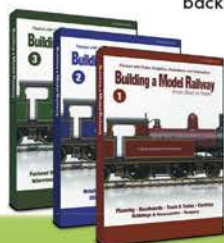


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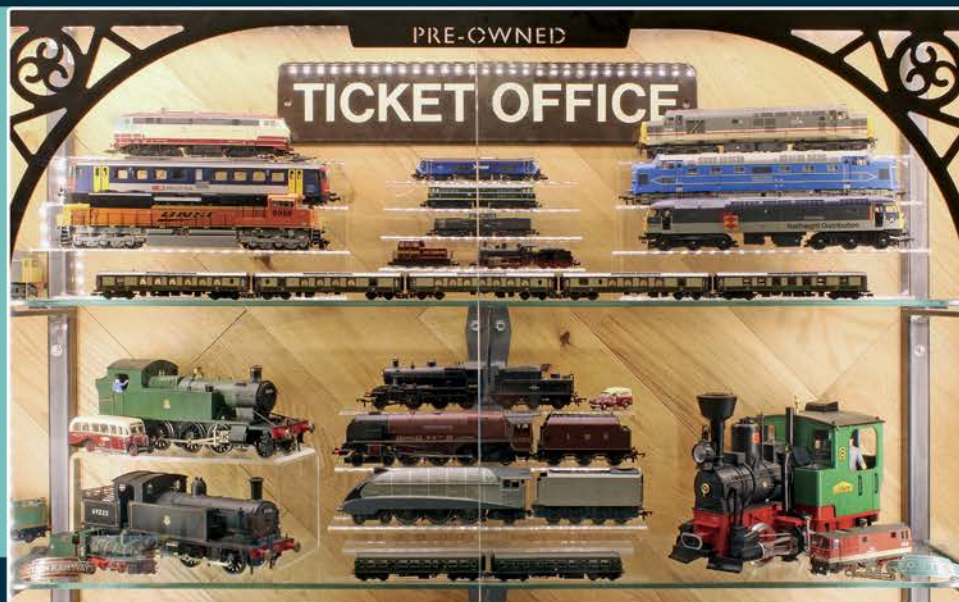
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Wisbech & Upwell Tramcars

Stage: CADs Due: 2023
Price: £63.71 Digital: N/A



Siphon G Vans

Stage: Deco Samples Due: Q4 22/ Q1 23
Price: £54.95 Digital: N/A



SECR 6-wheel Brake Van

Stage: Early sample Due: Q1 2023
Price: £33.96 each Digital: N/A



14t Air Ministry Tank Wagons

Stage: CADs Due: Q3 2023
Price: £29.75 each Digital: N/A



FNA-D Nuclear Flask Wagons

Stage: Engineering Samples Due: Q3 2023
Price: £74.95 (2-pack) Digital: N/A



SR 10t Banana Vans

Stage: Engineering Samples Due: Q4 2023
Price: £84.95 (3-pack) Digital: N/A



VIX Ferry Vans

Stage: Production Samples Due: Q4 2022
Price: £39.06 each Digital: N/A



GWR 10t Iron Mink Vans

Stage: Engineering Samples Due: Q4 2022
Price: £28.01 each Digital: N/A



45t OAA Wagons

Stage: CADs Due: Q4 2022
Price: £33.96 each Digital: N/A

N Gauge Steam Locomotives



LSWR Class M7 0-4-4T

Stage: Deco Samples Due: Q4 2022
Price: £83.21 Digital: Yes - PCB swap



SR 'Light Pacific' 4-6-2

Stage: CADs Due: Q1/2 2023
Price: from £175.91 Digital: 18-pin



Class 63xx Mogul 2-6-0

Stage: CADs Due: Q1 2024
Price: from £144.50 Digital: 18-pin

N Gauge Diesel Locomotives



Class 28 Co-Bo

Stage: Production samples Due: Dec 2022
Price: from £101.96 Digital: 18-pin



Class 44 'Peak'

Stage: CADs Due: 2023
Price: TBC Digital: 18-pin



Class 59

Stage: Engineering Samples Due: Q1 2023
Price: from £136 Digital: 18-pin



Class 43 HST (Updated Batch)

Stage: Engineering Sample Due: Q2/3 2023
Price: from £156.06 Digital: 18-pin

N Gauge Wagons



SECR Wagon Packs

Stage: CADs Due: 2023
Price: from £59.46 Digital: N/A

O Gauge Steam Locomotives



Class J94 Austerity 0-6-0ST

Stage: Early Sample Due: Q2 2023
Price: from £212.50 Digital: 21-pin



Class B4 0-4-0T

Stage: Deco Samples Due: Q4 2022
Price: from £195.50 Digital: 21-pin



Class 3MT 2-6-2T

Stage: Early Sample Due: Q2 2023
Price: from £488.75 Digital: 21-pin

O Gauge Diesels/ Electrics



Class 26

Stage: Deco Samples Due: Q4 2022
Price: from £551.65 Digital: ESU XL



Class 37/0 Re-Tool

Stage: Early sample Due: 2023
Price: £568.65 Digital: ESU XL



Class 45 'Peak' Re-Tool

Stage: Early sample Due: Q3 2023
Price: from £568.65 Digital: ESU XL



Class 55 'Deltic'

Stage: Early sample Due: 2023
Price: from £619.65 Digital: ESU XL



Class 66

Stage: Engineering Sample Due: Q1 2023
Price: from £285.92 Digital: 21-pin



Class 73 'Electro-Diesel'

Stage: Engineering Sample Due: 2023
Price: from £662.15 Digital: ESU XL

O Diesel Multiple Units



GWR Streamlined Railcar

Stage: Painted Samples Due: Q4 2022
Price: from £297.50 Digital: 21-pin



Class 117 2/ 3-car DMU

Stage: Early samples Due: 2023
Price: from £594.15 Digital: 21-pin

O Coaches & Wagons



Stroudley 4 Wheel Coaches

Stage: Deco Samples Due: Q4 2022
Price: from £96.77 Digital: Yes TBC



Mk2 & Mk2A Coaches

Stage: Prototypes Due: Q1 2023
Price: from £254.15 Digital: N/A



Mk1 Covered Carriage Trucks

Stage: Early sample Due: 2022
Price: from £169.15 Digital: N/A



LMS 50ft Inspection Saloon

Stage: CADs Due: TBC 2023
Price: TBC Digital: TBC



TTA Tank Wagons

Stage: Early samples Due: TBC 2023
Price: £72.25 each Digital: N/A



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OO Gauge (1:76 Scale)

Steam locos

NEW



R3987 Class 9F 2-10-0 92194 in BR Black Late Crest (Hor) NEW £228

NEW



R30039 Class E2 0-6-0T 326 in SE&CR green (Hor) NEW £60.50

BARGAIN



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £205.99) BARGAIN £150

Diesel locos

NEW



R30040TTS Class 47 47583 'County of Hertfordshire' in BR large logo blue Royal Wedding embellishments - Railroad plus range - TTS sound fitted (Hor) NEW £109

NEW



R30073 Class 56 56047 in BR blue (Hor) NEW £196.50

NEW



R30082 Class 56 56086 in BR Large Logo Blue (Hor) NEW £196.50

NEW



4D-006-017 Class 73/0 73002 in BR Blue (Dap) NEW £142.29

NEW



4D-006-021 Class 73/1 73109 'Battle of Britain' in GBRI (Dap) NEW £142.29

NEW



4D-006-018 Class 73/1 73120 in BR Blue (Dap) NEW £142.29

NEW



4D-006-020 Class 73/1 73136 in Intercity Executive (Dap) NEW £142.29

Electric locos

BARGAIN



R3569 Class 71 E5005 in BR blue (Hor) (RRP £206.99) BARGAIN £150

EMUs

NEW



R30061 Class 390 'Pendolino' 4 car EMU 390119 'Progress' in Avanti West Coast Pride (Hor) NEW £287.50

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 'Flying Scotsman' loco in LNER green and three Gresley leak coaches (Hor) £157



R1248 Santa's Express - Christmas starter train set (Hor) £58

Coaches



R4880A Collett 57 'Bow ended' non-corridor brake third (Left-hand) W4949W in BR crimson (Hor) (RRP £59.49) BARGAIN £25
R4881A Collett 57 'Bow ended' non-corridor brake third (Right-hand) in BR crimson - W4951W (Hor) (RRP £53.99) BARGAIN £25
R4881 Collett 57 'Bow ended' non-corridor brake third (Right-hand) in BR crimson - W5508W (Hor) (RRP £53.99) BARGAIN £25



R4878 Collett 57 'Bow ended' non-corridor composite (Left-hand) in BR crimson - W6630W (Hor) (RRP £59.49) BARGAIN £25
R4878A Collett 57 'Bow ended' non-corridor composite (Left-hand) W6237W in BR crimson (Hor) (RRP £53.99) BARGAIN £25
R4879A Collett 57 'Bow ended' non-corridor composite (Right-hand) W6242W in BR crimson (Hor) (RRP £59.49) BARGAIN £25



R4688A Collett 57 corridor composite (Right-hand) in BR crimson and cream - W6145W (Hor) (RRP £58.49) BARGAIN £33



R4808 Mk2D BSO brake second open E9481 in BR blue and grey (Hor) (RRP £49.49) BARGAIN £20

Wagons



H4-FAEA-003A FEA-E intermodal wagon 641060 in Freightliner green (Hat) (RRP £32) BARGAIN £19
H4-FAEA-004A FEA-E intermodal wagon 641058 in Freightliner green (Hat) (RRP £32) BARGAIN £19



H4-FAEA-004A FEA-S intermodal wagon 640671 in GBRI blue (Hat) (RRP £32) BARGAIN £19

Commercial vehicles

NEW



76ACM001 AEC 690 Cement Mixer Blue (Oxf) NEW £19.50

N Gauge

Steam locos

NEW



25-011-007D Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Digital fitted (Dap) NEW £174.38

NEW



25-011-009D Class A3 4-6-2 60077 'The White Knight' in BR green early emblem - Digital fitted (Dap) NEW £174.38

NEW



25-011-008D Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - as preserved - Digital fitted (Dap) NEW £174.38

Diesel locos



2D-058-001 Class 58 58003 in Railfreight grey red stripe (Dap) £125.77
2D-058-002 Class 58 58020 Railfreight grey red stripe and cab front logo (Dap) £125.77

Bi-Modal Multiple Units



K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER (Kat) £178



K10-1671 Class 800/0 5-car BiMU IET 800021 in GWR green (Kat) £178

Wagons



2F-050-101 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman original - 19335 (Dap) NEW £36.68
2F-050-102 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman original - 19337 (Dap) NEW £36.68
2F-050-103 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman original - 19349 (Dap) NEW £36.68



2F-050-104 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19361 (Dap) NEW £36.68
2F-050-105 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19370 (Dap) NEW £36.68
2F-050-106 JHA 102 tonne aggregate hopper wagon (inner) in Foster Yeoman revised - 19398 (Dap) NEW £36.68



2F-050-001 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19303 (Dap) NEW £36.68
2F-050-002 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman original - 19311 (Dap) NEW £36.68
2F-050-004 JHA 102 tonne aggregate hopper wagon (outer) in Foster Yeoman revised - 19313 (Dap) NEW £36.68

O Gauge (1:43 Scale)

Steam locos

7S-026-010US Class 3F 'Jinty' 0-6-0T in BR black early emblem - unnumbered - Digital sound fitted (Dap) NEW £355.30



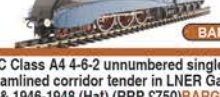
H7-A3-003 Class A3 4-6-2 2745 'Captain Cutler' in LNER black unstreamlined non-corridor tender (Hat) (RRP £750) BARGAIN £299
H7-A3-002B Class A3 4-6-2 unnumbered single chimney, banjo dome and unstreamlined non-corridor tender in LNER Grass Green 1934-1948 (Hat) (RRP £750) BARGAIN £299



H7-A3-001A Class A3 4-6-2 unnumbered single chimney, standard dome and unstreamlined corridor tender in LNER Grass Green 1929-1948 (Hat) (RRP £750) BARGAIN £299
H7-A3-001B Class A3 4-6-2 unnumbered single chimney, standard dome and unstreamlined non-corridor tender in LNER Grass Green 1929-1948 (Hat) (RRP £750) BARGAIN £299
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H7-A4-002C Class A4 4-6-2 unnumbered single chimney and unstreamlined corridor tender in LNER Garter blue 1936-1941 & 1946-1948 (Hat) (RRP £750) BARGAIN £299

Diesel locos



2059 Class 03 shunter in Industrial dark blue (Hel) (RRP £419) BARGAIN £225



5600 Class 56 in BR blue - unnumbered (Hel) (RRP £729) BARGAIN £450



5601 Class 56 in BR large logo blue - unnumbered (Hel) (RRP £729) BARGAIN £495

Coaches



H7-TC115-006-GA Gresley Teak coach Diagram 115 Corridor Third E12483C in BR maroon (Hat) (RRP £249) BARGAIN £130
H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered in LNER Teak (Hat) (RRP £249) BARGAIN £130
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H7-TC186-001 Gresley Teak coach Diagram 186 Open Third unnumbered in LNER Teak (Hat) (RRP £249) BARGAIN £130
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DAPOL OO

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LATEST ARRIVALS / O GAUGE

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HELJAN N

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4361 Catfish Ballast Hopper Wagon No. DB983860 BR Olive, weathered.....	£122.95
4362 Catfish Ballast Hopper Wagon No. DB982661 BR Gulf Red, weathered.....	£122.95
4379 Dogfish Ballast Hopper Wagon No. DB993952 BR Black.....	£105.95
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RAPIDO OO

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HAYLING ISLAND

Today, a mere trackbed and a part of 'The Hayling Billy Trail', the story of this former line leading to a sandy beach-filled island is brought to life by Richard Barton.

Words: Richard Barton **Photography:** Phil Parker



Stroudley 'Terrier' No. 49 *Bishopsgate* leaves Langstone Bridge with a train of oysters from Whitstable in Kent.

I grew up in Mid-Sussex, travelling by train to school in Brighton in the 1950s. The Brighton Works 'Terrier' in full Stroudley livery made a lasting impression and I did a little volunteering on the Bluebell Line prior to its opening, before a family move far away from Sussex.

My preference has always been to model a specific prototype – in the early 1970s, my first working layout was 'Fittleworth' on the Midhurst branch in EM gauge. A through station needs two fiddle yards, unless the layout is circular, and both require a lot of space in 7mm:1ft scale. I looked for a possible LBSCR terminus to model, but those in Sussex were far too large, with the exception of the Dyke. This had a lovely Downland setting, but offered little operational interest. I settled finally on Hayling Island, slightly over the border in Hampshire. With a little compression, the terminus would just fit into a 16ft by 12ft shed.

The extensive service of later years would have been fun to model but I was put off by the rather plain and dominant goods shed erected in 1900. Until recently, the only known photograph of the terminus pre-1900 was the well-known one from the National Railway Museum dating from about 1880.

In 2013, two photographs from the 1890s came to light, showing a wooden building on the platform and a tantalising glimpse of the water tank and engine shed. This clinched the decision to model pre-1900, with the additional advantage that I could model the three locomotives that operated the branch prior to the 'Terriers'. In 1898, the former engine shed siding was extended behind the platform, which would allow me to leave special workings or spare vehicles there. I wanted to avoid one train arriving and an identical train departing – prototypically correct, but less interesting!

Construction constraints

The baseboards were constructed in good quality 6mm plywood, some rescued from the previous layout, on a framework of 3in x 1in softwood. The layout has a rail height of 39in from the floor. The 'U'-shaped layout was well advanced when we moved house in 2015. I had taken the precaution of making the two main station boards and their electrics removable, but otherwise, everything else apart from the fiddle yard was demolished. The new home for the layout was a brick garage 19ft long but only 9ft 8in wide. It was 18in less at the other end. To achieve a minimum radius of 4ft, a slice



FACTFILE

Layout Name: Hayling Island

Scale/gauge: 32mm gauge / 1:43.5 scale / O

Size: 19ft x 9ft 8in

Era/region: Pre-1900/south coast

Layout Type: End-to-end



'Terrier' No. 43 *Gipsyhill* ready to leave the terminus with a train of four Stroudley four-wheel coaches.

was removed from the rear of the second board, to bring the station throat closer to the wall and both station boards were angled out into the room. The increased length allowed the road approach to be modelled, emphasising the station's very rural location. Two new triangular lightweight boards were made removable can to give access to the rear of the station, as the baseboard was now 3ft 7in at its widest. Andy Nicholls, a friend who is a skilled carpenter, helped me construct the lifting section over the doorway and the boards either side.

The deck of the bridge was one long piece of plywood, with the structures above and below in various sizes of strip wood, as close as possible to the prototype design. To maintain navigation rights, Langstone Bridge had an opening section. Mine is fixed and too short, but I wanted to keep it in proportion to the bridge, the model being only 7ft 6in long instead of the correct 25ft in this scale.

Hiding the entry to the fiddle yard was a problem and, as there were no suitable structures on the prototype, three buildings of a suitable size and appearance were constructed to do just that. When there are two operators, it is sensible to ensure balanced operational interest between the terminus and the fiddle yard, and the short two-road wharf in the foreground should keep the fiddle yard operator amused and busy! The disc and crossbar signal is probably not appropriate, but it diverts the eye from the wharf exit. It was built by the late Peter Korrison, a superb modeller and good friend, who was responsible for the two Arun barges and the other boats in and around the harbour. His layout 'Fettleworth Harbour' appeared in BRM in July 2006. I have yet to explain how two Arun river barges found their way from Littlehampton to Langstone, but to me, they just look right.

The fiddle yard consists of a 4ft long four-road sector plate, with six stub sidings at each end giving storage space for locomotives, spare coaches, or other vehicles. The sidings are energised by a 12-way rotary switch. I thought the stub sidings would minimise stock handling, a good idea in principle, but in practice, laziness usually wins. Omitting one set of stub sidings and a longer sector plate would have been a better solution.

Goods traffic was normally transported in mixed trains, for which the sector plate is too short, so separate goods trains are run. Special workings such as horse box or ballast trains, which appear only occasionally in

A little history

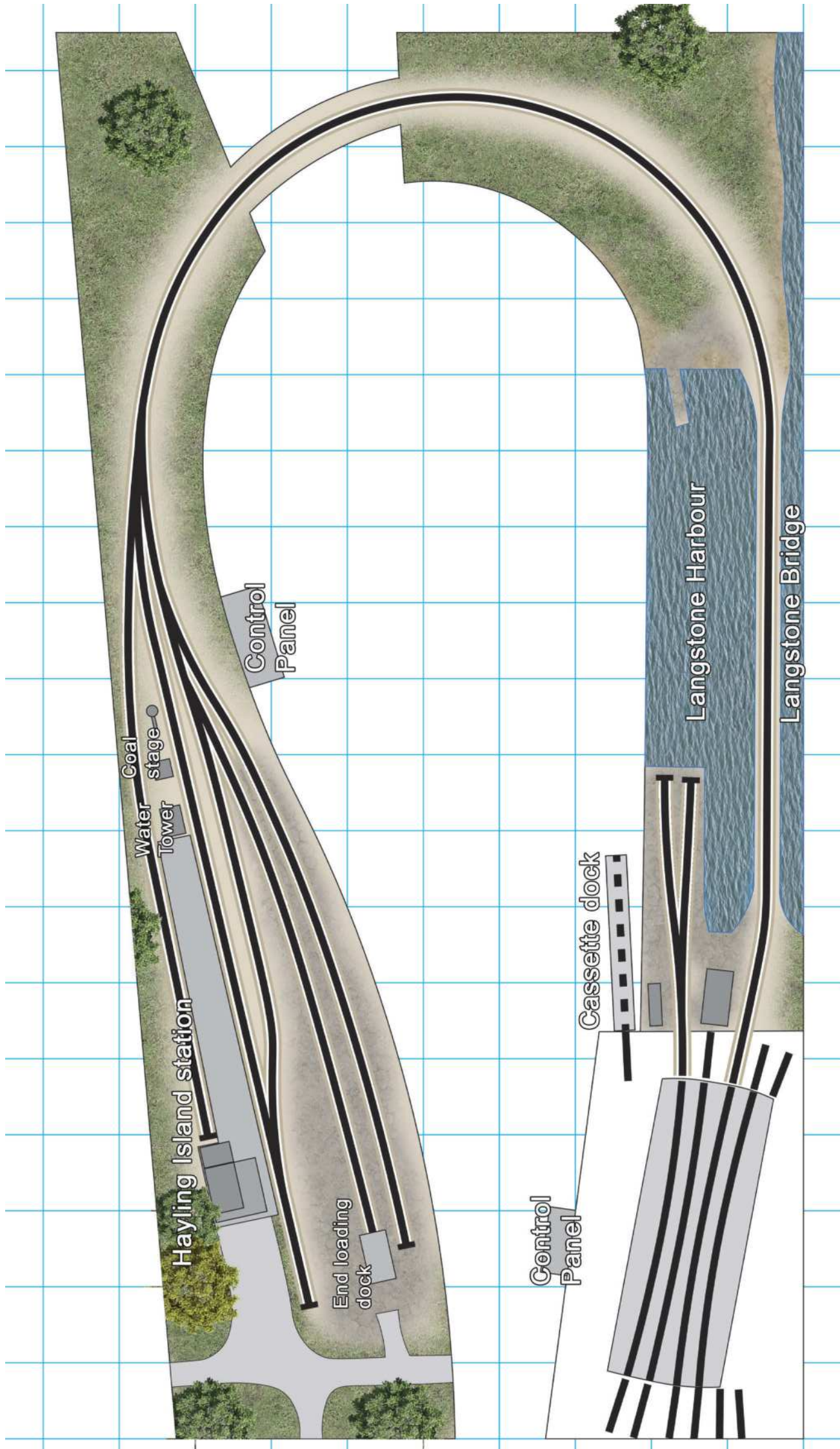
The 4½ mile branch opened in 1867 from Havant on the joint LB&SCR and LSWR line. The population of the Island was tiny, only reaching 1,600 by 1901, but the promoters were attracted by the four miles of sandy beaches and the Island's potential as a resort. To minimise costs, the terminus was built in a sparsely populated part of the Island and stopped 800 yards short of the sea. The LB&SCR took over running the line from the contractor in 1872, and, from the early 1890s to closure in 1963, the line became synonymous with Brighton 'Terriers', whose low weight was essential for the 1,000ft long timber Langstone Bridge. Sadly, I did not travel on the line, but from passing trains, I often saw the branch train in the bay platform at Havant. Most of the trackbed can be walked today as 'The Hayling Billy Trail'.



A view across Hayling Island goods yard, with an SER open carriage truck awaiting unloading.



'Terrier' No. 78 *Knowle* shunts the Langstone Harbour coal wharf.



the sequence, are stored in cassettes under the fiddle yard. This was an idea from Peter Korrison. When required, the cassettes fit into a docking unit, with the stock pushed onto the sector plate. One stub siding gives access to the wharf.

Wiring up

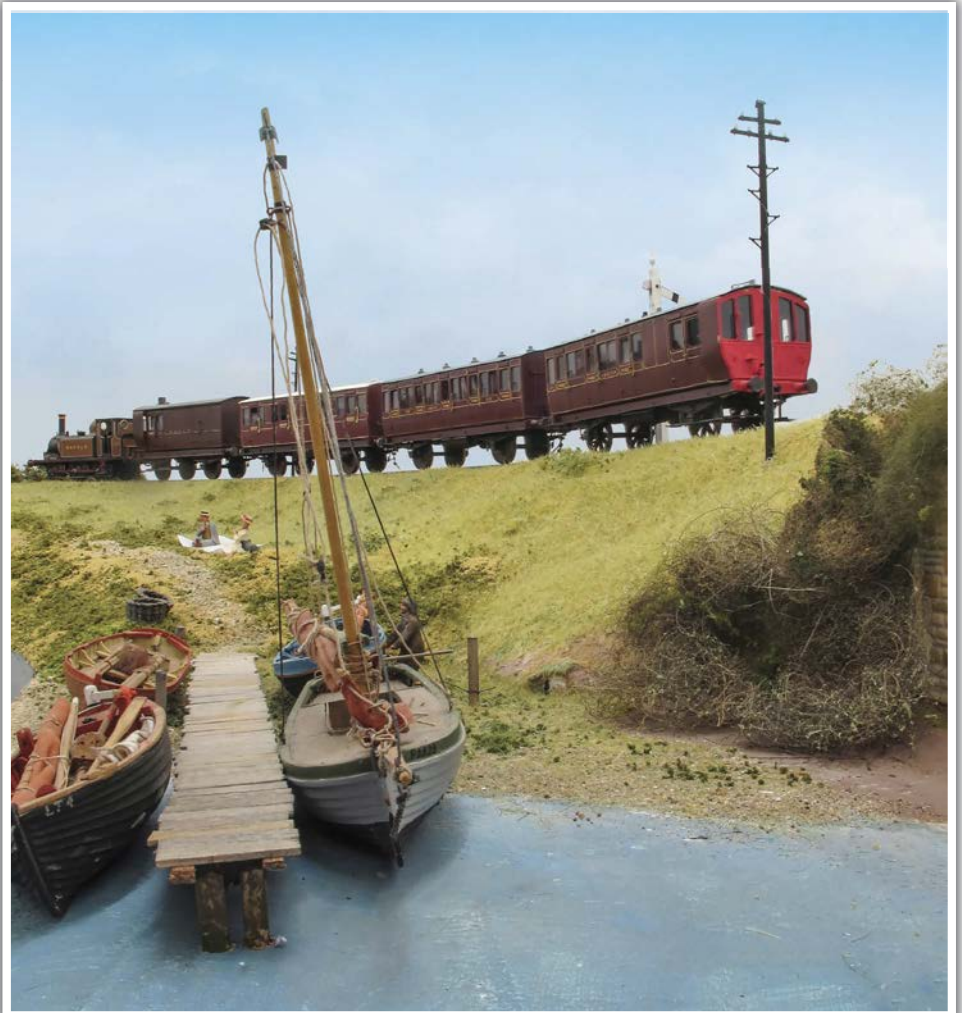
The main features of the track in the station area are the two three-way curved points purchased from Marcway of Sheffield. The remaining point was built from C&L Finescale's components, and the plain track uses its flexible track. I should have hand-built all the track with the wider sleeper spacing of the pre-1900 period, but this was a layout I wanted to actually finish! I hope this is not too evident, as the sleepers are largely covered with ballast, as was usual in that period. Ballast is a mixture of chinchilla dust and horticultural and silver sand, laid with PVA adhesive. More recently, repairs have used Unibond Flexi Max adhesive, which I prefer, as it is more flexible.

My wiring would make an electrician cringe, so it has been kept as simple as possible, DC using Gaugemaster 'Walkabout W' hand controls. Sound would have been interesting, but it was too expensive to convert all my locomotives to DCC. However, with the bridge close to the backscene, there is a distinct change of sound as trains pass over it.

There are two control positions and each can operate the layout. Best practice is to drive a train towards you, 'switching out' the other position. There is a dead section beyond the platform end, energised by a push button, to prevent an unfamiliar visitor from demolishing the buffer stops. To avoid a train ending up on the floor, raising the lifting section automatically cuts off power to the station throat. When my granddaughters were younger, they enjoyed playing trains and I added bells to both operating positions. They are now rarely used, but useful to explain to younger visitors how signalmen communicated before the age of telephones and computers.

The points at either end of the platform are operated by Tortoise motors energised from a manual lever frame, however, the three-way point in the loop is hand-operated by rods connected to slide switches hidden under the PW hut.

Until 1900, the signals would have had arms pivoted within slotted posts, and a friend in Australia, John Ritter, kindly supplied laser-cut wooden posts in four parts and etches for the arms and brackets. As



A typical branch train consisting of a Stroudley Brake Third, Composite, Third and Passenger Brake Van.



Knowle standing on the site of the former engine shed at the terminus. This 'Terrier' is preserved on the Kent and East Sussex Railway.



Creating the station

By far the most challenging structure was the station building, surprisingly complex for a small terminus. It dated from the opening, but in 1896 a ticket office extension was added at the rear, a stroke of luck, as those later architects' drawings have survived. From the left is the Ticket Office and Waiting Room, a Ladies Room and, beyond the main building, the Gentlemen's. The separate tall building had a porters' room and above, accessed only by a ladder, was a water tank. Construction was of brick with a timber framework, with inset brick panels in alternative red and white bricks laid diagonally. Upper panels were plaster-filled

and the lower ones of flint. I constructed the structure in 120 thou Plastikard for strength, with timber framing from Evergreen strip. Some old moulded brick sheets were used for the brick, but the lower panels, barely visible, used a flint pattern printed on paper off the Internet. Das modelling clay was used for the upper panel infills. The roofs are removable should I need access to the interior in the future and the attractive end gables were fretted out of Plastikard with a piercing saw. The bands of half-round and rectangular tiles were laser-cut in card for me by Devon Lasercraft, who also supplied the decorative platform valancing. The livery is the earlier LBSCR one of light and dark buff.

the operating spindle was fixed to the signal arm inside the post, it presented a tricky problem. This I solved by assembling three sides of the signal and soldering the arm to the spindle before attaching the fourth side. Further research showed that both home and starter may originally have been mounted on one post at the platform end but, as I had already received the parts, I made them as separate signals. They were fixed onto brass bases, under which were mounted miniature relays from DMG Electech. Although relays give a more abrupt movement than Tortoise motors, the big advantage is that signals can be assembled and adjusted on the workbench before installation. The remaining signals

aren't operational – they are either fixed distant, while the bridge home signals are 'switched out'.

Other buildings at the station include a signal box, though it is unclear whether this was installed before 1900. If not, the signals and points would have been operated locally. The goods lean-to was a typical LBSCR design but uniquely clad in corrugated iron rather than timber. The station water tank and Langstone Bridge's signal box are again constructed of Plastikard.

Rolling stock

In 1875, a small Sharp, Stewart 2-4-0 tank engine was renamed *Hayling Island* and sent

to the branch and this was scratch-built, with boiler fittings turned by a friend. Three years later, a second Sharp, Stewart locomotive named *Fratton* arrived but, as no photograph has survived, I built it in its earlier condition as *Bishopstone*: the dumb buffers it carried while working on Newhaven Harbour have meant it is relegated to goods workings. The body was almost identical to GWR 1384, later to become *Hesperus* on the WC&PR, and the etched parts from Redcraft needed only the side tanks positioning further back into the cab and new boiler fittings. I painted and lined it using transfers from Guilplates.

After both these locomotives were withdrawn in 1890, the branch was briefly

worked by a Kitson locomotive, *Bognor*. Peter Korrison started to scratch-build it but, after his death, the parts were given to me to complete. *Bognor* and the first locomotive above were too difficult for me to paint, so Alan Brackenborough worked his magic.

Shortly after 1890, the 'Terriers' arrived – I have five, but the two known to have worked the branch in my period are *Knowle*, built by me from a white metal and brass Vulcan kit and an RTR Dapol model. This required some errors correcting, repainting in a more appropriate rendering of Stroudley's livery and was renamed *Gipsy Hill*. A third 'Terrier', *Bishopsgate*, was left to me by Peter Korrison – it was scratch-built by Bernard Miller very many years ago. It never appeared on the branch, but I enjoy running it in memory of my friend.

Coaching stock covers two separate periods. I am particularly proud of the earlier Craven coaches – two from body etches from Ian MacCormac and the other two I scratch-built in Plastikard. The full brake No. 94 attracted interest when I took it to the Bluebell Railway's Carriage Workshops, where it was viewed alongside the prototype No. 94 awaiting restoration. An earlier set of LSWR coaches, similar to those hired by the contractor pre-1872, were originally built by Ian Hopkins. The later period is covered by two rakes of Roxey four-wheel Stroudley coaches, one rake being oil-lit and the later set gas-lit. Additional operational interest is provided by several saloons and by a private working from the South Eastern Railway. The parts came from SER Kits and there is a first class saloon, a tiny horsebox and an open carriage truck with a Landau. With visitors, this set is a useful 'social history' talking point, showing how the very wealthy could once go on holiday.

Goods rolling stock comes from various sources, including some scratch-built items. Acquisition of some pre-1895 goods consignment labels provided valuable information on the origin of incoming goods traffic and enabled wagon 470 to be modelled, complete with a load of chalk from Buriton Lime Works. This was probably used for the purification of gas in the Works near the station. Even more interesting was the discovery that, for a few years, young oysters were shipped from Whitstable in the autumn for over-wintering in the milder climate of Hayling Island. They were dredged up and returned to Whitstable in the following spring for growing on. An 'oyster train' of SER wagons was built using the numbers on the consignment label.

Kitson 0-4-2 *Bognor* returns to Havant with an excursion train of early LSWR coaches.



“

I chose to model the layout in autumn,
rarely modelled by others, and with good
reason ~ it's difficult!

”



Autumn foliage

I chose to model the layout in autumn, rarely modelled by others, and with good reason – it is difficult! Trees use armatures from Model Scenery Supplies, with appropriate lump foliage and also sea foam, where those delicate stems could be supported by the backscene. Fields were formed on layers of thick card and Polyfilla – in contrast, the embankment was formed with chicken wire and covered with Modroc plaster. Both static grass and scatter material were used following Gordon Gravett's methods, but I need to make some improvements. The hand-built LB&SCR five-bar fencing should have continued around to the bridge but would have been damaged when raising the lifting section.

Using hedges divides the farmland around

the station from the rougher scenery close to Langstone Harbour, but also partially obscures passing trains, giving a greater impression of distance. I cannot paint, so the thin plywood backscene was simply given a coat of white and pale blue emulsion. The horse-drawn bus approaching the station carries a Royal Hotel sign. Research into traders of the period meant the road vehicles could be lettered appropriately, Samuel Jones the Grocer, and H R Trigg, who sold coal and owned the gas works.

Final thoughts

I am happy that the layout has made the best use of the available space and it has been a pleasure to research and build. It highlights the advantages of modelling the pre-1900 scene with smaller locomotives and shorter

trains – tender locomotives and bogie carriages would have looked out of place. With the high quality and variety of ready-to-run models now available, modelling the Pre-Grouping period has never been easier. Being a member of a line society, in my case, the Brighton Circle, gives access to a huge amount of information and friendly help. There's an increasing number of people in the UK researching local history as a hobby and Ralph Cousins of Havant and the Havant Museum have been invaluable in providing information. As to the future, there are always small details that can be added.

I must make an educated guess and finally build Fratton, while a few more early wagons would give a better balance. Otherwise, with the help of a detailed sequence to avoid a bottleneck in the fiddle yard, I could just sit back and spend a lot more time operating.



About the modeller

Name: Richard Barton

Number of years modelling: 50+

Name of first layout: Fittleworth in EM

Favourite era/region: LB&SCR pre-1905

Favourite locomotive: Stroudley 'Terriers'



I've been modelling on and off for over 60 years with only modest success, due to work and family commitments and being tempted by too many different scales and prototypes. With retirement approaching, I built a 7mm:1ft scale Somerset and Dorset layout 'Burnham Pier', which appeared in the Gauge O Guild's second book of Small Layouts. In 2013, this was sold and I finally returned to my first love, the London Brighton and South Coast Railway, also in 7mm:1ft scale. By avoiding other temptations, I have finally been able to achieve the objective of creating a picture from the past, in which the model railway is set in the landscape.







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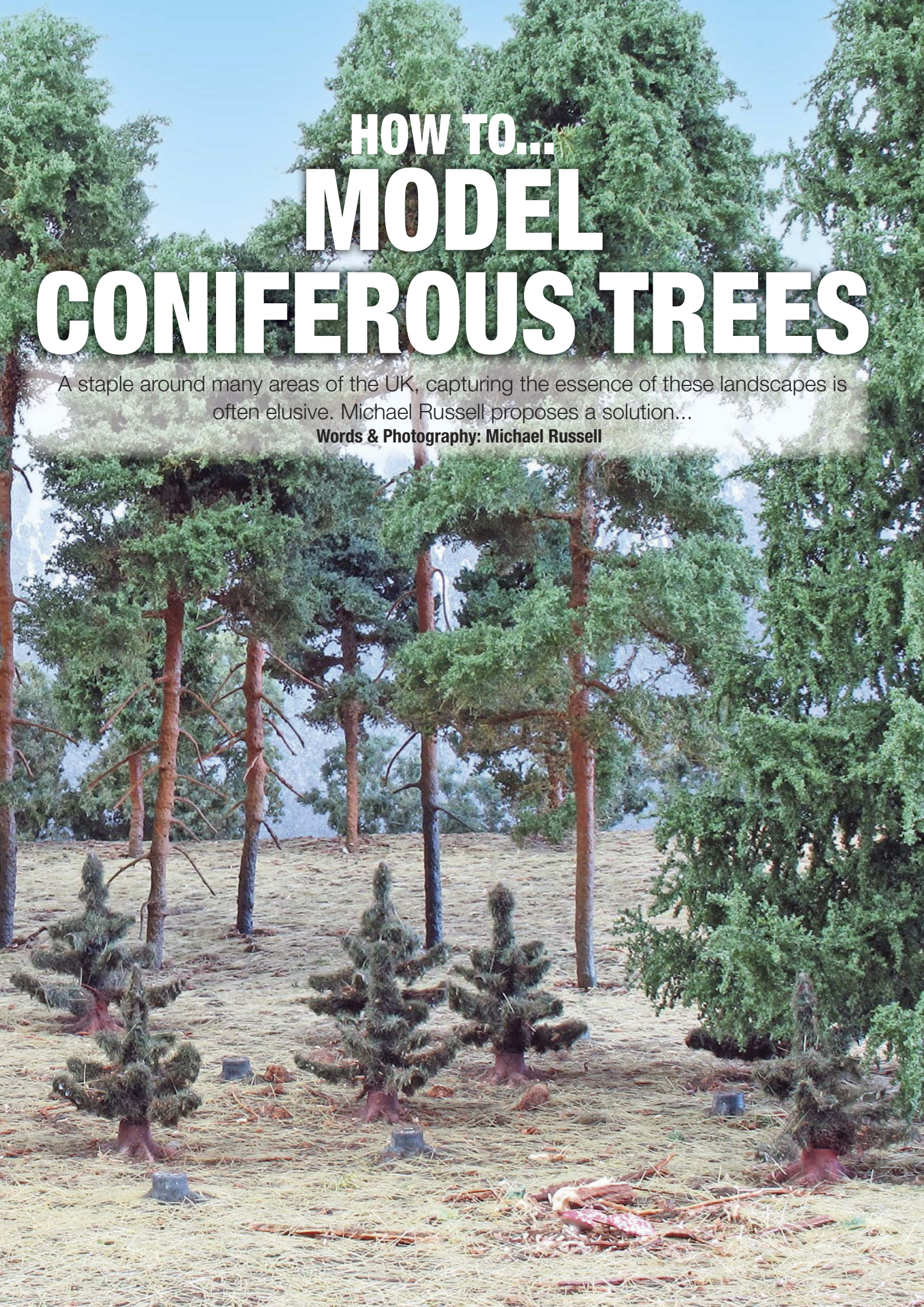
TECHNIQUES



HOW TO... **MODEL CONIFEROUS TREES**

A staple around many areas of the UK, capturing the essence of these landscapes is often elusive. Michael Russell proposes a solution...

Words & Photography: Michael Russell



TECHNIQUES

Coniferous trees are common in the United Kingdom and where they are present, they are often found in abundance. They have integrated themselves into the landscape so much that some organisations, such as The National Trust, have a policy to remove them, so they don't crowd out native species. All except the larch are evergreen and add wonderful colour to layouts set in winter.

These trees from Primo Models are some of the best I've seen, being very realistic, and although model trees are always going to be delicate, they are very well made. I painted the toadstools as fly agaric, which are common around pine trees in autumn.



The trees are delicate and I would only remove them from their containers once you have a secure home for them and can deploy them immediately. Remove them gently from the packaging using a flat-bladed decorator's scraper.



If the top of the tree has become compacted during travel, or knocked when unpacking, repair the damage with a pair of tweezers to gently tease out the foliage until it is re-fluffed.



The trees are complete with bases, which make them ideal for posing before final installation. You should move the trees around and look at them from different angles to ensure you're happy with the placement, particularly if they will be viewed from one vantage point.



Due to the light conditions, the trees in the middle of a group grow like toilet brushes, with long trunks and a canopy of foliage at the top, and should be positioned with the foliage interlocked. The 'young' trees models are ideal for this. Trees that have foliage all the way down the stem should be used on the periphery of a group.



You should also consider using forced perspective to add depth to the view, which is why you need to buy a range of tree heights. Basically, the larger trees go at the front and the smallest to the back.



Paint the toadstools a cream colour all over, then paint the top red and, when dry, flick cream at the top using a toothbrush. Paint the trunks, roots and stumps with a brown/grey and, when dry, dust with a mix of black, white and brown weathering powders.



The backscene is made by painting progressively darker layers of a mix of Ultramarine Blue and Burnt Umber. Best results will be obtained by painting a water-based medium onto a previously-wetted surface. You will get poor results unless you use properly-sized watercolour paper, though.



Anything that has a base that requires fully or partially burying needs to be added first. I stuck the reforested trees and stumps in place using Copydex adhesive. To avoid covering the toadstools up, plant these after adding the forest floor.



Paint the floor with PVA adhesive and scatter on your chosen forest floor mix. I used a blend of sieved WWS Forest Ground Cover and Gaugemaster Brown Scatter. You can add some carefully placed larger pieces of the former once the first layer is dry.



Be sure to hold each tree up to the next to see how far it should be away from it to ensure the foliage meshes without producing friction between the trees. Mark where you want the hole. Apply some insulation tape to your pliers ends to avoid damaging the trunks.



Snip the trees from their bases using side cutters, which will result in slightly flattened ends. To restore the ends of the trunks to round again, pinch gently with plain-jawed pliers. Test fit in the hole you have made and take advantage of the long trunks to adjust the tree height.



To represent pine needles, use 1mm or 2mm static grass without using a static applicator. Instead, apply using a small sieve, such as a tea strainer. To represent the decaying process, first apply a layer of scorched/burnt needles and then apply a layer of beige needles.



Make holes in your baseboard using a 3mm drill. Since I used foam for my baseboard, which is very soft, this was an easy task using a hand twist drill. If there is a lot of depth to your baseboard material, make the hole vertical to avoid the tree leaning.



Glue the tree into place when you're happy with the placement. If you have a deep baseboard, PVA glue or an impact adhesive will suffice. If you have a shallow baseboard depth, leave some of the trunk protruding below and fix using a hot glue gun. Diorama complete!

Top Tips

Pine trees: Only the Scots Pine is native to Britain, but many others have been introduced, mostly during the Victorian plant hunting craze. They are usually planted commercially in plantations and treated as another crop, albeit with a longer growing cycle than most. Plantations tend to be very dark in the middle as the trees are often planted close together and the ground covered in a thick layer of needles.

Tree placement and selection: Many model trees are manufactured as specimen trees that haven't had to live in close competition with other trees. They are best used to represent trees in arboretums, village greens, parks, stately homes and other tended sites. Coniferous trees are essential in Christmas scenes. A few quality, large specimens can make a huge impact if carefully sited. If you are going to use a tree or trees in this way, it's worth paying for the best quality you can afford.

Looking after your trees: Trees will gather dust over time and aren't easy to clean. Prevention is far better than cure and so you may wish to consider protecting your layout/diorama when not in use. Dust sheets work well and can quickly be removed during operating periods.



3mm drill
Side cutters
Tweezers
Decorator's scraper
Small fine sieve
Small paint brushes
Toothbrush
Plain-jawed pliers



Spruce tree 18-20cm, Larch tree 18-20cm, Pine tree (young) 18-20cm, Pine tree (old) 18-20cm, Pine tree (young) 14-16cm, Pine tree (old) 14-16cm, pine tree (young) 8-12cm, pine tree (old) 8-12cm, from www.primomodels.co.uk

HO 6392 Reforestation set
www.busch-model.com

GM108 Brown scatter
www.gaugemasterretail.com

Forest Ground Cover, static grasses:
1mm scorched/burnt, 2mm beige
www.wwscenics.com

ultramarine blue and burnt umber
watercolour, gouache or acrylic paint,
Botanical Ultra Smooth 300gsm paper
www.artsupplies.co.uk

white, black and iron oxide weathering
powders, 98 Chocolate acrylic paint
www.humbrol.com

Copydex glue
www.hobbycraft.co.uk

PVA glue
www.expotools.com

HOW TO... MODEL WINTER

Words & Photography: Michael Russell

Concluding his series on modelling the four seasons, Michael Russell crafts a miniature scene to depict the depths of winter, using a selection of innovative products.



With a few notable exceptions, winter and snow scenes are seldom attempted by railway modellers, which is a shame. Many excellent dioramas are produced by military modellers depicting the Russian Front or the Battle of the Bulge and a quick look online or in the bookstore will soon whet your appetite and show you what is possible. Many excellent products are also available off-the-shelf to help you achieve realistic results.

In a world full of colour, advertisements often stand out from the crowd by using black and white. If you use snow then you

can achieve a similar impact as the colours are largely monochromatic. Many landscape and railway photographers put their cameras away for the summer. The lighting is uniform and boring and the countryside undramatic.

Think too of the tremendous range of possibilities that winter offers. You could model a frosty day, a dusting of snow, deep snow, windblown drifts, melting snow or just a stark, dull winter day. There are so many exciting possibilities!

Since snow uses unique products and the effects need to be subtle, I recommend that you try out the products on small, simple

scenes first until you are confident. This diorama uses easy to obtain off-the-shelf items and is simple to build. I will show you how to portray a light snowfall followed by a hard frost and deeper snow.

SHOPPING LIST:

Hornby Skale Scenics Nordic Fir Trees (R7226)
Hornby Skale Scenics Fir trees (R7206) and (R7199)
Humbrol Maskol and Chrome Oxide Weathering Powder
Humbrol Acrylic Paint (63)
Precision Ice and Snow Krycell Fine, Brown Krycell Ice, Snow adhesive
Busch Moorland (1314)

ON EXCLUSIVE



The Hornby Nordic fir trees are great, because if you grip the trunk with pliers and gently rotate the base, you can split the tree into two. This means you can plant the trunk and then model the groundwork around it.



Drill a hole up the centre of the tree and glue in a piece of wire with a diameter of about a millimetre or that of a cocktail stick. About 2cm of length is ideal, but be aware of the depth of your scenery and baseboard.



Decide on the layout of your scene. You can roughly lay the major parts out in the correct places and move things around until you are happy. Take a few test photographs to check, too.



Tear the Busch moorland sheet into pieces and position around the frozen lake. Glue in place with PVA or a contact adhesive such as Copydex.



Other fir trees are best planted after the ground work has been prepared. I prefer to snip off most of the roots with side cutters as they tend to end up proud of the ground and require more work to blend them in.



Trees with unpainted trunks look much better if the shiny plastic finish is covered. Spray or brush using a suitable dark grey/brown after using a primer. You could also apply a scatter for texture.



Paint the area beneath any water a suitable dark brown or grey colour, ensuring that this matches the Krycell Ice that you are using. I used brown, but green and clear are also available.



Coat the cardboard with PVA glue and sprinkle on your ground cover to represent the soil/mud. Blend in the Busch Moorland sheet so that no harsh edges show.

TOP TIP

Although modern day conifer plantations are usually uniformly planted with a single species, this tends to be as boring in model form as it is in the real world. Add some spice by using a variety of trees to make the scene more interesting. Although they may at a casual glance all look the same, evergreens come in many forms, such as fir, pines, spruce, cypress, larch and yew.



Conifer woods are damp places. Use an airbrush or weathering powders to add green to represent moss onto any part of the trunk that is visible. Add more to the north side if you're really keen.



Glue your Krycell Ice in place and then build up the area around it using cardboard. This can be held in place with PVA glue or a contact adhesive such as Copydex. Weigh down with books until dry.



Be sure to cover up the edges of the Krycell Ice and immediately wipe off any stray material that sits on top of the ice. Aim to finish with an irregular, natural shape to the ice.

TOP TIP

The Krycell Ice sheets come well wrapped in the post for a reason – they are fragile. Don't bend them as they will easily break.



Choose where you want the Nordic firs to go and glue the bases into position using contact adhesive.



Use static grass as a scatter to represent pine needles using very light layers. Use a dark brown colour first, then a buff colour and finally a green layer to simulate the decomposition of the needles on the ground.



In order to preserve the detail on the Krycell ice, use masking tape and Humbrol Maskol. Wait for the latter to dry before proceeding.



Half fill the supplied sieve with Krycell Fine. Holding the sieve at least 30cm above the diorama, gently tap the side to release the snow.



Add debris to the scene. You may like to add fallen timber, fencing, a hut, or piled-up logs to represent the forest and its workings.



Don't forget to add quite a lot of green to tie the groundwork in with the trees. There's not much air movement in forests/plantations and moss/algae is prevalent. Use paint or weathering powders.



The following steps are messy. Put newspaper down to aid clearing up and to give you an easy way of saving misdirected snow that you can reuse.



After each tap, move the sieve slightly and repeat the operation until the board is covered. Wait a few minutes, then tip the board over to remove excess material.



Detail the groundwork. Add static grass using an applicator and/or grass tufts to blend in the areas of moorland sheet and the ground leading into the plantation/forest.



Drill holes in the forest area and plant other trees using PVA glue. Try to arrange for a pleasing skyline with some variety in height. Push the Nordic firs into place in their bases.



Spray the diorama with an even coat of hairspray. To represent drifting snow, you may wish to spray at an angle, but I sprayed from directly above.



You can repeat the last three steps as many times as you want until you have built up the snow to the depth required. This has to be done in little time as the hairspray dries quickly.



When deep enough, you may like to try adding footprints or vehicle tracks. Simply press shapes into the snow having first sprinkled on a fresh layer without any hairspray. This ensures that the snow doesn't stick to the object.



Remove the masking tape from the ice and brush gently to ensure that no stray deposits remain.



Portraying a light dusting of snow can allow your scenery to partially show through and look very realistic. However, you must use another technique.



Add a very thin layer of snow without applying glue. Tap the board to shake the snow into the hollows and then spray with the PIAS adhesive sprayed from an airbrush.

CONCLUSION

I am very happy with the results achieved with this diorama, especially since the build time was so short. This is down to the quality of the off-the-shelf items I have employed. Only basic modelling skills are needed to obtain results like this. Manufacturers such as Precision Ice and Snow have a good range of products and provide full instructions in written and video form. Trees that we associate with winter, such as the Hornby fir trees, are available in bulk packs and are very cost-effective.

I hope that this article has encouraged you to have a go. If you aren't the best modeller in the world, there is even more incentive to model winter as you can hide a multitude of sins beneath a blanket of snow! I will certainly be modelling winter again and after this series of modelling the seasons, I can confidently say that my next layout won't be set during the summer season.



Since hairspray and PIAS glue don't form strong bonds, you may like to spray the finished scene with a dull matt varnish to seal it. Test the spray beforehand to ensure that it is genuinely clear.





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UNUSUAL ARRANGEMENTS

Andy York's review of the Accurascale chaldron wagons in the November issue of BRM prompted a few thoughts.

Firstly, I purchased some of the new models as a birthday present for my brother and we were both well pleased with them; full marks to Accurascale.

Second, the size of a chaldron varied from place to place and, to some extent, from time to time. The 53 cwt mentioned by Andy became the national standard only in 1678, according to a well-known reference site. Of course, the wagons modelled had a capacity significantly greater than this, as Andy states in his review.

Third, the problem of buffering up to the kind of stock and locomotive we are more familiar with. The real railway had a solution that had some variations. Visitors to Beamish will see at least one of the Head Wrightson vertical boiler locomotives, which has separate wooden dumb buffers at heights and spacings that coincide both with the buffers of normal stock and with those of the old 'black waggon.' The second HW locomotive at Beamish has a more unusual arrangement in that it has much larger wooden buffers arranged at an angle but conventional sprung buffers have been fitted at the outer ends to suit standard stock. The third HW engine (preserved in Stockton-on-Tees) has a similar set of angled dumb buffers without the later addition of sprung buffers – an internet search for 'Head Wrightson Coffee Pot' will turn up at least one picture of this locomotive. A further variation is displayed on ex-NER Class 1001 long-boiler engine No. 1275, which has two sets of buffers (sprung or padded?) at each end, suitably arranged. At least one of the crane tanks formerly at Doxford, Sunderland, had huge rectangular dumb buffers that would surely have been able to cope with both kinds of stock – one such locomotive can be viewed at the Tanfield Railway. Finally, on this point, the NER and its successor, the LNER, had numerous wooden coal waggon (mainly hoppers), which, in addition to normal buffing gear, had very thick vertical end stanchions that were carried down to a level, and at a spacing, which would permit the black waggons to buffer up to them; I understand the LNER cut these back to headstock level in the 1930s as the extensions were by then judged to be surplus to requirements.

Sheldon Clark



Having received my prize from the August BRM. I enclose a few photographs of my N gauge layout, which I am in the process of constructing as a retirement project.

Thanks again and keep up a great magazine.

Alan Millin

CORRECTION

In the November issue of BRM, we ran a feature on some of the popular DCC controllers on the market and the various benefits of each. However, the Hornby Select model we accessed was not the most up-to-date, so we failed to mention some of the key benefits. Our apologies to Hornby and readers for not providing the full information.

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The Hornby Railway Collectors Association



Nicholas Kitchen, President of the Hornby Railway Collectors Association, explains the joys of vintage model railways, the history of the club and why you should consider collecting Hornby railways.



BRM: When was the HRCA formed?

Nicholas: April 1969, when Hornby ceased production of its O gauge trains. My late father was one of the founder members, number 15, and as a child, I was 15a. My mother is now number 15, and having got a little older, I now hold membership number 16. We are the longest serving members.

BRM: Presumably, when the HRCA was formed, it was intended to serve the needs of the O gauge, and Dublo enthusiasts?

Nicholas: Not quite. Initially, only O gauge

was supported, and when it was suggested that Dublo be included, some members disagreed! Now, however, we cover both Dublo, and the French Acho system. Our only limit is that we are only interested in models produced in Liverpool. We leave the later Margate-produced railways to other groups.

BRM: How would you describe your members?

Nicholas: Many and varied. We have more than 2300 spread around the world.

Admittedly, they tend to be rather more advanced in years than those of other clubs, but that doesn't mean they aren't still full of enthusiasm.

BRM: What benefits does HRCA membership bring?

Nicholas: Quite a list! For a start, 10 issues each year of our journal, *Hornby Railway Collector*, with more than 40 A4 pages – it's an excellent read, including articles on the history of Hornby and details of the local groups activities – of which there are many.

HRCA groups can be found all over the world, and we host two extravaganzas each year, the latest one was at the motor museum in Gaydon, where you will find both layouts and trade.

Our trains have a reputation for long lives and reliability, but if you need spares, or to find someone to repair a model, there is a directory of replacement and repair services with over 100 suppliers. To help you, there's also a lively online discussion forum.

Of course, you need to buy models to collect them, and we host auction sales for members, complete with a catalogue, the online version of which shows photographs of each lot. Our extravaganzas host a large number of traders selling both complete models and spare parts.

BRM: Is the Association mainly for those who collect boxed models, or those who want to give them a run?

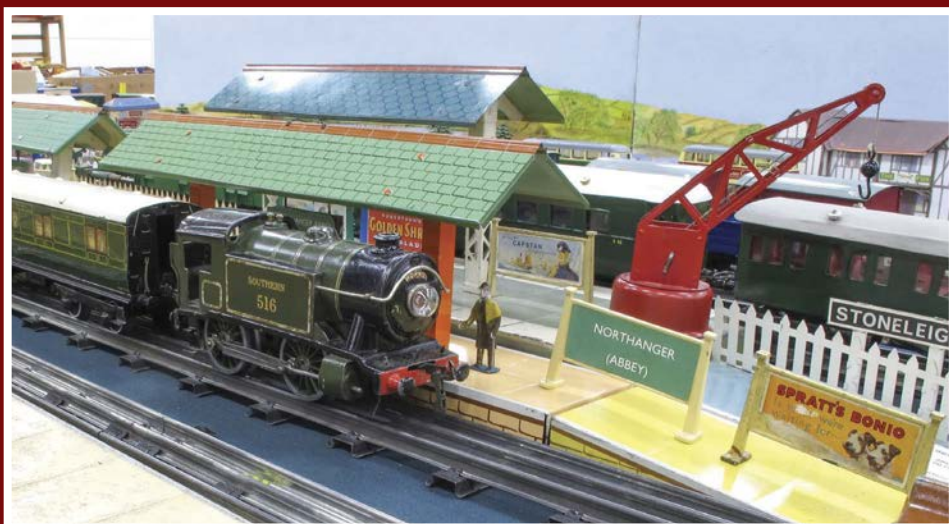
Nicholas: We certainly have many hardcore collectors among our members, but we all enjoy seeing trains running, so there's a lot of support for layout builders, and you'll find write-ups of their efforts in our Journal.

BRM: Why would someone take up collecting Hornby railways?

Nicholas: Well, for a start, the older models are much cheaper than modern ones. If your intention is to build a working layout, and you aren't looking for mint boxed items, anyone could visit one of our events and purchase many models for little money. Those models will be easy to look after, they are a quality product and provide the owner with many years of pleasure.

BRM: Is the hobby about nostalgia, or are there new modellers coming in to the hobby?

Nicholas: Nostalgia plays a huge part, of course. I started with a Dublo three-rail set as a seven-year-old, but hankered after my father's O gauge railway, and eventually, we started to collect it together. Much as I enjoy Dublo, O gauge is still my favourite. Having said this, there is a lot for the newcomer to enjoy. These are beautifully-made models and Hornby spared no expense. For youngsters, model railways offer a more tangible experience than a mobile phone or computer. They can learn many useful hand skills, and maintaining models could even be considered to be part of the STEM (Science, Technology, Engineering and Maths) curriculum.



Hornby O Gauge No.1 Special clockwork Tank locomotive on the 'Northanger Abbey' layout.



French Hornby O gauge SNCF railcars.

BRM: How can readers find out more?

Nicholas: Our website, www.hrca.net, has all the details, or, you could visit any exhibition with a Hornby O gauge, or Dublo layout and talk to the operators. They will normally have one of our leaflets and will be pleased to talk about their model. Be warned though, our layouts with vintage trains thrashing around always make a terrific noise and draw a crowd, so you might have to be patient until you can get to the front!

Quick facts

Members: 2300

Membership fee: Online – £25, paper – £33 (annual)

Website: www.hrca.net



Nicholas Kitchen, President of the Hornby Railway Collectors Association, with a model of LNER 4-4-0 No. 201 Bramham Moor.

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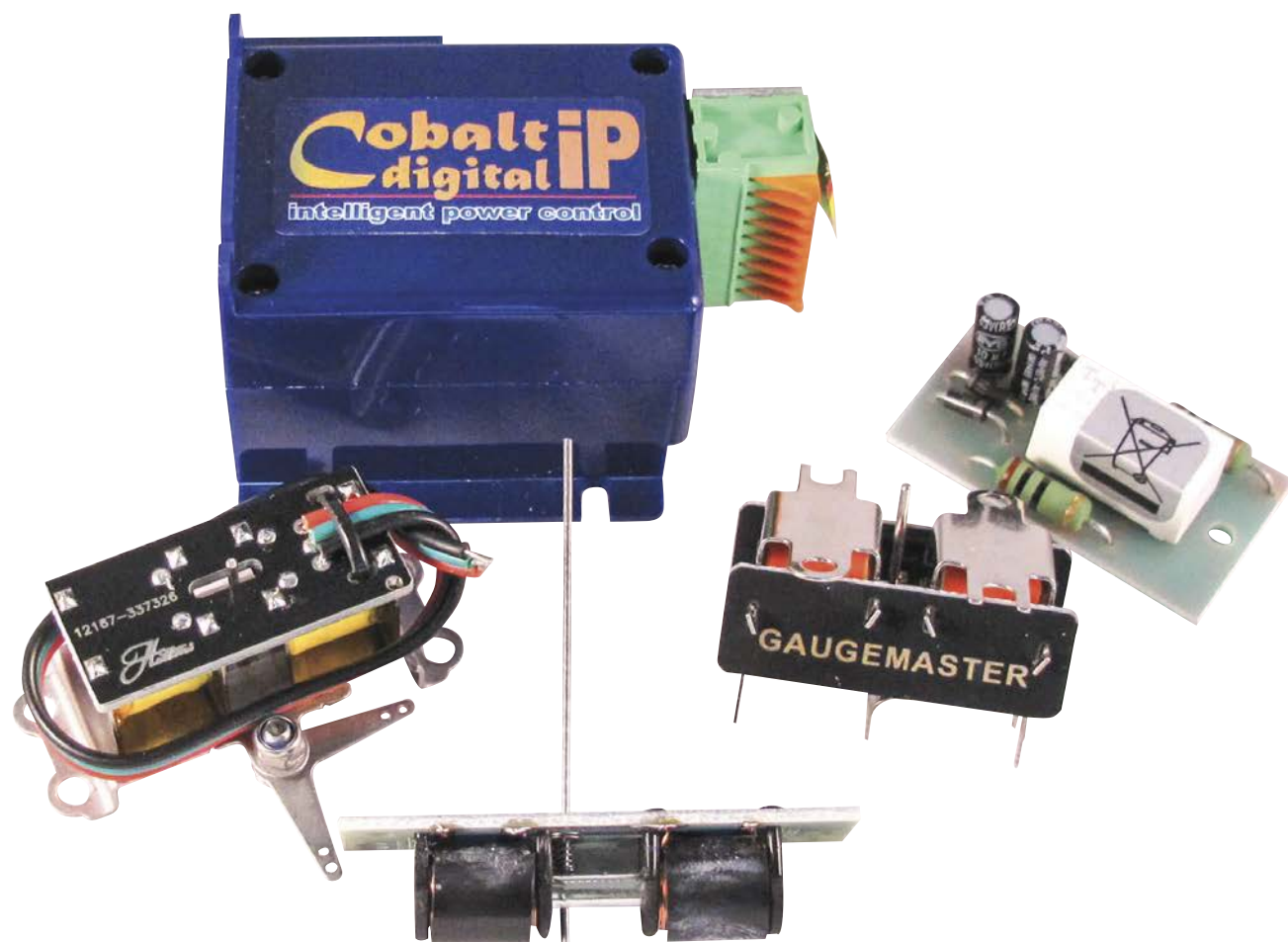
(You must have a wifi connection to stream video content)



PLAY

TURNOUT FROG SWITCHING FOR DCC

Words & photography: Ian Mellors



A question often asked is “what is the best way to wire a turnout for DCC?” Like most questions, in our hobby there is no straight answer to this. One of the first things to consider is what type of turnout you have.

Dead frog – Sometimes called Insulfrog. The crossing 'V' of the turnout is made of plastic and there is no electrical connection between the moving 'switch blades' and the crossing wing rails. The diverging rails are also not connected to each other. Hornby Set Track turnouts are a good example of this.

Live frog – where the crossing 'V' and diverging rails are electrically connected and all parts of the crossing carry current to the locomotive. All hand-built turnouts and

Peco Electrofrogs are constructed like this.

Peco Unifrog – a halfway house between the two that can be configured either way depending on your preference.

Before going further, I think some terminology needs explaining to help avoid confusion later:

- **Common crossing or frog** – The term frog is not normally used on the real railway, but we modellers use it all the time, so we are stuck with it. Both terms refer to the arrangement of tracks where the diverging rail crosses the opposite rail on the straight-ahead route.

- **Crossing 'V' and diverging rails** – The two rails leading away from the crossing come together to form a 'V' shape at the

heart of the crossing.

- **Check rails** – small lengths of rail fixed alongside the running rails that guide the wheels in the right direction, especially around the common crossing area.

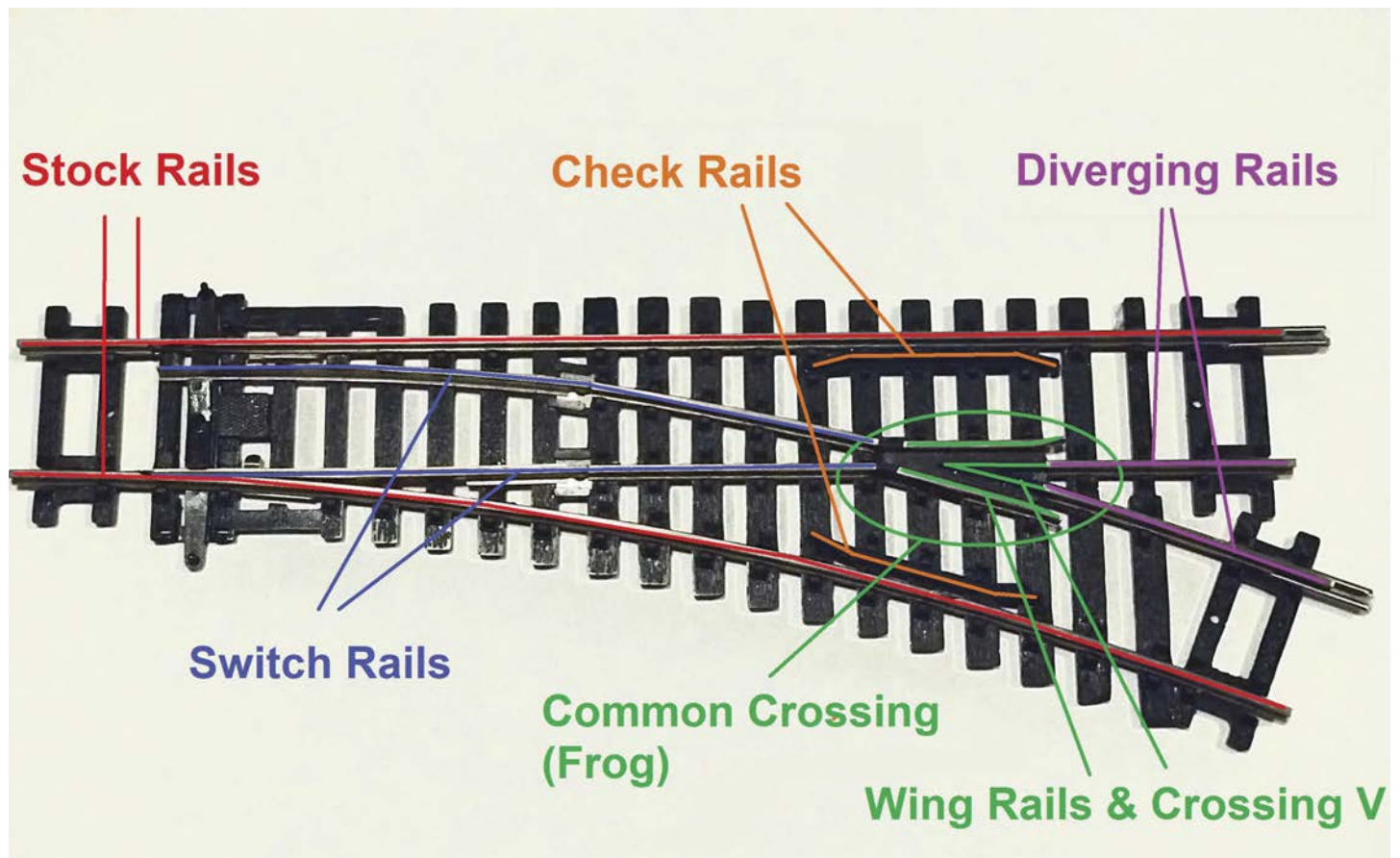
- **Wing rails** – like check rails but sit next to the crossing 'V' and are a continuation of the switch rails.

- **Switch rails or blades** – sometimes referred to as points. These are the moving parts of the turnout.

- **Stock rails** – the fixed continuous rails on either side of the turnout.

Finally, let's stop calling the whole thing a 'Point'. 'Turnout' is the right term and prevents us from getting confused with the switch rails.

Wiring

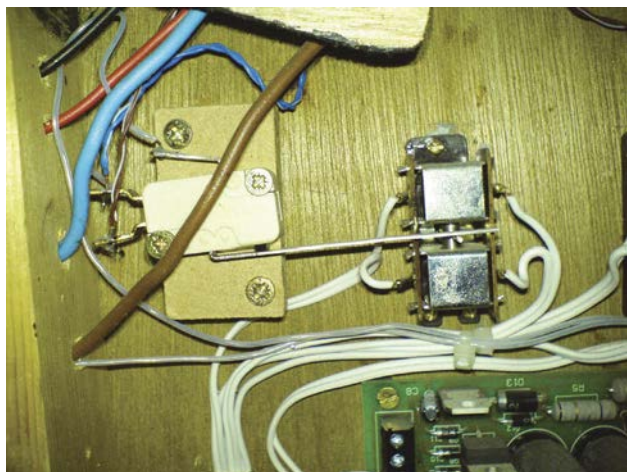


Dead frogs are generally used as they are, with no external power switching, relying on the built-in blade contact to the stock rails to ensure power is fed to the blades. It's OK if you have locomotives with many wheel pick-ups, but not so good for short shunting locomotives with fewer wheels – the 'Hand of God' is likely to be needed when stalls occur.

Live frogs must have their polarity changed depending on which way the turnout is set. Of course, there are several ways of doing this, if not it would be too simple and no real need for this article! As far as I'm concerned, there is no best option – it's up to you to decide what works best for your layout.

The simplest way is to rely on the switch blade contact with the stock rail. Most commercial live frog turnouts are supplied this way and there are many layouts operating quite happily like this. Nothing more to buy, no extra wires, but the contact point between blade and rail and any contact wipers must be kept scrupulously clean. This might prove too unreliable in the long run.

We could introduce an external switch – a 'dual pole' change-over switch with the common connected to the frog and the stock rails connected to the switched outputs. This could be a microswitch operated by the turnout mechanism, for example. These can sometimes be difficult to adjust and maintain adjustment, though. On my layout, 'Summat Colliery' (November 2013 BRM), I use long lever microswitches that allow for fine tuning and have proved very reliable.



Long Lever Microswitch driven by a Peco solenoid motor

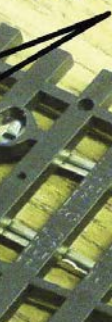
One problem with a change-over switch is that the point where the switch changes the polarity over must be at the point where neither blade is touching a stock rail, otherwise, a short circuit will occur. A refinement is to use two single pole switches, one for each position of the turnout. As they can be adjusted independently, this problem can be avoided.



Servo-operated turnout with two microswitches

Operating points using servos is increasingly popular, but as supplied, these don't offer any way to handle polarity changes. However, MERG produces these 3D-printed mounting devices (Kit 681), which incorporate fittings to hold a micro switch to achieve the same result.

Switch Rail to Stock Rail Bonds



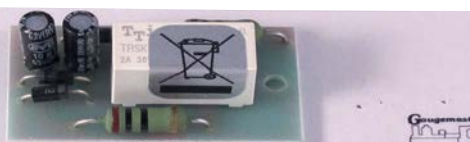
Broken Links Frog to Switch Rails

Modified Peco Turnout

The modification above removes the possibility of a short circuit occurring as the wheels pass through the narrow gap between the open end of the blade and the stock rail, but means that the frog is unpowered unless some form of external switching is employed. Change over switches are not a problem now, though.

A common modification made to live frog turnouts, especially for DCC, is to isolate the moving blades from the common crossing and bond (connect) them to the adjacent stock rails. Some Peco turnouts have wire links underneath that can be removed to isolate the switch rails from the frog and have gaps in the sleepers to allow for the switch rail to stock rail wires to be soldered in place.

Frog 'juicers'



GAUGEMASTER DCC80 Autofrog—Digital frog polarity

Autofrog is a simple switch that automatically changes the frog polarity. In most situations, the use of electrofrog points is recommended to ensure reliability but this can make extra switching more complex. Allow us to introduce you to the Autofrog. Wiring the DCC80 Autofrog is simple. The board has three solder connections on the board, 2 connections labelled 'V' and 'S' connect to your track or your bus and 1 connection labelled 'F' connect to your frog input wire. As there are so many variations of point/frog, please follow your track manufacturer's instructions. For an example...

Something that has been introduced in more recent times is the frog 'juicer' – an electronic device that connects to the running rails of a DCC layout and the frog. It detects either the short circuit caused by a locomotive running into a frog where the polarity is wrong and instantly reverses it, or, some leave the frog unpowered and the circuit detects which way the current needs to be as the locomotive enters the frog, setting it accordingly. Changes are made in microseconds, so the locomotive appears to run seamlessly through the crossing without hesitation.

The lack of mechanical switches makes setting your layout much easier as frog 'juicers' tend to be pretty much fit and forget – no need to adjust fiddly microswitches or sliding contacts to wear out.

Several manufacturers offer frog 'juicers' – Tam Valley (which coined the term), Gaugemaster and DCC Specialities, to name a few.

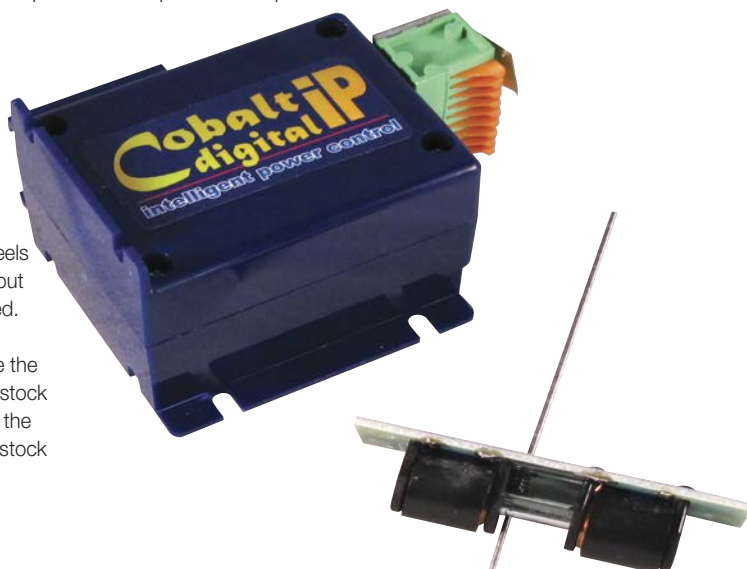
The Model Electronics Railway Group (MERG) has several designs produced by members, which are constantly being developed and improved – if you are handy with a soldering iron, it is well worth the membership fee to get access to these designs.

Turnout motors

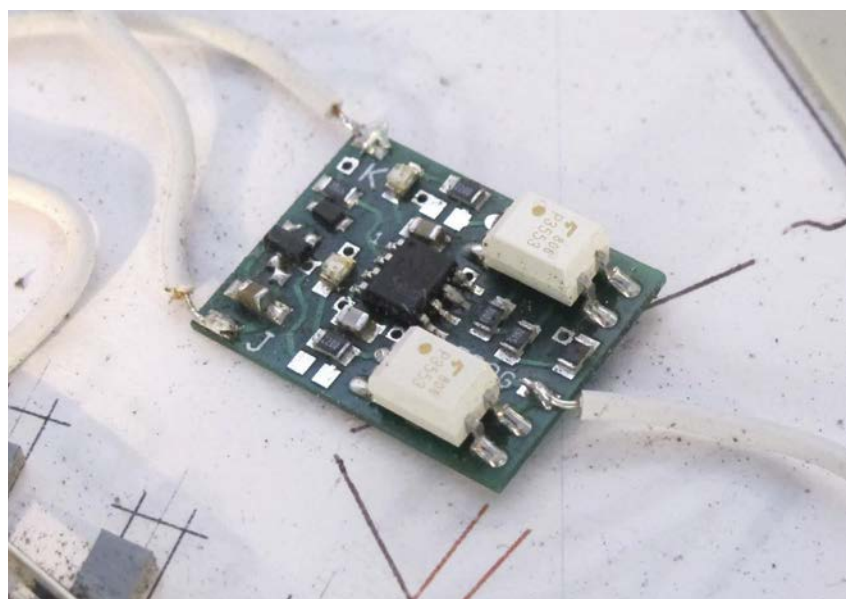
Some turnout motors such as Tortoise, Cobalt, or SEEP have built-in switching. Fitting one of these units makes life easier, but means replacing the whole unit if the internal switching fails. Peco makes an add-on switch unit for its solenoid motors, although I have found these to be unreliable in dusty environments – hence my use of microswitches on 'Summat Colliery'.

Frogs are not only found as part of a switched turnout, though – for example, diamond crossings have them too, but have no moving parts. If we need to switch the frog, an alternative strategy is needed. Using the movement of an adjacent turnout is one answer.

This article is aimed at the DCC user, but it is worth noting that all these options so far will work equally well for DC or DCC layouts. Users of DCC, though, will usually prefer to have live frogs, as the slow running ability and sound options inherent with DCC don't sit easily with dead frogs, with all the possibilities of power interruption to the locomotive.



A DCC Concepts Cobalt IP digital slow-action point motor with integrated decoder and switched outputs (left) and SEEP solenoid-type turnout motor (right).



Frog juicers are ideal for diamond crossings where there are no moving parts to drive a switch mechanism. There's no need to rely on the movement of an adjacent turnout to keep things running.

There are many options, from leaving your turnouts as supplied and putting up with the odd power interruption, to a 'full-blown' electronic solution that, once fitted, should provide reliable running without maintenance – the choice is yours.

RK EDUCATION

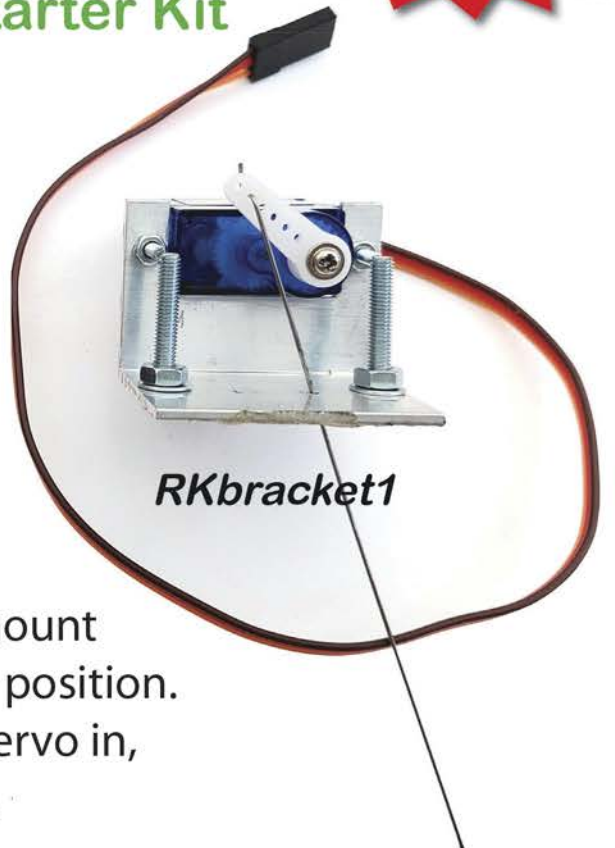
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REDBRIDGE WHARF

The essence of the expansive Redbridge timber works is expertly modelled by the Winchester Railway Modellers, making it a 'must-see' at exhibitions.

Words: Dave Renshaw **Photography:** Jamie Warne



The *Bournemouth Belle* heads West from Redbridge towards the New Forest headed by Merchant Navy class 35002 *Union Castle*. In the background, the Romsey line passes Bryce and White timber merchants and passes under the road bridge.

Way back in 2011, Winchester Railway Modellers had an influx of new members and we decided to start something new to develop skills and harness existing knowledge. We figured we could shoehorn a small end-to-end layout into our already crowded club rooms. The team started to bat around ideas and realised the existing large OO gauge layout wasn't serving our needs and was never likely to get to exhibition standard. It was time to move it on and reuse the space. Time to 'go large' with our plans.

Several proposals for locations and eras were put forward by members and we had more than enough ideas. A few of the members had been perusing the Quail maps of the southern region and came across some oddball track formations at Redbridge at the northern end of Southampton Water. At the same time, we came across the book *Making Tracks* by J.R. Fairman, which detailed the history of the sleeper works at Redbridge. The seeds of an idea for a layout were planted.

Decisions, decisions

We knew what we wanted from the new layout: it had to work as a club layout and allow members to 'play trains' whenever they were up at the club. It had to be an interesting and attractive layout to take to exhibitions and, importantly, it had to stretch us and be fun to build. The first objective wasn't too tough to meet – build a continuous run that fits in the clubroom, although it also had to be easy to run and support DC or DCC running. Objective two would take more thought and, as it happens, led us to meet objective three.

Basing our layout on the sleeper works at Redbridge gave us features that would make an interesting exhibition layout. The works made just about everything needed for track construction: sleepers, chairs crossings and switches. In addition, large timbers were processed for bridge construction and complete track formations were assembled before being transported to their final sites. To accomplish all this, numerous trains of materials were brought to the works and others shipped out the final products. This gave us great scope for scenic elements and train workings and the location was local to the club.

Watching shunters amble about between the various industrial buildings might be interesting for some, but we needed some main line action. Fortunately, the sleeper works is right next to Redbridge station, the mainline to Bournemouth and the junction with the Spratt and Winkle line to Romsey.



The foundry at the Eastern end of the layout helps to disguise the exit to the fiddleyard. Wagons of scrap chairs wait to be unloaded. These will be melted down and cast into new pieces.



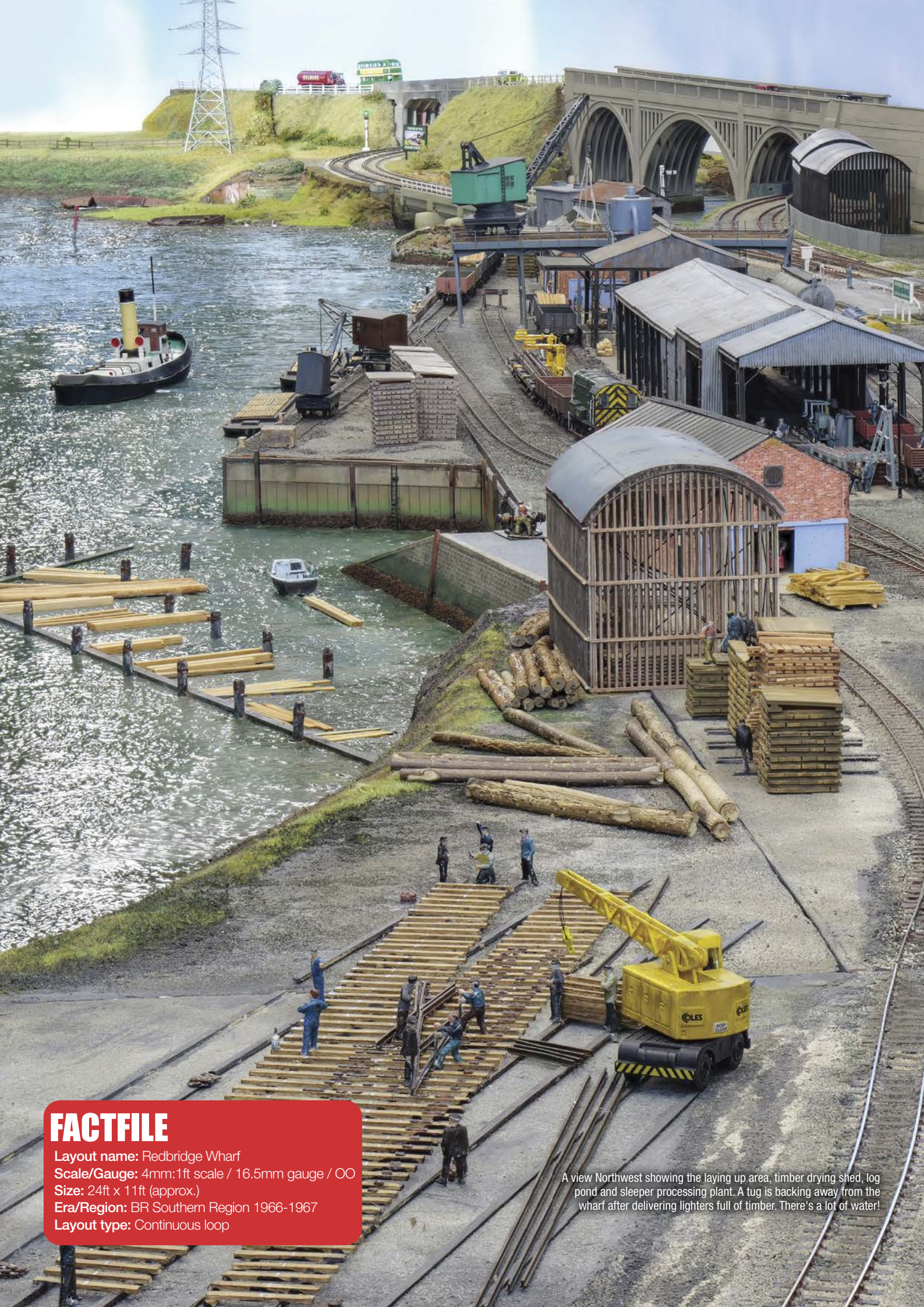
A track formation is being laid out in the yard. The way the foreman is pointing the finger it looks as though the sleeper numbering may have gone awry!

Making it fit

Having decided the subject, it was time to get into the details. Redbridge Works covered a huge area and we clearly couldn't model everything, so we had to try to distil the essence of the place into our model so we could show a range of the industrial processes. A willing volunteer spent many hours toiling away with Templot turning our trackplan ideas into something buildable. Of course, the plan didn't fit the available space in the clubroom, so we had to negotiate with the O gauge group to allow us to build above part of their layout. We were looking at a basic layout measuring 7.5m x 2.75m that could be left in situ in the clubroom.

We had grander ambitions though. The scenic area was to be built on six baseboards, each measuring approximately 1.22m x 0.75m and, even with a lot of compression, most of the baseboards were busy with track. Rather than model the location with the Redbridge Station as the focus nearest the public, we decided to position the viewer somewhere in Southampton water with the works front and centre and the main Waterloo-Bournemouth line running across the rear of the view. We needed more space!

Our solution was to add six more baseboards to the front of the layout, each approximately 1.44m x 0.38m. These baseboards are devoted to scenery and contain no track. In fact, they are largely water! These boards became known as the 'daughter' boards and live most of their life packed away in storage boxes as we don't have enough room in the clubroom to fit them to the layout. We now had our 'wow' factor.



FACTFILE

Layout name: Redbridge Wharf

Scale/Gauge: 4mm:1ft scale / 16.5mm gauge / OO

Size: 24ft x 11ft (approx.)

Era/Region: BR Southern Region 1966-1967

Layout type: Continuous loop

A view Northwest showing the laying up area, timber drying shed, log pond and sleeper processing plant. A tug is backing away from the wharf after delivering lighters full of timber. There's a lot of water!

More scope for interesting train movements.

Redbridge works also had interesting features such as an extensive wharf, a log pond (not something you see on many UK layouts) and sits next to the point where the river Test enters Southampton water. We had an opportunity to model water along with some pretty scenery and bridges as well as industrial grot. We were onto a winner!

We wanted flexibility in terms of stock that could run on the layout, as there is a range of interests in the group, from Southern enthusiasts to the latest diesel and electric modern image. We figured that installing third rail electrification would cover a lot of the bases. Having third rail meant our earliest reasonable date would be 1966, allowing us to run steam and diesel during the transition years and, with a bit of imagination and modellers license, we could run more modern stock. The latter is a bit of a stretch as the works closed in the 1980s!

Construction starts

We decided to build very lightweight baseboards constructed from high-density extruded polystyrene foam. The scenic boards are built using a 25mm foam top surface and sides with two layers of 6mm birch ply ends and 3mm ply side cladding and diagonal bracing. The result is a structure that is amazingly light but quite rigid.

Along the way we learnt a few things:

- PVA glue will not stick a paper template to foam (you need to prime it with acrylic varnish first).
- Almost all glues known to mankind dissolve foam (use only solvent free).
- Without diagonal bracing the boards are useless and twist all over the place.
- Using a biscuit cutter on foam will have you extracting bits of foam from every orifice for days!

There are a few team members with a track fetish, so there was no way we were going to use proprietary OO gauge track. Again, we wanted something a bit special, and so we planned to build the pointwork on the scenic section to 16.2mm gauge to narrow the flangeways improving the look and the running while still allowing us to run unmodified OO gauge stock. Although many of the team had never built track before, everyone had a go.

We opted to build the mainline track with concrete sleepers on the up line and wooden on the down. For the concrete track, we have used C&L sleeper bases so that bit was easy. The wooden sleepers down



The gantry crane in the middle of the works was used for offloading timber and for moving rail sections in and out of the machine shop on the left. The model runs an automatic animation to add visual interest.

line track, along with a crossover and the Romsey junction, are built using copperclad sleepers and Colin Craig etched brass chairs. The latter allow for some very tasty looking track, but they are a route to madness. To say they are fiddly to assemble and use (two etched parts per chair) is understating it in the extreme!

As with any exhibition layout, the fiddleyard is key to maintaining an interesting flow of trains.

On 'Redbridge' we have 15 through roads, each capable of holding two trains, plus

eight storage sidings. Track off-scene is built using rail soldered to copperclad sleepers. In hindsight, we should have spent the extra cash and used proprietary flexi track for the plain sections as it would have saved time.

To allow the maximum loop length, a lot of the pointwork is on the curved end sections and, as we have a double track junction on the scenic area, it has to be able to cope with quite complex movements.

In all, there are around 48 sets of points including a double slip, a scissors crossover and a number of diamond junctions. This

SHOWTIME!



At exhibitions the layout is usually operated by five people – the signaller (controlling all mainline movements), an up driver, a down driver and two shunting the works. If we have enough operators, we have another body out front engaging with the public (retrieving derailed stock!).

We operate to a sequence that is defined in a spreadsheet with the train descriptions and DCC addresses of the locomotives in another. The instructions for the operators are built dynamically as HTML webpages from these spreadsheets and displayed on screens at the

rear of the layout. The signaller advances through the sequence as each move is completed.

The displays mean the operators can easily see what they are required to do and which DCC address they should use. If we have a locomotive failure during a show, we can roster a replacement and simply update the spreadsheet and everything carries on seamlessly. The same technique is used to provide a 'public' information screen at the front of the layout describing the trains currently moving and what's coming next.

We observed that, without adequate lighting, the layout, and especially the water, does not look its best. We were fortunate at our first exhibition to be in a well-lit venue, but we needed to make sure we could cope anywhere. The scenic area of the layout is around 1200mm (nearly 4ft in old money) wide, so getting even lighting was going to be a challenge. We didn't want loads of uprights obscuring the view or lights blinding the public. Modern technology came to our rescue again.

Very lightweight LED batten provide plenty of evenly distributed light and are available in a variety of colour temperatures. We created frames from lengths of aluminium angle pop riveted together and these are supported on uprights of square section aluminium tube. There are two LED batten above each baseboard, one near the rear ensuring no shadows on the backscene, and one nearer the public ensuring everything at the front of the layout is illuminated. We also hang a pelmet along the front to reduce glare. The photos in this article were taken under the layout's own lighting.

Salisbury to Fareham All Stations

UP

1108 S

15A to Up Platform

- Stop in platform
- Await next move

Next loco is: 1108 S

Brighton to Plymouth Inter-regional

DOWN

3401 S

12 to 12

- Non-stop Brighton to Plymouth service

Next loco is: 5107 S

MOVE - 37

Prev Next

SIGNALLER

6544 S

- Shunt: 15B to 15A
- Clear: 12 Only when Down move complete
- Request PICOR: Yard to REMOTE - Military train departure to Marchwood
- Set: Reception 1 to 9T
- Set: 9T to Siding 18

The operating sequence is displayed on screens at the rear of the layout. Instructions for the up and down drivers, as well as the signaller, are included. The yellow boxes show the DCC address to use.

REDBRIDGE JUNCTION LIVE RUNNING INFORMATION		
UP	Salisbury to Fareham All Stations	DUE
DOWN	Brighton to Plymouth Inter-regional	DUE
DOWN	Marchwood Military Train	ON TIME
UP	Poole Docks to Eastleigh Vans	ON TIME
DOWN	Waterloo to Bournemouth Express	ON TIME
UP	Weymouth Quay to Waterloo Boat Train	ON TIME
DOWN	Eastleigh to Bournemouth All Stations	ON TIME
DOWN	Western Docks to Bristol Banana Vans	ON TIME

The public display shows the descriptions of the up and down trains for the current move, plus upcoming trains.

sets a challenge as nobody can manually switch all the points for a route reliably under show conditions!

Controlling the layout

From the start of the project, one of the aims was to look at new ways of doing things and for the control system, we spent a considerable time looking at options. We intended that the layout could be operated with analogue DC control or DCC and hopefully anything else that came along. We quite quickly compromised and decided that only a subset of the layout would be able to run using DC, for clubroom testing, and that we would use DCC for exhibitions.

Early on, we decided the wharf and works area would be controlled in a conventional manner with a mimic panel and switches controlling Tortoise point motors. We were able to get the basics of this up and running quickly.

When it came to looking at the fiddleyard though, things were more complex. With many points to switch, the cost of Tortoise motors or similar would have been frightening. We elected to use cheap servos to move the points with relay units or microswitches to switch frog polarity. This meant we would need control boards to drive the servos.

We looked at proprietary solutions and at what the Model Electronics Rail Group (MERG) offered, but ended up building on the experience of one of our team who had already used servos on his own layout. We designed and built a custom solution based on Arduino microprocessor boards. The majority of the boards are configured to provide control of six servos and four logic outputs (for switching relays for frog polarity and the like). There are one or more of these under each of the fiddleyard boards.

We could have used a software solution such as Java Model Rail Interface (JMRI) and controlled the layout through a computer screen, but we wanted members to be able to play trains with minimal knowledge. We certainly didn't want to wait for a PC to boot! We decided to build a pushbutton route setting system.

Our control system is based on a master Arduino module communicating with the slave modules that operate the points using the I²C (pronounced I squared C) protocol. The master node is responsible for all route setting and ensures that no conflicting routes are set, providing electronic interlocking. The signaller presses a button

Trains at 'Redbridge Wharf'

Even today, Redbridge is quite a busy place and, in the era we usually exhibit, depicting 1966/67, there was a great variety of movements. Like most club layouts, we rely on members to provide stock. Luckily, we have some expert rolling stock modellers.

All the locomotives are proprietary items, though many have been detailed and weathered and most are sound-fitted. For coaching stock, we have a number of proprietary items along with some 'top notch' kit-bash and custom build rakes like the *Bournemouth Belle* and a fine range of Bulleids. It's not often you come across a modified Gresley restaurant car in BR Southern green!

At exhibitions, we try to run trains that reflect actual train movements for the period. From our many hours of research, we have come across many photographs of interesting trains in the area and have used these as the basis for a model. Inter-regional passenger and pigeon trains, military trains, mixed rakes of Bulleid and Mk. 1 coaches, oil trains, electrification test trains and docks traffic all add interest alongside the more normal stuff.



The stand-out feature of the layout is the representation of the northern part of Southampton Water and the river Test. In fact, there are around three square metres of water and the cost of using resin would have been prohibitive. In addition, how would we pour resin across five baseboard joins? Surfing the internet, we came across the YouTube user 'Marklinofsweden' who has made a number of helpful modelling videos including one about making realistic water using toilet paper, PVA, acrylic paints and varnish. We had a cheap and cheerful solution and after a number of painting attempts and a lot of yacht varnish we obtained the result you see in the photographs.

The impressive river bridges at the western end of the layout were built from laser-cut parts created by a club member who decided to investigate laser-cutting and bought all the necessary hardware! Beneath the road viaduct are representations of the concrete buildings where explosives and demolition equipment were stored during WWII.

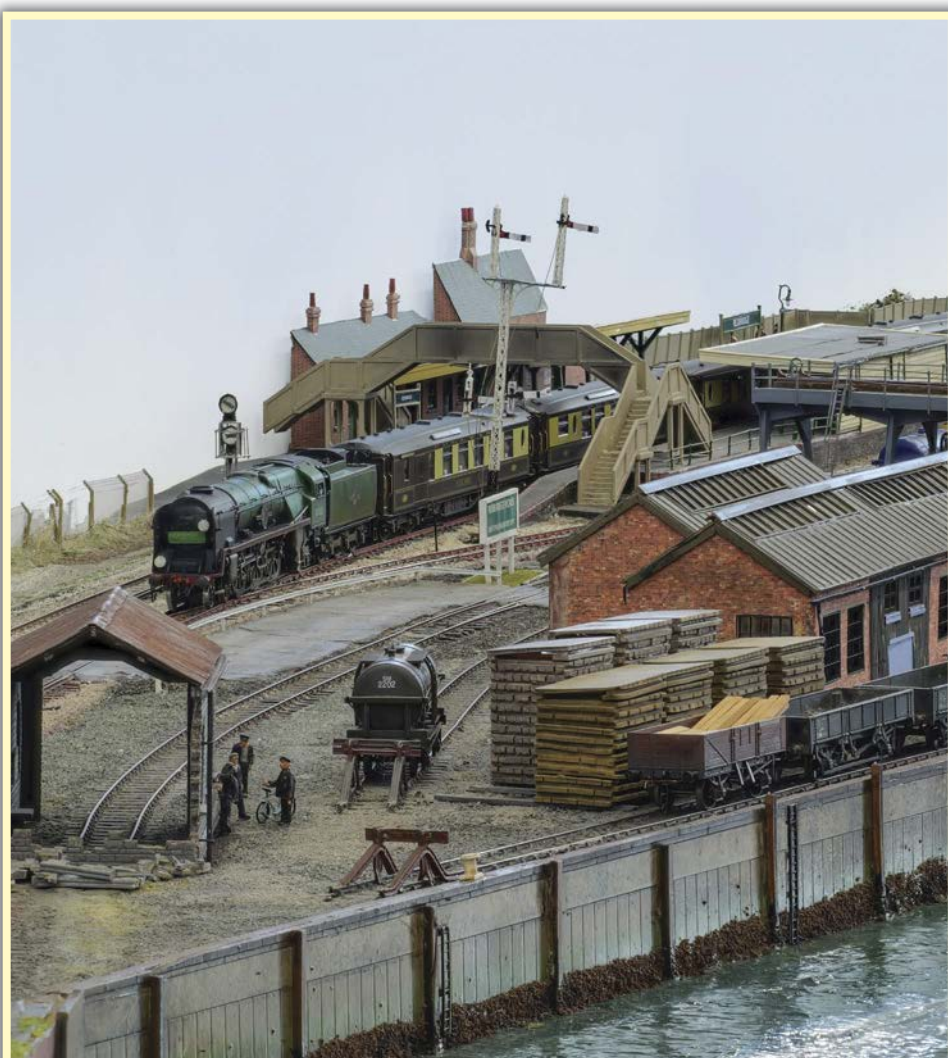
indicating where they want a train to start from, another for the destination point, then a 'set' button. The master Arduino works out the route, ensures it doesn't conflict with others currently set, then sends instructions to the slaves to set each point and signal on the route, finally displaying confirmation information to the operator.

When it all works, it's great but there have been some headaches along the way. In hindsight, we probably should have used a more resilient communication protocol such as CAN (used in cars) or RS485. The Arduino I²C implementation has proved to be a bit flaky and we had to use bus buffer chips to cope with the length of our cables.

Setting the scene

The buildings on Redbridge are not your average fare. True, we have station buildings, a signal box and an engine shed, but the latter doesn't have a back wall as a USA tank pushed a Queen Mary brake van through it (on the prototype that is). Most of the rest of the buildings are industrial in nature and are inspired by the real things. All buildings are scratch-built from card and/or Plastikard and some have detail parts that have been 3D-printed. The creosote pressure vessels are built from a set of 3D-printed parts as are the roof trusses of the building containing them.

The large (not as large as the prototype) foundry building at the eastern end of the layout serves to disguise the inevitable hole in the sky that leads to the fiddleyard.



The *Bournemouth Belle* heads west past the engine shed, which is just about still serviceable after a brake van was pushed through the back wall. Stacks of unprocessed sleepers crowd the machine shop where point crossings and switches are processed. The unusual double banner repeater on the up line is clearly visible.

How they processed sleepers at Redbridge

The railways consumed thousands and thousands of standard timber sleepers and so it's not surprising that creating these was a major activity at Redbridge and that it was organised into something of a production line. Pre-cut timber was unloaded from lighters at the wharf and was loaded into wagons to be transported around the site. Vast numbers of raw timbers were stacked all over the site to ensure a steady supply.

Wagon loads of raw timbers were delivered to the adzing and boring machine where flat pads were cut into the top where the chairs will sit (adzing) and the pilot holes for the chair securing screws were drilled (boring). Around 70 timbers at a time were then loaded onto narrow gauge wagons for moving to the creosote plant.

Several wagons of untreated sleepers were then manhandled into a creosote pressure vessel. These were long cast iron tubes with end caps that could be opened for loading and unloading and clamped shut for processing. To treat the sleepers, the air in the vessel was partly evacuated then preheated creosote was injected into the vessel and the air pressure increased above normal. The timbers were then left to absorb the creosote for around 8 hours.

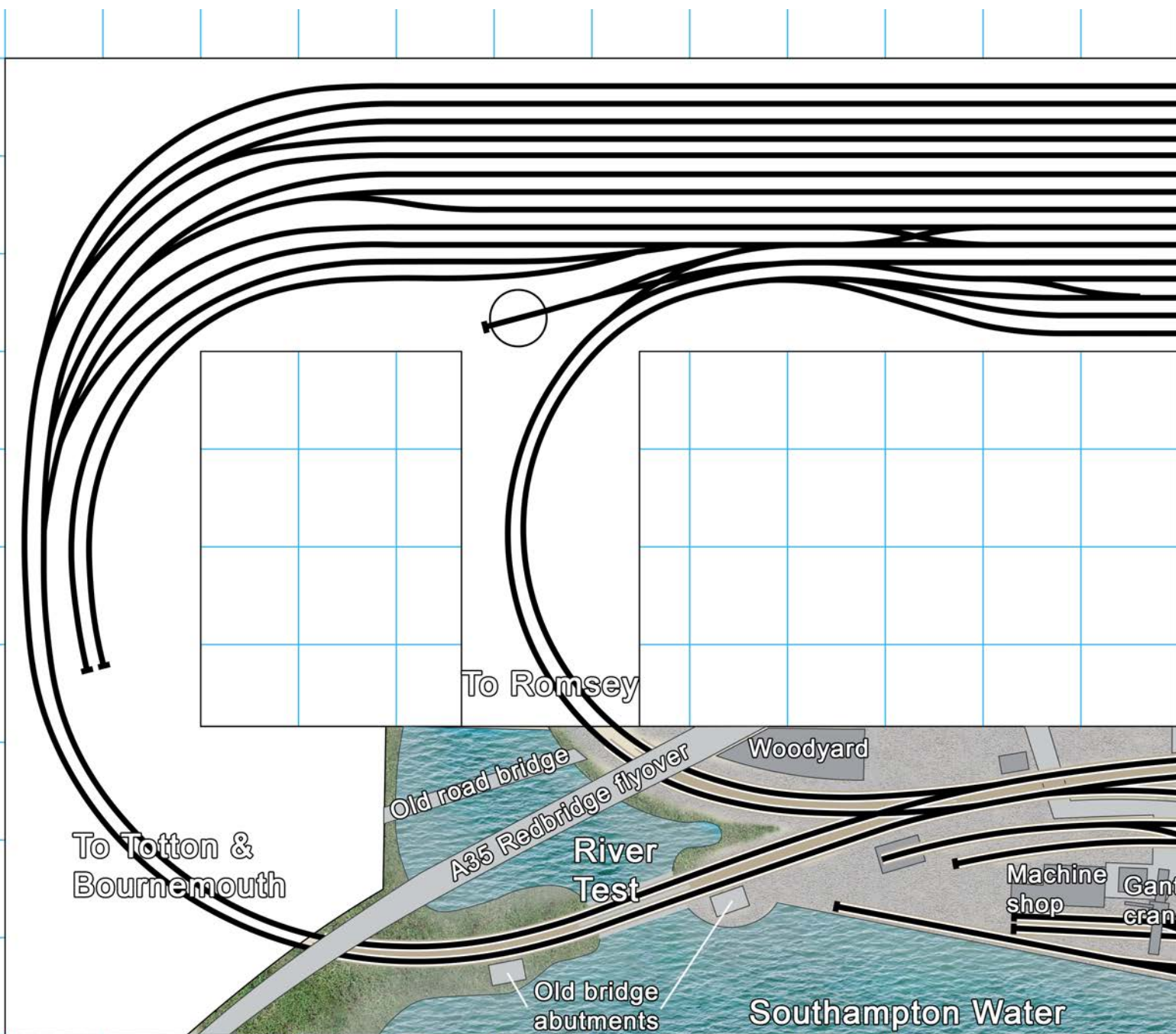
After treatment, the wagons were drawn out of the vessel using ropes and capstans and moved to the charring machine. Here the timbers were offloaded from the wagons, a pair of cast iron chairs were positioned on each, then a machine screwed the chair screws into the pre-drilled holes. The completed sleepers were then loaded once again onto standard gauge wagons to be moved for storage or delivery to a work site.

Nearly all movement of the sleepers was by hand! There is an interesting short film of some of the process made by British Pathé that can be viewed at www.britishpathe.com/video/sleepers.



The future

It took the team nearly 10 years to go from ideas on paper to a layout we were happy to exhibit. In 2020, just when we had everything in good shape, the COVID pandemic hit and the exhibition scene stopped in its tracks. After a two-year hiatus, 2022 has seen us back on the road with visits to Alexandra Palace, Farnham and Warley and the diary is starting to fill up once again. We continue to add and improve things and hopefully, Redbridge will keep us and the public amused for a good few years.

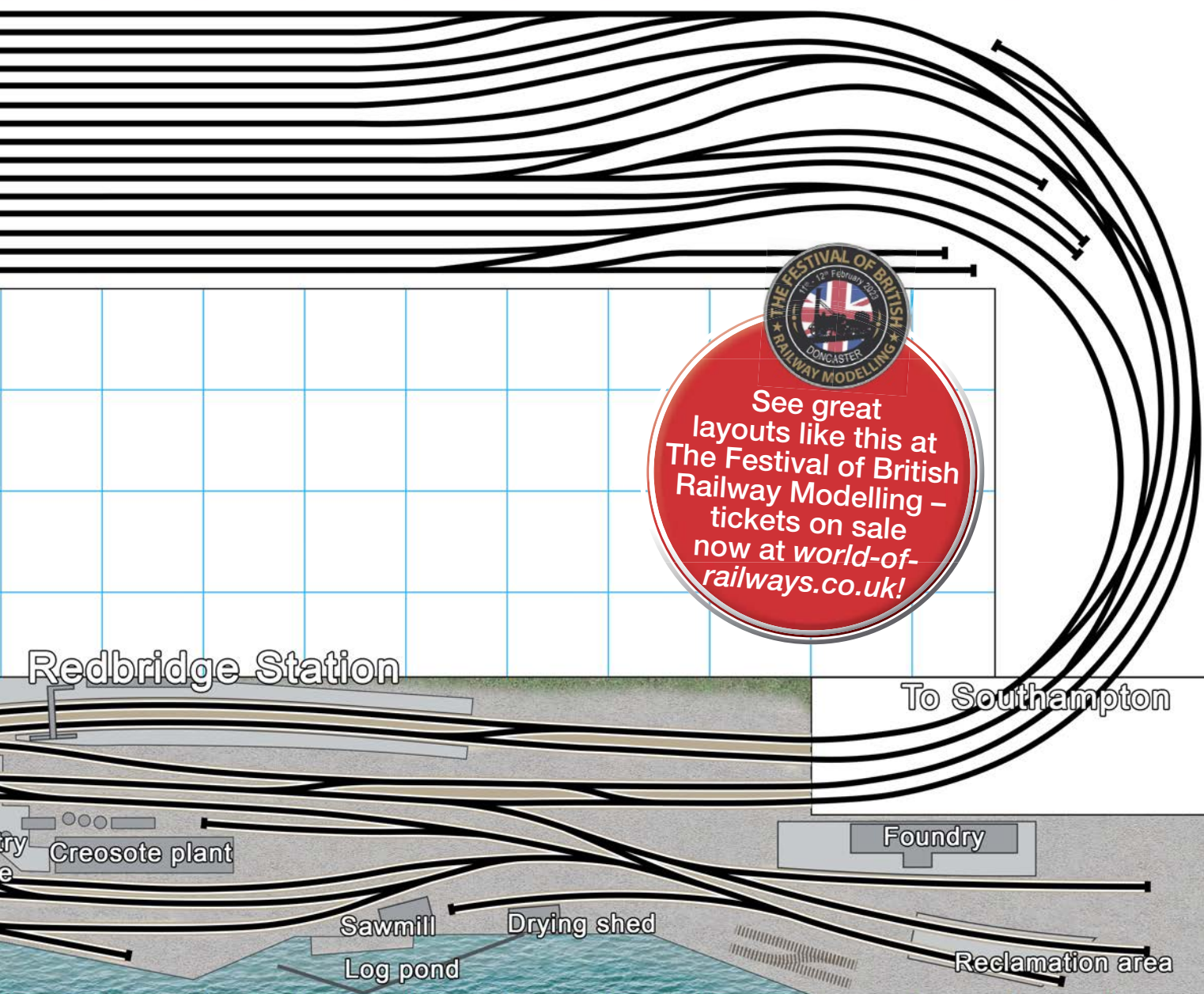




The new order makes it's mark. The line to Bournemouth is now electrified and a REP/TC combination waits for the signal en route to Waterloo.

The Club

Winchester Railway Modellers meet weekly at our premises outside Winchester in Hampshire. The club has around 30 members with a wide variety of interests and a broad range of skills. Currently, we have three exhibition layouts housed at the clubroom: Redbridge Wharf (OO), Mawgan Porth (EM) and Abbotstone (O). There are also several exhibition layouts owned privately by members, as well as numerous home layouts. New members are always welcome. If you fancy a visit, please contact us through our website: www.winchesterrailwaymodellers.co.uk.





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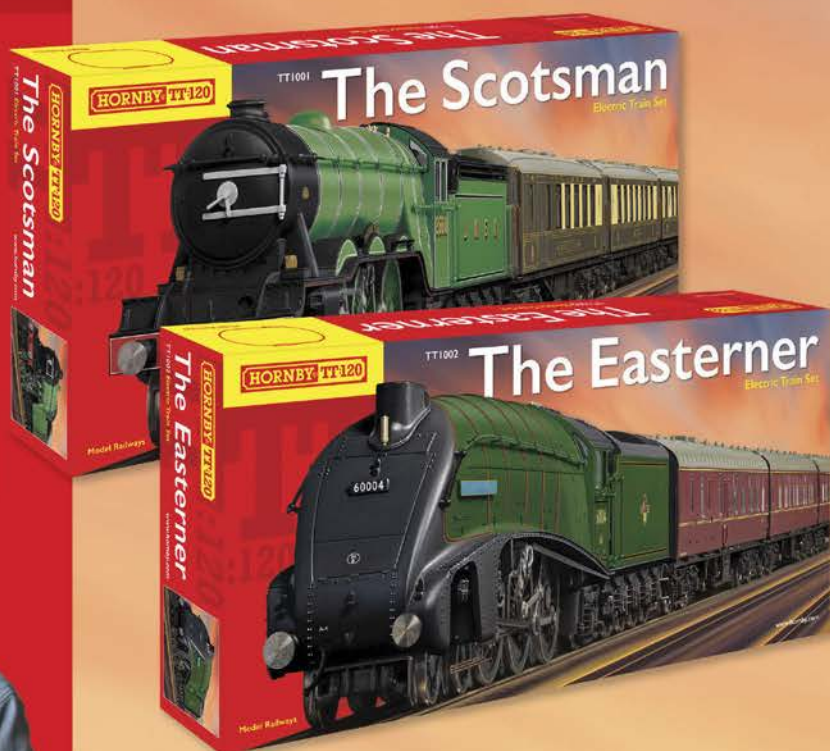
Image shows HM6000 app based analogue control (see www.hornby.com/HM6000)



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LIGHT YOUR ROAD VEHICLES

Striving for greater realism, Phil Parker illuminates his die-cast miniatures.

Words & photography: Phil Parker



You never know what you can do until you try. When it was suggested to me that I should add lights to a 4mm:1ft scale Bedford OB bus, I wondered if this was actually possible, like many older prototypes, the headlights are in pods either side of the radiator. This doesn't give much space to work, and the thin supporting stalks aren't ideal for hiding wires.

My first thought was to make something with fibre-optic cable. Actually, my first thought was to hide the model and hope everyone had forgotten about it – no such luck! I thought that I might be able to melt the plastic into a headlight-shaped blob. As it happens, this didn't work at all, but I still think the method has potential, so I'll look at this again in the future.

When ordering the cable, I spotted that small LED lights were available. Better still,

they were already wired. So I ordered a few as a backup.

Light Emitting Diodes (LEDs) have a history going back over 100 years, but the first practical versions appeared in 1963. Since then, they have appeared in all manner of shapes and sizes, providing bright light, but drawing little current and requiring low voltages. From our point of view, the most important features are that they don't emit heat, and last pretty much forever.

The most diminutive LEDs are tiny blocks designed to be fitted onto circuit boards called Surface Mount Devices (SMDs). Since the smallest are little more than a millimetre across, soldering wires to them is a fiddly business, but if you can manage it, they have many applications for model-making, especially fitting lights in road vehicles.

Better still, they can now be bought with

wires attached!

Could I fit them into the headlight pods on the Bedford OB bus? From the photograph above, you can see that I did, and for good measure, I added working lights to a miniature Ford Transit van, too. It proved surprisingly easy...



Railway Scenics
Bedford OB Bus - Pre Wired Warm White (0603) (1608 metric) SMD LED 1.6mm x 0.8mm x 0.6mm
Ford Transit van - Pre Wired Warm White (1206) (3216 metric) SMD LED 3.2mm x 1.6mm x 0.8mm
www.railwayscenics.com

1



A Bedford OB bus isn't the simplest choice for modification. The headlights are contained in pods either side of the radiator, each one being just under 3mm wide! This die-cast model is from the Great British Buses range, made by Atlas editions.

2



To get a better idea of the challenge, I pull (literally) the model apart. The nose is made up of a radiator, which sandwiches the headlight between itself and the body. A rivet keeps it in place, and this has to be pulled out with pliers.

3



I'm using a pair of pre-wired LEDs, each 1.6mm wide. Normally, these surface-mount devices are fitted to a circuit board, and are fiddly to solder. Buying them with the wires attached makes life easier.

4



The face of the plastic headlight moulding is smoothed flat, and the bowls are opened out carefully with the biggest drill bit that will fit. The Blu-Tak helps hold the part in place while I work – you really don't need it moving around at this stage.

5



The LEDs are fitted in place using superglue. A spot holds the component in place while I make sure it's facing forward. Once happy, I drown it in glue to keep it there. Fortunately, this doesn't affect the electric contact. The wires are fitted into a channel carved in the plastic.

6



To build up a convincing lens shape, Deluxe Materials Glue'n'Glaze is blobbed on the front, once the glue is dry. It takes three thin layers to get a nice dome, but each doesn't take long to dry.

7



A hole is drilled in the baseplate and the wires carefully threaded through this. Since they are only 0.5mm wide, care needs to be taken they don't snag on the metal. The model is then reassembled, using more superglue.

8



Power is provided by a few AA cells, plenty to run the LEDs for several hours. If you prefer to run them from the output of a controller, a suitable resistor (the supplier recommends 330R for 12V) drops the voltage.

9



The square LEDs look odd when you look at the bus, but a thin coat of matt white acrylic paint hides them, without blocking the light.

10



More modern, flat-fronted, vehicles are easier to work with. On a Transit van, I just drill out the lights and stick the LEDs (3.2mm wide this time) over the back of the holes. A small blob of Blu-Tak prevents light spilling from the back of the LEDs. It's really that simple!



Drill bits and pin vice
Sanding sticks
Superglue



WASH DAY

Phil Parker thinks even the mundane can make an interesting model, as he demonstrates with this scene using a BRM subscription gift and Skytrex building.

If I'm honest, putting together detailed scenes on a layout is by far my favourite part of our hobby. Fiddling around with tiny details, not in a rivet counting way but with a bit of art and loads of creativity, is the best way to pass a few hours.

The scene I've built here could be seen across Britain – a man washing his car. As vehicle ownership became more common in the late 1950s, the man of the house would proudly spend his Sunday morning cleaning his pride and joy. Launched in 1961, the Cooper was the more powerful version of the original Mini. It quickly became the 'must have' transport for celebrities, but was still available to the man in the street. 19,000 Cooper S types, the version modelled by Corgi and used here, were sold.

The contrast between the 'modern' car and the old, pre-fabricated house is marked and deliberate. Our homeowner obviously isn't house-proud, the lawn is scruffy and there aren't any flowers or much evidence of gardening. In fact the only concession to brightening up the outdoor estate is a garden gnome!

Washing hanging on a line was an incredibly common sight years ago too. In many parts of the country, you'd be able to tell which day of the week it was by the amount of clothes on lines. These are quite

hard to produce in model form, but tea towels are easy enough and add more colour and detail to the model garden.

Around the edge of the model is a post and netting fence based on the ones I remember as a child. Steel angle is set in concrete. Wire netting is then fixed to this with ties to each post. Maybe it was nice and neat when first installed, but I always remember the netting sagging and having sharp bits sticking out.

The mesh itself was a bargain, as it came from a dress making material stall. It is not your normal supplier for model railway materials, but it pays to keep your eyes open for things that can be used in a way the designer hadn't intended. I believe the stuff I used is called 'tulle' and it can easily be found online if you don't have a handy shop.

Not a huge scene, this project took me around three days working on and off. There was quite a bit of waiting around for paint and glue to dry, so I went away and did other things. I'd say a week of evenings would be enough. If you need an estate of prefabs, you could produce quite a few in that time, although detailing would take a bit longer. As I said at the start, this isn't a pretty scene, but hopefully it's an interesting one. Something to look at on a layout beyond the lineside fence. ■

What we used

Corgi
VA02538 - Mini Cooper S
(model given away as a BRM subs offer at shows)

S&D Models
www.sanddmodels.co.uk
AB53 – Garden gnome
F6 – Left hand gate
OF225 – Man cleaning car

Skytrex
www.ogauge.co.uk
7/182 -1940s Pre-Fab Bungalow

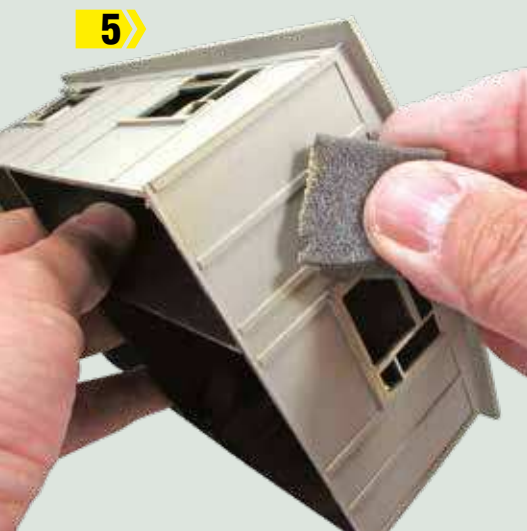


Skytrex's kit is cast in resin with a whitened metal chimney. Some of the windows have a little moulding flash over the inside, but it's quickly removed with a sharp knife.

ON EXCLUSIVE



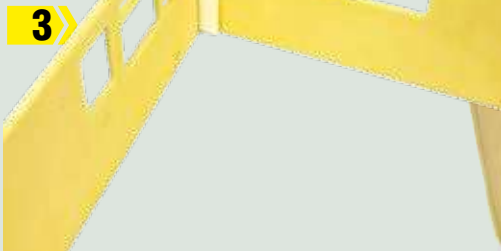
Cast in a single-sided mould, the parts aren't perfectly flat on the back. Fearing that this might cause problems, a few minutes work with some 120 grit sandpaper in a power sander smooths things off.



Concrete is not a single colour and the surface should have some texture. I paint each side in Phoenix Precision Paints P958 'Weathered Concrete' enamel and pat the same company's P989 'New Concrete' colour all over using a small piece of sponge.



The simplest way of glazing would be to stick sheets of plastic behind the frames, but I felt that this would look odd. Several hours of cutting individual panes to size and fixing them in place with Deluxe Materials Glue'n'Glaze is required, but the effect is worth it.



There's not a lot of material in each corner for the glue joint. If you use epoxy, this won't be a problem, but I prefer superglue, so fixed a length of plastic to the sides and then glued the ends in place.



To add a more subtle texture, cheap talcum powder is worked into the surface with a bristly paintbrush.



Fencing is steel angles set into the ground, represented in 7mm scale by using plastic angle glued into holes drilled into the baseboard. Mine is 26mm above the board top and not all the posts are perfectly vertical, but then they never were in real life either. The angled sections at the ends are essential for both prototype and model as the netting is under slight tension. You could use metal section for this for a finer appearance.



A pet hate of mine is being able to see through buildings when there should be walls in the way. Although I don't intend to fit out the interior, walls made from cardboard are put in place. Once the roof is fitted, I'll spray the inside with matt black paint.



Some of the windows are covered with tissue paper to represent net curtains. Others have coloured curtains, which I acquire by cutting out photographs from newspapers.



For mesh, I'm using some tulle bought from a haberdashers. Cut into strips, and glue one end to a post with superglue. Let this dry, then pull it gently so it stays flat and glue to the post at the other end. Once dry, a few dots of glue on intermediate posts hold it in place.

Spray painting is essential if the mesh isn't to be blocked. Randomly blasting matt black and sleeper grime around did the job nicely. Work quickly and not too close so the colours mix on the model. I made sure the baseboard was coated too, as a base for later scenic work.

12»



Having the drive beside the front door seems more natural to me, and I don't fancy building another fence.

14»



The car owner is supplied in several pieces, so his arms and head can be attached with hands touching the bodywork. Superglue works perfectly, but dry fit the parts first to ensure the spigots fit into the holes in the shoulders. Once dry, he's ready for painting, which we'll cover in a future issue of **BRM**.

13»



An hour with a scribe, knife, paintbrush and track pin for a knob, adds a door into the right place. The scribing is slightly wobbly. The job would have been easier if I'd realised I needed to do this before fixing the building together.

15»



The car is a Corgi diecast model supplied in a high gloss finish. A coat of matt varnish over three-quarters of it dulls the gloss, but I leave it where the bodywork is supposed to be wet. A little weathering powder rubbed into the panel lines with a wet finger makes the dirty side look like it needs a wash.

16»



The garden is going to need a lot of 3ft by 2ft slabs and these start life as a sheet of card painted with the same concrete colours as the building. Once dry, the individual slabs are cut out then shuffled so the slight colour variations are mixed up.

18»

I paint more PVA around the slabs and sprinkle Woodland Scenics 'Fine Turf' scatter material around, pressing it into the glue. I then tip the excess off.

17»



Slabs are laid reasonably neatly on to a thin layer of PVA glue. The card can curl up, but some weight holds it in place – be careful not to apply too much glue as it will ooze out and stick the weights down as well as the card. These steel offcuts cost 50p each at a model engineering show.



19»



The lawn is a mix of 3mm long mid-green and beige static grass, applied thinly over the baseboard. I don't want a well-cared for patch, an effect enhanced by the dark paint on the board showing through. Around the posts and the paved area by the door, some 6mm fibres are blown in where the mover can't reach.

20»



Houses of this era need a bunker for coal and most were made of concrete panels. A quick check online shows they are around 1m high, long and wide. My version is slightly wider than scale, as this looked better. I cut the parts out of plastic sheet, then added Microstrip detailing.

21»



The clothes line is supported on metal poles copied from my next door neighbour's garden. Both are a scale six feet high made from 1.5mm diameter plastic tube. The cross pieces are more rod, fitted through holes drilled in the top. Holding round things is easier if you have a drill chuck or pin vice to hand.

22»



Using beige button thread, I tie the clothes line to the poles, ensuring my knots don't come undone. Thread doesn't behave like rope unfortunately, tending to wiggle through the air rather than sag, but wiping superglue along it will harden the thread and fix it into a shape. This makes it shiny, so some matt varnish is required too.

Handy Hint

People tend to think that superglue dries instantly, but when you want it to, the stuff can seem to take forever. Sometimes, simply blowing on the glue joint is enough, as cyanoacrylate is an acrylic resin that sets in contact with water, so the moisture in your breath should speed things up.

If this isn't enough, then you need a 'kicker'. This is usually sold in a spray can or atomising pump bottle. Mist the kicker on your superglue joint and it sets instantly.



23»

Raiding the kitchen drawer for tea towels, I photographed them hanging on a line. I printed them on paper and hung them on the line with glue. Make sure you don't use a tea towel featuring modern pictures on a steam era layout, of course.



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THE TALISMAN

Ian Lamb charts the successful run of the inaugural London-Edinburgh business service, with train formation advice for modellers, too.

Words: Ian Lamb



On September 17, 1956, Northward-bound 'Pacific' No. 60025 *Falcon* reverses from 'Top Shed' (34A) into Kings Cross station in readiness to haul the inaugural Down 'The Talisman' 4pm express to Edinburgh. This A4 travelled from the depot down Holloway Bank in tandem with another locomotive, from which it is being uncoupled. It was the only locomotive to be allocated to both inaugural services. TRANSPORT TREASURY

Announcing that a high-speed passenger train was to be inaugurated in 1956 between Edinburgh and London, leaving both capital cities at 4pm each weekday – except Saturday – aroused a great deal of interest and favourable comment from railway enthusiasts of the day. Such a service was

particularly attractive for the business community.

This new train created real railway history as it was, at the time, the fastest-ever winter timing since the 'Coronation', which ran during the 1937/'39 high-speed era of the LNER.

The link with the pre-War 'Coronation'

train is very much a physical one, as 'The Talisman' used some of the former coaches in its consist. All the coaches of this set were painted in the standard BR maroon livery outside. There was accommodation for 62 first-class and 174 second-class passengers.

The inaugural journey from Edinburgh to London on September 17 of that year



commenced in the presence of Sir Ian Bolton, Chairman of the Scottish Area Board and the General Manager James Ness, both of whom were present at the Waverley station to wish *bon voyage* to the engine and train crew.

Chosen for the prestige run south was Haymarket's 60031 *Golden Plover*, and

the honour of controlling the train as far as Newcastle fell to driver Tommy Smith, fireman Jimmy McCallum and guard Robert Mackie. They were allocated only 129 minutes for the 124.5 miles, and even less time (126 minutes) for the return Down 'Talisman'.

By weighing up the various timings and

working everything out meticulously, an excellent job was done in both directions. Allied to this was a matter of good judgement concerning speed, distance and time.

While the allocated 6 hours 40 minutes between the two capitals was 40 minutes greater than the pre-war 'Coronation', the



On the northbound 'Talisman'. This Deltic has a unique version of the yellow warning panel, which stops short of the horizontal handrail. We are advised that the date of the photos is more likely to be 1964/65 because of the Pullmans in the train.

extra minutes allocated to 'The Talisman' involved a fair proportion of recovery time to overcome any delays due to engineering work being carried out as part of the London-Doncaster electrification.

A recorded typical journey a few days later gave a good impression of the high-speed 'feel' of the train as it tried to capture the elegance of the former 'Coronation' express. Once the 'right away' had been given, and by the time the last of the eight coach train had reached the end of the platform, the driver was patting the throttle handle almost shut as he settled back comfortably in his seat, and wound the reverser into 15 percent.

Someone with a natural enquiring mind might ask how the reverser can be used to alter cut-off when – understandably – its purpose is to control the direction of the engine. The simple answer is that the reverser is connected to the valves in order that their stroke or travel may be altered when the locomotive is moving.

With the reverser at full forward or backward gear, the valves will move through their full stroke to open the steam port to the maximum extent for the full steam admission period. This enables the full power of the engine to be available for starting a train, but once it is in motion, selecting any intermediate position of the reverser between full- and mid-gear will shorten the valve travel and also the admission period. In turn, this results in economy by increasing the expansion period and extracting more work from a smaller quantity of steam.

Ahead lay certain speed restrictions due to the terrain and the labyrinth of mine workings in the Lothian coalfield. Consequently, it was a rather sedate performance for over five miles until – with the vast open space in front – the A4 was given its head through the dip at Monktonhall Junction in response to the wide-open throttle.

Such movement of the throttle is not done in frantic haste. Gradually, the long steel handle was pulled out until it reached 'the stopper'. The Gresley Pacific started a gliding swoop racing like a bird along the slightly rising stretch, which levels out before Drem. At a flat 70, the train passed that wayside station just 45 seconds ahead of schedule.

Up until now, the timing on paper does not look so very tight; neither does 17.8 miles in 21 minutes appear very impressive. However, when considering that for the first



15th September 1959: A rejuvenated Class A3 Pacific No. 60041 *Salmon Trout* fitted with a double blastpipe and chimney, prepares to leave the Waverley station for the sprint to Newcastle with the afternoon 'Talisman' for Kings Cross. Note: the third and fourth cars are ex-'Coronation' FO articulated twins, running on roller bearings.
BRIAN STEPHENSON



five miles or so, no higher speed beyond 40mph can be attained, then the performance of this engine so far is highly creditable.

If you are among the uninitiated, you might be deceived into thinking that the wide-open throttle meant the locomotive was 'all out', but it is very far from that situation. The driver has a restraining hand on the controls all the way, indicated by that 15 percent of the reverser setting. This is real economical running, with a lot of power in reserve.

The old familiar high-speed noises of the 'Coronation' could be heard, and the dancing fire – a living white-hot shimmering thing – glowed mercilessly beyond the fire hole. A tune ascended from the driving wheels while a high-pitched song erupted from the water being injected into the boiler. Raucous scraping from the fireman's shovel was followed with the valve-gear cavorting to a musical 'clinkety-clink'. Yes, it's all there, the Gresley Pacific's high-speed version of the 'rhythm of the rail' and there is nothing on earth quite like it.

Over the 'Knot' – which is East Fortune – and through the elongated 'S' towards East Linton, the regulator handle was eased, reducing the speed to 60 for the Dunbar curve. Being a lighter train than most of the East Coast expresses means more than weight. A good illustration of this was shown at the severe 10mph check on one of the steepest gradients on the whole run at Cockburnspath. From this check the acceleration was very good; about 45 percent better than could be accomplished with a 'loaded to capacity' locomotive.

In no time at all the train was through and away up the hills to pass Grantshouse a minute to the good. This was despite a 10mph slow – a temporary reminder of the severe floods that had earlier put a lot of this line out of action. Before the check, the A4 was doing over 63 miles an hour on that 1-in-96 up gradient!

The five miles to Reston was done in even time, with no more than 75lbs of pressure being used out of the 250lbs available. Not a speck of dust was to be seen after the fireman hosed water on the coals, while the driver braked gently for the curve at Berwick. It is hard to believe that the train hadrun the 60 miles in just over 58 minutes.

That was the way of it all to Newcastle. Beal was flicked past at 80mph, and this locomotive treated the long rise to Belford as if it were dead flat. The stiff five miles of Christon Bank was climbed at over 60 – the A4 breathing as easily as if the pace was an amble – on this running of 'The Talisman'. A spot of smart but unobtrusive braking was necessary for the 40mph restriction at Heaton before stopping at Newcastle Central station, with 45 seconds saved on schedule.

An easy journey on a fine autumn evening, but it is not always so beautiful. A snarling winter gale from the sea can increase considerably the effort required from a locomotive on the East Coast Route. Such was the success of this service that, a year later, a 'Morning Talisman' was added to the timetable.

With regular engine change at Newcastle for the journey south, other forms of motive power was sometimes used, such as A1s and A3s. 1962 was the first year of Deltic haulage, reducing the time between London and Edinburgh to six hours. Upon dieselisation of the service in 1962, new headboards (white background) were introduced. 'The Talisman' ceased running as a titled train in May 1968. A 'Talisman' headboard was sold at auction for £2,700!

The name was restored in 1971 for one London-Edinburgh service in each direction. The name was carried by the 4pm departures from Kings Cross and the Waverley. The Down train took 4hrs 45min, while the Up journey required 4hrs 57min. From April 1978, the Down train was worked by an HST, as the return working of a set that had travelled up to London on the 8am from Edinburgh. In May 1979 the full East Coast HST service was introduced, and both Up and Down trains displayed the 'Inter-City 125' image.



MODELLING 'THE TALISMAN'

Hornby released a train pack (R2569) 'The Talisman' as depicted by BR 4-6-2 60039 *Sandwich* A3 Class locomotive and three maroon Mk. 1 coaches. Indeed, this train was worth having in my collection! However, for me, it had to be an A4 at its head. Initially, my efforts to obtain *Golden Plover* had come to naught, until I recently managed, by chance, to obtain a second-hand one in fine condition.

Not satisfied with just three coaches, I wanted to create the whole train, so contacted Tony Wright for his guidance on the train consist. Such was his vast knowledge of the subject, that not only did he come back to me with an appropriate chart, but also the best model providers of the coaches! Once identified in order, all coaches were fitted with corridor connections and appropriate headboards indicating 'The Talisman' and 'Kings Cross-Edinburgh' destinations.

The Morning 'Talisman' Train Formation (nine cars)

(From the London end) BSK, FK, CK, RFO, RU, SK, SK, SK and BSK. My set shown in model form is as follows:

BSK	E35174 (Hornby)	RFO	E15699 (Hornby)
Comp	E15692 (Hornby)	Restaurant	M6 (Bachmann)
Comp	E15693 (Hornby)	Comp	M13070 (Bachmann)
Comp	E15698 (Hornby)	BSK	E35162 (Hornby)
RU	E1930 (Bachmann)		

Typical coaches in my 'The Talisman' set: Comp E15692 and Restaurant Car M6.



My 'super-detailed' Hornby model of 60031 *Golden Plover*.



The 'Morning Talisman' running on 'Little Bytham', made up entirely of Bachmann Cars. TONY WRIGHT

UPGRADING THE TRIX/LILIPUT AL1

A veteran model, purchased for little and renovated to better match the higher standards of today's ready-to-run models. It sounds like a great idea, but where to start?

Words & photography: Darius Aibara



One of my favourite childhood memories is from the early-1970s with my dad watching the trains passing by on the WCML, at a place called Stableford, near Newcastle-under-Lyme in Staffordshire. I can still hear the rails singing and the fence wires rattling as an AL1 roared by, resplendent in BR blue with Mk.1 and Mk.2 coaches in tow.

To recreate this memory in OO gauge, there are two ready-to-run options. Firstly, the model produced by Tri-ang-Hornby, which to my eye sits too high on its bogies and does not truly capture the 'look' of an AL1. Second is the Trix/Liliput model, which to me, looks more like the prototype and is thus a good contender for upgrading. There is a third Hornby Dublo model, but this is based on an AL2 (Class 82). DC Kits and Silver Fox Models have produced kits and resin body AL1 models, but these are hard to find and often expensive if you do.

Both the Trix and Tri-ang-Hornby AL1 models are frequently available on eBay. The Trix model is often priced quite high if it is boxed and in good condition, but it is possible to obtain the model at a reasonable price, as was the model for this article.



SE Finecast glazing for Trix/Liliput Class 81, and Hornby large round buffers – Peter's Spares

BR locomotive number and arrow decals – Fox Transfers

Electrical wire – spares box
Brass wire for handrails, 0.3mm and 0.7mm diameter brass wire, plastic tube and sheet and eight-pin DCC decoder socket – eBay



Craft knife
Small screwdrivers
Fine paint brushes
Wooden cocktail sticks
Needle files
Bill Bedford handrail bending jig
Airbrush and compressor etc.
Soldering iron and solder
Halfords White Primer spray can
Halfords Vauxhall Mustard Yellow paint spray can
Phoenix Precision Rail Blue enamel paint
Phoenix Precision Warning Yellow enamel paint
Phoenix Precision Wagon Bauxite enamel paint
Phoenix Precision Track Colour enamel paint
Humbrol black enamel paint
Tamiya clear red paint
'Klear' acrylic varnish

The Prototype

The AL1 locomotive was the first of a series of AC electric locomotives delivered to British Railways for use on the West Coast Main Line (WCML). They were designed by Associated Electrical Industries and built by the Birmingham Railway Carriage and Wagon Company at Smethwick in 1959. The first of the class, numbered E3001, was handed over to British Railways on November 27, 1959.

Being restricted to a 25kV AC overhead power supply, the locomotives only operated on the WCML hauling passenger, parcel and freight services. Under the British Rail TOPS system, the locomotives were designated Class 81, being numbered 81001 to 81022. They were in service for almost 30 years, the final two locomotives being withdrawn in 1991. All but one of the class were scrapped, however, 81002 is preserved by the AC Locomotive Group at Barrow Hill Engine Shed.



The model will be improved using aftermarket items such as large round buffers (Hornby spares), flush glazing (SE Finecast), and a new pantograph, roof details, and windscreen wipers (Bachmann spares for its AL5 model). All of these items were obtained from online suppliers. An alternative to the Bachmann pantograph is the Marklin HO gauge example (7219) or the etched brass pantograph kit from Judith Edge models.



The pantographs were removed carefully using small pliers to bend straight the metal tabs holding them in place under the roof. Next, the cab and side-corridor glazing units were removed. The best way I have found to do this was to use a small flat-bladed screwdriver to prise each glazing unit free from inside the body, taking care not to break the cab window pillars in the process. If you do, don't worry – just rescue the broken pillar and glue it back in. Finally, the undersized metal buffers were removed – these usually just pull out.



The body was washed once more and, once dry, given a coat of Halfords white primer. This showed up blemishes, which can be removed prior to applying another primer coat.



The first task is to separate the locomotive body from the chassis. The latter is in two parts and is clipped into the body at the cab end and at the centre. Gently prise apart the body at the centre, and then the ends will release each half-chassis. Some of the electrical wires are connected to the body for the pantograph power supply, and these will need to be snipped. The chassis is set aside for later.

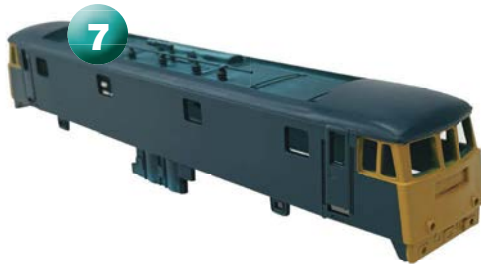


With all the bits removed, the body was given a good wash to remove accumulated dirt and left to dry. This example had stickers for the small yellow panels, and these were carefully peeled off and discarded. The moulded-on cab-front handrails and raised 'E3001' numbers were removed carefully with a sharp blade and the surfaces rubbed down with fine sandpaper. Needle files were used to remove glue from the edges of the cab and side windows and to slightly chamfer the window openings to ease the installation of the flush glazing.



The cab ends were given a spray coat of Halfords Vauxhall Mustard Yellow, which, to my eye, gives a good rendition of BR warning yellow. Once dry, the cabs and side windows were masked ready for the BR Rail Blue application.

TECHNIQUES



For the Rail Blue finish, I used Phoenix satin enamel paint, suitably thinned and applied using an airbrush. Several coats were applied to get a good solidity of colour. Astute readers will notice that I incorrectly masked the cab yellow edge below the side windows so that it follows the slant of the corner window pillars. This is correct for a Class 83 and 84, but not for an AL1, where the yellow edge should be vertical. I corrected this error later.



The roof well and bodyside chassis elements were masked prior to brush-painting, which I find easier than using the airbrush as they are relatively small areas and so need less masking than that needed to deal with overspray. I used BR rail grey enamel mixed with a little matt black for the roof well and matt black for the underframe parts and buffer beams.



During their service life the Class 81s were fitted with dual brakes for air or vacuum-fitted stock. The roof-mounted air brake reservoir tanks were made from plastic tubes cut to length with Plastikard ends glued in place. The ends were trimmed and sanded, and the tanks mounted on a Plastikard 'plinth' with the centre tank mounted slightly higher than its neighbours. 0.7mm diameter brass wire air pipes were added and the whole unit glued in place on the roof after first being painted grey.



I painted the inside edges of the cab window openings matt black using the edge of a fine paintbrush. This reduces the visual impact of the bodyside thickness and improves the 'flush' effect of the replacement glazing.



The SE Finecast flush glaze windows were cut from their backing sheet and trimmed before being push-fitted in the window apertures. Once I was happy with their installation, they were secured in place using small amounts of superglue, applied using a fine length of wire. Misting of the clear glazing due to the superglue can be cleared using a coat of 'Klear' acrylic varnish applied with a fine brush.



The replacement pantograph and associated electrical gubbins were fixed to the roof. The drawings of the AL1 locomotive in the MRC *Planbook 3 BR Electric Locomotives in 4mm Scale* were very useful for this purpose. The original Trix insulators and bus bars and the new fittings were painted wagon bauxite to blend them together.

Model history



The origin of the model lies with Liliput Trains, and an Austrian gentleman named Ernst Rozsa, who imported Liliput models into the UK in the late-1950s. The company he founded introduced a 4mm:1ft scale model of the Class AL1 locomotive that was assembled from parts manufactured by Liliput in Austria. Unlike some other British-outline models produced at the time, such as the Trans-Pennine DMU, the AL1 was scaled at an actual 4mm:1ft scale.

Ernst Rozsa later worked for Trix, who had obtained the British Trix 4mm:1ft scale range in the late-1960s. Trix was taken over by Liliput in the early 1970s, and in 1974 Roza formed a UK-based Liliput operation assembling previous Trix models, including the AL1, using Liliput parts supplied from Austria. Production ceased in 1992, when the supply of parts ended.

OO gauge models of the AL1 can thus be found in both Liliput and Trix packaging, with the models being generally similar, having been assembled from the same parts supply. They were produced in the original electric blue livery from when the prototype was first delivered, through to BR blue with full yellow ends.



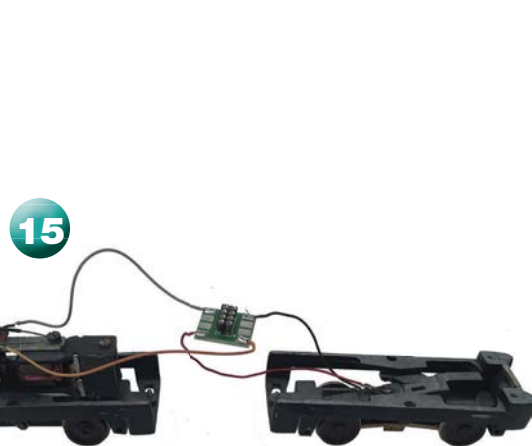
13

Replacement cab handrails were fabricated from 0.3mm diameter brass wire fitted into holes drilled using a 0.5mm bit in a pin vice. The superb Bill Bedford handrail bending jig makes this task an easy one compared to bending the handrails by eye. Once in place, the handrails were secured using a small amount of superglue, applied using a length of 0.3mm wire. After the glue dried, the handrails were brush-painted Warning Yellow. At this stage, I also fixed the cab windscreen wipers using the same superglue application method.



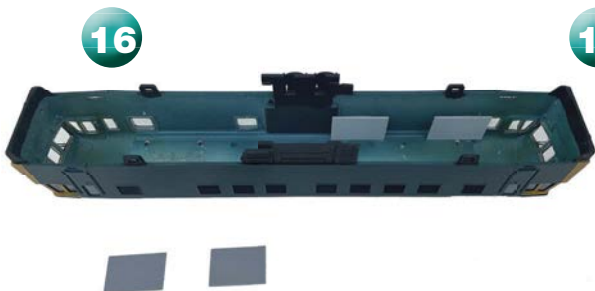
14

The late life Class 81 that I was modelling had its headcode plated over with two warning lights fitted. This was replicated using 0.5mm thick Plastikard cut to shape, with the lights being slices of plastic tube glued in place. The headcode plates were sprayed Mustard Yellow and the lights picked out in silver paint applied using the end of a wooden cocktail stick. Once the paint had dried, the headcode plates were glued into the recesses in the cab ends.



15

The old wires between the motor bogie and the 'pick-up' bogie were removed and new wires soldered in place between the bogies and an eight-pin DCC decoder socket, thus enabling future DCC operation with a suitable high current rated decoder – older motors draw higher current so the decoder needs to be able to cope with this.



16

Plastikard blanks were painted grey and glued in place behind the side windows to represent the corridor that ran down the side of the prototype. These also prevent anyone from seeing stray multicoloured decoder wires through the windows, which can detract from the model.



17

The replacement buffers and buffer beam hosiery were added. I used spares box hoses, but have in the past made my own using Plastikard offcuts and black decoder wire. Buffer beam corner foot-holds were made from 0.3mm brass wire, and Hornby screw-link couplings were fitted. The cab front taillight apertures were filled with Tamiya clear red applied using the end of a cocktail stick.



18

Locomotive number and BR arrow decals came from the Modelmaster range and the Glasgow Shields Road 'jumping salmon' emblem came from Railtec Transfers. Fox Transfers orange cantrail lining completed the transfer application. Using a flat brush, I applied a coat of Klear varnish to the locomotive body before applying the transfers and sealed them with a second coat of Klear once they were positioned.



19

Completed model. The underframe, bogies and buffer beams were weathered using a thinned mix of Phoenix track colour and warning yellow applied using an airbrush.

Conclusion

The Trix/Liliput AL1 is a fair representation of the prototype locomotive and there is a lot of fun and satisfaction to be had bringing it closer to the visual standard of RTR locomotives today - as well as the obvious savings to be had too!

I like seeing the transformation brought about by the addition of correct-sized buffers, buffer beam detail and flush glazing, along with a re-paint and the application of appropriate markings.

For a model that is over 50 years old it scrubs up very nicely. Ernst Roza's late-1950s' vision will now last well into the 21st Century.

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CRANSLEY ESTATE

Starting in OO9 with little experience of the scale, Mick Payne resorted to publications and techniques he knew best to create this absorbing model.

Words: Mick Payne **Photography:** Phil Parker



A 'Baldwin' in dire need of a clean departs Fox End Station with an early morning passenger service.

Lord Cransley's middle son, Henry, who had served in the trenches of the Great War, was so appalled by the injuries he had witnessed, that on his return home he vowed to do something to help and rehabilitate wounded men.

To begin with, he purchased a quantity of narrow gauge equipment repatriated from France and laid a line from the estate yard to the village of Cransley in one direction and Fox End village in the other, a distance of seven and a quarter miles.

Several buildings at the Manor House were converted into early rehabilitation facilities for the injured men to retrain with new skills.

This little line speeded up the collection and distribution of the estate's various farms and market gardens, with produce being sent to Cransley Station to be transferred to the standard gauge light railway.



FACTFILE

Layout Name: Cransley Estate

Scale/gauge: 1:76 scale / 9mm gauge / 009

Size: 19ft 9in x 8ft

Era/region: 1930s

Layout Type: Narrow gauge section of East Derbyshire Mineral Railway

The Baldwin shunts the yard at Cransley after completing the morning passenger run.



So much for the just-about-plausible back story! In reality, this foray into OO9 modelling came about for other reasons. My model railway teeth were cut reading the exploits of P.D. Hancock and Derek Naylor, indeed any magazine that contained anything narrow gauge was read from cover to cover, and even now, I still look at my copy of Hancock's *Narrow Gauge Adventure...*

I have been modelling EM gauge light railways for many years and my present layout had just undergone an extension, which provided the branch station of Cransley. Having an area of baseboard to one side of this, I decided to model part of Cransley village, but felt it needed a focal point – what better than a narrow gauge station? A simple trackplan was laid onto the bare baseboard and buildings jiggled around until a satisfactory plan of a railway running into a village had been achieved.

Peco track and points were used throughout, glued down with PVA. Ballasting was fine granite chippings fixed down with diluted PVA applied with an old eye dropper, and while this was still wet, I sprinkled on assorted green scatter to represent weeds growing through the ballast.

The five points on the layout are all operated by the prodding finger method, with operation being fairly simple – this has not been a problem. After years of building EM gauge points and track, I had forgotten how straightforward it is to lay ready-made components.

Electrically, this small layout is split into two sections, Cransley station being one and Fox End station the other.

Both sections are wired to the switch panel that controls Fox End standard gauge lines, so by switching the standard gauge sections off and narrow gauge ones on, the same controller can be used for both gauges. The controller used here is an All Components' unit, which seems to suit narrow gauge locomotives and my kit-built standard gauge ones, too.

Buildings are made by my tried and tested method of making a shell of 1.5mm white mount card covered in either Slater's coarse stone sheet or Howard Scenics Victorian brick paper. Roofs are made from the same card but covered with proprietary slate papers or Slater's Plastikard corrugated sheet. Door and window frames are either plastic mouldings or in some cases made from layers of thin card.

I still refer to John Ahern's book *Miniature Building Construction*. Although first published in 1950, the methods of making all sorts of buildings are still valid today. Rough grass areas are a mixture of coarse scatter of two or three shades of





Kerr Stuart *Charles* collects wagon of ballast from Fox End Station. There is an abandoned Hudson tipper at end of head shunt.

green, with bushes and hedges made from horsehair, again dressed with medium green scatter. Trees are a mixture of readymade with additional foliage and Greenscenes Forest in a Box. Small details are mainly from Langley Models or Dart Castings, and it is surprising how these add realism but make a sizeable hole in your wallet!

Running trains

When the layout had reached the stage to test the trackwork before scenery was added, the only motive power I had was a 35-year-old Kerr Stuart whitmetal body kit, fitted, I think, to an equally old Grafar chassis, which left a lot to be desired in the running department. I hope the newer locomotives run better than this.

The next step was to purchase a second-hand Bachmann Baldwin from the OO9 members' sale, which runs well.

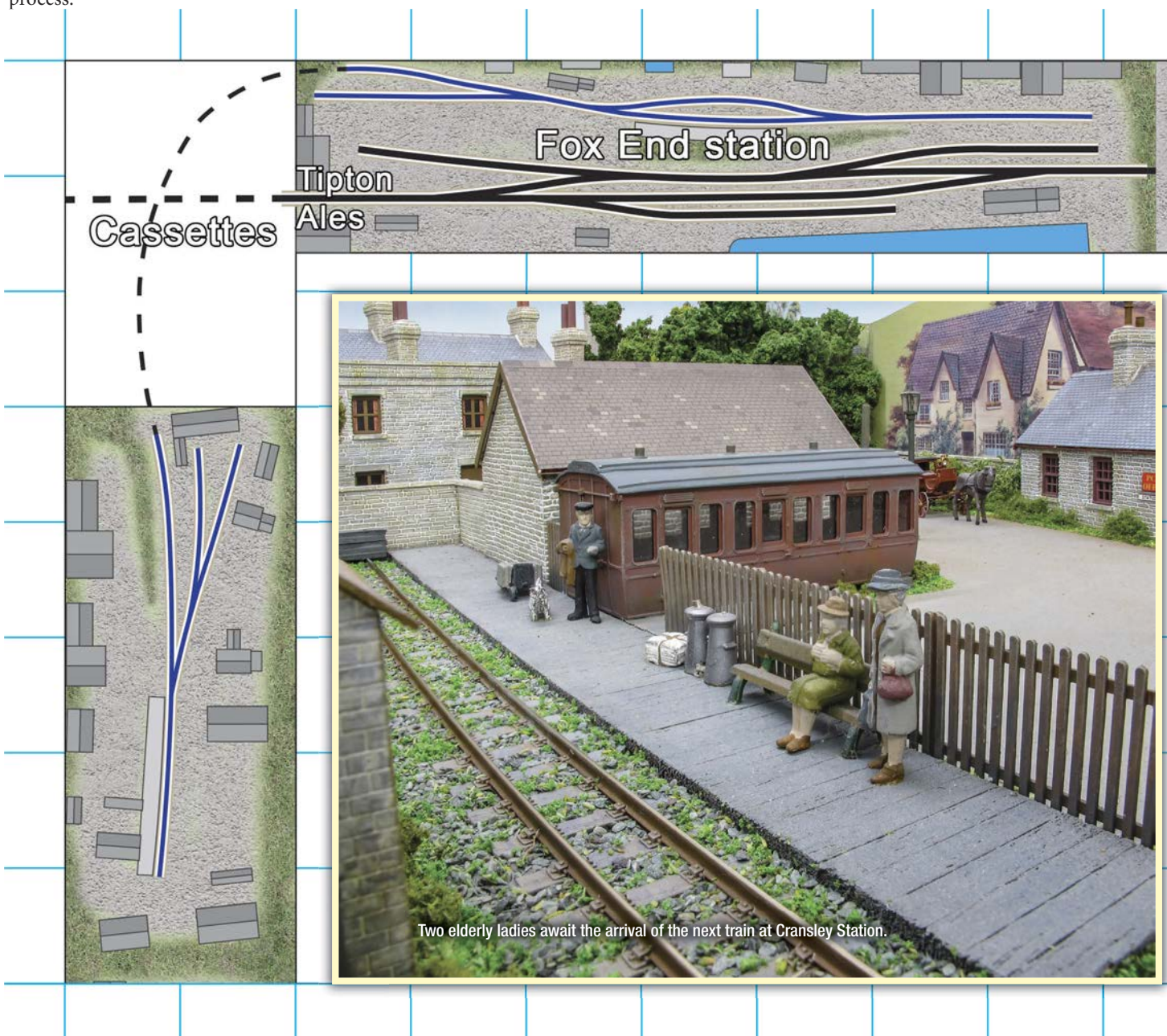
Stock at present is one Peco bogie coach and three Peco wagons, and a handful of Dundas kit-built wagons, but I intend to increase the size of the locomotive fleet and rolling stock as time goes by.

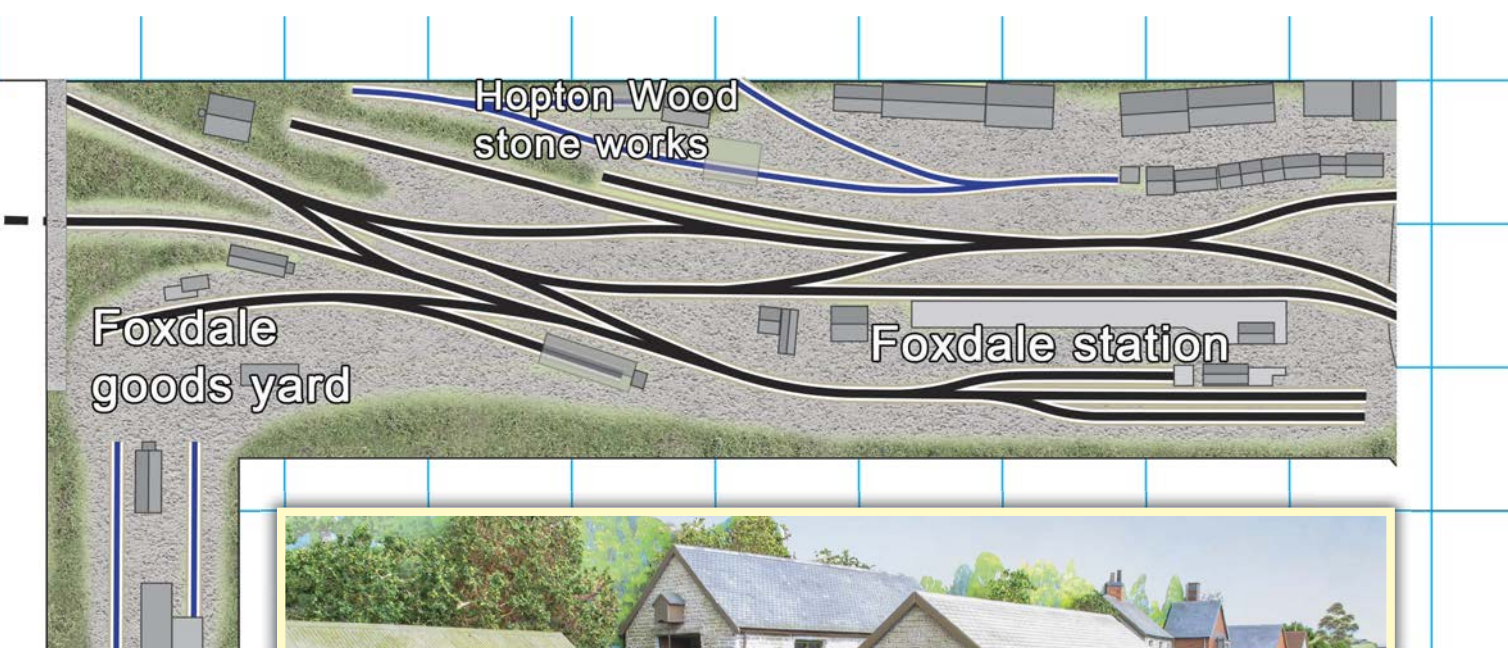
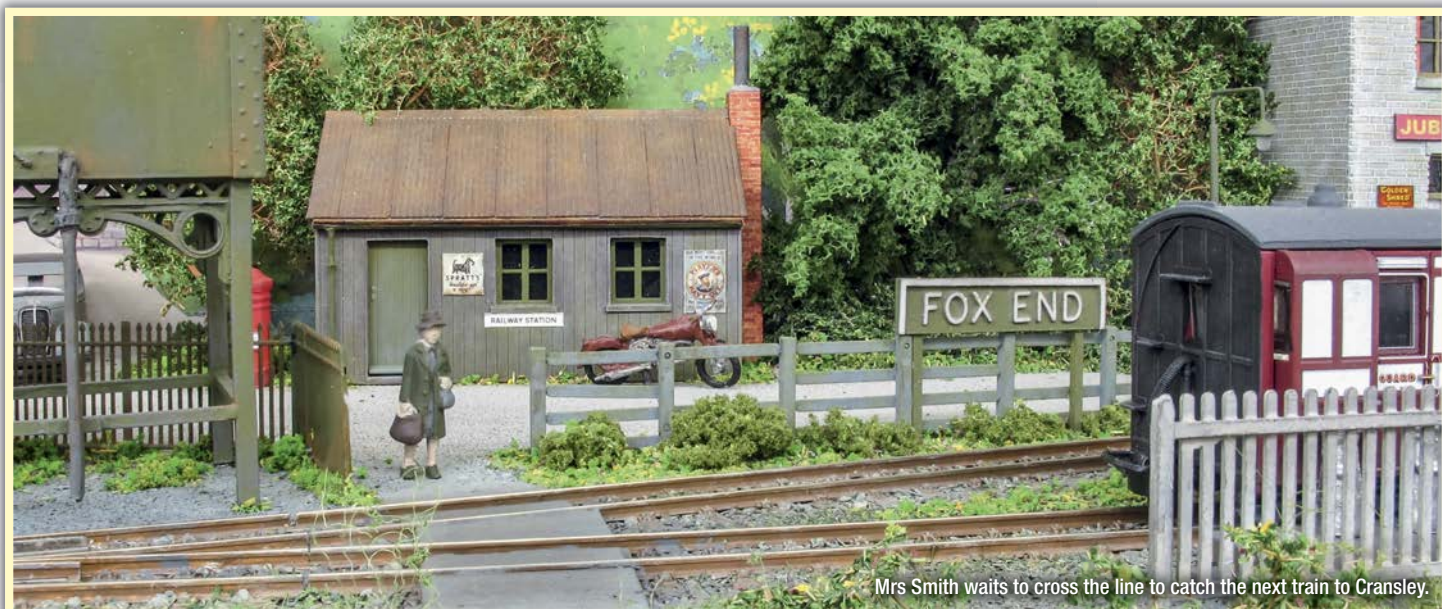
And so we come to my dilemma. Although I have been a 4mm:1ft scale modeller all my life, the last 40 years or so in EM gauge, and feel I know this part of the hobby inside out, I know practically nothing about OO9. I joined the Society about two years ago, and two months later, I was forced into lockdown, which meant no shows and no like-minded modellers. As I live in Northamptonshire, which to my knowledge has no local group that I could join – I feel a little isolated.

Which locomotive chassis run better than others? Is there a more compact coupling I could fit instead of the Peco type? Which suppliers are useful to know about? I hope that I can get to exhibitions soon to have some of these questions answered.

I've enjoyed my narrow gauge adventure enormously and would like to do more in the future. Would I recommend the Society to others? Without a doubt – the magazines are entertaining and informative without taking it too seriously.

That is about all I can say about the 'Cransley Estate Railway'. I hope, with the editor's permission, when I build something else, I can repeat the process.

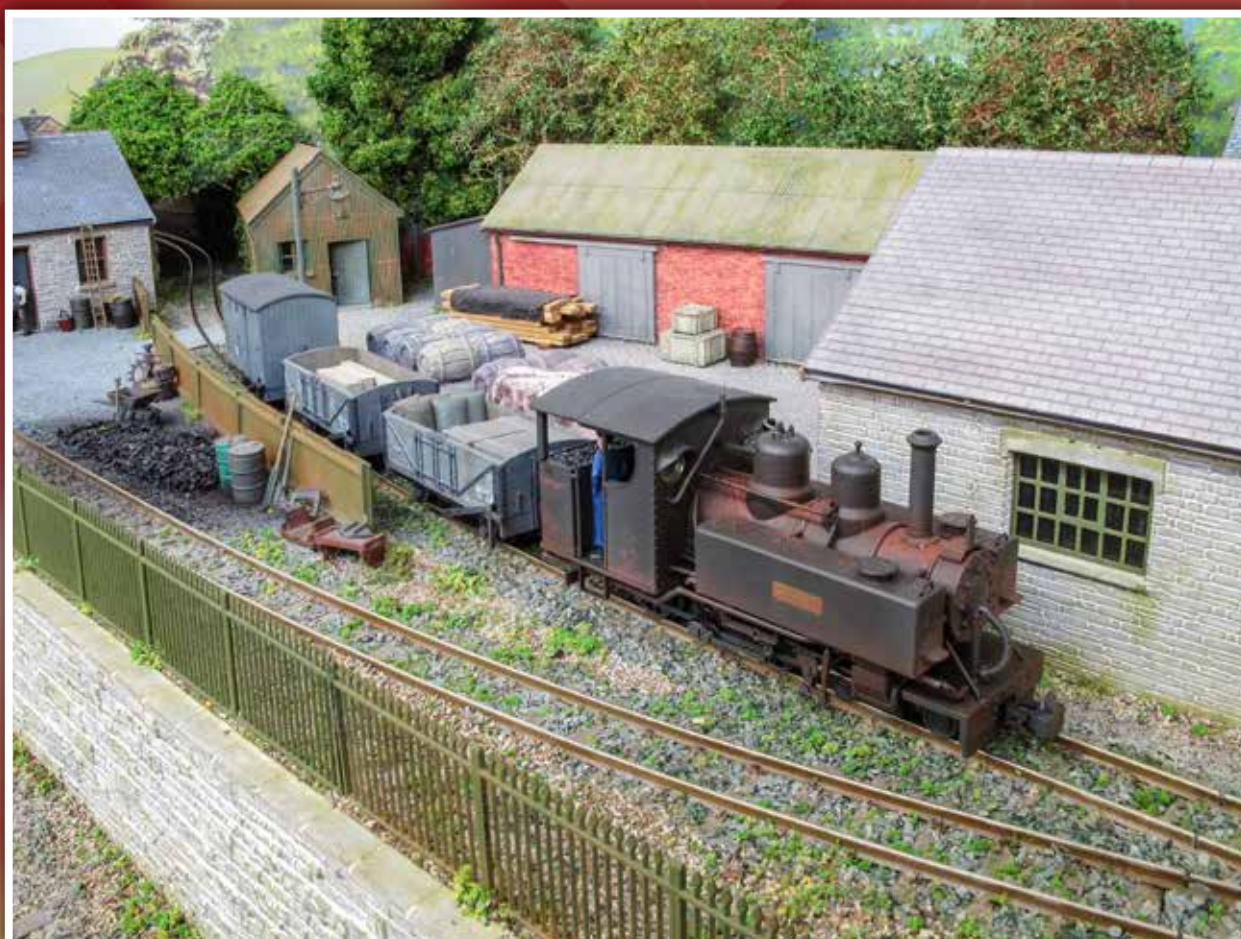






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HOW TO... ENHANCE SECOND- HAND BUILDINGS

Words & photography: Michael Russell



Before

After



One way to tackle the plastic problem facing mankind is simply not to throw away plastic products that are already in existence. We also need to adopt a 'Repair Shop' attitude and start to bring older items back to life.

There are many model railway items that could be reused with a bit of time and attention. Often these items have had a full life. They may well be unboxed, damaged or stored in dusty conditions. Perhaps they have been played with by children. As long as they are not too far gone, they can be turned into quality items ready for deployment next to the latest accessories.

Reusing old items can be an interesting exercise, bring a sense of achievement and provide something unique for your railway. The changes can be extensive, or

quite simple, and you should look for the potential. Even cleaning an older item up by giving it a wash can make a big difference.

It is a good idea to see if the model is based on a prototype. With research, you may find pictures online that will give direction to your refurbishment.



Modelling knife, side cutters, small files, small paintbrushes, decorator's seam roller, hog's hair brush, scissors, hand drill and drills, pliers, digital callipers, rule, razor saw and mitre box, fine black marker pen, 5mm hollow punch, small hammer, cocktail stick.



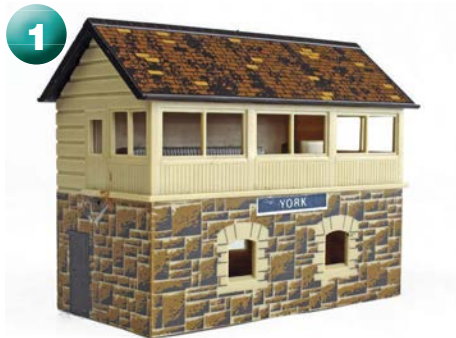
Hornby (R503) Signal box, Plastruct (90692) stair rail, (90662) stair, (MS-40P) 1mm square rod, (MS80) 2mm square rod, (SSS-106P) 1.5 styrene sheet
www.gaugemasterretail.com/magento/

(LX093) Signal Box Nameplate, (S0100-00) black drain pipe rod 1mm, (LX090-00) Signal Box Windows, (LX172-00) Four Panel Exterior Doors, (LX410-00) Weathered Roof Slates, (AX113-00) Vintage Signs
www.scalemodels scenery.co.uk

(47040) 250ml Expo Fast Set PVA, (47021) Standard Grade Super Glue
www.expotools.com

(33) black acrylic paint, (34) white acrylic paint, (24) yellow acrylic paint, shades of grey and brown, model filler
www.humbrol.com

TECHNIQUES



Give your buildings a good look over. Work out which parts are removable and how they come apart. Look for the manufacturer name and part numbers that you can use to search for pictures of the original items, so you can ascertain if parts are missing. Wash the items in a soap solution and leave them to dry thoroughly. Use a stiff brush and make sure that you reach into all the corners. Rinse thoroughly to avoid leaving residue behind.

Preparing the building



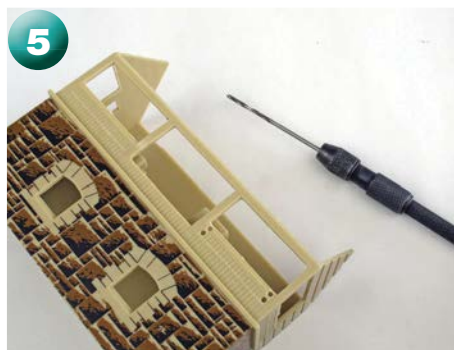
Holes can be repaired by drilling out and then fitting plastic rod to the same size as the hole. Use filler to cover any imperfections. Look for moulding evidence such as pin marks and flash on corners, and smooth off with a file.



The doors are wider than the originals and the doorstep has been extended with a piece of plastic strip. If you have made an opening too large, ensure it is square, then add plastic strip to fill in any gap; in this instance for the lower door.



Measure the model carefully and, unless you have a preference, choose new parts that will fit with the minimum amount of labour. In this instance, the Scale Model Scenery signal box windows are a better fit than other makes.

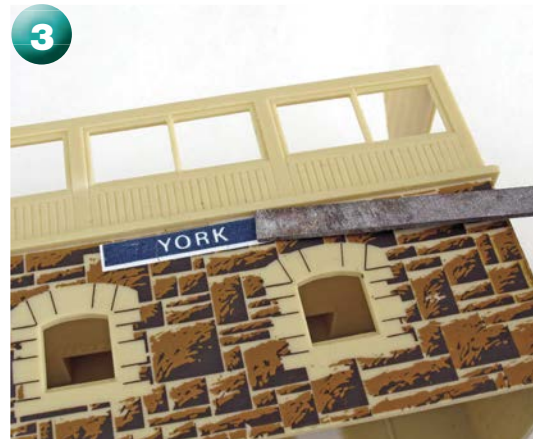


Measure the amount of material that needs to be removed for new doors and windows. Drill holes along the inside of the cut marks, making these as close together as possible without overlapping. Score along the bottom edge, or drill holes all around the piece.

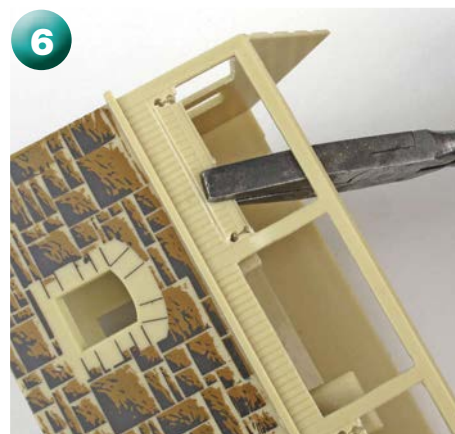
Making new parts



The windows are made of card and need strengthening. Apply a coat of acrylic primer and use white so that you don't need to paint again. Spray from all sides to ensure that paint reaches all corners and angles.



Remove anything that is superfluous or does not have a strong bond with the surface. On the signal box, I had to remove the nameplates and lever transfers. Also, remove unsightly glue from previous repairs.



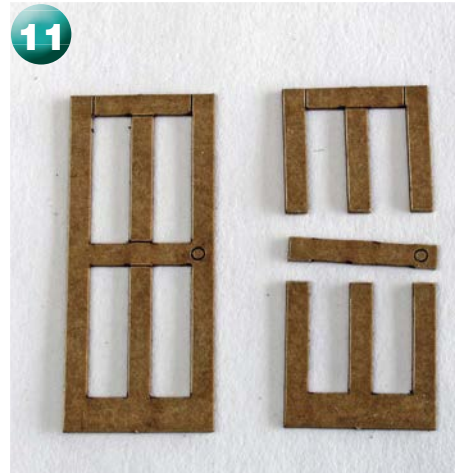
Cut between the drill holes with a knife and then bend the plastic with a pair of pliers until it snaps along the score. Clean up with a file, being careful to keep the cut-out square. Removing too much material is not usually fatal.



The end window can be made by cutting down the side windows and reassembling. Use a small amount of filler to cover gaps. Spray the windows with primer again to ensure the outer frame and repairs are painted.



The lever frame is made from a base of 1mm thick plastic sheet with spacers made from 1.5mm x 2.5mm square section and levers of 0.75mm x 1mm square section. This will allow you to fit 16 levers in a length of 57mm.



The doors are too big for the signal box and will need cutting down. Cut 2mm either side of the centre cross piece to hide the joint. Reassemble using PVA glue.



Cut the upper panels from the upper door, add the door knobs, and use 1.5mm width of material cut from the runners to create door frames. Filler can be used to hide any cutting damage.



The steps are made from styrene stairs and handrails. A platform cut from 1.5mm styrene sheet needs to be wide enough to hold handrails that straddle the doorframe. Cut above the top step to give a good surface to glue the platform to.



Working on a flat surface, offer up the steps to the signal box. Cut sufficient material from the bottom of the steps to allow the platform to fit horizontally. Make 12mm platform handrails from the leftovers and fit vertical 1mm posts.



What can I use for cleaning?

Ordinary soap lathered in your hands is ideal for cleaning plastic. Other useful cleaning products are isopropyl alcohol, cellulose thinners, nail varnish remover and dedicated paint thinners, but only use these as a last resort as they are strong chemicals and can damage an existing finish. Don't use washing up liquid because it leaves a residue behind that gives a sparkle to plates.

Signal box levers

Levers were painted different colours depending upon their use. In general, these were: red for signals, black for points, blue for facing lock points, white for spare levers. Other colours were used, too, and you should check for detail differences depending on the era and region you are modelling. For the casual modeller, a variety of the main colours will suffice without looking incongruous.

Fitting steps

Getting steps to match the height of a signal box can be a challenge. One option is to make the steps lower than the signal box and recess them into the landscape upon installation. This can be justified because the ballast at the foot of the stairs will have been eroded due to footfall.

Painting and decorating



After priming, spray the panelled area with acrylic paint. I made a shade using white, black and yellow to produce a warm grey. Hand-paint the interior; floor brown, grey fittings, and white for the sink.



The signalling instruments are made from various pieces of square and rod styrene section, painted in shades of brown and grey. Use a marker pen to fill in any small details such as pointers on dial faces.



Use superglue to attach any fittings, such as the lever frame, into place. Stamp or cut out posters and a clock from the card vintage signs sheet and glue in place with PVA.

Fitting cladding



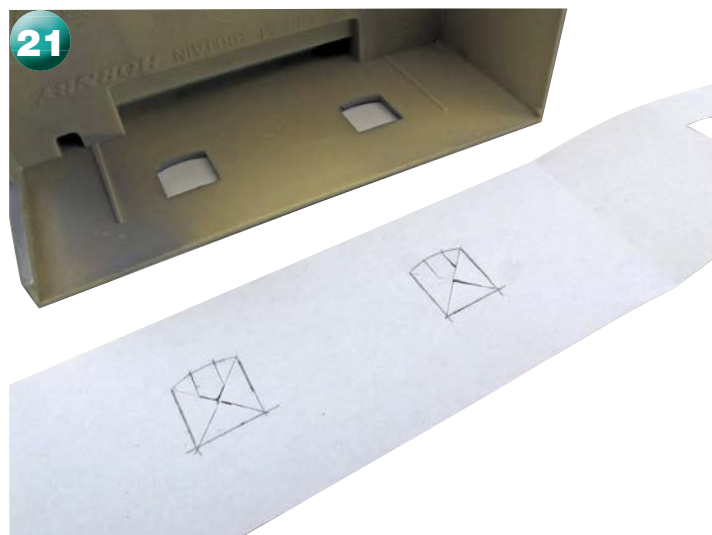
Cut a row of tiles out with a sharp knife and trim to length so that either a half or a full tile is positioned at one end. Glue in place with PVA glue. A slight overhang of tiles on either side looks more realistic.



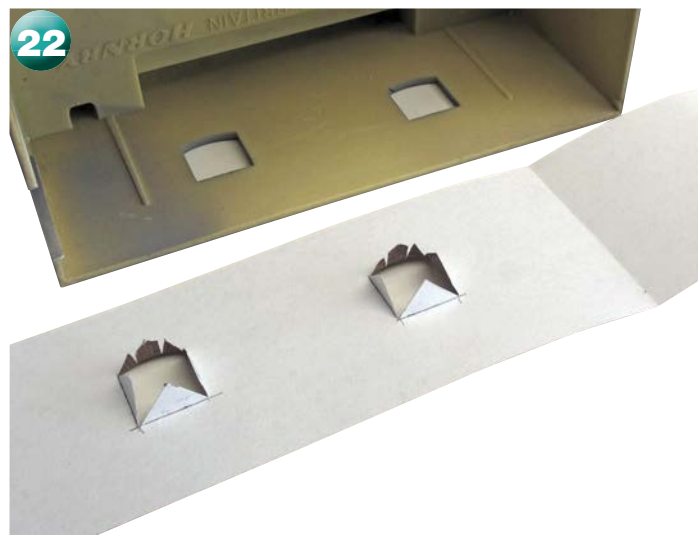
Glue the next row in place, overlapping the previous by 2mm and ensure that the gaps between the tiles do not coincide. Use a rule to straighten each layer as soon as it is added. Once both sides are complete, add the ridge tiles.



Measure the height of the brick area and cut out the paper to form as long a length as you can. This should be able to encompass three sides and all four corners. Hold the paper in place and score the corners.

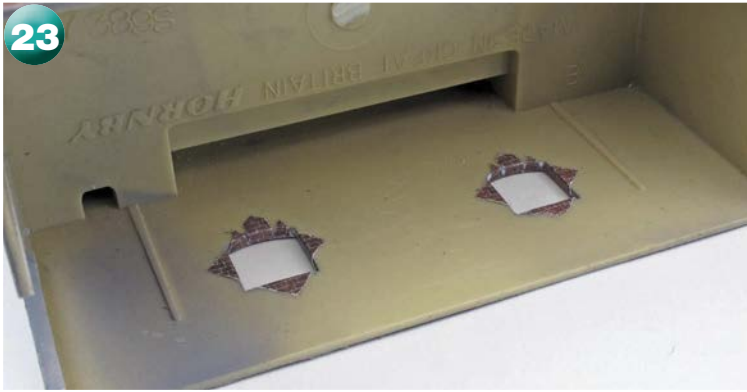


Hold the paper in place and mark the position of the windows and doors from the inside. You may have to measure the height to the lower window lintels, because of restricted access.



Cut out the doors, removing all of the material. For the windows, cut an 'X' shape between the corners and fold the flaps back at 90 degrees. You will need further cuts to allow the paper to fit across the arch.

23



Fix the paper in place with PVA glue using a thin, but even layer. A seam roller is useful, but don't overdo it as the wet paper is very delicate. The tabs for the windows should be fixed down inside.

Finishing

25



Cut glazing from the wrapper the windows came in and fit in place with PVA glue. Glue the doors, steps, nameplate and windows in place using PVA or superglue. You can sand the cut-outs if painting has made the tolerances too tight.

Conclusion

26



Bend the drainpipes carefully to shape with pliers, then fix in place with superglue. Small holes can be drilled in the gutters to help hold them in place. The stove chimney can be made of the same material.

27



Finials are made from 2mm square styrene rod formed to shape using a small file. Complete as much of the forming while still attached to a long length of rod to make handling easier before cutting off to length.

24



Measure and fit a last piece of walling to fit the gap at the rear end of the 'box'. Avoiding corner joints gives a more realistic appearance. Touch up any damage with acrylic paint to match your brick paper.



I think the transformation is remarkable and worth the effort. Lowering the floor would have been better, as the original is difficult to access. However, this adds to the workload and there comes a point where it is easier to start from scratch or build a kit, rather than convert an existing building.

The signal box could benefit from having lights fitted, as the interior is difficult to see otherwise. Don't omit the finials – they may be a small feature, but they make a massive difference to the appearance. Refurbishments don't have to entail much work. For example, the Hornby (R500) platform shelter looks great after a repaint and the adding of signage and glazing. The bendable rod used for the drainpipes is a joy to work with and doesn't need painting.

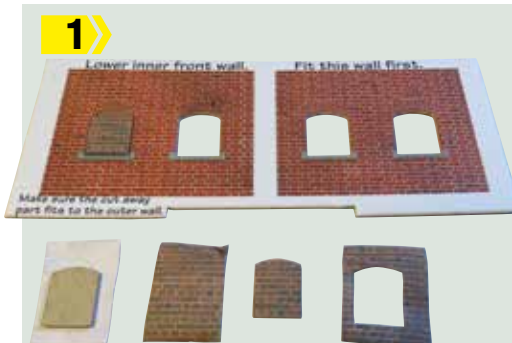
SIGNAL BOX DERELICTION

Adapting card kits can be very enjoyable as Paul Kirkup validates with this Metcalfe LNWR signal box. Here's how he transformed it to wrack and ruin...

Empty and disused signal boxes, goods sheds and station buildings became a common sight from 1963 onwards, as branch and secondary route train services became DMU operated, and staff were withdrawn from stations. Often this was a prelude to complete closure of many branch lines. With often just a basic passenger train service in operation, goods yard sidings were ripped up and single line operation instituted on former double track routes.

Even in rural areas it didn't seem to take long before redundant buildings became vandalised, starting with windows being broken and doors smashed in. Boarding them up was often only partially successful in thwarting the vandals' attentions. Lack of any maintenance resulted in damaged roofs and missing rainwater goods, then water would accelerate the cycle of decay.

Many layouts feature a signal box, but not many show them in a derelict condition. Here, I've taken Metcalfe's popular LNWR signal box kit and built it to represent one of these unloved, but still standing, victims of modernisation and Dr. Beeching. ■



Many signal boxes had their locking room windows bricked up over time. I've stuck Scalescenes brown brick to the window cut-outs and refitted them back into the front wall.



I cut the locking room door so I could model it in the open position, and I cut a piece out of the card kit base so the door would stand open.



Before I fitted the windows, I hacked them about with a craft knife to look as though the locals had been using them for target practice!



Using the Metcalfe first floor as a template, I cut a new floor from 2mm balsa. In order for the grain of the timber to run correctly for the projecting gallery planking, I had to cut several pieces which I glued together with PVA.

What we used

- Metcalfe 00 LNWR signal box and signal box interior mini-kit
- Scalescene 00 brown brick download
- Scalescenes 00 roofing slate download
- Humbrol 53 Gunmetal metallic paint
- Ronseal wood dye 'Peruvian Mahogany'
- Railwayscenics flaking paint wood print download
- Jewellers aluminium wire 0.3mm and 1.5mm
- Ratio 538 guttering and rainwater pipe fittings
- Wilko emulsion tester pots 'Java Bean' and 'Nutmeg Spice'
- Woodland Scenics Fine Turf Earth scatter material
- Jarvis Black Ash scatter material
- Jarvis Light green and mid green scatter material



I marked out the planking using a ball point pen, which will show through the next stage.



The main windows were then broken. This time I went a bit further and took out some of the timber glazing bars as well. This is hard work as the glazing material is quite tough. I found that a heavy duty craft knife worked best, but watch your fingers.



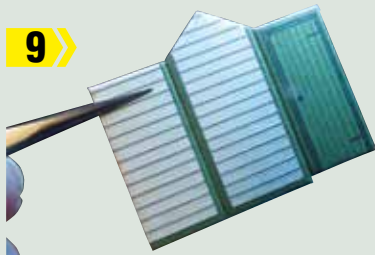
I assembled the upper part of the box, before realising I should have lined the inside walls. I downloaded flaky, white painted timber boarding from Railwayscenics.com and printed it onto an A4 size self-adhesive label, before cutting sections out and sticking them to the inside walls. I realised afterwards that the internal planking should have run horizontally, not vertically.



I did the same to the cabin floor and furniture and when all was dry I dabbed thin PVA onto the walls and sprinkled some light green scatter material. I did the same on the floor, but this time used a mix of Jarvis black ash scatter and Woodland Scenics Fine Turf Earth concentrating the debris build up in the corners and around the fittings. Adding some tiny offcuts of card, string, tiny scraps of paper and glitter, to represent broken glass, completed this stage.



I stained the floor with two coats of 'Peruvian Mahogany' wood dye, and distressed the planking with a scalpel, my fingernail and sandpaper. I then weathered the timber using watery washes of white, black and brown acrylic paint, before dry-brushing with Humbrol 53 'Gunmetal' metallic, to represent the silvery look of old wood.



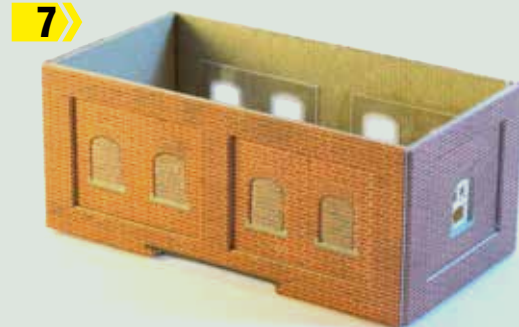
Before I stuck the main windows in the upper walls, using a very sharp scalpel I lightly scribed along all the timber planking lines, just enough to cut through the printed surface of the card. This was to help the weathering stage I will use later.



I assembled the fittings mini-kit, and made a floor from card and marked it with planking using a pencil. I used a piece of cereal box card, which happened to be brown on the non-printed side. This was cut to be a snug fit in the base of the upper storey, to keep it square. I painted the various fittings with a wash of dirty grey/brown acrylic paint, before adding some wet weathering powder to the frame, stove and gate wheel.



Now for the roof. Firstly I added a structural ridge cut from a wooden coffee stirrer, before marking out rafters on the roof which comes with the kit. I cut out the waste material to leave me with five 'rafters' on each roof slope, 2mm wide spaced 8mm apart.



The base of the box was assembled following the Metcalfe instructions.



I cut off the roof flap as I didn't need this and it would be in the way of the detail I was going to add later. I also cut the cabin door so it could be modelled in the open position too.



Then I stuck the various fittings to the floor, deliberately breaking the chairs and table leg in the process, to represent vandalism. I wanted the cabin interior to look as though the roof had been leaking. To achieve this I brushed the walls with white spirit then, while it was still wet and starting at the top, I brushed on small amounts of 'Peruvian Mahogany' wood dye. This ran down the wet walls creating streaking. Adding more dye in places suggested a concentration of water at that point. Don't worry if it looks a bit dark when wet, as it dries lighter.



This time I remembered to apply the internal planking before I fitted the roof. I'd already cut along the planking lines, so that part of the ceiling that falls away could be modelled.

17»



I stuck the roof onto the upper floor and painted it with a mix of emulsion. I used tester pots from 'Wilko', Java Bean, Nutmeg Spice and black acrylic dabbed on to achieve an old, dirty appearance.

20»



The bottoms of all three doors were scratched with a sharp scalpel to remove the printed surface of the card. A brush loaded with clean white spirit was held on the bottom of each, which wicked up into the card. This was then repeated with the dark wood dye to simulate rotten water-damaged timber.

23»



The plastic staircase was tackled next. I scraped the top of each stair tread and lightly gouged them with a pointed scalpel blade to represent wear and timber grain, then I cut away bits of one or two steps and broke one completely. I also cut away one of the handrails before assembly and painted them with my black/brown emulsion mix. Dry brushing with Gunmetal brought out the highlights.

18»



In order to model the 'open' part of the roof, I added slating laths cut from 25 thou plastic microstrip spaced at 4mm centres (3mm would have been better) stuck with UHU, and added a card overlay to the rest of the roof to bring it up to the same height. I used cereal box card for this. I also used the Metcalfe barge board spacers, but made some larger barge boards from 1/8th inch balsa and ran the laths onto them. The slating laths and roof overlay are then painted with a brown/black emulsion mixture.

21»



On the real thing, the window cleaning gallery was supported on cast iron brackets. I made these from standard office staples, bent and cut to shape before supergluing them to the wall and underside of the gallery.

24»



The final item to make was a stovepipe. I used a plastic lollipop stick, cut and filed to fit before gluing it together, but 2mm tubular plastic section would be just as good.

19»



The slates (downloaded from Scalescenes) were stuck to the roof and laths using neat PVA. Some areas were left without slates and some tiny offcuts were stuck in place to add to the air of dereliction.

22»



Final detailing then took place, using Ratio guttering and 1.5mm diameter Jewellers aluminium wire as rainwater pipes, with collars made by wrapping 0.3mm Jewellers wire twice around the pipe. Handrails across the windows were made from 0.3mm Jewellers wire glued into small holes drilled in the card.

25»



Finally, I gave the whole building a light blasting with a watery spray of dark brown and black acrylic. Then, with the spray on a finer setting, I added further weathering below windows, where more run-off occurs, and at the base of the wall, where splash-up occurs. I tried to get a rain shadow on wall surfaces where an overhang protects the wall from the worst of the rain.

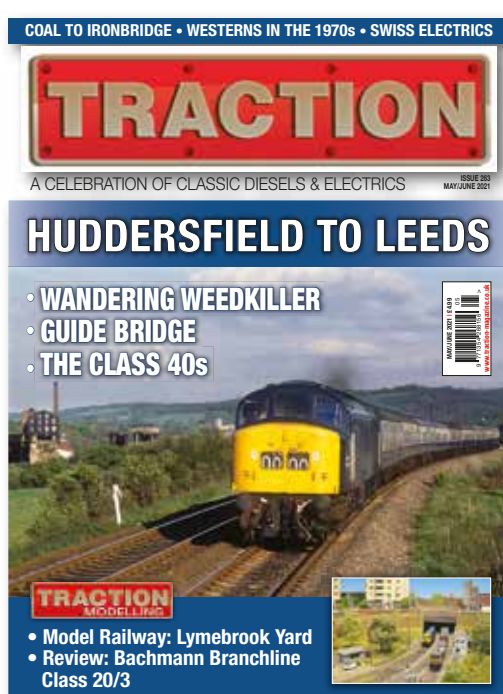
Conclusion

Here's the finished signal box. I've just added a little bit of moss and other debris on the window gallery and staircase, and a few tiny, irregular cuttings from the glazing sheet to represent broken bits of glass lying around. Once the building has been fixed in place on the layout, more broken slates can be scattered on the ground below the areas of roof damage, with further debris such as bits of timber, broken furniture and other items like the signal box nameboard perhaps.



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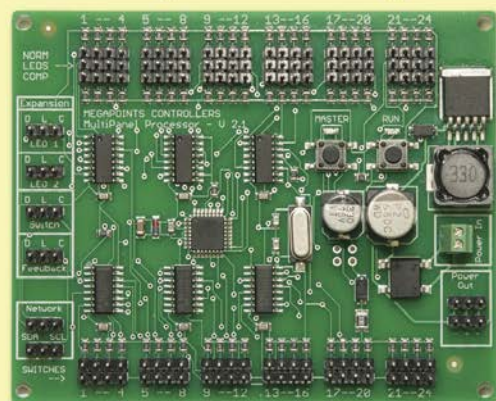
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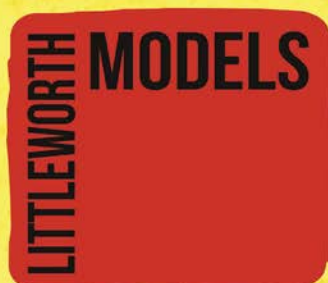
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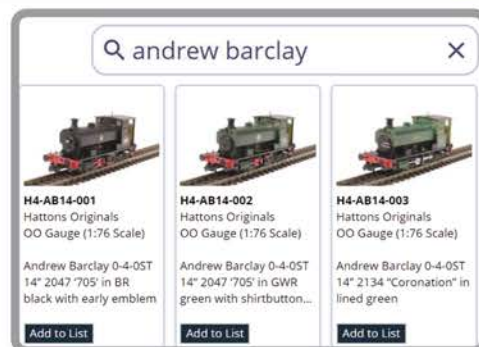
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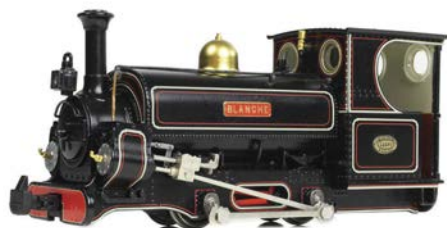
BACHMANN WINTER 2022 ANNOUNCEMENTS

With more than a dozen new tooling or product upgrade projects already delivered during 2022, Bachmann Europe's Winter British Railway Announcements sees a trio of new tooling projects unveiled for delivery this year, along with further product upgrades and new liveries for existing models from Bachmann Branchline and Graham Farish.

The new items can be purchased from Bachmann stockists, with the first release from the Winter 2022 British Railway Announcements due to arrive with stockists as this issue went to press.



For OO9



OO9 takes centre stage this Winter thanks to the Bachmann Narrow Gauge range and the introduction of the Mainline Hunslet locomotives. Depicting the trio of locomotives built for the Penrhyn Quarry Railway in North Wales, these large 0-4-0STs build on the success of its Bachmann Narrow Gauge 'Double Fairlies' first released 12 months ago. Read our review p108.

For N gauge

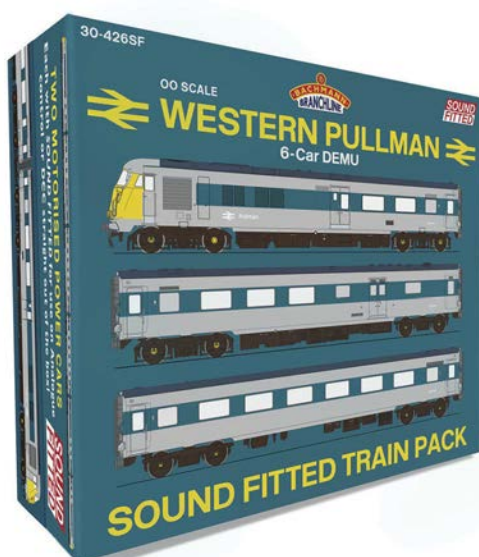


The Graham Farish N scale range welcomes new diesel locomotives this winter with two Class 20s depicting 20064 *River Sheaf* and 20172 *Redmire*.



31309 *Cricklewood* is also announced, while a quartet of refurbished Class 31s makes up the latest round of Sales Area Exclusive models, each offered with or without sound and available only from retailers within specific areas of the country.

For OO



New liveries are seen on no fewer than four steam locomotive types, with the WD Austerity 2-10-0 being offered in weathered BR black with late crest (32-259A or 32-259ASF for sound-fitted) as 90074 (above, left) or military green as No. 77196 (32-255B or 32-255BSF sound-fitted). Its BR Standard 9F is also offered with sound for the first time, having undergone upgrades to incorporate a Plux22 DCC decoder socket and a pre-fitted speaker to facilitate this.



In OO scale, the Bachmann Branchline Western Pullman has been produced in a new Train Pack. Featuring two sound-fitted power cars, the model depicts one of the former Midland Pullman six-car units following their transfer to the Western Region.

New liveries are also introduced for the Class 158 DMUs covering Regional Railways Express (31-496), West Yorkshire Metro (31-502A), and Scotrail liveries (31-498), all available sound-fitted, too, while a range of BR maroon-liveried LNER Thompson coaches is also to arrive this winter – see your local stockist for further details.

New tooling from EFE

New tooling has been created for Bachmann's EFE Rail range. Unveiled during its 2022 winter announcements and building on the success of the EFE Rail 00 scale 'Gate Stock' coaches, new LSWR cross country coaches have been developed and these will be offered in book sets. Each book set comprises three coaches, and three liveries will be available.



Also revealed for EFE is the ZCA 'Sea Urchin' Open Wagon for '00', to be made available in lightly-weathered EWS, heavily-weathered EWS, DB (ex-EWS) pristine, DB (ex-EWS) lightly-weathered and DB (ex-EWS) heavily-weathered liveries.

Like all Bachmann products, these new items can only be purchased from Bachmann stockists, with the first release from the Winter 2022 British Railway Announcements expected with stockists as this issue went to press.

Limited-edition *Flying Scotsman* models from Hornby

Hornby is to celebrate the famous LNER 4-6-2 A3 Class locomotive *Flying Scotsman*'s centenary with new models. Following its announcement of being the lead sponsor for the locomotive's 100th anniversary celebrations last month, it has revealed a new set of models to mark the momentous occasion.

Released under the Hornby Dublo brand name in retro packaging, two limited-edition models of No. 4472 *Flying Scotsman* are to be released. Models will feature a die-cast body, five-pole motor, enhanced livery application and body detailing, a detailed cab, kinematic tender connection, and an eight-pin DCC socket. Pre-orders for the locomotives are being taken via the Hornby website at £362.99 each.



Flying Scotsman in its as-built A1 guise, as it would have appeared in 1924 at the British Empire Exhibition and finished with a gloss paint finish.



Flying Scotsman in A3 guise with front lamp, fitted upon its tour of the United States in 1969, also in a gloss finish.



Meanwhile, also joining Hornby's range is a celebratory four-wheel coach, based around existing tooling, priced at £39.99. The coach has a teak finish as was commonplace for coaches from the LNER and earlier GNR, under whose ownership *Flying Scotsman* is perhaps most famous. The coach is compatible with the Hornby Maglight system, allowing the interior to be illuminated, and is finished with details, including the *Flying Scotsman* nameplate and the official logo of the centenary year.

To place your order for the above models, visit the Hornby website.

RETAILER NEWS

188,000 spares acquired by retailer

Peter's Spares Ltd has purchased the stock of Dapol spares from the manufacturer's service provider, DCC Supplies. The north east retailer carries a wealth of spare parts from other model railway manufacturers, in addition to tooling for parts no longer available from other manufacturers.

Its latest acquisition sees more 2,200 Dapol 00, 0 and N gauge spares arrive from DCC Supplies. Peter's Spares is said to be working through the spares and adding stock to its website. For further details on the parts available, pricing and availability, visit the Peter's Spares store, or email/call to leave details.

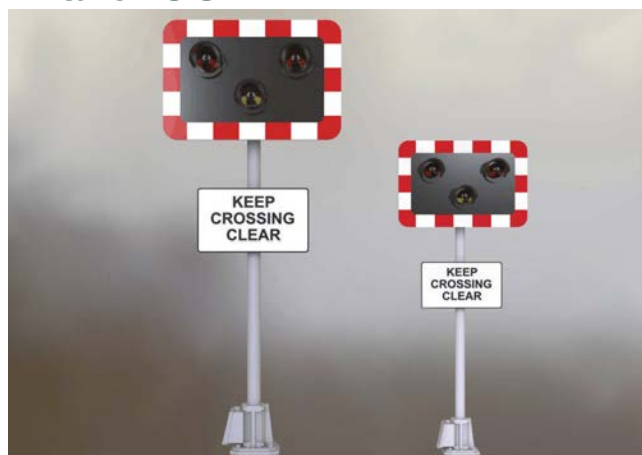
DCC Supplies changes business model

DCC Supplies is to cease retailing and become a service, upgrade and training centre. The former retailer and DCC specialist, which carried the stock of Dapol spares, has now closed its retail outlet, and current stock is gradually being reduced. DCC Supplies is to continue to offer 'graded stock', which it aims to update quarterly, and products associated with servicing, repair and installation in locomotives, such as Locolube cleaning and lubrication products, foam cradles, speakers and Symoba couplings.

The company is still to carry out Dapol warranty repairs, and servicing and repairs of other makes of locomotives (subject to the availability of spares), plus install DCC and sound decoders, where feasible. It will also service most DCC systems where possible and is to continue offering its personalised 'one-on-one' training sessions, with the aim to move to group sessions and even travelling to clubs in the future.

Most recently, it sold much of its stock of Dapol spares to Peter's Spares – see separate story above.

New animated crossing signs for 'N' and '00'



New animated barrier crossing signs in 4mm:1ft scale and 2mm:1ft scales join DMG Electech's expanding range of lighting and trackside accessories. The detailed working signs are supplied in packs of two or four, with resistors for 12 to 16V operation, but may be operated at 3V, without resistors. Twin-packs retail at £13.99 and four-packs at £25.99, regardless of scale.

The manufacturer/retailer has revealed that a crossing control module is under test that will provide all control functions for a crossing with automatic operation.

For further details on these new products, visit the DMG Electech website.

Little and large meet at North Norfolk Railway

On Tuesday, October 18, 2022, Bachmann Europe visited the North Norfolk Railway to present a model of resident BR Standard 4MT 2-6-0 76084 to the locomotive owning group. The presentation took place at Sheringham station, with the model accepted by Richard Bonnett, Director of the 76084 Locomotive Company Limited.

The Bachmann Branchline OO gauge model of 76084 (32-954A) is available from Bachmann stockists, and can also be purchased from the 76084 Locomotive Company's website, or the North Norfolk Railway's Sheringham Station Shop, with proceeds from sales supporting the upcoming overhaul of the locomotive.



The manufacturer also presented the heritage outfit with a cheque for £1,000. The donation was accepted by the railway's Managing Director, Hugh Harkett, and follows the release of Bachmann's OO scale Scenecraft models depicting Weybourne Road Bridge (44-0072) and the Weybourne Water Crane & Tank (44-0073).

David Haarhaus, Managing Director of Bachmann Europe said of the occasion, "Bachmann enjoys thriving relationships with many preserved railways and heritage sites and we cannot underestimate their importance. Not only do they provide some fine subjects for our models, as is the case here with the Scenecraft models based on these structures at Weybourne, but they do so much to inspire and nurture the next generation of enthusiasts. Those new enthusiasts may well become Bachmann consumers in the future, but more importantly, they will most certainly have a part to play in the continued success and prosperity of our remarkable heritage sector."

Mk. 2B and 2C coaches from IRM

Irish Railway Models has revealed the Irish Rail Mk. 2B and 2C Intercity coaches for OO gauge as its next rolling stock project. The announcement was made at the Dublin Model Railway Exhibition, organised by the Model Railway Society of Ireland.

Delivery is slated for Q4 2023 and demand is expected to be high. Accurascale added, "While these are an Irish-outline model, it does offer a key indicator to a future Accurascale product."

The coaches are already tooled and have been part of IRMs plans from the outset of its Mk. 2 coach project. A total of eight coaches will be offered in IR livery and eight in later IE livery, sold in sets of four coach 'rake builder' packs. Each pack will be priced at €269.99 each. The history of these prototypes can be read on World-of-Railways.co.uk.

Building on the tooling platform IRM first developed for its NIR Mk. 2 Enterprise coaches and sister brand Accurascale's BR Mk. 2B coaches, the new IRM Mk. 2 models imitate reality in repurposing ex-BR stock for Irish operations. IRM's gauge correct wider B4 bogies will be employed, along with full interior lighting, fully detailed interiors, a wealth of separately applied detail, sprung buffers and bespoke tooling for mini buffets 4401 and 4402.

Common Features:

- Highly-detailed OO Gauge / 1:76.2 scale models on 16.5mm gauge track
- Fine exterior rivet detail on roof and coach ends
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- Prism-free glazing
- Fully-detailed underframe with numerous separate parts, pipe runs and accurate differences between versions
- "The most accurate B4 bogie ever produced", with provision for re-gauging to EM or P4 (British 18.83mm or Irish 21mm) gauges
- Blackened RP25.110 profile wheel-sets with 14.4mm back-to-back measurements, and 26mm over pinpoints
- Different buffers for retracted and non-retracted positions
- Accurate interiors with characteristic 'winged' headrests, separate metal interior handrails on the brake and corridor vehicles and fully-detailed guard's compartment
- Correct height NEM standard coupling sockets with mini tension lock couplers and kinematic close-coupling
- Easy conversion to Kadee-compatible knuckle couplers
- Full lighting package, including; magnet 'wand' controlled interior lighting
- 'Stay-Alive' capacitor in all coaches
- Minimum Radius 438mm (2nd Radius Set-track)

Ordering for Ireland and the rest of the world is through the IRM website, while UK customers can pre-order via the Accurascale website.



NER electric shunters revealed for 'OO' – and now en route

Locomotion Models and Rails of Sheffield made a surprise announcement this month with the release of NER electric shunting locomotive 'ES1' No. 1 as the next locomotive in the National Collection in Miniature Series, with exclusive variants to retailer, Rails of Sheffield.

The tooling has been designed and made by Heljan for the partners, with models being shipped from its factory in China. Models are available to order for £220 plus postage and are available to pre-order now with a £30 deposit. All five versions are expected to be ready for delivery to customers in the coming weeks.

Five exclusive locomotives are being produced:

For Locomotion Models:



(1200) NER 'ES1' No.1 in North Eastern Railway Green as preserved as part of the National Collection. Currently on display at Locomotion, Shildon.



(1201) NER 'ES1' No.1 in North Eastern Railway Green as running 1908 - 1923 (Era 2).

For Rails of Sheffield:



(1202) NER 'ES1' No.1 in LNER Unlined Black (Era 3)



(1202) NER 'ES1' No.1 in LNER Unlined Black (Era 3)
(1203) NER 'ES1' No. 26500 in BR Unlined Black Early Emblem (Era 4)



(1203) NER 'ES1' No. 26500 in BR Lined Green Late Crest (Era 5)

Prototype Information

In the early 20th century, the North Eastern Railway (NER) played a pioneering role in the development of electric traction for railway vehicles. In 1903/04, it converted its busy North Tyneside commuter lines to third-rail electric operation, accelerating services and providing a clean, quiet and fast alternative to competing tram routes. As part of the work, the short freight branch from Trafalgar Yard in Manors, just north of Newcastle Central, to Quayside Yard was also electrified. This steeply-graded (1-in-27) line dropped 130ft to the quayside in less than one mile and featured deep cuttings and a claustrophobic tunnel situated on a sharp curve.

Conditions for steam locomotive crews were unpleasant, with little ventilation in the tunnels to clear the acrid smoke from locomotives working the uphill trips. To work the line, the NER ordered two steeple-cab electric locomotives, built by Brush and fitted with four British Thomson-Houston (BTH) 160hp traction motors.

Designated 'Electric Shunting Type 1' or 'ES1', the two machines were given the NER numbers 1 and 2. Much of the line was electrified with a conductor rail due to limited clearances, but for safe operation, in the yards at each end simple overhead catenary was installed with short changeover sections at each end, of the branch. As a result, the ES1s were initially fitted with elaborate bow collectors mounted on the bonnet at one end, but in 1908, these were replaced by more conventional diamond pattern pantographs on the cab roof. Third-rail collector shoes were placed at the outer ends of the shoebeams on each bogie, although these were later moved to the middle of the shoebeams.

Trains were generally propelled down the branch and hauled back up the hill with the ES1s being limited to just 160T on the gradient. For 60 years, No. 1 and No. 2 – renumbered 6480/81 by the LNER in 1946 and 26500/501 by British Railways in May 1948 – plied their unglamorous trade out of the public eye. However, in the early-1960s, they had a brief moment in the spotlight when both were repainted into NER-style lined green with NER and BR crests on the cabsides.

By 1964, the widespread availability of diesel shunting locomotives had rendered electric operation and the ES1s obsolete and they were withdrawn in September of that year. Fortunately, 26500 was claimed for the National Collection and preserved as an example of early British non-steam traction. After many years at the National Railway Museum in York, it currently resides closer to home at Locomotion in Shildon.

Model specifications

- Low-profile central motor under the cab driving both bogies, as per Heljan's OO gauge locomotive arrangement
- NEM couplers
- LED headlight and cab light functions (separate functions on DCC)
- Sprung diamond pattern pantograph and sprung buffers
- Screw-link couplings
- DCC ready chassis with Next18 interface
- Fine etched metal details
- Detailed cab interior
- Separate bufferbeam pipework, collector shoes, hoses and handrails

To place an order, or enquire further on the above models, visit the Locomotion Models or Rails of Sheffield websites.

Bachmann exclusive diesel joins KMRC fleet

Kernow Model Rail Centre has revealed its latest commission from Bachmann – 37401 *The Royal Scotsman* in Pristine Royal Claret EWS livery, with central headcode panels.

The KMRC exclusive is available in three formats, with standard DCC-ready versions, at £244.95 with a Plux22 DCC decoder (The recommended decoder is Bachmann item 36-570). Meanwhile, sound-fitted models are to be priced at £344.95, and pre-fitted with a Zimo MS450P22 decoder, while sound-fitted deluxe models are to be priced at £374.95, featuring the new motorised fan system.

The versions available now are:

- (35-335Y) Bachmann Class 37/4 Diesel 37401 *The Royal Scotsman* in Royal Claret EWS livery. DCC ready
- (35-335YASF) Bachmann Class 37/4 Diesel 37401 *The Royal Scotsman* in Royal Claret EWS livery. DCC sound-fitted
- (35-335YAFX) Bachmann Class 37/4 Diesel 37401 *The Royal Scotsman* in Royal Claret EWS livery. DCC sound-fitted deluxe

The locomotive has the following features: plated headcode panels fitted with sealed beam marker lights, top centre lamp brackets, NRN ariels, nose-mounted ETH, high-intensity headlights, removed bufferbeam valances, coupling bash plates, oval buffers, original windscreens, English Electric cantrail grilles, welded boiler roof, plated boiler port and safety valves, sealed water filler door and plated access steps, fabricated bogies, slow speed control, twin fuel tanks with ex-water tank gauges plated over, plus electronic fuel gauge and tank joining pipe.

The sound-fitted deluxe specification includes windscreen glazing, which has been treated with a specialist technique to replicate the tinting seen on the prototype.

Chris Terise, Managing Director, said, "We are pleased to announce the next in our growing range of exclusive Class 37s based on the all-new tooling, high specification Bachmann models. The Royal Claret EWS livery is especially striking."

To place an order, visit the Kernow Model Rail Centre website, or visit its Camborne or Guildford stores.



FNA-D nuclear flasks from Revolution Trains



Revolution Trains has shared images of its forthcoming FNA-D bogie nuclear flask carriers for 4mm:1ft scale. Decorated samples are expected soon, and the models are now available to order at the lower price of £32.95 each, either direct from the manufacturer or via its network of approved retailers.

The models appear crisply-tooled, with numerous separate detail parts, including locking bars, photo-etched deck platforms, underframe brake equipment and piping, and a correct 'see-through' deck well.

Models feature tension-lock couplers in kinematic NEM sockets and the bogies have been designed to easily accept proprietary EM or P4 wheelsets. All are supplied with a cosmetic tail lamp, which can be fitted or not as the customer wishes.

Revolution is offering eight differently numbered models: 11 70 9229 001, 005, 006, 010, 014, 018, 023 and 031. These feature prototypical variations in lettering and application of hazard warnings; and model 006 has the hazard panels left blank to represent a wagon running unloaded on delivery or as a spare/support wagon in the consist, as is frequently observed.

The 'new' style of FNA-D flask carriers were built by WH Davis for DRS and introduced from 2014, rapidly replacing the older designs in service since the 1970s, which have been scrapped. Lessons were learned from the previous design, and the new versions incorporate several subtle, but distinctive, changes.

The 40 wagons in the fleet carry UIC numbers in the range 11 70 9229 001-40 and were manufactured in three batches. They are used predominantly to carry spent fuel from Britain's network of nuclear power plants back to Sellafield for disposal, and are seen across the network. Invariably operated with two locomotives, either top-and-tailed or double-headed, the flasks often run singly, creating the slightly incongruous but very modellable sight of two locomotives with one wagon and making them the perfect 'train-set' train.

The Revolution Trains model has been produced with the full support of owners DRS and manufacturers WH Davis, and it expects to shortly share a video showing its research trip to DRS's Kingmoor depot where the operation of one of the flask wagons was demonstrated.

ON WOR THIS MONTH...

See www.world-of-railways.co.uk to enjoy the following videos, interviews and features:



Quickview: Humbrol Gen 2 paints and powders

Recently received by the manufacturer for use in British Railway Modelling magazine's practical projects, Phil Parker looks at new products from Humbrol.



Video: Starting a Fowler 0-4-0 at the Mid-Suffolk Light Railway

Howard Smith learns the starting procedure of newly-restored and award-winning Fowler 0-4-0 at the Mid-Suffolk Light Railway.



Interview of the month: Great Eastern Models

Howard Smith speaks with Anne Martin of Great Eastern Models to discover how business in Norwich is done differently, and with a smile...



Video: 'Little Bytham' – layout update

Tony Wright's OO gauge 'layout of a lifetime' is re-visited to see the latest locomotives and rolling stock in operation.

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Quickview: Humbrol 'Gen 2' paints and weathering powders

Recently received by the manufacturer for use in British Railway Modelling magazine's practical projects, Phil Parker looks at new products from Humbrol.

WATCH THE VIDEOS HERE

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PLAY

TMC CLASS 45 EXCLUSIVES

Words: Howard Smith Photography: Tony Wright



In the flurry of new models to arrive this month for review, here's one that's really caught my attention. It was early 2020 when The Model Centre (TMC) revealed its plans for the commissioning of exclusive OO gauge models of the first five production Class 45 'Peak' locomotives, from manufacturer, Heljan. These were produced alongside Heljan's standard 'later' version models of the Class, a sample for which has also been kindly sent for review in next month's issue.

TMC's exclusive models were expected to be released alongside Heljan's in late-2020, but we know how most of our plans for 2020 went...

Brief history

The first five locomotives – later becoming Class 45 under TOPS – were released to traffic as D11 - D15 and had detail differences to the remainder of the class. The most noticeable, externally, were the different nose end arrangement, with centre nose end doors and split headcode boxes on either side. These arrangements lasted from 1960 until the late-1960s, when the ends were gradually rebuilt at Derby Works. The quintet also had longer cab door handrails, in common with the 10 Pilot Scheme Class 44s (D1-D10).

On delivery, D11 - D15 were allocated to Derby, but most were soon transferred to Leeds Holbeck, Leeds Neville Hill,

or Sheffield Darnall before returning to Derby. Most often, the locomotives were seen on express workings from London St Pancras and on cross-country services from Newcastle to Bristol, as well as on goods and parcels workings, proving their mixed-traffic worth.

Delivered in BR green with a white lower bodyside stripe, the locomotives soon gained small yellow warning panels, and, at least one received an 'economy green' repaint with a small yellow panel and at least one survived long enough in its as-built condition to receive BR rail blue with full yellow ends. As the 1960s ended, their front ends were rebuilt to remove the gangway doors and replace the split headcode boxes

with a centrally-placed headcode panel.

The models

TMC has garnered a reputation over many years for the customisation of models to consistent standards. I can't think of a better retailer to commission such models, as the customer can – theoretically – order any of the models of the first five locomotives and have them delivered in any livery of choice, with any level of weathering. For such a small batch of five locomotives, re-numbering is likely to be rare, but nonetheless, a requirement should customers want D14. Of course, for renumbering and weathering, a photograph for the retailer to work from is always useful!

Already its models of D13 in BR green with side stripe have sold out, but the retailer has indicated that further models are coming. Once more, the importance of committing to pre-ordering models to secure delivery is highlighted.

Standard features of models in keeping with Heljan's main locomotive run include LED lighting with separately switched cab light, tail light and headcode functions (DCC only), a 21-pin DCC decoder interface, provision for DCC sound, and a pack of optional detailing parts.

TMC's models cover the entire history of this distinctive variant of the early Class 45 design, omitting only D14 from its run of the models.

datafile

BASICS

Manufacturer: Heljan for TMC

Catalogue Refs:

(45090) D13 BR green with side stripe
(45091) D11 BR green with side stripe and small yellow warning panels
(45092) D12 in 'economy green' with small yellow warning panels
(45093) D15 BR blue with full yellow ends

RRP: £190.00 each

Gauge/scale: 16.5mm gauge, 1:76 scale, OO

Company/Operator: BR

Weight: 570g

Era: 6

Chassis: die-cast **Body:** injection-moulded plastic



A trio of motive power for modellers of the 1960s – D15 in pre-TOPS rail blue is a personal favourite, improving the options for modellers of this increasingly popular era.

The sloping angle of the small on the lower bodyside is different to the angle of the bodyside framing behind the long grille, however, the depth to bogie frame detail is the best we've seen from a manufacturer in the scale.



Kindly sent for review are models of D12 in BR green with small yellow warning panels, D15 in BR blue with full yellow ends, both expertly weathered by the retailer, plus, a sample of D11 in pristine BR green.

Heljan's rendition of the liveries are to a high standard, though I feel the BR blue is perhaps a little dark – of course, the paint on the prototypes fading rapidly didn't help. It doesn't offend, and only becomes obvious when placing the locomotive adjacent to stock from other manufacturers.

The rarely-cleaned mixed-traffic workhorses make great subjects for weathering, and it's here where TMC's efforts are brought to the fore. To D12 and D15, we find careful application of rust tones to the plate-back bogies, with matt black representing grease around the springs. General 'traffic grime' is applied to the bodysides and front of the bogies and their sides, while the roofs see an accumulation of exhaust particulate and fluid spills, carefully highlighted with a gloss sheen. Water marks too are picked out from the bodyside rain strips.

There's evidence too of where cab windows have been masked prior to weathering, leaving behind the tell-tale

action of the wiper blades. Dry-brushing has also been used subtly to represent the effects of rainwater washing dirt from the locomotive – the roof and cab nose benefit from this effect. Excellent craftsmanship.

The accessory pack containing the sandboxes hadn't been fitted to either of the weathered models – there is an option to have these fitted to the locomotive upon checkout, and I'd advise to do so if ordering a weathered locomotive to make life easier, as these were supplied in pristine form.

Heljan's main batch of 'Peak' locomotives – of which this batch forms a part – has been generally well-received, though has undergone closer scrutiny by 'Peak experts' for its bodyshell shape and – on some models – running qualities. Where running qualities are concerned, you can watch a video of us testing our review samples in the digital edition of this issue where you can see what we think.

We're aware of minor detail discrepancies from the original design on this model – the Crewe and Derby builder's plates had four, not six bolts as per these models, and were located under the driver's side window only. The astute modeller might wish to consider careful rectification, though doing so in a

way that doesn't affect the livery will be nigh impossible. That some variants have already sold out is telling that minor imperfections on a model count for little when it's as in high-demand as this.

With weathering, DCC and DCC sound options for models available upon checkout with TMC, configuring a personalised early 'Peak' locomotive for OO has never been easier.



Attention to detail around the roof fan by the airbrushes of TMC improves realism, without doubt. Despite being the most expensive, I feel its 'Deluxe' version offers the best value for money given the number of colours and processes used.

TRI-ANG (HORNBY) RS.48 TRAIN SET

Words: Howard Smith Photography: Tony Wright

Hornby's retro packaging efforts in recent years have won our hearts – and I daresay, those of many others. A sturdy, quality-made box – much like those of yesteryear – makes its contents feel less mass-produced, and more like a collectable to be cherished. Since its 100th anniversary celebratory efforts – the packaging of which received very favourable reviews in BRM and on World of Railways – we've seen further arrivals, all seeking to tap into the nostalgia and hearts of the model enthusiast.

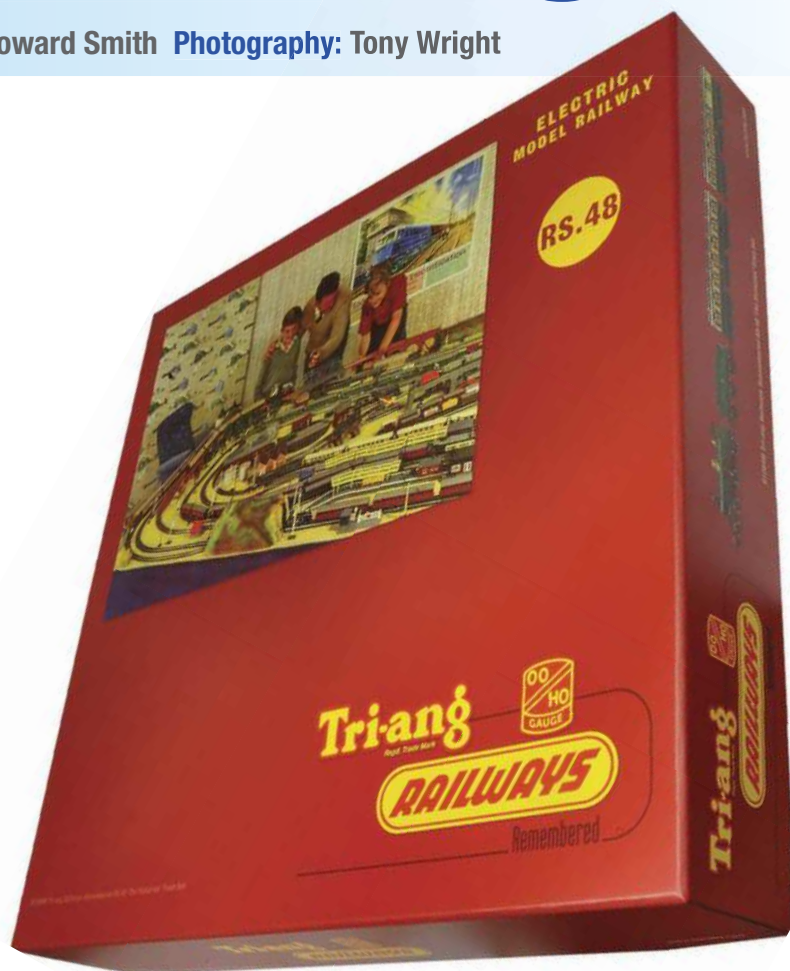
From Margate, kindly sent for review and tugging on our heart-strings this month is a newly-boxed train set, supplied in a Tri-ang Railways-inspired sturdy box. Lifting the lid feels special. There's no overly-tight thin creaking plastic sleeves, as now employed by most model manufacturers. Here, thin protective films aside, all packaging is made from card and recyclable – not that you'd want to, of course, this is a set 'for keeps'!

Contained inside is Hornby's GWR 4-4-2 *Lord of the Isles* locomotive – first released in 1961 – two clerestory coaches (a second class and brake third), a 4ft x 3ft 5in first radius oval of track, a power clip and an uncoupling ramp.

Subject to many revisions upon subsequent re-releases, this latest iteration sees a higher level of locomotive decoration. Now fitted with finer profiled wheelsets, its tender retains the larger older-style wheel flanges, preventing it from running on track finer than the Code 100 supplied.

The model is beautifully-painted – by far the best effort we've seen on this model. We also find era-correct coaches, too. Hornby produced scale-length versions in the 1980s which had printed, rather than moulded, panelling.

Coaches are more detailed than those of old – the axles fitted to original Tri-ang models being visible through the ends of axleboxes.



The main concession to modern life is that the father in the photograph appears to have had his pipe replaced with a hand-held controller! Perfect nostalgia material, that runs well – unlike many second-hand versions – and which will appeal to many who remember it as their earliest train set.

datafile

BASICS

Manufacturer: Hornby Plc

Catalogue Refs:

Tri-ang 'The Victorian' train set (RS.48)

RRP: £154.99

Gauge/scale: 16.5mm gauge, 1:76 scale
OO

Company/Operator: GWR

Weight: 165g (locomotive), 53g (tender),
66-69g (per coach)

Chassis: Die-cast **Body:** plastic

Minimum curve radius: 371mm (R1)

Accessories: Power clip and uncoupling
ramp

WORLD OF RAILWAYS

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DIGITAL EDITION EXCLUSIVE

Peaks on test

The latest 1-Co-Co-1 locomotives from the manufacturer, including exclusives for TMC are tested on Tony Wright's 'Little Bytham' OO gauge layout.

WATCH THE VIDEOS HERE

(You must have a wifi connection to stream video content)



PLAY

BACHMANN HUNSLET

Words & photography: Andy York



While we patiently wait for Bachmann's OO9 Quarry Hunslets to arrive (which won't be long now), the staff sprung a surprise upon us in the Winter 2022 British Railway Announcements, showing a completed model of the Penrhyn Quarry 'Mainline' 0-4-0 Hunslet tanks. We received the review sample the next day and stock will arrive in shops within a matter of weeks.

The story of these particular locomotives starts with *Charles*, named after the son of the second Baron Penrhyn, built in 1882 by the Hunslet Engine Company of Leeds, to haul loaded trains from the foot of the inclines of the Penrhyn, or Bethesda, Quarry which, at that time, was the largest slate quarry in the world along the 1ft 10¼in

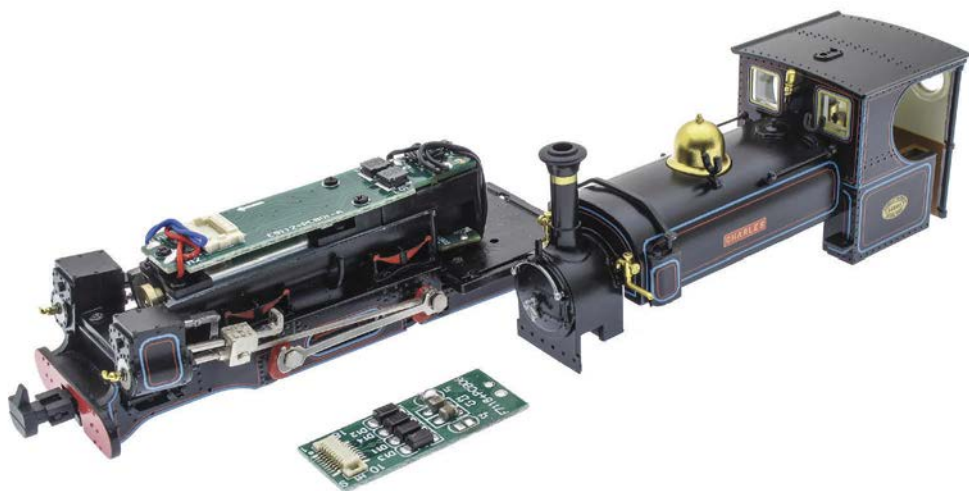
gauge line some six miles to Port Penrhyn, just to the east of Bangor on the Menai Straits. *Charles* was a success and later joined in 1893 by *Linda* and *Blanche* to broadly the same design, named after the wife and daughter respectively of the third Baron Penrhyn.

This model is quite a beautiful recreation of *Charles*, which is now homed at Penrhyn Castle Museum in its original guise as shown in our images, with sky blue and red lining, as carried from 1936. While there is a printed representation of the tankside nameplates and cabside maker's plates, the model includes etched plates for fitting. A standout feature of the decoration of the model is the brass paint effect to the dome, fittings and firebox surround – quite the best

representation I have ever seen.

Charles features square windows at the front of the cab, whereas the later 'ladies' possess round spectacles and pipework differences. The detail pack also includes a cosmetic lamp that can be mounted onto the lamp iron above the smokebox door thanks to the narrow groove in the back of the lamp. Also included is an alternative narrow-gauge coupling with loops should you wish to double-head trains as the Penrhyn Railway frequently did.

For the first time in Bachmann's growing OO9 range, we see a model with red and yellow LED firebox glow. You may need to open the hinged firebox door to see this to full effect. The model has been engineered to accommodate sound provision and



In less than 50mm internally, Bachmann has a coreless motor, brass flywheel, gears to drive the rear axle with fitted speaker, and the circuitry for a Next18 decoder, all hidden within the boiler.

Charles is available in sound-fitted guise (391-126SF). In Bachmann's video launch, the appeal of this is evident, although I have not heard it with my own ears yet, it will have been taken from one of the working locomotives on the Ffestiniog Railway.

While observing differences across the launch models and studying the instructions it's evident that provision is there with the cab style, frame length and accommodation for the pony truck to produce the preserved forms of *Linda* and *Blanche* with a tender in 2-4-0ST+T guise as run upon the Ffestiniog Railway.

For its diminutive 67mm length across the bufferbeams it has a respectable weight of 59g thanks to its diecast frames, footplate, saddle tank and cylinder block, which gives smooth stable running and respectable performance on track. I would describe the running as 'lively' – it's smooth and silent but has a turn of speed that wouldn't shame a cheetah, which is a bit odd.

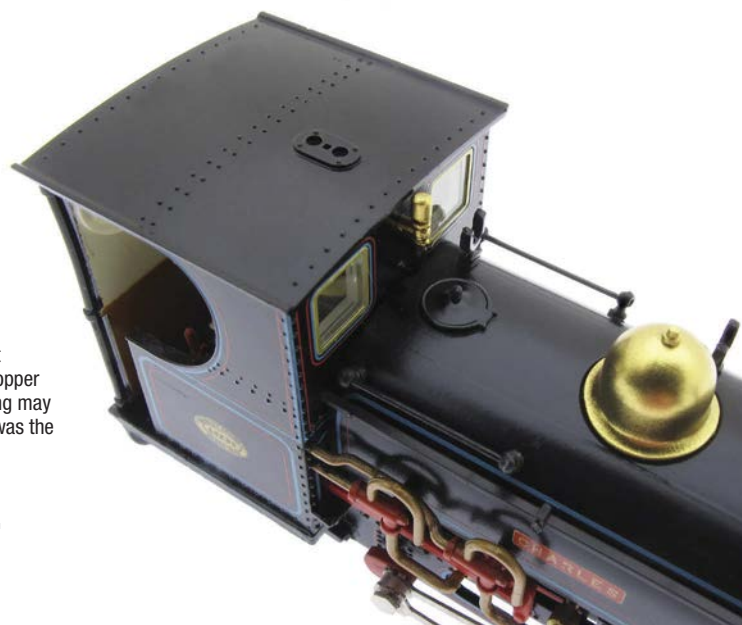
The model is an engineering marvel and when you get inside you can see the coreless motor with a small brass flywheel at the front end and easy mounting for a Next18 decoder on top of the circuit board. Make sure you have a fine screwdriver (around 1mm across) to remove the six small screws to get inside the model, as some of them are recessed within holes – it is all clearly shown in the accompanying instructions. With DCC usage, the firebox LEDs can be configured for different effects – again, all explained in the leaflet.

The launch models also cover *Blanche* in pre-1936 livery with earlier riveted saddle tank and *Linda* in an 'aged' version of the post-1936 livery, covering the condition in which it arrived at the Ffestiniog in 1962. To accompany these models, Bachmann is also adding sectional models of Portmadog

Station to its Scenecraft range, and the forthcoming Quarry Hunslet, particularly *Nesta*, in open cab form, making OO9 ever more appealing. For now, though, the 'Mainline' Hunslet is a simply stunning model!



Through the aperture in the frames, Bachmann has picked out the cosmetic inside motion in red.



The finish to the parts gives a great rendition of brass, along with the copper pipework to the tank-side; the piping may be a little overscale, but durability was the consideration.

datafile

BASICS

Manufacturer: Bachmann Narrow Gauge

Catalogue Refs:

(391-125) *Blanche* Penrhyn Quarry lined black (early)

(391-126) *Charles* Penrhyn Quarry lined black (late)

(391-126SF) *Charles* Penrhyn Quarry lined black (late) with sound

(391-127) *Linda* Penrhyn Quarry lined black (late) [weathered]

RRP: £189.95 DCC ready, £199.95 (391-127), £289.95 sound-fitted

Gauge/scale: 9mm gauge, 1:76 scale OO9

Era: 2 to 5 plus preservation

Company/Operator: Penrhyn Quarry Railway, Ffestiniog Railway

Weight: 59g

Chassis and Body: Die-cast running plate and chassis block with plastic body

Minimum curve radius: 228mm (R1)

Couplings: Narrow gauge coupling, plus spare couplings with hook for coupling locomotives together

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DIGITAL EDITION EXCLUSIVE

Bachmann Narrow Gauge 009

Mainline Hunslet

A quick look at the new 009 locomotive from Bachmann running on the track.

WATCH THE VIDEOS HERE

(You must have a wifi connection to stream video content)



PLAY

RAPIDO TRAINS SECR WAGONS

Words: Howard Smith Photography: Tony Wright



Rapido Trains has fulfilled its promise to deliver two new South Eastern & Chatham Railway (SECR) vehicles. Unveiled earlier this year, to join its growing range of rolling stock for 4mm:1ft scale/ OO gauge, its new Diagram 1426 van and Diagram 1744 ballast wagon have been sent for review.

The models share the same 9ft 6in underframe as its previously announced five- and seven-plank open wagons.

The two-plank opens, as used by the permanent way, are available in 11 liveries, spanning their SECR, SR and BR careers. Such was their long lifespan, that it was

as late as 1971 that the last wagons were officially withdrawn from the network by BR, making them among the last of the pre-grouping items in the Southern Region CCE's fleet.

There are no tooling witness lines in sight on these new bodyshells. And this, coupled with the expertly-applied tooling, makes for very authentic miniatures. If the lifespan of the prototypes isn't cause enough for weathering opportunities – calling all BR steam-era modellers – then the beautifully-applied earlier SECR and SR liveries might appeal more to collectors who'd rather leave rolling stock in a more unmolested state.

For more active modellers, the earlier eras seem to rarely entice heavy weathering of wagons – a combination perhaps of more attractive liveries and more frequent painting of the prototypes, perhaps?

Looking at the two-plank opens is a stark reminder of progress in wagon capacities. Here's a wagon of a prototype with a 12T capacity – compare that to today's wagons with capacities of around 90T – such is almost a century of progress.

A detail change from other rolling stock on its 9ft 6in wheelbase with the two-plank opens are the extended handbrake levers, necessary to clear the dropside doors when

lowered. No doubt the useful extra leverage would have benefited trackside crews when 'pinning down' the brakes.

Turning my attention to the vans, these are of greater weight – more plastic in use, of course – but are equally well-healed in respect to liveries and dimensional accuracy. Their roofs are fitted as separate components, making their painting in the factory easier, resulting in razor-sharp livery lines. The satin finish across the model is pleasing – for the collector – but for the modeller looking to match existing, perhaps kit-built, rolling stock, I feel that these vehicles would benefit from an application of matt varnish.

Subtle weathering of models would be preferable for earlier liveries, perhaps increasing the amount of application of paint or powders for vehicles towards the end of their lives under BR ownership.

The Bluebell Railway and its many preserved wagons of SECR origins continue to provide manufacturers with inspiration for prototypes. On-site, its two-plank recreation of a Diagram 1744 wagon re-using the underframe from a seven-plank open of similar construct, has enabled an extinct prototype to be recreated. It's a reminder that, thanks to the efforts of our heritage railways nationwide, so many prototypes have been saved, simplifying the task of research for so many model manufacturers. A discreet invitation to visit them while we can...

As for these latest models, when subject to retailer discounts, they offer a faster and more accessible way than building kits for modellers of earlier Southern rolling stock who perhaps lack the skills to apply the excellent liveries witnessed here. Recommended.

datafile

BASICS

Manufacturer: Rapido Trains

Catalogue Refs:

(927005) SECR dia. 1426 10T van 45779 in post-1936 SR brown

(927008) SECR dia. 1426 10T van S47144 in BR grey

(928001) SECR ballast wagon original body 567 in SECR grey

(928004) SECR ballast wagon post SR body 62454 in SR pre-1936 red oxide

RRP: £32.95 each

Gauge/scale: 16.5mm gauge, 1:76 scale, OO

Company/Operator: SECR / SR / BR

Weight: 20g wagon, 30g van

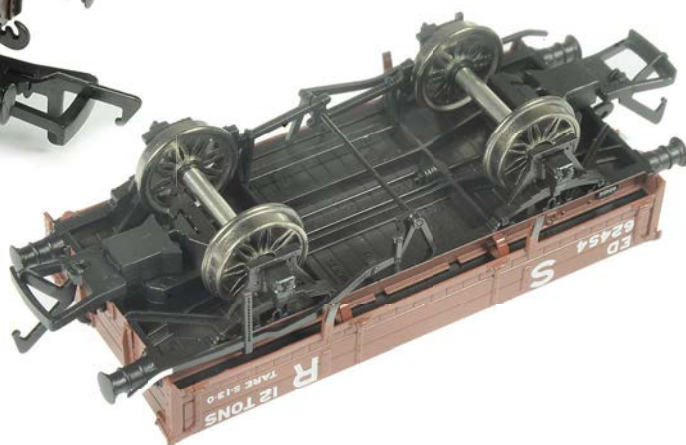
Chassis and body: injection-moulded plastic

Minimum curve radius: 371mm (R1)

Accessories: N/A



Angle iron rivet detail is crisp. Door chain detail is integral with the van sides, however, some loops in the chains scale out at 10cm thick. Weathering should reduce the sheen to the roof, here, too.



Minor tooling changes have made possible the two styles of wagon floor, as witnessed below, with extended planks to the SECR build (left) and later flush planks in SR livery (right).

WORLD OF RAILWAYS

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DIGITAL EDITION EXCLUSIVE

Quickview: Rapido Trains SECR wagons

Howard Smith examines this new rolling stock with familiar underpinnings to the manufacturer's previously released five and seven-plank wagons.

WATCH THE VIDEOS HERE

(You must have a wifi connection to stream video content)



PLAY

REVOLUTION TRAINS JNA/MMA WAGONS

Words: Howard Smith Photography: Tony Wright

New bogie box wagons have arrived from Revolution Trains for 2mm:1ft scale / N gauge. Previously manufactured for 4mm:1ft scale in 2019, its well-received JNA/MMA wagons seemed a logical choice to scale down for modellers of the smaller scale, given their now widespread use on the network with a variety of operators.

Introduced in 2016, more than 500 JNA/MMA 'EALNOS' bogie box wagons are in service across the network. The prototype has two main types – wagons in operation with DB and Tarmac having nine bodyside ribs, while the remainder has 11 ribs. Within both types, some also have small bodyside doors to aid cleaning out the inside. Some have parking brake wheels on the lower edge of the body, while some have it on the bogie at one end.

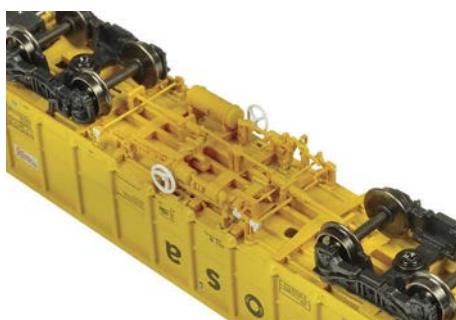
Revolution has tooled for all the variations of wagons – nine or 11 ribs, and with or without side doors. Such variation for the initial production run should be welcomed by discerning modellers who appreciate variety on a layout.

Models are available with a variety of different running numbers in DB red, Ermewa, Ermewa/Tarmac grey, Mendip Rail silver, VTG silver/VTG dark blue/VTG mid-blue, GBRf dark blue, Cappagh blue and Touax red oxide. Such variation on the tooling from an initial run of rolling stock is impressive, offering modellers the choice to explore multiple traffic flows on the same layout.

Underframe detail is ever-present, as we've now come to expect from the manufacturer. Air equipment and handbrake wheels join the wagon spine trussing and outriggers to complete the faithful illusion. For 2mm:1ft scale, this level of detail still feels 'cutting-edge', such is the number and finesse of the components employed. Not so long ago,



Underframe arrangement changes are most obvious from the outside, with the location of the handbrake wheel located either to the wagon centre (above), or bogie (below).



even air tanks on 4mm:1ft scale models were often moulded in half-relief!

The livery application on the two samples received in Network Rail/Wascosa yellow (N-EAL-109) and in VTG Mendip Rail silver (N-EAL-105) is nothing short of excellent. Though wagons feature an overall application to their bodies in a single colour, this is furthered by the numerous data panels and leasing/owner logos, often in more than one colour. Many of the tampon-printed details are applied near the wagon side ribs, yet remain square and true.

Highly recommended, and an ideal addition to Class 59, 60, 66, 68 and 70 haulage available in the scale.

datafile

BASICS

Manufacturer: Revolution Trains

Catalogue Refs:

(N-EAL-109) Network Rail/Wascosa yellow
(N-EAL-105) VTG Mendip Rail silver

RRP: £44.95-£47.95

Gauge/scale: 9mm gauge, 1:148 scale N

Company/Operator: Network Rail / VTG / DB / GBRf / Mendip Rail

Weight: 20g

Chassis and Body: injection-moulded plastic

Minimum curve radius: 230mm (R1)

Accessories: N/A

ACCURASCALE MHA 'COALFISH' WAGONS

Words & photography: Andy York



The MHA ballast/spoil box wagons were built using redundant HAA underframes by RFS(E) Doncaster in 1997. An initial order for 250 extended in increments of batches of 250 wagons, until eventually over 1,150 were converted using two distinct body styles. Early examples wore the fish-kind name 'Coalfish', as were other MHA and MPA 46T two-axle spoil wagons, and some are still in use today with DB.

Accurascale has produced four packs of three wagons, two packs with EWS branding (as delivered) and two with later DB markings suitable for use from 2009 onwards. If modelling trains after that date, it's permissible to mix the packs as the EWS logos still appeared for several years. These wagons differ from Hornby's MHA by the number of vertical strengtheners on the side of each body, with Hornby's model of the earliest style of MHA having 16 vertical ribs.

Retaining the cast metal chassis of the MGR wagons, the model has a good, stable weight to it and is exceptionally free-running, meaning that a train of these wagons runs extremely well. Much of the

mechanism and linkages for merry-go-round usage is stripped away from the HAA chassis (as RFS did) to simplify the wagon before the addition of the single-piece moulded plastic body. That's not to criticise the body, as it captures the appearance of the real thing exactly. The density of base paintwork and the subsequent paint-patching, numbering and lettering is very precise. Although Pack 2, as reviewed, features paint patches in the same place on each wagon, the other packs offer more variety in this regard. As expected, each wagon is individually numbered.

As with its MGR forebears, the model features sprung buffers with metal finish shanks (nice touch), etched chassis components in addition to the metal chassis, NEM pocket tension-lock couplings and cosmetic instantan couplings. The brake disc faces to the outside and inside of one wheel upon each axle is correct and well-represented.

This sensible extension of the MGR project provides a welcome addition to the ever-popular infrastructure/maintenance aspect of the modern railway.

datafile

BASICS

Manufacturer: Accurascale

Catalogue Refs:

(ACC2545MHA-EWS1) MHA EWS Pack 1
(ACC2546MHA-EWS2) MHA EWS Pack 2
(ACC2550MHA-DB1) MHA DB Pack 1
(ACC2551MHA-DB2) MHA DB Pack 2

RRP: £74.95 (set of three wagons)

Gauge/scale: 16.5mm gauge, 1:76 scale

OO

Era: 9 to 11

Company/Operator: EWS/DB

Weight: 50g per wagon

Chassis and Body: Die-cast frame and plastic body

Minimum curve radius: 438mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Dummy instantan link couplers, brake pipes

PLANET INDUSTRIALS 'VICTORY' 0-6-0T

Words & photography: Andy York



Planet Industrials may be a new name for many, but it has a history of provision for names and accessories for industrial locomotives under its Narrow Planet genesis and, more recently, for kits for industrials. This model of a Kerr, Stuart and Company 0-6-0 'Victory' tank is its first ready-to-run model, and it's a fantastic opener from the owners, Stephen Fulljames and James Hilton.

A small class of 10 industrial locomotives may seem a niche choice of prototype for a new manufacturer, but the 'Victory' portrays a class that started life under the Railway Operating Department during World War One and ended life in the late 1960s at South Wales' collieries.

Kerr Stuart built the locomotives in 1917 at its California works in Stoke-on-Trent for the Inland Waterways and Docks Department. Designed to shunt traffic at docks on the south coast as part of the war effort, at least ROD 608 worked at Dieppe on the French side of the Channel. After the war, the locomotives were sold to a variety of companies, including the Alexandra (Newport & South Wales) Docks and Railway, Brecon & Merthyr Railway, East Kent Light Railway (EKLR) and private users, including collieries. Three were inherited by the Great Western Railway, two of which entered British Railways (BR) service, surviving until 1954 and 1955. The EKLR locomotive entered Southern Railway

ownership and finished its life with BR, though it was scrapped in 1949 and never carried its allocated number of 30948. Seven of the locomotives ended up in service with the National Coal Board, with the last examples being scrapped in 1969.

Planet is producing four liveries initially, attractive lined maroon and green schemes, lined Inland Waterways and Docks lettered grey livery, an ROD livery exclusive to Rails of Sheffield, in addition to the plain black model reviewed here. Plain black was my chosen purchase as it will end up in functional, but dirty colliery use.

The initial impression when removing the model from the box is of solid quality, with its 240g of weight balanced right on

datafile

BASICS

Manufacturer: Planet Industrials**Catalogue Refs:**

(PI-001-A) Plain black

(PI-001-B) Lined grey, IW&D 12

(PI-001-C) Lined green

(PI-001-D) Lined maroon

(PI-001-E) ROD 608

RRP: DC / DCC ready £130, DCC sound fitted £245**Gauge/scale:** 16.5mm gauge, 1:76 scale OO**Era:** 1917 – 1969**Company/Operator:** Private**Weight:** 242g**Chassis and Body:** Die-cast chassis, running plate and boiler with plastic tanks and cab.**DCC interface:** Next18**Minimum curve radius:** 263.5mm (R2)**Couplings:** NEM-pocketed tension-lock**Accessories:** Toolboxes, sandboxes and footsteps

The Next18 decoder socket sits on the side of the motor housing within the tank. For the size of the locomotive it's quite a large brass flywheel, which undoubtedly contributes to the superb slow running of the model in addition to the 40:1 gearbox.

the centre line of the middle drivers. It's certainly robust, as was the real thing and the coloured bufferbeams, safety valves and cab detail are of good density as the only items to break up the black of this particular model. The chassis, running plate and boiler are all die-cast metal, with plastic used for the tank sides and cab. Importantly, there are quality metal components used for the drawhooks (although there are no three-link couplings included), sprung buffers and whistle, underlining the robustness. There is evidence of a mould joint in the top of the boiler, which may well be correct as cladding was often joined there, but on this model, the line extends a little onto the sides of the dome.

As minor variations came to be, especially in industrial use, Planet Industrials has provided a selection of sandboxes, toolboxes and steps to replicate specific examples at particular times. Representative etched plates for works numbers are included, but owners can benefit from their excellent detailed or bespoke plates via its website to further enhance the model.

The first test of the model, before 'running in' took place, was a very pleasant surprise with beautifully smooth and appropriately geared running. There's a gentle purr from the model rather than harsh noise and it has the feel of a quality kit-built or scratch-built model, so much so that I was surprised when removing the keeper plate that the gears were nylon rather than brass.

On test, the locomotive capably handled 16 Mk. 1 coaches on the level and around R2 curves, so it can master any scale-length trains that an owner is likely to put behind it. With the weighty chassis, electrical pick-up to all wheels, and degree of give in the centre axle, there was no hesitation across pointwork of any radius.

The body is removed by taking off the couplings and releasing the two screws just behind the coupling mount and steadily persuading the body to part from the chassis by holding it above the cylinders.

Once inside, the large high-torque motor and brass flywheel can be admired with a pre-fitted cube speaker sitting behind the motor. The PCB with Next18 interface for a decoder is mounted on the side of the assembly where there's plenty of room inside the tanks of the locomotive.

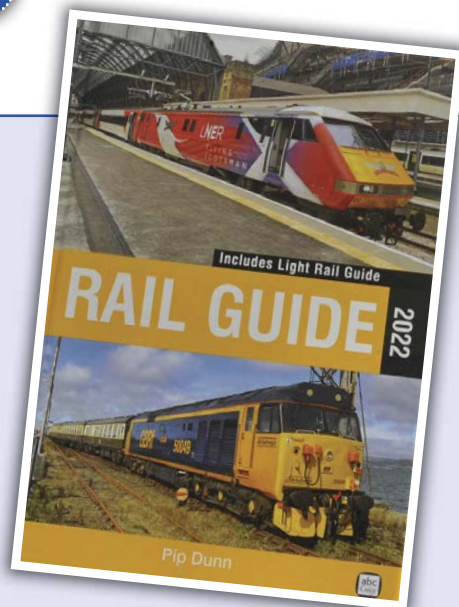
Overall, this model is quite superb, well-designed and engineered with resultantly excellent running characteristics. I look forward to seeing what Planet Industrials follows this up with.



The 'Victory' may be ordinary in appearance, but its performance is quite extraordinary.

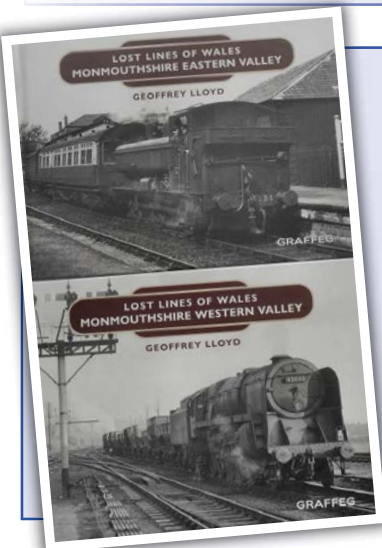
RAIL GUIDE 2022, by Pip Dunn, Crecy. PRICE: £25.00

This is the latest successor to the much-loved Ian Allan ABCs, so valued by the post-War 'baby boomer' trainspotting generation, of which your reviewer is one (I wonder what my 1957 Combined Volume would be priced at in today's money? It was ten and six back then, bought for me by my parents for my 11th birthday). This is far more-comprehensive! Out of interest, Crecy has also sent a facsimile of the Ian Allan Combined Volume for 1967 (1954's, 1962-63's and 1964's are also currently available). In the 1967 book, in BR's steam's penultimate year there are no WR standard gauge locomotives, no SR ones and just one ER one listed! In contrast, this latest guide lists nearly 50 steam locomotives in main line use, though in 1967, there were still many MR and Standard steam classes in operation. Another big difference between the two is their respective sizes; 240 pages in 1967 compared with 416 for 2022, and the recent one is twice the size in format. It's no longer a 'pocket book', nor has been for many years. There is an astonishing range of locomotives and rolling stock featured, with scores of high-quality coloured imagery to complement the descriptions and listings (though I don't think the Class 345 shown on page 37 is about to head west at Paddington). Some of the descriptions contain a few grammatical bloopers, but it's generally highly readable. The listings include all the TOCs, Open Access ones, Channel Tunnel operations, Private TOCs, Irish Railways, Trams, Metros and Light Rail, Rolling Stock Providers, Railfreight Operators, plus, among many other things, Preservation, Ex-UK locomotives operating abroad, Heritage Lines, a look at projected new trains beyond 2025 and even Scrapyards. If nothing else, this incredible work of research exposes my 'criminal' ignorance of what's running on our railways in 2022. Looking back at the 1967 Combined Volume, I reckon I could identify all of the classes just from their photographs, including DMUs (though not all the SR EMUs). Not here! I have to say (entirely subjectively), in my view, many of the current units are incredibly ugly, and the liveries applied to some will require sunglasses to fully appreciate them! But, such is progress. As a current work of reference, this Guide is invaluable to enthusiasts and travellers, and especially so for modellers of the current scene. Highly-recommended.



LOST LINES OF WALES MONMOUTHSHIRE EASTERN VALLEY, AND LOST LINES OF WALES MONMOUTHSHIRE WESTERN VALLEY, both by Geoffrey Lloyd, Graffeg. PRICE: £8.99 EACH

These delightful little books are a joy to thumb through, recording, as they do, a time and place now long gone. They ooze nostalgia for a 'simpler' time. I never visited South Wales until steam had all but disappeared, but much of the infrastructure remained, and, in some rare cases, still does, into the 21st Century. That said, as already alluded to, in many places nothing remains of a railway nature now (what a fantastic model Crumlin would make – page 40 in the Western Valley volume). However, both books finish on a positive note – preserved steam on the ex-L&NWR line between Blaenavon and Whistle Halt in the Eastern Valley volume, and the newly-built Ebbw Vale Town Station in the Western Valley one. Most scenes (principally in black & white) depict BR steam days, with the odd GWR view and a few showing BR blue diesels (including a 'Western' diesel). There's also a shot showing the preserved King George V, at Caerleon, in 1971. Most images have reproduced very well, and each location (some of which I'll never be able to spell!) has at least one picture to illustrate it. Modellers of the period and places will find these little books (both 64 pages) of excellent-value-for-money, and I recommend them.



NORTHERN RAIL STEAM THE FINAL YEARS, by Allan Heyes, Crecy. PRICE: £22.50

Do you ever get the feeling that a book was written and published just for you? I did with this marvellous work. It's complementary to the same author's Northern Rail Rover, also published by Crecy, and both works should be on every railway enthusiast's library shelf as well as every modeller's. At a time when many enthusiasts were abandoning their cameras (like me) as only the 'fag-end' of steam presented itself before the lens, thank goodness the author was active with his. Many of the scenes shown are so personal to me, which can make it difficult to be objective in an assessment, but I'll try. As a Cestrian (a native of Chester), I must have been standing next to the author when he took his pictures of the 'Castles' on 6A and from the city's walls! Not only that, at the time, my oldest friend lived near the foot of Gresford Bank between Chester and Wrexham, so the scenes from there are so familiar. I also had relatives living in the North East, so pictures of ex-NER 0-6-0s and K1s were also of great nostalgic importance. I trained as a teacher in Lancashire beginning in 1967, so those last rites scenes in the county were also familiar. I know the above comments are subjective, but this is why this wonderful work appeals so much. However, one doesn't have to have witnessed such scenes to appreciate this work. It's truly 'telling it like it was'; in the author's own words, "There is no attempt to glamorise the subject – locomotives nearing the end of their lives are seen in their working environment, as are the people involved in operating them"; truly said. I'm surprised this time is not more popular with modellers – no need to employ top painters to fully-line one's creations, because just about everything is covered in grime. Though the 'glamorous' steam classes had gone, there was still much in the way of variety, as so clearly shown in this book. That, and the surviving railway infrastructure, would make fascinating models. Beautifully presented, totally absorbing and fantastic value for money – what more can I say?

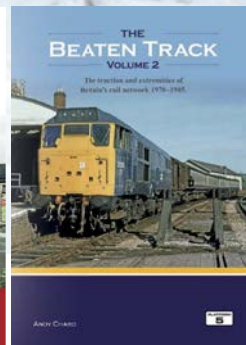
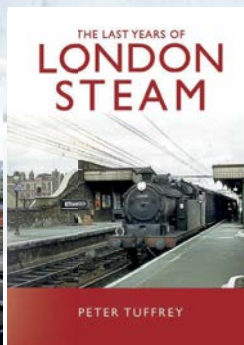
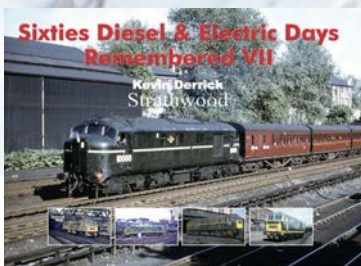
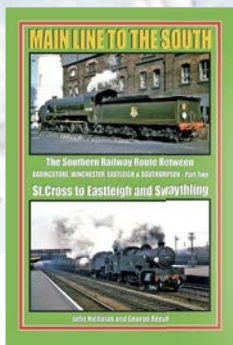
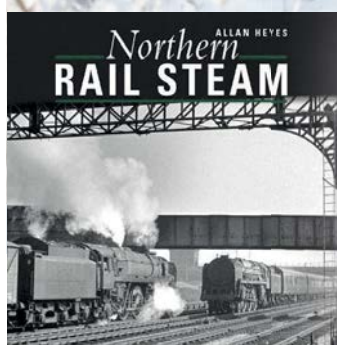


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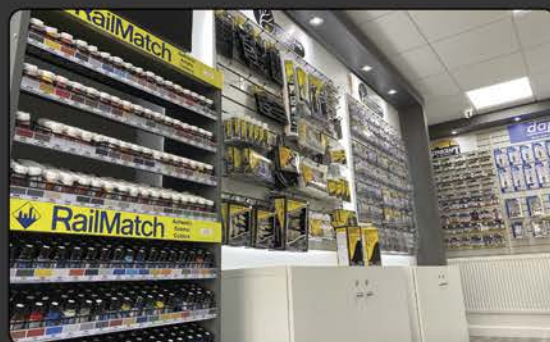
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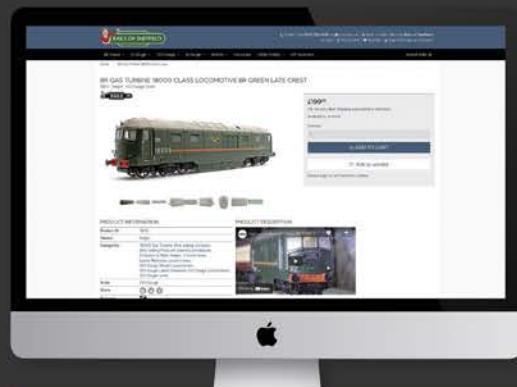


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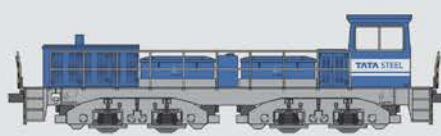
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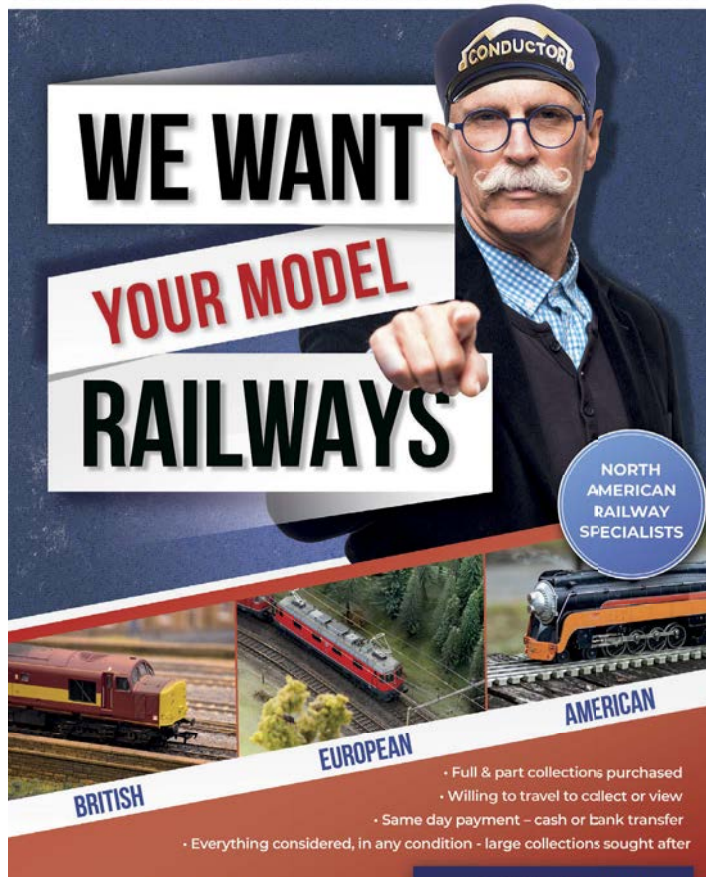
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Dec 3/4 PAISLEY Model Railway Show, The Paisley Centre, Causeyside Street, Paisley, **PA1 1UQ**. Sat 10-5, Sun 10-4. www.facebook.com/renfrewshiremrc

Jan 14/15 BOGNOR REGIS Model Railway Exhibition, Felpham Community College, Felpham Way, Felpham, Bognor Regis, West Sussex **PO22 8EL**. Sat 10-5, Sun 10-4.

Jan 15 - GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**. Sunday 10-5. www.astolatmrc.co.uk

Jan 22 - BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**. Sunday 10 - 4pm. ****FREE PARKING****

Jan 28/29 - KENDAL Model Railway Exh, Kendal Leisure Centre, Burton Rd, Kendal, Cumbria, **LA9 7HX**. Sat 10-5. Sun 10-4.30

Feb 4 - SWINDON ALSRM 7mm Trade Show STEAM, Museum of GWR, Firefly Avenue, SWINDON, Wilts. **SN2 2EY**. Sat 10 - 4.30. www.alsrm-events.co.uk

Feb 4/5 - ALTON - FebEx 2023 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, **GU34 4EQ**. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

Feb 10/11 DONCASTER Festival of British Railway Modelling Doncaster Racecourse, Bawtry Rd, Doncaster, **DN2 6BB**. Sat 10-5, Sun 10-4.

Feb 18 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5. www.tonbridgemrc.com Less than 5 minutes walk from Tonbridge Railway Station.

Mar 4 - KETTERING Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Saturday 10 - 4. *****Plenty of FREE parking*****

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Mar 11/12 - BASINGSTOKE Basingstoke & North Hants Model Railway Exhibition, Aldworth Science College, Basingstoke, **RG22 6HQ**. Sat 10-5 Sun 10-4

April 8/9/10 - YORK Model Railway Show, The Knavesmire Stand, Racecourse Rd, York. **YO23 1EX**. Sat & Sun 10-5, Mon 10-4.30.

April 28/29/30 - BRISTOL The Bristol Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, **BS35 3JB**. Fri 1pm-7pm, Sat 10-6.30, Sun 10-5.

May 13 - LLANGOLLEN Llangollen Railway Festival, Llangollen Pavilion, Abbey Rd, Llangollen, Denbighshire, **LL20 8SW**. Sat 10-4.30.

June 3 - BARNSELY Gauge 'O' Guild Summer Show, Barnsley Metrodome, Queens Ground, Queens Rd, Barnsley, **S71 1AN**. Sat 10-4.00. ****NEW VENUE****

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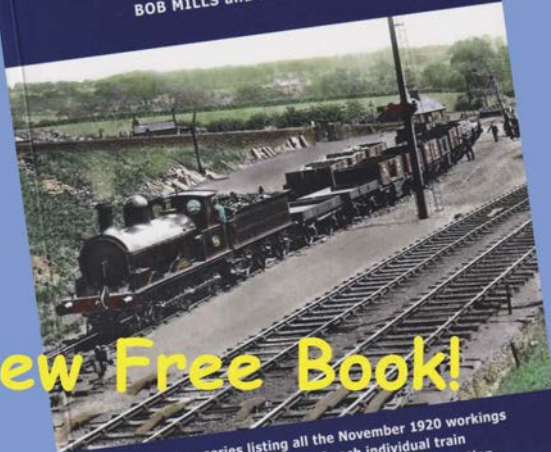
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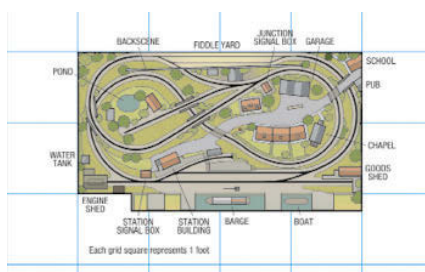


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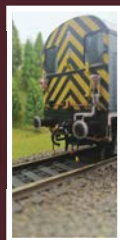


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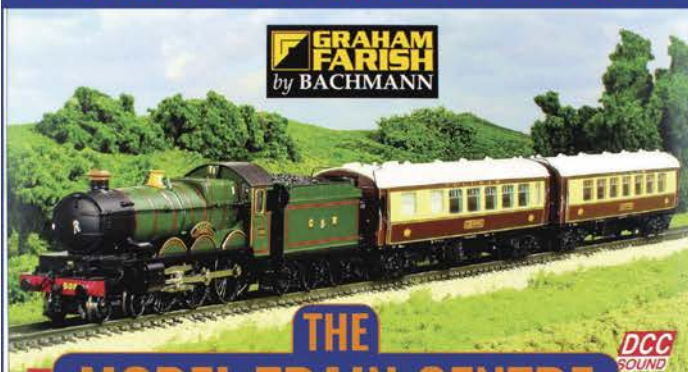
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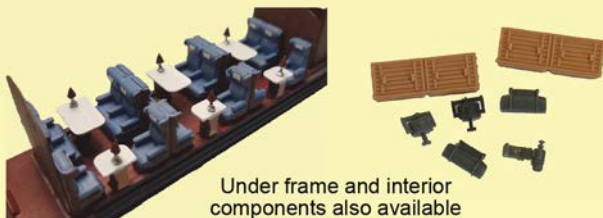
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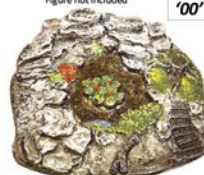
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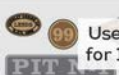
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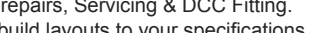
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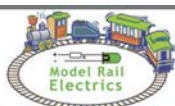
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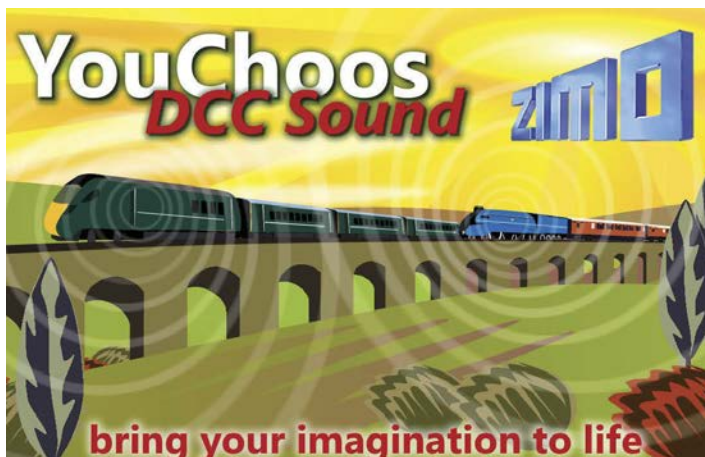


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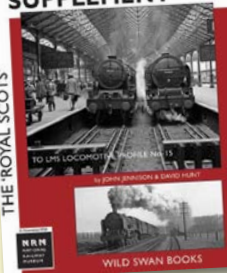


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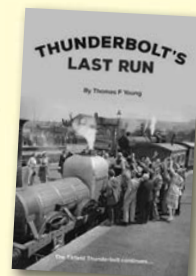
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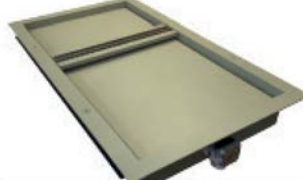


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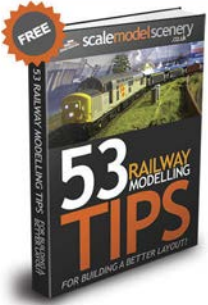
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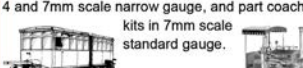
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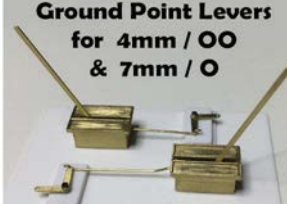
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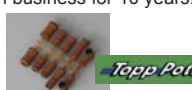
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Buffer Stop

Should layouts have more play value?

Over a cup of tea at a recent meeting of the Heart of England Railway Modellers group – a lovely, friendly event hosted by 7mm Narrow Gauge area group – we were chatting to the owner of ‘Amery Hill Quarry’.



The layout is a simple model, about 3ft x 2ft in size. You can probably work out from the photograph that trains collect their stone load from a conveyor belt at the top of the hill, then descend via a spiral until they reach a quayside at the bottom. A wagon tippler then dumps the stone into a waiting barge. Now empty, the train heads back up the hill.

It's a simple enough sequence, but one that has entertained people for more than 40 years. No clever operation, simply load and dump.

Amery's owner suggested that modern layouts tend to lack, what he terms, 'play value'. Yes, they have plenty of detail and realistic rolling stock, but he feels the fun has gone out of them.

Years ago, the Hornby catalogue offered working hopper wagons, log trucks that could be unloaded and even end tippers to be paired with an operating conveyor belt. All these have gone, only the operating TPO coach still hangs around, a model dating from the Tri-ang days.

Is it time to bring back the fun to our layouts? Has anyone out there done it? We'd love to see some photographs!

So, the questions are – does a suitable layout exist? Would it be interesting to readers?

It's January, so tradition means we better ask for your New Year's resolution for 2023.

Andy: This year I'll be mostly economising; and modelling. You can do both!

Debbie: I did a lot of cooking while in lockdown and now I'd like to tackle baking – watch out Mary Berry!

Howard: CAD work on the 10.25in gauge locomotive project 47776 *Respected* has commenced – finally!

Phil: Three years ago, I said I'd build a model of a German lifeboat called *Vegesack*. This year, I will finally get it done...

Ruth: Read! I haven't picked a good book up for a long while.

This month in pictures...



Andy is thinking about beer and trains again...



Howard caught up with *Puffing Billy* – the oldest surviving steam locomotive in the world, housed in the Science Museum.



How to make Phil happy on a photoshoot – serve freshly-baked scones.



When picking up a new Playtrains station, be careful it doesn't disassemble itself. And, make sure you put it back together before the Hornby team get back to their stand!

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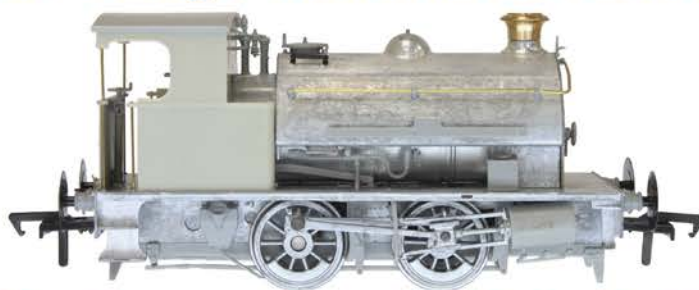
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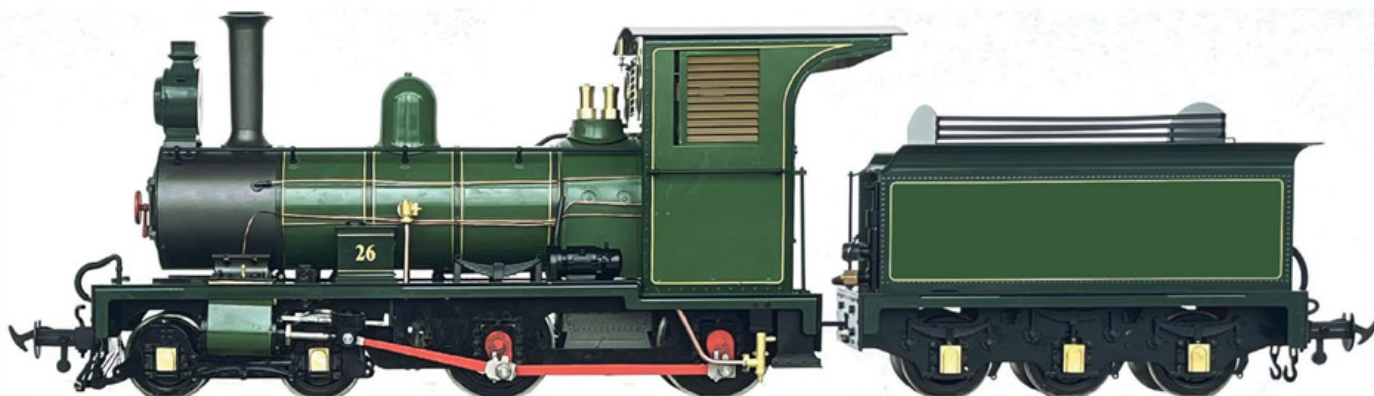


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Cover: Double-headed steam, always a summer favourite, captured by *Joey Evans*. The West Lancashire Light Railway Gala on 6th August featured resident Orenstein & Koppel 0-4-0T 'Montalbahn' and visiting Kerr-Stuart Tattoo 0-4-2ST 'Stanhope', the latter having one of its final runs before returning to its home line at Apedale. The inset shows the revolutionary Garratt loco planned by the Mackwell Locomotive Co in New Zealand – a future for steam?

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The people and the tech we will need...



"When I told a lifelong friend who works in a railway workshop that I was about to conduct the interview, the response was 'Huh, good luck with that...'"

Photo: Charlie, at least the fourth generation of steam-obsessed Charmans, happily watches 'Polar Bear' at the Amberley Gala on 23rd July Photo: Sophie Charman

Welcome to *NGW* 169 and who spotted the *faux pas* on this page last month? I was so busy discussing the validity of 'staged' photo charter shots that I never spotted that while I had correctly captioned the photo as taken at Threlkeld, in my text I suggested it was at Amberley. Doh! Of course it was the museum's John Stanton who delighted in pointing out the error, together with the comment "It proves I read your editorial..."

Moving swiftly on... *NGW* is by its very nature mainly a 'heritage' magazine, but there's a very future feel about this month's issue. The traditionalists will no doubt be appalled to find on page 10 a photo of a locomotive wearing a face. But we make no apologies at all for reporting the Tallylyn Railway's second and even more successful Awdry Extravaganza in full.

While it's true that 'Thomas the Tank Engine' has been horribly commercialised over the years, there can be no doubting the huge legacy that Wilbert Awdry left us by writing the *Railway Series* stories and making it very easy for like-minded parents to get their children interested in steam railways.

Of course my children were all read Thomas at a young age and I've had personal experience again over the past couple of years as a very proud grandparent. That's Charlie in the picture above, at the

Amberley Gala and in the process of declaring that he likes 'Polar Bear' even more than the Bluebell Railway's 'Stepney' – see, he's even going narrow gauge!

Charlie has been a huge Thomas fan from virtually as soon as he was able to watch the TV programmes. But that passion has rapidly expanded in the right direction. He's very keen to visit any steam railway on a day out and his preferred TV watching has progressed to the excellent Penny Steam series of visits to heritage lines that can be found on Youtube (www.youtube.com/user/pennysteam/videos).

Most importantly, Charlie already has a love of railways that makes it so much more likely that when he is old enough he will become one of the next generation of volunteers – those that we will need to keep our railways going in future.

Beating our greatest threats

The question is, will there be steam railways for those future generations to work on? As a W&LLR Trustee I see first hand the challenges facing our railways, and I think many readers really don't realise that now the threats to our existence are greater than ever before.

The coal issue has been well documented, but even if we secure supplies coal-fired steam engines do not fit the environmentally-dominated agenda of today.

Climate change is also bringing us more regular and more aggressive heatwaves, meaning we can't use our locos anyway in case they set the countryside on fire. And sourcing enough volunteers to run trains is getting ever harder, especially loco crews – who wants to work on the sauna of a footplate in a heatwave?

These are just some of the reasons I'm very pleased this month to describe in detail the revolutionary aims of an engineering firm in New Zealand. The Mackwell Locomotive Co wants to produce steam locomotives that look like normal engines but emit no smoke, or field-igniting sparks, that have air-conditioned cool cabs for the crews and most importantly are significantly cleaner than diesel or even electric alternatives.

A pipe dream? Well we don't know yet, but perhaps predictably the reaction among colleagues I've talked to has been highly sceptical. Indeed when I mentioned to a lifelong friend who works in a major railway's workshops that I was about to conduct the interview and what it was about, the immediate response was "Huh, good luck with that..."

Okay, the Mackwell technology may not work, but equally it might – and we need to look beyond the sceptics and find out. The potential consequences of ignoring such possible solutions are too great...

Andrew Charman

Line damage and theft threatens Manx festival programme



The Manx Electric Railway suffered a double blow to services in mid July when an oversized vehicle driving over a crossing brought down overhead line cables, and then the cables were stolen before they could be re-erected.

The incident on 20th July, at the 3ft gauge electric line's road crossing between the Liverpool Arms and Baldrine, is believed to have involved a recovery vehicle with a Land Rover stacked with kayaks. Services between Derby Castle, Douglas

and Laxey were immediately suspended.

Engineers assessing the damage then suffered a further blow when around 200 metres of the downed overhead cable was taken over the night of 20th-21st, having been left overnight by the trackside.

Police soon made four arrests in connection with the incident but not all the cable was recovered, as the MER stated that the repairs could cost up to £5,000.

Services on the line finally resumed on Tuesday 26th July after repairs were

completed, just in time for the Manx Summer Transport Festival – this began on the following day and featured a parallel run on the MER's double track between Derby Castle and Groudle.

The damage to the Manx Electric Railway power lines threatened to derail the start of the Summer Transport Festival, which began on 27th July with a parallel run of cars 1 & 2 in their original 1893 livery between Derby Castle and Groudle.

Photo: David Lloyd-Jones

Horse Trams make long-awaited return to Douglas

Services resumed on the Douglas Horse Tramway on the third day of the Isle of Man's Summer Transport Festival on 29th July – as predicted in *NGW*168 the Victorian tram cars, suspended since 2019 by refurbishment of the Manx capital's promenade, were finally able to start running over part of their original route.

The promenade scheme has included a £1.2m relocation of part of the tramway route away from the centre of the road, and has been subject to repeated delays.

Passengers on the first service included Manx infrastructure minister Chris Thomas, who described the trams as more than a tourist attraction. "I'd put them in the context of the TT (races), Manx cats,

Tynwald – they're that important," he said.

However Mr Thomas admitted that further work to extend the tracks from the current War Memorial terminus to the original end of the line at the sea ferry terminal was not likely to begin until at least the winter of 2023.

The plans have to "be balanced with other priorities," the minister said, admitting that the island is currently in a difficult financial position.

The full route rebuild was approved in the original scheme, backed by the Manx Parliament in 2017, but plans were put on hold last year after funds allocated to the longer line were transferred to another part of the promenade refurbishment.

Fellow MLC Kerry Sharpe would not confirm to the island's Tynwald parliament that the full line would be reinstated but agreed that there was "no point having half a tram track".

The trams ran free of charge throughout the opening afternoon as part of the Transport Festival, before regular services began on the following day. The service is expected to run until the end of October.

Sunny conditions (below left) greeted the first Douglas Horse Tramway service since 2019 on 29th July involving car no 36 and Clydesdale horse 'Torin', but the weather was according to photographer and Manx resident David Lloyd-Jones "more typical" when public services started a day later.





Sipat Georgina goes to Butterley

Bagnall Sipat class 0-4-0ST 'Georgina', built by North Bay Railway Engineering Services (NBRES) for the 20-inch gauge North Bay Railway in Scarborough, has moved to the Midland Railway Centre at Butterley in Derbyshire (*reports Ken Jones*), but not to the existing 2ft gauge Golden Valley Railway on the site.

The loco entered service on the Scarborough line in 2016, the first of four Sipats built by NBRES. But after the line was purchased in April 2021 by the owners of the Cleethorpes Coast Railway, it was decided to return to using the four original diesel-hydraulic steam-outline locomotives and Georgina was put up for sale.

As a result the Sipat has now had its gauge widened by an inch and has been sold to the Princess Royal Class Locomotive Trust, based at Butterley.

The Trust premises include a short 21-inch line, built originally to demonstrate former Butlins 4-6-2 no 6203 'Princess Margaret Rose', one of two 21-inch gauge diesel-hydraulic powered replicas of the full-size Pacific locos preserved by the Trust.

Above: Sipat 'Georgina' in its new home at the PRCLT premises at Butterley. Photo: Ken Jones

Bala carriage back for anniversary

The Bala Lake Railway was set to return its bogie carriage no 4 to service as part of a half-century special on 13th August.

The vehicle last ran on the north Wales line in around 1994 – its return to operation will provide the BLR with an eight-strong operational rake of passenger vehicles for the first time since the mid 1980s and it will also be the first vehicle in service with an observation end.

The vehicle's first journey was planned to be on the 1.30pm special train to Pant-yr-hen-felin. Saturday 13th August marked exactly 50 years since the 2ft gauge line commenced operations on the former standard-gauge Bala to Dolgellau route, and the BLR planned to mark the occasion by running trains to its earlier temporary termini, hauled by locomotives that were representative of the period.

WHR's Russell stars on return to first home



Welsh Highland Heritage Railway (WHR) Hunslet 2-6-2T 'Russell' returned to its former haunts in style over the weekend of 30th-31st July, starring in the 'WHR 100' event kicking off a year of celebrations of the centenary of the original Welsh Highland Railway.

The locomotive was built in 1906 and intended for the Porthmadog, Beddgelert and South Snowdon Railway, which was never completed. It passed into ownership of the North Wales Narrow Gauge Railways, which ran from Dinas, just south of Caernarfon, to South Snowdon.

In 1922 the NWNCR was extended to Porthmadog and became the Welsh Highland Railway, which ran until the Second World War. The line was reopened in full by the Ffestiniog Railway in 2011.

The centenary event centred on Dinas, Russell's former home shed, and the loco and its heritage set of former WHR stock recreated 1922 services running to Rhyd Ddu, today's name for South Snowdon.

The 1864-built England 0-4-0ST 'Palmerston', which was used in the construction of the NWNCR in 1876, also featured over the weekend. Various locos were in steam at Dinas, the former hub of the NWNCR and later the WHR, while

the attention to detail extended to a display of the road coaches that hastened the WHR's demise in the 1930s.

The WHHR's base at Gelert's Farm, Porthmadog, played its part too – the co-operation between 'the two WHRs', which were once at loggerheads with each other, was a notable feature of the weekend.

The only known survivor of the internal combustion locos involved in the building of the WHR headed a demonstration construction train at Gelert's Farm. Records show that Motor Rail 2197 was delivered in January 2023 to the WHR construction site via the original Beddgelert Siding, the site of the present day WHHR.

The loco is on loan from the Moseley Railway Trust collection at Apedale and will stay at the WHHR through the celebrations in 2023, details of which are set to be revealed at a later date.

Above: "I remember living here once" – 'Russell' at Dinas on 31st July with what was billed as the empty stock train to Porthmadog at the end of the day – photographer James Waite tells us it was actually quite well filled...

Below: A typical WHR scene recreated – Russell crosses Plas-y-Nant bridge with the returning midday train from Rhyd Ddu to Dinas.



Lines join forces to plea 'love your railway'



At least 16 narrow gauge and miniature railway organisations that have signed up to the second 'Love Your Railway' campaign, following the overwhelming success of the debut scheme in 2021.

Spearheaded by the standard-gauge North Yorkshire Moors Railway, the six-week campaign over the summer holidays from 25th July to 4th September aims to shine a spotlight on the UK heritage railway movement, at a time when it is under great pressure on a number of fronts including rising costs, fuel supplies and staff and volunteer shortages.

The campaign includes six themed weeks: History, Conservation, Partnerships, Family, Volunteers and Education. During the period heritage railways are encouraging visitors and supporters to get involved and share photos and memories of their visits on social media using #LoveYourRailway.

Speaking at the launch of the scheme NYMR general manager Chris Price, who has previously managed the Talyllyn and Fairbourne lines, said that the response by railways and the public to the 2021 campaign had "blown away" organisers.

"To have more than 50 heritage railways taking part in the campaign's first year

shows the incredible support and solidarity running through the sector," Chris said, adding; "we have new ideas and elements planned for the 2022 campaign, and love that even more organisations have come together to help us spread the word."

"The aim is simple - there are more than 150 operational heritage railways, which protect, conserve and bring to life part of the nation's rich cultural heritage - giving enjoyment and learning to thousands of people every year and we want to do all we can to raise awareness of every heritage railway across the country."

The UK's heritage lines, both standard and narrow gauge, carry more than 13 million passengers each year, cover 560 miles of railway line and contribute £400 million in economic impact.

They are kept running by 22,000 volunteers and more than 4,000 paid employees, highlighting the significant role that railways played throughout the industrial revolution.

Above: The Vale of Rheidol Railway is among several narrow gauge lines that have signed up to the second 'Love Your Railway' campaign. Joey Evans pictured 2-6-2T 'Owain Glyndwr' crossing the Rheidol river bridge on 22nd July.



Test green light for Falcon boiler

The project to build a new Hughes Falcon 0-4-2ST for the Corris Railway has made another major step forward, the boiler passing its hydraulic pressure test.

The test took place in the last week of July at the Ross-on-Wye workshops of Alan Keef Ltd which is erecting the loco.

The boiler was built in 2012 by Israel Newton and Sons, then based in Bradford, and before being taken to Keef's in August 2020 it had been displayed at Maespoeth Junction on the Corris as part of the fundraising towards the overall £400,000 cost of building the locomotive.

Set to become no 10 in the Corris fleet, the new loco is a 21st century recreation of one of the trio of engines built originally for the line in 1878 by the Hughes Company in Loughborough - one of them survives today and works on the Talyllyn Railway as no 3 'Sir Haydn'.

Other recent work carried out on the Falcon project has included the mounting of the control springs for the pony truck and work beginning on fitting the smokebox. With the boiler out of the frames for the hydraulic test it was possible to plan the mounting of the ashpan, made by Keef from a wooden pattern constructed by a Corris volunteer. Further volunteer work has continued on the construction of the saddle tank.

The build is still on target for the loco's first steaming as part of Alan Keef's annual Open Day on 24th September, though completion work will still be needed for the loco to enter Corris service in 2023.

The cost of this work is estimated at £48,000, with £20,000 still needing to be raised. The Corris has repeated its appeal for more donations to the project - details can be found online at www.corris.co.uk



Right: The boiler hydraulic test was conducted with the unit out of the frames. Photo: Alan Keef Ltd

■ The Vale of Rheidol Railway's NGG13 Garratt locomotive 'Drackensberg' made its long-awaited debut on passenger services on 26th July, and two days later David Mitchell pictured the loco arriving at Devil's Bridge with the 10.30am train. The Garratt was expected to work two return trips on Tuesdays, Wednesdays and Thursdays throughout August.



Peter makes its return at Amberley Summer Gala

Amberley Museum welcomed its Bagnall A0-4-0ST 'Peter' (2067/1918) back to service as the highlight of the museum's annual Railway Gala on 23rd July.

The former Cliffe Hill Quarry locomotive, originally preserved by the Narrow Gauge Railway Society at Brockham Museum in Surrey before the collection transferred to Amberley in 1982, had been out of service since December 2018 under overhaul.

Bennetts Boilers undertook a major refurbishment of the boiler at its premises in Highbridge, Somerset and company head Andy Bennett was one of the first to take a footplate ride on the loco. A full bottom-end rebuild was also part of the overhaul.

The relaunch celebrations on the Saturday afternoon of the Gala included a traditional breaking of a banner across the tracks, and the cutting of a cake.

Earlier in the day another ceremony saw the unveiling of a plaque in the museum's former RAF Fauld bogie carriage, marking its return to service.

The carriage, also a former Brockham collection item and which forms an essential

part of the Amberley rail fleet having been adapted to be an accessible vehicle, required new wheel sets. These were supplied by Alan Keef Ltd, their cost sponsored by the Sussex Industrial Archaeology Society (SIAS). Society member Alan Green unveiled the plaque.

Above: Peter breaks the tape on its return.

Below: SIAS member Alan Green marked the group's role in the Fauld carriage refurbishment.

Photos: Andrew Charman – more on page 36-37



■ Orenstein & Koppel 0-6-0T 'São Domingos' pictured here in action at its home Great Bush Railway's 'Model Railways Plus' weekend on 7th August, will visit the Old Kiln Light Railway for the Surrey line's 40th Anniversary Gala on 10th-11th September. The loco has visited the line before but will operate on it for the first time alongside resident O&K 'Eloise'. The two have previously steamed together, at the Tinker's Park, Sussex location of the Great Bush line.

Photo: Stuart Chapman



BRIEF LINES

Lyd back to Devon

The Lynton & Barnstaple Railway has confirmed that Ffestiniog & Welsh Highland Railway-based new-build Manning Wardle 2-6-2T 'Lyd' will star at its Autumn Gala on 24th-25th September. The loco has run at the Devon line several times – it will appear with fellow new-build L&B loco, Baldwin 2-4-2T 'Lyn', based at the line.

Chief and Count to Kirklees

Two historic 15-inch gauge locos will appear at the annual Friends of Kirklees Light Railway Steam & Diesel Gala Weekend on 10th-11th September. Pacific 'Northern Chief' from the Romney, Hythe & Dymchurch Railway and Atlantic 'Count Louis', for many years at the Fairbourne Railway, are likely to take part in the traditional 'Shelley or Bust' multiple-headed train that concludes the weekend.

Steam on the Manx Electric

Celebrations in 2023 for the 100th anniversary of the Douglas to Peel line of the Isle of Man Railway and 130 years of the Manx Electric Railway are set to include IOMSR locomotives running on the 3ft gauge electric line. More details will be released closer to the event.

Dave gets Exbury post

The Exbury Gardens Steam Railway has appointed Dave Giles as its new foreman, following the retirement earlier this year of long-time foreman Ian Wilson. An enthusiastic model engineer, David takes over at the 12¼-inch gauge New Forest line having helped out on it for several years.

Meet on the pier...

Amberley Museum-based Brush battery loco 16303 was reunited with sister 1916-built locos 16302 and 16307 for the first time in 102 years on 23rd-24th July at the centenary celebrations of the Hythe Pier Railway in Hampshire. All three were sold out of War Department service in 1920, two going to the 2ft gauge pier line and 16303 to the Welsh slate industry from where it was acquired for preservation in 1981.

What ales the Tallyllyn?

The Tallyllyn Railway was forced to abandon the second day of its beer festival on 2nd-3rd July after very high visitor numbers on Saturday resulted in the mid-Wales 2ft 3in gauge line running out of beer...



Talyllyn scores with Awdry sequel event

The Talyllyn Railway's second 'Awdry Extravaganza', held over the weekend of 23rd-24th July and celebrating the work of Thomas the Tank Engine creator the Reverend W Awdry, proved a major success.

Wilbert Awdry's experiences as an enthusiastic member and volunteer guard on the Talyllyn Railway in 1952 led to him creating the Skarloey Railway as a narrow gauge line within his 'Railway Series' of children's stories that featured Thomas.

Having scored a debut success with the first Awdry Extravaganza in 2021, Talyllyn event organiser Luke Ryan, himself a Railway Series expert, immediately started planning a follow-up.

"We were blown away by the reception that the event received in 2021, so we knew that we were on the right track," Luke said. "This year we introduced some new services such as a photo charter and The Picnic Train which both sold out amazingly fast."



Revenue and attendance over the weekend was almost 50 per cent up on the 2021 event, while more than 5,000 people watched a live stream online, and 230 bought tickets for the live broadcast of a lecture by railway historian, Tim Dunn.

According to TR general manager, Stuart Williams, this year's event exceeded expectations; "(It) delivered record-breaking shop sales, as well as attracting a diverse audience of visitors who came specifically for the event from as far away as Nashville in the USA."

Attendees included the Rev Awdry's daughter, his grandson and great grandchildren. His daughter, Veronica Chambers described being at the event as an incredible and often humbling experience, adding; "To meet a lad whose time in hospital after two big organ transplants had been transformed by the stories, the one who had found the courage to become a volunteer, those who told of firm friendships made over the miles through shared interest..."

"Father would have been amazed and delighted to think that his stories based on his beloved Talyllyn Railway touched, and still do, so many people for good, and I and my family are immensely proud".

A date for a further event in 2023 is expected to be announced soon.

Above: Purists may recoil at engines with faces but they raise a lot of money for railways, as well as introducing hordes of children to the delights of steam trains. 'Peter Sam' and 'Sir Handel' double-head an extravaganza service.

Left: Historian Tim Dunn conducted interviews at Tywyn Wharf Station.

Photos: Nathan Spence/TR

Major winter work at Tywyn

The Talyllyn Railway is set to commence long-planned major development at both its Tywyn stations this winter.

Work will begin at Wharf and include the creation of a new heritage shed that will also be able to be used as a covered space for events, and relocating office space into the recently purchased house of the line's pre-preservation manager Edward Thomas, enabling major improvements to the current station building.

The TR's engineering headquarters at Pendre will see the construction of a new West carriage shed on also recently acquired land adjacent to the railway.

We will be taking a more in-depth look at the TR developments in a forthcoming issue of *NGW*.

Arsenal Railway launches appeal to repair loco

The Royal Arsenal Narrow Gauge Railway (RANG), the building of which was completed at the Crossness Engines Trust in London in November 2021, has launched an appeal to fund repairs to its only operational locomotive.

'Bazalgette' a diesel built by Severn Lamb in 1986 for the Stoke-on-Trent Garden Festival, has been at the Abbeywood 2ft gauge line since 2017 after being purchased with three carriages from the Bygones Village Museum in Fleggburgh, Norfolk, where it had been in storage since 2003.

Following arrival at the RANG a three-year restoration was carried out, but now the loco has had to be withdrawn while the Trust raises £10,000 for essential repairs to the front and rear hydraulic drive motors and overhaul of the primary pump.

A crowdfunding initiative has been set up at www.crowdfunder.co.uk/p/rangrailway and a number of incentives are on offer to larger donors, ranging from footplate trips to operating one of the museum's beam engines. As *NGW* went to press more than £6,300 had been pledged.

RANG volunteers recently completed restoration of the second of the three carriages that arrived with Bazalgette.

Photo: RANG



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Shepherd's Cape loco moves to NRM

Former Cape Government Railways (CGR) 4-8-0 no 390, donated to the artist David Shepherd in 1974, has gone on display in the Great Hall of the National Railway Museum in York.

One of six 3ft 6in gauge locomotives built by Sharp, Stewart & Co of Glasgow in 1896, the loco was sold by the CGR to the Zambesi Sawmills Railway in 1971 but when that line ceased operations just two years later it was given to David Shepherd, renowned for his paintings of both steam locomotives and African wildlife.

He repatriated the engine and initially put it on display, complete with a carriage

on a short length of 3ft 6in gauge track at the Whipsnade Wild Animal Park in Bedfordshire, alongside the 2ft 6in gauge line that had been built there.

It later moved to David's own East Somerset Railway and then the British Empire & Commonwealth Museum in Bristol, before in 2004 he donated both loco and carriage to the NRM.

After cosmetic restoration at Tyseley works in Birmingham, no 390 was placed on display at the NRM's outreach Locomotion museum in Shildon, County Durham from 2012. But visiting the NRM in 2017 shortly before his death, David

expressed a desire that the loco go on display in the museum's Great Hall along with some of his paintings held in the NRM collection.

This aim was achieved on 16th July when the loco was transported by road to York, arriving at the NRM after dark and immediately being placed in its new central display position.

Above left: The loco arrives at the NRM on the evening of 16th July.

Photo: Charlotte Graham/NRM

Above: On display in its new pride of place.

Photo: Anthony Coulls/NRM



Half a lane lower at the Fairbourne

The Fairbourne Railway's recently acquired Motor Rail diesel no 9837, built in 1944, moved for the first time under its own power on the mid-Wales 12¼-inch gauge line on 7th August.

Fairbourne chief engineer Harry Billmore had modified the loco from its original 2ft gauge, the drastic narrowing described in the September edition of our sister magazine *Engineering in Miniature*.

Having the Motor Rail available will allow the line to take its Hunslet diesel 'Gwirl' out of service to undergo a much-needed overhaul. *Photo: Jack Gregory*

Tramway offers new journey breaks

The Seaton Tramway has opened two new halts, providing access for its travellers to the award-winning Seaton Wetlands nature reserve.

Funded by the three-mile long 2ft 9in gauge tramway through its 'Travels Through the Axe Valley & Heritage' programme, the Heritage Lottery Fund and the Fine Family Foundation, the £120,000 scheme has been carried out as a partnership project between the Tramway, East Devon District Council and the Burgesses of Colyford.

The Wetlands halt gives visitors the chance to explore and enjoy previously inaccessible views across the salt marshes of Colyford Common. Trails through the reserve extending to some 2½ miles have also been added.

Speaking at the opening ceremony, Seaton Tramway chief executive Jenny Nunn said that the scheme, many years in the planning, had completed the last piece of a jigsaw by creating a circular link via the Tramway to Seaton and the Wetlands.

"This is a unique project which also opens up an area by the River Axe for the first time, offering an innovative insight into the history of not only the former

railway branch line, but also the general history, tourism and wildlife of the area," Jenny added.

The other halt is adjacent to the line's Riverside depot, allowing visitors to view trams in the workshop and shunting, as well as wildlife on the estuary.

Both halts have been designed to be completely step-free while the Tramway operates low-floor accessible trams at least one an hour every day.

The tramway is offering an explorer ticket which allows all-day travel on as many trams and to as many stops as this holder wishes.

Below: The new Wetlands Halt offers views across the estuary that the Seaton Tramway runs through.

Photo: Seaton Tramway



New museum attraction offers virtual Donegal trip

Visitors to the Donegal Railway Heritage Centre can now drive a steam train over the 3ft-gauge County Donegal Railway, after a gap of 63 years (*writes Hugh Dougherty*).

A new digital attraction allows centre visitors to take the regulator, fireman's shovel, injectors and brakes on a journey from Donegal to Stranorlar in a replica of the cab of Donegal 2-6-4T, 'Drumboe'.

The loco, which pulled the last passenger train on the County Donegal Railways in 1959, is preserved at the Donegal Town museum.

The interactive, electronic cab simulator was installed at the museum in mid-July by its designers, Mirador Media, of Innishannon, County Cork, and has proved a hit with visitors of all ages since.

Heritage centre manager, Niall McCaughan, came up with the idea after seeing a replica Lough Swilly Railway cab housing a firebox grill at the Railway Tavern, Fahan.

Niall put the concept forward to the Heritage Council which produced 17,695 euros of funding. The resultant installation is the only one of its type in Ireland, and it is believed, on heritage railways and in railway museums in the United Kingdom.

Niall said: "Mirador Media has already provided us with wind-up machines which play recorded memories of the railway, and they've not disappointed us with our interactive cab which really does allow you to drive the locomotive by using the interactive, electronic controls – it will keep us going until we are able to steam the real Drumboe on tracks in the future."

Mirador Creative director, Mook Vignes, said that the firm researched the workings of steam locomotives, to ensure that the electronic controls mirrored the real thing.

"It was also important for us to learn about the County Donegal Railways from the heritage railway staff and volunteers, as well as understanding the line northwards from Donegal," he added.

Mook also suggested that with coal supplies now an issue for steam railways the interactive cab could be adapted to more efficiently train future footplate crew.

Above right: The interactive cab showing all the controls in all the right places.

Right: Controls and buttons in close-up along with the route map of the line.

Photos: Donegal Railway Heritage Centre



Farewell to Fairbourne saviour John Ellerton

Just as *NGW* closed for press the passing was announced of former Fairbourne Railway owner John Ellerton.

A music entrepreneur, Ellerton took over the 15-inch gauge mid-Wales beach line in 1983, aided by his father Sydney.

He then embarked on a complete transformation of the line, including narrowing its gauge to 12¼ inches. This allowed him to employ locomotives and rolling stock he had commissioned for a line in Côtes-d'Armor, France – the three-mile long Réseau Guerlédan Railway ran only between 1978 and 1979 before closing in the face of local opposition.

John Ellerton continued to make major investment at Fairbourne until he sold the line in 1995. He was an eccentric man, in recent years preferring to be known as Ivan Ellerton, and his reinvention of the railway was controversial among many, particularly enthusiasts of the 15-inch gauge.

Many more, however, believe he effectively saved the FR – previous owner John Wilkins, who had run it since 1946, was anxious to sell as passenger numbers declined and without Ellerton's arrival the line could have ceased to exist. Today the railway is a successful operation still relying on the four locos built to run in France.

■ The Manx Summer Transport Festival between 27th and 31st July involved all of the island's lines and featured the usual mix of unusual workings and themed events.

Nick Wise attended photo charters on both the Manx Electric Railway and Steam Railway. At right MER car 32 hauls trailers 49 and 51 near the line's summit north of Bulgham Bay between Laxey and Ramsey, while below IOMSR Beyer, Peacock 2-4-0T 'Maitland' poses on the former line to Peel while sister 'Kissack' occupies the Port Erin line.



Wiscasset celebrates opening of mountain extension



“One of the biggest events we have ever held,” was how the Wiscasset, Waterville and Farmington Railway Museum dubbed the long-awaited opening of its Mountain extension on 6th August.

The reopening of the one-mile section of track saw trains on the former Maine 2ft gauge route travelling to Trout Brook station for the first time in 89 years.

The original Wiscasset, Waterville and Farmington Railway, which opened in 1895, had closed in 1933 – rebuilding as a heritage railway began in 1989 and the latest extension has taken the operating section of the line to 3.5 miles.

Rebuilding of the section took five years and included the restoration, transport and installation of a 65-foot long bridge over the Trout Brook, along with the rebuilding of the station including installing a locomotive turntable.

The first train, which departed the line’s Sheepscot headquarters at 1.10pm, was double-headed by 1891-built Portland 0-4-4T no 9 and former Bridgton and Saco River Railroad Baldwin 2-4-4 no 7, built in 1913 and on loan from the Maine Narrow Gauge Railway Museum.

The train carried members of the Massachusetts Bay Division of the Railroad Enthusiasts group, providers of vital

USA

financial support to the extension. The group enjoyed their second trip over the bridge, having traversed it several years earlier when it was in use on a branch line in New Hampshire.

The second train carried WW&F members and invited guests, and included speeches and a ceremony at Top of the Mountain station, the start of the extension – this concluded with the symbolic removal of the red flag that had marked the end of the operational route.

A host of local and national businesses

contributed to the project while the work was largely carried out by volunteers. WW&F president Dave Buczkowski paid tribute to their efforts during the ceremonies that also counted two former presidents of the line, Zack Wyllie and Steve Zuppa, among the guests.

Following the weekend of celebrations for WW&F members, public trains on the extension were scheduled to start a week later on 13th August. Trout Brook will remain the northern terminus of the WW&F for some time – the new station building will also serve as a visitor centre for the surrounding 125-acre nature reserve.

Opening day special – the double-headed Mountain Extension Special arrives at Alna Centre ahead of tackling the new section of line.

Turning the locomotive at Trout Brook is bound to become one of the most popular photo points for visitors.

Photos: C. Stewart Rhine/WW&FRM



■ The Great Western Steam Up at the Nevada State Railroad Museum in Carson City, Nevada, USA over the Independence Day weekend featured a number of narrow gauge visitors (*writes Stuart Chapman*).

The event marked the 150th Anniversary of the completion of Nevada’s famous Virginia & Truckee Railroad and the visiting narrow gauge locomotives included Eureka & Palisade Railroad no 4, Nevada County Narrow Gauge no 5 and Southern Pacific Railroad no 18 which is seen hauling the narrow gauge train on 4th July. The locomotive is normally based at the Eastern California Museum.

Photo: Stuart Chapman



Swiss source for new Selfkantbahn diesel

The metre-gauge Selfkantbahn which operates the 6km line from Schierwaldenrath to Gillrath has acquired an 0-4-0 diesel hydraulic engine from the Zentralbahn in Switzerland, (writes **Paul Conlan**).

The new loco in question is no 22, a 225hp machine, built in 1957 by Gmeinder & Co GMBH of Mosbach, Baden for the Mittelbadische Eisenbahn-Gesellschaft. It arrived on the Selfkantbahn in June and on 16th of July worked its first test trains.

At the time of writing the loco still wears its Zentralbahn livery but the Selfkantbahn plans to repaint it in a colour scheme that resembles the original MEG livery that no 22 sported when it first entered traffic in 1957.

The preserved section of line is a remnant of the former Geilenkirchener Kreis Bahn, which ran from Tüddern on the Dutch border via Geilenkirchen to Alsdorf.

In August the Selfkantbahn was planning to stage events to celebrate 50+1 years of steam on the Schierwaldenrath – Gillrath line, having been forced to delay its celebrations from 2021 due to the Covid pandemic. The planned month of events included a celebration weekend, a vintage car and motorcycle gathering at Schierwaldenrath and a model railway exhibition.

Currently the Selfkantbahn is lacking any operational steam locomotives. The line's two 0-4-0s, 1956-built Jung no 21 and Krauss 101 'Schwarzach', built in 1949, are currently undergoing rebuilding while a third 0-4-0, Jung no 20 'Haspe' of 1956 has been awaiting delivery and installation of reprofiled wheelsets and axles – it was hoped these would arrive and allow the loco back into traffic for the anniversary weekend over 13th-14th August.

Also close to a return to service is Borsig 2-6-2 no 5 'Regenwalde', built in 1930, but the loco may not be ready for traffic until November/December at the earliest.

■ Paul advises any readers planning to visit the line that the Gleis 3 bar and restaurant in the former Schierwaldenrath station has not reopened following the Covid pandemic. He adds; "To get something to eat and drink one

GERMANY

has to go to Birgden where there are a few pizza and kebab outlets – in my view the best place to go is the Restaurant Hotel Dalmacija in the Bahnhofstrasse in Birgden."

Above: Still wearing the livery of its previous operator, the Selkkanbahn's new diesel no 22 departs Birgden station with a test train for Schierwaldenrath on 17th July.

Below: Borsig 2-6-2 no 5 'Regenwalde' is in an advanced stage of restoration, repainting and reassembly expected to begin in August ahead of a planned return to traffic before the end of 2022.

Photos: Paul Conlan



■ Not just UK lines have been forced to roster diesel traction to cut the lineside fire risk of operating steam in recent heatwaves – the Museum of FRENCH Steam Tramways and Secondary Railways had its i/c locos in action at its Crèvecœur le Grand base over the weekend of 17th July.

Photos: Olivier Janneau/MTVS

BRIEF LINES

Heat blamed for derailment

Excessively hot weather causing track to warp was blamed for a derailment at San Sebastian, **SPAIN** on 18th July. The commuter train on the Euskotren Trena metre-gauge network stayed upright and there were no injuries.

Centenarian returns

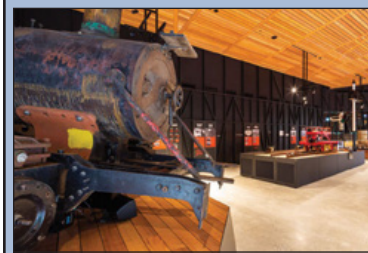
Following major overhaul Henschel 2-8-2 no 104 has returned to service with the Tren Patagonico in **ARGENTINA**, just in time for the 750mm gauge loco to celebrate its 100th birthday.

Party heads for colliery line

Three members of the New Europe Heritage Railway Trust visited the railway at Banovici colliery, one of Europe's largest coal reserves, in **BOSNIA** in July, where the 760mm gauge railway is still in daily use. We will carry a detailed update in our next edition.

Billy Centre's global award

The visitor centre opened by the Puffing Billy Railway at its Lakeside, **AUSTRALIA**, station in December 2021 has won the highest honour at the 2022 International Architecture Awards. The centre beat off more than 650 global projects to be named Best New International Architecture for 2022 at the awards presented in Chicago, USA on 9th August.



Plans gear up for Scotland's newest railway

Scotland, not a prime part of the UK for narrow gauge railways, should soon be getting a new one thanks to a group of local enthusiasts (*writes Hugh Dougherty*).

Members of the Tweeddale Heritage Railway Group have been working behind the scenes for the last five years, restoring 2ft 6in gauge locomotives, rolling stock and track in their workshop near Broughton in the Scottish borders.

According to founder member of the group, Jim O'Neill, the members are working towards a £200,000 scheme to open an initial 650 metres of former branch line at a location which cannot yet be revealed as negotiations are in progress with the land owner.

"When we do open, and we plan to start laying track in March 2023, we will be the only narrow gauge railway in the Scottish borders as well as Scotland's newest heritage railway," Jim said.

"We are working closely with South of Scotland Enterprise which is seeking out suitable grants for us. Tweeddale Heritage Railway will also apply for charitable status in the near future."

Work is underway on the group's three 0-4-0 internal combustion locomotives. 'Christine', a Motorail U class of 1970, originally ran in Ireland before being acquired by Wm Sinclair & Co to work on the firm's then-newly-opened peat works at Cadence Moor near East Kilbride.

The loco was rebuilt by RS Byers of Carlisle and by the time it arrived at Tweeddale had no engine, functioning hydraulics and no drivetrain – all have now been rebuilt by the group. Christine will be ready to run when the new line is built, with front and rear endplates currently being replaced and new couplings being fitted.

'Rachel', Andrew Barclay 562 of 1971, worked when new with ICI at Ardeer. Also rebuilt by Byers for Cadence Moor operations, it was bought by a dealer in Norfolk after Wm Sinclair sold off all its locomotives in 2016.

The third prime mover is jackshaft-drive Hunslet DM2017 of 1939, which formerly ran at RNAD Broughton Moor. It is now being stripped down for a full mechanical overhaul and restoration.

Planning permission will be sought for the railway, and once this process is underway its location will be revealed and a public meeting called. Jim believes that it's important to integrate with the local community right from the start on a project which will bring trains back to a long-abandoned standard gauge railway in narrow gauge form, and will reflect local industrial and railway heritage.

Environmental expectations

The railway also intends to be 'green', to reflect expectations of the age in which it will open. "Right from the start, we will ensure that the new line is as environmentally-friendly as possible, using bio-fuel for the locomotives and solar panels for our electricity. We want to be as near carbon neutral as possible, and believe that this is important for heritage railways, and especially one being built now."

"We also plan to make the site eco-friendly by planting hedging, trees and wildflower areas, 'dead' hedges, bug hotels and ponds, so that we will offer a pleasant and informative day out for a family or school party, and boost local amenities and tourism in a new way."

He believes the proposed line's location, half-an-hour away from most of Edinburgh, is a big plus, with Glasgow around an hour away. The current Broughton workshop is only 12 miles from the tourist honeypot of Peebles.

The group has a dozen items of ex-peat railway bogie and flat wagons, along with rail mostly obtained from Sinclair-owned peat field lines, several sets of points and some sleepers, all stockpiled for laying at the Broughton workshop and shed. Plans are underway to



build at least two carriages, using the underframes acquired.

"We are excited at the thought of running trains on our narrow gauge line," Jim said. "We're a small group and are working very hard towards our target date of March 2023. Extra volunteers would be very welcome and we'd love to hear from anyone who would like to help create a new heritage line. Please get in touch with me on 07511733089, or at info@tweeddaleheritagerailway if you'd like to help us."

Broughton was formerly on the standard-gauge Symington, Biggar and Broughton Railway, opened in 1860 and extended to Peebles in 1864. Passenger traffic, which at one time included its crack train under the Caledonian Railway, 'The Tinto Express', with carriages for both Glasgow and Edinburgh, ceased in 1950. Goods trains continued to serve an abattoir at Broughton until 1966, after which the line was lifted.

Above The group's shed and workshop at Broughton, with 'Rachel' at left outside, and the Hunslet loco looking out of the doors. Plenty of rail can be stockpiled at the site.



Right: Motor Rail 'Christine' following cosmetic restoration on display outside the Newlands Centre, Romano Bridge, in 2018, to publicise a model railway show run by the group.

Below: The Hunslet loco has a lot of work underway to return the jack-shaft drive engine to working order.

All photos: Tweeddale Heritage Railway





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The Émosson Dam Railways

In his second 'Narrow Gauge around Mont Blanc' feature *James Waite* fears troubles for a group of scenic lines.

During the First World War the SBB, Switzerland's state railway, became acutely aware that it was almost wholly dependent upon imported coal for its locomotive fuel. With all the surrounding nations taking part in the conflict and operating on a wartime basis, supplies were at best unreliable.

Electrification, using hydro-electricity generated in the mountains, was an obvious way to make the railways self-sufficient and plans were drawn up almost as soon as peace returned. A huge power station was built at Le Châtelard, near the head of the

Above: A 1937 car on the funicular that descends precipitously from Les Montuures to Le Châtelard – 700 metres lower in altitude.

Trient valley in Valais Canton and just a few hundred metres from the French border, along with the associated dam in the Barberine valley high in the mountains above. The scheme



opened in 1923 and the power station's output was sufficient to power much of the system.

The nearest railway to the dam site was the privately-owned metre gauge Chemin de Fer Martigny-Châtellard, which ran for 19km along the floor of the Trient valley to Le Châtellard from a junction with the SBB's Lausanne-Brig main line at Martigny. To provide access for workers and materials the SBB built a funicular in 1919 from Le Châtellard station up to Les Montuires at an altitude of 1820 metres.

The height difference between bottom and top is no less than 698 metres. It is electrically powered and is a true funicular in the sense that there are two cars that counterbalance each other. The gauge is 1047mm, and at 1.3km long it must once have been one of the longest of its kind in the world. With a maximum gradient of 87 per cent it was also until recent years the steepest.

From Les Montuires a 3.4km-long 750mm gauge line ran on a more or less level route to the construction site. This was worked by three locomotives, possibly 2-4-0Ts, and for many years after the dam was completed it remained in use for maintenance purposes.

In the 1950s plans were made for the construction of a much larger dam further down the Barberine valley to provide electricity for the French and Swiss public supplies. Known as the Émosson dam it was completed in 1975.

The SBB's old Barberine dam now lies completely below the surface of the new reservoir when it is full but the system is still able to draw water as before to operate its power station. The new dam would have straddled the French/Swiss border, but the towns and villages further down the valley are all on Swiss territory. The country's government regarded it as essential to have exclusive control over the dam in order to be able to protect them, and so a swap of territory between the two countries was agreed.

There is road access to the new dam, and as a result the funicular, along with the railway, became superfluous once the construction work was complete. The railway was duly dismantled, but the historic nature of the funicular was becoming appreciated, since it had several unusual characteristics and was virtually unchanged since it was built.

Among these was an arrangement to cope with the changes of gradient, under which the cable was left to rise up above the track when the cars were some distance away and was held in place by an overhead gantry.



Facing page: Les Montuires station, more than 1800 metres above sea level and the start of the 600mm gauge line to Pied de Barrage. Battery loco no 7 is running round its train.

Above: No 7 approaches Les Montuires and passes Ruston & Hornsby diesel no 62 at left.

Above right: Side view of the Ruston loco, coupled to a snowblower.

Below: View from a train approaching a passing loop with the Émosson dam forming a distant backdrop.



Another was that when the ascending car was about three-quarters of the way up there was a brief stop so that it could buffer up to a ballast wagon to counteract the increasing weight imposed by the lengthy cable on the downward run.

Tourist operations

The line was worked by two cars which had been built by the SBB at

its Vevey works as long ago as 1937, and by 1975 they were recognised as vehicles of historic interest in their own right. The entire site, including the funicular and its cars, became the property of the local authority, and operation of the funicular was handed over to a private company.

Meanwhile a 600mm gauge tourist railway about 1850m in length was built by volunteers on the »





old line's trackbed from Les Montuires as far as the new dam, its objective being to attract sufficient tourists to pay for the operation and upkeep of the funicular.

Unsurprisingly the new operation proved very popular. A short distance into the ride on the funicular up from Le Châtelard there is a short tunnel and then a stop at Gietroz, a small village inhabited mainly by workers at the dam or one of the power stations.

The upper terminus at Les Montuires is a start point for mountain walks, and also

Above: Overview – the Minifuic station at Pied de Barrage is, quite literally, above the 600mm gauge one.

Below: Jung 0-4-0T 'Liseli' in the workshop at Les Montuires.



immediately adjoins the station for the 600mm gauge line. This follows a stupendously scenic route, mostly on a ledge high on the mountainside. There are superb views over to Mont Blanc to the southwest for its entire length and also more distant views over the Swiss Alps further east from the first section near Les Montuires.

At first the line heads south but midway it turns sharply to the right when it enters the Barberine gorge. Its terminus station, named Pied de Barrage, is dominated by the huge dam that towers above it.

Along the way the train passes through four tunnels, and there's a fifth one just beyond the station into which the station loop extends. The rails continue a short distance towards the dam, but apart from locos running round it does not see regular use.

Four secondhand battery electric locos, all believed to have been built in 1952, were obtained to work the new line, and operations began on 12th June 1975. Two years later a cogwheel monorail was built to take visitors on the short final section of the journey from Pied de Barrage station up onto the Col de la Guelaz, 30 metres above the dam and reservoir. As at Les Montuires there's a network of mountain paths.

One highlight of these, about two hours' walk away, is a place where fossilised dinosaur footprints can be seen in midsummer once the last snow has melted. Another path leads to a camping place where the really enthusiastic can spend the night.

Visitor numbers soon outstripped the ability of the monorail to transport everyone, and in the 1990s it was replaced by what was described as a Minifunic, in reality a 900mm gauge funicular, much smaller and

shorter than the historic one up from Le Châtelard and equipped with two very short cars. The views from the Minifunic's top station are, if anything, even more spectacular.

Diesels and steam

On the 600mm gauge line the four battery locos continued to work most passenger trains, but there are now also two diesels which are mostly used for maintenance and snow-clearing work. One, the railway's no 10, was supplied by Ammann Schweiz AG of Langenthal in the 1940s and came secondhand from a Martigny firm that had used it in the construction of a nearby tunnel. Ammann appears to have been a dealer rather than builder and most of its locos were modified Jung machines.

The other loco, no 62, is of especial interest to British enthusiasts as it is Ruston & Hornsby's no 296044 of 1950, one of the firm's classic 600mm gauge machines. It had been reduced to just its frame and was rebuilt using the engine of Ruston no 257653, built in 1952. No 62 had previously worked at Rondchâtel, near Biel, and arrived in 2005 along with no 63, another battery loco built by SIG at an unknown date.

A really welcome development, also in 2005, was the arrival of Jung 0-4-0T 1693/1911 'Liseli', making the line one of the world's most spectacular steam railways. A few months later what was described as an international steam festival took place when Liseli was joined by visiting locos, including one that came from Barcelona.

The loco belongs to Thomas Brändle who bought it in 1999, and at the Émosson railway it was looked after by a volunteer organisation. Liseli had spent its working life before preservation on contracting projects in several parts of Switzerland – in its new Alpine home it was only operated on a few weekends, mostly in midsummer, and when I visited in mid-July 2011 Liseli had already gone to bed for the winter.

When not working Liseli lived in a modern workshop building at the platform end at Les Montuires station. It wasn't generally accessible but the management very kindly opened it up when I visited. During the operating season the loco was kept at a shed a few hundred metres along the line, which perhaps also houses the battery locos when they aren't in use.

The shed was very much off-limits to visitors – indeed walking along the track (or venturing anywhere off the station platform) is very much discouraged, no doubt because of the

vertiginous drop that awaits anyone who strays off the ledge! The turntable, which gives access to the shed, was rescued from the loco shed on the Brienz-Rothorn Bahn when its old roundhouse was replaced by a modern structure about 20 years ago.

Uncertain future

In 1995 the operators upgraded the historic funicular with some new machinery and a degree of automation, though the 1937 cars were retained. They were still in use on the long funicular during my visit in 2011. Operations seemed much as they must always have been, but storm clouds were gathering.

The Office Fédéral des Transports, which oversees safety on the nation's railways, was demanding a much more extensive upgrade to meet current safety and amenity standards. Its latest requirements would involve the construction of new fully enclosed cars (the old ones had open sides) with doors on both sides along with an additional emergency one at the end, and accommodation that was disabled-friendly.

There were further complications since the funicular and its 1937 cars were listed as historic cultural assets and came under the jurisdiction of the Office Fédéral de la Culture. It had its own requirements to conserve the character of the line, but eventually a way forward was agreed.

The old cars were to be presented to the national railway museum at Luzern.

Like their predecessors the new cars were to be made of aluminium, but they would be much heavier at 11 tonnes instead of six, and new power and braking systems would be needed. One benefit was that the ballast wagon would no longer be needed and a shorter headway between services would be possible. The OFT gave the operators until the end of the 2012 season to comply, but they could not afford the cost and accordingly ceased operations when the deadline expired.

In 2014 the local authority acquired a majority share in the operating company in order to fund the improvement work – not without a degree of rancour and recourse to litigation over some aspects of the new order. The new cars duly arrived and were heralded as being panoramic, though it's hard to see they can be more so than the old open-sided ones! The system reopened in 2016, having been rebranded as 'Verticalp'.

Sadly there seems to have been no room for Liseli. Mr Brändle took his loco away, and I very much regret not having seen it in operation on this most scenic of railways. It now lives at the Zigelei Schumacher near Luzern, Switzerland's last remaining industrial narrow gauge line discounting underground ones, and can be seen in action on occasional open days.

The change of management has not brought stability. Another crisis appears to have occurred early in 2022. According to Verticalp's website reopening has been delayed on account of technical issues,



No 7 runs round its train at Pied de Barrage and is about to enter the line's fifth tunnel.

No 10, the 1940s Ammann diesel, stands in a siding at Les Montuires with a ballast train.

Photos by James Waite, July 2011

though elsewhere the local authority's president has spoken of major financial issues and there are suggestions that it may not reopen at all this year. We can only hope that an acceptable way forward for this most historic and beautiful operation can soon be found. **NGW**

Acknowledgements

James is most grateful to Thomas Kautzor from Geneva, a fellow NGW correspondent and a good friend, for taking him to visit Émosson and for much of the information contained in this article.



Memories of Escuintla

David Joy has vivid recollections of a long day in Guatemala.

There are certain locations in a worldwide narrow gauge quest that stick in the mind for ever. Such has been the case with Escuintla on the once-proud 3ft gauge International Railways of Central America, even though the one and only visit was on an unforgettable 23rd November, 1993.

The occasion was one of the memorable Dorridge railtours led by David Ibbotson. These were superb in terms of photographic opportunity but were not for the faint-hearted. This one began in Mexico and ended at Santiago in Chile, involving 10 flights in 16 days – often of necessity being taken at the most demanding of unsociable hours.

Regular setting of an alarm was already part of the course by the 23rd, when our hotel in Guatemala City provided a 5.45am banana breakfast. A bus left soon after 6.30am to take us on the 50-mile

journey to Escuintla, where a 'short wait' was intended. The plan was that a steam locomotive would bring empty carriage stock out from the capital and take us back with several water and photo stops.

These were the times before mobile phones changed the world and removed doubtful anticipation. It was simply a matter of waiting with one's fingers crossed until steam came into sight.

There can have been few better places to contemplate the day ahead. An atmosphere of quiet calm and total lack of activity hung over Escuintla station – a delightful timber building with a tall signal through the roof providing the final touch. A backcloth



of exotic trees stood out against a cloudless blue sky and in the distance were the steep slopes of Auga – a 12,000ft volcano still prone to fits of bad temper when it would shower the surrounding countryside with hot ash and molten lava.

Weeds covered the tracks and symbolised the present state of affairs, which was fully discussed as time slipped past. The 'International Railways' main line had been the first in Central America to link the Pacific and Atlantic coasts. Its network eventually totalled more than 500 miles and was held in high regard until the 1960s.

From then it was the familiar pattern in this often-troubled land with a potent mixture of civil strife, road competition and a resultant crippling debt. Nationalisation in 1968 led to over-staffing and under-investment so that by the time of our visit we were looking at a railroad in chronic disrepair and carrying negligible traffic.

As the sun rose and the morning became warmer, it was inevitable that we should pass the time of day by exploring the deserted loco depot. We learnt that three decades earlier it had been a wondrous place to behold, as Escuintla was a little over a thousand feet above sea level at the foot of Palin Hill. Like many Latin American capitals, Guatemala City was sited above the searing humidity of the plains. It was almost a mile high at 4,910ft and thus a 16-mile climb at 1 in 30 had to be surmounted. Seasonal banana specials required anything from three to five locomotives and regularly needed banking assistance.

Mallets at Escuintla

It was perhaps wishful thinking to try and recall the time when two of North America's most famous narrow gauge locomotives ended their days here. They began life on the remote Uintah Railway, on the border of Colorado and Utah, with its notorious climb over Baxter Pass – a continuous five miles at a scarcely credible 1 in 13 with the added challenge of 60-degree curves and hairpin bends.

Shays struggled to handle the traffic, so one day the general manager and his master mechanic disappeared into an office and roughed out some ideas for a Mallet 2-6-6-2T. Quite what Baldwin Locomotive Works thought when confronted with these sketches from the American outback is not recorded. Yet as became well-known in Europe through the early 20th century, this company with its vast works in Philadelphia could build almost anything in an amazingly

Left: Baldwin 2-8-2 no 205 of 1948 makes a spirited climb up Palin Hill with its 16 miles of 1 in 30 in November 1993 – a sight worth a long wait for...

Above: A notable lack of activity at Escuintla station – a wood building full of character.

Below: No 205 at last arrived after a slow journey from the capital due to the decrepit track. The volcanic peak of Auga is visible in the background.

All photos by David Joy

short time. It was the railway-age equivalent of Boeing.

A magnificent 45ft long locomotive, weighing 118 tons, was ordered early in 1926 and delivered in June. It was so successful that a sister engine followed two years later. They were the only narrow gauge Mallets built in the USA for use in the USA. Sadly this proved to be the time of the Great Depression and the line ran its last train in 1939. Still in the prime of youth, both engines went to the Sumpter Valley Railroad in Oregon, where they looked very different with the removal of their side tanks and addition of a tender.

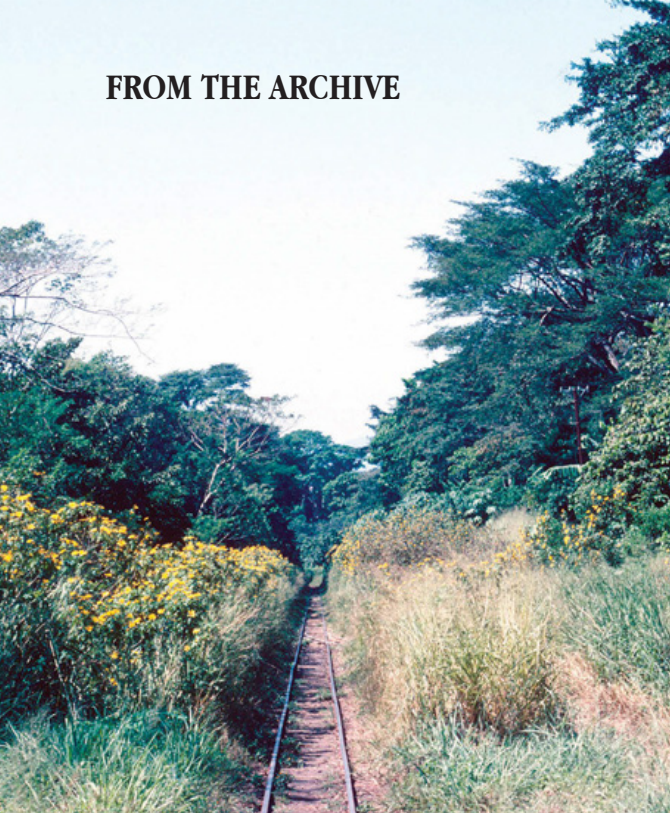
This line in turn closed in 1947 and their final move was to Escuintla, where taking heavy freight up Palin Hill must have seemed scarcely a challenge after Baxter Pass. Yet they were viewed with mixed feelings. Asked what he thought of one of the

Mallets, an engineer colourfully replied: "She was the son of a whore, much harder to run than the other locomotives, more places to oil, easy to come off the tracks; things were always coming loose or breaking. But she could sure pull! Once we had 60 cars with her; I think she would have taken more, but they would have torn apart."

By 1964 one Mallet had been cannibalised and the other was under repair. Both were out of use by 1971 and dismantled two years later. The tenders have survived and were shipped back to the revived portion of the Sumpter Valley Railroad in the early 1990s. Overall it was a sad end to two amazing locomotives.

At least a permanent reminder has been provided by superb LGB models of the second Mallet, both in original Uintah and later Sumpter Valley form. It was an ingenious way of »





making further use of much of the same tooling – always a frighteningly high cost in putting a model into production. Like the prototypes, they share the same ability for coping with sharp curves and steep gradients.

Turntable trouble

Protracted musings on Mallets were at last ended by the distant sight of our special train slowly drifting into view. The dire state of track almost lost in jungle-like vegetation had limited speed to scarcely 15mph and completing the 50-mile journey had taken most of the morning. At the head of a rusty second tender, three specially repainted carriages and a caboose was no 205 – supplied by Baldwin in 1948 and now the only serviceable member of a fleet of Mikados that had once numbered 60 locomotives.

It seemed that our long-anticipated return to Guatemala City

Above: Jungle-like growth on the approach to Escuintla – hard to believe that this was once a busy main line.

Above right: Hopes of no more delays dived when the power-operated turntable refused to function – the group had to put in some effort!

Below: LGB models provide a reminder of the lost Mallets of Escuintla. This is no 51 of 1928 in its original form. The author runs it on his garden line – as a relaxation between editing NGW features.



was about to begin, but one further delay should not have caused surprise. No 205 had to be turned and the vacuum pipe from the locomotive was duly connected to the motor housed in a shed-like structure on the turntable that was leaning at an odd angle. That was as far as it went and much cursing failed to coax it into action.

The only hope was that the turntable could be persuaded to move by combined push and heave from the entire group. There was much anxiety and many a sweated brow, but eventually it creaked into action

and the Mikado was pointing the right way.

Escuintla could now be left behind and thus began an epic journey of unknown duration. Trees had crept so close to the track that branches constantly brushed against the carriages and it seemed scarcely credible that a train could pass this way at all. The riding was lively in the extreme and stops for the occasional 'blow-up' came as a welcome relief. The track got worse and worse and the snail's pace took its toll of the best-laid plans. The sudden tropical darkness descended well before the outskirts of the capital and we were a weary yet happy lot when the day finally came to end.

Looking back, it was only to be expected when the entire rail system ceased to carry traffic three years after our visit. There were hopes of revival in 1999 when the independent Railroad Development Corporation took over the nationalised system. It reopened the line from the capital to the Atlantic coast but there was then a bitter dispute with the government. No trains have run since 2007 nor seem likely ever to run again. Illegal removal of railway material became the norm and one local observer commented: "The railway has literally disappeared, with even steel bridges being stolen for scrap in broad daylight!" **NGW**



High in the hills is a picture...

Two big Gala events with some previously unseen scenes and glorious weather have been the definite highlights of the last few weeks of photographing the narrow gauge...



Above and below: Remember that criticism of your first train set that it only went round in circles? Well there was some symmetry in these two scenes captured in very different parts of the country in recent times. *Joey Evans* caught Avonside sisters 'Ogwen' and 'Marchlyn' (above) at Threlkeld Quarry's Gala on 29th July, the event themed on another quarry, the Welsh giant of Penrhyn.

Two days later *James Waite* scaled the mountains to catch the Welsh Highland Railway's Hunslet 2-6-2T 'Russell' passing a former slate quarry just before Rhyd Ddu station with the midday train from Dinas, during the loco's much awaited return to its former home metals.



Overleaf: A picture that is 'just right'. FF&WHR photographer *Chris Parry* caught Russell crossing the river at Pont Croesor bridge in simply glorious surroundings during the WHR 100 event.

NARROW GAUGE WORLD







Above: Almost identical twins... Ogwen and Marchlyn take a break during the Penrhyn Gala at Threlkeld – look carefully and you can see ‘the biter bit’ – prolific *NGW* photographer Joey Evans in his other role as a member of a steam locomotive crew...

Photo: Matthew Pye

Below: The loneliest place to crew a locomotive in the UK? Hunslet diesel ‘Peris’ is making the last section of climb into this year’s terminus of Clogwyn Station on the Snowdon Mountain Railway. Great view though...

Photo: James Kindred



21st Century Steam

Andrew Charman talks to the man behind an innovative New Zealand company that might just be able to make steam the preferred option in an increasingly environmentally-conscious world.



Fast forward a few years from today, and the crushing season is well underway in the enormous Australian sugar cane industry. Cut cane is being transported to the crushers along the 610mm gauge rail network in long trains, hauled not by diesels but a 21st century Garratt articulated steam locomotive, fuelled by the waste generated by the cane production process and with a carbon footprint much greener than either the diesels it's replaced or any perceived electric rival.

Fantasy? Not in the slightest, if an engineer from New Zealand has his way – Sam Mackwell is promoting a sea change in steam technology that he believes will provide a new future for the steam locomotive as the most environmentally friendly and efficient transport option available.

New but not apparent

This technology will also allow expired heritage locomotive boilers to be replaced by new units that will remove virtually all of the concerns that are affecting the steam movement today, including the continued use of coal, while externally looking and behaving no differently to their traditional predecessors.

We introduced *NGW* readers to the Mackwell Locomotive Co and its ZeroLoco design in last month's issue and we have since been able to speak to Sam, the company's founder and its chief mechanical engineer. He has provided us with a detailed description of the project and its potential to completely change the perception of steam locomotives, in the process providing them with a whole new lease of life as more than simply museum pieces.

"We hope to show that steam is relevant, it's going to help our transport needs in the future..."

Talking to Sam it is clear that environmentally friendly, sustainable transport has been a lifelong pursuit for him. "I learnt about climate change and global warming when I was very young," he told *NGW*. "I had an interest in mechanical things, engines and stuff, and thought there must be an engineering solution to the problem. Of course today I know a little part of the solution is engineering while a bigger part is attitudes to change. But we still need that engineering part."

Sam's passion for his subject saw him researching and testing various forms of boilers and turbine engines while still at high school, while also

getting involved in a project to build a liquid-fuel turbine engine and joining a young enterprise scheme for students; "This taught me a lot about business and sent me on my path towards raising capital and building these engines."

Five years of "making mistakes" taught Sam that generally liquid biofuels have a poor return on investment; "they take too much energy to make." But he was fascinated by the economics of trees, which he could see capture around 10 times more energy per unit area of the land required for them than do liquid fuels. Soon he became convinced that the future was in

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Above: A Mackwell ZeroLoco hauls a very long train of cut sugar through the Australian cane fields – a generated image now, but a sign of the future?

Right: Raising steam – Sam Mackwell fires the first full-size test boiler built to his revolutionary design principles.

All photos and diagrams in this feature courtesy Mackwell Locomotive Co





developing the most effective way of utilising solid biofuels.

At about this time he joined the Canterbury Steam Preservation Society (www.steamscene.co.nz) which proved a tipping point for his research. "If it wasn't for preservation societies I would not have learnt to fire and drive a steam engine and I wouldn't be here today – I would have read the books and concluded that steam engines didn't work."

The new direction opened Sam up to the work of advanced steam advocates, in particular the Argentinean engineer Livio Dante Porta – innovations pioneered by Porta are employed in many steam locomotives today, not least the

Lempor exhaust that has greatly improved smokebox draughting. The Mackwell designs incorporate much of Porta's work and Sam says that without the Argentinean's lifelong efforts Mackwell Locomotive Co would likely not exist.

To Sam it was obvious that the crucial factor holding back steam technology was the design of the boiler itself. "I could see the enormous challenges these large pots present. Most of the work we were doing on locomotives was to the boilers, every year stripping mountings off so the inspector can come in, worrying 'will it pass the inspection?' Then there are the usage challenges, lighting-up times taking



Above left: From the outside the Mackwell-design boiler looks no different to the traditional boilers that have been built for more than 200 years.

Above: Dials and gauges, no different to a traditional boiler's.

Below: Diagram of the Mackwell boiler design – it is very different to a traditional boiler, but the differences are all hidden.

some three hours or more, and the fuel concerns."

Learning from failure

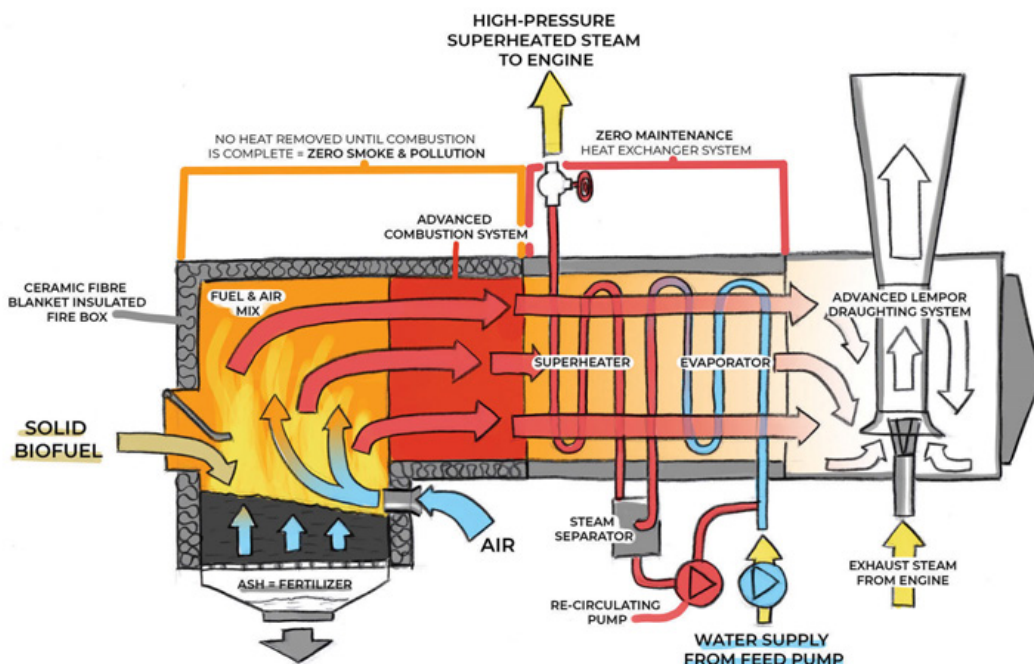
He began working on an idea for a more efficient boiler, and while he realised he was not the first to take this route he took time to study in detail past attempts with such as water-tube boilers to understand what had gone wrong and what assumptions had been made. "Combining that with the work I'd been doing on gas-turbine engines, flash steam and such, I arrived at a design for a small prototype boiler which I then constructed to test out some of my theories."

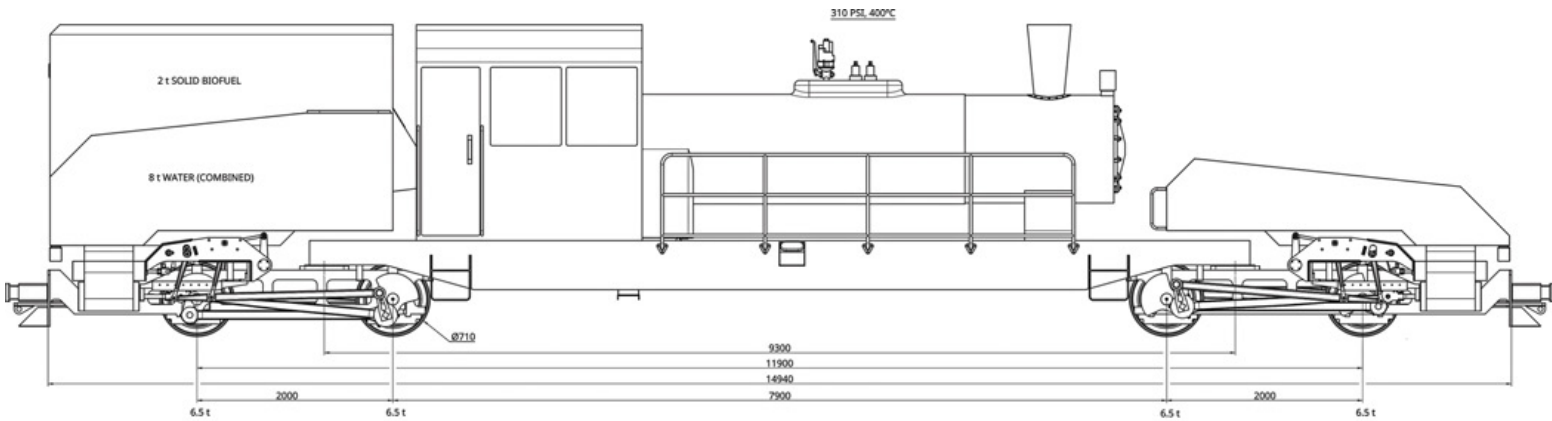
The boiler worked very well and was followed by the building of a full-size version which was tested over a period of nine months. Mackwell was about to take the next step, of installing the boiler in a locomotive chassis and demonstrating it on the Taieri Gorge Railway at Dunedin in New Zealand, when the Covid pandemic brought everything to a temporary halt.

The Mackwell boiler

The boiler design is the pin around which the whole Mackwell technology revolves. As the diagram at left shows it is a heat-exchanger concept that effectively reverses the steam creation process. Rather than employing a firebox surrounded by water and small tubes taking hot gases through a large cylinder also filled with water, the combustion of the fuel and air takes place in the firebox but the hot gases then pass through the main boiler tube, and surround much smaller pipes containing the water which as a result is turned into superheated steam.

"An assumption still made today is that the radiant heat transfer from the firebox is really important and without it the boiler won't make steam," Sam says. "That's basically entirely false. It's not essential that you have radiant heat transfer if you alter the design of the other part of





the boiler to accommodate it. Now whether power output changes from low to high we have complete combustion in the firebox, and we can eliminate spark emissions which are a major issue."

Cost benefits and more

The Mackwell boiler offers far greater environmental and practical advantages over a traditional alternative. It can be fired on low-grade solid biofuels such as wood chip or higher-grade alternatives such as a biocoal or briquettes, but specifically is not designed to burn traditional coal, removing the substantial carbon emissions of a typical steam locomotive. None of the gases leave the firebox until combustion is complete, which means that the boiler emits no smoke or sparks, which in turn means no risk of the lineside fires that in the UK have seen many locomotives consigned to their sheds and replaced by diesels in recent heatwaves.

The boiler is not a high-pressure vessel so the dangers of explosion and resultant high insurance costs are removed, and as it employs no life-limited traditional boiler components such as stays, maintenance costs are reduced. Even locomotive crews no longer face early starts to their days lighting up a loco and waiting several hours for it to build steam pressure, as from light-up the Mackwell boiler is ready for use within 30 minutes.

All of this technology is contained within a boiler that from the outside, will appear no different from a traditional unit. Historic locomotives can maintain their profile – components such as domes can still be re-mounted on the new boiler, they will simply be cosmetic attachments as they are no longer required for the steam generation process. When it is operating a Mackwell-boilered loco will still emit steam from its draincocks while starting away, and from the chimney at all times. But this steam will no

Above and right: The general arrangement drawing of the first Mackwell railway loco design, dubbed the ZeroLoco Z400-610. The drawing is reproduced to approximately 4mm scale – if a reader builds a model for their 009 layout we want to see it!

Below right: Typical of the major differences between traditional and Mackwell boilers are the stays and the boiler tubes.

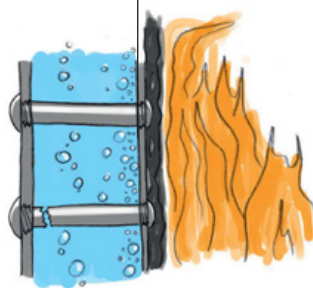
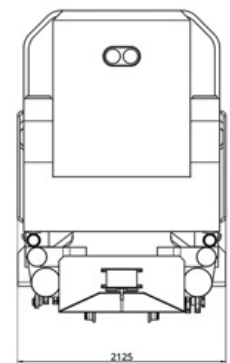
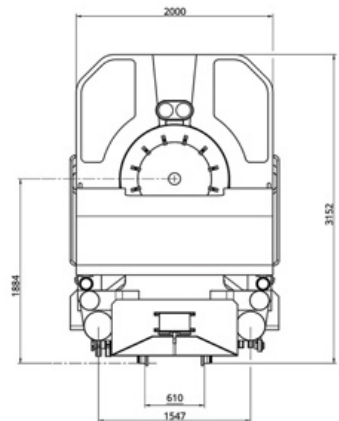
longer be accompanied by smoke, at a time when public opinion has already ensured that the days of locomotives belching clouds of slag into the sky have been very much consigned to history.

A key part of the Mackwell business plan is to produce boilers to replace end-of-life items on historic locos. "A big outcome we hope to see from this project is to show that steam is relevant to the future, it's going to help our transportation needs in the future and in the process help ensure a future for heritage steam," Sam says.

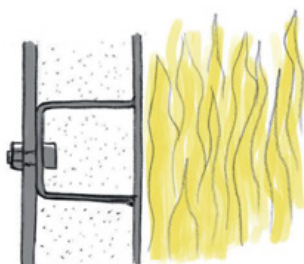
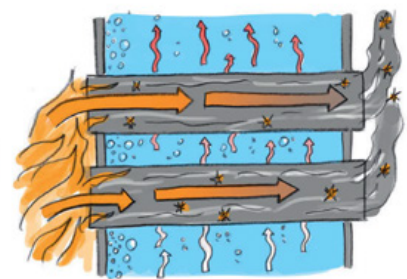
Really new builds

Mackwell also contends, however, that the technology makes relevant the building of new steam engines. Two examples of this are now running in tandem – the AgLoco, effectively a 21st century traction engine for agricultural use (an absence of sparks when for example harvesting a field of wheat is a big plus in this area) and the ZeroLoco, a 600mm gauge railway locomotive.

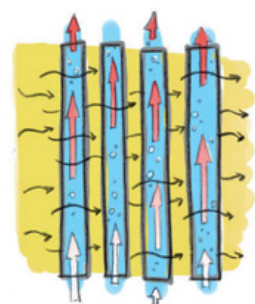
The end of the Covid pandemic and a resultant very quiet tourist sector in New Zealand reduced the »

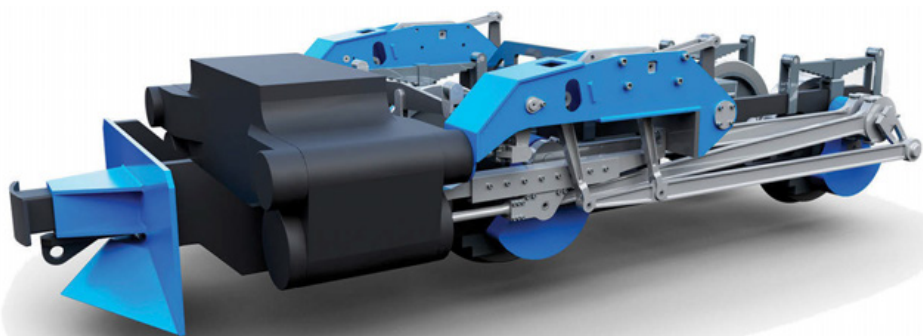


OLD



MACKWELL





potential for promoting the technology on a tourist line, so Mackwell turned to industry and in particular the Australian sugar-cane operations. The ZeroLoco concept places the Mackwell boiler on the proven Garratt design of articulated chassis – the first version, the Z400-610 is a 2ft gauge example intended to offer a more efficient alternative to the diesel locomotives currently employed on cane trains.

It's a very modern Garratt – gone, for example is the hot, sweaty footplate of old, replaced by an air-conditioned cab which would no doubt be appreciated by many railways struggling to find crews willing to work in the oven-like atmosphere of a loco cab as heatwaves become more frequent.

Fuel capacity is increased to accommodate the greater amounts of lowest grade (and therefore lowest cost) biofuel needed compared to traditional coal. But the Z400 remains an articulated loco able to traverse sharp curves and haul 1120-tonne trains on the level. Mackwell claims that compared to a diesel the ZeroLoco will cut overall operating costs by 35 per cent, CO₂ emissions by 95 per cent, and be four times more reliable in service.

Sam has an answer too for those promoting electric traction as the obvious option. "The real problem with electric traction is the amount of energy we have to put into

building the necessary electric infrastructure – it comes back to energy return on investment.

"The value of this technology is its simplicity – the amount of energy you need to put in to build a ZeroLoco and the infrastructure to support it is a tiny fraction of that for an equivalent electric vehicle. The energy needed to build a ZeroLoco is equivalent to about 30 tonnes of biomass and it will consume two tonnes of biomass a day, that's half a month. Building an equivalent solar farm with a life of 30 years will require energy equivalent to 10 years worth."

Practical proof

Perhaps the least-surprising aspect of a project as far-reaching as this is that it has attracted plenty of sceptics, evident for example in comments made in response to Mackwell social media posts. As reported in my editorial this month I encountered disdain from experienced railway friends simply by saying I was going to talk to Mackwell. And Sam is well aware that the project will only really be kickstarted once there is either a ZeroLoco proving itself in operation, or one of his boilers fitted to an existing steam locomotive.

"There has been a lot of scepticism, those arguing for example that the design will mean when you

"You can collect as much data as you like but watching one loco pulling a train will make the difference..."

Above left: The design makes the most of modern methods but the principle is proven – one of the ZeroLoco's Garratt-format power bogies.

Below: Will this computer image become reality?

open the throttle the pressure will just drop off. That hasn't been our experience at all.

"It's going to be an ongoing challenge convincing people that the technology works. One of the most important things to achieve is to put it on a rolling chassis. We are looking for partners in the UK and Europe, someone to say 'yes, we need a new boiler – we are willing to take a chance on the new technology'."

Sam adds that at present it's difficult to say whether the technology will first appear in service as a replacement boiler on a historic loco or as a working ZeroLoco. "We've looked closely at the Australian sugar industry for which such a loco would have big advantages, but again the response is 'we haven't seen it so we don't quite believe it.' If we could demonstrate the boiler on a historic loco that would tick the box but vice versa if we could demonstrate the ZeroLoco on the sugar lines that would be equally effective.

"We're working with a short-line partner in the US, proposing to re-boiler a locomotive there – they are enthusiastic about the technology and it's just a matter of finding the capital to undertake the project. You can collect as much data as you like but watching one loco pulling a train will make the difference."

Sam adds that Mackwell is getting good feedback on its proposals, but when asked how soon we might see the technology in operation, he replies; "We'd like to know! It takes someone to pick up the phone and say they'll have one. It will take six to 12 months to build a boiler, 18 months to build a locomotive – so we could be really close or still a long way away..." **NGW**

More Information

More details of the Mackwell boiler technology and the ZeroLoco, along with contact information, are at <http://mackwellococo.com>

Rest assured that **NGW** will continue to follow this project and will bring readers updates as they happen on what could yet be a most important development for the future of the narrow gauge world.



Engerth Locomotives

John Organ outlines the successful development of an innovative design in Austria and northern Spain.



The history of the Engerth design began in 1848 when suitable locomotives were required for the newly built Semmering line, the first trans-Alpine railway in Europe.

Baron Wilhelm Engerth of the Austrian Ministry of Industry designed a locomotive with a 0-6-4-0 wheel arrangement, in which the four tender wheels were driven from the main driving axles via a series of gears and countershafts. Although not initially completely successful, it was considered that with some modifications a simplified version of the concept could be a viable project.

The result during the latter years of the 19th century was the introduction of the 'modified' Engerths, which incorporated a close-fitting tender. The loco frame supported the tender via two sliding arms that ran alongside the rear section of the main frames. The forward ends of these arms were connected via ball sockets and cross-shafts to a central pivot located behind the rear driving axle.

Some of the early versions were small 600mm gauge 0-6-0+2 machines, two later examples being still at work in the Czech Republic in 2020. However the majority were constructed for use on 760mm and metre gauge lines and were fitted with a four-wheeled tender, the wheels of which were mounted on a bogie assembly.

The combination of the bogie tender and the central pivot resulted in a smooth-running locomotive, especially when operating tender first. The design combined the flexibility of a tank engine with the fuel and water capacity of a tender locomotive.

Above: Krauss 2-6-0+4 no FC24 of the FC del Cantábrico at Santander, October 1963. This 1904-built locomotive displays the extension of the tender frame under its cab.

Photo: L Marshall

Below: The overlapping sections of the Engerth cab design are clearly evident on no 399.04 pictured at Gross Gerungs, Austria in October 2004. Photo: K Strickland

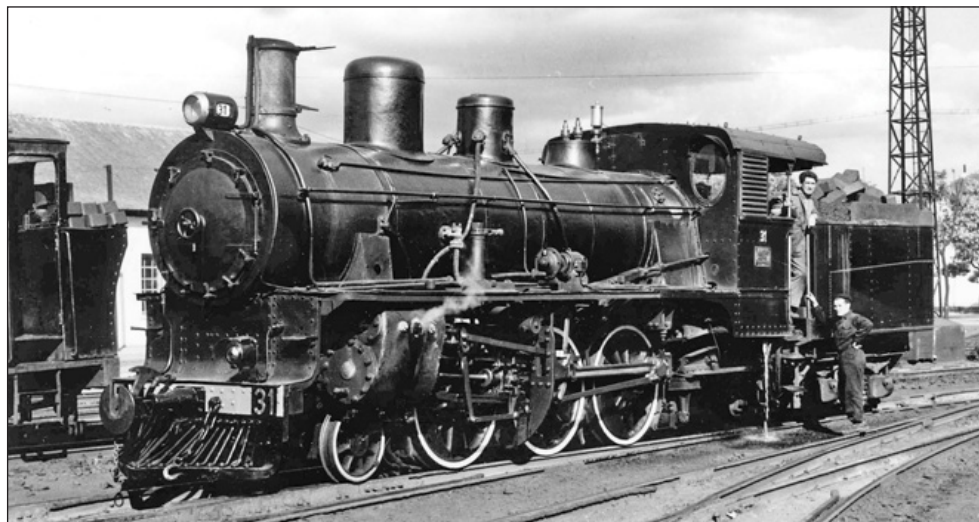
Engerths in Austria

In 1906 the Krauss works at Linz supplied four 0-8-0+4 locomotives for use on the Lower Austrian Provincial Railways (NÖLB) Mariazellerbahn, with its steep gradients during the ascent of the foothills of the Eastern Alps. These superheated Mh class locomotives featured 410 x 450mm piston-valve cylinders, 78.8 square metres of heating surface and a 1.60 square-metre grate area. The total weight of the unit including tender was 45.08 tonnes, quite a large machine for the 760mm gauge. Two compound Mv class variants were supplied for comparison in 1907 but showed no appreciable advantage over the simple expansion version. As a consequence two additional Mhs were delivered the following year.

Following electrification of the Mariazellerbahn in 1911, the eight locomotives led a somewhat nomadic existence throughout Austria. The six Mh class engines were for many years based at Gmünd near the Czech border which boasted a complex of lines known as the Waldviertalbahn radiating north and south of the town. The two Mv locos were for many years based at Obergrafendorf, near St.Pölten, for working freight trains on the line to Greston.

After the formation of ÖBB in 1947, the Mh class were renumbered 399.01 to 399.06 whilst the compounds became 299.01 and 299.02. The two Mv locomotives were withdrawn during the early 1960s, the frames of one being used subsequently as a basis for a snowplough! All six of the Mh class »



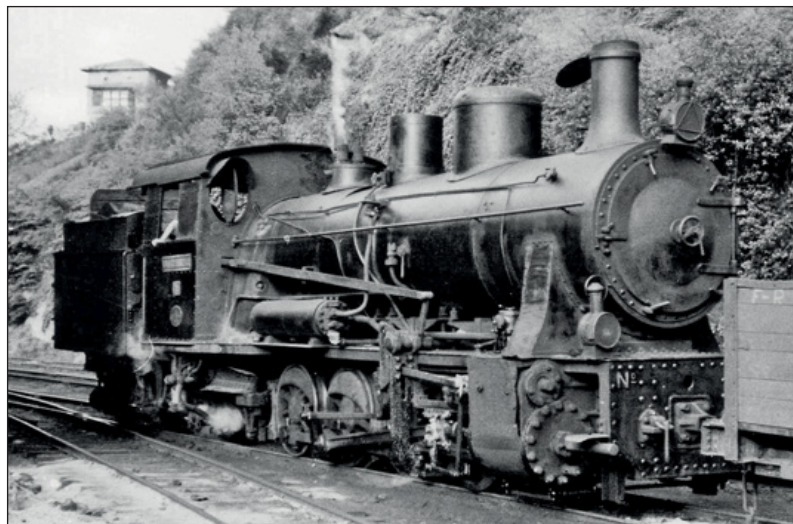


have survived to the present time.

In 1986 no 399.01 was transferred to Zell-am-See for the haulage of tourist trains on the line to Krimml. It was to remain there until 2007 when it was exchanged for no 399.03. Shortly after this exchange the Krimml line was transferred to the private sector and became the Pinzgauer Lokalbahn, which also acquired the locomotive that then regained its original identity as no Mh3. Also during the 1990s no

399.06 returned to its original home at Obergrafendorf for use on steam-hauled excursions on the Mariazellerbahn where it now operates as no Mh6 since the privatisation of the line.

Meanwhile nos 399.01, 02 and 04 remain at Gmünd where they are retained for tourist trains on the Waldviertalbahn. The other class member is no 399.05 which is now stored at Grünburg awaiting overhaul and eventual use on the Steyrtalbahn.



Above: No PV31, one of the class of superheated Maffei Engerths supplied to the FC Pamplona in 1913. In May 1962 it is resting at Ponferrada, where it was principally used to work passenger trains to Villablino.

Photo: L Marshall

Left: Krauss supplied two of its 0-8-0+4 Engerths to the FC La Robla in 1921. One of the pair, no FR72, is at Valmasada during August 1961. *Photo: D Trevor Rowe/J F Organ collection*

Below: Displaying its Giesl ejector chimney, no PV16 – the final Engerth built by Macosa in 1956 – is at Ponferrada.



Engerths in northern Spain

Despite their Austrian ancestry, the lines most associated with the use of Engerth locomotives were metre gauge systems in Spain, notably the routes along the northern coast with their undulating and curvaceous tracks. Pre-dating the first Austrian locos, in 1904 Krauss of Munich supplied two unsuperheated 2-6-0+4 locos to the FFCC Vascongados (FCV – San Sebastián to Bilbao) and four to the FC del Cantábrico (FC – Santander to Llanes).

An additional loco of the same design was supplied to both railways in 1906, plus a further pair to the FCV in 1908. Despite their lack of superheaters, the ten locos proved a wise investment on the steeply graded lines along the coastal route.

The next important development occurred in 1913 when Maffei of Munich supplied four superheated Engerths of a similar but slightly lighter design than the Krauss machines to the FC Pamplona, to the south of San Sebastián. The successful use of this quartet on this demanding route resulted in Krauss supplying three superheated versions of the original 1904 design a short time later, plus another two to the FCV in 1914. This variant proved to be the ultimate design with a further 12 locomotives delivered by Krauss to the FCV in 1921.

Also in 1921 Krauss supplied two 0-8-0+4 variants to the FC La Robla, the 335km long cross-country mainly freight line linking Bilbao with the mining area around León.

The principal dimensions of the later Krauss design featured cylinders of 450mm diameter x 600mm stroke, a heating surface of 95.62 square metres and a 7.33 square-metre grate area. Driving wheels were 1300mm diameter and the pony truck 720mm. Total weight in working order of the loco and tender combined was 66.5 tonnes. The Maffei versions had similar dimensions but were lighter with a weight in working order of 60 tonnes for the combined unit.

Ponferrada heyday

Following electrification of the FCV in 1929, the majority of its Engerth locomotives were sold to other railways in northern Spain, apart from a small number of the 1921 batch retained for engineering trains and emergency use.

The principal destinations for those sold included the FC Cantábrico, FC-Santander-Bilbao, FC Vasco-Asturiana, FC La Robla and the FC Zaragoza-Utrillas lines, all of which employed heavy freight trains in connection with the coal mining and steel industry.

However, in 1938 two of the locomotives remaining at the FCV were sold to the Ponferrada Mining and Steelworks (MSP) for use on its 64km line linking Ponferrada to the coal and iron ore mines at Villablino. The major employment of the railway was the transport of coal and ore to the power station and steelworks near Ponferrada, whilst a limited passenger service was also operated. Prior to the arrival of the two Engerths, the line was worked by a fleet of ten Baldwin 2-6-2Ts of 1918 vintage, which were becoming unequal to the demands of many trains. The two former FCV Krauss locomotives dating from 1921 were renumbered as PV nos 11 and 12.

In 1943 two of the Maffei built locos from Pamplona were sold to the MSP where they became the favoured motive power for passenger services, being numbered PV31 and 32.

In 1950 two further Engerths constructed in Spain by Macosa at Valencia were closely based on the Krauss superheated design of 1913. These were numbered by PV as 13 and 14 whilst in 1956 nos PV15 and 16 were supplied from Macosa. These two later deliveries were fitted with Giesl ejectors, which was somewhat ironic in that none of the original Linz-built Engerths ever received these Austrian-designed systems.

Finally in 1962 a further three of the 1914 and 1921-built Krauss machines were acquired from FC La Robla where they had worked since 1930. These final additions to the MSP roster were numbered PV17, 18 and 19.

The Ponferrada –Villablino operation became indelibly associated with the use of Engerth locomotives until steam operation was gradually phased out from 1981. By 1989 only



Above: Unusually witnessed on passenger train duty, Krauss no PV19 has departed from Ponferrada with the daily Correo to Villablino train.

Below: Amid much smoke and steam, Macosa no PV13 hauls a long rake of empty coal wagons from the power station sidings at Cublios near Ponferrada.

Uncredited photos by B Pearce, March 1970

four of them remained in service.

During the 1970s and '80s the MSP had become a magnet for enthusiasts who visited the line to witness the Engerths hauling 200-tonne trains of empty wagons up the continuous 1 in 140 climb to Villablino, whilst loaded trains in the down direction were invariably of around 665 tonnes.

The scenic attributes of the route added to the spectacle of the sight and sound of hard-working locomotives hauling their long trains, sometimes around 30 operations per day. However that was not the end of their association with this railway in north-western Spain.

The preservation era

Following the withdrawal of the final steam locomotives and their replacement by diesel power, all the surviving steam fleet was stored in

sidings at Ponferrada. Engerth no PV12 was ultimately sold to the Basque Railway Museum at Azpeita where it has been restored to its original identity as no FCV56, whilst one of the Baldwins now resides in Mallorca with a preservation group.

During the last decade the better examples from this collection of stored locomotives have been restored to exhibition standard for display in a museum that has been created near the station. These include Krauss nos PV11 and 19, Macosa nos PV14 and 15 and Maffei no PV31, plus three Baldwins. As an added bonus nos 19 and 31 are preserved in working order for use on occasional tourist trains along the line.

The remaining stock remains stored in the sidings at the mercy of weather and vandals, with the hope of being rescued for future restoration by an enthusiast group. **NGW**



THE BIG EVENT

Peter and a Polar Bear

Fun in the sun was on the menu at the Amberley Railway Gala and while one Bagnall was centre of attention, another made its presence felt.

Andrew Charman was there.





The 2022 version of the annual Railway Gala Weekend at Amberley Museum in Sussex had all the essential elements, basically glorious weather and something newsy to attract visitors.

As reported in this month's *UK News* pages, the event marked the return to steam of 2ft gauge Bagnall 0-4-0ST 'Peter' (2067/1918) after a major overhaul, and the relaunch of the overhauled RAF Fauld bogie carriage. This vehicle forms an essential part of the Amberley Railway Group's operating stock as it has been adapted to be an accessible vehicle able to carry wheelchairs.

Both Peter and the carriage came to Amberley museum in the 1980s as part of the former Brockham Museum Collection, and Peter shared duties on the intensive passenger service operated on the museum's running line with another former Brockham resident and fellow Bagnall, 'Polar Bear'.

The diminutive former Groudle Glen Railway 2-4-0T gave a good example of itself on one of its final

duties before withdrawal for its own end-of-ticket overhaul this winter.

No time to pause

Welcoming visitors during the relaunch of Peter, John Stanton of the Amberley Rail Group highlighted guest Andy Bennett of Bennetts Boilers which carried out the boiler work, and reminded visitors that fundraising would soon be underway to provide Andy with a new commission though for work

on a somewhat smaller boiler...

Plenty of action from the museum's industrial loco collection, including a cavalcade, trade stands and model displays kept the many visitors happy at what John told *NGW* was another successful Gala.

The Rail Group has one more major event to look forward to in 2022, the Autumn Industrial Trains Day scheduled for 16th October. More details will be found at www.amberleynarrowgauge.co.uk **NGW**

Facing page: Close to the expiry of its boiler ticket, 'Polar Bear' proved as popular as ever.

Inset: The two stars of the show, 'Peter' and the RAF Fauld carriage.

Above: Diesel and battery power from Amberley's extensive roster. The inset shows plenty of cakes for the Peter party.

Right: A loco cavalcade kept the snappers happy.

Left: The Groudle Glen carriages are very narrow vehicles indeed...

Right: Youngsters don't necessarily need steam to be enthused... A variety of internal combustion at Brockham station.

All photos: Andrew Charman, 23rd July 2022



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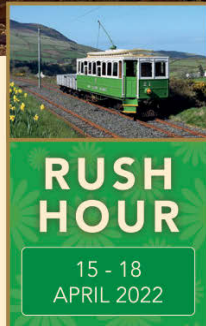


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Yellow Pelican Mining Co



The quirky model locomotives built by *Tony Harwood* have appeared before in our pages - now he has a new layout to run them on...

The Yellow Pelican Mining Co narrow gauge railway layout came about following my earlier OSO SALT shelf layout. Although I was very pleased with the 'there and back again' style of the OSO SALT test piece, both of my grandchildren made it very clear that they wanted a 'tail chaser' so they could see trains running and not just going back and forth. In addition they named the layout long before I had done any research or planning, plus it had to have a crane and a lift-off roof and a pelican! In addition the engines had to be numbered and named; 'Percy' and 'The No. 1 Steam Locomotive Engine'. I've fulfilled all the young builders' requirements except for the pelican as I am yet to find one of the correct size.

Unusual scale

The Yellow Pelican Mining Co. measures 1200mm x 800mm x 400mm tall and is built to the rather unusual scale of 1:27.7

Above: Locomotive no 5, typical of Tony's quirky motive power creations, rests outside the shed. This low-down view of the layout emphasises how the addition of details and some careful painting and weathering really brings the scene to life.

Right: Loco no 3 is heading for the mine entrance with a short train of loaded wagons.

or 11mm to the foot. Running as it does on 16.5mm track this equates to exactly 18-inch narrow gauge. The scale choice has meant that nearly all of the parts have had to be scratch built, from sculpting figures, building engines and wagons, constructing buildings and equipment to re-imagining rock faces, groundwork and plants in this larger scale.

Layout planning began with an inventory of what I had available or what I could scrounge for free or at least little cost. The track is Peco O-16.5 'crazy track' along with spare HO-OO turnouts

or points. The main board construction was built from a couple of wooden cable spools – although I picket these up for free they were a little heavy so I used a jigsaw to remove as much of the chipboard as possible and later drilled hundred of holes to further lighten it.

The track was laid on 5mm thick foamboard (ex-advertising signs) while the buildings were all scratch built from fruit packing crates given to me by a very kind greengrocer and detailed with more wood or plastic card and tin-foil food containers for the corrugated roof panels.



All photos by Tony Harwood



The track plan is a simple oval with a single point to the front, leading into the loading shed and a pair of points to the rear for storage hidden under the wooden buildings or rocks. I have numerous electrical feeds to the track as I have learnt that you can never have too many. The fascia and back are clad in either plywood or MDF painted dark grey with white vinyl lettering.

The working parts of the layout are again scrounged from my large spares box, a second hand H&M controller built-in to the back of the layout, wire in tube for

the points and a very old RELCO unit stuck to the underside of the board. Any sound effects come from a £1.00 charity find – a children's pram toy that gives whistles, bells and even two styles of track noise – not very technical but as only I see it, I'm happy.

The layout was inspired by a number of sources, mainly narrow gauge mining layouts from the American goldrush period. I should mention YouTube channel Thunder Mesa Studio www.youtube.com/c/BigThunderWesternThunderMesa which provided much-needed nudges and

impetus as the work progressed. In fact two of my locomotives are larger versions of engines seen on the On18 narrow gauge portion of this fantastic layout.

Scrap specials

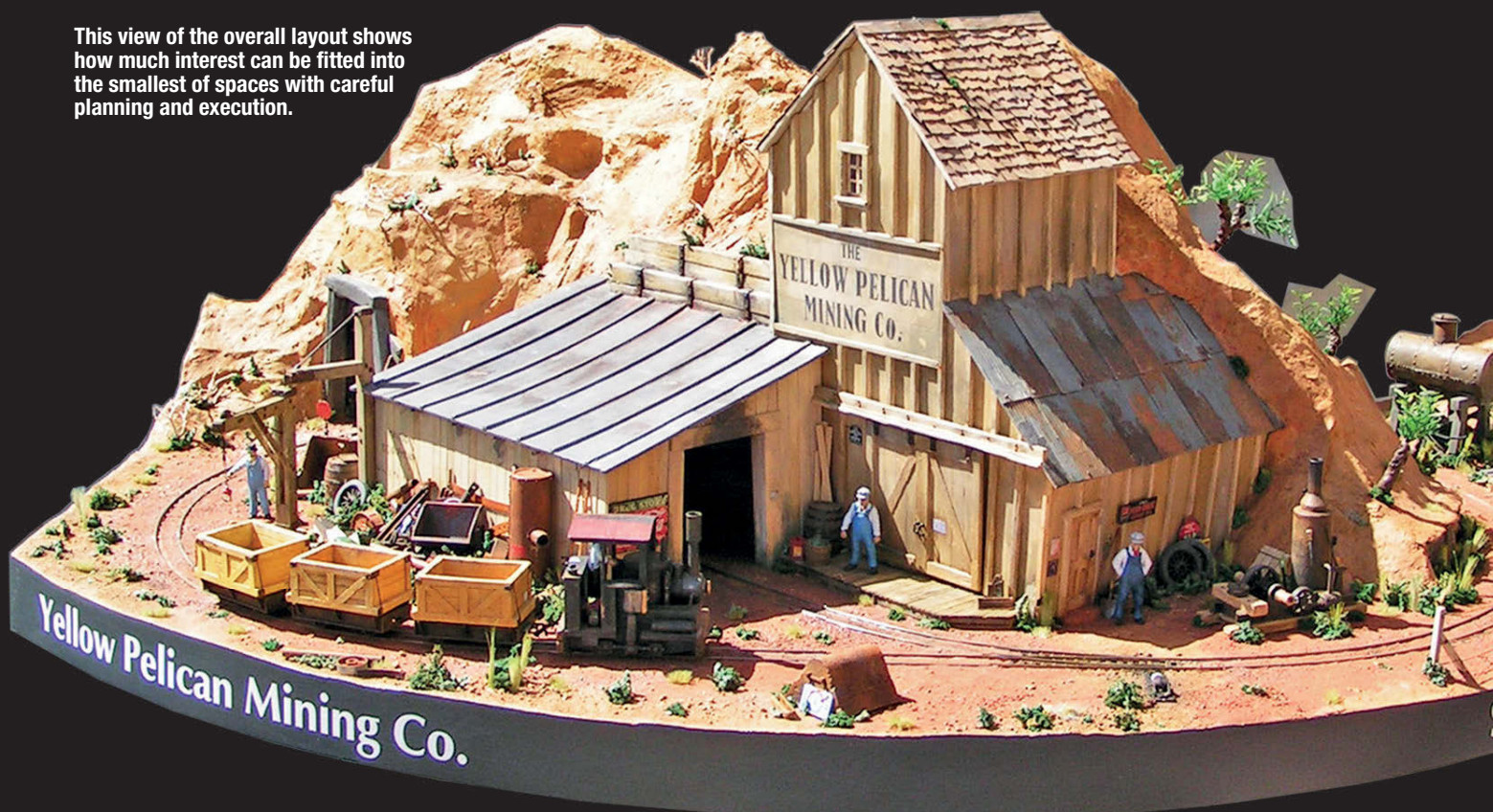
Each of the three engines were scratch built on HO-OO Hornby 'Smokey Joe' 0-4-0 chassis using any scrap material I had in my shed, card, plastic card, pill boxes and even real wood. They were painted in a rather dusty, worn or weathered condition as this is the style I was looking for.

The wagons were all built from plastic card on secondhand four-wheel carriage underframes from various manufacturers and like the engines were painted in a mix of acrylic paints, oil washes and weathering powders. Details of two of my engines and the three scratchbuilt ore wagons have already appeared in earlier issues of this magazine (*NGW*147, Kerr Stuart geared loco, 152, Shay locos and 154, wagons).

The rocks and groundwork are a mixture of cardboard glued together with my hot-glue gun and foam (again picked up for free – it's amazing what people throw away). Further detailing was done with DAS modelling clay, ready-mixed filler and papier mache.

The groundwork was painted with various 'tester pots' and later finished with either sieved earth from the garden or crushed red sandstone picked up from the side of the road and sealed with PVA glue or matt medium. The plants are nearly all

This view of the overall layout shows how much interest can be fitted into the smallest of spaces with careful planning and execution.



MODEL LINES



Models at Welshpool Gala

The return of the full Welshpool & Llanfair Light Railway Steam Gala on 2nd-4th September will also see the return of the model railway exhibition in the mid-Wales line's recently extended stock and display sheds at Welshpool Raven Square. Organiser Martin Rich has gathered at least 10 layouts, six of which will be narrow-gauge themed.

Details of the Gala can be found at www.wllr.org.uk/annual-gala-2022/ and at the other end of the line the separate-entrance Llanfair Garden Railway Show will also be held at Llanfair Cereinion High School over the Gala weekend.

7mm show to return in 2023...

The 7mm Narrow Gauge Association has resolved that the annual show at Burton-upon-Trent Town Hall will return on 17th June 2023, despite this year's event suffering a disappointing attendance compared to previous shows. While this may have been due to the residual effects of Covid and the current cost-of-living issues organisers have decided to increase the pre-publicity before next year's event.

...but farewell to Expo NG

Sadly the 2019 event appears to have been the last of the highly popular Expo NG exhibitions held by the Greenwich & District Narrow Gauge Railway Society at Swanley in Kent. Development at the show's previous venue of the White Oak Leisure Centre has meant that it is no longer available to the club and while nothing official has been announced, *NGW* hears on the grapevine that members have decided to call it a day.

New Corris models

Modellers of the Corris Railway in 7mm scale have a new supplier – Iconic Rail has launched a range of injection-moulded plastic kits which already include three versions of the mid-Wales line's distinctive bogie carriages and a brake van. Three types of wagon are on the way and possibly a locomotive kit. More details are on the Iconic website at www.iconicrail.co.uk

homemade and range from simple dried moss and dyed foam to coloured paint-brush bristles, a paper filler material for hanging baskets and even a plastic plant that was again bought cheap and converted into succulents.

The real fun part for me was adding all that 'clutter'. This is where I have really used my imagination as the clutter comes from a very wide range of subject matter, broken toys (there are quite a few on this layout – all donated by the grandchildren) to coat hangers, pill boxes and even scrapped or broken railway wagons. I'm particularly pleased with the scratch built donkey engine and working derrick.

The signs were found on the internet, printed off as photographs then mounted and weathered before being added to the layout or cut from old railway magazines. As you can imagine this adding of clutter is where I get my enjoyment and I could (and probably will) add more.

In total the layout has taken about two years to complete and has been modified and changed a number of times during this period – what layout has not? Earlier this year I promised the grandchildren that I would get it running so they could play at trains and I have now finished it, well as close to finished as any layout ever gets as there is always more to do.

As an experiment in 18-inch narrow gauge I have both enjoyed planning and building this layout – it has just enough to provide continuously running trains and some interesting shunting puzzles for both Finley and Charlie and me. **NGW**

More Information

Further details of The Yellow Pelican Mining Co and the earlier OSO SALT layout can be found on Tony's blog at; dampfpanzerwagon.blogspot.com and by searching either the Narrow Gauge or 1:27.7 labels.

Top left: Tony considers the addition of 'clutter' his favourite bit of modelling and it certainly adds a whole lot more to the scene.

Top: The vertical boilered locomotive's train is being loaded at the derrick.

Above: The realistic-looking donkey engine was entirely scratchbuilt.



Bachmann wagons get their look and Ashover carriage on the way

■ More good news for 009 4mm scale modellers this month, with Bachmann Europe releasing photos of liveried samples of the firm's latest selection of ready-to-run narrow gauge wagons, along with an engineering prototype of the Ashover Light Railway Gloucester bogie carriage.

The carriage will no doubt be of interest to many a modeller, especially those with freelance layouts as while the vehicle is up to Bachmann's usual standards and absolutely drips with detail, it is also the type of generic carriage design one could imagine being built for a whole host of railways.

Mind you the same applies to the several different types of RNAD (Royal Naval Armaments Depot) wagon that will before long be winging their way to dealers. So many of the prototype vehicles found their way to a host of other lines and today you can spot many, often heavily modified, in many a heritage railway's stock yard.

This is very clearly demonstrated in the fact that alongside the vehicles in original RNAD livery, Bachmann is offering examples in the livery of the Statfold Barn Railway! Is this the first time Graham Lee's collection has been immortalised in model form?

From the livery samples these look to be excellent models and we look forward to seeing them 'in the metal' so to speak.



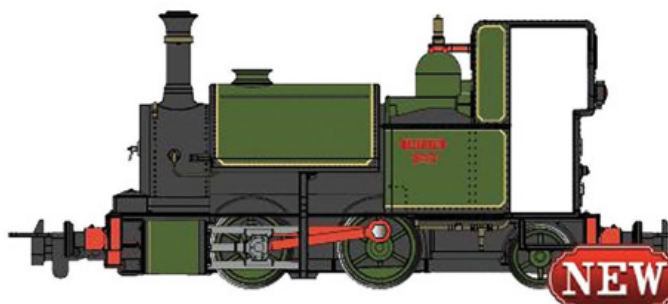
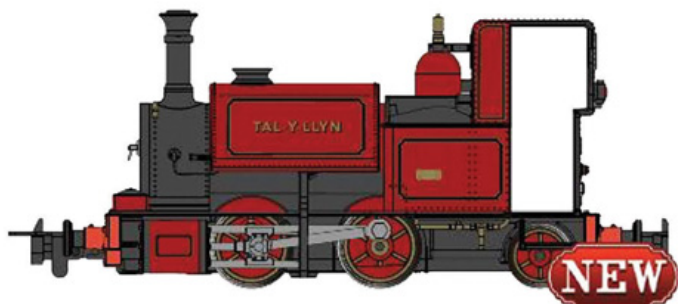
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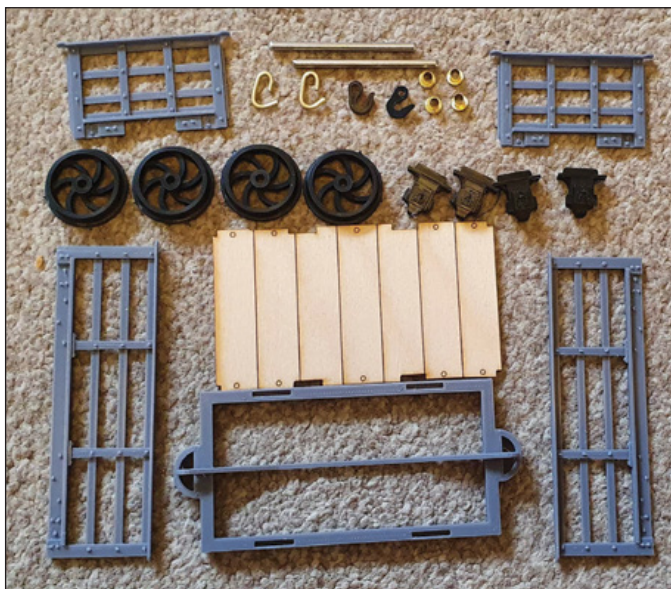


■ Meanwhile just as *NGW* closed for press some potentially exciting news for 009 modellers, especially those with a passion for the Talyllyn Railway, surfaced in new product announcements from Bachmann Trains, the manufacturer's US arm. It intends to release the Talyllyn's original Fletcher Jennings 0-4-2ST 'Talyllyn' and in three liveries the locomotive has worn during its career, black, red and green.

Bachmann US is already well known for producing 009 versions of the locos from the Reverend Awdry's 'Railway Series' books, as mentioned on this issue's *Viewpoint* page. The engines on Awdry's Skarloey Railway were directly based on Talyllyn locos and many modellers have imported the US locos and converted them, including replacing the 'face' with a proper smokebox door, to represent Talyllyn engines.

There are lots of questions still to be answered about these models – whether they will be as detailed as the much admired 009 models by Bachmann in the UK, whether they will be officially available in Britain, and whether they will be followed by other Talyllyn locos. We will reveal more when we find out!





Houston joins the ranks of 16mm slate wagon makers

■ Modellers in 16mm scale wanting a rake of slate wagons to go with their Accucraft Quarry Hunslets (other locos are of course available...) now have a new option, courtesy of well-known kit maker Houston Gate Locomotive Works.

The built kit represents a Penrhyn quarry slate wagon. It is made from a high resolution 3D print and requires very little preparation and clean up. Hidden tabs also aid accurate assembly.

The wagons are available in either the correct 32mm gauge or a widened version for 45mm gauge, and are supplied complete with Binnie glass filled nylon wheels. Cost is £23.00 each or a pack of five can be had for £100.00.

Produced by Houston Gate Locomotive Works Tel: 07801 917468

Email: hglw@eagleassist.com Web: www.hglw.co.uk/light_Industrial.html



■ We showed Roundhouse's latest locomotive in last month's issue but missed the other big unveiling at the National Garden Railway Show, Accucraft's Lawley 4-4-0. As can be seen from this picture it's up to the maker's high standards. More details are at www.accucraft.uk.com



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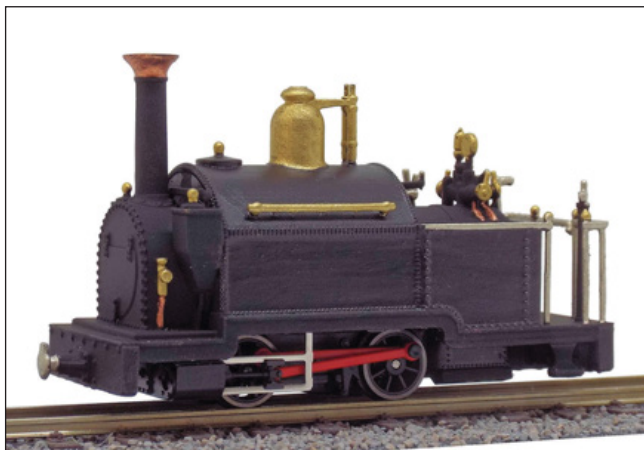
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Closing date for entries Monday 19th September.





The Fourdees Premier range of locomotive kits includes (from top) 'Jubilee', 'Clogher' and 'Leeds'. Among the Starter kit options (below) is 'Pioneer'.



Fourdees launches kit range

■ Fourdees Limited, renowned for its very highly detailed ready-to-run models of classic British narrow gauge locomotives in 4mm 009 scale, is diversifying into the manufacture of locomotive kits.

Dan the man behind Fourdees told *NGW* that this move has been under consideration for some time. "It is only recently that technology has advanced sufficiently to produce kits at a competitive price, whilst maintaining a high quality model," he added.

As would be expected from Fourdees' previous complete models, the kits are all highly detailed, built using the manufacturer's in-house machines with high-definition resin and build layers just 50 microns (0.05mm) thick.

The parts have their main supports removed, though detailing and structural supports remain to protect them in transit and require removing prior to assembly. Some polishing and filing of the parts will be required to ensure they fit together without a seam.

Clear (and varnished) resin windows are included, though Dan adds that some modellers may prefer to use clear plastic sheet, which is not supplied.

The kits are being produced in two ranges led by the 'premium' kits that include multiple detail parts and sub-assemblies to fix together. NEM couplings are included, and (dependent on the model) etch details, plates and motion parts are provided.

Also available are lower-cost 'starter' kits, that mainly just require painting and are supplied with fixed couplings included.

The current premium range comprises:

- Glyn Valley Tramway Beyer, Peacock 'Sir Theodore' - £59.99 (requires Kato 11-109 chassis, not included)
- Glyn Valley Tramway 'Glyn' - £64.99 (Kato 11-109 chassis)
- Freelance Steam Tram 'Clogher' - £49.99 (Kato 11-109 chassis)
- Freelance Hunslet Tram 'Howrah' - £69.99 (Kato 11-108/9/10)
- Freelance Peckett 0-4-0ST 'Jubilee' - £57.49 (Minitrains F&C)
- Freelance Peckett 0-6-0T 'Norton' - £64.99 (Farish 08)
- Ffestiniog Railway 0-6-0DH 'Harlech Castle' - £49.99 (Farish 08)
- Freelance Hunslet 0-6-2T 'Leeds No.1' - £74.99 (Farish 08)

The starter range currently includes;

- Freelance 'Pioneer' locomotive - £24.99 (Kato 057-201 chassis)
- Freelance 'The Baroness' locomotive - £24.99 (Kato 057-201)
- Freelance 'Gladstone' locomotive - £24.99 (Kato 057-201)
- Freelance 'Baron' locomotive - £24.99 (Kato 057-201)
- Freelance 'Bilton' locomotive - £24.99 (Kato 057-201)
- Freelance 'Starbeck' locomotive - £24.99 (Kato 057-201)

Dan adds that more model kits are in development.

Produced by Fourdees
Email: info@fourdees.co.uk
Web: <https://www.fourdees.co.uk>

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Annie – dates and numbers

I have a bit of information to add and correct about the original 'Annie' locomotive built by Bagnall for the Gentle Annie Tramway, Gisborne, New Zealand (and which inspired the new-build built in 1998 and now at the Grouldle Glen Railway, as reported in the UK News pages of *NGW*167 - Ed).

I was puzzled by the fact that the Gentle Annie Tramway was only in operation between the years 1911 and 1916. So how could Bagnall have built the locomotive Annie in the year 1922, as quoted in your news story (and in the Wikipedia article https://en.m.wikipedia.org/wiki/Grouldle_Glen_Railway_rolling_stock)?

It turns out that the confusion arises from the fact that Bagnall built Annie for the Gentle Annie Tramway in 1911, but the loco's works number was 1922!

Brian Howard
Wellington, New Zealand

Only half a millimetre

A half-millimetre can make a big difference. I refer to Dublo 4mm and H0 3.5mm. Why mention this? Because 'On the shelf' in *NGW*168 mistakenly describes the new model of the Alishan Forest Railway DL-43 diesel as OO9/H0e scale.

A model cannot be OO9/H0e – it's either OO9 or H0e, an argument I've had with railway magazines and model suppliers for years. That half-mm can make a big difference in size, particularly for buildings.

Peco advertises its Streamline track as OO/HO, but comparing genuine foreign HO track with British OO track will show they are different. It's down to the sleeper sizes and spacing. For that reason I use Tillig H0e track which makes a wider range of track elements than Peco OO9.

Peco's 'American' track is a good example of the confusion. It is listed as "Streamline OO/HO Code 70", When Peco's 'American Streamline' was announced, it was said to be made to NMRA standards, in other words H0, but appears to be packaged as OO/HO.

I model Baltic States trains so I suspect OO track with code 100 rail would look more realistic than the standard HO track used on overseas (including Russian-built) models. The best gauge would be 18.2mm, but I don't fancy doing EM-style modifications to all my rolling stock.

OO of course is Frank Hornby's bizarre combination of 4mm scale rolling stock on 3.5mm scale track, whereas HO and O are derived from 0 (zero/oh/nought) 32mm gauge track. Unbelievably there is a 'Double



O Gauge Association' which caters for 4mm scale (Dublo) trains, but not, as the name suggests, 14mm scale on 64mm gauge (that's big!). Pedantic I know, but this is the sort of confusion that occurs when people don't pay attention to what they do.

What a big web of misunderstanding Frank Hornby weaved in his attempt to compensate for small English steam locos! Amazingly, today a working model train can fit on a finger tip!

Tony Olsson

Andrew C replies: Thanks to Tony for this which yes, is correct – but scales and gauges are a minefield and one which many modellers decide to ignore when necessary, such as when they want to add an Austrian ZB2 loco to their model of the Welshpool & Llanfair and it's only to HO scale – many simply make do...

Appeal of Thomas

I was delighted to see you mention the Bachmann US narrow gauge models in the firm's Thomas the Tank Engine range in *NGW*168 and thought I'd send you relevant photos.

When the first model, 'Skarloey', was brought out we were told they could not be sold in the UK due to licensing limitations. Happily the OO9 Society's sales section managed to get around this and quite a few members (more than 100, I believe) acquired Skarloey, and the likes of Chris Ward and Narrow Planet brought out replacement smokebox doors (to 'de-face' them) and full body adaptation kits.

I imagine the marketing problems have been solved now Bachmann sells standard gauge Thomas models instead of Hornby. As well as Dundas, I have bought several items from Tootally Thomas (www.tootallythomas.co.uk), who told me a couple of weeks ago that the arrival of 'Peter Sam' was imminent. His alter-ego 'Edward Thomas' has always

been my favourite as I was pulled by No 4 on my first trip on the Tallyllyn line as 'assistant guard', aged 14. Therefore I just had to have him and am delighted.

I suspect that very few of the models still have their faces but I decided at the outset to build a small portable layout for our youngest granddaughter whose family spend at least a week each year near Dolgellau.

The photos were taken on this layout at Skarloey station (based on the Corris Railway's Aberllefenni) and Rheneas (also known as Dolgloch), complete with authentic water tower.

The scout camp in the background is a memory of my second Tallyllyn holiday in 1954 when I took over as booking clerk from Wilbert Awdry. He called in to see us one day as he was camping with his scout troop up the line. This connection enabled me to keep in touch with him over the years and thanks to your introduction to his grandson Richard he has found copies of various letters to me in the Rev's records – the scouts featured in one of the Awdry books.

Michael Farr

Andrew C replies: A bit of a Thomas theme in this issue and there's nothing wrong with that – as I said in my editorial, Awdry's Railway Series has played a major role in inspiring new, young rail enthusiasts.



"It's either OO9 or H0e, an argument I've had with railway magazines and model suppliers for years..."

Above right and below: Michael Farr was inspired to build a model of the Skarloey railway in the Thomas the Tank Engine books for his granddaughter – and there's nothing wrong with that. *NGW*'s readership is a broad church – from arguments over track gauge to locos with faces!

From a Different Age...

■ Two features in *NGW*168 had regular correspondent *Peter Johnson* diving into his extensive collection of historic pictures, the first being our description of the chequered history of the Southport Pier Railway. This fascinating view of the pier is believed to date from around 1905, just after the clearly visible 3ft 6in gauge line had been converted from cable to third-rail electric operation.

Peter has also sent us some excellent images of the Cliffe Hill mineral line in its working years which we will be publishing in a forthcoming issue.



Narrow Gauge – or Not?



■ Regular *NGW* correspondent *Steve Sedgwick* delights in finding the highly odd for our pages and these pictures certainly fit the bill. They show an 'inclined lift' at Liverpool Street station on the newly opened Elizabeth Line in London. The station has two of these lifts as does Farringdon, while one was also installed at the Central Line's Greenford station in 2015. They run alongside the escalators behind glass partitions. "The idea was that this saves the cost of excavating separate vertical lift shafts," Steve tells us. "Looking through the glass, I would guess the track gauge is about a metre and a bit, but... is this really a railway?"

Unexpected Narrow Gauge

■ Even many railway enthusiasts visiting the Grosvenor Garden Centre near Chester will not realise the significance of this innocuous building adjacent to the centre cafe, but the fact that it is next door to Eaton Hall should give a clue. This was in fact once part of the Belgrave shed complex of the 15-inch gauge Eaton Hall Railway, that closed in 1946.

It's not the main shed, a larger building that today serves as the garden centre offices and which is both away from public gaze and surrounded by newer structures. But the complimentary architecture of this building is obvious when looking at period photos of the Sir Arthur Heywood-built line. Photo: Andrew Charman



That was the year that...

Narrow gauge news stories from the archives and their legacy...

From 40 years ago

Thai steamers arrive

The latest locos to arrive in the UK are two Henschel 0-6-0WT imported via Southampton on 7th September. They are works numbers 29582 and 29584 (running numbers 105 and 106 respectively) which were supplied new to the Chonburi Sugar Company in Thailand.

They are both 750mm gauge, weigh about 12 tons and have seen little use in the last 16 years. Although imported at the same time they have different owners and are, as yet, hidden away in different counties in the south-east of England. (NGN, September 1982)

Loco 29582 found its way to the Bredgar & Wormshill Light Railway where it lived for many years (seen at right in October 2017). Being effectively 2ft 6in gauge it could never run on the 2ft gauge line but it did visit the Welshpool & Llanfair Light Railway's Gala and more recently has been sold to a 750mm gauge line in Latvia.

As for the other loco, a search by the editor has found no further information beyond "privately preserved in the UK." Can a reader provide more?



Scottish 15-inch gauge line

A four-mile long 15-inch gauge line, using stock of narrow gauge proportions, is to be built from Maud to Mintlaw along the trackbed of the former BR Peterhead branch. There will be an intermediate station at Deer Abbey on the site of an original station.

The line will be operated initially by a two-car DMU seating around 50, already designed by Severn Lamb of Stratford-upon-Avon.

The West Buchan Railway Company Ltd has been formed to construct and operate the line and they are raising capital by a share issue which is available for a minimum holding of £300. (NGN, September 1982)

Another in that long list of grand schemes that never happened... Today much of the trackbed is a long-distance footpath and cycle route, though there have been some recent campaigns to reopen part of the route as a standard-gauge railway.



Extracts from **Narrow Gauge News**, the news journal of the Narrow Gauge Railway Society – for more details of the Society and how to join up, go to www.ngrs.org.uk or see the advert on page 38.

Tramways

- Douglas Horse Tramway www.iombusandrail.im/heritage/ Opened in late July, now running daily except Mon, Tue (open on Tuesday 6th Sept)
- Great Orme Tramway: Conwy 01492 577877, www.greatormetramway.co.uk Daily
- Manx Electric Railway, Snaefell Mountain Railway: Isle of Man, 01624 662525, www.iombusandrail.im/heritage/ Daily services, Snaefell closed 19/20
- Seaton Tramway: Devon 01297 20375, www.tram.co.uk Daily services from 10am

Miniature Railways

- Audley End Railway (10.25in): Essex 01799 541354, www.audley-end-railway.co.uk Daily services except 5th Sept
- Beer Heights Lt Rly (7.25in): Devon 01297 21542, www.pecorama.co.uk Daily.
- Lappa Valley Railway (15, 10.25, 7.25in): Cornwall 01872 510317, www.lappavalley.co.uk Open daily.
- Littlehampton Miniature Railway (12.25in): Sussex www.littlehamptonminiaturerailway.com 1st-4th then weekends
- Moors Valley Railway (7.25in): Hants 01425 471415, www.moorsvalleyrailway.co.uk 1st-11th then weekends. Autumn Gala 10th-11th
- North Bay Railway, (20in): Yorks 01723 368791, www.nbr.org.uk, Daily services
- Rhyl Miniature Railway (15in): Clwyd 01352 759109, www.rhylminiaturerailway.co.uk 1st-4th then weekends
- South Downs Light Railway (10.25in): Sussex 07518 753784, www.south-downs-railway.com Weekends

Diary & Special Events

■ No responsibility can be accepted for dates on these pages and anyone planning a visit for a ride or to an event should check the line's website and/or social media feeds for the latest update before travelling. Not all trains operate over full lines – on some days for example the Ffestiniog Railway only runs from Porthmadog to Tan-y-Blwch.

Special Events in September

Only events of interest to rail enthusiasts are included in this guide.

- **Thur to Sun in Sept, Devon Railway Centre Open Day** Museum nr Tiverton, 2ft gauge line. <http://devonrailwaycentre.co.uk>
- **Every Saturday, Great Laxey Mines Railway operating;** novel 19-inch steam line on Isle of Man. www.laxeyminesrailway.im
- **4th Sept, Rhiw Valley Light Railway Open Day.** 15in gauge line close to Welshpool & Llanfair. www.rvlr.co.uk
- **2nd-4th Sept, Welshpool & Llanfair Light Railway Steam Gala.** Visiting loco 'Premier' from SKLR, intensive service, displays
- **4th Sept, Bredgar & Wormshill Railway open day.** Tractors & farm equipment. Kent 2ft gauge line. <http://bwlr.co.uk>
- **4th Sept, Rhiw Valley Light Railway Open Day.** 15in line close to Welshpool & Llanfair. Same day as W&L Gala. www.rvlr.co.uk
- **8th, 15th Sept, Tallylyn Railway Pioneers Train;** on-train description of how the line was saved for preservation
- **10th-11th Sept, Amberley Museum Miniature Steam Wknd;** Miniature road steam, 'Peter' and 'Polar Bear' on 2ft gauge line
- **10th-11th Sept, Kirklees Light Railway Steam & Diesel Gala;** Intensive service, visiting locos, 'Shelley or Bust' multiple-header
- **10th-11th Sept, Old Kiln Light Railway 40th Anniversary Gala;** Visiting loco 'San Domingues', intensive service and attractions
- **10th-11th Sept, Ruislip Lido Railway Open Weekend;** Behind-the-scenes tours, all available locos on show
- **16th-18th Sept, Cleethorpes Coast Light Railway Rail Ale & Blues Festival;** Music and ales at Lakeside, trains all weekend
- **17th-18th Sept, Amerton Railway Everything Goes Gala;** Steam and diesel, passenger and freight workings, many locos
- **17th-18th Sept, Apedale Valley Railway Autumn Steam Gala;** Frequent service, demo trains on Field Railway
- **17th-18th Sept, Leek & Rudyard Railway Steam Gala;** Intensive service, guest locos
- **17th-18th Sept, Leighton Buzzard Railway Steam Gala;** At least five locos in steam, intensive service, freight trains
- **18th Sept, Groudle Glen Railway Steam Gala;** Two-train service, photo ops, attractions
- **22nd, 29th Sept, Tallylyn Railway Quarryman;** Train entirely composed of original Victorian stock
- **24th Sept, Evesham Vale Light Railway Diesel Day;** All trains on 15-inch gauge line diesel-hauled.
- **24th-25th Sept, Bala Lake Railway Model Railway Show;** Frequent service and bus connection to show in Machynlleth
- **24th-25th Sept, Lynton & Barnstaple Railway Autumn Gala;** Several locos in steam, extra attractions
- **24th-25th Sept, Sittingbourne & Kensley Lght Rly End-of-Season Gala;** Extra attractions

What's On	Thu 1st	Fri 2nd	Sat 3rd	Sun 4th	Mon 5th	Tue 6th	Wed 7th	Thu 8th	Fri 9th	Sat 10th	Sun 11th	Mon 12th	Tue 13th	Wed 14th	Thu 15th	Fri 16th	Sat 17th	Sun 18th	Mon 19th	Tue 20th	Wed 21st	Thu 22nd	Fri 23rd	Sat 24th	Sun 25th	Mon 26th	Tue 27th	Wed 28th	Thu 29th	Fri 30th
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Amberley Museum: 01798 831370 www.amberleymuseum.co.uk																														
Amerton Railway: 01785 850965 www.amertonrailway.co.uk																														
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Bressingham: 01379 686900 www.bressingham.co.uk																														
Bure Valley Railway: 01263 733858 www.bvrw.co.uk																														
Cleethorpes Coast Light Railway 01472 604657 www.cclr.co.uk																														
Corris Railway: 01654 761303, www.corris.co.uk																														
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Great Whipsnade Rly: 0844 225 1826 www.zsl.org/zsl-whipsnade-zoo																														
Groudie Glen Railway: 01624 670453 www.ggr.org.uk																														
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Hayling Light Railway: 07902 446340 haylinglightrailway.wixsite.com/ehlr																														
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Kirklees Light Rly: 01484 865727 www.whistlestopvalley.co.uk																														
Launceston Stm Rly: 01566 775 665 www.launcestonr.co.uk																														
Leadhills & Wanlockhead Railway www.leadhillsrailway.co.uk																														
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Lynton & Barnstaple Railway: 01598 763487 www.lynton-rail.co.uk																														
North Gloucestershire Railway: www.toddington-narrow-gauge.co.uk																														
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Romney, Hythe & Dymchurch Rly 01797 362353, www.rhdr.org.uk																														
Ruislip Lido Railway: 01895 622595 www.ruislidlidorailway.org																														
Sittingbourne & Kemsley Railway: 01795 424899, www.sklr.net																														
Snowdon Mountain Rly: 0870 450 0033 www.snowdonrailway.co.uk																														
South Tynedale Rly: 01434 381696 www.south-tyndedale-railway.org.uk																														
Steeple Grange Light Railway: 01629 55123 www.sgrr.co.uk																														
Talylyn Railway: 01654 710472 www.talylyn.co.uk																														
Teifi Valley Railway: 01559 371077 www.teifivalleyrailway.wales																														
Threlkeld Msm: 01768 779747, www.threlkeldquarryandminingmuseum.co.uk																														
Vale of Rheidol Rly: 01970 625819 www.rheidolrailway.co.uk																														
Waterworks Railway: 020 8568 4757 www.waterandsteam.org.uk																														
Wells Walsingham Rly: 01328 711630 www.wwlr.co.uk																														
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KEY Trains (steam or diesel), Special events, No trains	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30



Two Quarry Lines

David Joy gives the background to a couple of very different photographs:

Two narrow gauge railways that existed in one of the most beautiful parts of the Yorkshire Dales are now utterly forgotten. Part of the reason is that they served industry, so were from the outset unwelcome.

They supplied traffic to the branch from Skipton to Grassington, opened as late as 1902. It passed alongside a reef knoll of high-grade limestone at Swinden, where quarrying immediately began to feed the first of six kilns.

The *Railway Magazine* tried to be objective: "A huge new kiln is being erected. It resembles a blast furnace and looks strangely out of place between the fields and the moorlands, but it clearly proves the truth of the platitude that cheap communication creates traffic, and the district is likely to be enriched to the detriment of the wood and moorland scenery."

The kilns were fed by a network of 2ft gauge lines from the quarry face. Out of sight, they came close to

"They served industry, so were from the outset unwelcome..."

Above: Mysterious happenings involving an i/c loco at Swinden Quarry in the Yorkshire Dales. Photo: Grassington Museum collection

Below: The transshipment shed for limestone from Skirethornes Quarry. Photo: David Joy

escaping any photographic record. My encounter involves finding an undated image in the collection of Grassington Museum, which raises as many questions as it answers.

Precariously dangling on chains is a four-wheel diesel of unknown identity. Above it a figure stands on the bridge that carried the line from the quarry to the top of the kilns. Was the loco being transferred between two levels of the quarry or had it been delivered by rail on the tracks seen far below? No one now knows.

Today the whole conglomeration has long been swept away. In 1970 a massive modernisation programme resulted in Swinden Quarry continuing to provide limestone for massive 1,300-tonne trains and kept this part of the branch alive.

'Something uncanny'

The rest of the branch from Swinden to Grassington is no more, but it too carried limestone via narrow gauge. It came from Skirethornes Quarry, a mile distant, and was brought down to the branch terminus by a 2ft 6in gauge tramway worked by a steam-powered

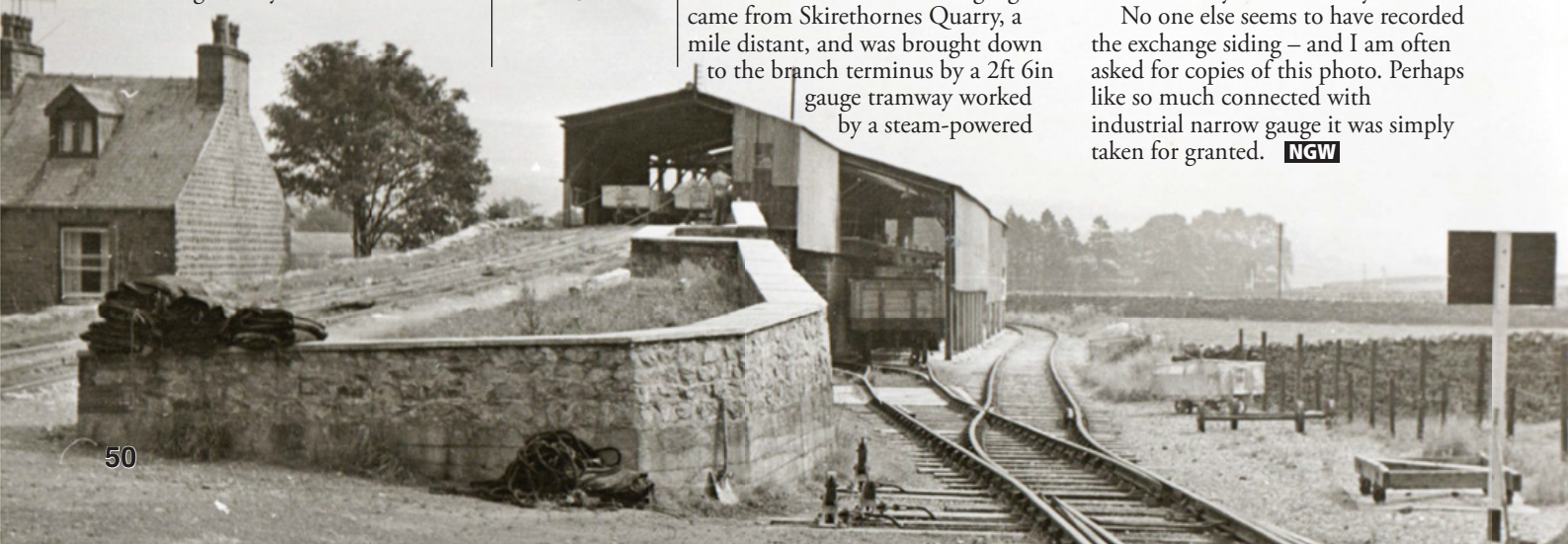
endless rope. Even though readily visible, it attracted little interest.

In action it could be mesmerising, captured in a 1953 *Dalesman* article by W.R. Mitchell: "I watched laden trucks clicking along the narrow gauge railway. There was no one in sight. The trucks were responding to some distant power. There was something uncanny about their well-ordered procession down the track."

Unlike Swinden, I had a personal encounter with the Skirethornes line. In 1959 I had got my first camera and was given a free run of Grassington station and its sidings.

These included the exchange arrangements with the tramway and the photo shows the narrow gauge trucks at the higher level on the left. From here limestone was laboriously tipped into standard-gauge wagons below. It was a system that belonged to another age and there was no surprise when it was swept away in favour of lorry traffic a few years later.

No one else seems to have recorded the exchange siding – and I am often asked for copies of this photo. Perhaps like so much connected with industrial narrow gauge it was simply taken for granted. **NGW**



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