

30th ANNIVERSARY SPECIAL

BRITISH RAILWAY MODELLING

BRM

APRIL 2023

30 LAYOUTS!



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INSIDE

LAYOUTS



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371-790/SF - Class 90 90042
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FITTED**

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HJ6121 un-numbered B.R. unlined black	
HJ6122 un-numbered B.R. unlined green	
HJ6123 un-numbered B.R. lined green	
NOW AVAILABLE	
See our website for full details	

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T.S.O. / F.K. / B.S.O. / B.F.K.	
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HELJAN CLASS 52 WESTERN

WORLD OF RAILWAYS

TV

FEATURE

Tour Market Deeping Model Railway Club

Peter Davies, Chairman of Market Deeping Model Railway Club guides Howard Smith around its new premises, to show layout projects old and new.

WATCH THE VIDEO HERE

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



PLAY

PRACTICAL

What is quartering?

If your locomotive is a bit lumpy when it runs, people will suggest a problem with the wheel quartering. But what do they mean? Phil Parker explains.



PLAY

LAYOUT

BRM visits Sherton Abbas

David Stone shares with us his first foray into 7mm - not that you'd expect as much from what is an incredibly exquisite layout.



PLAY

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BRITISH RAILWAY MODELLING

BRM

Welcome to April

The year is 1993. John Major is Prime Minister, Manchester United has won the first ever premier league, the new Ford Mondeo and Vauxhall Corsa are available to buy on UK forecourts for the first time, and we have all got sick of the radio playing Whitney Houston's *I Will Always Love you*.

For many railway fans, 1993 will also be remembered as the year the first high-speed test train ran through the channel tunnel, and the Railways Act (1993) laid tracks for rail privatisation in Britain.

It was also a landmark year for British Railway Modelling, which, on March 11, first appeared on the shelves at newsagents. Edited by David Brown, the magazine was revolutionary, bursting with colour, and set new publishing standards.

In what feels like a blink of an eye, we're now celebrating BRM's 30th anniversary. To celebrate this fantastic landmark, we've taken a trip down memory lane, spoken to editorial teams, new and old, plus picked 30 layouts from over the years that left a lasting impression. Admittedly, we could have quite happily tripled that list, if space allowed.

During the past three decades, the modelling world has seen many new trends and technological advancements, helping to feed innovation and push boundaries. An obvious example would be the introduction of 3D printing, but the continued refinement of ready-to-run products is also something to admire; the level of detail and precision achieved today is simply mind-blowing.

The world of publishing has also transformed, back in 1993, paper magazines on the shelf at your local newsagent were the only way for many of us could get a modelling fix. Today, our readers are spoilt for choice to access new content, with websites, newsletters, digital editions and videos all available. That's not to say that paper isn't important to us, as we all love having a physical copy of BRM in our hands, and the exciting news is that there are plans afoot to move BRM forwards again, evolving to the needs of our changing readership... A story for another time perhaps, because this issue isn't really about the future, but celebrating our past.

Happy Modelling

The BRM team

THE HEREFORD MODEL CENTRE

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HORNBY

DIESEL/ELECTRIC LOCOMOTIVES

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R3707	R&H 48DS Longmorn.....	£71.99
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R3899	BR Class 08 yellow.....	£166.95
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R30089	CI67 Transport for Wales.....	£174.59
R30184	CI. 67 Colas (RR plus).....	£87.30
R30178	CI. 67 DB Royal Diamond (RR plus).....	£87.30
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R30099	East Coast Trains HST.....	£326.69
R30077	Midland Pullman Class 43 pack.....	£343.35
R30098	GWR Castle Class 43.....	£326.69

HORNBY TRACK

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R605	Double Curve 1st Rad.....	£3.25
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R608	Curve 3rd Rad.....	£2.55
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R615	RH Diamond Crossing.....	£13.95
R617	Uncoupling Ramp.....	£3.95
R618	Double Isolating Rail.....	£9.90
R620	Railor Uncoupler.....	£6.95
R628	Half Curve 3rd Rad.....	£2.80
R643	Half Curve 2nd Rad.....	£2.25
R8072	LH Point.....	£11.85
R8073	RH Point.....	£11.85
R8074	LH Curved Point.....	£18.85
R8075	RH Curved Point.....	£18.85
R8076	Y Point.....	£13.90
R8077	LH Express Point.....	£18.85
R8078	RH Express Point.....	£18.85
R8261	4th radius curve.....	£2.80
R8206	Power Track.....	£8.95

BACHMANN STEAM LOCOMOTIVES

35-075	E4 LBSC.....	£93.45
35-077	E4 BR Early.....	£93.45
35-078	E4 BR Late.....	£93.45
31-001	Robinson BR Late Crest.....	£94.99
31-002	Robinson BR Early Crest.....	£94.99
31-003	Robinson LNER.....	£94.99
31-127	CI.3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
31-136DC	D11/2.....	£115.90
31-628DC	Class 3F BR weathered.....	£93.20
31-931	LMS Compound.....	£112.90

31-932DC	BR Compound.....	£127.75
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Hunslet BO-BO Diesel Shunters

Scunthorpe Steelworks ordered 10 Hunslet BO-BO shunters in 1972. After several overhauls and improvements, KR models would like to produce the three remaining units still running in Scunthorpe today. To complement them, the torpedo molten iron wagons will also be available from KR Models

Named locomotives

- > No.70 "Big Keith"
- > No.75 "General"
- > No.30 "Fusion"

DCC Ready £180

DCC Fitted £210

DCC Sound £280

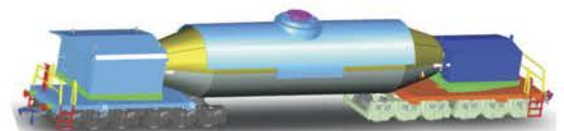
Scunthorpe Steelworks "Torpedo" Wagons

British Steel ordered 20 Torpedo Molten Iron wagons from Distington Engineering Company in Workington. The first batch arrived in 1973. Originally built to carry 250t of molten Iron at a temperature of 1480° C, and still in use to this day. These wagons can often be seen from the Scunthorpe Steelworks rail tours with the Appleby Frodingham Railway Preservation Society.

Available in a prototypical twin pack £160.

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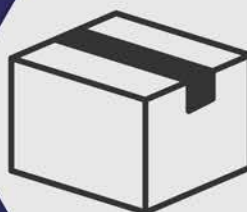
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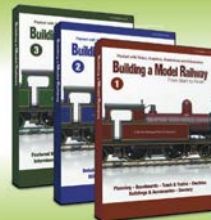
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*2 towers with N scale kit

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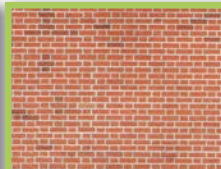
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NEW

MODERN DAY PLATFORM SHELTER

00 SCALE PO323 - £12.00
N SCALE PN923 - £8.50



An up-to date shelter that would look great on any modern layout. (Complete with Ticket Machine)

NEW

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00 SCALE PO541 - £7.00 / N SCALE PN841 - £5.50



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N SCALE PN190 - £9.00

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Image shows 00 Scale kit.



N Scale Kits comes with 2 buildings.

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00 SCALE PO286 - £15.00 / N SCALE PN186 - £12.00



Image shows 00 Scale kit.



Image shows N Scale kit.

PLATFORM - STONE

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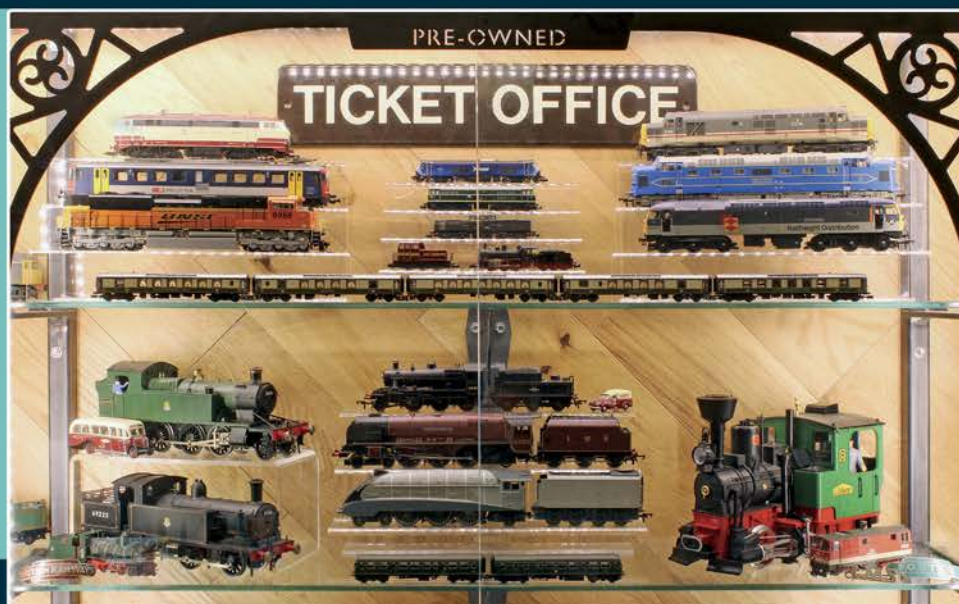
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OO Gauge Steam Locomotives

L&MR 'Lion' 0-4-2
Stage: Engineering Sample Due: Q2 2023
Price: from £152.96 Digital: NEXT-18

Hawthorn Leslie 0-4-0ST
Stage: Engineering Sample Due: Q3 2023
Price: from £107.41 Digital: NEXT-18

LBSCR Class E1 0-6-0T
Stage: Render Due: TBC 2023
Price: from £140.21 Digital: NEXT-18

Class 43xx 'Mogul' 2-6-0 (Update)
Stage: CADs Due: Q2 2023
Price: from £154.18 Digital: 18-pin

Class 78xx Manor 4-6-0
Stage: In production Due: Q2 2023
Price: from £169.99 Digital: 21-pin

HR Class I 'Jones Goods' 4-6-0
Stage: Engineering Sample Due: TBC 2023
Price: from £186.96 Digital: 21-pin

OO Diesels & Electrics

Class 02 Shunter
Stage: Decorated sample Due: Q4 2023
Price: from £152.15 Digital: 18-pin

Class 26/1
Stage: Engineering Sample Due: Q2 2023
Price: from £177.65 Digital: 21-pin

Class 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin

Class 47
Stage: Engineering Sample Due: Q1 2023
Price: from £212.46 Digital: 21-pin

Class 50
Stage: CADs Due: Q4 2023
Price: from £189.99 Digital: 21-pin

BR NBL Prototype 10800
Stage: Decorated Samples Due: 2023
Price: from £216.71 Digital: 21-pin

OO Gauge Multiple Units

Class 104 DMU
Stage: Engineering Samples Due: TBC 2023
Price: from £330.65 Digital: 21-pin

BR Mk1 Suburbans
Stage: Engineering Samples Due: Q3 2023
Price: £59.95 each Digital: N/A

BR Mk2B Coaches
Stage: Deco Samples Due: Q1 2023
Price: £59.95 each Digital: Yes

GWR 'Toplight City' Coaches
Stage: Deco Bodysells Due: 2023
Price: £55.08 Digital: 6-pin

Wisbech & Upwell Tramcars
Stage: Engineering Samples Due: Q2 2023
Price: £63.71 Digital: N/A

Siphon G Vans
Stage: Deco Samples Due: Q1 2023
Price: £54.95 Digital: N/A

GWR B-Set Coaches
Stage: CADs Due: Q4 23/ Q1 24
Price: £144.45 (2 pack) 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: £32.13 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

NER 20t Coal Hoppers
Stage: Engineering Samples Due: Q1 2024
Price: £84.95 (3-pack) Digital: N/A

JHA P&D Hoppers
Stage: CADs Due: Q3 2023
Price: from £46.75 Digital: 6-pin

N Gauge Steam Locomotives

LSWR Class M7 0-4-4T Retool
Stage: Deco Samples Due: Q1 2023
Price: from £89.92 Digital: PCB swap

SR 'Light Pacific' 4-6-2
Stage: CADs Due: Q1/2 2023
Price: from £189.98 Digital: 18-pin

Class 63xx Mogul 2-6-0
Stage: CADs Due: Q1 2024
Price: from £156.06 Digital: 18-pin

Class 2MT Ivatt 2-6-2T Retool
Stage: Engineering Sample Due: Q3 2023
Price: from £93.50 Digital: PCB Swap

N Gauge Diesel Locomotives

Class 44 'Peak'
Stage: CADs Due: 2023
Price: TBC Digital: 18-pin

Class 59
Stage: Engineering Samples Due: Q2 2023
Price: from £146.88 Digital: 18-pin

Class 43 HST (Updated Batch)
Stage: Engineering Sample Due: Q2/3 2023
Price: from £156.06 Digital: 18-pin

N Gauge Rolling Stock

FNA-D Nuclear Flask Wagons
Stage: Engineering Sample Due: Q3 2023
Price: £32.95 Digital: N/A

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

LNER Dynamometer Car
Stage: CADs Due: 2023
Price: £84.95 Digital: N/A

OAA Open Wagons
Stage: CADs Due: 2023
Price: £59.45 (3 pack) Digital: N/A

O Gauge Steam Locomotives

Class J94 Austerity 0-6-0ST
Stage: Early Sample Due: Q2 2023
Price: from £229.50 Digital: 21-pin

Class B4 0-4-0T
Stage: Deco Samples Due: Q1 2023
Price: from £213.78 Digital: 21-pin

Class 3MT 2-6-2T
Stage: Early Sample Due: Q2 2023
Price: from £527.85 Digital: 21-pin

O Gauge Diesels/ Electrics

Class 37/0
Stage: Early sample Due: 2023
Price: £568.65 Digital: ESU XL

Class 45 'Peak'
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 £308.80 Digital: 21-pin

Class 73 'Electro-Diesel'
Stage: Deco Samples Due: Q3 2023
Price: from £662.15 Digital: ESU XL

Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q1 2023
Price: from £104.52 Digital: Yes TBC

Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2023
Price: from £254.15 Digital: N/A

LMS 50ft Inspection Saloon
Stage: Engineering Sample Due: TBC 2023
Price: TBC Digital: TBC

HIA Hopper Wagons
Stage: Engineering Sample Due: Q2 2023
Price: £68 Digital: TBC



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Steam locos



R3991 Class A3 4-6-2 60103 "Flying Scotsman" in BR green early emblem (Hor) £252



R30233 Liverpool & Manchester Railway 0-4-2 No.58 "Tiger" Train Pack three granite wagons (Hor) NEW £206.99

Diesel locos



3368 Class 33/1 33101 in BR blue white cab surrounds (Hel) NEW £178.46



3369 Class 33/1 33114 "Ashford 150" in Network SouthEast blue high intensity headlight (Hel) NEW £178.46



3366 Class 33/1 33117 in BR blue DCE cabside stripes - weathered (Hel) NEW £186.96



3367 Class 33/1 6525 in BR blue (Hel) NEW £178.46



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OO9 Narrow Gauge

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2774 Class 27 in BR blue (1980s condition boiler tanks) - unnumbered (Hel) £551.65

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Wagons

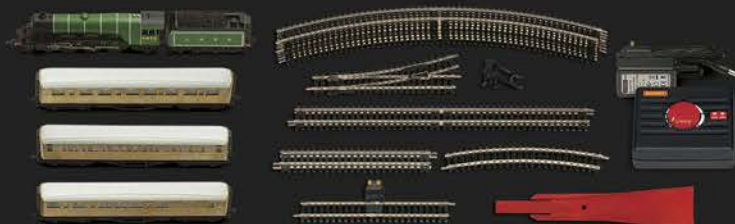


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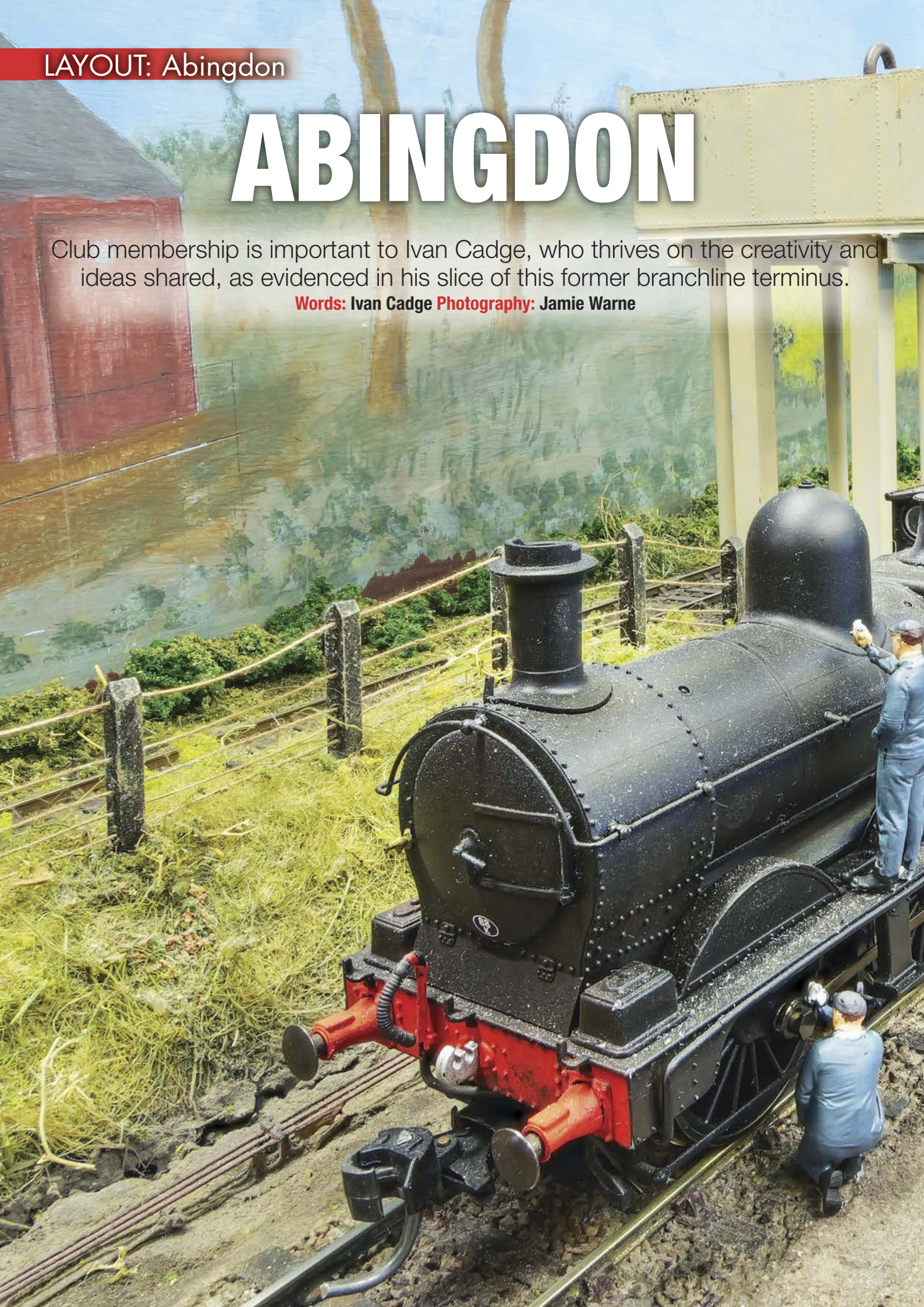


LAYOUT: Abingdon

ABINGDON

Club membership is important to Ivan Cadge, who thrives on the creativity and ideas shared, as evidenced in his slice of this former branchline terminus.

Words: Ivan Cadge **Photography:** Jamie Warne





GAUGE: OO

FACTFILE

Layout name: Abingdon

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

Size (to include any fiddle yards): 19ft x 4ft

Era/Region: Late 1960s, Oxfordshire

Layout type: Fiddleyard to terminus

Dean Goods 2409 gets some attention after taking on water at Abingdon's water tower.

LAYOUT: Abingdon

On moving to Abingdon in 1988, I discovered what remained of the station. By this time, it was very little, having closed to passengers in 1963 and for goods in 1984. When the MG factory suddenly closed in 1980, and the car trains stopped, it continued with coal trains until complete closure. I wished to build a real location as an exhibition layout that would create a bit more interest over just another model railway. Abingdon turned out to be perfect for this. The book *The Abingdon Branch* by Trippett and de Courtais, inspired me to find out more.

During my many years of research, I have spoken to several local people who had been involved in the railway and have collected some interesting stories. Bits of history, especially the social side, can get sadly lost over time. Fortunately, I am regularly invited to provide a talk on the history of the branch

to various local groups, which often include people who remember the railway.

I have been extremely fortunate to be able to work with some very talented modellers. They have taught me an enormous amount and been so encouraging.

The late Tom Wellman, who was a real all-rounder, Andrew McMillan, who is skilled with track building, and Andrew Burchett, who continues to get involved in the 'Abingdon' layout and often points me in the right direction when challenges occur, have all been particularly inspirational to me. Tony Vaughan and Phil Jose were also instrumental in providing the station buildings.

Andrew Hicks of Hicks Hobbies has designed and implemented the latest operating system and has plans for future developments. Layouts that I particularly hold in high regard are Chris Chewter's layouts of 'Tetbury' and 'Carterton'. Seeing

other layouts is always inspirational. Ideas and encouragement can also be gained by visiting exhibitions.

Setting the objective

My aim was to do something different. With 'Abingdon', I wanted to design a model of the station with little compromise. The lounge was measured, which confirmed the layout could be made in panels and put together at the start of an operating session and then taken apart at the end. That was not without its own problems, especially when it came to working on the layout for an extended period as my wife was not able to watch the television. Modelling a prototype, the trackplan is already done and it just needed replicating. A trackplan was sourced from reference books and then scanned into Templot. Most models of real locations require the layout to be compressed.

“If you are looking for a hobby that you can get fully immersed in and enjoy, which will offer new opportunities such as talks and meeting new people, then railway modelling is fantastic for this”

Pannier 6419 simmers in front of Abingdon's engine shed.



GAUGE: OO



A goods train arrives from Radley while shunting of the coal wagons continues in the yard. Coal traffic was significant, and continued after the station closed to passengers in 1963.



A redundant traction engine awaits collection from the yard, while the horses have a rest outside the stables. Horses were still used to take local deliveries, and the Western Region of BR still had stables to house this type of horsepower.

However, as far as possible, I didn't want to do that. Regardless of this, minor compromises were necessary.

I was invited to use space in the club room, where it could be set up for a longer period. It became a privately-funded club project, with most of the members taking a part in the construction of the layout at some stage. Eventually, the time came for the layout to return home. After gaining permission from my wife (probably who still remembered craning her neck around the layout when trying to watch the television when it was set up in the living room), a purpose-built 'man-shed' was constructed in the garden, where it now has lived for several years. This also permitted members to get together as a second club night.

I wanted to ensure the layout would be a good representation of what was there, as well as being as realistic and correct as possible. A considerable amount of research was carried out using various sources to gather photographs, plans and the history of the line. Despite this, there were still areas where further research and details were required.

The late David Yules, who built Abingdon in 7mm:1ft scale, was instrumental in providing structure plans he had drawn up for some of the buildings we had not yet got.

Tricky trackwork

To achieve the correct track geometry and to ensure a realistic look, I opted to hand-build the track with C&L chairs, plywood sleepers and bullhead rail. Traditional trackwork sleepers are far too thin and the spacings are totally incorrect. The prospect of making the pointwork was very daunting, especially as there is one single and one double slip. Once again, club members helped by building the most complex slips while teaching me how to do a straightforward point.

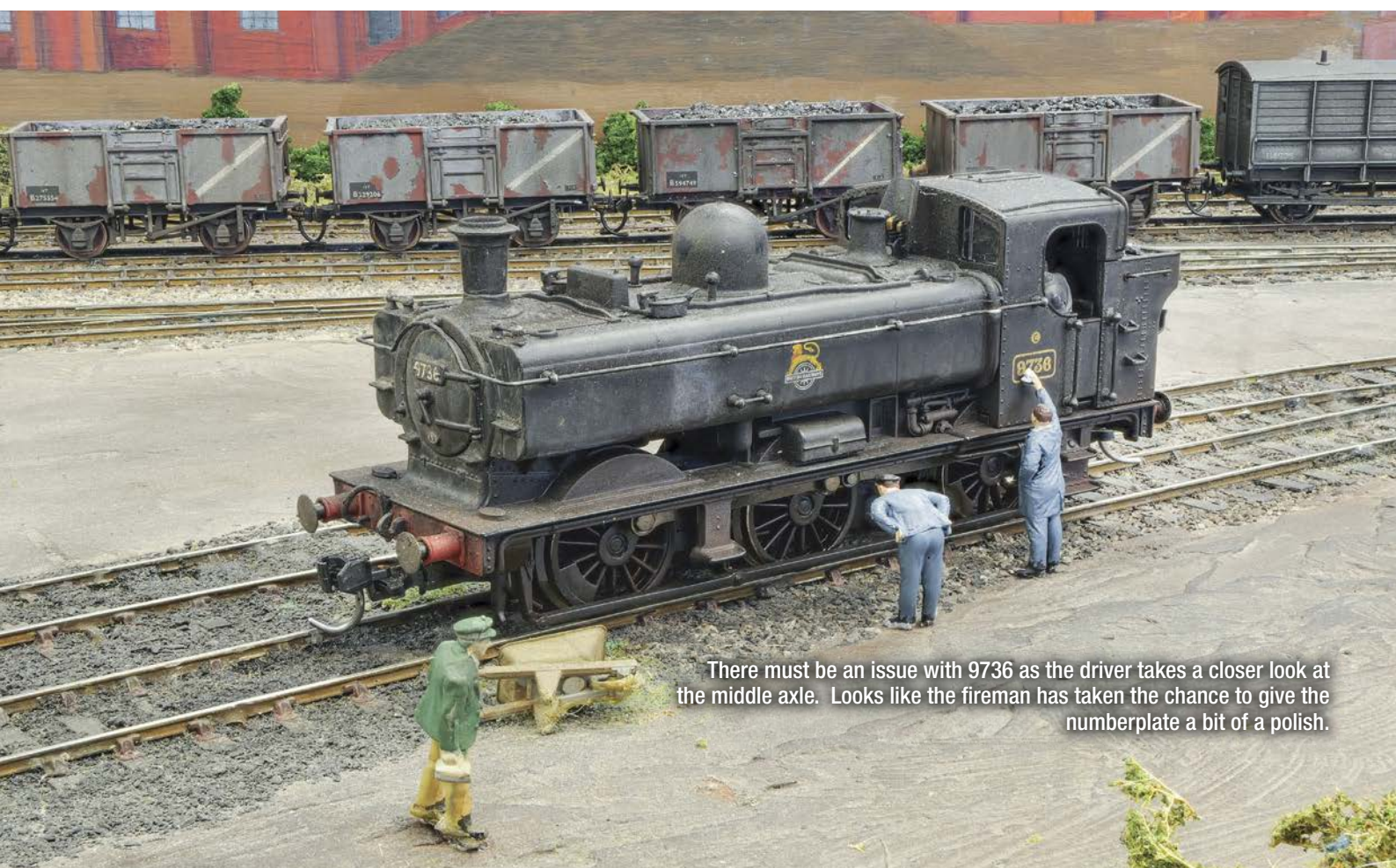
Electronics was another aspect that I certainly needed help with as I wanted to be able to use route setting. Contacting Hicks Hobbies was particularly beneficial, as this has allowed for further automation of the layout, making it more immersive by incorporating the MERG CBUS layout control system. This allows two-way communication between the layout and the

route setting control panel. However, it was also decided to assist operators by fitting Train on Track indicator circuits and Train Position Sensors near buffers, so the panel indicates exactly where all the rolling stock is anywhere on the layout.

As technology has progressed, the operating system has been upgraded over the years. If only this had been foreseen, then the layout could have been built in such a way to have made this easier. At the time of construction, I was advised to use self-adhesive tape for the DCC bus. This worked well for a while, then the adhesive started to peel away! As a result, the DCC bus had to be rewired, which was slightly inconvenient, to say the least!

Trains can be operated to a sequence, although sometimes on 'man-shed' nights, members' trains are also run. Andrew Hicks is working on an Arduino-based timetable module, which will display train movements and set points and signals automatically.

I have created an operating sequence that runs off about 200 PowerPoint slides. Probably the best use of PowerPoint so



There must be an issue with 9736 as the driver takes a closer look at the middle axle. Looks like the fireman has taken the chance to give the numberplate a bit of a polish.

LAYOUT: Abingdon

far! This includes passenger and freight movements on the layout, movement of coal and MG car transporter trains, to prevent any lack of inspiration during an operating session or at an exhibition. The sequence takes around two hours to complete, so keeps us busy either for a few club evenings or is run several times at an exhibition. At exhibitions, we have a signaller, two drivers and a person manning the fiddle yard. Operating from the front enables me to talk to members of the public, answer any questions and share the history of the branch.

Rolling stock

Abingdon was served by a 14xx and autococh and a few goods trains during the day. If the layout was run prototypically, it would quickly become boring! A bit of modellers' licence is used to run a greater variety of trains to keep it interesting.

All rolling stock is pre-1970 BR, with most of it being ready-to-run. Most of it has been modified, with every item being weathered. For many years, I have also been building wagons from kits. I especially enjoy building Dapol mineral wagon kits, which are the correct length when compared to standard ready-to-run ones. I like building them so much that when I visit an exhibition, it's normal for me to come away with a few kits in a bag for pocket money prices. Despite only needing about 15 mineral wagons for the session, at the last count I have 25! Assembling them is a very relaxing and therapeutic task, which is what the hobby is all about. I find myself totally immersed when building the kits and feel a sense of satisfaction knowing that the wagon is something that I've made.

Creating the scene

I enjoy making little cameo scenes on model railways. When looking at a layout, it's enjoyable to watch the trains entering and leaving the station, but having little scenes to catch your eye if concentration wanes adds to the enjoyment. I adore little quirky details and enjoy creating little scenes from *The Abingdon Branch* on the layout. Photographs of parcels being loaded into the GPO van, with packing crates across the platform were used as inspiration to reproduce a scene on the model. You can also see a man with a broken leg making his way along the footpath. This is based upon a fellow member who suffered a similar unfortunate incident. The district nurse can also be seen heading into one of the buildings to check on an



D6323 stands patiently in the yard with a train of MG cars ready for export, waiting for Bubble Car 55000 to depart with a lunchtime service to Radley. The export of MG cars continued long after the station closed to passengers, and kept the branch open to goods until the 1980s.

GAUGE: OO



LAYOUT: Abingdon

elderly resident. I believe that scenes, such as the policemen on the corner, help make the model more interesting and lifelike.

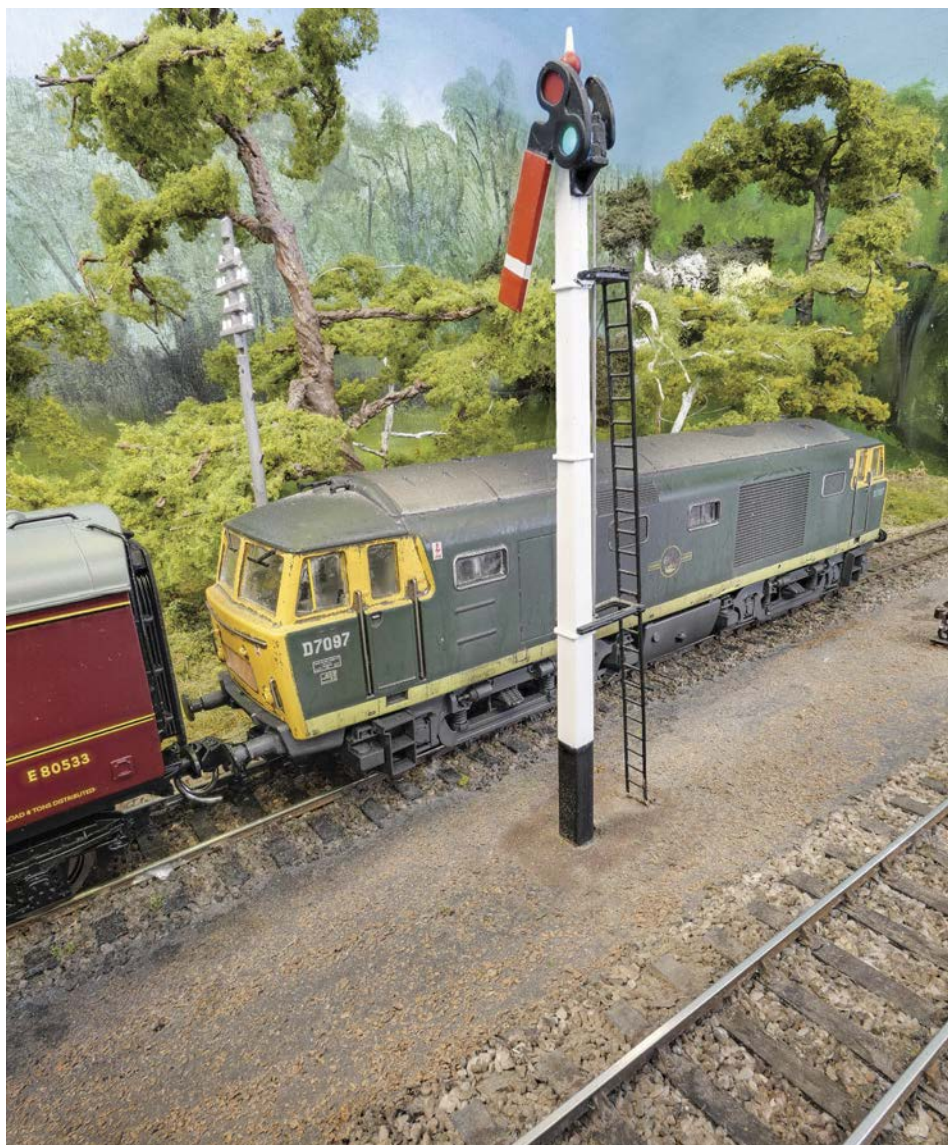
Proprietary buildings for Abingdon are not available, therefore they would all have to be scratch-built. Being my first time at scratch-building, I had a lot to learn.

Extensive research through various sources, including the Abingdon Museum and the internet, yielded many photographs that proved invaluable. Some building plans were obtained from *The Abingdon Branch* railway book and Oxfordshire Library. The buildings were built, primarily from Plastikard, by me and several club members using the plans we had obtained and drawn up from the many photographs acquired.

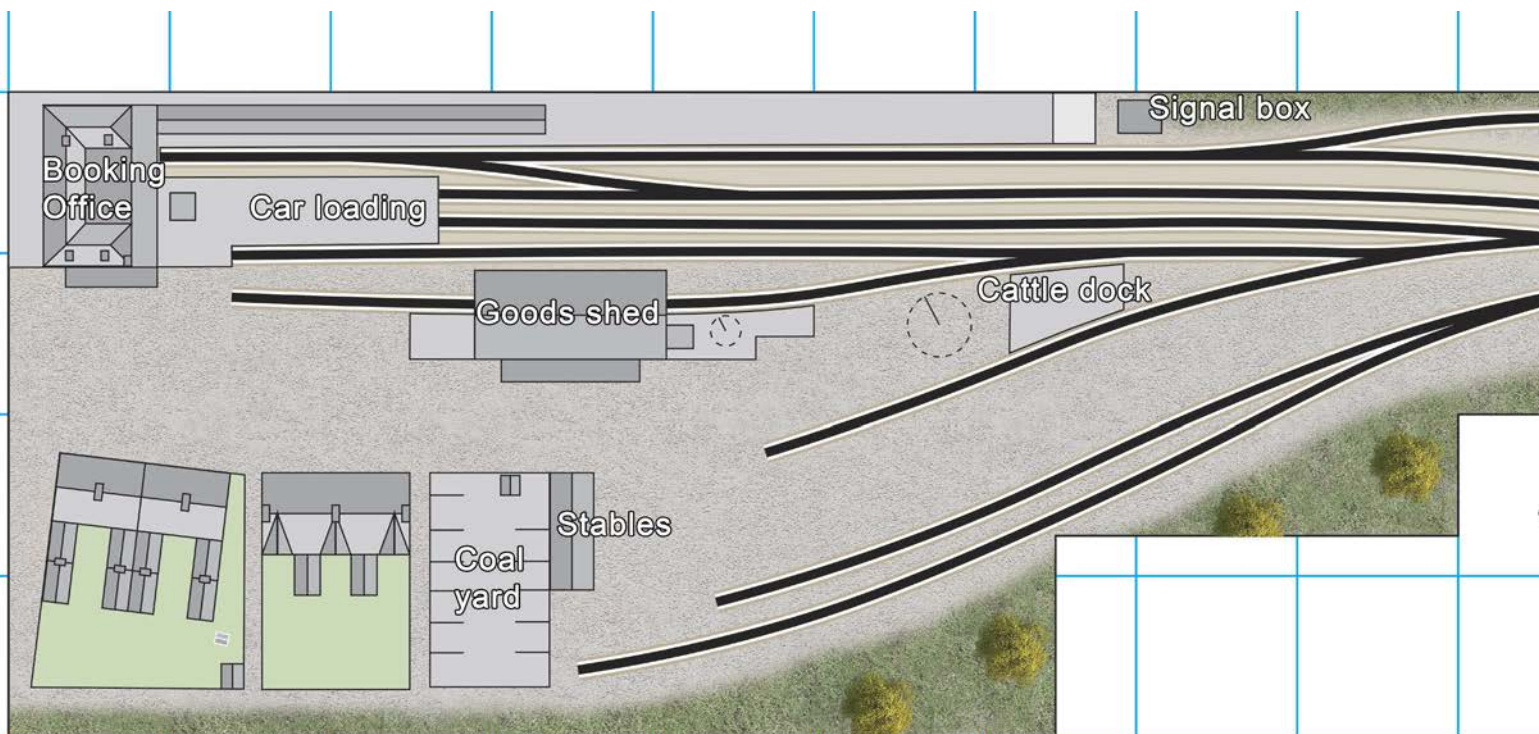
Most trees available in the model world are either far too small or very expensive. After discussions with club members, I decided to use the wire armature technique. These are coated in water-based sealant, and painted, with Woodland Scenics matting and flock applied to form the leaves, giving a unique and a more-to-scale result.

The grass was made using the inside of a quilt, which was stuck down, sprayed, and teased up. It was much cheaper than static grass, and my wife got a new quilt out of it too!

After yet another inspirational visit to Pendon Museum, the plants in the gardens were made from tissue paper, with flowers being constructed from paint brush bristles, pulled through glue and dipped into flock. Other plants are made from seafoam, while onions are represented by knotted cotton. The tomatoes were laser-cut from paper.



Hymek D7907 departs Abingdon on a late Sunday afternoon with a returning excursion.



Final thoughts

If I was building 'Abingdon' again, I would have done more planning; in particular, the construction of the baseboards. I used MDF as the top and painted it. Unfortunately, while in a club room that got very damp, it warped. Following Tom Wellman's involvement, the baseboards are now more robust and able to withstand being transported to exhibitions.

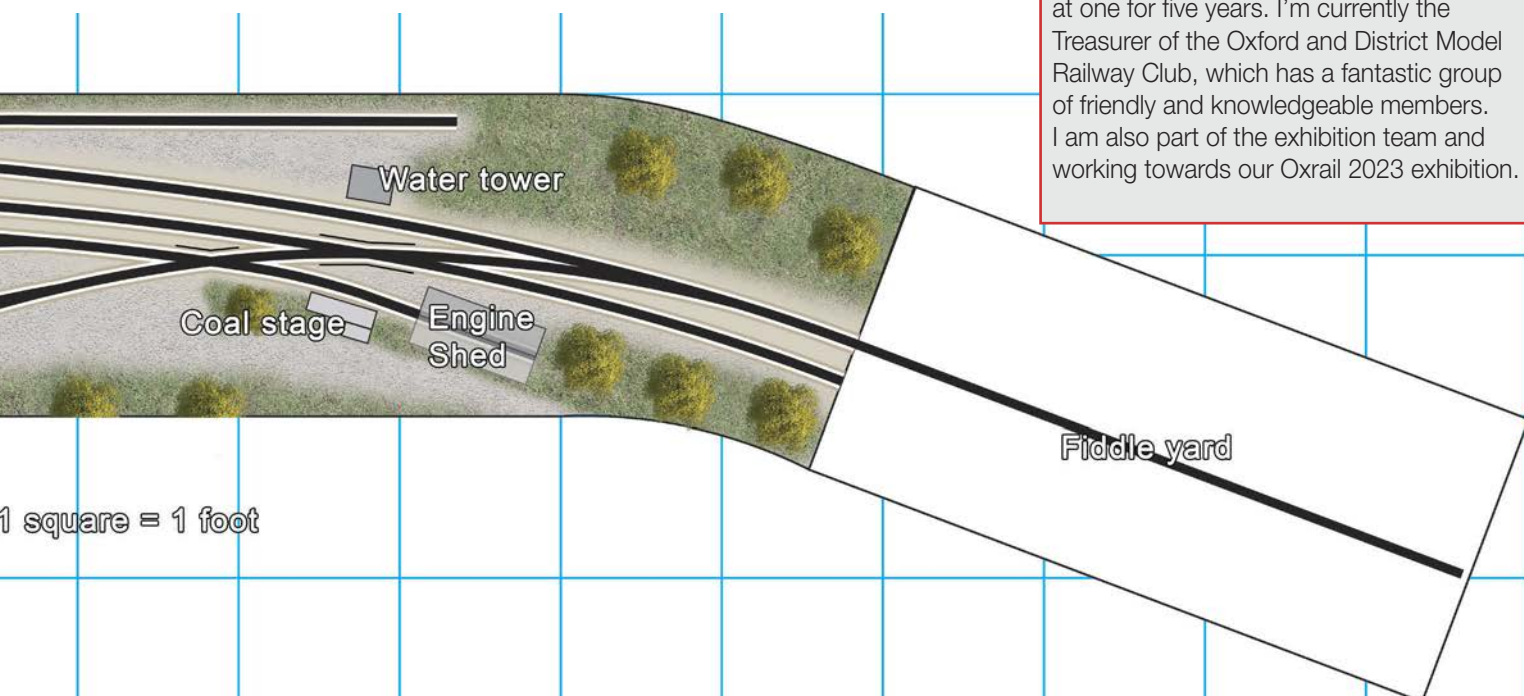
My advice to any railway modeller is to join a club. It can be so beneficial; with all organisations there exists a wealth of different knowledge and skills that members possess. It is so useful to be able to exchange ideas, skills, and experiences with other members. I have always enjoyed being a club member and have benefited from help, guidance and friendship from it. If you are looking for a hobby that you can get fully immersed in and enjoy, which will offer new opportunities

such as talks and meeting new people, railway modelling is fantastic for this.

I can't see myself building another layout of my own, as, like all model railways, 'Abingdon' will never be finished. Unfortunately, I have neither the space, time nor funds to build a further layout. There is also a list of work that I would like to do and then there are all the projects mentioned previously. I always find myself looking at 'Abingdon' and adding perhaps a small detail to enhance it. However, I have become involved with two of the new club projects. I also help other club members with their layouts, and all of this satisfies my modelling desires at present. It's not much different from building my own. Model railways, in my opinion, is a hobby to be shared with others, 'Abingdon' being an example of just what can be achieved with a co-operative approach.



Pannier 6419 arrives with a short goods train and receives instructions from the shunter.



About the modeller

Name: Ivan Cadge

Age: 61

How many years modelling? I've been modelling since I was 11, so I'll let you do the maths!

Name of your first layout? The layout in the loft is called 'Casterbridge'. Named after the book where the mayor auctioned his spouse. While married for 35 years, I've yet to receive any bids for my wife.

Favourite era/region: The '60s and '70s era and Eastern Region because this was what I grew up with. When I started railway modelling, as the Western Region was readily available, and I was now living in Abingdon, it made sense to model something local.

Favourite locomotive? The Great Western 'Pannier'. The locomotive just looks the part!

When I lived in Suffolk, the Stour Valley Railway ran very close to my house. This was where my interest in railways came from. As a young boy, my mother used to take me to feed the ducks. To get to the river we used to cross a level crossing. If a train was due, I remember hanging off the gates to watch the trains go by. This railway sadly closed in 1967, and the only way I could then cultivate my interest was through making models.

My history with model railways started with the standard 8ft x 4ft board with a Hornby trackplan. This moved onto a tail-chaser in the loft, which helped me to hone my modelling skills.

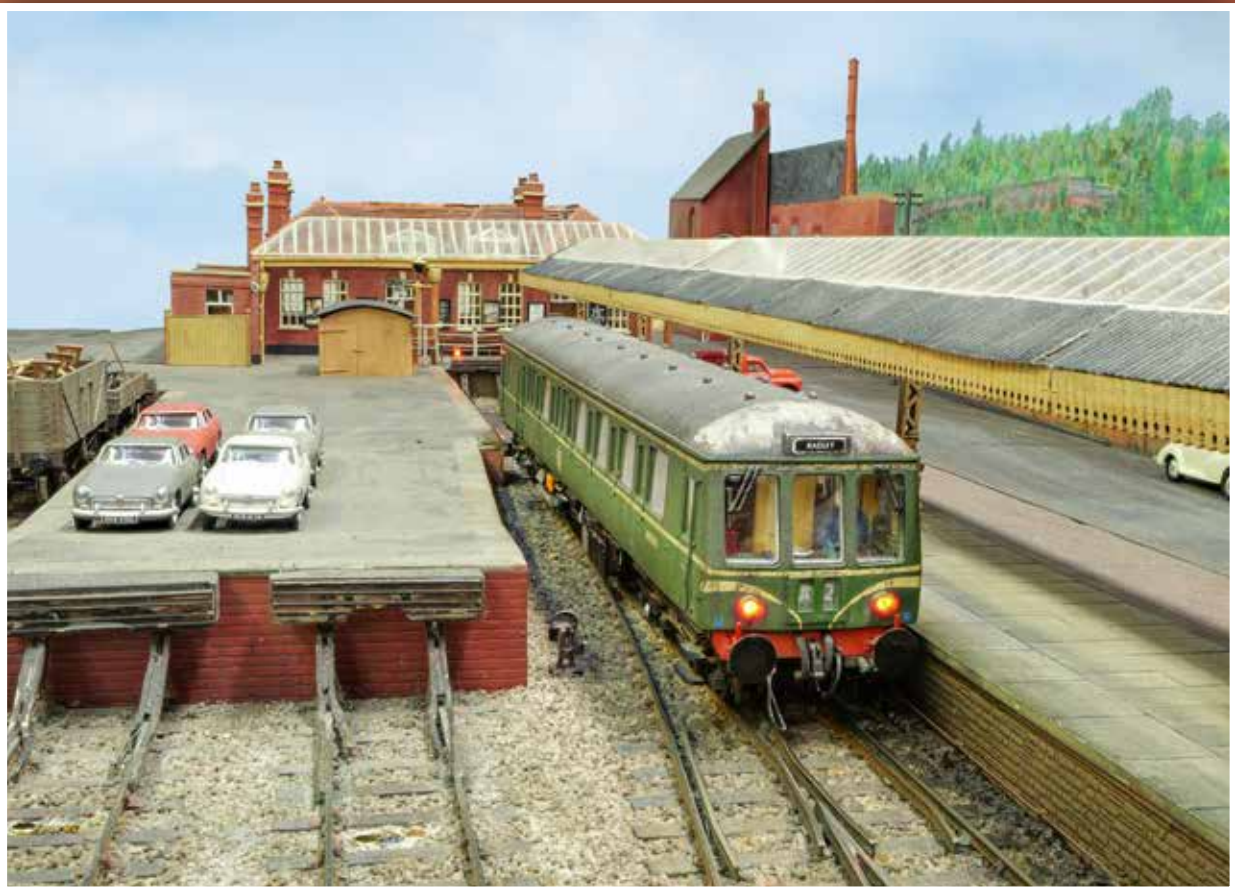
I have been a member of model railway clubs for 45 years, serving as a Chairman at one for five years. I'm currently the Treasurer of the Oxford and District Model Railway Club, which has a fantastic group of friendly and knowledgeable members. I am also part of the exhibition team and working towards our Oxrail 2023 exhibition.

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MODELLING DIFFERENT TYPES OF SOIL

Soil, in all its different forms, has often puzzled modellers chasing realism in miniature. As ever, its secret, says Michael Russell, lies in technique, products and budget.

Words & photography: Michael Russell



Soil might be a complicated subject for gardeners, but for modellers, we only need to concern ourselves with two main issues. The first is what colour it is. Soil can vary from dark, almost black, to light shades of brown. The second is how wet the soil is. When wet, soil looks darker and its texture can vary, perhaps giving it a shiny appearance or sculptured to some shape such as when a vehicle has driven through it. Dry soil will be lighter in shade and appear less textured.

It is impossible to cover the subject of soil without considering related issues, too.

For example, the type of flora that grows in any soil depends on the wetness over extended periods, the PH of the soil and light exposure. Some soil can be quite alkali, others acidic and everything in between. Some plants are particular and won't grow in the wrong conditions. Since the vegetation can be a defining feature of a location being modelled, it is crucial to get this right. A visit to a locality will soon allow you to identify what soil type you are dealing with from the vegetation growing there. There are phone apps available that will aid you with identification, for example, Google Lens.



Selection of paintbrushes, including hog's hair
Pencil
Marker pen
Comb
Flat-bladed screwdriver
Scissors
Women's tights
Small paint roller
Washing up liquid
Top off an aerosol
Toothbrush
Mixing dishes
Spatula
Spray bottles
Model road vehicle to suit your scale



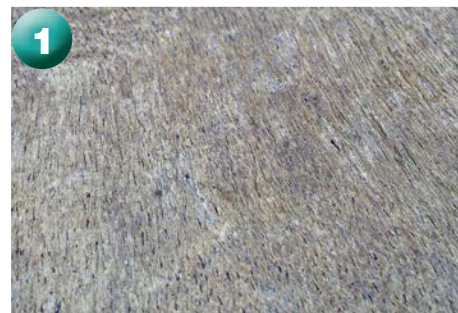
TECHNIQUES

PAINTING THE BASEBOARD

Painting the baseboard is a simple solution that is acceptable to many modellers. Even if you intend to add further layers, painting the baseboard beforehand is a good idea. For example, static grass will look thin and patchy unless you add green on the surface it is used on. Also, when using scatter, it is easy to miss a spot or two and you don't want this to stand out.

The obvious paint to employ for this is emulsion because it has a thick consistency and acts as a filler too, which is useful for hiding imperfections. There are many pastel shades available, or you can always buy white paint and tint it using purpose-made colourant. You can also buy small quantities in test pots. A matt finish is a better option than silk.

One problem with emulsion paint is that brush marks are often left behind. My preferred option is to use acrylic paint. These can be watered down and blended together to give a more seamless finish. Try using acrylic over an existing, dry emulsion layer. Alternatively, to add texture to painted areas, try stippling your paint during application, use a roller, or apply the paint by flicking a toothbrush.



Select a baseboard that is strong enough to support your work and free from loose material. This is a piece of ply board. Be aware of any surface grain that will show through in the finish if the paint isn't thick enough to hide it.



Draw any features onto your baseboard before beginning to paint using a pencil or marker pen. This diorama features a curved path that decreases in width to heighten the depth of the work.



Paint the path using two colours starting with the darker and mixing more of the lighter shade in as you progress across the baseboard. While the paint is wet, drag a flat-bladed screwdriver through several times following the line of the path.



Paint the fields, again using the dark-to-light method, but use a comb to produce drills on one side of the path. Use a stiff brush with a stippling action on the other side of the field as soon as the paint has been applied with a brushing action, or use a small roller.



Mix shades of paint that are darker and lighter than your base colours and flick these at the ground using a toothbrush and flat-bladed screwdriver. Although paint marks can be larger nearer the front, try not to get any too large.

Pros:

- Relatively quick if you accept a lower level of realism
- Cost-effective
- Keeps weight to a minimum
- Because this is a gateway to other techniques such as using scatters, you can always update at a later time

Cons:

- Takes time and expertise to get the correct shades – using natural materials overcomes this issue
- Limited options for achieving texture
- Gives a 'flat earth' look even when depicting a flat landscape unless you add texture first

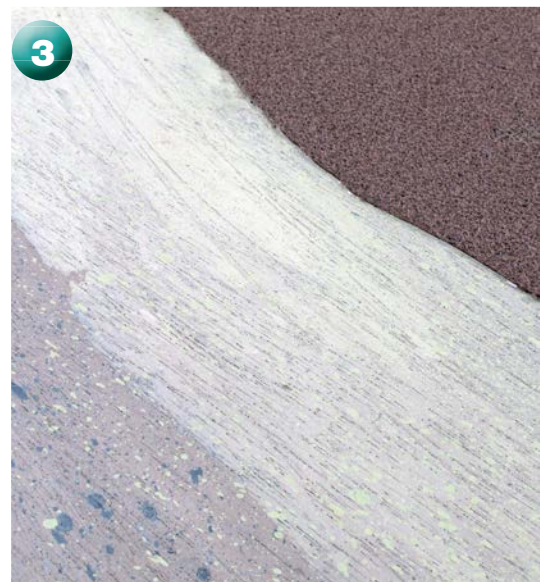
USING MATS



Think carefully about where best to cut pieces to hide joins and make the best use of the material. Stick down with something that isn't too aggressive, so that you can move or reuse the piece again – Copydex is ideal.



Don't make the edges of the mat too neat where it will meet up with something other than another mat. Roll the mat against the curve formed when being packed and stored so that it lies flat.



Use an even coverage of glue and press out from the centre to void air pockets and wrinkles. Once stuck down, cover with heavy flat objects, such as books, until the glue has set.

Pros:

- Relatively quick if only one piece of mat is employed
- Good for achieving a consistent base colour or texture
- Can be recoloured
- Useful for hiding small areas of damage in the landscape
- Can be a gateway to using scatters if you want to update at a later time
- Great for children's layouts
- Less mess than scatters
- Lightweight
- Very good quality, high-end mats are available that are worth seeking out
- Can be reused between projects

Cons:

- Joining mats to each other isn't always easy depending on terrain and length of join
- Can be expensive if covering large areas
- Realism varies dramatically between brands and some employ quite lurid colours
- Don't always sit well with natural materials

MODELLING MUD

For a small amount of mud that has dried and flaked, acrylic crackle medium works well.



Ensure the mud is the colour you want and paint if not – in this instance, a small puddle. When dry, apply a coat of crackle medium and leave to dry. Paint on your final coat of acrylic paint in a lighter mud tone.

For thicker mud, use the same medium that you made to construct the soil, which in this instance is tile grout.



Mix the tile grout following the instructions on the packet, which will probably involve adding water. Add scenic glue or PVA to the mix to ensure that it sets and is robust. You're after a thick paste.



Spread the mud mix over your baseboard using a spatula. Spray with water and gently use a soft brush to lightly texture the surface to remove application marks. Add wheel ruts to taste using your road vehicle models, but wash them in water straight afterwards.



Once the mud has set, continue to detail it. Use matt, satin and gloss acrylic varnishes in multiple layers to portray drier and wetter areas of mud.

TOP TIPS

Painting 'below the surface': Scenery is easy to damage and at the beginning of an operating session, or when setting up at an exhibition, this can be very frustrating. For example, you may chip a plaster surface leading to a stark white scar that stands out a mile. One option is to paint 'below the surface' by colouring materials internally. For example, add colourant to plaster when using it so that damage won't look so noticeable.

Why is weight a factor? Simply put, weight needs to be low, otherwise, you may have to call on the services of a strongman for moving your layout. Unless you have an exhibition layout, this isn't so important. Nevertheless, most layouts probably end up being moved at least once in their lifetime. Even relatively small dioramas can weigh a surprising amount. Scenery is a big factor and so we need to keep weight down when modelling soil. Many natural materials, such as ground up stone, are heavy, as you will soon see when you get your first container of material.

Colour shades: Don't ever use paint straight from the tube unless you are depicting strong colours like flowers or painted surfaces. Bright colours aren't so common in nature and overuse of paint straight from the tube will give your world an unrealistic look. A little knowledge of colour theory will enable us to employ more realistic shades. You can mix all the colours you need using the three primaries – red, yellow and blue, plus white to lighten tones. If you don't have a brown, mix red and yellow to get orange, then add small amounts of blue. To get greys, add more blue to your browns. Of course, there is nothing wrong with using brown and grey paint, but modify these too.

Which acrylic paint? Don't use high-end model paint on baseboards such as Humbrol or Vallejo because this is formulated for use on plastic models and is relatively expensive. Neither use paint dedicated to paintings, such as Winsor & Newton because this is too good a quality and will work out expensive. Instead, go for the craft variety used by general hobbyists.

Sprays for scatters: Make yourself a wetting agent using plain water with 10% washing-up liquid added. Stir the latter in – don't shake! Spray glue is useful for thicker layers and layering. To make this, dilute your scenic glue with about 50% water. I have found that spray bottle mechanisms don't take kindly to the added thickness of this mix and so you may not achieve a very good spray pattern, so try using a dropper instead. It is essential that you clean the spray mechanism after use to remove all glue. Remove the top from the spray and use fresh water in a dish to replace that in the head with plain water, then spray out the water to clear the spray mechanism of moisture completely.

USING SCATTERS

Scatters vary a lot in quality. Some are man-made and others employ natural materials. Died sawdust is still available and is a low-cost option if you're happy with the look. The method I outline here works with very fine particle sizes, but can be adapted to work with any if you adjust the size of the net on the shaker. I chose to use a mix of two shades of tile grout as my scatter.

Grabbing a handful of soil from the garden isn't a great idea – it contains humus and teams with micro-organic life. If you must choose this route, get sweepings from a path that contain more minerals than humus and roast it in the oven for 10 minutes. Be warned, the smell can be appalling!

The stone powders that I have employed for the path are excellent, but do contain a wide range of particle sizes and so it is best to grade it before use by sieving.



Start by giving the surface a coat of scenic/PVA glue. You can water this down by up to 50%. If you can afford the extra expense, Modge Podge matt won't dry with a shiny finish like many PVAs.



Use the top of an aerosol and a piece of women's tights to make a shaker. Fill with your scatter and apply this to the surface using a shaking action. Spray the area with a wetting agent until moisture can be seen at the surface.



When thoroughly dry, you will have a very thin, but realistic soil layer that is akin to abrasive paper. You can keep adding layers using this method as much as you like. If forcing perspective, get larger size material nearer the viewpoint.



Add more scenic glue and sprinkle on stone powders to represent a path. Here, a combination of sandstone, limestone and china clay has been used, using the lighter tones further away from the viewing point.

Pros:

- Natural materials give the best level of realism

Cons:

- Natural material tends to be heavy, even in thin layers
- Can be messy during construction
- Some off-the-shelf items have a large particle size that don't look realistic

CONCLUSION

Your choice of how you model soil is down to the usual modelling forces – how much you want to spend in time and money vs. how realistic you desire the finish to look. My advice is to be consistent in your level of realism. If you're happy with the realism of mats – and some of the continental manufacturers' dioramas look impressive – that's fine, but don't make a feature jar by mixing different levels of realism.

Not all emulsion paint is the same – some is much thicker and will give better coverage. You often get what you pay for. Painting is always a good option when constructing a layout because it allows you to play with design and positioning and allows for a smoother transition between construction zones and finished areas. If you want the painted ground to look really realistic, it requires much work. It's much easier to use natural scatters.

The main thing that makes your soil look unrealistic is too big a particle size. Using what effectively is dust to model your soil will give you the best look. The downside is that using material like this creates much mess and calls for you to wear a facemask.



Stone Powders: (SP001) – OO Sandstone, (SP002) – OO Limestone, (SP003) – OO China Clay
www.scalemodelscenery.co.uk

250ml Expo Fast Set PVA
www.expotools.com

Matt, satin and gloss acrylic varnish
www.humbrol.com

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Crackle medium
Emulsion paint



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DATES FOR THE DIARY

Bredgar and Wormshill Light Railway will be hosting its Model Railway Show and open day, sponsored by Invicta Model Rail, on Saturday the 5th and Sunday the 6th of August, 2023. Doors will be open from 10am until 4pm on both days, and there will be number of layouts on display, as well as the railway's own large model railway.

The steam and diesel locomotives will also be out on the narrow gauge line, pulling passenger carriages to the station in the woods, where the Bredgar collection of engines, tractors and vehicles can be seen in the main field, along with visiting engines.

Held at The Warren, Bredgar, Sittingbourne, ME9 8AT, discounted tickets are available when booking in advance.

If you're based closer to Wiltshire, the Mere and District Railway Modellers are holding their annual exhibition at the Mere Lecture Halls, Salisbury Street, Mere, BA12 6HA, across the weekend of Saturday, 17th and Sunday, 18th of June, 2023.

14 layouts are due to exhibit, including Badgers Bottom (G9), Bradstock (OO), Bremen Tramways (HO), Bruckless (OON3), Freshwater (2FS), Heybridge Wharf (3mm), Mere Abbas (O), No2 Yard (P4), Over Stour (N), Penworth (N), Ramma Woods (O9), Thomas (OO), Wingrove Tramways (OO) and Winter 1914-18 (009). The Rheilffordd Ffestiniog Railway Society will also be in attendance, as well as several trade stands.

Doors will open at 10am on both days and close at 4pm, with ticket prices of just £5 per adult.

MODELLING CHINNOR STATION

Having a desire to model, in OO gauge, Chinnor Railway station in Oxfordshire, I wonder if this station has ever been featured in BRM, and if so, would one be able to acquire a copy of that issue?

At present, I am an armchair modeller but have acquired rolling stock, track, and quite a lot of station paraphernalia for the project. What I lack are scale plans for the station, platform and signal box, as I would like to scratch-build these. Are you able to help? If so, I'd be very grateful.

Peter Clarke

BRM says: We haven't specifically featured a model including Chinnor station in BRM, but, as I'm sure you are aware, the station still exists as a heritage railway. It would make a fine subject to make a visit to for research purposes armed with camera, tape measure and notepad if you wish to build an accurate model. We appreciate you aren't local to the railway; however, there are many pictures available on the internet, so you could do some basic scaling along with satellite images and old Ordnance Survey maps. There will, undoubtedly, be some brick-counting to give size information if working from photographs. It may be worth contacting the Chinnor & Princes Risborough Railway via its website to see if they have any reference material that would help you.

LIGHTS. CAMERA. ACTION

I have for some time toyed with the idea of setting up CCTV for my model railway. CCTV is a completely new subject to tussle with for me as regards model railways. I would especially like to find out how to fix a camera to a loco that moves and receive a picture. None of this I have any knowledge of at all.

Would it be possible for the BRM magazine to publish an article on CCTV for static and moving video cameras, viewing equipment and wiring for the locos and the model railway layout?

Barry Appleyard

BRM says: We will certainly look into it. The cost of CCTV kit has come down, and it's not uncommon on exhibition layouts where the view is blocked. We've even seen a reversing camera re-purposed to do the job at the MRC. If you're after a mini camera to stick on a locomotive, a cube camera that transmits to the phone by WiFi for a live view is a good piece of kit, but the footage is sometimes poor and shaky.

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Metallic 11 Silver	Matt 24 Yellow	Matt 30 Green	Matt 33 Black	Matt 34 White	Matt 35 Black	Matt 36 Black	Matt 37 Black	Matt 38 Black	Matt 39 Black	Matt 40 Black	Matt 41 Black	Matt 42 Black	Matt 43 Black	Matt 44 Black	Matt 45 Black	Matt 46 Black	Matt 47 Black	Matt 48 Black	Matt 49 Black	Matt 50 Black	Matt 51 Black	Matt 52 Black	Matt 53 Black	Matt 54 Black	Matt 55 Black	Matt 56 Black	Matt 57 Black	Matt 58 Black	Matt 59 Black	Matt 60 Black	Matt 61 Black	Matt 62 Black	Matt 63 Black	Matt 64 Black	Matt 65 Black	Matt 66 Black	Matt 67 Black	Matt 68 Black	Matt 69 Black	Matt 70 Black	Matt 71 Black	Matt 72 Black	Matt 73 Black	Matt 74 Black	Matt 75 Black	Matt 76 Black	Matt 77 Black	Matt 78 Black	Matt 79 Black	Matt 80 Black	Matt 81 Black	Matt 82 Black	Matt 83 Black	Matt 84 Black	Matt 85 Black	Matt 86 Black	Matt 87 Black	Matt 88 Black	Matt 89 Black	Matt 90 Black	Matt 91 Black	Matt 92 Black	Matt 93 Black	Matt 94 Black	Matt 95 Black	Matt 96 Black	Matt 97 Black	Matt 98 Black	Matt 99 Black	Matt 100 Black	Matt 101 Black	Matt 102 Black	Matt 103 Black	Matt 104 Black	Matt 105 Black	Matt 106 Black	Matt 107 Black	Matt 108 Black	Matt 109 Black	Matt 110 Black	Matt 111 Black	Matt 112 Black	Matt 113 Black	Matt 114 Black	Matt 115 Black	Matt 116 Black	Matt 117 Black	Matt 118 Black	Matt 119 Black	Matt 120 Black	Matt 121 Black	Matt 122 Black	Matt 123 Black	Matt 124 Black	Matt 125 Black	Matt 126 Black	Matt 127 Black	Matt 128 Black	Matt 129 Black	Matt 130 Black	Matt 131 Black	Matt 132 Black	Matt 133 Black	Matt 134 Black	Matt 135 Black	Matt 136 Black	Matt 137 Black	Matt 138 Black	Matt 139 Black	Matt 140 Black	Matt 141 Black	Matt 142 Black	Matt 143 Black	Matt 144 Black	Matt 145 Black	Matt 146 Black	Matt 147 Black	Matt 148 Black	Matt 149 Black	Matt 150 Black	Matt 151 Black
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LAYOUT: Sherton Abbas

SHERTON ABBAS

Inspired by the work of modelling greats, with skillfully-built stock, and hand-built track for smoother running, this is a very photogenic layout...

Words: David Stone **Photography:** Jamie Warne



FACTFILE

Layout Name: Sherton Abbas

Scale/gauge: 7mm:1ft scale / 31.5mm gauge / O

Size (including fiddleyard): 18ft x 4ft 3in

Era/Region: Edwardian circa 1905, Great Western Railway

Layout type: End-to-End



Great Western 517 Class, number 539, waiting to depart from Sherton Abbas with the branch set of four wheel coaches accompanied by a solitary Dia. 05 Siphon.

LAYOUT: Sherton Abbas



Manning Wardle F Class *Lady Jayne* propelling an empty coal wagon from the "Sherton Abbas Creamery" into the exchange siding to await collection by the pickup goods.

While I was exhibiting my previous EM layout, 'Lesser Wenlock' at an exhibition, I decided to purchase a 7mm:1ft scale wagon kit with the intention of making a small diorama; just a length of track, a buffer stop and the wagon was the plan. However, once I'd finished the wagon, I found myself seduced by the size, presence and mass of 7mm:1ft scale and decided to build a layout, rather than the planned diorama. 'Sherton Abbas' is the resultant layout, a first attempt in this larger scale.

The name 'Sherton Abbas' comes from the Thomas Hardy Wessex novels – it's the name the author used for Sherbourne in Dorset. I did not want to be constrained by modelling a prototype location, preferring to model a station that, although fictitious, was based upon Great Western Railway practices in my chosen Edwardian period.

The major disadvantage of 7mm:1ft scale is the space that it takes up and finding somewhere in the home to accommodate it. 'Sherton Abbas' only consists of a loop and a few sidings, so is really a model station rather than a model railway. Even so, the scenic section is more than 12ft long, and space needs to be allocated for an off-stage

fiddleyard. I would love to be able to model the other side of the road bridge and, in my imagination, there's an engine shed, turntable and then a single track set in rolling countryside disappearing into the distance. It's fairly unlikely that I'll ever have room to model all that scene, so, until that unlikely day, the "other side of the bridge" is represented by a 4ft 6in long fiddle yard!

There is nowhere in my house with a room large enough to fit the layout, but I'm fortunate in having a workshop that is 18ft long and 10ft wide, so the layout fits nicely along one wall of that. Time and effort was spent insulating the walls and ceiling with foil-backed foam and plasterboard, which keeps the space at a reasonable temperature all year round.

Creating the scene

The scenic area of the layout is based upon a flattened ellipse 12ft 6in long and 4ft 3in deep at the widest point. I chose this shape to avoid having a backscene with corners at each end and to also have sufficient baseboard depth to give a sense of spaciousness and allow the railway to be set in some modelled landscape. The layout also features a proscenium arch that matches

the curved front of the layout and hides the lighting gantry. The layout is really a large example of what Iain Rice referred to as a "cameo" and owes a great deal to his design principles. I've got an aversion to straight track, and find curves far more aesthetically pleasing, for this reason, the main line and loop are set on a gentle curve that hopefully flows naturally through the pointwork.

The scenery was formed using expanded polystyrene sheet, which, once glued in position on the baseboards, was carved and then sanded to form the contours of the landscape. The polystyrene surface was then painted with textured ceiling paint that I'd pigmented with some brown acrylic paint. Once dry, this paint forms a tough semi-flexible shell that is an ideal base for scenic detailing. I've noticed that grass on embankments during late-summer tends to be bleached to a pale golden colour at the tips and between 18in and 2ft tall. I was keen to represent this on my layout, which, in 7mm:1ft scale, means having static grass fibres between 10 and 14mm long. I found I got the best results by applying the fibres in two stages; applying green-coloured 6mm fibres, and, once dry, spraying the area with matt varnish and, while wet, adding a



Sherton Abbas station building, adorned with advertisements, basks in the morning sunshine, while the passengers wait expectantly for the next train to arrive.

LAYOUT: Sherton Abbas

second layer of 6mm buff-coloured fibres.

Brambles and bushes were simulated using rubberised horsehair, postiche theatrical hair and ground foam scatters. The trees are all made using wire armatures covered in textured ceiling paint, painted and then the twigs and leaves represented with postiche hair and more ground foam scatters. For anyone interested in building model trees, I can highly recommend Gordon Gravett's excellent series of books about the subject.

Playing trains

The track is built using wooden sleepers, two bolt plastic chairs and nickel silver rail supplied by C & L components and is set to 31.5mm gauge. The advantage of this gauge narrowing over the more usual 32mm O gauge is that the point flangeways are tighter, which is more prototypical and this leads, in my opinion, to smoother running through pointwork. I considered using Scale 7 standards, which would mean building

33mm gauge track, but this would preclude standard finescale O gauge stock running on the layout. 31.5mm gauge, although having a finescale appearance, allows any finescale O gauge stock to run on the layout; in fact, there's even been the occasional diesel locomotive running on the layout behind closed doors!

The control for the locomotives is by DCC, mainly because I enjoy the sound effects available, but I feel it also contributes



Great Western Railway 2021 Class, number 2112 arrives at 'Sherton Abbas' with a train comprising of a pair of clerestory coaches and a 4 wheel passenger brake van Dia. V2.

to smooth running and current pick-up from the rails. The point position and polarity selection are achieved using Tortoise point motors, which are controlled using micro switches and have so far proved to be very reliable. Although I know it's possible to control the pointwork using DCC, I prefer the idea of separating the control of the locomotives from the pointwork – to my mind, it seems more like the way the real railways did it!

The layout doesn't run to a specific timetable, although at exhibitions we try to keep something moving! At home, I'm quite happy just shunting a few wagons around the yard or running around the odd passenger train for an hour or so.

Architecture

I'm very fond of the station buildings designed by William Clarke and think there's something very pleasing about

the combination of a small building, large platform canopy and highly ornate chimneys. My model is based upon his design for the station building at Abbotsbury in Dorset, although my version is in brick rather than the local stone that the prototype was built in. As far as I'm aware, William Clarke didn't design any platform-mounted goods sheds, but as I liked the idea of having one on my layout, I designed one in what I hope is in his architectural style. Quite how



LAYOUT: Sherton Abbas

successful I've been is for others to decide, but I'm pleased with the way the goods shed complements the station building.

All of the buildings with the exception of the signal box are scratch-built using embossed plastic card sheet from either Slater's Plastikard or S. E. Finecast. The signal box was built using the proprietary Peco platform-mounted box, but I added the brick base using embossed plastic card and replaced the rather overscale kit roof with a scratch-built version.

Summing up

I'm generally pleased with the finished layout and still get a lot of pleasure standing at the bridge end of the layout and seeing the line curve past the station platform towards the abbey in the distance. I particularly enjoyed making the flower beds, and the 4ft depth of the layout gives a nice panoramic effect. The main disadvantage of the layout is that it's a fairly unwieldy beast to take to exhibitions. I suppose it falls into the category of transportable rather than

portable, which, as I'm getting older, is becoming more of an issue.

Another aspect of the layout that I wasn't happy with was the transition from the scenic part of the layout into the off-stage fiddle yard area. While at home, it wasn't really an issue, but at exhibitions, my fingers changing the position of the fiddle yard roads were clearly visible from underneath the bridge and rather destroyed any sense of realism. It was also inconvenient at shows to constantly move the fiddle yard when



Number 539 returns with the branch train, but is studiously ignored by ganger William Freath, who is far more interested in keeping his pipe alight and how this year's potato crop is coming along.

Rolling Stock

There is very little RTR stock available for the modeller interested in modelling the Edwardian Great Western in 7mm:1ft scale, unless you have very deep pockets and can afford the splendid offerings from Lee Marsh. I, unfortunately, don't come into that category, and for this reason, all my stock has been built from kits, which I fortunately thoroughly enjoy building.

My locomotives are all built from etched brass kits and run on Slater's wheels and axles. They are powered by Maxon coreless motors, combined with ABC gearboxes and use Southwestern Digital sound chips with sugar cube speakers.

The chassis feature sprung hornblocks, which ensure the wheels stay in contact with the track and help achieve smooth running.

The passenger stock, with the exception of a solitary etched brass Dia. V2 passenger brake van is all built from Slater's plastic kits. These kits are a pleasure to build and go together very nicely. The challenge is painting the ornate livery, which, although appropriate for 1905, certainly tested my patience on occasions.

Goods stock has been built using kits from a variety of manufactures, including



WEP, Slater's and Coopercraft and are a lot less challenging to paint than coaches!

All my stock is fitted with Sprat & Winkle couplings, which, combined with strategically-placed magnets under the

track, allow hands-free shunting. These couplings, although not as unobtrusive as Alex Jackson's, are more robust and require less adjustment during the rigours of an exhibition weekend.



The siding signal indicates that nothing much is going to disturb the pigeons roosting on the goods shed roof; it's another 20 minutes before the next train is due to arrive.

LAYOUT: Sherton Abbas

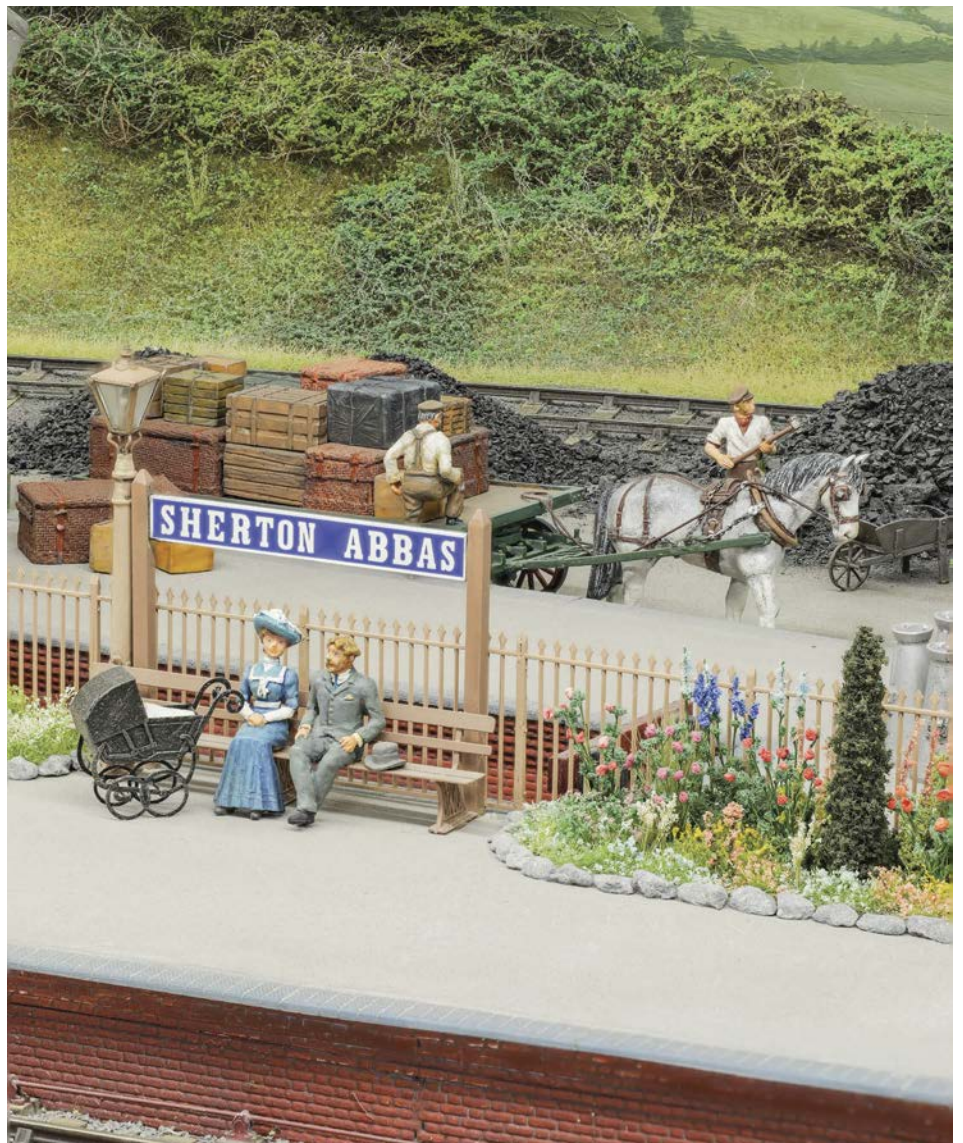
trains moved from the yard and onto the main line. To overcome these problems, I've built an extension board that sits between the scenic section and the fiddle yard. This board is only 3ft long, but contains a point that allows switching from yard to main and has full scenic treatment. When this board is in place, the view under the bridge from the main layout is much improved, and my fingers remain hidden. As an added bonus, this new board contains an all-important shelf for putting a mug of tea on!

The layout is more or less finished, although plans are afoot to revise the legs that the layout stands on to speed up setting up and breaking down during exhibitions.

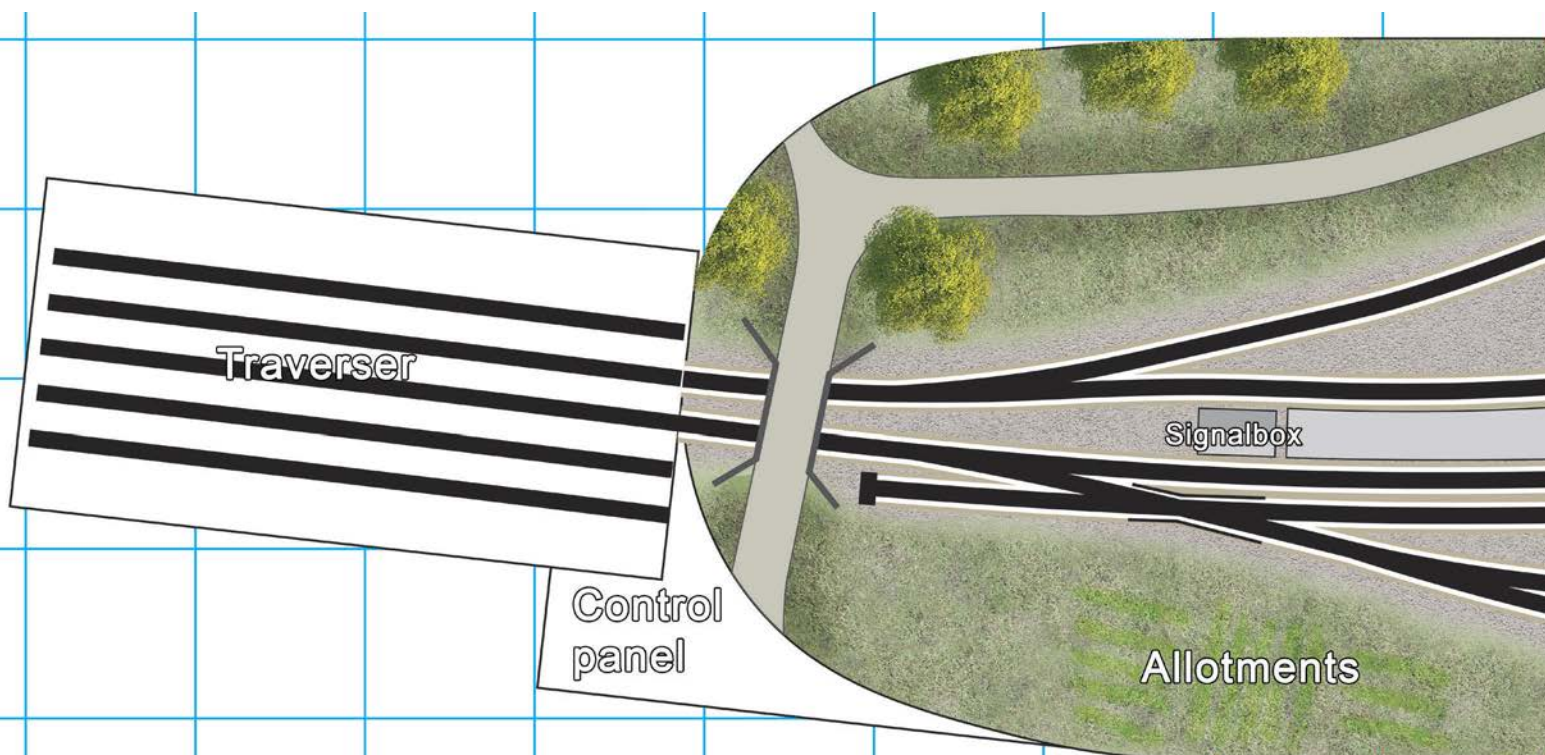
I've also got a number of items of stock to complete, a few etched brass six-wheel coaches are ready to be painted and I've got a long-awaited River class to make a start on.

I'm also planning on building a smaller, more portable layout that will fit into the back of my car. Transporting 'Sherton Abbas' involves hiring a Transit van, which is getting prohibitively expensive. I'm interested in Colonel Stephens type light railways and fancy something set in the late 1920s with rusting, weed-infested track and modelling a line just before its closure.

I'm indebted to a number of fellow members on RMweb for their advice and support during the building of the layout. I have learnt a huge amount about the Edwardian, Great Western Railway during the layout's construction and it continues to amaze me at the depth of knowledge and willingness of people to share that knowledge and help depict a model railway set in Dorset nearly 120 years ago.



The flower beds are in full bloom and add a welcome splash of colour in front of the coal heaps in the yard. The Station Master is particularly proud of the roses and thinks that Sherton Abbas has a good chance of winning this year's "best kept station" award.



About the modeller

Name: David Stone

Number of years modelling: 55

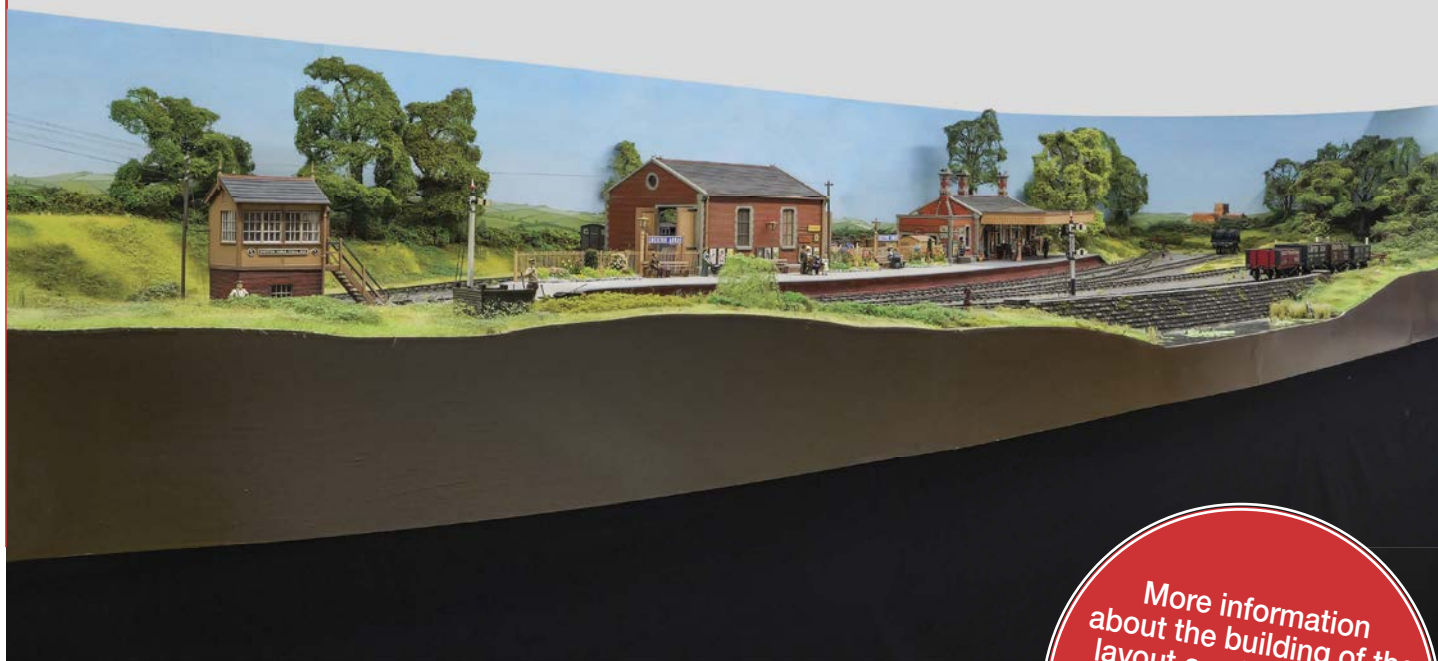
Name of first layout: Really can't remember, it was a long time ago!

Favourite era/region: Great Western Railway pre-1914

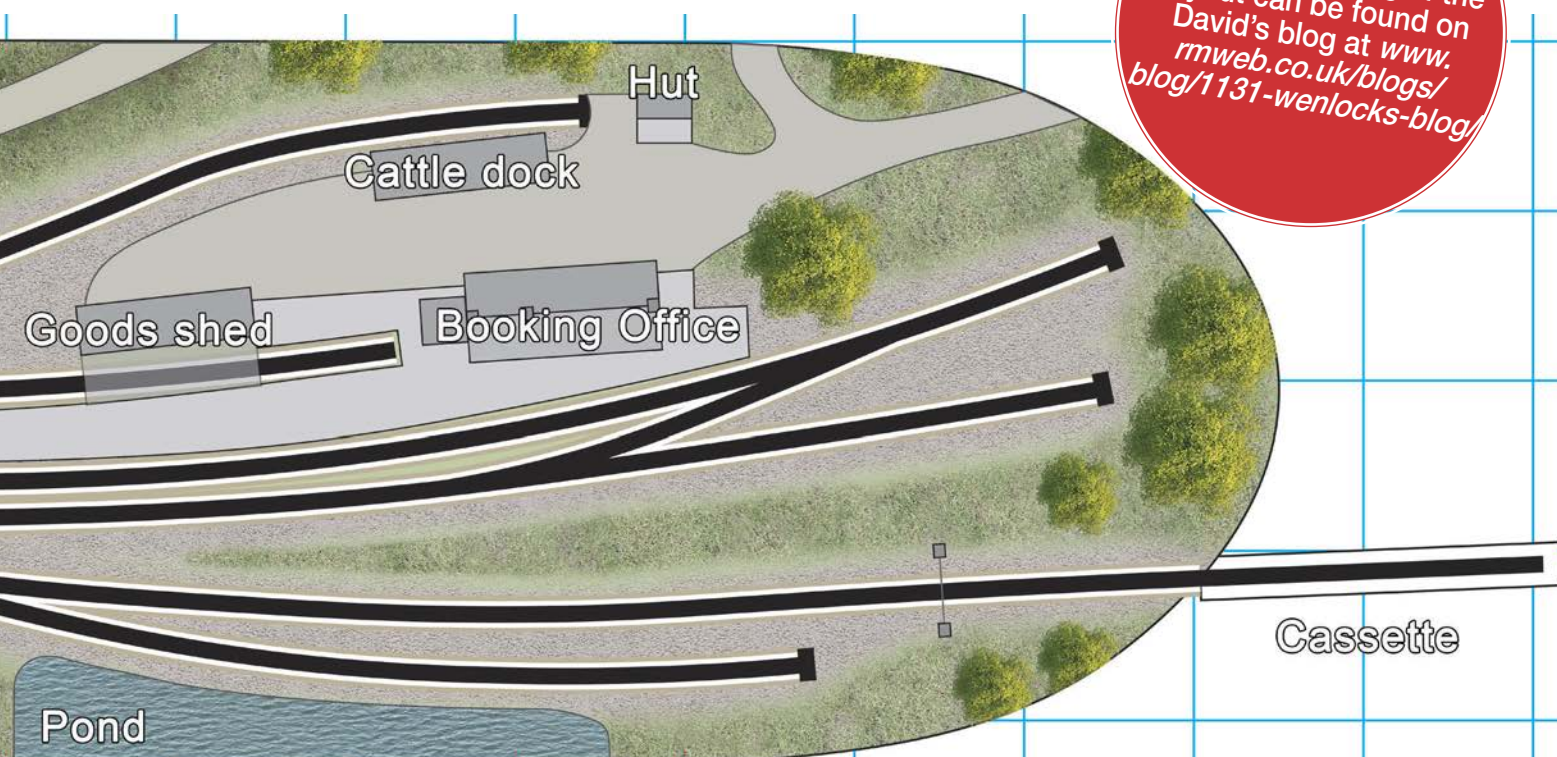
Favourite Locomotive: GWR 2-4-0 'River' class

I've lived in Cardiff for the last 35 years and recently retired after 30-odd years of teaching dental students the delights of Fixed and Removable Prosthodontics.

I've been modelling one thing or another for most of my life, starting with a treasured train set, which was given to me by my parents one Christmas in the mid-1960s. There followed many happy days messing with 'Modroc', green sawdust and dried lichen, trying to represent a landscape through which my model trains could run. I progressed to building Superquick cardboard kits and eventually had the classic 8ft by 4ft 'roundy-roundy' layout that I was very proud of. As an early teenager, I was inspired by John Ahern's books on model building and landscape construction, and tried with little success to emulate his 'Madder Valley Railway'. A few years later, like the majority of teenagers, I presume, my interest in railways waned and turned to girls, motorcycles and trips to the local pub. After a period of dabbling with radio-controlled aircraft, I returned to railway modelling in my early 30s and built an EM gauge layout that I called 'Lesser Wenlock'. This was heavily influenced by the writings of Barry Norman and Iain Rice, whose books really should be required reading for any railway modeller with finescale pretensions. I exhibited this layout for a few years, and it featured in an early edition of MRJ.



More information about the building of the layout can be found on David's blog at www.rmweb.co.uk/blogs/blog/1131-wenlocks-blog/



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THE BUFFER STOPS HERE

The greatest enjoyment can sometimes be found in the smallest of modelling projects. Chris Mead researches buffer stops on the national rail network to detail these models.

Words & photography: Chris Mead



Buffers can be found throughout the rail network, right down to Long Rock TMD, Penzance. This is an old LNER/BR standard 'Straight Rail' buffer, although it has a modern composite buffer beam. Judging by the shiny nuts and bolts, it looks like a relatively new installation. It also stands next to another buffer stop made from concrete. Copyright Malcolm Braim.

When you consider building a model railway, it's pretty likely that you'll want a few sidings and possibly tracks ending in a terminus station, bay platform, or loading dock. In these situations, something is needed to denote the end of the line and prevent wagons and locomotives rolling off the end, or careering into whatever immovable object is next in their path. These are usually referred to

as buffer stops. Over the course of railway history, a varied range of designs have been created to address the problem, from the crude solution of placing a sleeper across the tracks, or bending up the rail at the end of quayside and private owner sidings, and through to the sophisticated hydraulic arrangements in large city termini. Between these extremes exists a range of examples to challenge the modeller, built from

various materials such as timber, rail, or even concrete. That development continues to this day, especially since much of the modern passenger rolling stock is no longer fitted with traditional 'buffers'.

Fortunately, many of the variations are now catered for in model form, and this article will look at a few examples that are available, and how to make, improve and customise them.

THE REAL THING



Except for the addition of modern lamps, almost unaltered examples of the LNER/BR standard 'Straight Rail' buffer still survive in the Leeds facing bay at Huddersfield. The station has at least five; all with slight variations.



Private sidings can be a source of more variation and inspiration. These fine no-frills examples were captured at MoD Shoeburyness in 1993. Copyright: LAURENCE BINDLEY



'Rawie' stops in Leeds station. This shows how new designs cater for modern multiple stock couplings. It looks a fairly new installation judging by its relatively clean appearance, and the fact that it still seems to have its delivery paperwork attached!



At the Northern extreme of the network are a pair of more delicate bay buffers built into the end wall at Wick Station, Scotland. Copyright: MALCOLM BRAIM



Modern day designs now tend to be welded plate fabrications rather than bolted rail construction. These are a brace of Balfour Beatty stops at Euston. Copyright: MALCOLM BRAIM



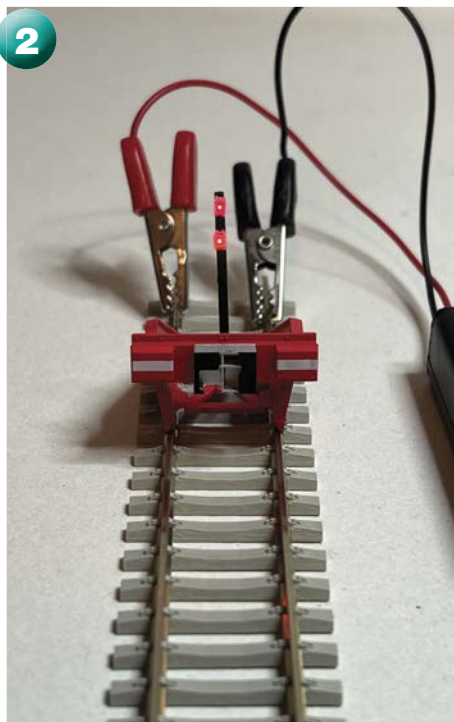
...but there will always be a place for the simple expedient of a redundant sleeper lashed to the rails...

TECHNIQUES

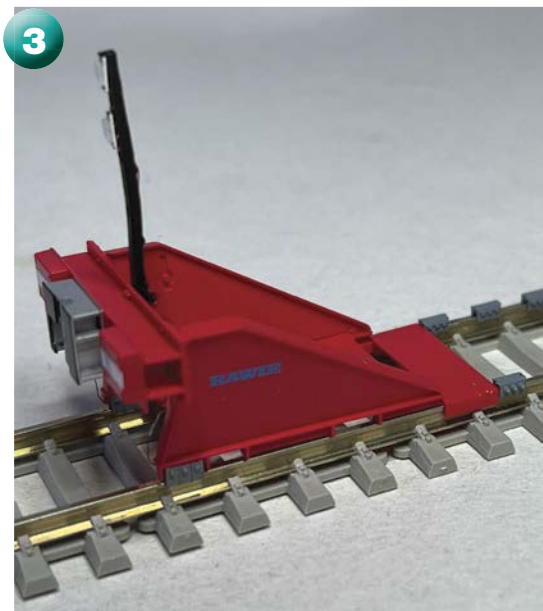
'OUT OF THE BOX' BUFFER STOPS



There are complete buffer sets available that clip straight onto railway track, but with a few notable exceptions they can be a bit generic and lacking in character for my taste. One of those exceptions is the modern-day 'RAWIE' friction buffer stop from Accurascale. It comes complete with red LEDs, and 16 friction blocks, which are bolted at regularly spaced intervals behind the stop to gradually slow anything that may run into them.



The LEDs take power directly from the track. They use DC current and are sensitive to its polarity, so only work in one direction on non-DCC layouts. If you want them on all the time, it is best to provide the section with a separate power feed.



The friction blocks need to be glued in place at regular spacings behind the buffer. They were too loose to clip securely onto the Peco concrete-sleepered track I used. A spacing jig is provided, but I felt the gaps it produced were too large, particularly as modelling space limitations mean we must often compress distances, so I took the sleeper spacings as my reference, and used the jig to keep the blocks square.



The grey plastic friction blocks were given a coat of chrome paint. The track was painted and weathered after using rust for the rails, and a 50:50 mix of pale grey and desert sand for the concrete sleepers. When dry, the paint was scraped away from the rail top in the location, where the LED leads could make contact.



Buffers

- Accurascale 'Rawie' Friction Buffer Stop
- Peco (SL-40) Rail Type Buffer Stop
- Lanarkshire Models LNER/BR Straight Rail Bufferstop

Lights

- Train-Tech/Gaugemaster (BL1) OO/HO Red Buffer Light
- Kytes Lights Prewired (0603) Red Nano LEDs
- AAA 3-volt battery holder with switch (power source for testing)

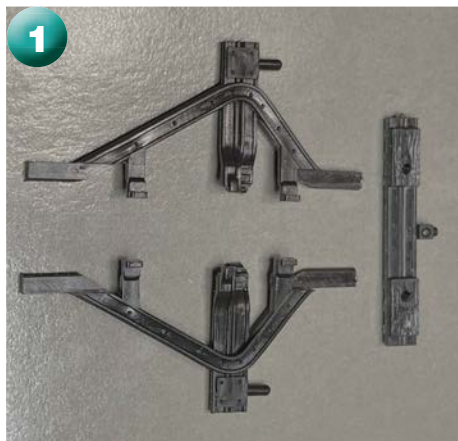
Scratch-build materials

- 0.030in Plastikard
- 0.45mm brass wire
- 2mm wide plastic channel



- Modelling Knife
- Wire cutters
- Small files
- Double-sided tape
- Small metal dividers
- Soldering Iron, solder and flux
- Acrylic primer and paint

PLASTIC BUFFER STOP KITS



There are plastic kits available, which offer more variety and are a bit finer in detail. One of the more widely known ranges is that from PECO, and of these, its Rail-Built buffer stop is probably the most familiar. It consists of just three parts and is quick and easy to assemble.



The two sides fit snugly into slots behind the buffer beam and can be glued together with any appropriate glue, such as contact adhesive or superglue. The tips of the locating spigots stick through the buffer beam and need to be removed with a sharp knife once the assembly is solid.



The remnants of the lugs can be further disguised by drawing the knife blade across the face of the buffer beam a few times to blend them into the wooden surface texture of the buffer beam.



The buffer stop is clipped into place on the track. Once you decide where it is to go, prepare the track by removing the outside of the rail chairs from the sleepers where the buffer legs will sit. The top might sit a little proud on the running rail, but this will ensure they fit flush and parallel to it, rather than at an angle, which can be quite obvious and unsightly. If you save the chair halves, they can be fitted later on.



The assembly is ready for painting and weathering. It is always a good idea to wash any plastic kit in solvent to remove any of the release agent that might remain after the injection moulding process. An initial coat of primer is also a wise precaution to ensure you get a durable finish with your top coats of paint that don't flake off over time.

Buffer paint schemes varied widely, even within the same location – something that still happens today.

Once in position, prime and paint the rails and stop with a base rust colour and black for the sleepers followed by washes of dirty grey – I used Tamiya acrylic dark iron. A final dry brush of green and light grey adds a bit of algal bloom to the iron work and bleaching to the sleeper timbers.

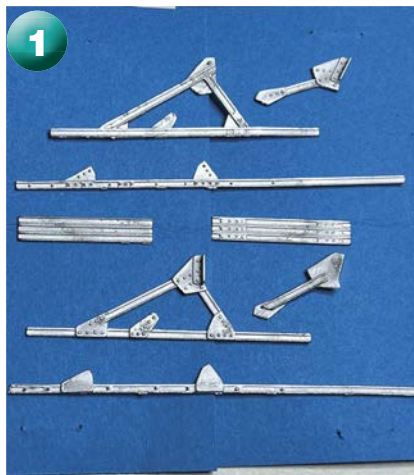
CHRIS'S TOP TIPS

- If you can, find some good reference photos to work to.
- The buffer stops are easier to make and paint when set on a separate piece of track which you can fit into the scene later
- Even if you do not want to fit lights, it is wise to isolate the buffer from the rest of the track circuit
- When scratch-building small items such as the lighting post and warning disc, which are made from even smaller parts, I find it can be better to start off with larger pieces to make handling easier, and then cut them back to the correct dimensions and sizes in situ later on.

WHITEMETAL BUFFER STOP KITS

As mentioned earlier, a wide variety of buffer stop designs have been created over the years. Many examples of the early designs can also still be found today – and not just on preserved lines. Huddersfield Station on the Trans-Pennine route is close to where I live, and still has a number of buffer stops whose design dates back to the days of the original LNER.

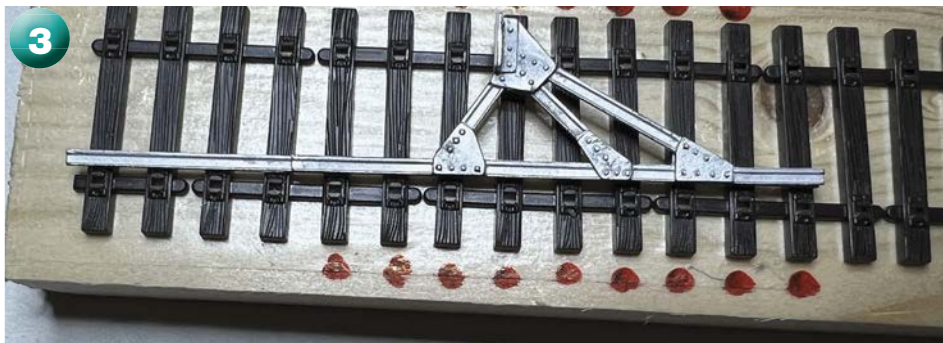
There are a number of companies manufacturing kits for them. One is Lanarkshire Models (www.lanarkshiremodels.com), which has a range of more than 25 4mm:1ft scale whitmetal kits covering grouping and pre-grouping prototypes. This includes the LNER 'Straight rail' buffer beam, which was later adopted as a standard BR design.



Assembly is a little more complex than the previous example, but I think worth the effort in my opinion to produce a realistic model. The components are cast in whitmetal and consist of four pieces for each side, plus the buffer beam, of which two sizes are supplied to cover all 4mm:1ft scale gauges – 'OO', 'EM' & 'P4'. I chose to use the smaller version for 'OO' 16.5mm gauge.

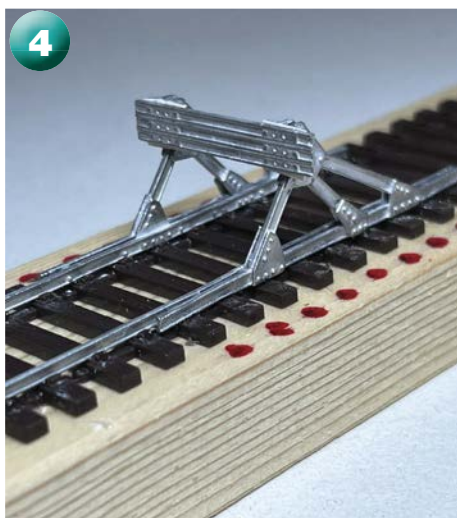


After removing the casting flash from the parts, and grouping together the correct pieces for each side, I assembled them using cyanoacrylate superglue. I also added a piece of 0.010in Plastikard to the face of the plate to which the buffer beam would be attached. Since the kit is whitmetal, this prevents the possibility of creating a short on the track circuit if you do not fully isolate the finished model.

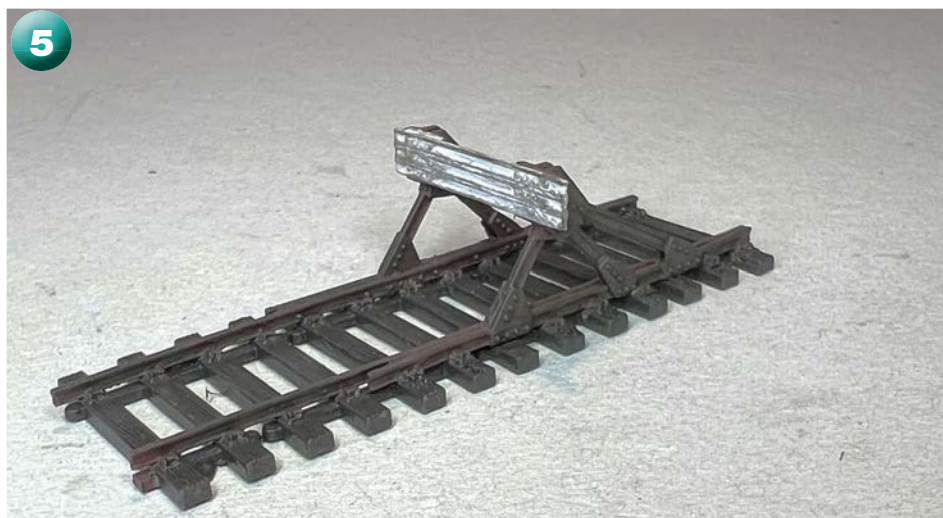


The next task was to fit each side to the sleepers. These are not included in the kit. To keep it consistent with the rest of the models, I used a section of Peco track bed. Following the suggestion in the instructions, to make the model easier to handle during assembly, I laid some 25mm double-sided tape onto a block of wood and glued the track to this.

As you can see from the earlier photograph, there is an outer rail to each side, so it's necessary to remove the outside half of the rail chairs to allow for this, as was done for the Peco stop. The red spots on the wood indicate which ones needed to be removed.



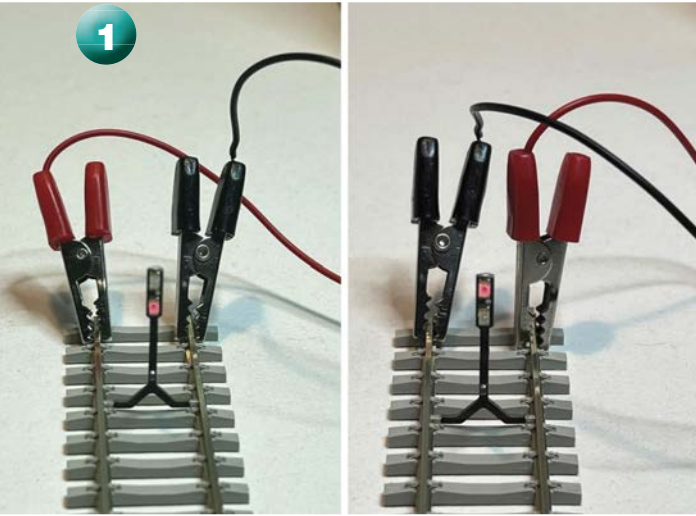
The rails were slid into the first four uncut chairs, held in place against the inner pieces of those remaining, then the buffer beam added and all glued into place. Once set, the previously-removed chair halves were stuck back onto the outside rail.



After prising it off the double-sided tape, the assembly was primed and painted in a similar way to the earlier Peco example to replicate this widely used buffer stop as it would have been in its early years. One inaccuracy from the originals are the sleeper spacings. I left the Peco track unaltered to keep the finished model more robust, but in real life, they would have been moved slightly so that they didn't interfere with plates bolting the buffer stop to the rails. The instructions in the kit give recommended positions.

LIGHTING UP YOUR BUFFERS

As you can see from the earlier pictures, this type of buffer stop is still in use today, but with changes and additions; most notably some form of electric warning lamp instead of the ubiquitous oil-fired lantern.



This modification can be easily and quickly replicated on any stop using the Train Tech/Gaugemaster (BL1) OO/HO Red Buffer light kit. This is simply pressed into place between the rails. The interference fit keeps it secure and ensures electrical contact for the lights. As with those on the Accurascale model, it consists of two red LEDs fed from the track. However, they are wired slightly differently, which means that only one LED lights on DC control. Which one that is depends on the polarity. Only with DCC will both lights come on.



It is still possible to customise further if you have a particular prototype in mind. One such that took my fancy is at the end of one of the Huddersfield sidings. To the standard LNER/BR pattern buffer stop has been added a large red warning disc and a single red lamp at the top of a tall section of metal channel. This also has a power switch box at its base. Although badly faded and flaking away, vestiges of white paint extend down the front legs.

It was obviously not possible to get any closer to take more dimensions and details, but having already made up the base model stop, I was able to work out the relative sizes and positions of the parts that would be required.



The lamp post was made from 1mm x 2mm plastic channel. On the real thing, the channel faces forward, and the lamp is located within it. Further protection comes from a pair of guard rails on the outsides of the conduit. The power cable runs down the channel to a switch, then heads off to the rear of the buffer. The guard rails were made from 0.45mm brass wire, bent into a 4mm wide 'U'-shape and stuck to the outside of the channel with superglue. The ends were cut off and filed flush with the back face.



The channel was cut to its finished length of 30mm, and a piece of 2mm x 3mm 0.030in Plastikard stuck 2mm from the bottom to represent the switch box.

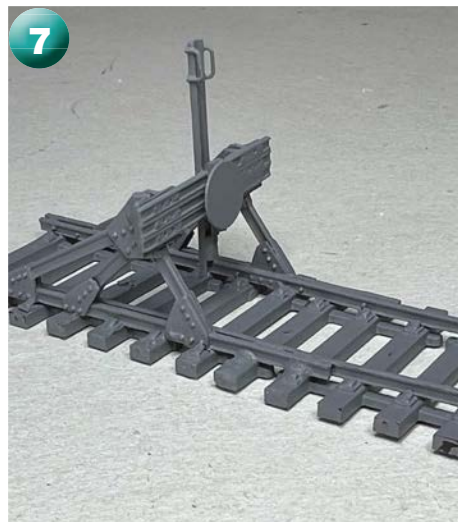
TECHNIQUES



The centre red warning disc is 8mm in diameter and made from 0.030in Plastikard whose circumference was scribed out using a pair of dividers, then cleaned up and filed to its final shape. I find 0.030in sturdy and easier to work with than anything thinner, and there is less chance of the centre point of the divider breaking through. But, if left like this it would be clearly too thick (over 2in thick in real life), so it was disguised by scraping back the rear edge of the disc to make it look thinner from the front.



The disc was then stuck to a piece of 1mm x 2mm plastic channel. This was trimmed to size, one end being flush to the top of the disc, the other protruding by 1mm.



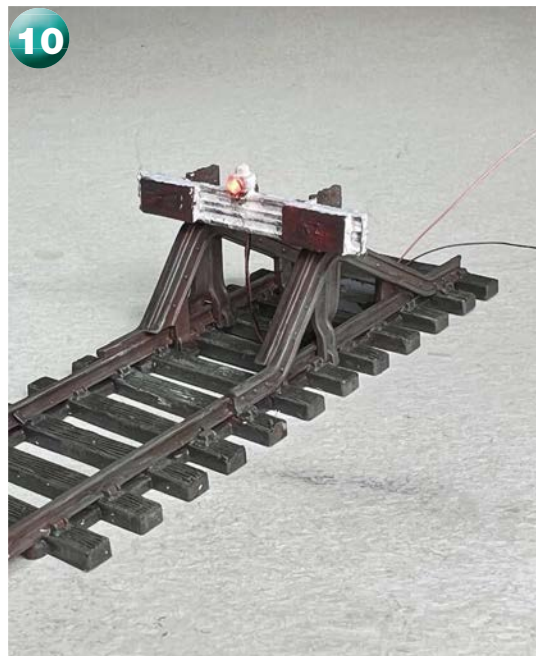
These were stuck in the centre of the buffer beam. As I had already primed the buffer, it was necessary to scrape off some of the paint to ensure a good fix for the disc and post. The unit was then given another coat of primer.



The next step was to attach the light. For this, I used a red Nano LED kit from Kytes Lights (www.kyteslights.com). The pack includes six LEDs and a matching number of standard and micro-size resistors. The resistors are required to reduce the current going to the LED because they need so little power to operate. The Accurascale and High-Tech products already have them incorporated. If they received the full force of the current, they would burn out immediately. The LEDs are small enough to fit inside the channel, and the leads are so thin they can be threaded through a 0.5mm diameter hole. This means that there would be more than enough clearance for them to fit down the channel and behind the power switch. This was checked with a test fit before final painting and weathering to make sure there were no hidden blockages that needed removing with a small drill.



A black felt permanent marker pen was used to disguise the visible part of the red LED lead. Once final painting was complete, including a spot of red paint atop a slightly larger blob of yellow on the power box for the on/off switch, the light was refitted and glued into place. A resistor was soldered onto the positive red lead (it doesn't matter which lead the resistor is fitted to, or which way round it is), then fly-leads to this and the negative wire. Finally, it was connected to a power source of two AAA 1.5 volt batteries for testing.



As I had plenty spare, I wanted to see if a Nano LED could also be incorporated into the Peco buffer stop. It could, just by drilling a small hole where the lamp lens was.

CONCLUSION

Buffer stops are one of those mundane but important railways items that can often be overlooked as one's attention is drawn to more exciting things to model. This point was brought home when trying to find reference photographs for this article, only to discover how few there were. Even when I found some, they were often in the background of a more alluring subject. But it is worth taking the time to find out what is appropriate to your model, and if you get them right, they will add yet another one of those satisfying layers of detail that helps bring realism to the scene.

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CROSSING THE WATER - PART II

Most bridges are unique, providing a fount of resource to model-makers and fans of architecture. Clive Baker presents further modellable ideas.

Words & photography: Clive Baker

Crossing the Mawddach estuary, a Barmouth-bound Class 158 is about to pass over the steel sections of the viaduct. The swing bridge, nearest the camera, mounted on four columns is no longer rotated, but the mechanism remains intact.



During my time modelling railways, I can't recall building a layout that didn't feature a bridge of some type. I have always found the aspect of a train in an elevated situation such as a bridge an appealing modelling subject. In last month's article, we focussed primarily on bridges that are used on land, now we focus on those that cross the water.

Swing bridges

Usually built as either a truss or beam, active underline railway swing bridges rotating on a vertical axis have become rare on main lines. The installation at Banavie, crossing

the Caledonian Canal on the Fort William-Mallaig extension carries a single track, but at Selby, the swing bridge, spanning the River Ouse conveys double track. This was a section of the East Coast main line until 1983, but the opening of a diversionary route to York resulted in the nearby station only handling Hull-Doncaster workings.

Crossing Oulton Broad, a swing bridge once carrying a double track route between Beccles and Lowestoft has been reduced to single track working. In Mid-Wales, Barmouth viaduct, Grade two listed, has carried the Cambrian Coast line 840m (2,750ft) across the Mawddach estuary since

1867. In 1900, the iron 'over-draw' or draw bridge span was replaced by two steel spans that include a swing bridge.

Built in 1901 by Alan Findlay & Co for the West Highland Railway, the Banavie hogback, open-work, movable span pivots on the south bank under the control of Banavie signalling centre. This controls all movements extending to Helensburgh, Oban and Mallaig. The location of the centre was selected because of its proximity to the swing bridge. Originally hand-cranked, this bridge is now hydraulically operated. In days gone by, extreme high temperatures could cause expansion enough to jam the bridge's

action.

Crossing the River Ouse at Selby, South Yorkshire, the present swing bridge, built for the North Eastern Railway (NER) by Nelson & Co. of York and the Cleveland Bridge Company of Darlington, dates to 1889. Grade two listed, the bridge has been described as an iconic Victorian structure. It has four fixed and one moveable hogback spans, 40m (131ft) in length, an 18m (59ft) wide navigation channel is achieved. Power to drive the span came from an accumulator tower on the north bank of the river, the hydraulic engines being supplied by Armstrong Mitchell. The control room resembles a signal cabin mounted on the moving span above the rails.

Concurrent with the opening of this bridge, the 'Railway Races to the North' were in full swing. Companies linking London with Edinburgh and stations further north, either by the 'west coast' route or the 'east coast' route, unofficially competed to establish the fastest journey time. I recall one report stating that on one occasion a train travelling by the east coast route suffered a severe delay due to Selby swing bridge being open to river traffic for the passage of a well-laden hay barge.

The year 2014 saw the rebuilding of this iconic installation. Having a new electronic operating system, the bridge can glide to an exact stop giving perfect rail alignment, hence trains can safely cross at an accelerated speed of 25mph.

Network Rail is presently upgrading the electrical and mechanical operating systems of three swing bridges in East Anglia, all having exceeded one hundred years in service. Trains operating on the 'Wherry Line' between Norwich and Lowestoft cross the rivers Yare and Waverney at Reedham and Somerleyton respectively by swing bridges. At Oulton Broad, 'East Suffolk' services from Ipswich and Beccles cross such a bridge situated between Oulton Broad South station and the line's junction with that from Norwich.

One of the bridges photographed is at Oulton Broad (on the next page). Built in 1907, having a steel span linked to the top of a central wrought iron structure by four truss rods, the control building rests on brackets attached to the central section, above the pivot.

Although the span originally carried double track, the route has been single to the north of Halesworth since the 1960s. Records reveal that between 1950-'58 'The



Pratt Truss



Steel Beam



Cantilever



Bowstring



Tubular



Swing

The principal types of 'underline' bridge, forming part of the railway network.



Taken late evening in June 1985, this image shows a Mallaig-bound working about to cross the Banavie swing bridge. Prior to the introduction of Radio Electronic Token Block signalling (RETB) in 1987, the signal cabin 'Banavie Canal Bridge' had been a token cabin from 1912. The signaller can be observed returning to the box, having exchanged the token. Note, in the foreground, the locking device between the running rails ensuring accurate alignment and the steel decking surrounding the rails.

Easterling' ran non-stop from Liverpool Street to Beccles where the train was split, half continuing to Yarmouth, South Town and the other to Lowestoft via Oulton Broad. Compared to my other three featured swing bridges, the Oulton Broad structure appears rather frail, but records indicate that Class B17, 4-6-0s made regular appearances hauling the through workings.

In Mid-Wales, due to tall ships no longer sailing up-stream to Dolgellau, the steel swinging span of Barmouth bridge is no longer rotated, although its mechanism remains intact. Constructed by the Cleveland Bridge and Engineering Co. Ltd. in 1902, the 41.5m (136.2ft) hogback span rotated 90 degrees centrally on four cylindrical columns. The rails are now laid across the bridge joints. With no sleepers visible, the chairs appear to be bolted directly to the span members that support a steel decking. Rails laid on the timber viaduct are bolted to longitudinal wooden sleepers.

Including a swing bridge in a model railway layout can be challenging as alignment at each end is critical. Possibly a proprietary turntable could provide the mechanism. The swing bridge situated at the throat of Oxford Rewley Road station was constructed in 1850. Carrying double track on a span of 22.3m (73ft) in length and weighing 85 tons, following the closure of the line in 1984, the structure has been preserved on site. This bridge featured as part of a 4mm:1ft scale model of the station covered in articles and shown at exhibitions over a long period from the mid-1970s. Currently, the swing bridge that carries a single track industrial style branch linking the once Great Northern Railway with Boston docks, built by Andrew Handyside of Derby, has been the inspiration for a 4mm:1ft scale layout.

Fixed underline bridges

Underline bridges carrying the railway over water range from the basic single span beam passing over a brook to the most majestic of structures carrying the tracks high above a shipping route. Such bridges are often the result of major engineering challenges posed to Victorian engineers and today stand testament to those pioneers.

In pre-nationalisation times, such was the esteem that these bridges were held that the owners would commission artworks featuring them in poster form to attract tourist business. Well-known artist Norman Wilkinson's landscape featuring the



Prior to the 1983 re-routing of the East Coast Main Line, a Class 43, HST passes beneath the control cabin, while traversing the movable span of Selby swing bridge. To the right is the brick building that housed the accumulator supplying hydraulic power to the engines that turned the bridge. Note the light standard mounted on the nearest span controlling river traffic.



Crossing Oulton Broad, this swing bridge has carried the Lowestoft-Beccles line since 1905. Its original electrical and mechanical operating systems are currently being upgraded by Network Rail to give greater safety and reliability. Note the fenders preventing vessels colliding with the bridge piers.

Britannia Tubular Bridge crossing the Menai Straits, commissioned by the LMS, is just one example. Promoting travel to Scotland, a very stylish rendering of the world famous Forth Bridge was produced for the LNER by Henry George Gawthorn, SGA.

A steel span, 'hogback'

To the north of Tywyn in Mid Wales, the Cambrian line passes over a narrow channel linking the 'Broad Water' with Cardigan Bay. This salt-water lagoon and silted estuary of the river Dysynni was used to launch small sailing ships for the purpose of carrying peat prior to silting in the 19th century.

The present railway bridge at this point replaced an earlier structure erected for the opening of the line in 1867. Remains of its timber piles are visible in the water. The current hogback steel girder bridge, built in 1911, has three spans carried on circular stanchions. Constructed by Fich & Co. of Chepstow, it offers little headroom for water-borne traffic.

The short distance between water surface and bridge deck makes such a bridge an ideal prototype for a model. A water effect can be achieved without constructing a deep gorge or steep approaches, and a single level baseboard can be maintained.

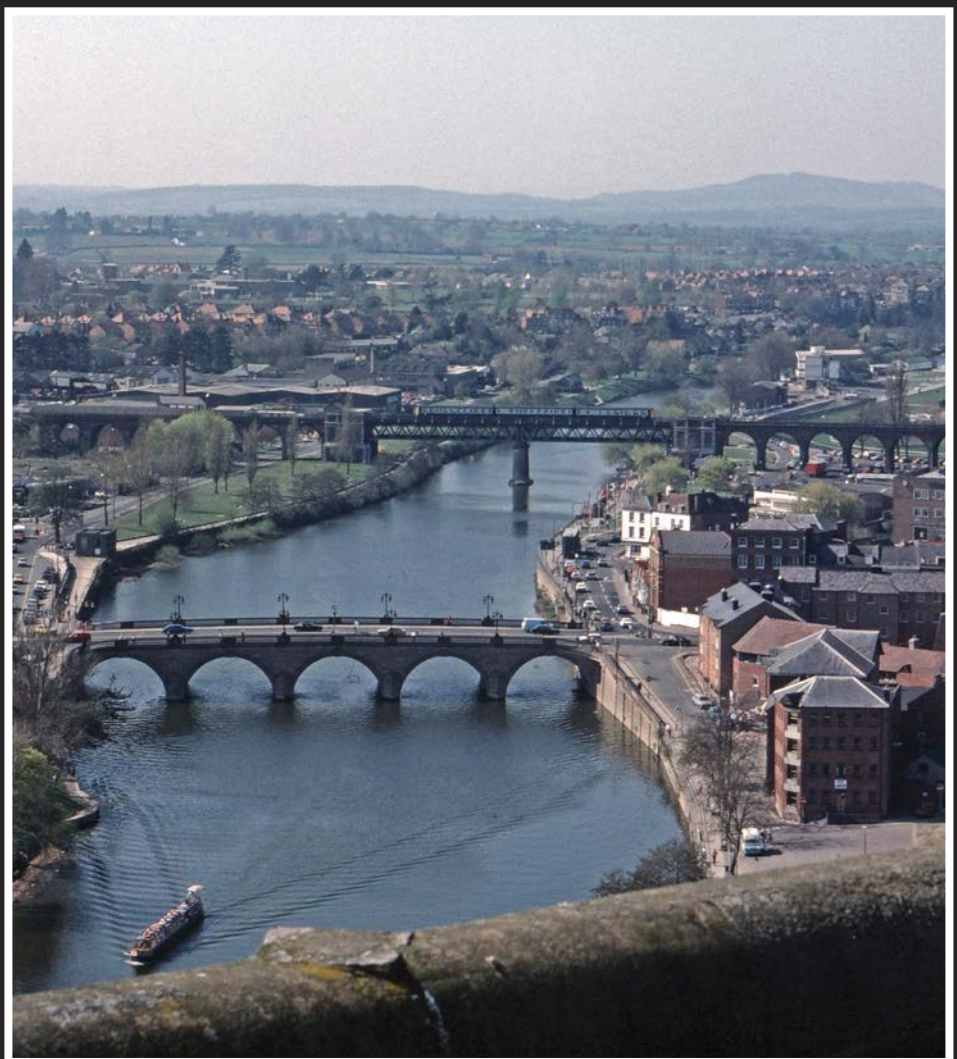
At the city of Worcester, the ex-GWR line from Foregate Street station, opened 1860, to Hereford, crosses the wide River Severn by two steel truss spans below the track bed, with ornate lattice balustrades, supported centrally by a masonry column. Built in 1904, this structure replaces the original, which, at the opening of the line, failed its inspection. The three-arch bridge required strengthening before trains could pass.

The approaches to the river crossing consist of masonry viaducts curving through the city, there being 65 arches between the river and Foregate Street station, where the railway crosses the said thoroughfare by an ornamented iron work bridge, Grade two listed.

My road trip to Ballachullish in 1967 introduced me to two railway bridges, both of which had ceased to carry rails on closure of the Callander & Oban Railway branch line in 1966. Crossing Loch Etive, Connell Ferry bridge of cantilever design and often dubbed the Forth Bridge in miniature, having been a dual-purpose crossing, road/rail, was under conversion for road use only. At its location, a shallow disturbance of the



Crossing the 'Broad Water' on the Cambrian Coast Line to the north of Tywyn is this single-track bridge; consisting of three spans of hogback steel girders, it replaced the original timber bridge in 1911.



At Worcester, the ex-GWR line to Hereford, built 1860, is carried by curved viaducts one and a half miles in length. From Foregate Street station to the River Severn bridge, there are 65 arches. This elevated view shows the 1905-built truss bridge with masonry viaducts on either side, as a Hereford-bound Class 119 DMU passes over the Severn.

loch waters known as the 'Falls of Laura' prohibited the construction of submerged piers.

As the road advanced further north, along the shores of Loch Creran, the two steel lattice trusses of Creagan bridge came into view. Completed in 1903 by the Arrol Bridge and Roofing Company, devoid of its rails with a total span of 150m (492ft), it stood forlornly silhouetted against the Argyll mountains. Supported by three granite towers, the two outer ones each consist of an archway through which the road passes.

Until 1999, a motorist had to circumnavigate Loch Creran to reach Ballachullish, involving a trip five miles longer than that of a railway journey. The bridge having stood idle for over 30 years, received a new lease of life, the steel trusses were replaced and the towers lowered to create a road crossing.

Tubular bridges

Two examples of bridges conveying trains through wrought iron, tunnel-like 'tubes', rectangular in section and supported by towers, could be found not too far away from each other in North Wales.

Appointed chief engineer to the Chester & Holyhead Railway, Robert Stephenson worked closely with fellow engineers William Fairbairn and Eaton Hodgkinson when designing both structures. Following its completion in 1849, trains serving Holyhead would cross the River Conwy by a bridge revolutionary in design, its span measuring 95.1m (312ft) in length.

At Conwy, three bridges stand side by side; apart from the modern concrete road bridge that now carries the Chester-Bangor road, the railway bridge and original road crossing, have towers of a design sympathetic with the neighbouring 13th-century castle. Designed by eminent architect Francis Thompson, the castellated supports of the tubular bridge were built high enough for support chains to be added if necessary. An unknown quantity in 1849, but without chains, the tubes have stood the test of time.

Until 1850, passengers bound for Ireland via Holyhead had to de-train at Bangor and cross the Menai Straits via Thomas Telford's suspension bridge in road carriages, before continuing their train journey from Llanfair PG across the Isle of Anglesey.

The Britannia Bridge, opened for traffic in 1850. To satisfy Admiralty requirements, the two main spans, 140m (460 ft) and the two outer spans 70m (230 ft) in length, had



Creagan Bridge in 1984. Opened as part of the Callander & Oban Railway, Ballachullish branch line, in 1901, the steel, lattice trusses mounted on granite towers stand idle following the closure of the line in 1966. A new lease of life awaits!



Conwy railway bridge is to the right of this image. The older suspension bridge in the centre once conveyed the Chester-Bangor road before being replaced in 1958. The Class 25 locomotive is about to head its train through the right-hand portal of the castellated tower and pass through the up-line tube of the railway bridge, en route for Llandudno Junction. Note the supporting piers emerging from the river bank.

to allow a headroom of 31.5m (105ft) for the passage of shipping. The tubes, designed by William Fairbairn, were constructed on site, the four main units floated into position.

As with other celebrated bridges, the name of the engineer is carved into each of the two entry portals, which are guarded by two carved lions elevated on plinths on either side of the double track.

When viewing the accompanying photograph, the reader will note that the bridge can no longer be described as tubular. In 1970, fire gutted the tubes to the extent that they needed to be dismantled. Two open lattice steel arches, designed by Husband & Co. of Darlington and completed in 1972, now carry the tracks between the original three main towers. Increasing road traffic, taking the A5 trunk road route across the Menai Straits, necessitated a second crossing; combined into a road and rail bridge, a road deck above the rail deck opened to traffic in 1980.

I am intrigued by the fact that the original tubes carried steam trains for almost 120 years, but during the early part of the diesel age, when one would think the risk of fire had diminished, the tubes were destroyed; however, the fire was started by vandals.

The Royal Albert Bridge, Saltash

Crossing the River Tamar, close to Plymouth, a formidable obstacle to the South Devon Railway's progress linking Devon and Cornwall, became an engineering task for Isambard Kingdom Brunel. He is credited with this feat of engineering on the bridge's two portals. Described as a bowstring semi-suspension bridge, its track bed is 30.5m (100ft) above high water.

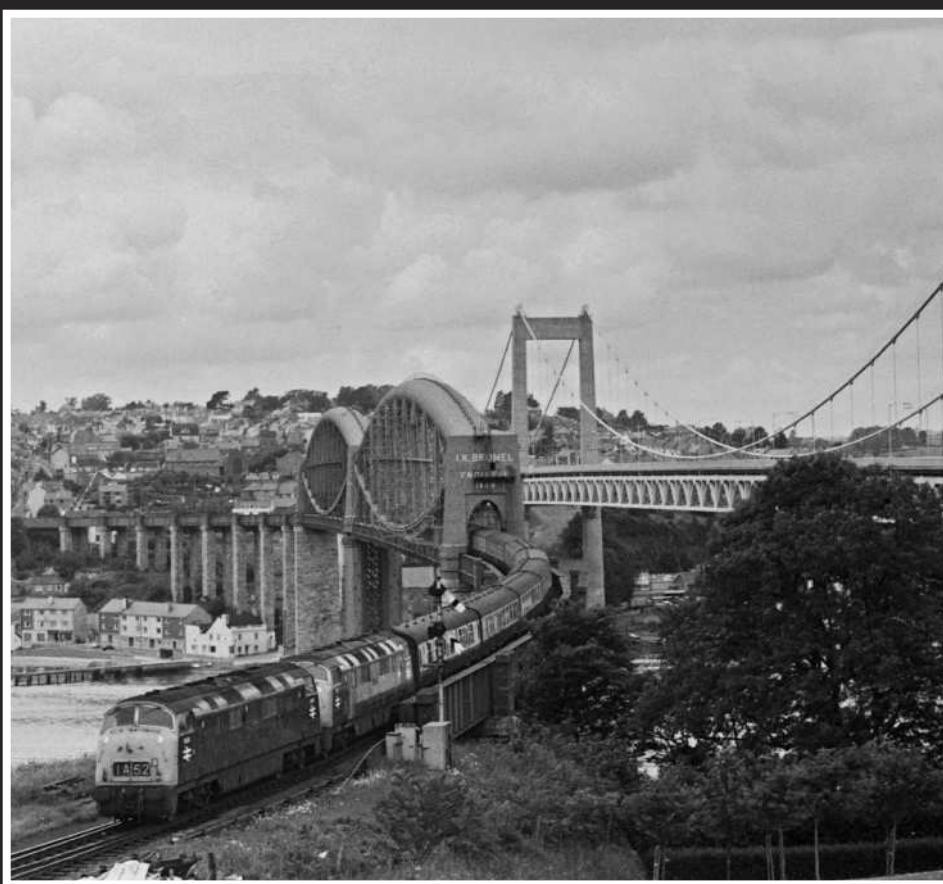
Work commenced in 1854, and with the main span positioned in 1857, the bridge with single track railway was opened by Prince Albert in 1859.

Brunel took inspiration from Robert Stephenson's high-level bridge at Newcastle upon Tyne and Britannia Bridge when conceiving the design for the centre spans.

The design consists of two main spans 138.7m (455ft) in length resting on masonry outer supports and a central deep-water pier consisting of wrought iron and masonry. The approach spans on either side number 17 collectively. Each main span consists of two lenticular trusses; weighing approximately 1,000T each. The upper members are tubular wrought iron parabolic arches and, from the lower chords, the track



Britannia Bridge, once a tubular type, links the mainland with the Isle of Anglesey. The masonry tower to the right of this image is the centre support and larger than its two outer counterparts; a second steel arch is to its right. Road traffic takes the upper deck, added in 1980.



Standing beside the 20th century Tamar, road bridge, the C19 Royal Albert Bridge at Saltash continues to connect Devon with Cornwall by rail. Captured in 1969, a pair of 'Warship' diesel hydraulic locomotives re-join the double track formation en route for London, having crossed 100ft above the Tamar from Saltash.



Following refurbishment commencing in 2001, the Forth Bridge stands as a glorious tribute to Victorian engineering.

deck is suspended by chains, some of which were originally intended for the Clifton suspension bridge, its construction at that time halted.

Brunel witnessed the completed bridge that remains the only semi-suspension bridge in use on a main trunk railway. Renewals and modifications have been made at various times, beginning in 1928, to enable the carriage of heavier trains and combat corrosion-fatigue.

Very much a challenge for the modeller, I have recently observed online a 2mm:1ft scale working model of this spectacular bridge complete with its elevated approaches.

My final example must be the most iconic structure associated with the British Isles – not quite the longest estuary bridge in Scotland, the Forth Bridge has become a ‘must see’ fete of engineering to thousands of, not just railway enthusiasts, but tourists in general.

The Edinburgh, Leith and Granton Railway created the world’s first ‘train

ferry’, crossing of the Forth estuary in 1850. Designed by engineer Thomas Bouch, the ferry carried railway carriages between Granton and Burntisland. The North British Railway Company (NBR) later commissioned Bouch to construct a suspension bridge across the Forth, commencing in 1878, however, the work ceased because of the collapse of Bouch’s original Tay Bridge in 1879.

In 1881, the ‘Forth Bridge Company’ set-out plans to build a bridge across the Forth between South Queensferry, Edinburgh and North Queensferry in Fife. Newly established by the NBR, MR, NER and GNR, the companies most likely to benefit from the venture, the directors engaged John Fowler and Benjamin Baker to develop a cantilevered design.

The first major structure in Britain to be constructed of steel (53,000T), it completed a continuous railway route linking London with Aberdeen. Having three cantilevers, the design affords two spans, each 518m (1700ft) wide with a headroom for shipping

of 45.7m (150ft) at high water. Each tower comprises four steel tubes 3.7m (12ft) in diameter, rising to a height of 110m (361ft). Their foundations are sunk 27m (89ft) into the riverbed.

On completion of the foundations in 1886, the steel erection was completed under the direction of William Arrol in 1889. The Prince of Wales, later King Edward VII, formerly opened the bridge in March 1890.

The bridge received a major refurbishment 2001/11. Layers of paint applied during more than a century were removed, and 230,000sq.m of steel received three protective layers, which should protect the structure for at least 20 years.

Considering the total length of this bridge is 2,467m (8093ft), including approach viaducts, one might consider this an unsuitable prototype to model. A 4mm:1ft scale modeller would require a space of 324ft in length, but, as those who visit exhibitions will know, such a model has been achieved in T gauge.



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SEC10170	R223 Pullman 1st Parlour Coach	£35.00
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SEC10663	CC18103 Corgi Scania R JBT 1176	£25.00
SEC10393	R223 Hornby Pullman 1st Parlour Car	£25.00
SEC10484	Ratio 522 Engine Shed Kit	£25.00
SEC10478	Ratio 536 Midland Signal Box Kit	£25.00
SEC21313	12042 BR COLLETT 1st/2nd Brake	£20.00
SEC21314	12052 BR COLLETT 2nd Coach	£20.00
SEC2050	30 9123 Lima SNCF 1st class coach green	£20.00
SEC2049	30 9148 Lima SNCF 1st class coach green	£20.00
SEC22322	30 9160 SNCF Green coach	£20.00
SEC2123	305 323 BR MKI Restaurant	£20.00
SEC2051	309149K Lima SNCF 2nd class coach green	£20.00
SEC2071	34-650 63' Thompson BG Full Brake BR Mar.	£20.00
SEC10240	34-650 BR 63' Thompson Full Brake - Maroon	£20.00
SEC11360	34-650 Thompson BG BR Maroon	£20.00
SEC2120	37 105 BR SK Coach Choc/Cream	£20.00
SEC21310	37-110 LMS Brake 3rd	£20.00
SEC2308	54256 8 Auto coach BR Choc/Cream	£20.00
SEC21295	7420 Voiture Postale	£20.00
SEC21212	937308 BR Collett 1st/2nd Coach	£20.00
SEC21219	937329 57' Brake 2nd Coach BR Maroon	£20.00

SEC12103	Airfix 57 Brake 3RD Corridor B.R.54205-0	£20.00
SEC12104	Airfix 60 FT.Composite Corridor B.R.54203-4	£20.00
SEC10885	Airfix Auto Coach W187W	£20.00
SEC10657	Airfix Centenary Brake Coach (Unboxed)	£20.00
SEC10658	Airfix Centenary Corridor Coach (Unboxed)	£20.00
SEC12105	Airfix Class B Suburban Brake Coach	£20.00
SEC10424	BR MK1 Composite E15398 Hornby no box	£20.00
SEC10423	BR MK1 Composite E15700 Hornby no box	£20.00
SEC10425	BR MK1 Corridor Brake Hornby (Unboxed)	£20.00
SEC10890	BR MK1 Full Brake	£20.00
SEC10894	BR MK1 Full Brake Lima	£20.00
SEC10889	BR MK1 Restaurant Car	£20.00
SEC10893	BR MK2 2nd Class Hornby	£20.00
SEC10434	BR MK3 Open 1st. Scuffed - Hornby no box	£20.00
SEC10435	BR MK3 Rest/Buffer Scuffed - Hornby no box	£20.00
SEC11200	BR MK1 Bachmann Coaches WCR no box	£20.00
SEC10671	D198009 Corgi Trackside Scammell 'Pickfords'	£20.00
SEC10233	Diapol E16 GWR Centenary Composite Coach	£20.00
SEC122340	French Trains 242 SNCF 2nd Class Coach	£20.00
SEC122350	French Trains 243 SNCF 2nd Class Coach	£20.00
SEC122360	French Trains 244 SNCF 1st Class Coach	£20.00
SEC10891	GWR Centenary Stock Brake Coach	£20.00
SEC10661	Hornby BR MK2 Brake Coach (Unboxed)	£20.00
SEC11824	Hornby R.228 Pullman car first class	£20.00
SEC10880	Hornby R.626 BR Composite Coach	£20.00
SEC13259	Hornby sleeping car unboxed	£20.00
SEC11725	Joef 1600 Compagnie Intl DES wagon	£20.00
SEC12212	Joef 4680 SNCF Coach /Silver	£20.00
SEC2054	Joef 4680 Voiture 1st class coach silver	£20.00
SEC12214	Joef 4693 Voiture Mixte coach	£20.00
SEC12210	Joef 5102 SNCF Coach Green 1st	£20.00
SEC12209	Joef 5111 SNCF Coach Green	£20.00
SEC12211	Joef 5112 SNCF Coach Green	£20.00
SEC12203	Joef 5291 SNCF Coach Green+Silver	£20.00
SEC12213	Joef 5295 FOURGON Baggage	£20.00
SEC11851	Joef 5300 Restaurant car	£20.00
SEC11849	Joef 5302 Pullman ciwl-car	£20.00
SEC12207	Joef 5482 SNCF Gilt Express Coach	£20.00
SEC11829	Joef 5600 Dining car	£20.00
SEC12055	Joef 5650 Voiture SNCF Postal Maroon	£20.00
SEC12227	Joef Coach 2nd class SNCF No box	£20.00
SEC12224	L382712 Mitropa Restaurant Car	£20.00
SEC11854	Liliput 260 00 Dining car	£20.00
SEC11846	Liliput 265 00 Express European sleeping car	£20.00
SEC11627	Liliput 267 00 Carriage	£20.00
SEC11848	Liliput 289 03 Parcel van	£20.00
SEC11629	Liliput 290 00 Carriage	£20.00
SEC11630	Liliput 291 70 Cargo Carriage	£20.00
SEC11847	Liliput 293 03 Parcel van in green	£20.00
SEC11845	Liliput 311 03 Deutsche Bundesbahn	£20.00
SEC10888	Lima 'Great Western' MK1 Brake coach	£20.00
SEC12201	Lima 309339 DSB Coach/Red	£20.00
SEC10879	Lima GWR Brake Coach 44765	£20.00
SEC10878	Lima GWR Restaurant Car 9542	£20.00
SEC12065	Mainline Brake Coach 2nd class BR Maroon	£20.00
SEC12063	Mainline GWR Brake Coach CHOC/CREAM	£20.00
SEC10851	MK 3 Open Second Coach [Unboxed]	£20.00
SEC12116	No.12164 MKI BG BR VWR Chocolate/cream	£20.00
SEC12113	No.12166 MKI BG BR Maroon	£20.00
SEC12114	No.12222 Open 2nd BR Maroon	£20.00

O GAUGE

Code	Description	Price
SEC13936	DJH Factory Built Peppercorn	£1,999.00
SEC11483	Oakville Kits King George V	£1,400.00
SEC13953	Sunset Models Silverfox Gresley A4	£1,400.00
SEC13954	Tower Models LMS Jubilee 5690	£1,400.00
SEC13955	Tower Models LMS Patriot 5507	£1,400.00
SEC13877	43xx BR lined black 5333 (Mitchell)	£1,195.00
SEC13935	DJH Factory Built G5 0-4-4T #67281	£1,100.00
SEC13682	20-3072-1 Norfolk&Western 2-8-8-2 Y6b	£999.00
SEC13666	O scale 2-6-0 'Crab' analogue	£995.00
SEC13668	Kit built Black 5 #45157	£995.00
SEC13939	GWR Hall - Hogsheads conv. - Slaters/Scorpio	£899.00
SEC13681	20-3060-1 Southern Pacific 4-8-4 GS-2 #4412	£799.00
SEC13679	20-3078-1 FEF 4-8-4 Northern Steam engine	£799.00
SEC13948	Kit Built Southern CB	£699.00
SEC14076	O gauge black 5 loco #45368 unboxed	£650.00
SEC14062	BR Standard 5 Loco analogue #73043 no box	£650.00
SEC13972	ACE O Gauge Black 5 Loco BR Apple Green	£599.00
SEC14010	Kit built 78xx&Tender 'Micky Mouse' unboxed	£599.00
SEC13941	Kit built Great Western 'Duke' 4-4-0 3265	£599.00
SEC14094	O gauge LMS Jubilee kit built unboxed	£599.00
SEC12529	EST Train-2-8-0 Steam engine WD 'Austerity'	£499.00
SEC14099	O gauge Stanier Mogul unboxed	£499.00
SEC14095	Set of three Metropolitan unboxed	£499.00
SEC13934	Darstaed LNWRC Coach Set x 5	£450.00
SEC14008	Kit built class 40 diesel #D234 analogue	£450.00
SEC14063	2-4-2T IP LNWRC Loco #46666 analogue	£399.00
SEC13956	Tower Models Terrier 2659 SR	£399.00
SEC13957	Tower Models Terrier 32659 SR	£399.00
SEC13964	Bachmann brassworks 03 Shunter analogue	£349.00
SEC13946	Kit built Jinty 47638	£349.00
SEC14075	08 Shunter diesel kit built #3731 unboxed	£299.00
SEC13945	Kit Built Hunslet	£299.00
SEC13947	Kit built outside frame Pannier Tank	£299.00
SEC14095	O gauge LMS Jinty kit built unboxed	£299.00
SEC13965	Tower model kit EE Class20	£299.00
SEC13043	ETS SR USA 0-6-0 Dockyard Shunter	£275.00
SEC14092	O gauge 40 class kit built run[noisy]unboxed	£249.00
SEC14102	O gauge class 25 unboxed	£249.00
SEC13944	CRT Built LNER Suburban all 3rd	£200.00
SEC13932	CRT Built LMS 50' Van	£175.00
SEC13933	CRT Built Matchboard Full Brake	£175.00
SEC14041	CRT kit LMS Stove unboxed	£125.00
SEC10833	Lionel Harry Potter O Gauge 3 Coach Sets	£99.00
SEC14090	O gauge 4F home made poor runner unboxed	£99.00
SEC14089	O gauge 4F home made poor runner unboxed	£99.00
SEC12115	No.12253 50' Parcel Van BR Crimson/Cream	£20.00
SEC10881	R.626 BR Composite Coach	£20.00
SEC10390	R162 Hornby SR Composite Coach - Olive	£20.00
SEC10204	R174 SR Bogie Luggage Van - Olive Green	£20.00
SEC10199	R178 SR Bogie Luggage Van - Malachite Green	£20.00
SEC10392	R223 BR Hornby MK1 Buffet Coach	£20.00
SEC13240	R228 Pullman car 'Anne'	£20.00
SEC13241	R228 Pullman car 'Jane'	£20.00
SEC10637	R230 Triang Primary Series Coach	£20.00
SEC13656	R237 International #256 Unboxed	£20.00
SEC10638	R320 Triang Main Line Brake 2nd Coach	£20.00
SEC10639	R321 Triang Main Line Composite Coach	£20.00
SEC10640	R322 Triang Restaurant Car	£20.00
SEC13242	R328 Pullman car 'Car 79'	£20.00
SEC10232	R4005 BR MK1 Composite Coach - Maroon	£20.00
SEC10219	R4007 BR MK1 Composite Coach - Green	£20.00
SEC10192	R4008 BR Brake 3rd Coach	£20.00
SEC10213	R4027 GWR Centenary Brake Coach	£20.00
SEC10214	R4028 BR Centenary Composite Coach	£20.00
SEC10216	R4071 BR MK1 Parcels Van - Green	£20.00
SEC10217	R4072 BR MK1 Buffet Coach - Green	£20.00
SEC10187	R4095 LMS 68 foot Dining Car No. 235	£20.00
SEC10179	R4119B WR Clerestory 3rd Coach No. 950	£20.00
SEC11372	R4165 PULLMAN 2ND CLASS CAR NO.167	£20.00
SEC10159	R436 GWR Clerestory Brake 3rd Coach	£20.00
SEC10225	R441 BR MK1 Buffet Coach - Maroon	£20.00
SEC10220	R445 BR MK1 Composite Coach - C/Cream	£20.00
SEC10202	R448 BR/Ex LNER Brake Composite Maroon	£20.00
SEC10642	R448 LMS Brake 3rd Coach	£20.00
SEC10227	R455 BR MK1 Buffet Coach - Choc/Cream	£20.00
SEC10215	R461 M1 Sleeping Coach	£20.00
SEC10641	R474 LMS 1st - 3rd Coach	£20.00
SEC10648	R475 Hornby Brake 3rd Coach (Unboxed)	£20.00
SEC10173	R488 GWR Clerestory 3rd Coach	£20.00
SEC12892	R603 Long Straight x10	£20.00
SEC10164	R6054 Bogie Milk Van Siphon G 1422	£20.00
SEC10157	R6054 BR Bogie Siphon H Van 1422	£20.00
SEC11439	R854 Sentinel Locomotive 23 Analogue	£20.00
SEC11325	R9740 NER General Office	£20.00
SEC12064	Replica Railways Parcels Van BR Lined Mar	£20.00
SEC11800	Rivarossi 2575 2nd class Bzx air-con coach	£20.00
SEC13292	Rivarossi 2932 LMS 1st coach 15604	£20.00
SEC13263	Rivarossi 2932 LMS coach 1st	£20.00
SEC13293	Rivarossi 2933 LMS 1st coach 15933	£20.00
SEC13264	Rivarossi 2933 LMS coach 1st	£20.00
SEC13265	Rivarossi 2935 LMS coach 3rd	£20.00
SEC12230	Rivarossi 3584 SNCF Silver Coach	£20.00
SEC12230	Rivarossi 3545 SNCF Silver Coach	£20.00
SEC11792	Roco 42145 Conversion wagon	£20.00
SEC1178	Roco 4215 Wagon	£20.00
SEC11791	Roco 4216 Conversion car	£20.00
SEC11782	Roco 4251 Wagon	£20.00
SEC11776	Roco 4265 Express train car	£20.00
SEC11777	Roco 4266 Roco express train car	£20.00
SEC11784	Roco 4289 Express train car	£20.00
SEC11786	Roco 4291 Express train car	£20.00
SEC11789	Roco 4292 Schlaf wagon	£20.00
SEC11787	Roco 4293 Express train car	£20.00
SEC12057	Roco 44600 SNCF 2nd class coach	£20.00
SEC12056	Roco 44603 SNCF 2nd class coach green	£20.00</

BUILDING A BUDGET LOCOMOTIVE

Words & photography: Tony Wright



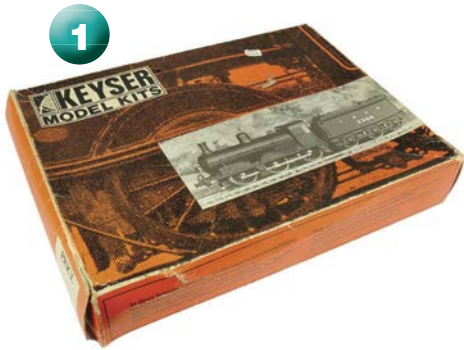
Anyone old (like me!) will remember K's kits; originally at Tubbs Lane in Willesden, later at Banbury and then as part of the Autocom range (at Andover) before becoming part of the Nu-Cast & Partners range (where they're being re-vamped). The locomotive kits were seductive inasmuch as they were sold as complete, including wheels, gears and motor. A means of putting them together – usually by glue – paint and transfers and/or name/numberplates being required. In the late-'60s, I was 'seduced', though I never got anything K's I built to run to my satisfaction – not until I chucked away the K's mechanics

and substituted Romford wheels and good motors.

So, why look at building an old K's locomotive kit now? As with everything else, prices of model railway items are increasing; to the extent that even some humble RTR tender 0-6-0s in OO are costing in excess of £170.00. I'm not saying these aren't good value, especially since they're outstanding models, but for anyone on a tighter model railway budget, they're way out of reach. What about something cheaper then? Not only that, but a type very unlikely to ever be available RTR – in this case, the J3. An LNER tender 0-6-0 of quite convoluted

parentage, originally built in the late-19th Century, mainly rebuilt from J4 Class examples, and 12 built in 1900 for the M&GNER (absorbed by the LNER in 1936). Since part of my 'Little Bytham' layout represents the erstwhile MR/M&GNER, a J3 is a necessity, especially as the final examples weren't withdrawn until 1954. This build (in the main) is of a 'budget' model. As will be seen, there are several inaccuracies and anomalies in the finished locomotive. I'll live with these because, say, to build a replacement and accurate tender would 'break the budget'.

The following steps show how I got on...



1 In the beginning, K's locomotive kits used to be supplied in proper cardboard boxes – that is, big enough to hold the completed locomotive. Latterly, these were provided in a 'flat pack'; like this. I got this from a second-hand dealer for an eventual 'song'. The price of asking was £100.00 – someone was 'having a laugh'!



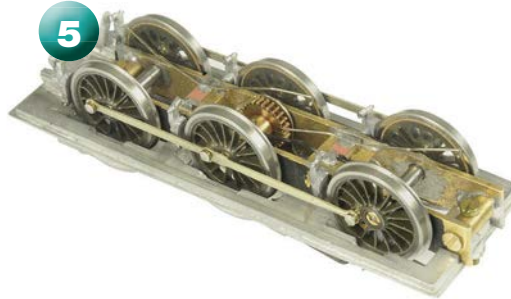
2 K's brass frames were nothing if not substantial, and, though top hat bearings were supplied, a fair amount of metal had to be shifted from the bearing holes with a big broach before those bearings could be soldered in place. A tap wrench made the job easier on my fingers and thumb.



3 Once I'd solder-erected the frames, adding Comet spacers to support the pick-up pads, and after fitting the drivers, the chassis was pushed by a locomotive in both directions through the tightest radii on the MR/M&GNR section of 'Little Bytham'. Out of necessity, these radii are much tighter than on the ECML depiction, so much sideplay was necessary.



4 This is where the 'budget' started to get stretched. If I'd used the K's mechanics, I'd have got a locomotive for under £25.00, but, given my past inability to make any of K's mechanical bits work, I opted for Romford/Markits drivers and a DJH (AM10) motor/gearbox combination. Assured performance, but at a price. Anyway, I sold all the K's mechanical pieces to a friend who can make them work!



5 I applied my standard 0.45mm nickel silver wire wiper pick-ups, soldered to BCB pads, epoxied to the extra frame spacers. The cast-metal brake blocks came from my spares' box, their origins now lost in the mists of time. These were soldered to the frames, apart from the front pair, which was soldered to the underneath of the footplate.



6 The footplate was well-cast and in one piece, with just a bit of cleaning up being necessary, though the splashers are a bit too big. The spectacle plate was soldered with ease, such was the good fit of the parts.

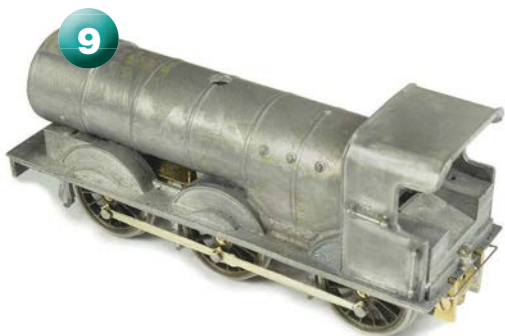


7 Here's where a major problem occurred. The one-piece smokebox/boiler/firebox, although generally well-cast though slightly ovoid, didn't fit the footplate at the rear. In order to maintain a true horizontal top to the boiler, a large gap was left at the base of the firebox, on both sides.



8 Fortunately, as well as being a very good bonding-agent, low-melt solder is also an excellent filler, so it was put to good use at the base of the firebox. The cab was soldered on at the same time.

TECHNIQUES



As supplied, the cab floor was angled so as to cover the worm drive of the K's (HP2M) motor. Since I drove off the centre axle, this was really unnecessary, but I left it as it was – a crew will disguise it. I fitted a nickel silver 'goalpost' for the drawbar. A start has been made on fitting the handrails – plastic pillars were supplied, so I substituted Gibson brass ones.



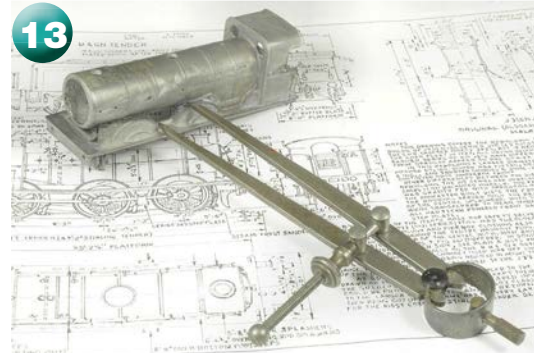
Long before I complete a locomotive, it's thoroughly road-tested on the layout before moving on to the next stages. A start has been made on the tender to allow it to pull a train.



I was most unhappy with the shape and size of the K's smokebox door (a locomotive's 'face') – not large enough in diameter and nowhere near bulbous enough. This was one from my spares' box – bulbous enough, but too large a diameter, unfortunately. It's temporarily held in place with Blak-Tak.



Though the tender supplied is definitely Great Northern in origin, it's a later variety – the one originally provided for the K's Ivatt Atlantic Class C1, with asymmetrical wheelbase. However, it does 'tower' above the locomotive in a way the proper sort did, and, as intimated, a new tender kit would have 'bust the budget'. I fitted a brass fall-plate and represented the brake rigging with brass strip.



Some 'dimples' seemed to have been provided in the boiler casting for providing the positions for the handrail pillars, but these seemed to be arbitrary and indistinct. I thus plotted the positions from the Isinglass drawing using spring dividers, then drilled the appropriate holes using a small bit in a pin chuck.



John Redrup of London Road Models came to the rescue with regard to his providing a proper J3 smokebox door from his own J3 kit. Note the difference in shape – the one on the right – compared with the K's door. I'd fitted the K's chimney by this stage, but it didn't look quite right.



Once again, John came to the rescue by supplying me with his far superior J3 brass chimney. He also provided the safety valves (K's only gave you the earlier pattern) and the whistle (cast white metal ones break off just by being looked at!). I substituted wire-wound vacuum standpipes, and the valance conduits were made from fuse wire, soldered in place.

16

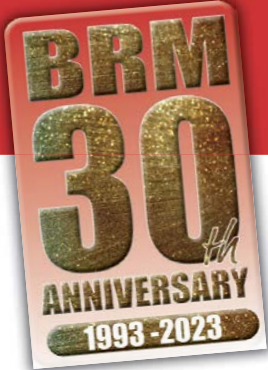


Painted and weathered by Geoff Haynes, he finished it in the condition of the real thing, as appears on page 102 of Yeadon's *Register of LNER Locomotives*, Volume Thirty-Seven, Part A; that is with its identity and ownership barely visible. The front numberplate came from Ian Wilson's Pacific Models' range. If an 'accurate' model of a J3 is required, the London Road Models' kit is the way to go – I built/painted/weathered this one. The kit is excellent, but more expensive. I built/painted/weathered the one in the picture below.

CONCLUSION

I think the finished locomotive qualifies as what the late Iain Rice called a 'layout locomotive' – accurate enough when viewed from a minimum of 3ft-4ft, running on a layout, and not to be observed at close-quarters in a glass cabinet. It certainly runs well and certainly fits in on the 'little' bit of 'Little Bytham'. I'm rather pleased with it! If you'd like to see both of these J3s, they'll be on my stand at the York Show over Easter; see you there...





HAPPY BIRTHDAY BRM!

As British Railway Modelling turns 30 years old, we take a trip down memory lane with David Brown, BRM's founding editor.



The beating heart of any model railway usually belongs to the locomotives found operating on them.

No matter whether your preference is for steam, transitional diesel and electrics, their contemporary equivalent, or a mixture, modellers will rarely be heard saying that they have too many locomotives!

As British Railway Modelling reaches the milestone of its 30th year of publication, it is intriguing to look back at what has happened since then – and at the forefront of the innovation and development of an ever-increasing number of models, are the locomotives.

Vol 1 No 1, dated April 1993, had an evocative main cover image featuring a 4mm scale model of a 1920s Somerset & Dorset Joint Railway scene, while the content included articles on the Lynton & Barnstaple Railway, the Midland & Great Northern Joint Railway and the Wisbech and Upwell Tramway.

Now zoom forward to today and let us consider just a few things that have happened more recently.

The great news is that you can travel on a section of the restored Lynton & Barnstaple Railway centred around Woody Bay station.

For narrow gauge modellers, Bachmann's range of 009 narrow gauge range has opened up interest to a wider audience, with some popular locomotive types as found on the Little Trains of Wales and beyond.

Both Bachmann and Hornby have produced ready-to-run Somerset & Dorset locomotives in 4mm scale, and it is good to see that the 'Jinty' 3F 0-6-0T in S&D Prussian Blue is among the locomotives listed among Hornby's 2023 releases in their Railroad range.

My original locomotive was a basic Tri-ang 'Jinty' and it has been interesting to see that Hornby has revived the brand with their Tri-ang Railways Remembered Train Sets in familiar red and yellow boxes.

Something I wouldn't have expected to see was a Midland & Great Northern Railway ready-to-run locomotive, but also in the 2023 Hornby Railroad range is a freelance 0-4-0T in M&GN brown livery. Well, it's a start!

Liveries have always been a great matter of concern for modellers determined to get their details right, and it was a great privilege to feature Nigel Digby's comprehensive research into this subject with the quarterly series liveries of the Pre-Grouping Railways

March 11, 1993
Magazine launched

1997
First show of The Festival of British Railway Modelling

1999
BRM website goes live

2000
BRM and The Model Railway Club stages 100 years of Wembley

2001
First London Festival of Railway Modelling show

2006
BRM acquires Ramsays British Model Trains catalogue

2006
The first of many BRM Annuals is launched

2007
BRM goes perfect bound

that began in Vol 2 No 4, and subsequently formed the basis for some excellent reference works published by Lightmoor Press.

Back in 1993, I probably wouldn't have bet on the appearance of ready-to-run models of the Wisbech and Upwell's J70 tram engines, but these – and the distinctive coaches – have been done great justice by Rapido, one of the new companies to emerge producing quality models in recent years.

In the early days of BRM, there were several articles offering advice on building and improving locomotive kits and others on how to make the most of ready-to-run locos.

In recent years, manufacturers have gone to great lengths to up their game, aiming to produce not only more realistic models, but vastly expanding their ranges.

Technology has enabled computer-aided design to help the process and DCC control with chips fitted to locomotives and multiple units has enabled operation to become so much more flexible. The ability to add realistic sound is another winner – exhibitions will never be the same again!

The interest in what we called “modern image modelling” has grown immeasurably, while Hornby's live steam 4mm scale models came and went.

We've also seen some good, affordable locomotive models in 7mm, more improvements in N gauge options, while a number of companies have made announcements about TT120. I am pleased to see that members of The 3mm Society, whose fine models have featured in these pages over the years, are still doing some great work.

It was a privilege being involved with the launch of British Railway Modelling three decades ago. Here's to the next 30 years.

Happy modelling!

THIRTY YEARS OF BRM; REFLECTIONS by Tony Wright

30 years; who would have thought it? Not only that, a wonderful 30 years and counting!

I'm sure I penned something similar for the first decade of BRM, but a few 'repetitions' won't go amiss here, if the reader is sympathetic. I received a phone call, right out of the blue, over 30 years ago from David Brown, the first editor of BRM. Apparently, the late Michael Warner had quoted for printing the Railway Modeller, but the quote was declined. So, he decided to launch his own magazine – British Railway Modelling. David outlined what was happening and asked me if would I take commissions for photography and articles for the new publication. Would I? I'd not long abandoned teaching after over 20 years at 'the chalk face' and had just started my own business as a photographer/model-maker/writer; talk about serendipity! Michael invited me over to Bourne from my then-home in Wolverhampton to discuss his plans and my role with regard to BRM. What a lovely man, and we formed an instant friendship, as I did with David. He insisted upon nothing less than the highest-quality medium-format colour transparencies; could I provide them? Yes, because, with the aid of a bank loan, I'd invested in some excellent second-hand Mamiya camera equipment. It was an entirely 'fly by the seat of your pants' camera, had the ergonomic dynamics of a couple of bricks, but boy could it take a picture! My first commission was to drive down to Portsmouth, photograph Midsomer Norton, stay overnight at a B&B, drive back to Wolverhampton early next morning to arrive at Colab prior to 10.00 am so that the films could be developed, collect them from the lab' after 4.30 pm, check them, then get the trannies over to Bourne by Special Delivery by the next day, so that the first issue could go to press within the week. Talk about a tight deadline! After that, it was layout commission after layout commission, plus reviews and articles – as much as I could supply. My dear old Ford Sierra had travelled to the moon by the end of the century!

From 2003, I'd been appointed Assistant Editor/Photographer (assistant then to John Emerson) for BRM; a role I fulfilled up to my retirement in 2011. That role expanded with the making of the Right Track series of DVDs. I'm still involved with BRM, of course, but in a much smaller way. I still complete a few layout shoots. this time all-digital, and with a much smaller camera. Andy York, with his computer expertise, has taken model railway photography to a different level, but I still enjoy my taking layout photographs, building models, taking their pictures and writing about them. It's been an immense privilege to have been involved in such a success story. Prior to BRM, many periodicals required the 'eye of faith' to tell what was in the 'soot & whitewash' imagery. Thirty years ago, full-colour burst on the scene, with amazing DPS imagery. The others then followed!



- 2008**
Launch of The Festival of Railway Modelling at Peterborough
- 2010**
New website launched: Model Railways Live
- 2012**
RMweb is brought into the Warners portfolio
- 2012**
BRM launches digital edition
- 2013**
BRM celebrates its 20th anniversary
- 2019**
World of Railways website launched
- July 2020**
The team hosts the first World of Railways Virtual Exhibition
- April 2021**
World of Railways Plus membership scheme is launched



FOREVER INNOVATING

The current editorial team looks back over life at BRM and recalls their own personal highlights about this great hobby...

Creating memories

If I was to think about of word that sums up this hobby, it would be nostalgia. We love to remember; whether we are harking back to the golden years of steam, reliving a family holiday by rail on the coast, or recapturing memories of trainspotting as a youth – model railways have a wonderful power to transport us all back to a moment in time, whether it be a place, a period, or a fictional scenario that captivated our imagination many years ago.

The passion and creativity this hobby sparks is why so many of us become involved, it's strangely addictive, and the sense of achievement you get once completing a project/build/layout has to be one of the best 'highs'. This is very much what has been at the heart of BRM for 30 years, offering our readers a platform to share and pick up new techniques.

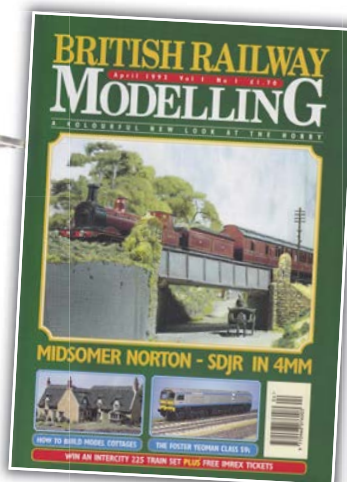
Railway modelling is one of the best hobbies when it comes to welcoming all walks of life; creating a friendly and nurturing environment where others can learn and thrive, particularly the younger generation, who also help drag some of us forward with the adoption of new technologies and techniques. Many worry about the loss of hands-on skills, as we, like everything else in the world, need to evolve. The future may mean more smartphone than soldering iron, however, I do believe that these things have a way of coming back into fashion and I wouldn't be packing away your old tools just yet.

Things do change. It is inevitable, but the bare bones of railway modelling will, I think, always remain; people recreating moments in time to celebrate and enjoy... and having lots of tea and cake while they do it...

Debbie Wood

We'd like to say a big thank you to all of our readers for supporting us for 30 years! Here's to the next 30!

How we've changed! The first issue of British Railway Modelling (left) next to our latest issue (Spring 2023). We're still very fond of yellow and green colour schemes it seems!



Exhibition favourite, 'Yorkshire Pennines', uses three screens to show as much information as possible to the viewing public, including which trains are running and their individual routes, the layout track in its entirety, and showing a graphic of each train's cab controls.

Adapting to change

Not so long ago, media consumers would walk into a newsagent, or browse the shelves of independents or supermarket newsstands for their monthly magazine fix. Then, along came the world wide web, gaining in popularity – inter-connecting us, opening the door to a newer, faster –sometimes instant – means of communication. It soon became a platform for sharing ideas and creations, among which, model railways.

We've adapted too. Just over a decade ago, the printed edition of BRM was joined by a digital edition, which enhanced each issue with bonus content. BRM became a four-weekly publication, too, with 13 issues a year, helping to keep readers abreast of news, and reviews, but even that wasn't enough.

With the ever-surprising number of new model announcements on a weekly – sometimes daily – basis, we strive to keep on top of what's going on in the hobby via World of Railways. For those wanting more, we launched World of Railways Plus, with it, providing video content to stream via World of Railways TV, in favour of older cover-mounted BRM DVDs. Our content is now offered in true multi-media fashion.

Of course, the feeling of a traditional paper product in the hand remains preferable for some – we understand that. And, though the communication channels may have changed, the interesting content we try to seek out, hasn't. In many ways, the spinning plates of a multi-media brand are challenging, but it provides a reach to enthusiasts of our great hobby above and beyond that of printed copies alone, helping us better understand what you wish for most.

Howard Smith

Practically speaking

My first appearance on these pages, back in 1995, related the tale of dealing with an insurance claim resulting from the theft of my locomotive stock box from the back of a van on the way back from a show. The contents of that box of trains tell a tale about how this hobby has changed over the years.

I was proud of my fine selection of mostly kit-built locomotives. Even the RTR models had been “breathed on” with extra details. I built kits because it's something I enjoy, and there was a dearth, at the time, of small shunting locomotives suitable for my layout.

How different things are today! I could head down to a model shop and buy locomotives perfect for shunting, with running qualities way better than any chassis I've ever assembled. The bodies put my efforts to shame too, I have never made anything as stunning as a Hornby Peckett.

At the time, etched kits represented the cutting edge of kit design. Now we have resin cast, and 3D-printed parts to replace these, and some ancient whitmetal horrors, too. Many of my earlier articles simply aren't needed now. Who chops up diecast lorries because you can't get a four wheeler? Chances are, your local shop can not only sell you the right design, but also in the right livery.

Electrostatic grass, unheard of in '95, has transformed our scenery. This and a host of other developments have changed the sort of articles the practical person on the team is asked to produce, but one constant is that this is still a hands-on hobby. When not hammering a keyboard, you can be sure that my fingers are still covered in paint and glue!

Phil Parker

Craftsmanship is king

The last 30 years have brought more products, skills and spread of knowledge to the building of layouts than before and we get to see ever better and better scenes. Some go on the road and get seen first-hand, but there are hundreds, if not thousands, of miniature marvels in homes across the world that we get to see online on RMweb. Legendary names of the hobby are on hand to help others follow in their footsteps, and although some respected names have departed the hobby room, there is still young blood coming into the hobby with innovative ideas and enthusiasm to push boundaries.

Manufacturer diversification in products, scale and era brings so many more schemes within reach for the ‘next big project’ but it doesn't stop us from appreciating the skills and craftsmanship that have brought us another three decades further forward in this great hobby. Can we imagine the marvels that we can look back upon on our 60th anniversary in 2053 and how we interact with each other and our layouts? Will we still gather at shows to marvel at higher standards than we can manage? Will we still show you projects that light a fire? I'm pretty confident the answer is “Yes!”

Andy York



BRM is now part of a multi-platform family, including RMweb, World of Railways and many other great magazines.

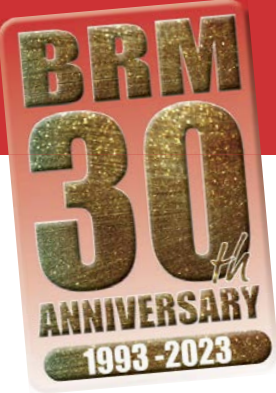


3D-printed Phil surveys a collection locomotives he enjoyed building, but can now be bought as RTR models. He still loves them though.



All is not lost though. None of this selection can be bought RTR – yet!





30 YEARS: 30 LAYOUTS

How lucky are we to have featured so many fantastic layouts over the past three decades as we've tracked this wonderful hobby? To celebrate, we've picked some of our favourites, with a few 'golden oldies' from the early days.



2



3



4



5



1. One of the finest large exhibition layouts of all time, 'Tebay', in OO gauge from the Shipley Club.
2. Struggling to build his vision in a defined space, Andrew Bartlett changed to N gauge to discover a horizon of new opportunities, and the end result is the fantastic 'Blueball Summit'. **BRM March 2020**
3. Although we never got the opportunity to do the late Tom Harland's P4 'Bramblewick' photographic justice, this fantastic layout left a lasting impression. **BRM September 1993**
4. Not only is GWR broad Gauge rarely modelled, but to do it in Scale Seven is something else. Bob Harper succeeded admirably with 'Teign House Sidings'. **BRM September 1998**
5. Pete Goss is one of the best architectural modellers in the hobby. 'The Worlds End' recreates the charming town of Knaresborough, with everything from Civil war battle re-enactments through to that stunning viaduct! **BRM December 2017**

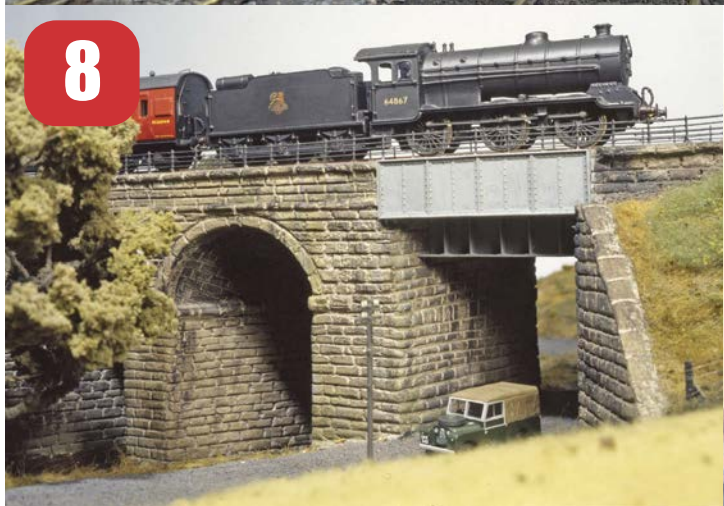
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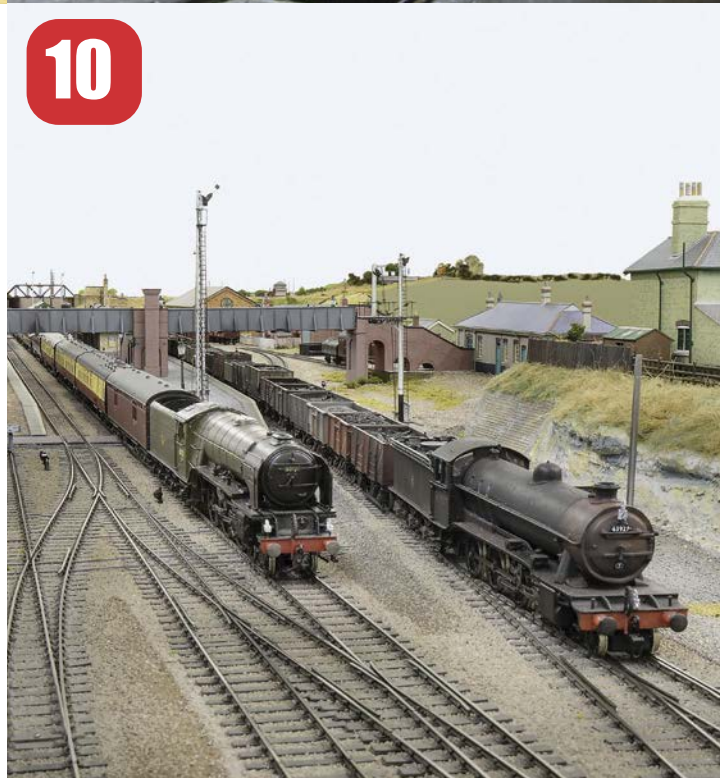
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6. A scale mile of the ECML in EM gauge? A project of a lifetime! Sadly, Roy Jackson passed away in 2019, but his vision lives on thanks to Sandra Orpen and the Retford 'mob'. **BRM March 2013**
7. It wouldn't be right not to include Simon George's phenomenon that is 'Heaton Lodge Junction' – the Yorkshire winter-inspired O gauge spectacle, which is currently Britain's biggest model railway. **BRM September 2021**
8. One of Tony Wright's favourites from the early days, 'Hewisbridge' in OO gauge, built by the 57 Study Group in Hamilton was photographed when Tony Wright spent a week in Scotland, going as far north as Moray.
9. Built by Warley Club members in O gauge, '82G' represents a large locomotive shed on the WR of BR. Many of the wonderful locomotives have been painted by Ian Rathbone. **BRM September 2010**
10. Over 40 years in the making, Tony Wright's 'Little Bytham' is a stunning representation of a Lincolnshire ECML station from the summer of 1958. **BRM July 2008**

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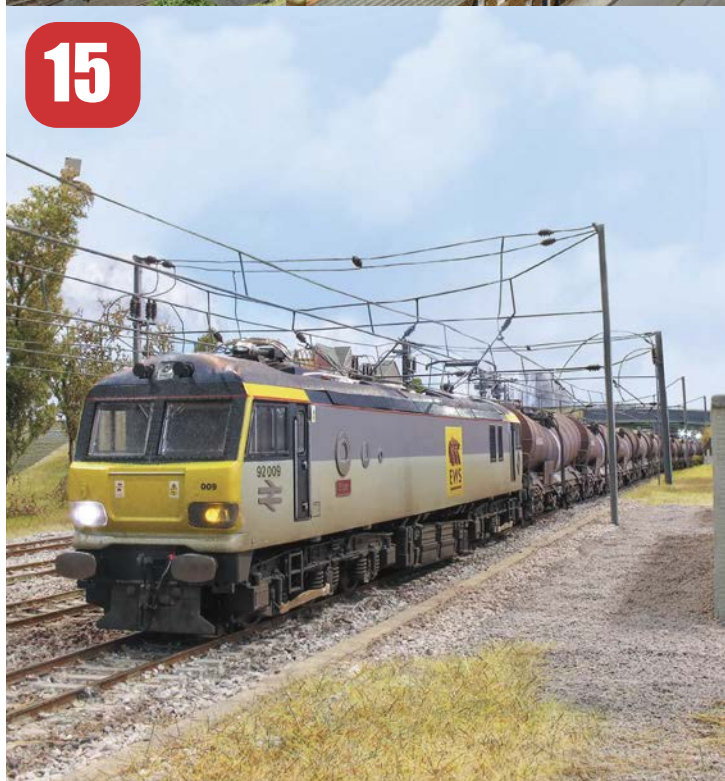
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11. Actual prototype modelling always appeals to readers, and this depiction of the actual bridge at Barmouth spanning the Afon Mawddach Estuary is simply staggering; built in O gauge by Barrie Kelsall and his friends. **BRM October 2009**

12. One of the finest contemporary all-round modellers is Geoff Kent. His 'Blakeney' in EM is a testament to his skills. **BRM May 2008**

13. It doesn't get much bigger than Steve Wright's 'James Street' in N gauge. Two decades in the making, this popular exhibition layout never fails to impress. **BRM February 2020**

14. One part of a multi-location operational tour-de-force called 'Penmaenpool', this list wouldn't be complete without the hugely talented Geoff Taylor. **BRM July 2016**

15. Overhead equipment always stops us in our tracks at exhibitions, and the modelling work on John Wilson's 'Euxton Junction' left us seriously impressed! **BRM March 2023**

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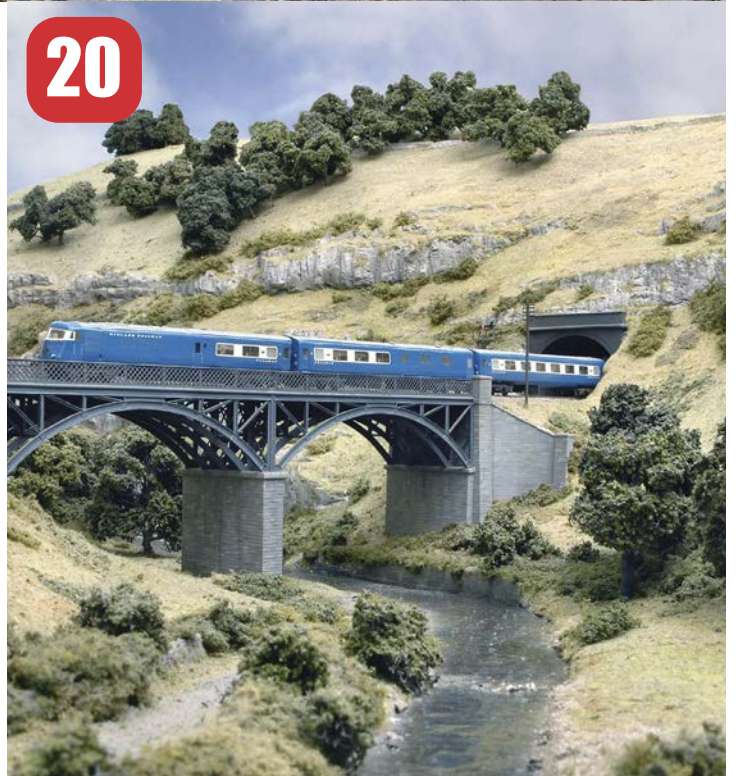
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16. Architectural magnificence from a Royal Engineer, Giles Baxter's, 'York' features incredible modelling. **BRM November 2022**

17. Influential modeller, Frank Dyer, certainly proved that OO gauge could work perfectly with his 'Borchester Market'. After his death, it was sold to a group of modellers who carried on exhibiting it. **BRM Annual 2007**

18. Perhaps even more influential was the late Peter Denny, his 'Buckingham' in EM gauge providing inspiration to generations of modellers. It's now in the care of Tony Gee and is still operated regularly. **BRM April 2010**

19. A lone modeller's labour of love, 'Buntingford' is the magnificent east Anglian debut layout from Graham Oxborrow. **BRM April 2017**

20. If ever there was a layout showing 'trains in the landscape', 'Chee Tor' is it. Built in 2mm finescale by members of the Manchester Club, it was last known to reside overseas. **BRM October 2005**



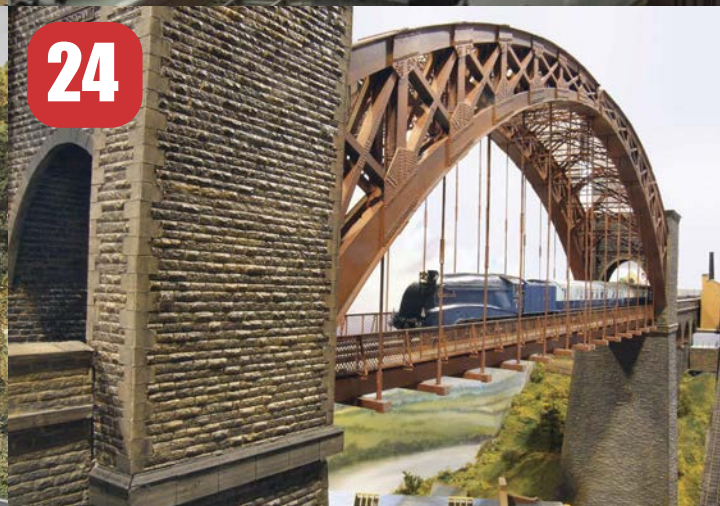
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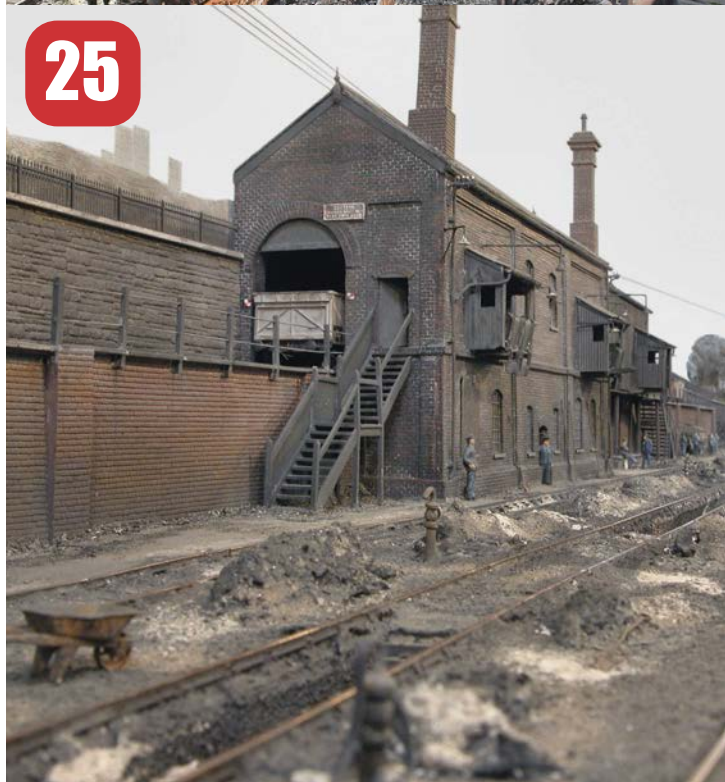
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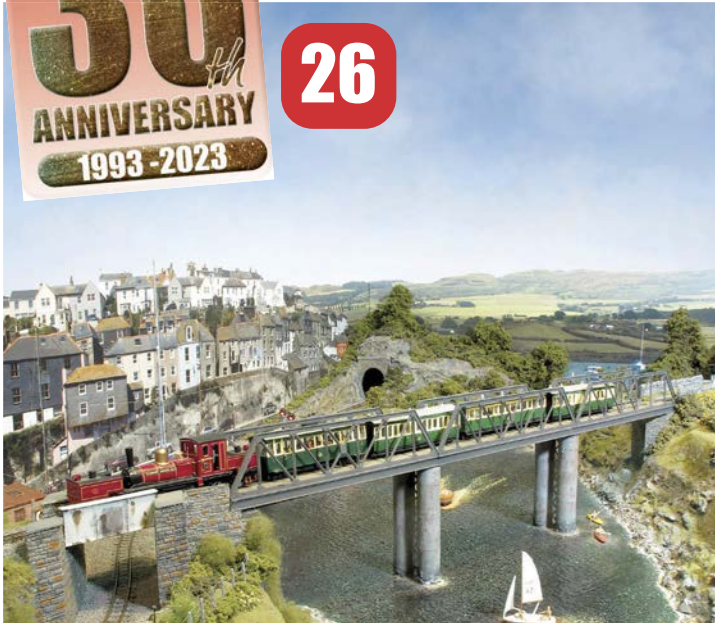
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21. Mention is often made of a 'Layout of a Lifetime', but 'Copenhagen Fields' is more than that; because it's seen out the lifetimes of several of its creators already! Built in 2FS by members of the MRC, it's an astonishing depiction of the southern end of the GNR main line. **BRM March 2009**
22. 'Peterborough North', an outstanding model by Gilbert Barnatt, was only made possible with a clear vision and a decade's perseverance to closely mirror a now much-altered location. **BRM March 2014**
23. This classic GWR BLT from Nick Wood never fails to show period charm, 'Much Murkle' remains one of our favourite in OO gauge. **BRM February 2015**
24. O gauge is always impressive, and when a layout incorporates a magnificent bridge such as 'Hassell Harbour', the effect is remarkable. It's been built by members of the Alsager Club. **BRM Annual 2008**
25. When Stefan Lewis died, the hobby lost one of its finest modellers. His 'Maindee East', a depiction of a WR South Wales shed in P4, was one of the most atmospheric layouts ever created. **BRM November 2005.**

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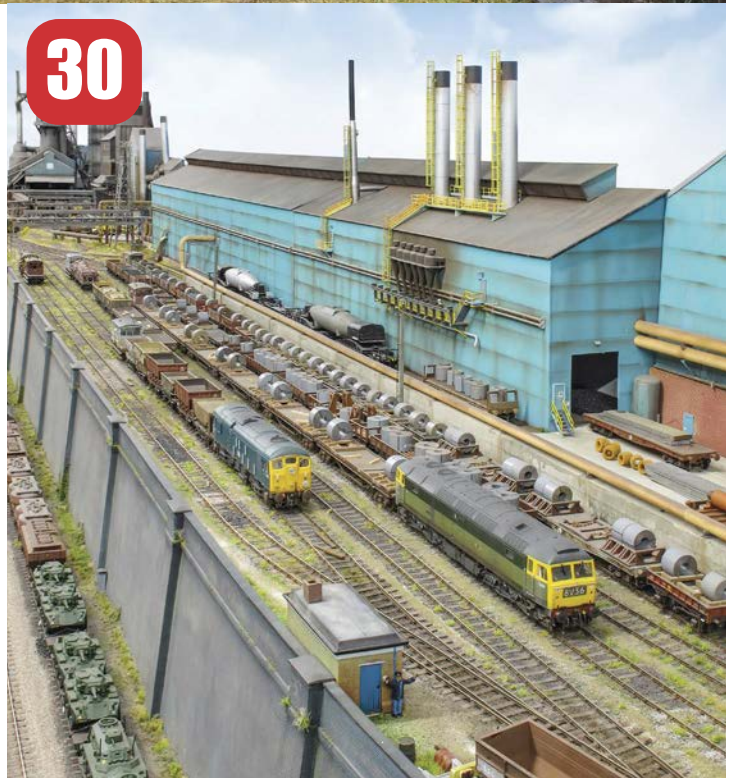
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26. Our models often take us to sunnier places and none lift the spirits more than Richard Holder's OO9 layout, 'Clydach Railway'. **BRM February 2018.**
27. One man's determination built a technological and structural masterpiece. John Holden's truly iconic 'Liverpool Lime Street' in EM gauge remains a benchmark for many modellers. **BRM April 2012**
28. A classic layout sometimes needs a new owner to move the story forwards. The CBM Diesel Group reinvented 'Charwelton' into an imaginary BR blue diesel scenario with overwhelming success. **BRM May 2019**
29. One from 2023, the constable country inspired this artistic masterpiece. Kelvin and Robin Pinnock's 'Stratford St. Mary' is a scenic delight. **BRM February 2023.**
30. The 1960s and 1970s were notable for Greg Brookes in his railway career. His memories of the sights and sounds live on through his exceptional 'Shenston Road'. **BRM February 2022**

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Peterborough North

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Model Railway Layout of a Lifetime: Liverpool Lime Street

This EM gauge model railway represents the station in the period from 1945 to the end of the L M S on January 1st 1948.

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The Worlds End

With its impressive viaduct centerpiece, realistic building, raging civil war cameo and contemporary setting, Peter Goss' model railway layout is packed full of amazing details and the closer you look the more there is to see.

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PLAY

AWARDS



A BRMA title is something that many model manufacturers hope to pick up each year as recognition from the wider modelling community for their efforts. All manufacturers who released ready-to-run products between January 1 and December 31 each year automatically has their products added to the voting list in the relevant categories for N, OO, OO9 and O gauge locomotives and rolling stock.

We also feature an innovation category, highlighting some of the best developments within the hobby over the last 12 months, plus awards for the best layouts and RMweb modellers in addition to a retailer of the year award.

Here, we present the 2022 winners from each category. The full results will be available on RMweb from March 20.

N GAUGE MOTIVE POWER	Votes	%
Graham Farish Class 90	1150	41.1%
Revolution Trains Class 320/321 EMU	1090	38.9%
Graham Farish Class 319/769 EMU	560	20%

OO GAUGE STEAM LOCOMOTIVES	Votes	%
Dapol 78XX 'Manor' 4-6-0	1045	24%
Hornby 9F 2-10-0	727	16.7%
Planet Industrials 'Victory' 0-6-0T	595	13.7%

OO GAUGE COACHING STOCK	Votes	%
Hattons 'Genesis' coaches	2236	55.7%
Bachmann Bulleid coaches	986	24.5%
Hornby Mk. 4 coaches inc. DVT	536	13.3%

N GAUGE ROLLING STOCK	Votes	%
Peco seven-plank open wagons	1170	41.8%
Revolution IWA wagons	1072	38.2%
Revolution JNA/MMA wagons	556	19.9%

OO GAUGE DIESEL AND ELECTRIC	Votes	%
Accurascale Class 55 Deltic	1201	26.2%
Accurascale Class 92	657	14.4%
Bachmann Class 37	528	11.5%

OO GAUGE WAGONS	Votes	%
Accurascale Chaldron wagons	498	11.3%
Accurascale HYA/IIA bogie hoppers	426	9.7%
Accurascale HAA/HBA/HCA/HDA/HMA/CDA hoppers	368	8.4%

N GAUGE MANUFACTURER OF THE YEAR	Votes	%
Graham Farish/EFE	1379	39.2%
Revolution Trains	1328	37.7%
Peco	813	23.1%

OO GAUGE MANUFACTURER OF THE YEAR	Votes	%
Accurascale/Irish Railway Models	1588	28.3%
Bachmann Branchline/Narrow Gauge/EFE Rail	869	15.5%
Hornby	857	15.3%

OO9 PRODUCTS	Votes	%
Bachmann Narrow Gauge Mainline Hunslet	1135	34.5%
Peco Small England 0-4-0STT	950	28.9%
Bachmann Narrow Gauge Quarry Hunslet	678	20.6%



INNOVATION OF THE YEAR

	Votes	%
Accurascale Class 92 motorised pantographs	1205	23.6%
Hornby TT:120	1100	21.6%
Bachmann Quarry Hunslet	669	13.1%

RMWEB MODELLER OF THE YEAR

	Votes	%
Jamie Warne (SouthernRegionSteam)	562	11%
Graham Nicholas (LNER4479)	560	11%
Mick Bryan (newbryford)	444	8.7%

EXHIBITON OF THE YEAR 2022

	Votes	%
Warley National Model Railway Exhibition - NEC	1269	24.9%
London Festival of Railway Modelling - Alexandra Palace	635	12.4%
Festival of British Railway Modelling - Doncaster	479	9.4%

O GAUGE MOTIVE POWER

	Votes	%
Lionheart 'Small Prairie' 45XX 2-6-2T	1226	39%
Heljan Class 56	874	27.8%
Dapol Class 121/122 diesel railcar	723	23%

CUSTOMER SERVICE AWARD

	Votes	%
Hattons Model Railways	2475	48.5%
Rails of Sheffield	942	18.5%
Scale Model Scenery	713	14%

O GAUGE ROLLING STOCK

	Votes	%
Ellis Clark Presflo	692	23.4%
Darstaed Thompson carriages	632	21.4%
Dapol 14T tank wagons	512	17.3%

LAYOUT OF THE YEAR

	Votes	%
Copenhagen Fields (The Model Railway Club)	1101	21.6%
Making Tracks 2 (Pete Waterman)	916	18%
Heaton Lodge Junction (Simon George)	618	12.1%

O GAUGE MANUFACTURER OF THE YEAR

	Votes	%
Dapol/Lionheart	1539	44.2%
Heljan	925	26.6%
Ellis Clark/Darstaed	578	16.6%

MANUFACTURER OF THE YEAR (OVERALL)

	Votes	%
Accurascale/Irish Railway Models	1476	25.1%
Bachmann Branchline/Narrow Gauge/EFE Rail	1031	17.5%
Hornby	887	15.1%



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LAYOUT: Splott

SPLOTT

Dipping into P4 was an enjoyable experience to construct this layout, explains Paul Spencer, though he now has eyes on other scales, too.

Words: Paul Spencer **Photography:** Phil Parker



FACTFILE

Layout name: Splott

Scale/Gauge: 4mm:1ft scale / 18.83mm gauge / P4

Size (to include any fiddle yards): 18ft x 2ft

Era/Region: 1980s, South Wales

Layout type: End to End



37219 propels vans into the finishing shed ready for loading. The 'F1' ferrywagon next to the loco is scratch-built, while the two VCAs are rebuilt Bachmann vans.



Splott' is my first (and possibly only) foray into P4 modelling. Set in the late-1980s, 'Splott' is a fictional representation of a small transfer yard (named after the suburb of Cardiff) located next to Cardiff Tidal Sidings and Tremorfa Steelworks. The model aims to showcase the variety of freight stock and locomotives seen in the South Wales region around this time.

Building 'Splott' was a chance for me to try many new techniques and use ideas that had been successful on a previous layout, 'Farkham'. It has been noted that there are some similarities in the style of the two layouts! Reading the excellent books entitled *Model Railway Design* by Iain Rice and *Landscape Modelling* by Barry Norman opened my eyes to how layouts could be presented differently. I would recommend reading these books to anyone who is about to design a layout. I also decided to challenge myself by turning to P4 gauge; this was an itch that needed to be scratched. After all, other friends had done it – how

hard could it be? As it turns out, it's not that difficult, but it's far more time-consuming than it looks. The trackwork looks better than OO gauge, but I found that the investment to get stock running consistently well is very time-consuming, something that my levels of patience are not well suited to. However, I'd encourage anyone to have a crack at P4 if they want to, and don't be put off by the notion of elitism.

Layout basics

The layout infrastructure was built using conventional means – 6mm plywood box frames and a 9mm plywood top form the five baseboards. These are supported on simple 2in square legs slotting into gaps in the baseboard side frames. Each leg has its obligatory adjustable foot to account for the varying floor surfaces found in exhibition halls around the country (fellow exhibitors, you know which venues I mean!).

The trackwork is made from the excellent range of P4 Track Company/C&L Finescale

components, laid out on a printed Templot plan to enable baseboard cross bracings to avoid point motors. The fiddle yard utilises 5ft long cassettes, which are laser-cut MDF ensembles, expertly produced by Tim Horn Baseboards. There are 15 cassettes, allowing a rapid exchange of stock during exhibitions. Power is transferred to each cassette via brass pins, passing through hinges that provide precise track alignment and connectivity.

For layout control, I have used NCE Powercab as the DCC controller. This unit is for train control only relying on simple toggle switches to change the throw of the 11 Cobalt point motors. These switches are also connected to Bi-Colour (Red/Green) LEDs, which indicate on the control panel the route being set – hoping (of course) that the points change! I could have used the auxiliary switch on the point motor to make it idiot proof, but that would have added lots more wiring and connections, and there would still be idiots operating it!

Red stripe liveried 37517 departs from Splott Yard with a loaded coil train whilst 37712 *Cardiff Rod Mill* awaits its next duty.



The old boys reminisce about 'the good old days while their boss peers through the window wondering if they are going to do anything today.



LAYOUT: Splott

Icing the cake

Turning to the scenery, one thing that I was keen to try to capture was an industrial atmosphere. I was particularly aware of the need to position structures to help hide the inevitable baseboard joints and scenic breaks. At one end of the layout, the factory spanning the sidings provides a convenient break and is based upon the shape of the steelworks adjacent to junction 34 (Meadowhall, Sheffield) of the M1. The fiddle yard end, with four diverging tracks, created several headaches scenically, after several mock-ups using coffee jars, cans of soup, breadsticks and cereal boxes, I settled for the skewed overbridge arrangement. While the bulk of this structure is hardboard laminated with Slater's brick Plastikard, the plate girder bridge section is a one-piece 3D-printed structure that I drew, with vaulted brick arches to the underside, something only the most eagle-eyed viewer is likely to spot!

The rest of the buildings (apart from the crew room) are all scratch-built or modified kits. A combination of Evergreen square profiled cladding sheet or Slater's corrugated sheets provide wall and roof coverings to the bulk of the buildings. Edge flashings are created with thin brass angle and gutters utilise brass channel sections. The metal staircase is an etched brass construction based upon a real staircase design and contains over 300 individual parts.

To cover one of the board joints in the scenic section, I used a Noch lattice bridge kit to create a removable pipe bridge running from the boiler house to the building at the rear. Threading a few lengths of plastic tube through and creating a walkway inside helps take the eye away from the linear fault line running across the layout and up through the buildings. Placing such features and structures at an angle to the running lines and, more importantly, the baseboard edges attempt to avoid making the scenic view look constrained by the 2ft width, adding to the flow of the scene.

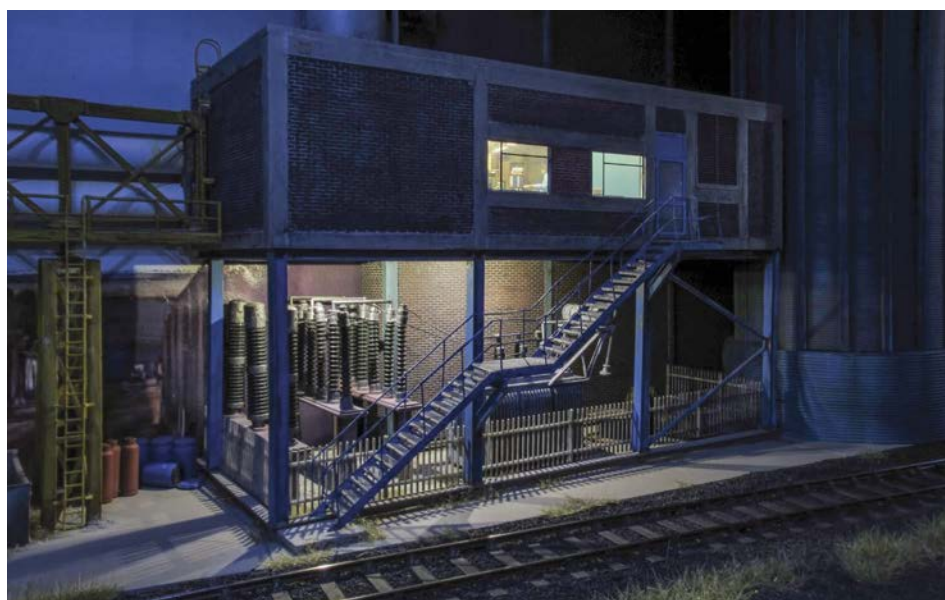
Something I was keen to explore was how to make use of the space within the buildings, and so each building has a detailed interior, offering the opportunity to create a further series of cameos, which encourage the viewer to look into the model rather than at it! Of course, creating interiors is all well and good, but if you can't see them because it's dark inside, it's a waste of time, therefore I added lighting to these scenes and to the rest of the layout, including the



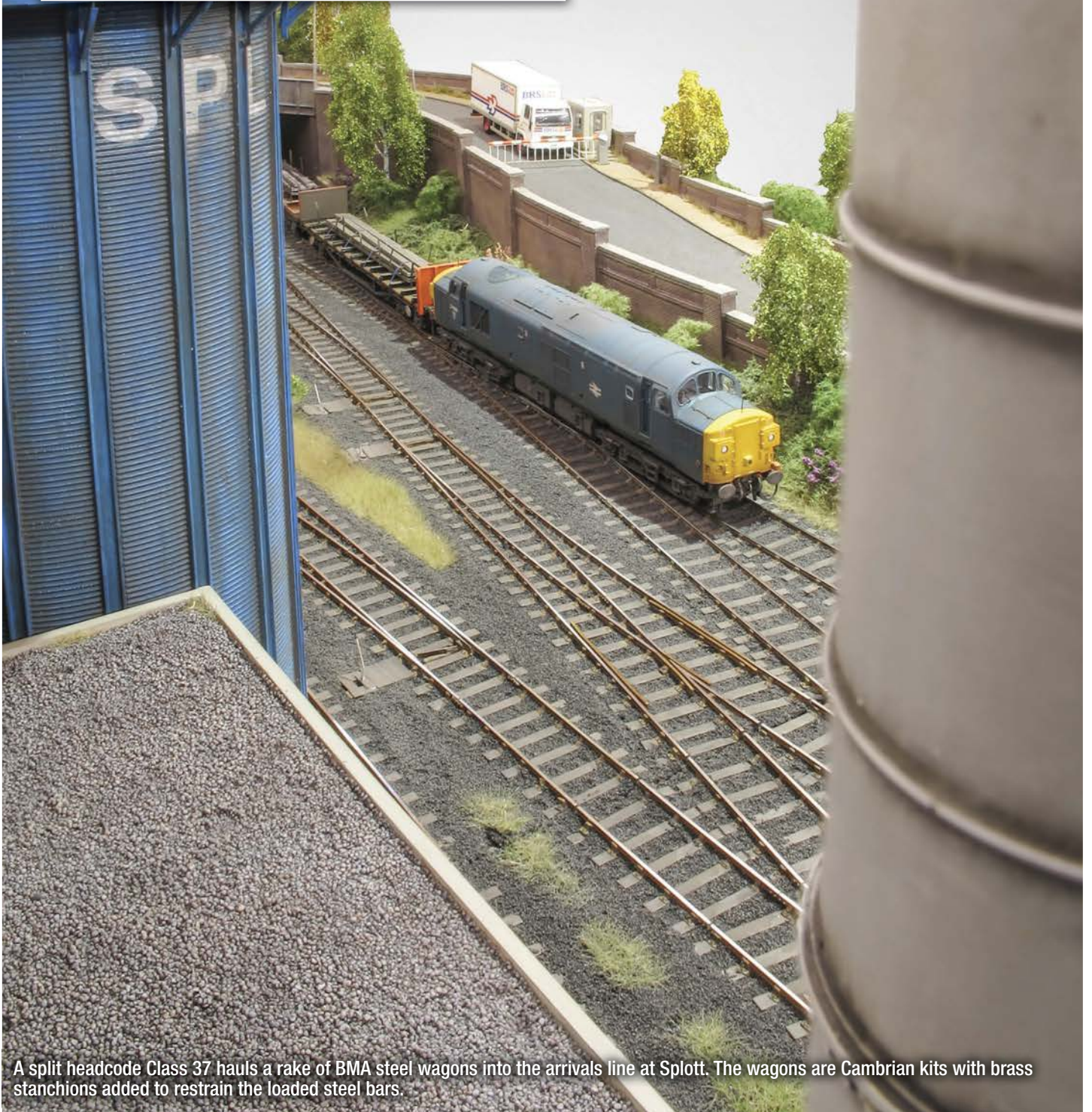
Gronk, 08756, pauses to couple up to the loaded BDA wagons in the yard. The lattice bridge and pipes help to hide the baseboard joint.



Having been shunted out of the works line, Class 47, 47325 couples onto the TTA oil tanks and awaits departure. The Bachmann tanks have been enhanced with new walkways, brake levers and leaf springs produced by Stenson Models, adding a greater degree of detail.



Night falls over Splott and the manager in the office is burning the midnight oil!



A split headcode Class 37 hauls a rake of BMA steel wagons into the arrivals line at Splott. The wagons are Cambrian kits with brass stanchions added to restrain the loaded steel bars.

LAYOUT: Splott

vehicles. Most of the lights use nano-LEDs connected to simple voltage regulators to tone down the glow from laser light intensity to softer lux levels.

Varying shades of static grass fibre were used to create vegetation together with bushes, nettles and brambles formed using the techniques described in Gordon Gravett's fantastic book *Modelling Grassland and Landscape Detailing*. To add some height and to create a few 'view blockers', I added trees to the front of the layout. While having tried to build trees in the past using sea-moss and scatter with varying degrees of success, I decided to use trees produced by Polish manufacturer, MBR, which I am very pleased with. These add that extra degree of life and sense of potential movement to the layout.

With all the track, ballast and scenics in place, a careful dose of weathering helped blend everything together across the layout.

Providing different lighting for 'Splott' was another aspect that I was keen to experiment with. I have used LED strips that run along the roof of the layout. The 581 LEDs are all fully programmable and, in time, I hope to be able to create some varying lighting effects across the layout. I prefer the layout without the main lighting, although it is difficult to see the couplings, but I could have avoided weathering the rolling stock!

Getting dirty

The main line locomotives are all Bachmann Class 37s and 47s, which have been detailed using Extreme Etchings components and Laser-glaze flush glazing. All have been repainted and weathered. This is the first time I have done any conversions to locomotives and, while at first there was a high degree of trepidation taking drills and cutting discs to such models, I soon built up the confidence to tackle the rest of the fleet. After all, this is what modelling is about – having a go, what's the worst that can

happen? – Phone a friend and shout "help!"

The rolling stock on 'Splott' is a mixture of ready-to-run models, detailed kits and scratch-built wagons. The black (POA) scrap wagons are a combination of 51L kits and 3D-printed bodies supported on modified tank wagon chassis, while the BAA steel coil wagons are 3D-printed chassis overlain with a composite etched brass and stainless-steel deck to create the see-through effect missing on the Bachmann and Cambrian offerings. All stock on the layout has been weathered to varying degrees to portray that heavily used and unloved look synonymous with the late-1980s freight scene.

Was it worth it?

The answer to this question is an emphatic 'yes', how could it not be? Building 'Splott' has proven to be a challenge, but one that I have relished. I hope that 'Splott' conveys the industrial look that I was hoping to achieve. Yes, there are several things that I would have done differently, but the enjoyment I have had and the skills that I have gained during its build will certainly prove useful for the next layout and those that will follow, albeit at a slightly narrower gauge!



The yard shunter hauls the empty 'Black Adder' scrap wagons past the boiler house, watched by the ubiquitous pigeons.

Fiddleyard

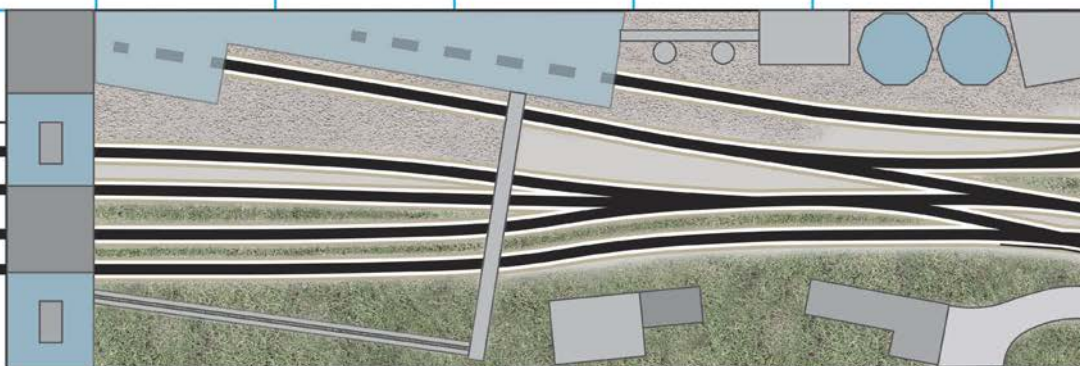
Sorting sidings 3

Sorting sidings 2

Sorting sidings 1

Reception siding

Control Panel





A grubby looking Class 37 awaits its next turn of duty in the stabling siding at Splott Yard.

About the modeller

My interest in railways began like most kids when my parents bought me a train set. Hours were spent whizzing *Flying Scotsman* and some wagons, around and around an oval of track, without any appreciation for the real railway (some may say that not much has changed!). My interest in railways really developed when I met my best friend, Alex Hall. He, along with his dad, Victor, introduced me to the world of model railways and over the years, my interest grew. Then, the 'Modern Image' scene of the 1980s to early 1990s captured my imagination and became the period of British Rail that I have modelled ever since. Joining the local Mickelover Model Railway Club enabled me to learn many modelling skills, and I am indebted to the members who took the time to teach an overly enthusiastic and slightly annoying teenager skills like woodwork, tracklaying, electrical and scenic skills. While at the club, I also became great friends with Dave Roome and he, along with Alex and I, embarked upon building a layout called 'Farkham', which appeared at numerous exhibitions over the years and in BRM October 2011. This team's combination of skill enabled me to learn and develop various modelling techniques and, more importantly, gain confidence to have a go at modelling all sorts of things that would prove useful on 'Splott' in the future.

Following the sale of 'Farkham', each of us commenced work on our own modelling projects and so 'Splott' was born. No longer could I get away with being thought of as 'the hired help' – it was time to take responsibility for my modelling!



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HOW TO... MAKE YOUR OWN BUILDINGS

With low-cost manufacture in mind, Phil Parker takes inspiration from the past, to create this well-proportioned goods shed from cardboard.

Words & photography: Phil Parker

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Let's face it, railway modelling can be an expensive hobby if you're not careful. If you dare add up all the money spent on your layout, it might result in a surprising number. Possibly one you'd rather not divulge to the rest of the family!

However, there are places where us modellers can save money, and chief among those is the buildings we need for a realistic model. If you have a steam-era layout, you'll most likely benefit from a goods shed. Buy one ready-to-use and it's going to cost around £40. Make one like mine, and you'll spend a quarter of that, and still be left with enough material for at least three more buildings. How does that sound?

Better still, your home-brewed building will be unique to your layout, and the perfect size and shape for it, too. There's no need to compromise.

Using card for model buildings has a long and glorious history. If we look at Pendon Museum with its quality 4mm:1ft scale modelling, its buildings are made from card. The methods are time-consuming, and very few of us wish to spend a decade on each structure, but the point is, you can have the best for little money.

My inspiration comes from a 1950s book – *Miniature Building Construction* – written by John Ahern. He was one of the first people to build what we would recognise as a properly scenic layout rather than a test track with trains thrashing around. His 'Madder Valley Railway' now lives at Pendon, where it can be enjoyed by those interested in the history of our hobby.

At this point, someone is going to tell me that it's bad form to 'model' a model. We should always look at the prototype,

and they would have a point. However, Ahern lived in a period when many of the interesting buildings we'd like to fill a steam-era layout with, still stood. His designs are based on real buildings of the era, but all my methods used here will work for any building you'd like to build.

Another worry will be time. The normal excuse for filling a layout with ready-to-use buildings (not that you need an excuse, they are generally very impressive models) is that using them saves time. That's undeniable, but this model can be built over a weekend. So, as long as you have nothing better to do, and enjoy the modelling, how can that be a bad thing? A few hours spent doing something fun, and saving money at the same time – that sounds like a win to me!



In my experience, there's nothing better than artist's mounting board, usually sold under the trade name 'Daler Board'. My local art shop sells it for under £6.00 for an A0 sheet – enough for at least three buildings the size of this goods shed. I normally pick a dull colour, but you can have what you like – the range also includes silver and gold. My thanks to Picturesque of Warwick for the photograph.



The plan is based on a drawing in *Miniature Building Construction*, written by John Ahern, and published in 1950, although my copy is the eighth edition from 1979. Despite its age, the book is full of inspirational drawings and ideas. Some of the materials have moved on, especially the adhesives, but it's still useful. As you can see, my drawing skills are still set firmly in the 1970s, however – no CAD here!



One critical dimension is the height of the platform. This should come to just under the bottom edge of a wagon body so the doors can be swung open. How high this is varies both by scale, and the sort of track in use – Code 100 requires a higher platform than Code 75. You also need to take into account track underlay.



Cutting mounting board is simple enough. A sharp knife, with the blade changed regularly (I used three during this build), and a steel rule is all that is required. The card cuts cleanly, and can also be sanded with fine abrasives.



The basic platform is a top, with sides glued underneath. A few strengthening lengths are a good idea to stop the top bowing over time. As long as everything is kept square, there's no great difficulty here. This technique will work for all platforms too, handy if you need something unusual for a station.



Before starting on the main building, a rough version is a good idea to gauge the size of the finished structure. I like to mock up all the buildings on a layout at an early stage to give me an idea of how it will all look. Don't waste good card on this – cereal packets are perfect, and can be stuck together with tape, then changed around until I'm happy.



Testing the mock building on the platform. It needed a little taking out of the length, but looks fine now. To allow the lorry to unload, it looks like the ground level on that side of the building will need to be raised, however.



Superquick brick papers have been around for decades and still look great today. I've long been a fan of the weathered red brick, and have used it on many different models. It certainly saves a lot of painting. I'll also be using the roof slates, the engineer's blue brick can be saved for a future project. If you work in different scales, downloadable brick paper is available to print at home.

TECHNIQUES

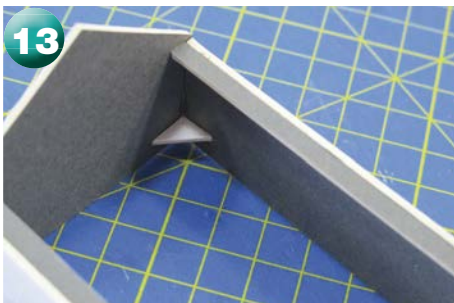


Daler board – £5.95
Brick paper – £4.40 (six sheets)
Grey Slates – £4.40 (six sheets)
A4 card – £5.00 (100 sheets)
A4 paper – from my printer
Roket Card Glue – £7.96
Glue stick – £1.80

I actually used 1/3 of the Daler board and one sheet each of the brick paper and slates, leaving plenty of material, including the glues, for future projects.



The toolkit required for cardboard modelling is tiny. A sharp knife, steel rule, engineer's square, plus a pencil and rubber for marking out. A sharp implement for poking, rather than drilling holes is handy, too. For gluing, I like Deluxe Materials Roket card glue for its quick grab and strong hold, and a stick glue for applying surface papers.



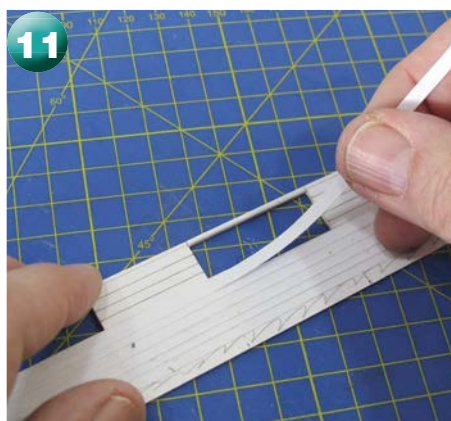
When cutting the mounting board, keep the offcuts handy because they are perfect for bracing corners, and the top edge of the wall. While the roof will eventually hold this, and add much strength to the model, fitting the odd fillet during construction, where it won't be seen, makes life easier than dealing with a floppy building, and ensures my corners are square.

9



Brick paper needs to be treated carefully. Not too much glue underneath or you'll soak it, and make sure it's applied with as few wrinkles as possible. A stick of glue works perfectly on cardboard and avoids mess.

11



The clapperboard finish for the walls is made from strips of paper. Each is 4mm wide, and I've drawn lines 3mm wide on the side of the building to act as a guide. The 1mm overlap at the bottom of each plank gives me the correct texture. I've left a strip of card along the bottom of the building to keep the doorways from closing, and the planks are applied over the hole – I'll cut the excess away later.

14



The roof is covered with slates in the same way as the base. Skylights are cut out once the paper is stuck. Ridge tiles supplied on the side of the sheet are bent over the edge of a rule and fixed along the top.

10



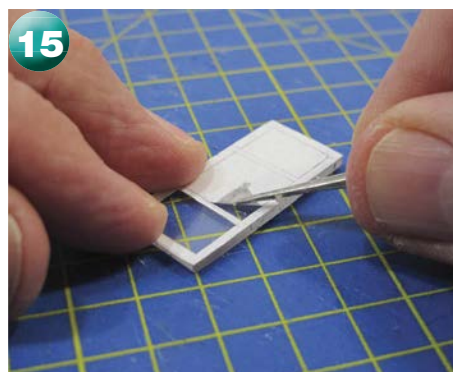
For the concrete top, card provides the perfect texture. A coat of Precision Paints concrete colour, dabbed with talcum powder to add colour variation does the job rapidly.

12



More glue stick is used on the paper planks. Clamping the stick in place allows me two hands to pull each one through the glue to ensure an even coverage. It's much easier, and cleaner than rubbing the stick on the model.

15



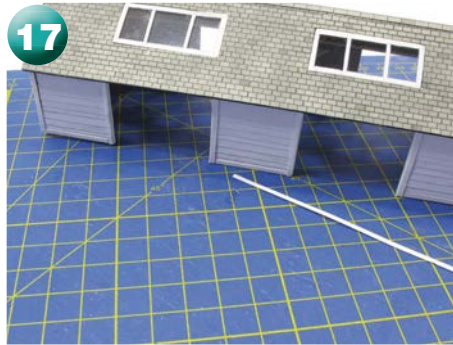
Skylights are cut from plastic sheet, in this case from the model shop, but you can recycle something from an old CD case or box of chocolates. A sticky label is fixed to the surface and the glazing bars drawn on. Cut these with a sharp knife and pull away the centres, leaving just the bars.

16



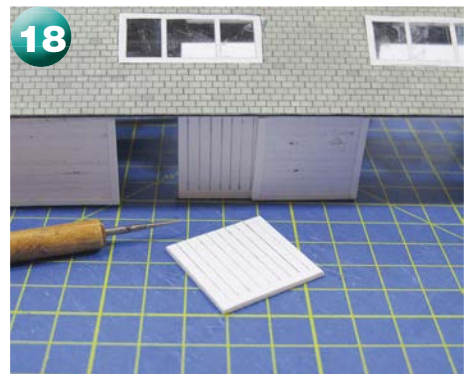
The same trick works for the end window, although I should have made the glazing bars much thinner. For the door, the edges are removed, leaving the raised panels. A coat of paint will cover the clear bits and should look like a real panelled door.

17



Framing around the edges and corners could be made from paper, but thin card is better. Try the stuff designed to go through a computer printer from a stationery shop. One sheet will be more than enough for several buildings.

18



Sliding doors are made from mounting board, scribed to show plank lines. I'm not really sure about the measurements, but 3mm wide planks look about right to me.

19



My chimney is a bent piece of 3mm diameter brass rod, although a bit of metal coathanger would work. The support is a piece of fusewire twisted around it. Both fit through holes poked in the side of the model. To neaten the main hole, a bit of paper stands in for lead flashing.

20



Drainpipes are lengths of wire stripped from old mains electric cable. It's nice and bendy, so the pipe can roughly follow the side of the building. I painted this before fitting to make life easier.

21



Steps could be made from layers of card, but in deference to Ahern's instructions, I've used pieces of balsa wood, wrapped in brick paper. Job complete!

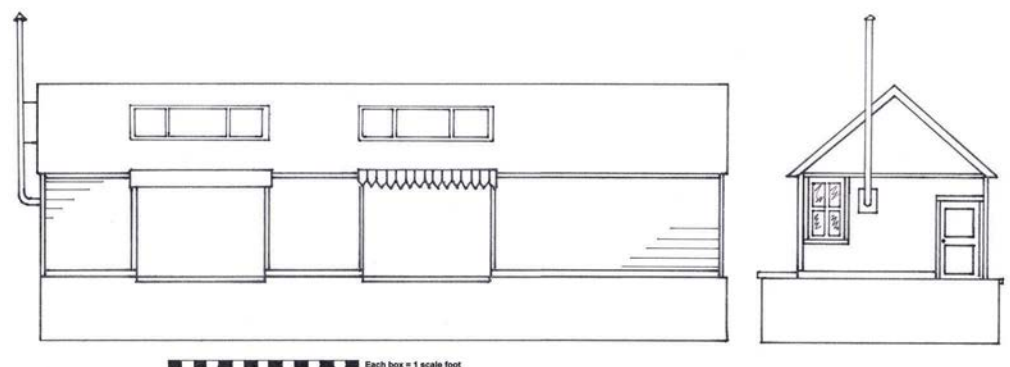


Inspirations

My model is based on one built by John Ahern for his 'Madder Valley' layout, one of the very earliest model railways where scenery played a significant part in the display. Its builder collected ideas from around the country, then made miniature versions for his model.

The 'Madder Valley' can now be seen displayed at Pendon Museum, and the goods shed is found on the quayside. However, there are several differences between the existing model, and the version found in his book. Was more than one built, or did Ahern alter the model over time?

This sketch (I'm not going to insult proper draughtsman by calling it a 'drawing') should help those looking to copy my building. As it is, the drawing helped me understand how the model should go together and allowed me to experiment with framing, before cutting card. The sharp-eyed will notice that the sketch shows canopies over the loading bays, that I left off the model. The truth is, I didn't fancy trying to cut the valances neatly, and I don't have laser-cut versions to hand.



MAKE A BUDGET DISPLAY CASE

Phil Parker saves some boxes from the bin, and gives them a new lease of life.

Words & photography: Phil Parker



Leave a locomotive on display, and you'll soon be trying to work out how to clean it, without knocking all the lovely detail off. Many people are so concerned, their models live in boxes, in cupboards, rarely seeing the light of day.

This is a shame. We should be proud of our models, and enjoy them. You can't do that from a cupboard, they need to be on display. Let's face it, many models aren't cheap after all!

What we need is a way of displaying them, keeping the dust away. Obviously, you can buy cases that are designed to do the job, something we'll look at next month, but how about a budget version?

If you've bought a die-cast road vehicle, the chances are, it arrives in a plastic display case. That's lovely if you put the model on a shelf, but we buy these things to add scenery to our layouts. The box then heads out to the recycling bin, because our cupboard is already full of trains, and there's no space for empty boxes.

But, why not convert the redundant case so it can be used to show off a prized locomotive?

You could just stick it in the case. But with a bit of effort, the display can look much better, and probably fool people into thinking you've gone bespoke after all.

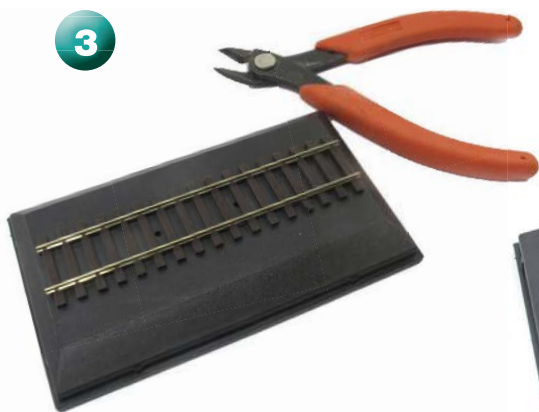


A pretty typical packing case for a die-cast model. Why does Jouef assume I wish to show a pizza van off on a shelf, in a case, but don't provide the same sort of packing for its locomotives? It's a mystery, but fortunately, the model is the perfect donor for this project.

2



With the model unscrewed, a little work is needed on the plinth. Raised supports are cut away with a saw, and the top sanded smooth. Don't worry about the resulting mess from this, it will all be covered up. Some models have printed lettering on the front. A polish with some Brasso will remove it. At worst, a quick spray of black paint will cover everything.



Trim track to the exact length of the plinth top. Use good stuff, the trick with this project is to keep everything looking ultra-neat. If you model in OO gauge and plan on making several cases, I recommend some Peco Bullhead track, or at the very least Code 75, as used here. Good track will show the model at its best.

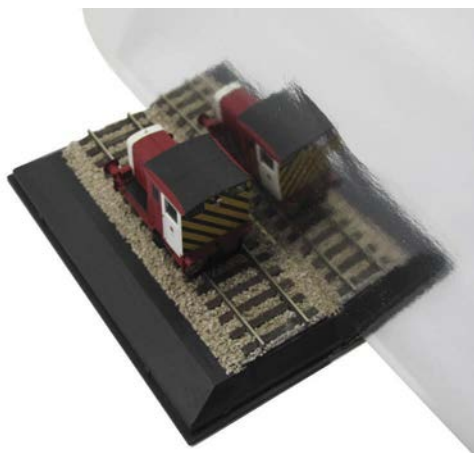


If a ballast hump appeals, stick a length of card, or cork under the track. Check your model will still fit in with the cover on top first, though. Then, paint the track and stick everything in place will all-purpose glue or even superglue. No track pins here, please!



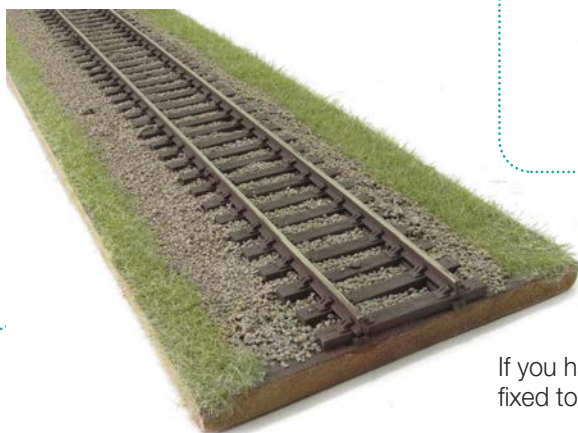
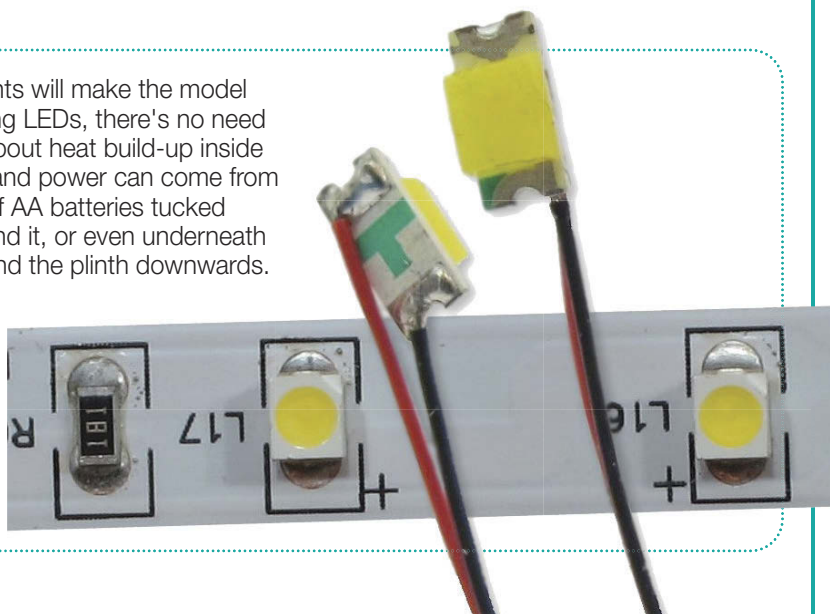
I'm using GeoScenics N gauge limestone ballast, as the colour sets off the models nicely. It's fixed in place with diluted PVA in the normal way, but I use a rule to push the sides into a nice straight line. I'll also double-check not one single stone is sitting on any of the sleepers. Well, this isn't a long length, and I want it to be perfect.

Display case upgrades



Unless your wallpaper is quite a muted tone, putting some sort of backing behind the model is a good idea. Mirror finished card from an art shop works well. Use Blu-Tak to hold it in place to counter the slight inward lean of the case sides. Alternatively, how about a small, photographic backscene?

Adding lights will make the model shine. Using LEDs, there's no need to worry about heat build-up inside the case, and power can come from a couple of AA batteries tucked away behind it, or even underneath if you extend the plinth downwards.



If you have different scales, set the track on a thin piece of wood or plastic, not fixed to the plinth. That way, you can swap models out to change your display.

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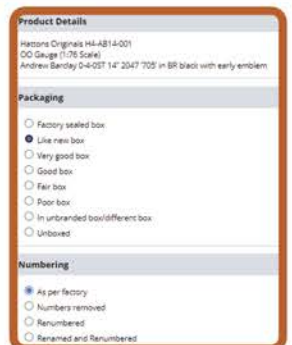
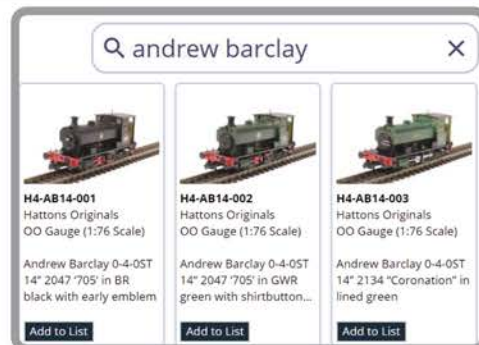
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ALL-NEW CLASS 60 FOR 'OO' REVEALED



Cavalex Models has announced a newly-tooled Class 60 in 4mm:1ft scale. The model is already significantly advanced and currently at the tooling stage, having reportedly been in the works for the past few years.

All variants of the 60 are being tooled, promising to accurately cover all 100 locomotives produced between first delivery of 60001 in 1989 and the present-day operations of the fleet. This will see the release of Class 60s in configurations and liveries that haven't been available before in 1:76.2 scale.

Its Class 60 has been designed from scratch, based on original works drawings from Wabtec and a survey of multiple locomotives at Toton. Cavalex Models has said that models will have numerous innovations.

While the Class 60 has been released by other manufacturers in the past, Cavalex Models tell us that the class was an obvious choice, given the prototype ran with all of its released and forthcoming wagons.

The model is said to be currently in tooling, with

3D-printed samples displayed at the recent Model Rail Scotland show and expected to appear on its stand at the London Festival of Railway Modelling at Alexandra Palace on March 18/19, as this issue went to press. The model specification promised will see a 21-pin DCC interface and removable panel to allow for DCC decoder installation and access to the comprehensive dip switch control for DC users, which allows access to all of the DCC functions for lighting, without the need to remove the model from the track. In addition, photo-etched grilles throughout the model including body side, roof and etched grilles within the clean air bay are expected.

Many separately-fitted parts across the model, including bogies that allow for detail relief as well as the underframe will also feature. Engine room detail is to be visible through the bodyside grilles, while independently-controlled lighting is said to allow for parked, yard, light engine, and 'on train' modes, with "realistic levels of brightness and colour" representative of the prototype being modelled. Prototypical day/night lighting configurations for the modern livery examples are expected, too. Engine room and cab lighting are to be independently controllable via DCC functions.

Inside the cab, realistic cab lighting levels have been announced, and a driver's desk with individually-printed dials and a decorated full-depth cab interior.

Cavalex Models has said that hall sensors for adjustable automated flange squeal will be provided on sound-fitted models to provide the characteristic screech automatically as the wheels enter sharp curves. "Not having to activate the sound manually only adds to the immersive effect while driving the locomotive", said the manufacturer.

Regarding power, a power bank for smoother uninterrupted running, combined with floating centre axles, is to provide "trouble-free" road holding and power, while a five-pole motor with twin flywheels and low ratio gearbox for prototypical running speeds is also revealed.

As per some of its previous releases, provision is to be made for 'drop-in' wheelsets to convert the locomotive to EM and P4 gauges more easily. Locomotive-specific details are to be provided, while two styles of cab roof-mounted horns to accurately recreate the prototypes are promised. Etched name plates are to be supplied where appropriate.

DCC sound-fitted models are to be provided with a custom ESU project and stay alive fitted to all models. An EM1 type speaker and additional sugar cube speaker in the chassis will come as standard for a combination of low and high-frequency sounds to reproduce the prototype via a custom-recorded sound project.

Its first batch of the models promised is as follows:

- (CM - 60027 - TGP) 60027 *Joseph Banks*
- (CM - 60061 - TGCL) 60061 *Alexander Graham Bell*
- (CM - 60049 - TGM) 60049 *Scafell*
- (CM - 60017 - TGCN) 60017 *Arenig Fawr*
- (CM - 60059 - LH) 60059 *Swinden Dalesmen*
- (CM - 60018 - EWS) 60018 EWS
- (CM - 60010 - DB) 60010 Debranded DB Cargo UK
- (CM - 60076 - Colas) 60076 Colas Railfreight
- (CM - 60028 - CB) 60028 Cappagh
- (CM - 60087 - GBRF) 60087 GBRf



CLASS 66 RETURNS FOR NEW RELEASES

Accurascale has acquired tooling for the Class 66 for OO gauge. Purchased from Hattons Model Railways, modifications have been carried out, in preparation for release of six new iterations of the Class, expected for release in 2024. Meanwhile, tooling for newly-imported 'European spec' locomotives is reportedly being developed for future production runs.

Production for the first batch of six different running numbers/liveries will reportedly begin soon, with 'Accurascale Exclusives' special editions to follow later. Delivery is expected in Q1, 2024, with prices of £169.99 for DC/DCC ready and £259.99 DCC sound-fitted.

Accurascale said, "When entering the British outline market five years ago, [we] were aware of the highly impressive model of the Class 66 that Hattons Model Railways had developed in-house and released onto the market. This model received great acclaim, winning numerous awards. In late 2022 a deal was struck between [us] to take on the tooling, and further enhance the locomotive in running characteristics, detail variations and electronics to match it to the level of the rest of the Accurascale locomotive range. This model will now be a part of the Accurascale range going forwards."

An EP sample was expected to be on display on Accurascale's stand at the London Festival of Railway Modelling at Alexandra Palace on March 18/19 as this issue went to press.

Enhanced features promised are as follows:

- Axle boxes redesigned to be more secure and ensure smooth running (drawing on experience with the IRM A Class)
- Decoder access improved by the provision of a lift-off roof section which also reveals the switches for DC operation
- Enhanced PCB featuring 'pogo' connectors and twin speakers
- Lighting revised to provide accurate representation of day, night and yard mode in all configurations
- Hall sensor fitted to DCC sound models to automatically activate flange squeal on tighter radii
- Cab bulkheads and control pedestal are now moulded with details in relief each end is correct with either single or twin entrance door
- Coil springs on the bogie now rotating in the correct direction
- Cab access step and handrails have been moved from body mount to chassis mount to allow for breakage-free access to chassis (if fitting crew)

Accurascale has modified the already extensive tooling, allowing for different evolutions across the life of the real locomotives with the following extra changes:

- Addition of a second style of cab interior, relevant to the model.
- Two different types of sandpipe fixture on the bogie; angled or straight
- Addition of square cut-out guard irons for relevant locomotives
- Cab front handrails now with option of five- or seven-point mounting with round profile handrail mounts

Six different locomotives are promised to make up the first production run as follows:

66004 – DB Climate Hero Livery. The third Class 66 to land on British soil back in 1998, 66004 was treated to its eye-catching 'Climate Hero' livery during 2021 as part of a programme to promote freight on rail by owners DB. 66004 runs on a diet of hydrogenated vegetable oil, living up to its 'climate hero' credentials

66167 – DB Traffic Red. 66167 is carrying the current vibrant house colours of owner DB. Testament to the quality of repaint back in 2019, the locomotive still looks fresh today and can be seen across the network

66171 – EWS Maroon and Gold. Approaching 25 years old and still in its original maroon and gold, 66171 has had additional warning labels, but still carries the moniker of its original owner, EWS

66122 – DRS. The universal nature of the Class 66 means that transfers and sales between owners/operators are relatively common. 66122 was one of several locomotives hired by DRS and as such carries DB modifications like auto couplers and wing mirrors but the house colours of new operator DRS

66507 – Freightliner Green and Yellow. Freightliner was the second operating company to enter the Class 66 game with the first of its locomotives arriving in 1999

66763 – GBRf. Nearing the end of Class 66 orders, production was shifted to Muncie in the USA. This change carried with it subtle differences that we can see on this model. Named Severn Valley Railway in 2016, it can be seen with the current day 'europorte' branding removed.



NEW EXCLUSIVES FOR LOCOMOTION MODELS

On Friday, February 24, 1923, *Flying Scotsman* – arguably, the world's most famous steam locomotive – set off on its first journey from the sheds at Doncaster Works. To mark the centenary, Locomotion Models and Hornby have worked in partnership to release an exclusive model of *Flying Scotsman* as part of the National Collection in Miniature Series.

Pre-orders for the 'Flying Scotsman' 1924 British Empire Exhibition Condition – available from summer 2023 – are now open via the Locomotion Models website.

Flying Scotsman is a star attraction in the collection of the National Railway Museum (part of the Science Museum Group) in York, where it is a working museum exhibit.

Synonymous with the golden age of rail travel, the locomotive is renowned as a feat of design and engineering. Designed by Sir Nigel Gresley, it was the first locomotive of the newly formed LNER (London and North Eastern Railway) and originally numbered 1472. It was given its name in 1924 after the daily 10.00 London King's Cross to Edinburgh Waverley rail service.

Supported by lead centenary sponsor Hornby, the Museum has put together a centenary programme for 2023. Families and rail enthusiasts from across the UK can book tickets to an event near them by visiting the National Railway Museum's website.

Simon Kohler, Marketing & Development Director of Hornby, said: "Quite a few years ago, I managed to persuade my then CEO that Hornby should create a suite of tools that would allow us to produce as many variants of *Flying Scotsman* as possible. Through these models, Hornby has had the privilege of forging a strong relationship with both the NRM and the Science Museum. We are proud and honoured to be part of *Flying Scotsman's* centenary celebrations."

To commemorate 100 years of *Flying Scotsman*, Locomotion Models is also releasing four *Flying Scotsman* centenary wagons, available now. These souvenir models commemorate the history of *Flying Scotsman's* livery and numbers over the last century. Each wagon represents a chapter in the life of this iconic locomotive and shows a different livery to celebrate the different appearances the locomotive has sported throughout the century.



CLASS 56 FAREWELL RAILTOUR PACK ANNOUNCED

Cavalex Models is to release a commemorative twin-pack of Co-Co locomotives for OO gauge. The pairing will see 56081 and 56098 locomotives as they worked the GBRf Class 56 Farewell Tour from Wembley Central to Barrow Hill and return on January 14, 2023.

Prices for the twin pack are £379.90 for the DCC-ready version, with prices of sound-fitted variants to be announced.

The manufacturer said: "We are delighted to announce that we will be offering 56081 and 56098 as a limited-edition pair thanks to GB Railfreight. The prototypes looked resplendent in their retrospective liveries and were a credit to the staff involved. The GBRf Class 56 Farewell Railtour twin pack is available exclusively from our retailers. We would like to pass on our thanks to GBRf, Bob Tiller and Tony Middleton for their help and support with producing these models."

In 2018, GB Railfreight acquired 16 Class 56 locomotives from UK Rail Leasing to meet the increased demand for motive power as the company continued its growth in the sector. The plan was to rebuild the Class 56s based on the need to improve emissions, save costs through improved fuel economy and standardisation amongst the fleet.

Classified as Class 69, the newly-converted locomotives would incorporate new parts including a new engine and cooler group with bogies and traction motors being retained, but overhauled. In April 2019, GB Railfreight announced that 10 locomotives had been ordered, with the option for an additional six more, which would be rebuilt by Progress Rail at its Longport facility.

The first of the Class, 69001, was released from Longport in February 2021 and moved to the Severn Valley Railway for testing. 69002 followed in March of the same year and as of January 2023, the fleet currently stands at seven operational locomotives. To mark the end of Class 56, operations by GB Railfreight, UK Railtours in association with GBRf, arranged a final mainline railtour with two of GBRf's Class 56 locomotives before the last of the fleet prepared for conversion to Class 69.

Ahead of the Railtour, 56081 and 56098 were painted by local staff as a one-off before withdrawal, in BR blue and large logo liveries respectively. Progress updates of these models will be made available on World of Railways.



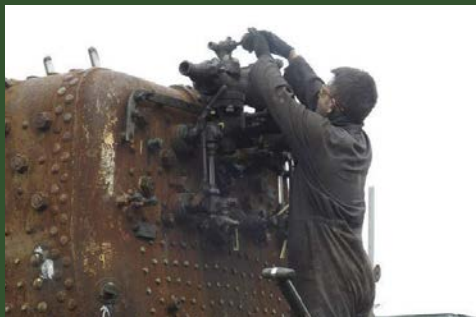
ON WOR THIS MONTH

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



In images: models of *Flying Scotsman*

Celebrating the 100th anniversary of this famous steam locomotive, we look back at a selection of the many models made over the years.



So, you want to become a locomotive restorer?

As part of World of Railways heritage railway volunteer interviews, Howard Smith speaks with Callum Storey, the third generation in a family with strong links to railway preservation to discover what this role requires.



Video: Pro-scale A4 on test

Tony Wright's latest model kit build is attracting great interest on our Youtube channel, with footage from its test on his 'Little Bytham' layout.

OUT NOW FROM METCALFE

Arriving this month, we were given advanced sighting of three new additions to the ever-popular range of card kits from Metcalfe Models on World of Railways.

The manufacturer, that we recently toured for the April 2022 episode of World of Railways TV, has shared images of new kits – both card, and laser-cut – expected to arrive with stockists this month.

A modern Platform Shelter available in 4mm:1ft scale (PO323) at £12.00 RRP, and in 2mm:1ft scale (PN923) at £8.50 RRP is to be retailed with a ticket machine.

Joining it is 'Hotel Wednesday', described as a quirky hotel in Tudor style. The low-relief building is of a style that can be still found in many historic towns and cities such as Chester, Shrewsbury, or Canterbury. Prices for the 4mm:1ft scale (PO375) version is £16.50 RRP, with 2mm:1ft scale models (PN975) £10.00 RRP.

Meanwhile, a laser-cut water wheel for 4mm:1ft scale (PO541) at £7.00 RRP, and 2mm:1ft scale (PN841) £5.50 RRP is also to arrive. Julie Metcalfe of the manufacturer said, "this beautifully-designed water wheel is designed to go with any building, and looks great with the Ramshackle Workshop! It can also be adapted to any stone or brickwork using our building material sheets."

See your local stockist for their arrival, while further imagery and details of the kits will appear on the Metcalfe Models website this month.



VMS CONSUMABLES

Albion Hobbies is now distributing the VMS range of modelling products to its UK stockists. Widely available in model shops, the Albion Hobbies range at present covers its popular Albion Alloys range of brass, nickel-silver and phosphor-bronze products, the Mr. Hobby range of paint and associated consumables, model scenery products and more.

Joining its offerings from the VMS range, and expected to be popular with modellers is a selection of commonly-used adhesives, with cyanoacrylates of different viscosities.

For finishing models, the VMS range includes commonly-used colours of weathering powders. These can be dry-brushed to models, or used in conjunction with its alkyd or acrylic binders to build up textures with the pigments.

Designed to create model tarpaulins, as fitted over cargo in transit, its WFU Modelling Paper can be used in conjunction with its Paper Shaper fluid, which acts as a hardener, to create the look of a fitted sheet for protection against the elements.

For further details of the VMS range, consult the Albion Hobbies website. For pricing of the range, see your local Albion Hobbies stockist.



FIRST RTR MK. 2C COACHES FOR 'OO'

New late-style Mk. 2C coaches with their characteristic small 'air con'-style toilet windows have been promised by Accurascale. Already announced under the Irish Railway Models brand in Irish guise, these models have now emerged for the UK market under the sister brand.

Never before made RTR in 4mm:1ft scale/OO gauge, the coaches are to follow on from its anticipated Mk. 2B coaches, currently in production and due this summer.

Models are expected to arrive in stock in Q4, 2023, priced at £59.95 each.

Accurascale's Mk. 2C coaches are said to be built on research from its Mk. 2B coaches, with both variants surveyed together as Accurascale embarked on creating a wide-reaching and flexible tooling suite for these missing links in the Mk. 2 coach family. This was achieved using surveys of numerous surviving vehicles around the UK, along with works drawings and even a partial 3D scan to ensure that the characteristic tumblehome and shape of the ends is as accurate as possible.

The survey extended to the interiors, with particular attention being paid to differences of interior layout, seating styles and areas like the TSOT across the range. A perfect complement to its Mk. 2B range, Accurascale is starting its range with 10 differently numbered coaches in BR blue/grey livery.

The Mk. 2C was varied, with Tourist Second Open (TSO), Corridor First (FK), Open First (FO), Brake Corridor First (BFK) and Brake Open Second (BSO) formats. In the 1980s, four further types were introduced; SK and SO (declassified from first class), Corridor Composite (converted from FK for Scottish Region services) and a mini buffet with trolley space, known as TSO(T). All nine of these versions feature in Accurascale's tooling suite.

The specification of models promises fine exterior rivet detail on roof and coach ends, with separately-applied etched metal and high-fidelity plastic parts, including handrails, brake/steam heat pipes, ETH cabling and sockets, footsteps, dummy drophead knuckle coupler, and roof vents.

Glazing is also expected to be prism-free, with pre-painted etched metal water filler covers provided for customers to install.

A detailed underframe with "numerous separate parts, pipe runs and accurate differences between versions" is anticipated.

Accurascale says that models are to have "the most accurate B4 bogies ever produced", with provision for re-gauging to EM or P4 (18.2mm/18.83mm) gauges.

On a further positive move, wheels are to be blackened to RP25.110 profile with 14.4mm back-to-back measurements, and 26mm over pinpoints. Different buffers are to be produced for retracted and non-retracted positions.

Meanwhile, interiors are to feature characteristic 'winged' headrests, separate metal interior handrails on the brake and corridor vehicles and a detailed guard's compartment. NEM coupling sockets are to be fitted, while a lighting package, including a magnet 'wand' is to control interior lighting, with back-up assured by a 'stay-alive' capacitor in all coaches.



SPECIAL EDITIONS FOR 'OO'

Accurascale has shared plans for special editions for its 'Accurascale Exclusives' range. Models announced since the last issue of BRM will see two Class 31s, featuring a pair in privatisation era condition – 31407 in Mainline freight aircraft blue livery, and 31466 in EWS livery join 50007 *Sir Edward Elgar* in GWR-inspired green and 50149 *Defiance* in Railfreight General subsector livery.

Its Class 31s capture the mid-1990s era – one of great change for Britain's railways as privatisation commenced, with a plethora of colourful liveries adorning heritage stock as new companies made themselves known. The two locomotives will enter production after Accurascale's main range and arrive in stock in Q1, 2024. Models will be priced at £169.99 DC/DCC-ready and £269.99 DCC sound-fitted.

Meanwhile, delivery of the Class 50s is expected after the arrival of its main range of locomotives, with the exclusives arriving in Q1, 2024. Each locomotive is to come in Accurascale bespoke presentation packaging. Locomotives are available in DC/DCC-ready (£189.99) and DCC sound-fitted (£299.99) formats.

Revealed in February 1996 at an event at Toton TMD, 31407 was possibly the most surprising locomotive to be outshopped in the colours of Mainline Freight, one of the three shadow privatised freight operators spun off from the Trainload freight business in 1994.

While the Class 31 fleet was in the process of being run down, this locomotive was selected because its electric train supply capability and vacuum braking made it an ideal partner for observation saloon DB999504. Despite this, it mostly saw employment on infrastructure duties, East Anglian passenger moves and railtours, before being withdrawn in September 1998.

At the Toton open day in August 1998, one of the highlights of the event was Bescot's 31466, which wore its new EWS livery well, despite being built in 1959! The locomotive is now based at the Severn Valley Railway.

Locomotives are only available direct via the Accurascale website and pre-ordering is now open.



HELJAN CLASS 33/1 EXCLUSIVES FOR KMRC

Kernow Model Rail Centre has unveiled two exclusive Heljan OO gauge Class 33/1 models for its stores and online webshop. 33104 and 33106 in BR blue livery, saw use on the Thames Tamar Express Railtour on April 16, 1977. The models in OO gauge are being produced for KMRC by Heljan. Both DCC-ready versions of the locomotives are available now, priced at £209.95 each.

Models are to feature Heljan's new updated chassis design, with a 21-pin DCC decoder socket, and LED lighting.

The Southern Region of British Railways ordered a total of 110 Type 3 diesel locomotives from the Birmingham Railway Carriage and Wagon Company (BRCW) of Smethick, Birmingham. Powered by a Sulzer eight-cylinder engine of 1550 bhp, the main generator and the four traction motors were supplied by Crompton Parkinson, hence the nickname for the class.

KMRC's exclusive models represent 33104 (3372) and 33106 (3373) that entered traffic in July and August 1960 as D6516 and D6519 respectively. They were push-pull fitted during 1967 and were renumbered in BR blue livery as 33104 and 33106 in early 1974. Withdrawals took place in December 1985 and November 1990.

The models feature detailed bodysells and underframes with many separate components including handrails and the front pipework for push-pull operation. They are fitted with an eight-pin DCC decoder socket. The two models are in the condition, without the high intensity headlight, as used on the Thames Tamar Express Railtour on April 16, 1977.

Chris Terise, Managing Director, said: "These Class 33/1 locos are ideal companions for our acclaimed Exclusive 4-TC units, as they worked together in usual service as well as the Thames Tamar Express Railtour, and will be also offered as value bundle packs comprising of one of these Class 33/1 plus a suitable liveried 4-TC unit, so keep an eye on the website for details."



NEW SHEDS FOR 4MM:1FT SCALE

JSModels has added to its range of 4mm:1ft scale buildings. Unveiled for the first time at the Festival of British Railway Modelling at Doncaster Racecourse on February 11/12, 2023, and sharing the same footprint as its 'Pump/Boiler House' kits (156 x 84mm), its new small industrial locomotive shed is designed for smaller OO gauge or OO9 gauge industrial locomotives. Available in two versions, with and without a roof-mounted water tank, the kits are available in a choice of brick or stone finishes.

Featuring laser-cut parts in a combination of 1mm, 2mm, and 3mm MDF, the models have internal roof trusses and smoke hood details, with the hoods leading to two covered vents on the roof. Further customisation is possible with two shapes of doors, both flat-bottomed (for inset track) and shaped to go around a raised trackbed.

The water tank version comes with an optional planked roof for the tank, and both kits include stone etched blanking panels to replace windows, if required.

All kits include JS Models' removable windows designed to make painting and glazing easier, laser-cut pre-shaped roof slate strips, acetate glazing material, and printed assembly instructions, illustrated in full colour.

Pricing for the 4mm:1ft scale kits is as follows:

- (JSM40366B) Small Industrial Shed (Brick) £35
- (JSM40366S) Small Industrial Shed (Stone) £30
- (JSM40367B) Small Industrial Shed w/Tank (Brick) £40
- (JSM40367S) Small Industrial Shed w/Tank (Stone) £35

7mm:1ft scale versions of the kits are expected to be available later in 2023.



WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Quickview: DCC Concepts IP-CB Circuit Breaker

This new circuit board from DCC Concepts promises greater levels of layout protection against high currents or short circuits, and can be used to cut out power to an affected district, without cutting power to the rest of the layout.

WATCH THE VIDEOS HERE

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



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WORLD OF RAILWAYS

TV

DIGITAL EDITION EXCLUSIVE

Quickview: Hornby TT:120 buildings

Joining this new range from Hornby is a selection of Settle and Carlisle buildings. Howard Smith is first to investigate...

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RAPIDO HUNSLET 16IN 0-6-0ST

Words & photography: Andy York



One of the recent success stories of the modelling world has been the explosion of choice of industrial railway locomotives; few collectors or modellers can stop at buying just one. Rapido Trains UK's first model for its own range, rather than a commission, adding a popular choice to this interest area in the form of the 16in Hunslet.

The Hunslet Locomotive Company of Leeds was one of the biggest private locomotive manufacturers in Britain. It built locomotives of all shapes and sizes for the home market and for global export. The Hunslet 16in 0-6-0ST was the largest of a range of its 'standard' locomotives. Other very similar designs were available with 12, 14 and 15in diameter cylinders.

They were designed for industry where

owners were looking for a locomotive that was economical, simple to operate, easy to maintain and durable. These locomotives often worked in dirty conditions, over poor track, with minimal maintenance and overhauls. However, they did so with ease and many had long service lives. The design was developed as a standard 'off the shelf product', although the new owners of locomotives often added minor embellishments, including extra lubricators as they saw fit.

The design dates back to 1923, when *Fitzwilliam* was built for South Kirby Featherstone & Hemsworth Collieries Ltd. This simple design continued to be built through WWII and into the 1950s. The last new Hunslet 16in was *Frank*, which was built in 1958.

Hunslet built 44 16in 0-6-0STs. Of these, four were exported to Peru and one to Australia.

More diminutive than the Hunslet Austerity that many modellers are used to in the form of the J94, the model immediately captures the look of the real thing; we had the pleasure of a day out with *Holly Bank No. 3* when Rapido recorded the sounds for the DCC sound version of the model and had chance to compare the two. Each of the models in their maroon, blue, green, or black liveries are little beauties, and the decoration on each that I have seen is excellent with pin-sharp fine lining, plates and lettering. Etched plates would have been appreciated, but works plates and custom nameplates are available from Light Railway Stores that will further improve the model.

There are variations within the releases, with our review model of *Beatrice* having a more conical chimney rather than the ones with a lip and some locomotives, such as *Holly Bank No. 3*, have additional steps for fitting if required.

The model is nicely weighted with die-cast weighting within the saddle tanks and the centre of gravity sitting in line with the middle of the centre drivers. Although the motor is small, there's more than sufficient power with the model capably handling 12 Mk. 1 coaches on test. The gears connecting the motor to the rear driving axle are concealed within the firebox, which means that the underside of the boiler has a clear area above the running plate with a representation of the internal motion sitting within the chassis. The cab interior is decorated well, with much detail, including the back sheet with bunker doors. Inside is a pre-fitted sugarcube speaker, which sits pre-wired to the circuit board that sits at the top of the saddle tank with its Next18 decoder socket ready to be fitted with a suitable chip. To gain access to the decoder socket it's necessary to part the tank cover away from just under its lip and gently ease it upwards to reveal the PCB.

Each of the models is available as DCC-ready or DCC sound-fitted (for the latter, the fourth digit of the catalogue reference

is five rather than zero). Although several models are already sold out from Rapido, they might still be available from stockists. The model is fitted with tension-lock couplings that can be pulled out from the NEM pockets which in turn can be removed after removing the chassis keeper plate.

Rapido advises that the model should be run in for an hour in each direction at varying speeds; some early users reported issues with jerky running, which improved after running and in some cases crank pins, which were a little too tight on the connecting rods. The instructions also advise not to use older or feedback controllers. Some modellers seem happy to pay for new models while running 50-year-old controllers on older technology. These can cause performance issues or worse, damage to circuitry. A hidden gem in the instructions is that, provided replacement stock is available, Rapido will replace any models that have factory-originated defects up to five years after initial purchase. The manual is written in informal terms, which indicates the personality of the company.

As its first general release, Rapido Trains UK has produced an appealing and capable model, which is entering the armoury of many industrial scene modellers and we look forward to future locomotives from the team.

datafile

BASICS

Manufacturer: Rapido Trains UK

Catalogue Refs:

(903001) No. 3716/1952, *Alex* - Oxfordshire Ironstone lined red.

(903002) No. 3782/1953, *Arthur* - Markham Main Colliery lined green

(903003) No. 2705/1945, *Beatrice* - NCB lined red

(903004) No. 3783/1953, *Holly Bank No. 3* - NCB lined blue

(903005) No. 1953/1939, *Jacks Green* - Naylor, Benzon & Co. lined green

(903006) No. 3715/1952, *Primrose No. 2* - NCB lined black

(903007) No. 3714/1951 *Thorne No. 1* - plain green

RRP: £129.95 DCC ready, £229.95 DCC sound

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

Era: 1923 to present in preservation

Company/Operator: Private owners

Weight: 168g

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

Minimum curve radius: 460mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Additional steps where required.



DAPOL CLASS 59

Words & photography: Andy York



First announced in 2015, we can now enjoy Dapol's new Class 59 – a missing link in contemporary standard models.

The genesis of the Class 59 lay in Foster Yeoman's commitment to rail transport at a time when British Rail was struggling to meet the availability and reliability demands of the business. The firm explored the options to operate the first privately-owned locomotives in the modern era to work on the network, with delivery of the four locomotives starting in 1986 with a fifth in 1989. It is that fifth locomotive that Dapol has produced in the first releases in the form of 59005 *Kenneth J Painter*. Competitors Amey Roadstone Inc. followed that lead with four locomotives, which were numbered in the 59/1 series and delivered from 1990, with Dapol representing these with 59103 *Village of Mells*. National Power also adopted this approach, with four more

locomotives imported from GM EMD numbered in the 59/2 series in the striking blue and grey livery sported by the model of 59204 *Vale of Glamorgan* as delivered in 1994/5 to operate traffic into and from its Yorkshire power stations.

In 1993, Foster Yeoman and ARC founded Mendip Rail as a joint venture, with each company still owning the locomotives. As ownership of the original companies has changed, so has the branding of the stock seeing Hanson and Aggregate Industries liveries. National Power ceased to operate its fleet from 1998 with the sale of the power units to EWS, which employed them around the Mendip area with its brethren. EWS and subsequently DB Schenker, as worn by our review model of 59206 *John F Yeoman*, provided the crew and operation of the fleet after privatisation until losing the stone contracts in 2019 to Freightliner, who purchased the locomotives. Therefore, there are many liveries still to be tackled and Dapol has announced a further tranche of models, including these for delivery in 2024.

There are some differences between the locomotives and build dates and their owners, and Dapol has ably covered these differences, such as lighting. The specification of the model is high and its performance is superb, with very smooth and quiet operation from the box, substantial power hauling 20 Mk. 1 coaches without issue thanks to its capable five-pole supercreep motor with twin flywheels driving over 650g of weight to the model.

Each model has been offered as DCC-ready, DCC-fitted, and/or DCC-controlled sound and even smoke. We believe this is the first RTR diesel model that has been offered with a smoke unit, which, while under power, delivers a steady but not overpowering stream of smoke from the exhaust. I'm not convinced that the Class 59 is the right choice for such a feature as they emit little 'clag' beyond any output at start-up, but it shows Dapol are innovators.

The feel of the model is of quality and the decoration is excellent, especially on some of the more complex liveries. The price point of



Dapol has produced a great performer in the Class 59 – full of features and excellent value with further liveries to come in around a year. It's worth getting pre-orders in for those.

each of the models stands good comparison in the market without compromise on features, with numerous separately-fitted parts, rotating axle ends and a healthy detail pack with etched nameplates, a choice of front valances whether tension-lock couplings are in use or not, and bufferbeam detailing. Each of the cab doors is sprung-opening, however, the doors can't be opened more than a few millimetres because of the chassis block or lighting boards behind the doors – still great for cameos, though!

The shape and dimensions of the model and its features looks to be very good from every angle, with the intake grille on the roof well represented while robust. However, the eye is drawn to the exhaust silencer, which sits too high above the level of the roofline, in the way that the exhaust is configured on its later cousin, the Class 66. In reality, the silencer of the Class 59 sits lower than the roof, giving a distinctly different appearance. The good news is that the silencer and manifold can be easily removed and cut down should the modeller wish to improve this aspect. While doing that, the radio pods could be addressed as the one forward of the silencer should sit on a flattened section of the roof apex, while the pod behind the roof grille should sit a little higher.

Below body level, the chassis bristles with detail with many separately-applied sections of pipe and conduit replicating this busy and complex area very well, but still feeling robust with the relief to the bogies looking excellent. It's quite easy to get inside the model, with the body unclipping roughly between the rearmost two axles of each bogie. Once inside, the socket for the 21-pin decoder can be seen in addition to the dip switches allowing for DC configuration of the directional headlights and tail lights, which include marker light operation for

shunting moves, with a further switch to turn the smoke on or off on the relevant factory-fitted models.

As with other Dapol models, the Class 59 comes with a one year warranty that can be extended by a further year if the model is serviced by an appointed agent at the end of that year.

Overall, this is an excellent product filling a useful space in the market at a good price. If desired, more ambitious modellers could enhance it further with weathering and a crew.

datafile

BASICS

Manufacturer: Dapol Ltd

Catalogue Refs:

(4D-005-000) 59005 *Kenneth J Painter* in Foster Yeoman livery

(4D-005-001) 59103 *Village of Mells* in ARC yellow livery

(4D-005-002) 59206 *John F Yeoman* in DB Schenker livery

(4D-005-003) 59204 *Vale of Glamorgan* in National Power livery

RRP: £173.20 DCC-ready, £213.50 DCC-fitted, £244.31 DCC smoke £299.97 DCC sound-fitted, £329.97 DCC sound & smoke

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

Era: 1986 - present

Company/Operator: Foster Yeoman, National Power, ARC, Mendip Rail, DBS, GBRf, Freightliner

Weight: 658g

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

Minimum curve radius: 438mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Front dams and bufferbeam detailing

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: Tension-lock

Accessories: Front dams and bufferbeam detailing



EFE LSWR COACH SETS

Words & photography: Andy York

Anounced in November and recently arrived, EFE Rail is distributing, on behalf of Kernow Model Rail Centre, newly tooled 56ft non-corridor vehicles termed as 'Cross Country Sets'. Constructed between 1906 and 1910 by the London and South Western Railway, these could be found on secondary services across the South West section of the Southern Railway and BR(S) and, as such, are ideal for stopping and branch line services.

Presented in an attractive book box form with explanatory notes and photographs, EFE Rail is offering three sets of three coaches in late Southern Railway malachite

green, BR crimson and BR Southern Region green, spanning the period from 1936 onwards through to their withdrawal in 1956/'57. Each set comprises two Brake Thirds with four compartments to LSWR Drawing 1446, SR diagram 124 and one Composite (First/Third class) with seven compartments to LSWR Drawing 1298, SR Diagram 274. When first introduced, each set consisted of four coaches, including a Third class with eight compartments to LSWR Drawing 1302, SR Diagram 17, until these Third class coaches were removed from the sets from the mid-1930s for use as loose stock in longer trains leaving the

three coaches we see here. Therefore, earlier L&SWR and Southern liveries would only be appropriate if the Diagram 17 vehicles were included – maybe this is a future opportunity for four-coach sets?

Comparing the models to images from the era, each of the coaches is a great representation of these useful workhorses. However, some feel the door droplight windows are a touch undersized and have a robust feel, despite there being a respectable amount of separately-fitted detail such as the torpedo roof vents and the wire handrails, including the delightfully curved guard's compartment rail. While some of the



lighting conduits on the ends of the coaches are moulded, the protruding handrails on each corner are robust wire. Although the buffers aren't sprung (sometimes I feel that's largely unnecessary anyway), the heads are also metal and a fine reproduction of the original. Beneath the composite coach, battery compartment boxes are finished on all surfaces and have representation of the planked floor and the appropriate links to the brake cylinders. On the brake coaches, the linkage between the brake cylinders is a flexible plastic but certainly fit for purpose. The bogies capture the look, although the outer end doesn't have the outer end piece of the bogie due to the space required for the kinematic coupling pocket. If you were to fit finescale couplings, the bogies can be turned around for improved appearance. The bogies were relatively simple and leave quite a lot of the 3ft 6in disc wheels visible on the model. The wheels are of an unfinished

steel and would certainly benefit from some blackening and weathering.

BR crimson, as worn by our review sample, was pretty flat and functional anyway, and these models capture that feel. It would offer an interesting weathering project with all the raised panelling. Each window surround is edged with a metallic silver, the appropriate 'No Smoking' and 'First' window decals are all present and any livery lettering and solebar printing is sharp and dense. Access to the interior is simple when you realise the joint is just about the solebar, which can be separate with fingernails. Inside the coaches, all of the compartment walls and seating are in place with appropriate seat colours.

Overall, these models are a useful and worthwhile addition to the arsenal of those modelling the further reaches of the Southern Region.

datafile

BASICS

Manufacturer: EFE Rail

Catalogue Refs:

E86013 SR malachite green

E86014 BR crimson

E86015 BR(S) green

RRP: £224.95

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

Era: 2 to 4

Company/Operator: LSWR, Southern and BR(S)

Weight: 370g (set of three coaches)

Chassis and body: plastic

Minimum curve radius: 438mm (R2)

Wheel profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings and stowage hook and brake piping



The kinematic couplings performed well on test over pointwork, and the underframe captures a good amount of detail while being sufficiently robust.



RAPIDO TRAINS VIX FERRY VAN

Words and photography: Howard Smith



We're fortunate to have many model manufacturers in the British model railway market. Healthy competition drives innovation, and we've seen better quality models as a result, but detail comes at a cost.

Rapido Trains UK has produced models of the British Rail VIX ferry van, and this is clearly a flagship product to show what it can achieve. Someone's design brief here was, "just make it happen". The manufacturer has gone beyond expectations with the design of this rolling stock, with little compromise.

With 12 separately-fitted handrails, 16 chassis securing eyes, sprung buffers, sliding doors, and more underframe detail than you could possibly imagine, this model impresses straight from the box. So, why select a short-lived prototype?

Brief history

International freight was either flown or (mostly) carried by sea from the UK to overseas and vice-versa in the 1960s, but

dreams of a Channel tunnel were already in place, with working model mock-ups of the potential freight terminals to be located in Kent. Until then, for faster forwarding of freight from ports to destinations, ferries capable of transporting 'ferry wagons' were used. On the continent, with the air-brake system as standard, wagons with longer wheelbases were increasing in popularity for more efficient transport on the more generous loading gauge. Wagons originating from Italy, Spain, France, Germany and Portugal could hence be seen in the UK, where permitted, transporting goods.

The problem with British Rail's rolling stock fleet in the 1960s was that it was virtually all vacuum-braked, of short wheelbase design and wasn't designed for modern unloading of goods by forklift. New rolling stock for trans-shipment of goods overseas was required, and this arrived between 1962 and 1964, with the delivery of 400 Ferryvans to diagram Diagram 1/227, manufactured by Pressed Steel at BR's Ashford Works. Their lives were short,

however, because longer bogie vehicles with greater capacities were increasingly used from the late-1970s, making the fleet redundant from initial duties.

Rapido Trains models are therefore suited to modellers of the 1960s to the 1980s – the heart of the Railfreight-branded era. Some vehicles were later modified for use by Signalling and Telecoms (S&T), engineers, and as barrier wagons seeing occasional use into the 1990s, and some abandoned on the network into the 2010s! Perhaps Rapido Trains will re-use this chassis under other such modified vehicles?

The model

There's much to admire detail-wise on these models of the dual-braked vehicles. The continental buffers and yellow-painted anchors serve as a reminder to their intended use overseas. So do the side ventilators, too, whose design has also been inspired by continental rolling stock. There's a generous layer of paint around the wagon, but this doesn't mask detail, and its coverage

is exceptional with sharp lines between the red and dark grey. Separately-fitted detail is plentiful, and the time spent to assemble each wagon on the production line will have been considerable. The quality of work in assembly is high, with no visible traces of glue between the mixed-media components. Drill holes for pipes aren't oversized, but just so – it really is very good.

Of all-steel construction, the prototypes had external bracing, and this has been captured well. What soon became 'dirt traps' can only serve to enhance models further for more enthusiastic buyers through weathering.

The whopping scale 26ft 3in wheelbase of this wagon is framed by wheelsets with free-running pinpoint axles, and

whose wheels have an admirable correct 'dished' appearance front and back – North American modelling influence has played a role here, no doubt. Wheel treads and brake shoes align with such precision that fractions of a millimetre are visible between each – compare this with rolling stock tooled 20 years ago!

Model variants go beyond liveries too, with a choice of three-holed and solid – as per our sample – wheelsets, plus original and later van ends. It's a truly outstanding model, as I hope my 'quickview' video on World of Railways demonstrates. With retailers offering the vehicles for less than £40.00 each, for the level of craftsmanship invested into each, they represent outstanding quality at a very attractive price. Recommended.

datafile

BASICS

Manufacturer: Rapido Trains UK

Catalogue Refs:

(910005) VIX Ferry van GB787252 Railfreight red/grey

RRP: £239.99 DCC ready

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

Era: 1960-1980s

Company/Operator: BR

Weight: 83g

Chassis and body: plastic

Minimum curve radius: 263.5mm (R2)

Couplings: NEM-mounted tension-lock

Accessories: Cosmetic screw-link couplings and air pipes



Label clips and securing eyes – both yellow-painted and black wire variants – are applied true. Air valve handles too are painted yellow and are incredibly fine.



In the very pristine condition supplied, the all-black painted underframe and pipework blends a little, but highlighting these with subtle changes in weathering powders would bring it to the fore.



The sliding door mechanism is discreet, with plastic-in-plastic channel runners top and bottom. This is a wagon made for dioramas! NEM coupling sockets could be removed by more discerning modellers, if desired, using the cosmetic screw-link couplings supplied for static display.

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HORNBY HSTS

Words & photography: Howard Smith



datafile

BASICS

Manufacturer: Hornby Plc

Catalogue Refs: (R30177) BR Intercity Class 43 HST Pack

RRP: £145.99

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

Era: 1990s

Company/Operator: BR

Weight: Power car: 312g, unpowered car: 166g

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

Minimum curve radius: 438mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Spare traction tyres

Who could possibly forget an icon of design like the High-Speed Train? The high-pitched turbo spool from their original Paxman-Valenta engines echoed around stations upon each departure – their shriek etched into the memories of rail enthusiasts forevermore. The Class exceeded its expected lifespan thanks to newer engines from MTU and internal – and external – upgrades.

Hornby is blessed with a rich catalogue of tooling into which it can dip annually for new liveries, and we find ourselves here with an old favourite. Proudly flying the flag under the banner of its Railroad branding, Hornby's (ex-Lima) tooling lives on, and is available new – now better than ever.

Sporting what has to be the best of the liveries carried by this Class – Intercity Executive – this has been applied using modern techniques and is pin-sharp, with straight lines and zero inconsistency. It's simply not comparable to previous versions of this model from yesteryear. A personal highlight are the lights, which, along with the silver around the lenses, capture the look perfectly.

Hornby has more wallet-friendly RTR railway models in its annual catalogue than

any other British manufacturer, thanks to archive tooling. It's welcoming to see that the entry-level end of the market hasn't been neglected, with new train sets and more robust models staying in production.

I've always admired this model – it's a personal favourite, only now, more so with NEM-mounted couplings and better decorated to show it in its best light.



It was in 2020 that Locomotive Storage Ltd, owners of 43046 and 43045 began operating a Pullman service from London St. Pancras to Manchester Piccadilly. On the 60th anniversary of the original BR Pullman sets, the pair would be repainted in Nanking blue, with a rake of nine Mk. 3 coaches.

The striking livery has now been applied to Hornby's latest tooling of the HST with much-improved underframe and bogie detail, see-through side and roof air grilles. To the top of the roof, beneath the grilles, we find twin detailed fans.

This newer tooling has other benefits, too – notably that the power car is all-wheel drive. The older tooling has one powered bogie, and modellers often substituted the 'dummy', non-powered locomotive for a second power car for better performance around curves on full-length rakes.

This model features the later upgraded LED lights, while inside the packaging is a set of etched nameplates for fitting to 43046 over the already finely-applied body-side name.

As with the previous model, the livery application is first-class with no



imperfections in the paint, and a good depth to the orange coat applied to the moulded electrical connections over the black of the underframe and bogies.

Cab detail is upgraded too, with driver and second-man's seat clearly visible, while controls are painted separately. The curious might want to peer inside a little longer, too, and admire the painted gauges! Wonderful!

Presented in blue and gold special edition packaging, this latest addition to Hornby's One to One collection comes highly-recommended – better still is that all coaches to complete the set are available, too!

datafile

BASICS

Manufacturer: Hornby Plc
Catalogue Refs: (R30077) BR Intercity Class 43 HST Pack
RRP: £381.49
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 2010-present
Company/Operator: Locomotive Storage Ltd
Weight: Power car: 507g, unpowered car: 200g
Chassis: Die-cast, **Body:** plastic
Minimum curve radius: 438mm (R2)
Couplings: NEM-mounted tension-locks
Accessories: etched nameplates/dummy buckeye couplings

With a recent shortage of traditional motive power on the national network, Rail Adventure turned to repurposing redundant HST power cars for stock moves. Having spent a lifetime hauling Mk. 3 coaches on the network, 43480 and 43484 (among others owned by the operator) can now be found on stock moves varying from delivery of new units to wagons. Usually found with barrier wagons or translator vehicles in tow – to enable coupling of otherwise incompatible types – this pairing of the power cars can now be purchased in model form thanks to Hornby, using new tooling.

Fitted with the correct oval sprung darkened metal buffers, these power cars in the unmistakable livery really look the part. Wheels treads employ darkened metal too, for better appearance. Other manufacturers with bright wheel treads fitted to non-preserved outline models could take note here.

It's quite incredible how a new livery can make an almost 50-year-old design look fresh.

Supplied with the model (as with the Pullman-liveried sample above) are cosmetic buckeye couplings. However, this pack also includes air hoses to elevate bufferbeam detail.



Though it can be enjoyed as-is, coupled back-to-back as seen on the railway, this is really a train pack for the modeler because no front couplings are fitted to tow stock. There is, however, a gap in the front bufferbeam into which the cosmetic buckeye can fit. Assuming you're not a collector and want to haul stock, my advice is to do a little modelling. Make this an excuse to create a mechanism of your own to fit to the power cars, and please, show us your results!

datafile

BASICS

Manufacturer: Hornby Plc
Catalogue Refs: (R30218) Rail Adventure Class 43 HST Pack
RRP: £362.99
Gauge/scale: 16.5mm gauge, 1:76 scale OO
Era: 2021-present
Company/Operator: Rail Adventure
Weight: Power car: 500g, unpowered car: 198g
Chassis: Die-cast, **Body:** plastic
Minimum curve radius: 438mm (R2)
Couplings: NEM-mounted tension-locks
Accessories: dummy buckeye couplings/air pipes

ACCURASCALE MK.5A COACHES

Words & photography: Andy York



Accurascale's next train for Liverpool and Scarborough is the TransPennine Express. Except it's already departed. The full complement of these models were sold out by the time of release, and it's not difficult to see why. Only available as an Accurascale Exclusive via its website, the set of Mk. 5a coaches followed swiftly after the Caledonian Sleeper Mk. 5 coaches with the same underpinnings, but with completely different, and slightly narrower, bodysHELLS.

13 TransPennine Express sets, plus a spare driving vehicle were delivered from the Spanish manufacturer, CAF, from July 2018 to September 2019, and entered testing before services started in August 2019, marketed as its 'Nova 3' trains operated

on a push-pull basis with TransPennine's Class 68 locomotives. The first services operated over its Liverpool Lime Street to Scarborough route, with further services to Middlesbrough and Cleethorpes following.

Available as two box sets featuring differently numbered vehicles, each set includes a standard class driving coach, three standard class coaches and a first class vehicle that includes the guard's accommodation. Once again, the stylish box hints at the quality of the overall package, and the first impressions on opening are very positive, with superb decoration from the metallic silver and coloured panels through to the very finely executed logos, numbering and safety signage. The real livery on the prototype features complex

colour graduations and blends on the driving trailer from purple to indigo to pale and then dark blue. This is near impossible to achieve with tampo printing, but a good representation of this has been made, with very fine halftone dots of varying intensity – the clearest place to see this effect is beneath the side window of the cab, with the graduation from purple to pale blue.

The accuracy of the bodysHELLS, chassis detail and bogies is superb, with a specific positive mention for the flush glazing throughout, including the complex cab windscreen shape with no prismatic distortion observable. There is a wealth of separately-fitted detail with door handles and steps, handrails and pipework, vents, air tanks and battery boxes, electrical



The finescale modeller won't have any trouble in re-gauging these models with no outside frames; while they're there, they can enjoy all the underframe detail.

equipment and etched fan grilles. In terms of detail, the stand-out for me is the all-important face of the cab end. This benefits from the detail of sprung buffers, horns, sockets and etched protective covers with ready-fitted pipework and valance with an NEM pocket for fitting a tension-lock coupling. This can be used for empty stock and shunting manoeuvres with a locomotive.

In common with the Caledonian Sleeper Mk. 5 coaches, these models include ready-fitted lighting operated by the included magnetic wand. You won't see these flickering away in motion as small disc capacitors are included in each coach, which gives a long power reserve for the subtle LED lighting mounted into the roof circuit boards. I packed away the whole set and the lights were still glowing a few minutes later! The driving trailer has directional lighting, which includes the lit destination blind above the cab window that works with DC, but includes a socket for fitting a 21-pin decoder for further lighting function control with DCC, accessed by unclipping the body from the chassis as described in the excellent instructions.

Assembling the train is simplicity itself, with kinematic magnetic couplings between the set vehicles disguised as couplings and electrical connections with vehicles lettered A for the driving trailer, B, C and D for the standard cars and E for the first class section. These give very close coupling in operation with larger spaces opening over sharp curves and complex pointwork. The rear of the first vehicle does not have a corridor connector, as these are only intended to operate as five-vehicle trains. Instead, this features substantially different end detail with robust separately-fitted conduits. This end has sprung buffers and a tension-lock coupling fitted as standard for attaching to the locomotive, and the livery is an excellent match to Dapol's well-regarded Class 68 in TransPennine livery.

From the box, there are empty apertures for the destination panels. There is a pack

for each coach with two clear plastic parts backed with the destination information for each of the end points for the train – this pack being Liverpool Lime Street or Scarborough, plus a destination display for the panel above the windscreen of the driving trailer car. These are simple to fit but should be stuck in place to avoid loss; clear PVA worked well for me.

Once adornment is complete and train assembled, the owner cannot fail to be impressed with the appearance and, on test, the set performed faultlessly in both directions. At £225 for the set of five coaches, equating to £45 per vehicle, the value for money considering the quality is as good as it gets. Enjoy!

datafile

BASICS

Manufacturer: Accurascale

Catalogue Refs:

(ACC22351) TransPennine Express Mk. 5a Pack 1

(ACC22352) TransPennine Express Mk. 5a Pack 2

RRP: £225 (set of five coaches)

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

Era: 2019 to present

Company/Operator: TransPennine Express

Weight: 168g per coach

Chassis and body: plastic

Minimum curve radius: 438mm (R2)

Couplings: NEM-mounted magnetic couplings

Accessories: Destination boards for coach sides and above DVT window

The internal secrets of the driving trailer electronics are revealed when the body is removed; just four clips over the bogies to ease out.



RAPIDO DIA. V6 IRON MINK VAN

Words & photography: Andy York



One of the most distinctive styles of box van to run on the railways, spanning almost 80 years of history, is the latest subject for Rapido Trains UK's treatment of high detail models.

In the latter decades of the 19th century, the Great Western Railways sought alternative construction methods due to a shortage of timber, settling on a steel construction with distinctive rounded corners. Construction continued until 1901, with over 4,000 made before reverting to timber construction for the bodywork. Sitting on a 16ft 6in underframe and an 8T capacity, the wagons saw a variety of usage from general purpose traffic through to dedicated wagons for gunpowder, cement and sand in a variety of liveries, the full span of which is produced by Rapido Trains.

Variations in decoration and detail, such as planked or panelled side doors and brake gear, are captured across the range, with liveries from the workaday to the vivid Portland Cement and Cambrian gunpowder portrayals and striking blue Salvage, Save for Victory colour scheme, which was applied to two wagons as a promotion to encourage the public to bring materials to the railway for recycling. One hundred vans were loaned to

the Southern Railway in 1937 for gunpowder traffic and through World War II. Usage continued in revenue and departmental service well into the British Railways period, with the occasional van turning up well outside former GW territory.

'Iron Mink' withdrawals started in the 1930s and continued through to the mid-1960s. Despite being condemned, many

of the vans found alternate uses, such as sawdust and sand vans in depots, lamp rooms and tool stores.

The initial impression of the model is that it's smaller than we are used to for a van. They were; so the model is. The decoration on each of our review samples is excellent with good density and finesse of lettering on each. Under very close inspection, there's



Yes; it's bright! But the GWR 'Salvage' livery is correct and records the lengths we had to go to for wartime supplies.

a lot of rivet detail, particularly on the roof edge and straps, which is very crisp indeed. All of the detail, including the underframe and brake gear, is very robust and although quite light, the wagons are extremely free-running thanks to the pinpoint axles and metal bearings within the axleboxes. With early buffers and housings being quite small, these are rigid on the model, which is better than oversized and sprung.

Of our samples, the Gunpowder Van features panelled doors rather than the framed type on the other two – the less flammable metal construction of the wagons

lent themselves to this use during both wars. The GW van sports the 16in lettering worn by vans in the 1921-36 timeframe, with the larger 25in lettering applied to vans in the 1904-21 period. The 'Salvage' livery is correct for just one wagon as the other that wore the livery had yellow GWR 'shirtbutton' roundels as on Rapido's model of that wagon, rather than the white of this model.

Rapido has produced a superb model of a distinctive prototype that can find a home on so many layouts.



We can only show you three of the 21 liveries and numbers Rapido has produced in this first release.



A rivet counter's dream! The model features sharp detail all round and shows this is not just a simple van.

datafile

BASICS

Manufacturer: Rapido Trains UK

Catalogue Refs:

(908001) 11152, GWR grey (early)
 (908002) 57066, GWR grey (25in lettering)
 (908003) 69721, GWR grey (25in lettering)
 (908004) 59217, GWR grey (16in lettering)
 (908005) 57917, GWR grey (16in lettering)
 (908006) 69131, GWR grey (1942 livery)
 (908007) 69627, GWR grey (1937 livery)
 (908008) W69121, BR (W) grey
 (908009) 47528, 'SALVAGE FOR VICTORY' blue
 (908010) 47305, 'SALVAGE FOR VICTORY' blue
 (908011) 11346, GWR GPV black
 (908012) 58725, GWR GPV black
 (908013) 59061, SR GPV black
 (908014) 35374, GWR 'SAND VAN'
 (908015) W292, BR 'SAND VAN'
 (908016) 262 Portland Cement yellow/blue
 (908017) 168, BPCM grey
 (908018) DW100977, BR departmental
 (908019) W204925, BR grey
 (908020) W482, BR departmental grey
 (908021) 139, Cambrian Railways red 'Gunpowder Van'

RRP: £32.95

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

Era: 1880s to mid-1960s

Company/Operator: GWR, BR(W) and private owners

Weight: 30g

Chassis and Body: plastic

Minimum curve radius: 460mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: n/a



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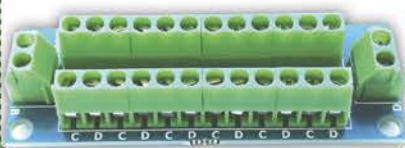
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We're delighted to announce that the following layouts are confirmed for the 2023 event!*

Broadwell - OO
Coppell - OO
Feltham Road MPD - OO
Gara Bridge - OO
Kannotburn - OO
Porth St. John - OO
Readham - OO
Southurst - OO
Weobley - OO
Copenhagen Fields - 2FS
Hartley Poole Too - N
Newvaddon Parkway - N
Titling - N
Fairhaven Town - O
Frecclesham - O

Johnstown Road - O
Kingsbury - O
Norwich Central - O
Templeford - O
The Parlour Railway - O (broad gauge)
Thursley - O
Angst Lesspork - OO9
Bunkers Lane - 09
Brighton East - EM
Dewerstone - EM
Swaynton - EM
Ynysybwl - EM
Heybridge Wharf - 3mm
Dobris - HO
Horse Creek Wyoming - HO
Project Iraq - 1/35th scale

*The list is subject to change.

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SWAYNTON



WORLD-OF-RAILWAYS.CO.UK/SHOWS

DIGITAL EDITION



Factfile

Layout name: Copenhagen Fields
Scale/gauge: 2mm:1ft / 1:152 scale / 9.42mm gauge
Size: 22ft x 6ft 9in
Era/region: 1930s London
Layout type: Continuous loops with sidings

ON EXCLUSIVE

COPENHAGEN FIELDS

Almost four decades in the making and still entertaining crowds with every show appearance, The Model Railway Club's capital scene is re-visited.

Words: Tim Watson **Photography:** Phil Parker



Dominion of Canada heads north from Gasworks Tunnel with an express. The locomotive body started as a Lone Star 1950s push along toy, probably making it the oldest 2mm scale locomotive in service!

Deciding on a prototype to model and making it are two very different things, especially as modelling a 'busy' city-scape requires rather more planning than needed for an open green fields scene. The three main protagonists of the new project back in 1983 were myself (dentist), Mike Randall (a woodwork teacher) and John Birkett-Smith (an architect). The original plan evolved from discussion within a much larger group that had developed with our previous bucolic N gauge / 2mm:1ft scale layout, 'Chiltern Green & Luton Hoo'.

It was always intended that 'Copenhagen Fields' would record the history and character of the lands to the immediate north of Kings Cross. The railway scene at Belle Isle, past Gasworks Tunnel on the East Coast Main Line, is the closest bit of main line railway to the Club (apart from the Northern Line tube that runs under our club rooms at Keen House). Belle Isle, a shortened Copenhagen tunnel and the beginnings of the Holloway bank would therefore seem a natural choice for us to model if we wanted to depict an urban

railway. While the main lines are in cuttings or tunnels, the Kings Cross Goods Yard opens up into a fan of sidings framed by York Way Viaduct, now but a memory following the HS1 rail development.

Planning begins

During the initial planning phase, we photographed the surrounding area so that our model buildings could be accurate copies of existing structures, or at least typical examples. Three buildings were made: the Caledonian Road tube station, Tom Clark's Baptist chapel on the junction with Market Road and Paul Holth's White Horse Public House on the corner of the Caledonian Market. Unfortunately, most of the surrounding buildings have subsequently been lost to re-development, underpinning the historical nature of our layout.

Mike Randall was adamant that the new scene should have trains coming straight towards the viewer, across the scene, something we achieved with the North London Railway (NLR). Space constraints at Keen House meant that there would be the

need for compression in some directions - especially east-west: but the railway through Belle Isle and the Holloway bank would be to scale length. It is to the credit of John and his architectural skills that the concept was drawn up and made into an intricate small-scale 'concept model'. This was used to 'sell' the project to the MRC and anyone interested: it is uncanny that the layout has turned out to be very recognisably-based on it. This plan was sanctioned by the MRC committee in December 1983.

John planned the first stage in great detail with full working drawings for baseboard construction, spot heights for track and scenery, an accurate trackplan and some hints of the future street layout. We deliberately made the main line tracks flat, rather than on the prototype 1-in-105 gradient rising from Gasworks tunnel, primarily to make life easier for the passenger engines. The downside is that the goods trains have slightly hillier journeys.

Trackwork

Robust hidden track work was an item on our wish list. A founder of 2mm scale



A J50 shunts wagons amongst the North London terraced houses on top of Copenhagen Tunnel.

modelling, Denys Brownlee, had used brass strips for the hidden tracks on his own layout and we considered this could be developed further for 'Copenhagen Fields'. Another excellent engineer, Peter Clark, made a special rolling machine to bend the 6 x 2mm strips to the minimum radius of 600mm for the hidden curves of the layout. These are screwed directly, in gauge, to the ply baseboards with 3/8in brass wood screws. Our brass fiddle yard rails never fail to attract enquiries when on exhibition, but they do ensure much greater reliability of running than conventional railway tracks – especially when taking into account the rigours of moving the boards when going to shows. If something derails, it will carry on, riding the top of the brass strip, until it can be dealt with.

Until relatively recently, all 2mm scale track work has been hand-made using soldered construction and copper-clad paxolin sleepers. Bill Blackburn took this and refined a system, including etched chairs that also used home-milled nickel silver strip to make the bullhead rail. Fortunately, the scale is now well served

by readily available drawn bullhead rail and plastic moulded sleeper bases. These have been used in the later stages of track laying, although turnouts and the complex formations that make up the main line and goods yard tracks are all of soldered construction.

The wiring on 'Copenhagen Fields' grew into a terrible tangle over the last 30 years and was becoming dysfunctional. A major re-wire was undertaken by Rob Stewart as a matter of urgency – following a very unreliable showing at an exhibition – introducing logic and more robustness to the system. Control is via DC PICtroller feedback controls – there would be no real gain in having DCC for operating the layout.

Scenic structures

We were fortunate to acquire from David Hammersley a zinc-etched moulding plate for making our own brick styrene sheet. This produces a very fine representation of English bond brickwork. The sheets are hand-made by Richard Wilson, who has made a number of the shops along the front

of the layout. Slight imperfections in the brick moulding can often be used to good effect to give the structures more character. Many Club members have contributed to buildings on the layout, from all corners of the globe. In particular, Tom Knapp, an architect then living in San Francisco (now Hawaii), has made some very fine buildings, even including a replica of our headquarters, Keen House.

Mike Randall became a master of producing rows of wood block houses and factories at varying scales, to try out in various positions. It was a given from the outset that we would use a diminishing scale on the layout – forced perspective – as it is now termed. True perspective modelling would be very hard to achieve with a scene occupying a 6m frontage, with multiple viewing points.

Domestic houses are of recognisable size and scale, but factories come in all shapes and sizes and so we often use a factory to allow a change in scale behind it. Another indication of scale changes is to look at the pubs on the corners of the meat market or the churches with spires on the layout – all



carved from wood by Mike, but to very different scales.

The scale of the models is obviously 1:150 at the front, reducing to 1:450 at the back; one could say that it is the biggest T gauge railway in the world. We occasionally get a T gauge Oerlikon set running through the backscene. The models at the front feature as much detail as we can accommodate, but we have deliberately downplayed detail and colours in the distance with a limited palette, leaving it to the observer to think they are seeing more detail than is the case.

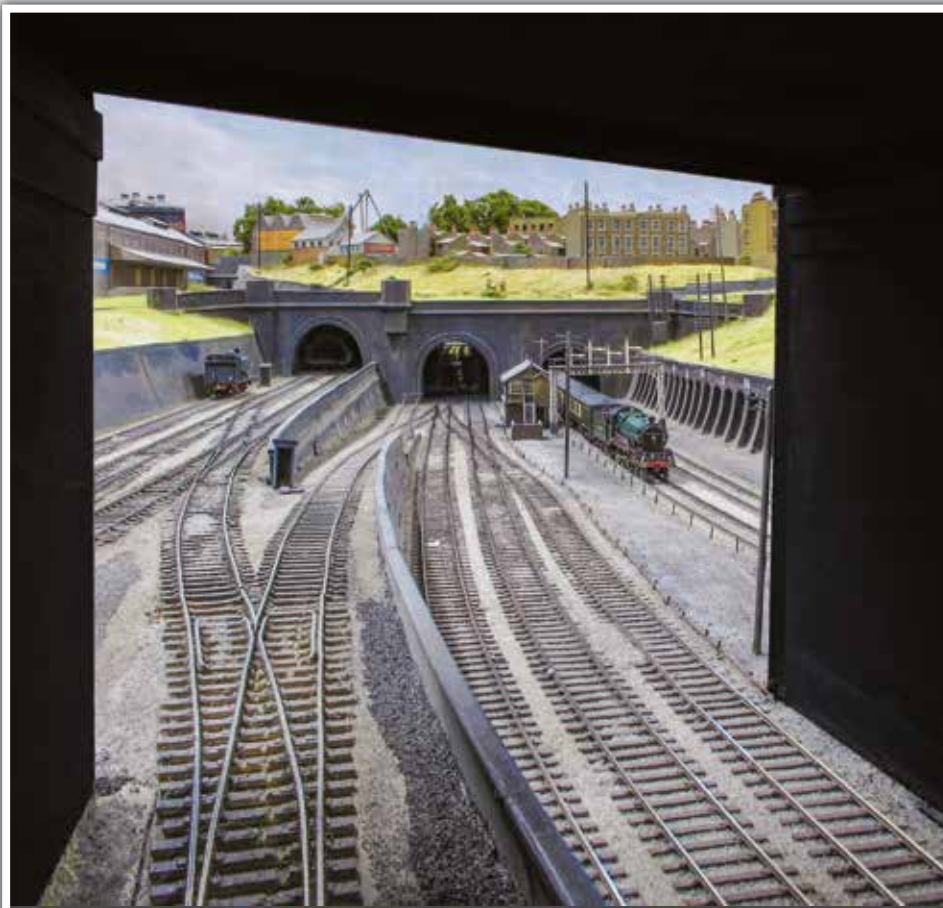
Once the scene began to encompass the streets around Belle Isle – made famous by the 1955 film *The Ladykillers* – it was evident that we needed rows of London terraced houses with the characteristic front parapets. These particular streets had long since been re-developed, but Brian Dollemore surveyed typical local survivors and carved pear wood patterns for three types of two- and three-storey houses. These masters were subsequently solid cast in polyester resin, but then filleted with a band saw to remove 70% of their considerable weight. Richard Cook assembled dozens into a representation of the streets above Copenhagen Tunnel. The most famous of these is Frederica St., which had Mrs Wilberforce's stage house built at the end of the film. Unfortunately, we don't have room for this, due to space compression.

Lack of space, even in 2mm scale, leads to many compromises and fudges. A classic example of this is the area representing the Kings Cross goods yards at the southern left-hand end of the layout. If we modelled this to scale, there would be no buildings in the area, but it was realised early on that we wanted a mass of structures to visually balance the rest of the scene at the right-hand end. Back in 2012, Mike Randall constructed a large pair of goods sheds using laser cutting techniques to start to give some idea of what was wanted.

As more and more prototype information has become available, the scene has undergone a series of changes with the goods sheds reducing in size, but becoming visually more complicated, hence more interesting. There is now a very 'busy' scene at the south end including the York Road tube, Paget Christian Mission, a block of shops and a garage. If we have decent photographs to work to then models can be made quite accurately.

Running trains

In reality, Belle Isle was an area of London



Framed by the NLR viaduct, a GC 9P 4-6-0 *Valour* coasts through Belle Isle on its way to Kings Cross. This locomotive ran on early LNER Pullman services in full GC livery in 1923.



A view across the massed houses of 'Copenhagen Fields'. In the very centre of the view is a model of Keen House, both out of position and time, but quite fun to include it.

ON EXCLUSIVE

where the cacophony of train movements would have been almost overwhelming – and then it could just as quickly be remarkably quiet, almost rural with the wide cutting sides – both being something that we hope ‘Copenhagen Fields’ can represent quite well. Sound effects come from the film out-takes of *The Lady Killers*, playing from a small video screen embedded in the front of the layout.

The crux of the project when we started was that train movement would be visible at all times, somewhere along the front. We run full-length trains representing East Coast Main Line practice over the first 40 years of the 20th Century. There are, in essence, six circuits representing the GNR main lines and goods lines with separate loops for the NLR. The locomotives and stock run virtually continuously, with up to two trains per line. The mileage that they accumulate is not trivial – well into hundreds of miles for some of the older mechanisms. Most locomotives have scratch-built chassis using



An N2 in GNR livery scurries along with a four-wheel suburban set, with the NLR viaduct in the background and a GC 9P (LNER B3) on the fast lines.



The impressive ‘Balmoral’ public house, featuring a temporary window repair following some vandalism. It faces onto the Caledonian Road, with Frederica St on the side - famous for the location of the Ladykillers’ house at its far end. This building still exists, although many of the prototypes on Copenhagen Fields have disappeared.

the near-standard split frame pick up for 2mm scale locomotives. They often have a coreless motor and an integral gearbox incorporated. Whilst these can be quite expensive, they do give good reliability and the absolute prerequisite of slow running. Alternatively, many tender locomotives have the motor in the tender driving through to the locomotive.

Exhibiting progress

It was always a given that the model would be exhibited under construction from the earliest days, with blank areas shown awaiting development. If that had not been the case and we had delayed showing until more complete then the project would have floundered – the end game would have been too far away to keep our interest. We also decided to build the layout in stages, starting at the much simpler Holloway Bank (right-hand end), then moving south through Copenhagen Tunnel towards the North London Line, Belle Isle and Gasworks Tunnel.

Today, the main operation is divided into four positions: one person at each end running the passenger and, currently, the goods lines. The operator view is spectacular from either end, but it is interesting how members of the team have quite strong preferences for which end they work from. Another person behind the backscene is in charge of the NLR goods trains and Oerlikon EMU shuttle service. We use iPads to look through the backscene, with small holes in the sky.

There is often a fourth operator who sits at the front, shunting the Caledonian Goods & Coal Yard in the middle of the layout. Apart from having a grandstand view of the trains, they also serve to answer any questions from the public.

Much effort has been expended in making suitable cases so that moving damage can be minimised. It all fits very snugly into a Luton-headed 35cwt Transit van, which is quite surprising, considering the overall volume of the model.

'Copenhagen Fields' is displayed as a massive diorama with stage lighting and a large backscene. This is made of three sheets of thin ply and slots into place behind the scenery. The fact that it is partly concave in plan view helps to improve its stability. Nonetheless, it gets re-touched occasionally to keep it looking fresh, especially on the joints. There are some fairly stormy skies above 'Copenhagen Fields' and the



A view past the cemetery building spire into Kings Cross Goods Yard where a fish van train has just arrived. The extensive goods sheds can be seen to the left: an area of the model that has been extensively developed over the last year. The Midland roundhouse can be seen behind York Way viaduct. The roundhouse was demolished in 1931: the model is an interesting exercise in perspective modelling.

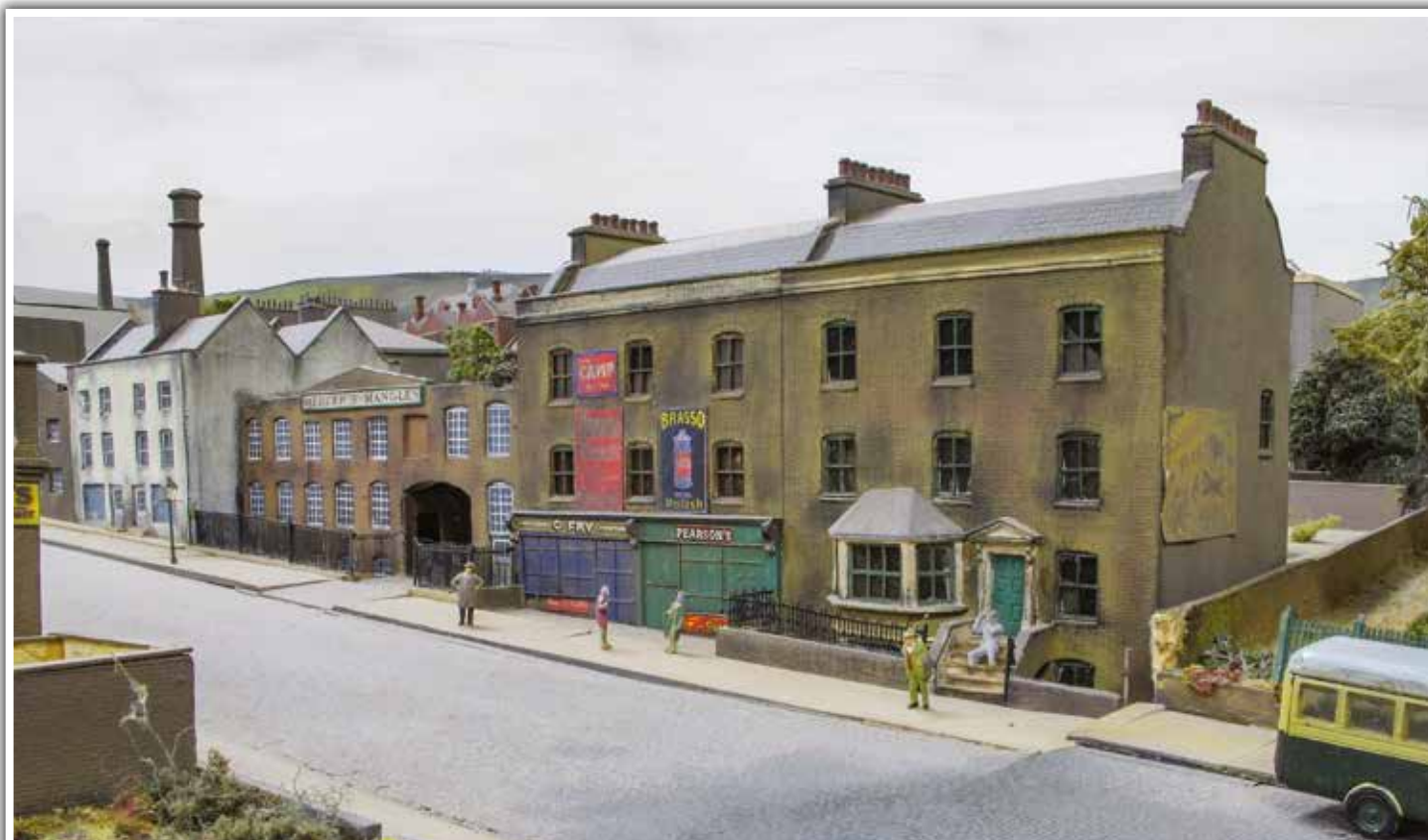


Making a model of a building being demolished requires a great deal of thought about how it was made in the first place. It was a useful solution to an awkward triangular plot on top of Gasworks Tunnel.

ON EXCLUSIVE

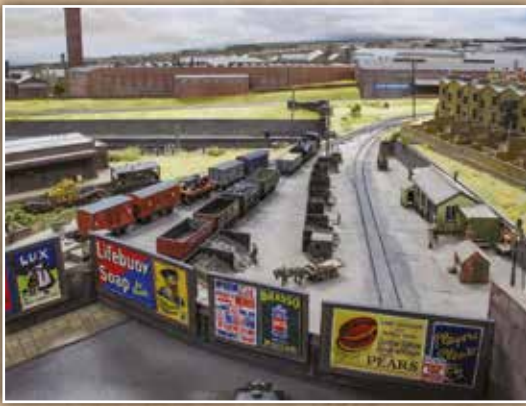


Looking northwards over the goods sheds at the yard throat and the Belle Isle mainline 'trough'. The telegraph poles through the building rooves were a feature at Kings Cross.

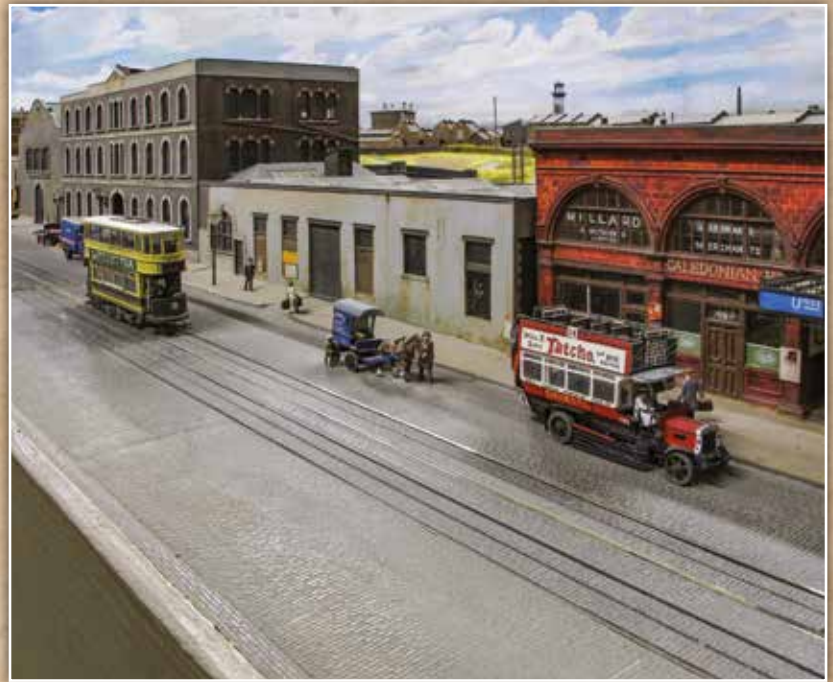


These buildings on North Road were made in the early '90s, in the first completed stage of 'Copenhagen Fields'.

DIGITAL EDITION



Rolling stock is derived from many sources, but much of it has been kit- or scratch-built over the years. 3D printing technologies are also becoming highly appropriate for making wagons and some carriages, especially when combined with etched carriage sides for later-style vehicles.



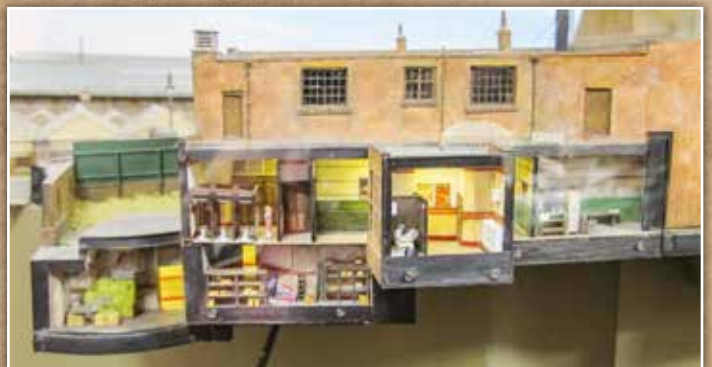
Our road vehicles are often scratch-built or heavily modified commercial models. Getting decent horses has been a real challenge for 2mm scale carts and drays, but that has been recently solved, again by 3D printing, courtesy of Lawrence Boule in New Zealand. We can never have too many horse-drawn vehicles on 'Copenhagen Fields' and the availability of these horses will be a boon.



One feature of Copenhagen Fields is that Club members and individuals associated with the project are immortalised in shop & factory names.



The model has a huge mechanism made by Denys Brownlee, running under the road in a trough. This is coupled via magnets to the very fine model on top, made by Matthew Wald, who was also responsible for the delicate B type bus outside the Caledonian Road tube station, as well as many buildings on the layout.



The tube station is an excellent example of team working with modern technologies. Jim Watt drew up the CAD artwork for the windows and had these etched. Meanwhile, Richard Wilson took the same CAD data and worked up 3D-printed shapes for the window surrounds, and dentil courses. Even with the application of all this technology, each individual bay of the classic Leslie Green tube station requires 50 separate components to complete it. To make it more interesting, the interior is modelled, including the ladies' and gents' toilets (look out for the gent reading the newspaper on the loo). The sanitary ware was drawn up in Australia and 3D-printed in Croydon by Justin Colson.

ON EXCLUSIVE

spotlighting intensity and colours are used to project some of that drama onto the ground below.

As with any staged production, a proscenium arch is used to frame the scene as a picture. The structure consists of triangular sectioned plywood with a clear span of the 22ft layout. This amazing construction, consisting of four sections bolted together, was designed and built by Mike Randall. For fairly obvious reasons, they are known as the Toblerones. This supports the lighting tracks at the front and also has a bank of spotlights built in to the back of the structure. These are aimed at the backscene, which gives it a certain luminosity, helping to back-illuminate the layout in the distance.

Assembling the layout at a show takes five hours, once we are in the hall, with the main ring of baseboards carefully set using a spirit level, via adjustable feet on the leg boxes. At the end of a show, we take about



An Oerlikon EMU slows down as it enters 'Barnsbury' NLR station. The building is actually based on Mildmay Park station, it's on the wrong side of the road, which should be under the railway and not vice versa. Apart from that it is quite accurate...

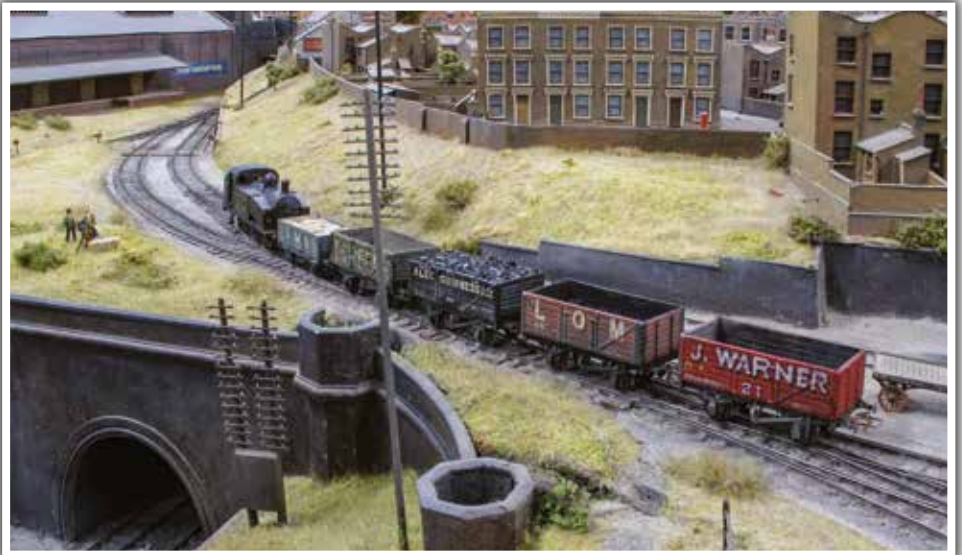


Flying Scotsman on the 'Queen of Scots' Pullman is overhauling *Dominion of Canada* in a classic 'Copenhagen Fields' scene on the Holloway Bank. *Flying Scotsman* was completely scratch-built (motor excepted) by the late Denys Brownlee. It is a magnificent engine.

three hours to dismantle and load up the van. The weary team then have a drive back to our headquarters, to offload – often very late that night.

Final thoughts

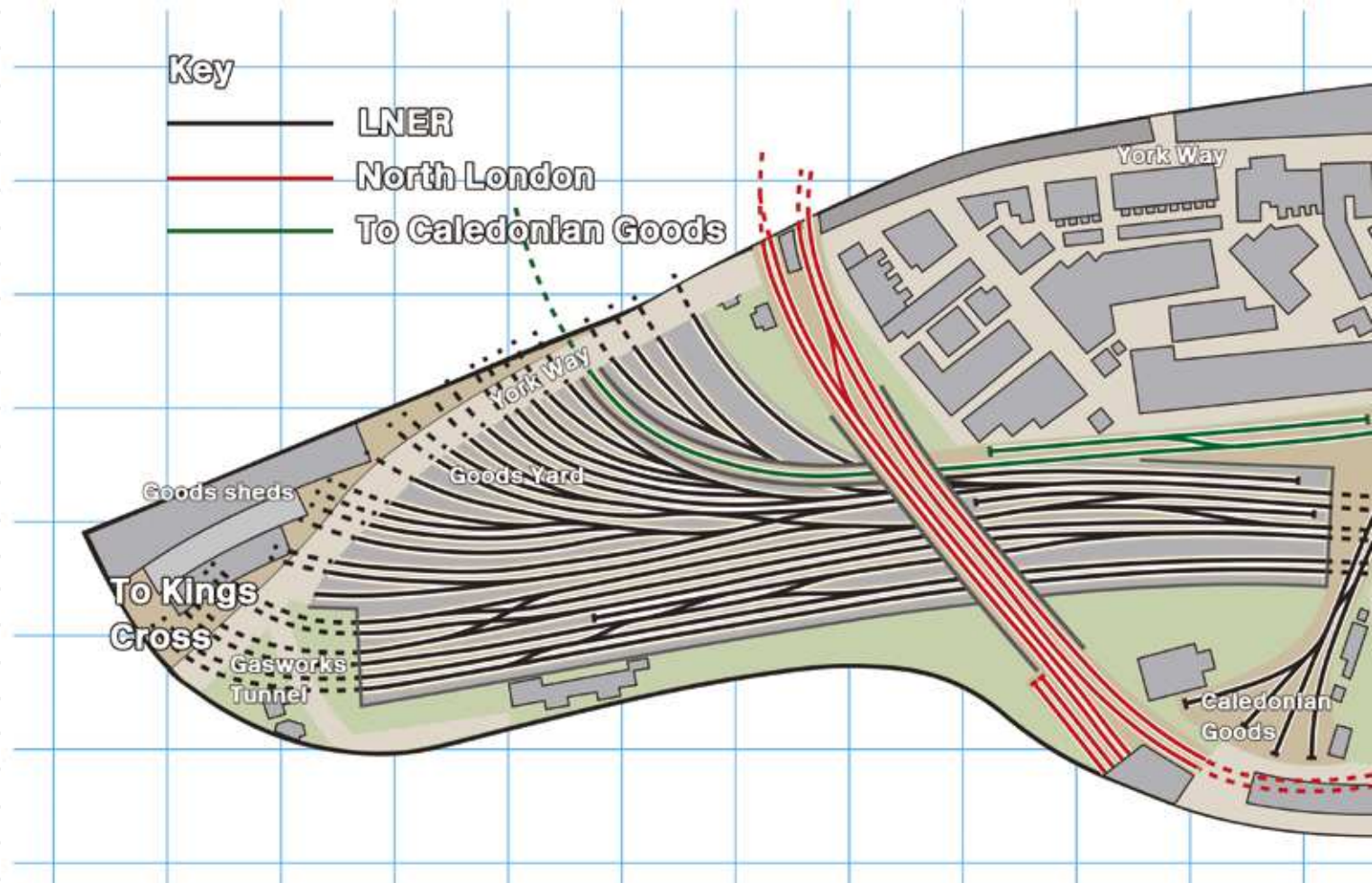
‘Copenhagen Fields’ is now an historical record of London in its own right; in 1983 the re-development of the Kings Cross railway lands seemed like it was never going to happen but, my word, it has now. As a bunch of about a dozen or so individuals, we have managed to work together to consistent standards over close to four decades, embracing new technologies as they become available. I never thought ‘Copenhagen Fields’ would take this long to build, but equally, the layout concept has maintained people’s interest.



Shunting the Caledonian Goods & Coal Yard with PO wagons named after the actors in *The Ladykillers* film.

Trackplan

COPENHAGEN FIELDS





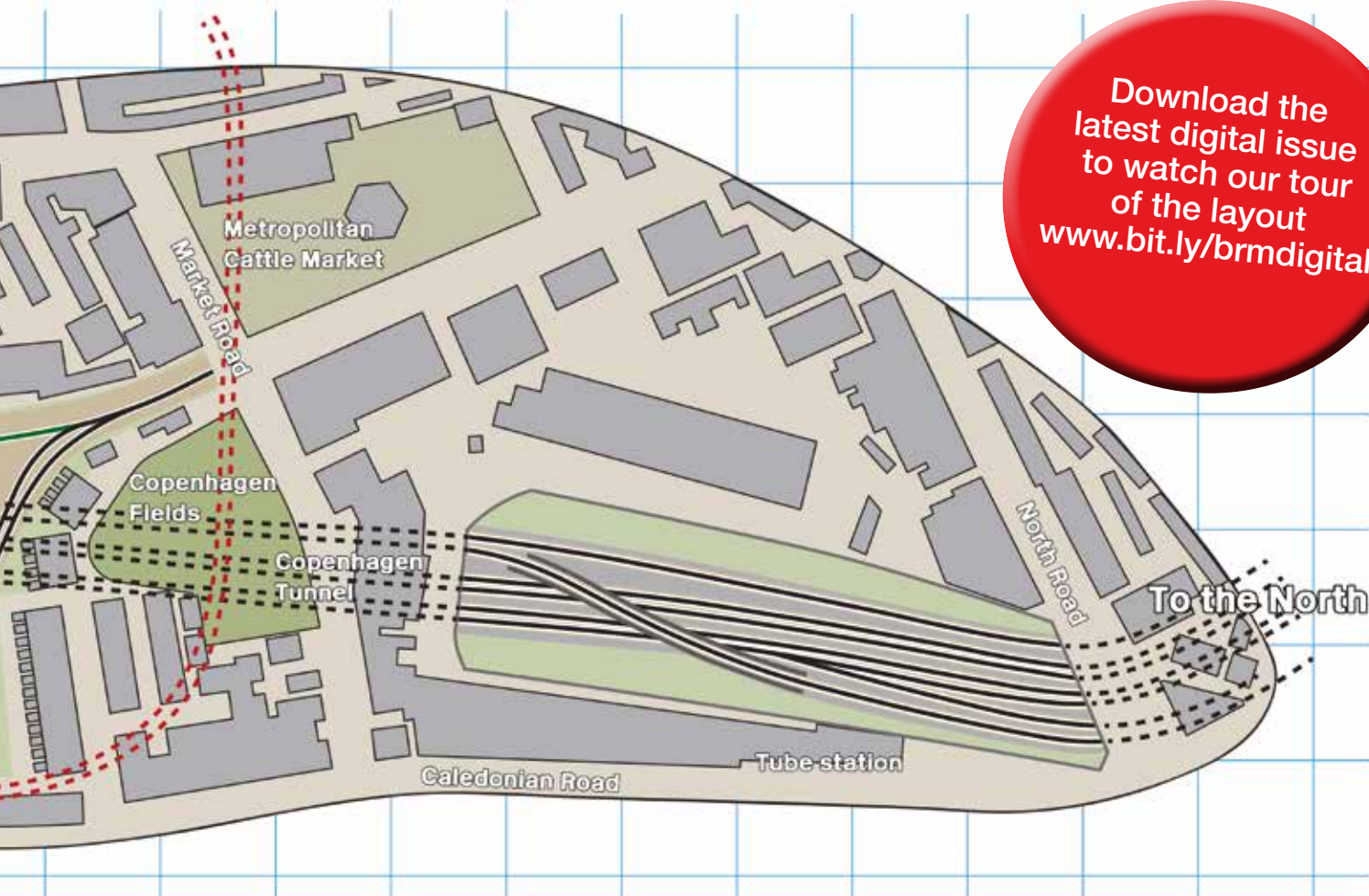
Silver Fox drifts into Kings Cross on the up 'Silver Jubilee'. The engine started life as a Farish product, but has a completely new chassis and different tender body. We have plans in hand for a 'Coronation' set to join our roster of trains. The magnificent building on the left of the cutting is the erstwhile terminus of the cemetery service that ran from Maiden Lane to New Southgate in the 1850s.

Not surprisingly, some of the layout's pioneers are no longer with us, but it is a memorial to their prowess and input. 'Copenhagen Fields' has certainly taken on a life of its own, and is still some way from completion – but at least it now mostly fulfils the promises that we made back in 1983. The apparent over-engineering that we applied from the early days has stood the test of time so that layout maintenance is not too onerous.

We have been very fortunate to have many talented people contributing to the layout, only some of whom have been mentioned by name in this article. Most importantly, it would not have been possible without the support of that venerable, but also quietly dynamic, organisation: The Model Railway Club.

What we think...

For more than three decades, 'Copenhagen Fields' has entertained exhibition-goers, providing a spectacle of landscape grandeur to which 2mm:1ft scale lends itself so well. Only when seeing the model at close quarters and speaking with its creators do you realise how much of a jigsaw puzzle it is to assemble. This is partly because of its size, but also the complexity of its shape with tunnels that require access should a train derail – there's also the track cleaning aspect to consider, too. The joints between removable segments are ingeniously hidden, using buildings, walls and hedges to hide small gaps. The layout continues to evolve, but the initial carefully planned concept has stood the test of time well.



Download the latest digital issue to watch our tour of the layout
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KANNOTBURN

Bentley Model Railway Group's second-hand layout purchase required completion, though members opted to re-gauge the track, too.

Words: Martin Axford & Jack Royle **Photography:** Phil Parker



ON EXCLUSIVE



A Hornby J36 coasts across the viaduct into Kannotburn station.

Kannotburn' was started by Trevor Hale as an EM gauge project based on Crianlarich in the Scottish West Highlands. The half-finished layout was purchased from Trevor around 10 years ago by the Bentley Model Railway Group, some work was done at that time, but serious efforts didn't start until 2017, with the objective being to get it presentable for our January 2018 exhibition in Calne, Wilts. The EM gauge track was lifted and replaced with Peco Streamline Code 100, this included the use of large, medium and small radius points. These have been given a degree of flexibility by removing the webbing. This sounds risky, but was done with a lot of care – we have been track-laying for years!

Additional boards had to be built so that the layout could be used with our

existing fiddle yard boards. There was a small problem with measurements because Trevor's layout was built using the metric system, whereas our fiddle yard was imperial. Somehow, we made it all work, we are showing our age I suppose, most of us have known both!

Changing decades

Originally, the layout was built to represent the blue BR diesel period of the late-1960s/early-'70s. With the availability of many suitable steam locomotive types, we decided to move it back to the '50s/'60s with both steam and early diesel motive power. This means ex-LNER types like K1s and B1s mixing it with ex-LMSR locomotives like 'Black Fives' and 4Fs (there might be one parked at the station sandwiched between a

pair of snow ploughs). Green-liveried diesels are also present, BRCW type 2s, NBL type 2s, an English Electric type 1 and a diesel shunter, also one of the attractive Park Royal railbuses.

All have been fitted with DCC sound, provided mostly by YouChoos, although some locomotives retain their factory sound decoders. An effort has been made to weather the rolling stock, as this helps to convince the viewer that a model is a well-used machine rather than a plastic model, but the weathering also adds variety to what would otherwise be very uniform trains.

Passenger trains consist of ex-LNER and ex-LMSR coaches (even a magnificent 12-wheeled dining car) as well as BR Mk. 1s. Freight trains consisting of all the usual wagons pass 'Kannotburn', including a long



FACTFILE

Layout name: Kannotburn

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

Size: 24ft x 8ft

Era/Region: 1950s/60s Scotland

Layout type: Continuous loop

ON EXCLUSIVE

**“ It’s a wonderful spectacle to see a train rolling
above the village below and across the mountains
in the distance. ”**



A Dapol Class 26 passes an idling Class 08 with a heavy oil train.
Both locomotives have custom weathering.

coal and tank train. Blue-liveried fish vans are part of another mixed goods en-route to Mallaig.

Creating the scene

Scenery on the station boards was finished using Woodland Scenics and Jarvis. Trees are by Polish company MBR as recommended by Chris Nevard, including typical Scottish types, Larch, Birch, Pine and Beech. The dry-stone walling is by Osbourns Models.

The stream glitters attractively under the steel viaduct but still doesn't look right, this could be because the rocks don't look as nature intended and still need re-arranging. Maybe a fly-fisherman could be added, but then a layout is never finished!

The original layout didn't have a backscene, so we added one which certainly gives a feeling of depth to 'Kannotburn'. It isn't actually the West Highlands, but Snowdonia in Wales near Llanberis by ID Backscenes (they don't do Scotland).

With one exception, all the buildings came in a strong box with the layout. They were all unfinished and needed additional detailing work like adding windows, doors, guttering and drainpipes. A fine model of Fort William engine shed was also in the box, correctly modelled without its roof as it was in 1960. At first, the intention was to replace the roof, but we realised that looking inside such a fine model was a good idea, so left it off.

Also in the box was a folder containing the plans for Ardlui station building. The real thing has now sadly been demolished but was a classic West Highland station building. Trevor had obviously intended to build a model of Ardlui station building for the layout. BMRG member Martin Axford built this in time for the exhibition. This is the only building not permanently on the layout because it straddles a board joint, so Martin made a special box from excess corrugated cardboard to protect it in transit.

Layout control

The layout is wired to permit both DC and DCC running of trains. The DC wiring makes use of isolating sections, which can be controlled by one of two controllers, or isolated completely. The points on the scenic section are controlled using slow-acting Tortoise point motors from a switch panel. The points in the fiddle yard are controlled with SEEP point motors activated via CBUS using MERG turnout drivers to permit



ON EXCLUSIVE

A J36 approaches 'Kannotburn' with a long train of coal wagons. The rolling stock is mostly Bachmann factory weathered private owners.



route setting, both through the fiddle yard control panels and through a laptop running JMRI. The laptop can be connected to a Wi-Fi router, permitting route setting from phones/tablets. The signals are kits from Model Signal Engineering and are controlled by servos using a MERG servo control board. DCC train operation requires all the isolating switches to be closed and an ECoS command station to be connected. The ECoS command station is then connected to a Wi-Fi router, allowing the trains on the layout to be controlled using phones or tablets, as well as directly from the ECoS. In the future, we'd like to add JMRI control to the points on the scenic section and potentially use some automation in the running of the trains.

Exhibition schedule

Operation of the layout at exhibitions requires good communication. With 'Kannotburn' being a single track line, trains are required to leave the fiddle yard simultaneously with points being appropriately set to permit this. Trains will then meet at the loop in the station in order



A Dapol Class 26 runs under the road bridge into 'Kannotburn'. The roads on the layout provide the opportunity to display vehicles, as well as weaving above and below the track, making the railway seem as though it was added to a world that already existed.



A kit-built J36 simmers in front of 'Kannotburn' shed, awaiting its ash pan to be emptied. The engine shed is scratch-built and represents the shed at Fort William during the brief period at the end of its life when it no longer had a roof. The lack of a roof also allows people to view the detail and locomotives inside.

ON EXCLUSIVE

A Hornby 'Black Five' awaits the road as two Dapol Class 21s approach with an express train. The tree in the foreground is from MBR Model and really looks the part when compared to other model trees.



to pass each other before returning to their original track in the fiddle yard, but from the opposite end to which they departed. This requires synchronisation between the drivers of the two trains as well as the signalman. As there is quite a wait between trains leaving the scenic section and new trains arriving, we make use of the yard and the engine shed area to keep trains moving on the layout, with steam locomotives moving between the coal stage, ash pit and shed, as well as a Class 08 shunting wagons in the yard. Periodically, we'll swap a locomotive on the train with one from the engine shed, as well as exchanging wagons from the yard with stopping goods trains.

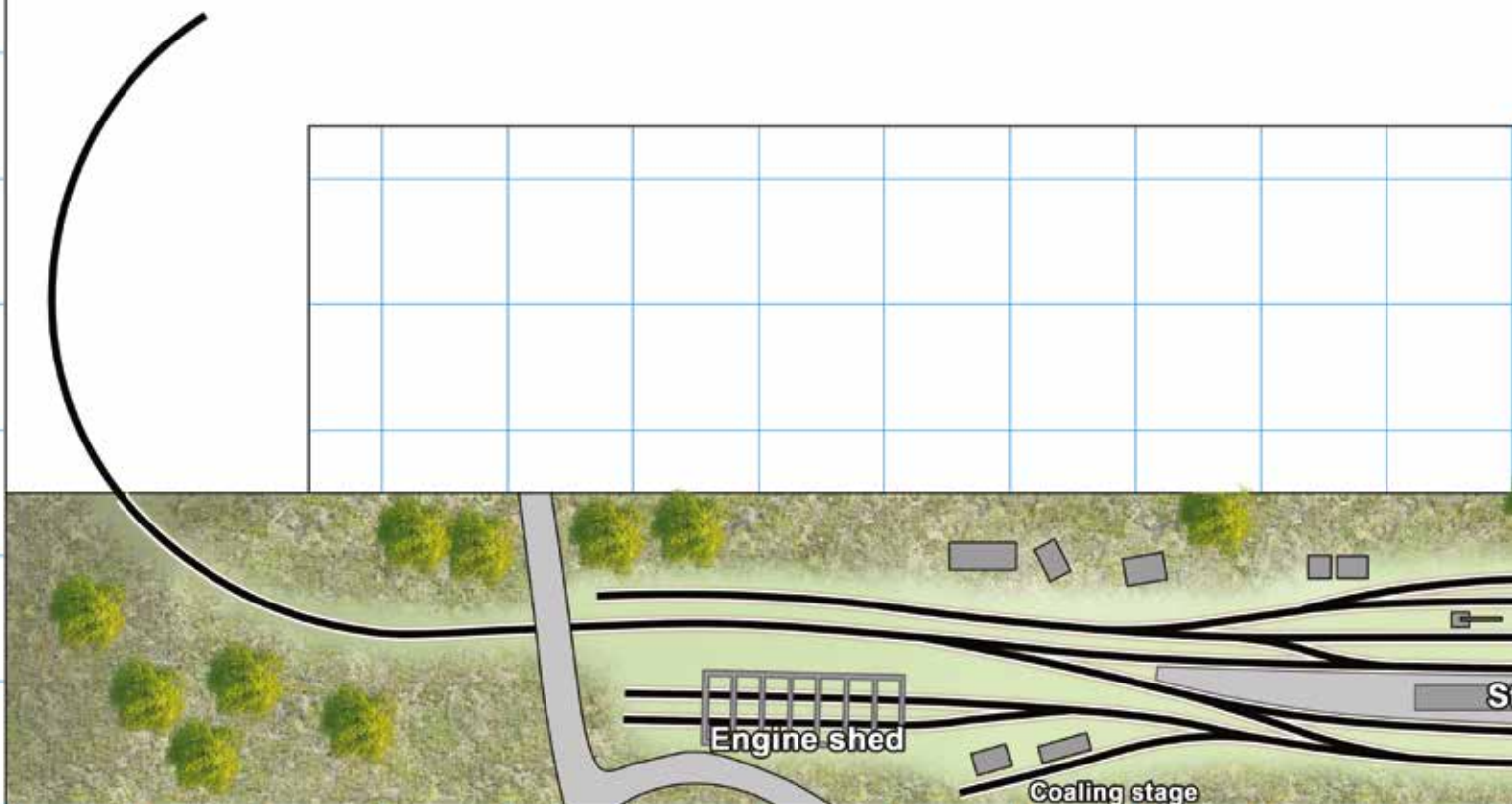
The viaduct end of the layout has less happening, but the anticipation of the next train crossing the viaduct adds to the experience, as it's a wonderful spectacle to see a train rolling above the village below and across the mountains in the distance.

We hope you enjoy this visit to a mythical place in the West Highlands of Scotland which, unlike a certain viaduct, doesn't appear in a film about wizards and warlocks!



The local watering hole, The White Hart, is converted from a Hornby Skaledale station building.

Fiddle

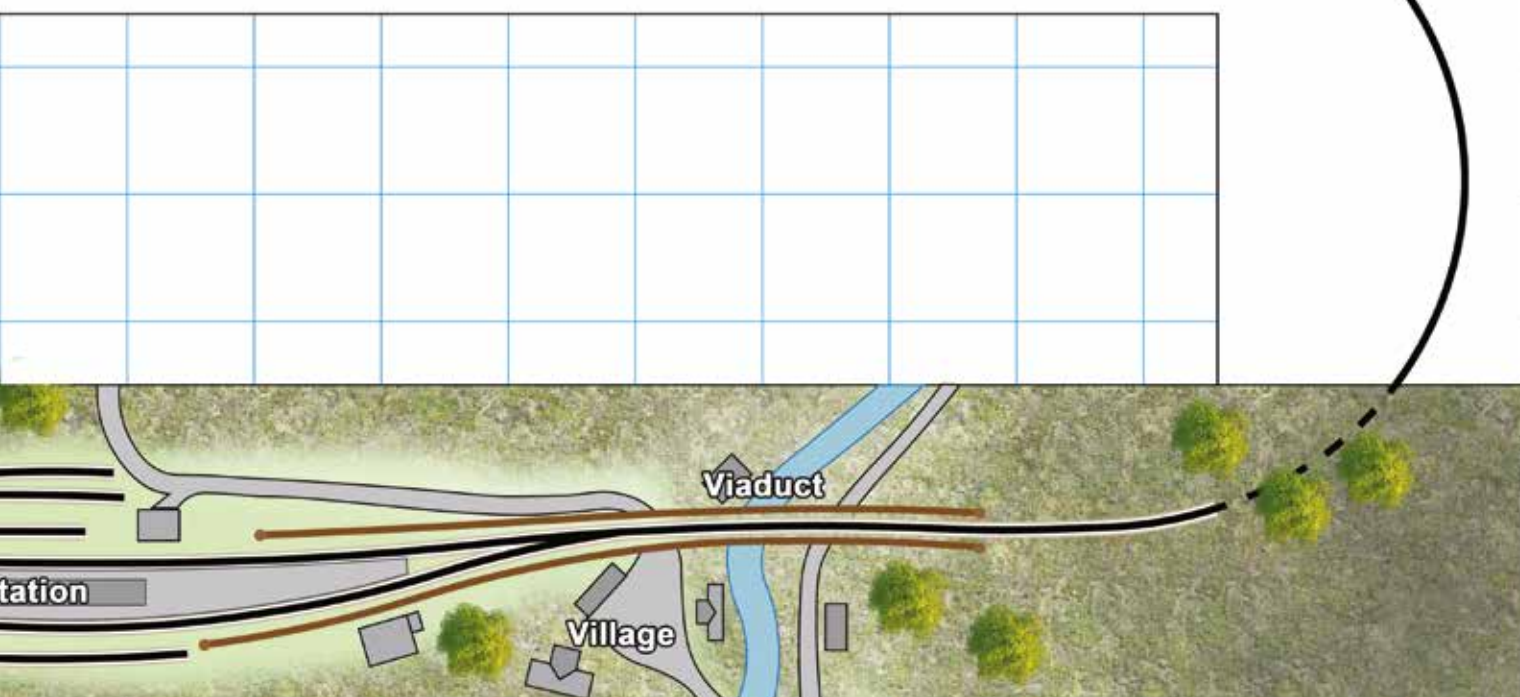


ON EXCLUSIVE



Hornby K1, 52034, passes through with a mixed working including several fish vans, traffic for which the West Highland route was well known. A Class 08 shunts the yard, including Presflos for a cement delivery, which will be discharged to a road vehicle.

e yard



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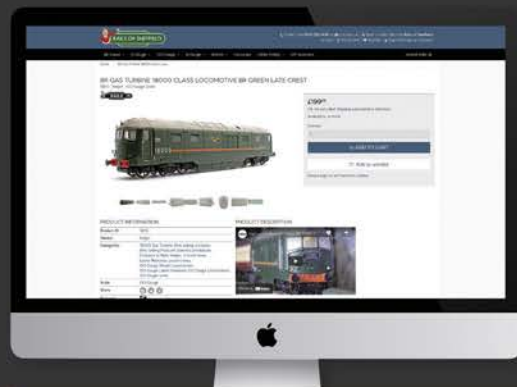


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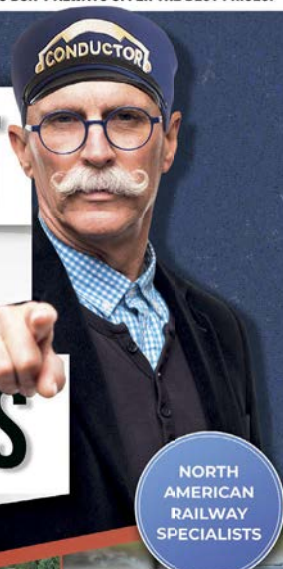
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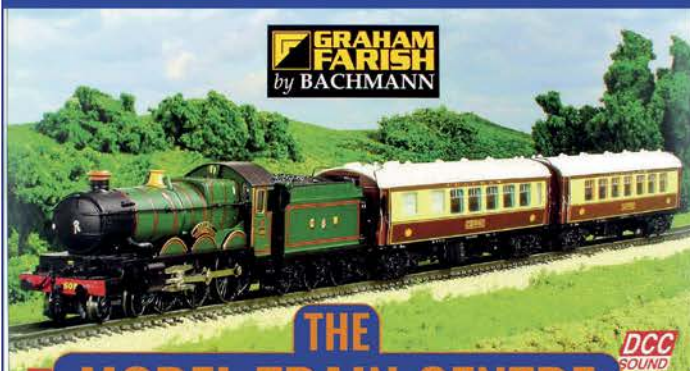
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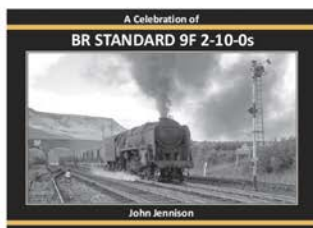
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Kind regards and best wishes to you all. George, Chris and Wendy at Irwell Press

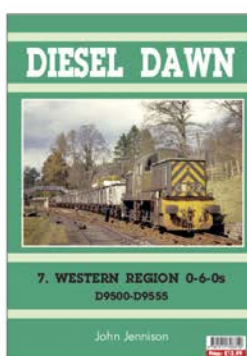
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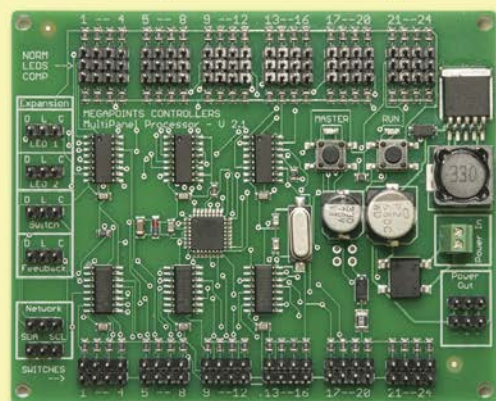
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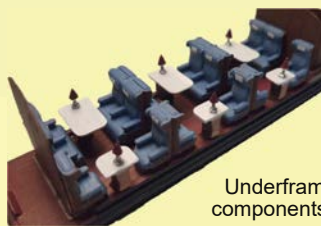
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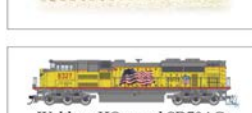
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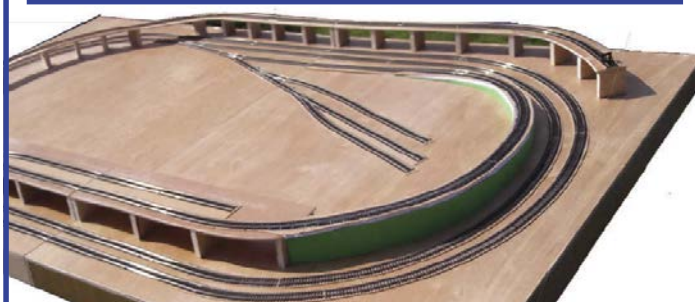
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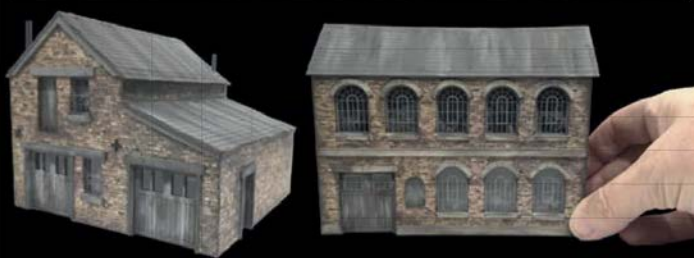
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Sep 2/3 - STAFFORD GUILDEX 2023, Gauge O Guild Exhibition, Bingley Hall, Stafford Showground, Weston Rd, Stafford, **ST18 0BD**. Sat 10-5, Sun 10-4. www.gauge0guild.com

Sep 17 - OXFORD OXRAIL, Cherwell School, Marston Ferry Road, Oxford, **OX2 7EE**. Sun 10.30 - 4.

Oct 7/8 - FOLKESTONE Model Railway Exhibition, Leas Cliff Hall, Folkestone, **CT20 2DZ**. Sat/Sun 10-5.

Oct 14/15 - ALDERSHOT Model Railway Exhibition, Farnham MRC, Alderwood Leisure Centre, Tongham Rd, Aldershot, **GU12 4AS**. ****Show guide included in admission and FREE Car Parking****

Oct 21/22 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, **TN22 1AE**. Sat/Sun 10-5.

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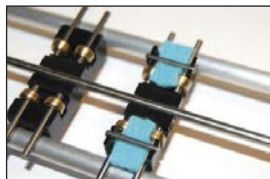
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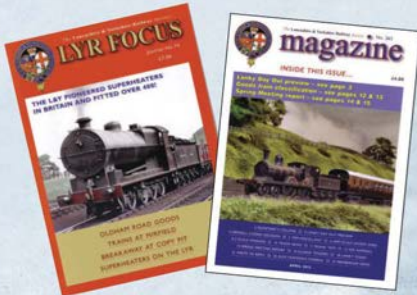
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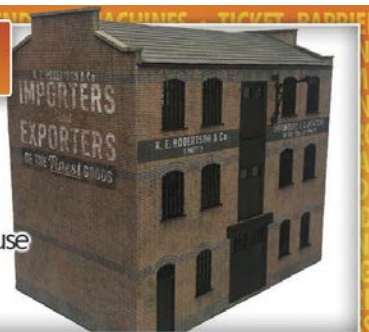
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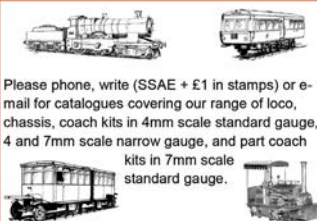
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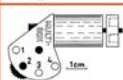
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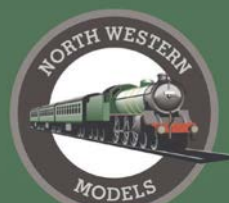
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Buffer Stop

An odd request from the Yorkshire Post

Visits from the local newspaper are pretty common for most exhibition managers. The photographer turns up, usually at the busiest time of the day, and asks some of the layout operators to appear in pictures.



Those who have done this before roll their eyes as they are asked, yet again, to touch the top of a train, or point at something to pretend they are working.

At the Festival of British Railway Modelling, held at Doncaster Racecourse last month, the journalist from the Yorkshire Post had very specific requests.

Firstly, they needed a layout built by Yorkshire-based railway modellers. No problem – ‘Scout Green Crossing’, built by the Scarborough and District club was next to the World of Railways stand. Being O gauge, the models stand out in the photographs, too. As a bonus, the owner of ‘Overlord’ is also a Yorkshire resident, and the mix of wartime trains and ships is eye-catching.

Next, a layout set in Yorkshire. ‘Blakey Rigg’ is a slice of the North York Moors, and so provided a rare appearance for S scale in a newspaper. Owner, Paul, managed to demonstrate three-link coupling, too.

Finally, a model of *Flying Scotsman*. That was tough. None was running one on a layout, and *Mallard* wouldn't do. Eventually, a Hornby model was borrowed from Elaine's Trains and photographed being held by Trevor from ‘Blakey Rigg’.

All this for a special edition of its Sunday supplement, where articles were related to *Flying Scotsman*.



See the Yorkshire Post photographs at:
www.bit.ly/YorkshirePostArticle

Have you ever won anything?

Andy: Loads of corporate guff, quizzes and the heart of my dear wife. Where's the bucket?

Debbie: Usually a bottle of something at the annual school fete.

Howard: No, but then I never enter competitions.

Phil: A bottle of red wine on the model boat club tombola. I hate red wine.

Ruth: I won a Kenwood Chef around 10 years ago which is still going strong!

This month in pictures... Doncaster special



One of the first tombola prize winners on our stand was Henry Miller, looking pleased with his new Hornby model.



James Fjord won our layout giveaway, and you can follow his progress in rebuilding it on RMweb.



A last-minute addition to exhibit at Doncaster show was Jenny Kirk and her ‘four seasons’ layout, recently seen in BRM and on TV.



Rod Nipper from the 16mm Association delivered some hand-made fudge, which Amie certainly appreciated.

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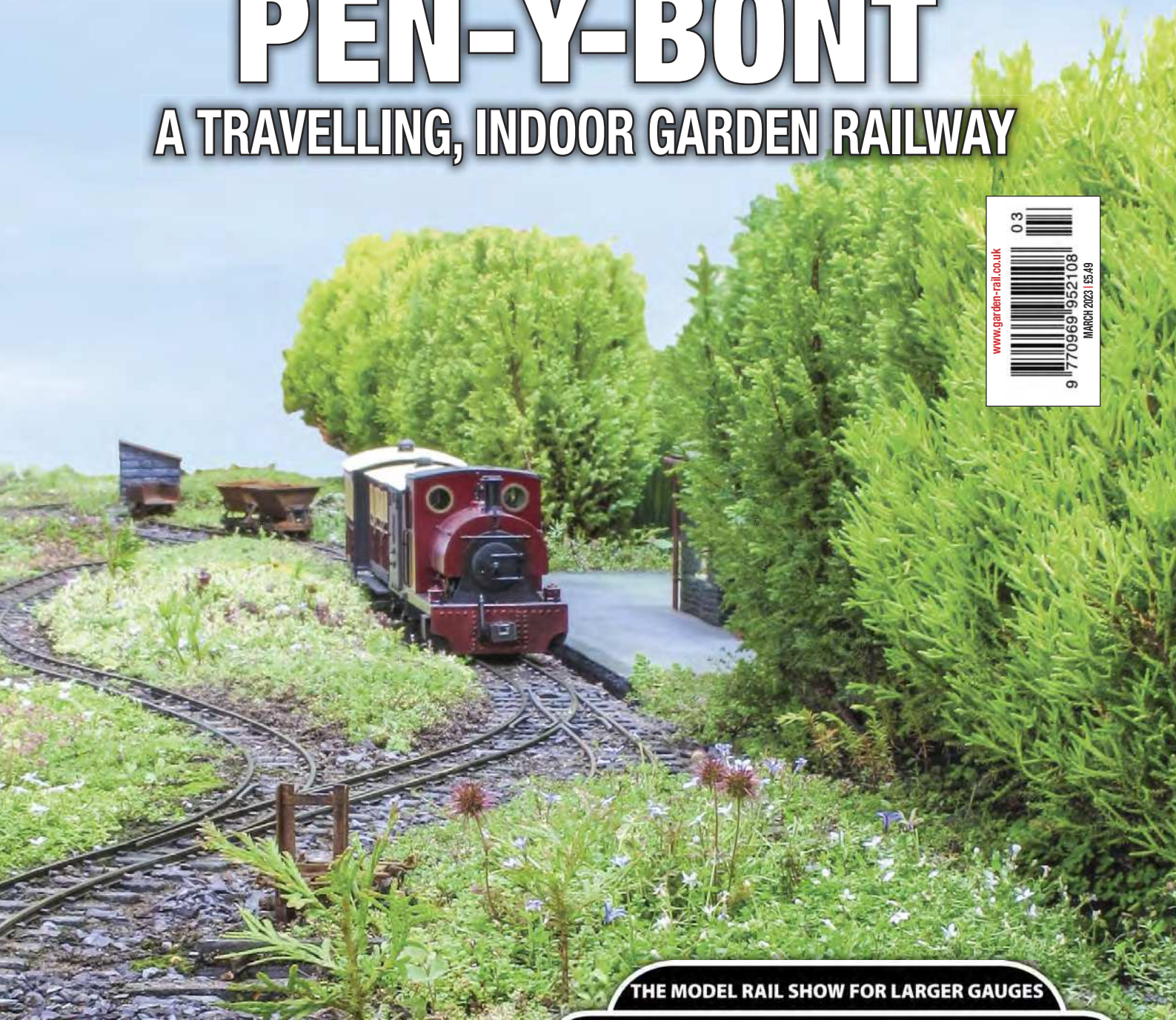
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BURSTING WITH CONTENT

Welcome to our bumper March issue. Thanks to the inclusion of the Midlands Garden Rail Show guide, and some printing rules I don't pretend to understand, I'm in the happy position to be able to serve up more for you to read and enjoy than normal.

This issue is unusual in that, not only do we have two feature layouts, but I've actually seen them in person. Normally, I receive a set of photos, and that's all I know of the layout. However, I was able to take the photos for Pen-Y-Bont thanks to Steve Howard arranging for me to sneak into Fawley Hill museum,

and Loft City appeared at the 3CAG event at Hinkley. Both are well worth a look, which is handy, as they will be at the Warwick show too.

While they might represent opposite ends of the garden railway spectrum, I like to think that it shows how broad a church Garden Rail is. If you are doing it in the garden, we want to know about it!

Anyway, I better shut up. Our designer is complaining that the contents page is longer than normal, and if I waffle, there won't be space. Never mind, if you are heading to the Midlands show, I'll be around both days, so say hello, and we can waffle then!



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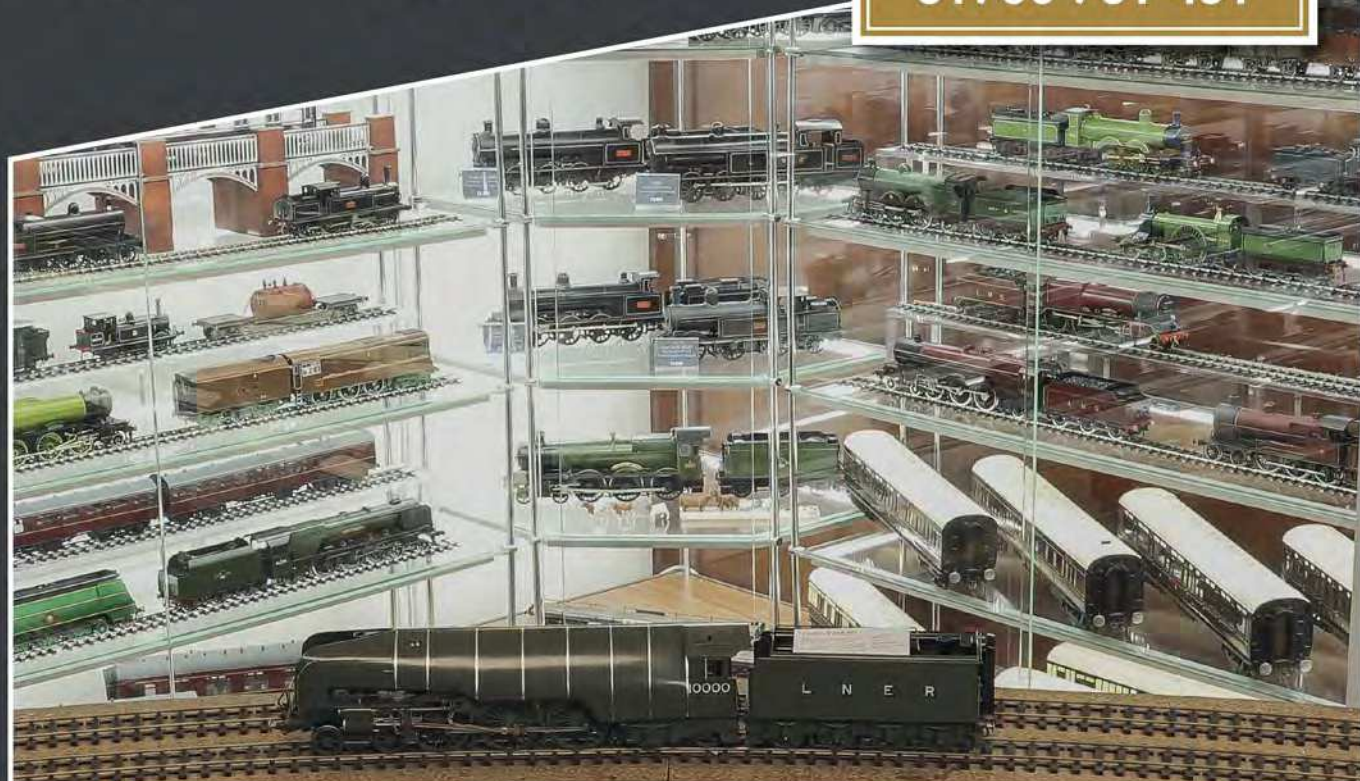
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Pen-Y-Bont

Steve Howard constructs a new 16mm exhibition layout with a difference.

After five years and some 30+ exhibitions, it was time to think about a replacement for my 'G' scale, 45mm gauge, Hambleden Valley layout. I couldn't just make another along similar lines, it had to be very different. The only criticism I had heard about Hambleden was that it was too big to run indoors at home, but also could not be left outside in the garden, so it was neither really an indoor layout, nor a garden railway. Hambleden was fairly unique in using radio-controlled live steam locos on an end-to-end layout, involving lots of shunting of rolling stock. So, this time, I thought it had to be a 'round and round'. However, it also had to be different from the usual offerings of unballasted track, a nod to scenery and out-of-the-box rolling stock.

The new layout, called Pen-Y-Bont, was going to be 16mm scale on 32mm gauge track, and be based in Welsh slate territory.

However, the unique feature this time was going to be that all the scenery was going to be from real plants, growing in soil and it would be left outside all year, except, that is, when dismantled and transported to exhibitions.

Due to the design brief of being outside all year, no wood could be used in the main baseboard construction. So, like Hambleden, the starting point was polycarbonate roofing sheets. To these, two inch deep plastic plant trays were fitted in turn with two inch expanded foam (Celotex or similar) insulation sheets painted matt black, to be used as a base for the track and helping to keep the total weight down as much as possible.

From the outset, this was designed to be a portable exhibition layout. The scenic section consists of five baseboards, each 4ft long x 3ft wide. Each has a 4ft x 2ft plant tray bolted to it. A secondary plant

tray 4ft x 1ft containing the conifers and with a 14in high backboard made from plastic window fascia boards rests on the polycarbonate behind the main tray. This secondary board is not fixed and can be lifted off for ease of transportation. Rather than trying to make integral legs, which would probably have to be made of wood, or using the Hambleden system of 3in x 2in beams on trestles, I opted to use portable tables with plastic tops and metal fold-down legs.

I am intending to use the Hambleden LED lighting strips above the layout, as I know some exhibition halls can be quite gloomy and lighting the layout makes a big difference.

The main scenic boards, when finished with track, plants and soil, weigh around 20kg, depending on how wet or dry the soil is. They are a two-man lift, more because of the size and the need to keep



Watch the trains
go by on Pen-Y-
Bont – [youtu.be/
DjOCGZhWr-4](https://youtu.be/DjOCGZhWr-4)

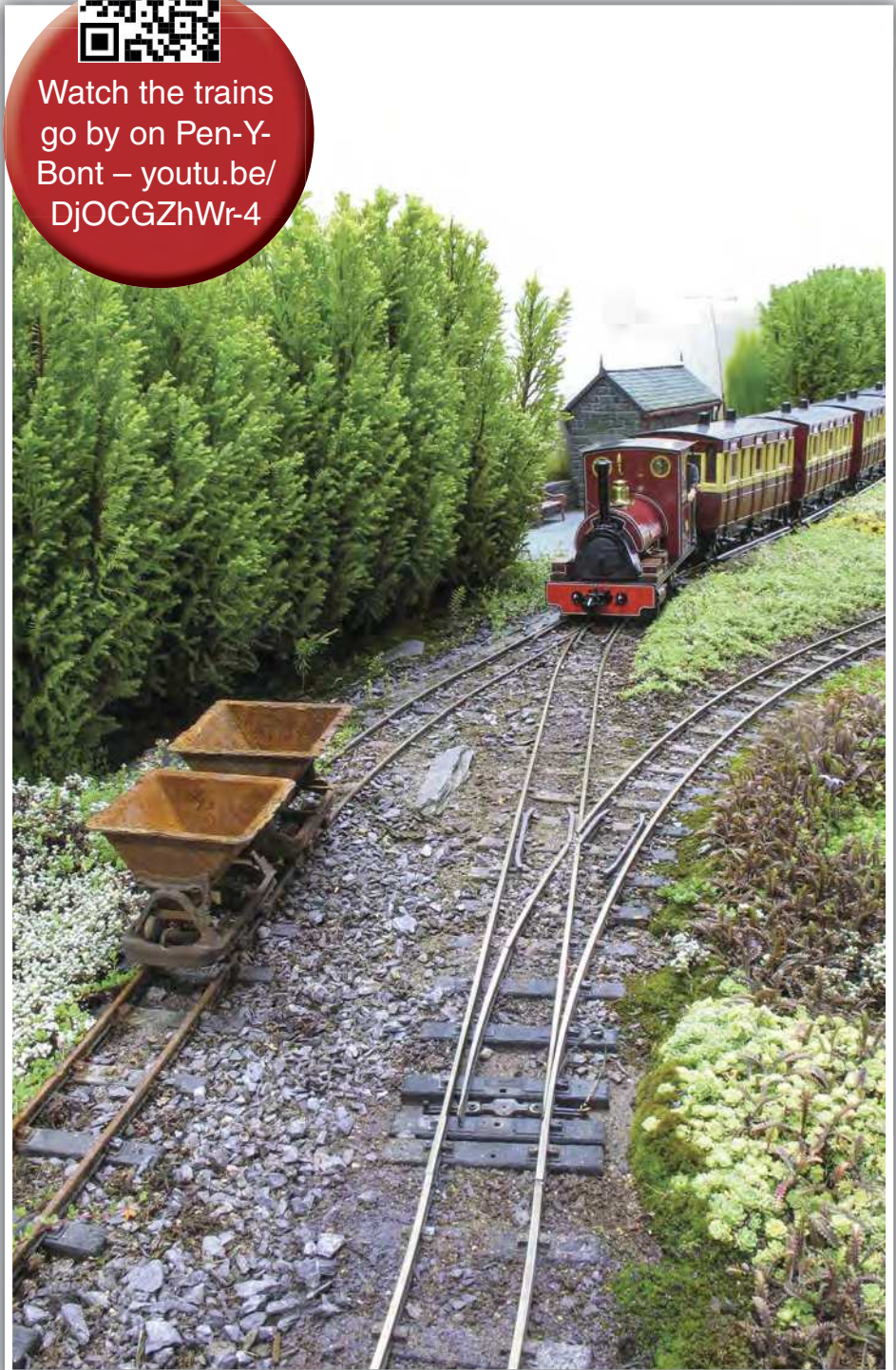
them horizontal, rather than the weight. The separate back scenic boards with dwarf conifer trees are quite manageable single-handed.

A drainage hole was made at the end of each board and was fitted with a coil of copper wire and surrounded with horticultural grit. The layout is normally kept on a slight incline to drain the boards during periods of heavy rain. This hole can be plugged if required, to stop water dripping onto the floor of an exhibition venue.

The trays were filled with a piece of insulating foam. Once the trackplan was decided upon, this foam was cut around the track to form the planting pockets. The cut edges of the insulation were sealed with black paint. The seed trays with the conifers you may have seen in early photos were later removed and the trees planted directly in the long plant trays.

For the non-scenic return loop and a fiddle yard - in the garden, these are part of a garden line, but for exhibitions, portable boards were lightly constructed from 12mm MDF. There are five 4ft x 2ft boards. However, the middle one is made of two layers of 6mm MDF. The bottom board connects to the two adjacent ones, but the top layer has a rectangular cut-out to accommodate six interchangeable cassette trays to hold the stock. These cassettes are 5in wide and a metre long with a 6mm MDF base, to hold the six train consists, three for each direction, and can be aligned to the feed tracks on each side.

These five MDF boards currently rest on the Hambleden trestles, but I may change this to more portable tables. The MDF is supported on two longitudinal pieces of twin slot shelving support bolted to the MDF and there is no other timber framing. The scenic and non-scenic sections are linked with two 2ft x 1ft x 1/2in MDF boards that rest on the plant tray on one end and the MDF baseboard on the other.



It's not just the tippers that are rusty, the little-used siding is too.



Pen-Y-Bont in its entirety.

All these boards are painted with matt black emulsion paint on both sides and edges. There are locating pegs in the end of the metal framing to locate and align the boards.

The track is Peco SM32 to represent 2ft gauge. Most is set-track, save the front loop and some in the fiddle yard. The trackplan is basically a single line through the station with an outer passing loop. There is a small head-shunt at either end of the station, only really used to display stock.

As the model is set in Welsh slate territory, I used slate for ballast. I made my own from a bag of slate chippings from the local garden centre. Pieces of slate were crushed with a club hammer and then sieved to remove the larger pieces. It took many days of slate bashing to provide the required quantity for the layout.

The slate was mixed 50/50 with sieved compost and was first laid dry and brushed into place. It was then lightly sprayed with water before dribbling on a 50/50 exterior grade PVA and water mix. It has consolidated over time and shows no sign of washing away, despite a lot of rain at times.

The rail sides and chairs are painted a rusty colour and the track has naturally weathered outside in the garden. Track power is not used, so electrical continuity is not a problem. For the rail joints across baseboard joins, sliding fishplates are used to align the tracks. To make the process easier, small pieces of bent wire are soldered to the bottom of the fishplate so that they can easily be gripped with a pair of pliers.

The Peco points have had the centring spring removed and are lightly biased in one direction, allowing trains in one direction through the platform and via the passing loop in the other.

Over time, the track bed is being slowly consumed by the vegetation to remove the pristine mainline track appearance to something more akin to a neglected poorly maintained narrow-gauge line.

Regular trackside maintenance is required to clear excessive vegetation and to keep the rails clear to avoid derailments. The heat from the live steamers with the hot cylinders does quite a good job of this, but small pruning shears are an essential in the tool kit.

There are not many lineside features or buildings on the layout. The main feature is the station building, a Pendle Valley resin kit.

The platform is a piece of polycarbonate



A Swift Sixteen Railcar pulls up at the station.



The up slate train with the Slater's Quarry Hunslet in charge.

sheet and edged with real slates. The wall at the back is again made from pieces of real slate stuck together with waterproof PVA. The slates are available in packs from Stacey's Miniature Masonry, intended for the doll's house market, but eminently suitable for 16mm models as well.

None of the Hambleton stock (apart from the Roundhouse locos) is suitable for re-gauging, so I had a lot of new stock

to build, currently an ongoing process. However, train consists are limited to one metre in length because of the cassette system in use.

Apart from the five Roundhouse live steam locos, there are a couple of R/C battery locos. A Slater's etched brass kit of a Quarry Hunslet and a GRS Peckett saddle tank. By the time you get to see this layout, there may be more!

A minimum of six train consists are required, three in each direction. These consist of the following:

DOWN

Quarryman's coaches
Various Passenger coaches
Various Passenger coaches

UP

Slate wagons
Goods wagons
Goods wagons or p-way train

There are some static display wagons built for fun and heavily rusted, these are normally left in the head-shunts and include Slater's skip and slab wagons and some Hudson tippers from Slater's and Binnie.

I just love rusting stuff with iron powder. Large quantities of this can be bought cheaply online. I first spray the article with 3M Photo Mount. Then, using a large soft make-up blusher brush, I lightly dust the surface with iron powder and leave to set. Depending on the final rust colour, I apply an acidic wash. For an orangey colour, I use copper sulphate solution, again large quantities can be purchased cheaply online. For a darker colour, I use other acids such as soldering flux or Carrs Metal Black. I find other suggested liquids such as vinegar or lemon juice to be too weak. Once dry, they all benefit from being left outside in the garden in all weathers for a few weeks (or permanently).

Other wagons for running in train consists include a couple of WD vehicles.

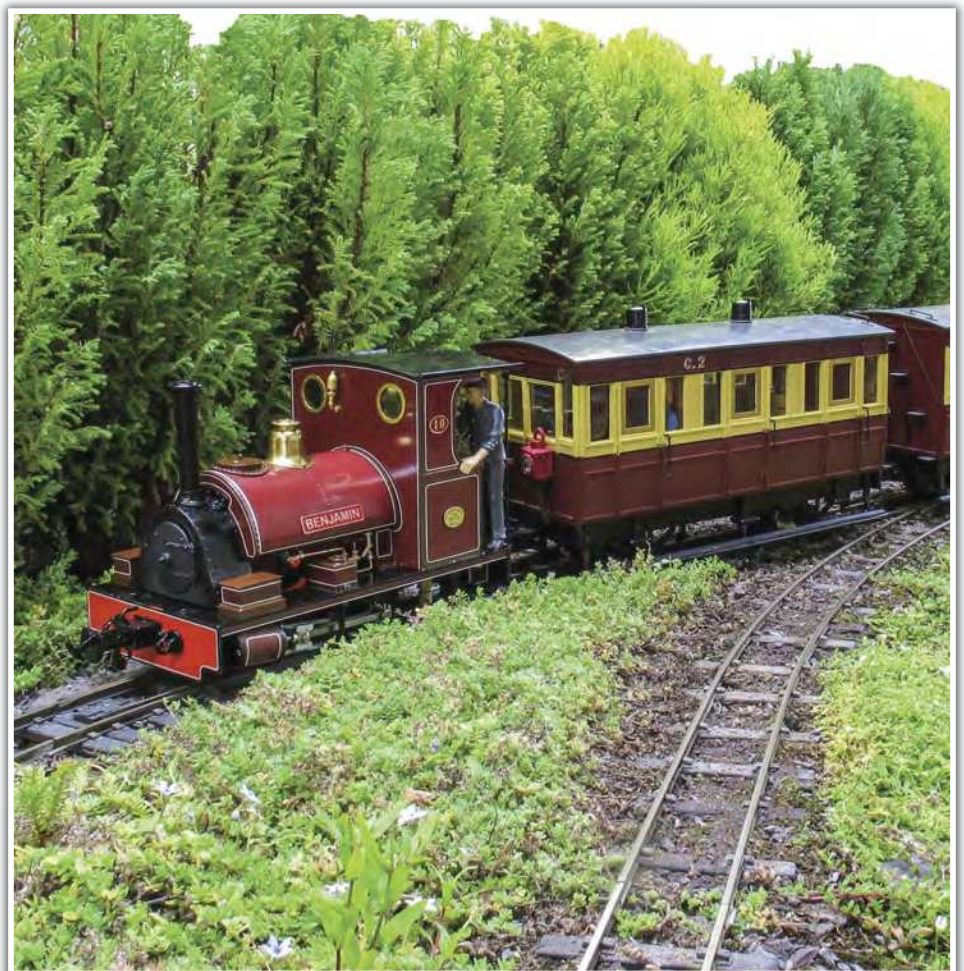
There are currently a number of other ongoing projects on the workbench at present to increase the stock levels. These include some coaching stock, a gunpowder wagon, a couple of open wagons and a box van or two.

Operation is basically continuous running around the circuit, but with stops at the station and a possible drop-off and pick-up of a wagon or two. Not as interesting perhaps as Hambleton, but the live steam locos still have Slomos fitted, so no high-speed trains. There are also currently a couple of R/C battery locos just to give the steamers and the operators a break in what is otherwise a quite intensive service. The six train formations are stored in cassettes and simply moved in-line with the running track when required.

The layout comes apart easily, there are no inter-board connectors, it just relies on the weight and the boards are aligned by eye. The boards slide into the Hambleton rack in my transit van. I hope to attend



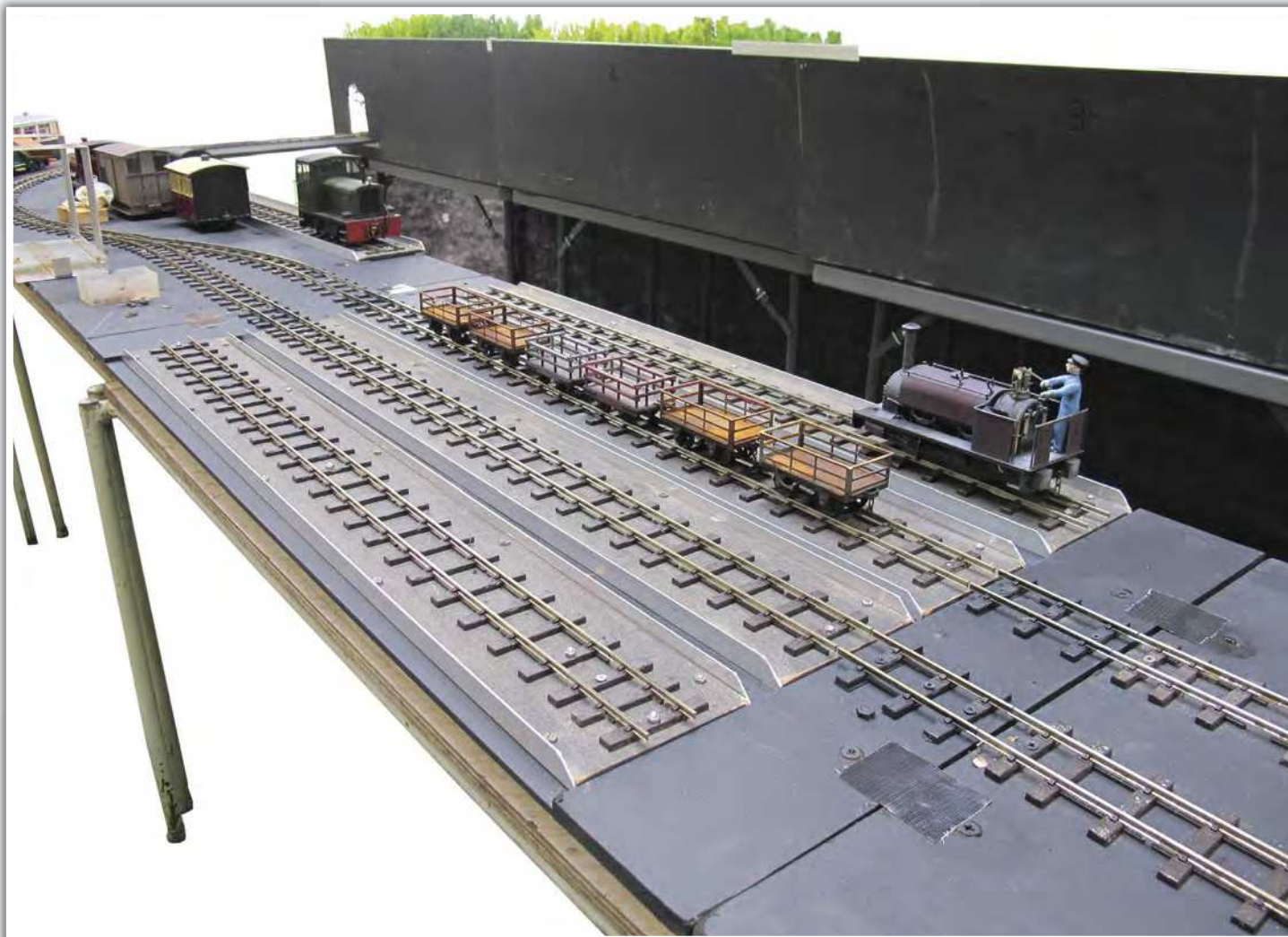
FR workmen's coaches in the station.



Peckett 'Benjamin' hauling Manx four-wheelers, a guest train on the layout.



Down passenger, diesel hauled.



The fiddle yard. Each track runs on a cassette so it can be moved to swap the trains.

Up goods.



a number of exhibitions in the coming months so hopefully, you will get to see it for yourself.

The layout is constantly changing each year as plants grow and spread (or die) and each season changes the flowers and the colour of some of the leaves. On damp days in the Autumn, the mosses flourish and in hot dry summer periods, the Thymes are a profusion of colours. The layout survives well being kept outdoors in the garden all year, and the alpines have proved very hardy.

The two biggest problems are watering and birds. I need to keep some of it covered with netting to stop the birds pulling up the moss looking for grubs. The soil is very free draining, so excessive rain has not been a problem, but it will dry out in hot sunshine and needs careful monitoring. In very dry weather, it needs a regular soaking from a hosepipe or several watering cans, but at other times, an occasional light spray is all that is required to keep the moss and the *Soleirolia* happy.

Has the project been a success? I think

so. Although this is a portable layout, I think it demonstrates that you can have a garden railway with a high degree of realistic scenery using real plants. It's also possible to make it portable.

Although largely complete now and

ready to exhibit, most layouts are never really finished as there are always more details to add, things to change, etc. Even more so with this, like a garden, there is always stuff to attend to in the planting, pruning, dead-heading, etc. ■



Leave a wagon covered in iron powder outside, and the rust effects are spectacular.

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A Peppa Pig railcar

John Dunford turns a toy into a very presentable piece of permanent way rolling stock.

Like many others, more specifically Eddie in May 2021 of this magazine, I was also drawn to the Peppa Pig Railbus as a candidate to run on rail wheels. At £10 in a local supermarket, it was well worth a punt.

But what would it be? A railcar was somewhat too small for its body in my view, but as part of a Permanent Way trolley, well that may be just the thing. Back in the old bad days of East Germany, I took photographs of some likely candidates, so this conversion ended up as a lookalike of one of them.

I decided to use an IP Engineering chassis that had been removed from one of



East German PW Trolley as inspiration.

my steam trams for not being quite robust enough. Pushed out to 45mm, Delrin chain provides four-wheel drive, more than ample for this conversion, and it will even pull/shunt the odd full-size LGB wagon or two if required.

First job, the sides from an old open wagon were cut up to make a two-plank high freight section. These are sitting on an off-cut piece of 2mm clear plastic sheet, 72mm wide 78mm long. The planking needed some serious sanding to remove unwanted door, moulding and rear lamp detail.

The front lights, radiator and wing mirrors from the Railbus have all been left in place. I had to make a cut out for the motor to fit the rear and main body, this has been arranged so that there is an equal overhang both front and rear of roughly 40mm. 8BA screws hold the rear base and body base onto the motor unit.

The trolley is powered by 4 AA NiMh batteries, controlled by a Deltang Rx45 RC receiver, and it took some serious pondering to work out where to hide these, as well as the on/off switch and charging socket. Preserving the roof as a separate part allows access. The batteries would have to sit in the rear of the cabin under a fake bench.

I started out a new day with the prospect of getting this wired up. All went well and it test worked with a spare chassis just fine. Then, a new set of gears was delivered from IP Engineering. These are better quality gears than the originals, so I fitted them and wired up the chassis. Just as I was thinking that I could put this all to bed to get on with the rest of the detail and bodywork, disaster.

The chassis moved forward, but stop and put it in reverse and the motor ran for half a wheel revolution before the Deltang light started flashing as the motor stalled.

Thinking things through, this only occurred since I got the new gears fitted, perhaps they were the issue. Some Plastikard shims didn't help, so I tried the old toothpaste trick to see if that would ease the gears. 10 minutes on straight battery power each way with the gears slathered in toothpaste did the job and the chassis was soon running fine both ways with no issues. (*Editor: Toothpaste is a mild abrasive and acts as a grinding paste, which temporarily increases wear*) It looks like the new gears may have been a little bit stiff and a direct feed from a battery was enough to turn the motor, power via the Deltang wasn't sufficient.

A word of warning. If you do use the toothpaste option, always give the gears a good clean out once you have satisfactory running.



The main parts loosely placed together.



IP Chassis having its wheels removed to fit new gears and Delrin Chain for 4w drive.

In spite of the motor problems, odd bits of cosmetic work had been ongoing. To hide the motor sticking out the back of the bodywork, a ballast load has been added, this started life as a cut out from either an LGB or Piko four-wheeled hopper load. I wanted this to be removable and avoid gumming up the motor with glue, so cling-film covered all the working bits while the glue was out. A rear support has also been added with some thin ply and matchsticks for detail.

The underframe is some 15mm deep Plastikard pieces held upright with further

shims to keep things square. I've designed it so the cabin and goods part can be removed separately rather than in one complete part, I feel it is important to be able to disassemble the model if required.

Axleboxes are 20mm plastic squares cut and angled at just around 6mm, so that a detailed support for the wheels could be represented.

Having added the ballast, it became apparent that this would be too high at the edges, so a couple more supports were added to the sides with some seriously distressed plywood, and a couple of odd

bits of siding as ends. Inside, some cabinets and workbenches were scratch-built from more Plastikard. It is assumed that this multi-purpose trolley will be primarily used for telephone and wiring repairs out on the line, but any odd bits of light trackwork can also be tackled, hence the ballast.

To deal with the ballast, tools will be required. Having seen these in use in Germany, they are quite different to ours. The shovel has a fairly large blade and was made by shaping a small piece of tinplate after cooking it to cherry red to soften the metal. This has the additional advantage of giving it a good shovel colour. The fork is somewhat bigger than a garden one and is made of mains electrical cable soldered together.

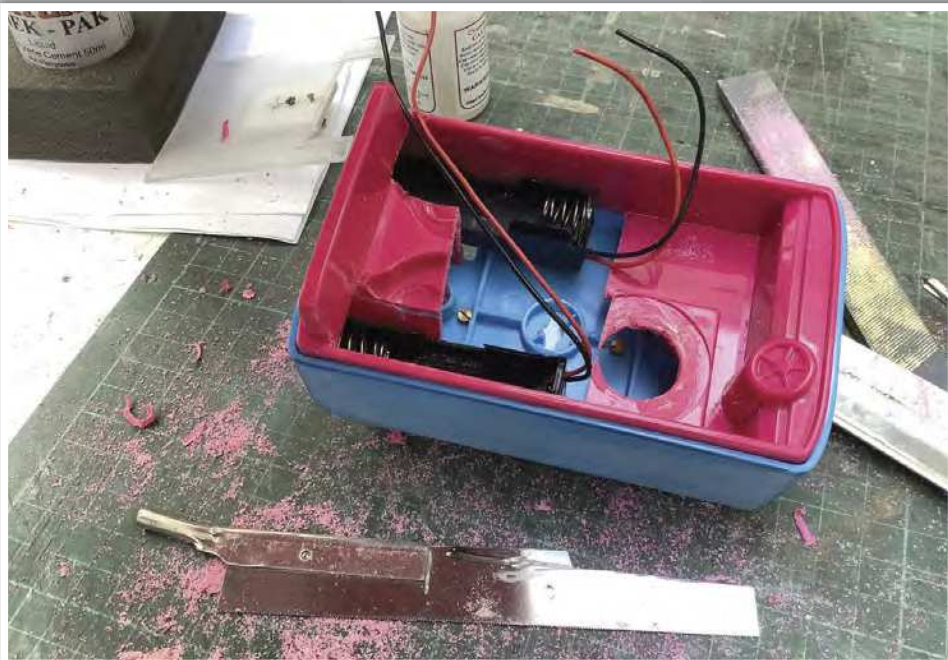
I decided to make a vice, remembering my grandad's workshop at Wakefield Carriage Sidings, by cutting up a couple of small pieces of 2mm ply, which then had three holes drilled in them. The centre one was filled with a 12BA and the two others with plastic rod for the guidance rods. A small piece of wire was soldered onto the front of the screw head to represent the turny bit.

Having got a vice, it then was time to make some sundry other tools. Bits of wire were stuck into cut cocktail sticks with very small holes drilled into them. A piece of plastic that has fallen off an item of rolling stock looked suitable for a couple of hammers to be cobbled from it. The spanner was made from a piece of that flat metal that keeps cardboard boxes together. The ends were filed with a fine V file, then cut carefully with a junior hacksaw one end, then shaped in the middle with Swiss files.

The workbench top was distressed a little and paint pocked about again with a dab on a very fine cocktail stick, I wanted it to look like a used and abused workbench.

One of the things that always gets me chuckling is the broom poking out of a builders transit pickup pole. I wanted to replicate this, but first a broom! I started with a little bit of old plywood, finding a suitable piece 5x6mm, and cut a 20mm length. Shaped with a hole for a cocktail stick for the handle. The bristles are some old string cut to short lengths and glued on with wood glue. Once dry, it was then cut to shape and then slopped with some thin PVA mix to get nice and solid.

The LGB driver needed both paint and amputation to get him to fit in the seat with his arm looking like it was using a driving handle. I added a rudimentary set of cab controls using circles of Plastikard, I have one of those DIY hole makers, but a



Cutting the inside to fit the batteries and motor.



Wiring up, with notes for Deltang Programming.



Workbench, tools and vice.

paper punch will work just as well. Blobs of coloured paint represent buttons.

The thicker bits where the numbers are at the rear of the cab are thicker bits of plastic to suggest doors to storage cabinets below the workbench. These have been fitted both sides with a silver-painted handle and odd bits of Plastikard to represent hinges. Note the four tools neatly stored in bits of pipe behind the ballast bin. The final few jobs to complete were lettering undertaken on matt vinyl self-adhesive paper.

As I wanted this to be able to move the odd wagon about, some kind of coupling system was needed. I remembered a piece of plastic Playmobil coupling in my offcuts, and sure enough, it had a lip on the bottom ideal for catching an LGB hook. I found another in my parts box, how these two white bits got separated is a mystery, but they have done the job. A few offcuts to strengthen the glued joint and a bit cut out to allow the hook to attach and that was fitted. All that was required was some matt black to hide the whiteness of the parts.

So, Peppa Pig meets Playmobil, meets IP Engineering, meets Deltang, meets scratch-building parts. A lot of disciplines



The coupling arrangement.

in there. Thinking a little bit more about this little gem of a toy, I think that four could be made into an acceptable modern tram. One for the front and end sections, and two joined together for a central articulated section - any takers for that little job? ■

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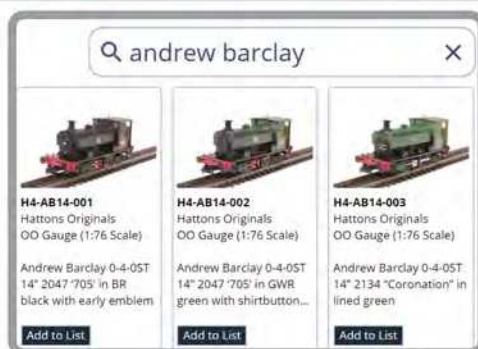
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A hi-fi platelayers hut

The Editor has built this hut before in 4mm scale. How does the garden scale version measure up?

Intention might be a new name to Garden Rail readers, but in 4 and 7mm scales, they are known as manufacturers of high-quality building kits. For our sister magazine, *British Railway Modelling*, I built a small hut from one of its 4mm scale kits as part of a diorama. At the time, I talked to proprietor, Philip Healey Pearce, and he was thinking of upscaling it, so sent me a test version. After a little pondering, he decided to go for it, so it was time for me to assemble my model.

One challenge – this is a garden scale model, so it should be at least showerproof. I doubt you'd want to leave it out over winter, but I don't want to be rushing to bring buildings in at the slightest hint of rain. This means, proper outdoor paints, and as much waterproofing as I can manage... ■



The kit is laser-cut in MDF. 6mm thick walls should ensure the finished building is nice and sturdy. The cutting is good enough that most of the model can be assembled dry to get a feel for the way it goes together.

2



Use the blue bottle of Resin W glue to hold things together, the one designed for outdoor use. The clamps are a bit 'belt and braces' as the sides locate quite tightly. Masking tape would work just as well, but I had the clamps handy.

3



All the MDF needs to be sealed to stop absorbing moisture, a coat of Rustins MDF sealer should do the job. It's very runny, and even a thick coat isn't going to hide the brick detail. I do my best to work it into all the joints as well as the surfaces.

4



Mark Thatcher uses emulsions match pots for many of his buildings, for greater waterproofing. I use Sandtex masonry paint costing £4 a pot, and available in a reasonable variety of shades. About the same consistency as emulsion, the brushes wash out in water, which sounds wrong, but the makers say it is waterproof.

5



Picking out bricks with the base colour mixed with a little stone and slate colours from my palette (OK, old plastic lid) and a small brush. A ratio of 8:1 red:stone or slate, seems about right, although I mix by eye. You don't want the picked out bricks to be very different from the main wall.

6



While I experimented with stone colour paint for the mortar, exterior filler works much better. Squidge into the lines with a plastic spatula, then scrape away with the same tool. Wipe with a damp paper towel and polish with a sponge. A little residue is left on the brick face, but the effect is to blend all the colours together.

7



I'm not sure what 'acrylic enamel' is, but a couple of coats on the door and windows look pretty good once they have been assembled. The pot assures me it's safe for toys, so that's fine if anything licks them.

8



Rafters slot into the walls, and are then sealed as it's easier to paint them this way. Use a ruler along the top to ensure they are in line, or the roof will be wobbly when you attach it.

9



I've cut some thick plastic for the windows and fixed it in place with epoxy resin, I really don't want these falling out! Of course, this is a job that would have been easier to do before fitting the rafters...



Pay attention Parker

Working late to meet the magazine deadline, I managed to stick the barge boards on in the wrong place. They should be on the ends of the roof, not on the wall. I should have realised when the boards on front and back were slightly too long. Taking them off is likely to be tricky as they are well glued in place, so I need to do a bit of thinking, something I should have done earlier...

10



Ingenuously, the chimney is assembled around a cross-shaped part that ensures it ends up nice and square.

11



Once painted, the chimney pushes into the roof panels. The rear brick at the base has to be chamfered to allow it to sit properly, a sharp knife will trim the MDF easily.

12



Slates are cut in what appears to be a heavy-duty cardboard. There are lines marked to follow, except that they don't match where the rows should be, at least on this test kit. On a little building, this isn't a problem, although drawing a pencil line for the first one isn't a bad idea. Once glued down, a couple of coats of sealer soak the card.

13



The chimney is blended in using some 'flashing' made from paper. I'm told some wine bottles have rather nice lead sheet around the corks that would be perfect for this job, but I've never seen it. Perhaps a reader who is a connoisseur could advise.

14



Roof painting is just like walls. Starting with a Slate Grey base, tiny amounts of Stone are mixed in to provide a bit of variety.

Conclusion

I wasn't wrong about the sturdiness of this building, while you would be advised not to stand on it, the model feels solid and should survive the attentions of pets wandering through your railway. It's a very neat and tidy model. Everything fits perfectly, especially if you put all the parts in the right place. I'm pleased with the brick effect, and will test the weatherproofing once the NGRS is out of the way, I'll have it on the 'Layout in a day' first, so you can take a proper look and be impressed.

Garden Rail Resource

Intentio Model Railways
10 Poppy Close, Bury St Edmunds,
Suffolk, IP32 7JT
www.intentio.shop

Dimensions
Width: 85mm
Depth: 50mm
Height: 180mm

Price: £75

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DIARY DATES

Date: 24 February, 2023
Event: Garden Railway Specialists LGB day
Venue: 6 Summerleys Rd, Princes Risborough, HP27 9DT
Times: 12pm to 4pm
Web: www.grsuk.com

Date: 11 March, 2023
Event: Narrow Gauge North
Venue: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds, LS28 5TA
Times: 10:30am to 4:30pm
Web: www.narrowgaugenorth.org.uk

Date: 11/12 March, 2023
Event: Midlands Garden Rail Show
Venue: Warwickshire Event Centre, The Fosse, Radford Semele, Leamington Spa, CV31 1FE
Times: 10am to 4pm
Web: www.warwickshireeventcentre.co.uk

Date: 15 April, 2023
Event: National Garden Railway Show
Venue: East of England Arena, Peterborough, PE2 6HE
Times: 10am to 5pm
Web: www.nationalgardenrailwayshow.org.uk

Date: 13 May, 2023
Event: Llangollen Garden Railway Festival
Venue: Pafliwll Llangollen Pavilion, Abbey Road, Llangollen, LL20 8SW
Times: 10am to 4:30pm
Web: www.lgrf.co.ukv

Date: 8/9 July, 2023
Event: East Midlands Large Scale Model Show
Venue: The Maltings & Memorial Hall, Wicksworth, DE4 4FB
Times: Sat 10am to 4pm. Sun 10am to 3.30pm
Date: 30 September 2023
Event: Yorkshire Garden Railway Show



The London Festival of Railway Modelling

Date: 18/19 March, 2023

Venue: Alexandra Palace, Alexandra Palace Way, London, N22 7AY

Times: Sat 10am to 5pm Sun 10am to 4:30pm **Web:** www.world-of-railways.co.uk/information/the-london-festival-of-railway-modelling

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(Photo: Phil Skourides)

The 36 Steps

Mark Thatcher reviews a platform footbridge from North Pilton Works.

North Pilton Works did not quite make the 39-step count, as per the 1935 spy film starring Richard Hannay, but is a great excuse to see how many 'bridge' phrases and idioms I can work into this article. Footbridges are quite a rarity. This is the first one I have ever reviewed and only the second one that I have built. The first was a pre-coloured plastic G scale kit from PIKO. I had that very bridge on my long-defunct Dovecote Light Railway back in the day, and I can tell you, adding a footbridge is akin to adding a scenic break from which trains can travel under and emerge from. It also has the obvious advantage of connecting two platforms together, rather than using a ground-level pedestrian or level crossing.

I liked the initial look of the kit and could see there were some very nice details in the box, plus a rather useful extension to the top-level walkway, which would increase the 575mm width by a further 170mm. The bridge's standard width is designed to accommodate twin tracks, but adding this extension will allow you to add a third track if you wish. While talking about measurements, the bridge clearance, or loading gauge, is 200mm. A quick measure of my Roundhouse Lady Anne gives a track to chimney height of 140mm, and my larger Accucraft Hunslet is 180mm, so the bridge should be suitable for most 16mm and G scale locomotives and rolling stock, although this is billed as 16mm kit.

First steps – build the steps!

For what looks like a fairly simple structure, there is a heck of a lot of parts. In fact, after finishing the build, I had quite a bit of spare strip wood, plus, inexplicably, 12 spare risers for the steps. Hey – I am not complaining as these are all useful parts, or at least will be one day! I have not counted all the parts but these must run well into three figures. For example, there are 14 treads and 15 risers to each side of the footbridge that make up the steps, so that's 58 parts going towards creating these alone, and that excludes the further four steps creating more elevation on either end of the walkway.

As well as some nice lattice work, there are further trims and embellishments to finish

Plenty of goodies to be getting on with in this very detailed kit.

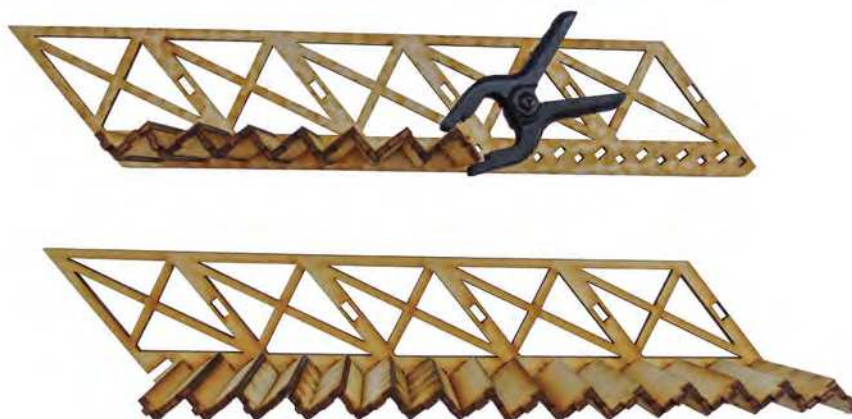


things off nicely, both above and below stairs. So, whilst the kit may seem quite daunting at first, once you have familiarised yourself with the contents, it is actually a pretty easy assembly process, with just a couple of moments during the build, where you should proceed with care.

I would normally paint as much as I can before assembly, but I chose to build the entire bridge first and paint afterwards. There were two reasons for this. Firstly, whether I chose to stain or paint the steps and walkways or paint these, the main bridge structure would be one colour only apart from these. Of course, you could pick out the X part of the lattice side rails in a contrasting colour should you prefer. Secondly, I thought this would be a quicker and easier way to complete the model as Garden Rail deadlines seem to get closer month-by-month, or perhaps I am just getting slower.

The excellently-illustrated and clear instructions provided me with a logical road map, which (unusually for me) I almost stuck to. I first built the treads and risers (to create the steps) into one side of the side rails. If you are going to stain the steps and planked walkways, there is a dirty and clean side to each piece that is created in the laser-cutting process, so keep the cleaner side of the steps uppermost, and the cleaner side of the risers outermost. As it happened, I finally elected to finish steps in an industrial grey finish, so it did not matter to me – but it might to you.

All these parts were a good tolerance fit. I started by gluing them with PVA glue, but found this was a slow process, with each step needing to be clamped in place whilst the PVA dried. Using Superglue speeded things



Here is an assembly speed comparison between using PVA glue (top) and Superglue (bottom).

up a lot, but the downside to this is there is less time to make any adjustments should you need to.

Once the steps were fitted to one side of the handrail sections, the next bit takes a little more care, as I had to align the matching opposing handrail slots to align with all the tangs on the steps. I thought initially I may have to remove a little tab material to make the fit easier, but with a small modeller's hammer, I was able to gently get these two components to join up. I started from one end of each side and methodically worked my way down them. Just go steady with this and don't use a builder's lump hammer unless you have a wood burning stove at home, not that I am encouraging you to burn your bridges!

Spanning the Gap

I did decide to build the central walkway next as I was keen to get a feel for the overall size of the model and was intrigued to see

how the stairs would abut to the walkway. This is where my talent management score failed me and was the only clumsy error I made during this construction. For some reason, unlike the steps, the fitment between the tangs on the walkway sides and the slots in the planked walkway floor seemed a much tighter fit than the sides. So, I just used an X-ACTO knife just to take the finest sliver off the tangs of the walkway, which made things much easier.

However, there is a joiner section that sits underneath the two walkway sections to join them together, and when clicking these into place, I put a little too much pressure on one of the lattice sides and snapped a corner of it off. This was my own stupid mistake. Thankfully I was able to cut out one of the sections from the extension piece, which I had never planned to use in any case, so this invisible fix was my get out of jail free card. It was an idiotic mistake on my part, but that's all water under the bridge right now.

The next step was to build the two towers, which pretty much clicked into place as they were a tolerance fit, so just needed some Superglue running down the joins between them with a cocktail stick. For hard to get at, or taller structures, it makes it easier to get glue into the inside of these by either sticking a cocktail stick onto the end of an old paintbrush, or to use a wooden kebab skewer, which is longer.

Pulling it all together

This is where the upper walkway gets attached to the bridge tower/steps assembly. There are four pieces that create two brackets for this purpose. These are attached to the inner sides of the towers, and the walkway rests on these hangers. While I chose to glue everything together, I imagine you could leave the walkway separate from the two towers, making for easier transportation or storage at home if space is of a premium. *(Editor: I have one of these, supplied built up, and that is how mine is. It certainly makes storage easier.)*

At this point, you probably may think you are on a home run, but as you step up to the plate, you will see there are lots of nice detailing still to be added. There were decorative beams and uprights to add to all the lattice components and also handrails to go on the upper side of the walkway and down the stairs. This, for me, was the most exciting part of the build, when the kit truly came together.

My only negative point would be that the strips that are added to the outer sides of the stairs do not completely cover the tangs of the steps that are visible where they were initially pushed into position. These areas can be lightly filled and sanded (which I did), but perhaps a better option would be to increase the height of these trim pieces to hide the tangs completely. However, if this was done, allowance would be needed to allow the decorative upright pieces to fit over the top of these, as they would foul each other if not.

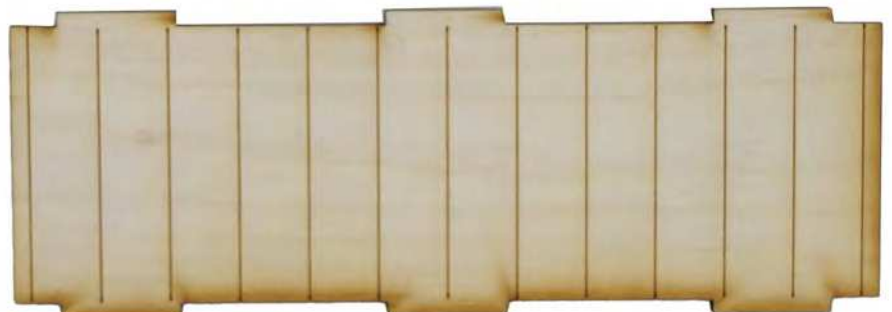
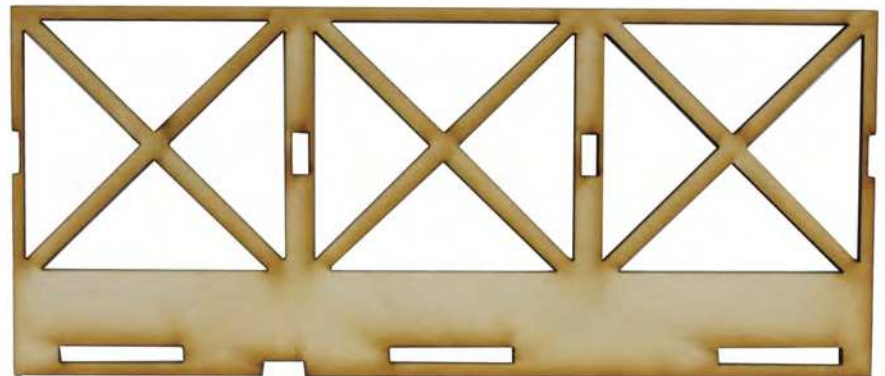
As far as painting was concerned, I blew UPol dark grey etched primer over the whole bridge to seal it, followed by a coat of grey primer. Then, I masked the stairs and walkways, before spraying the whole bridge once again with Rover Russet Brown. Coach & Wagon Works make a paint tin opener, which doubles up as a perfect-angled spatula to help you mask up the stairs, by allowing you to push the masking tape into hard-to-reach areas.

Adding my own twist

As you know, I like to add a little bit of



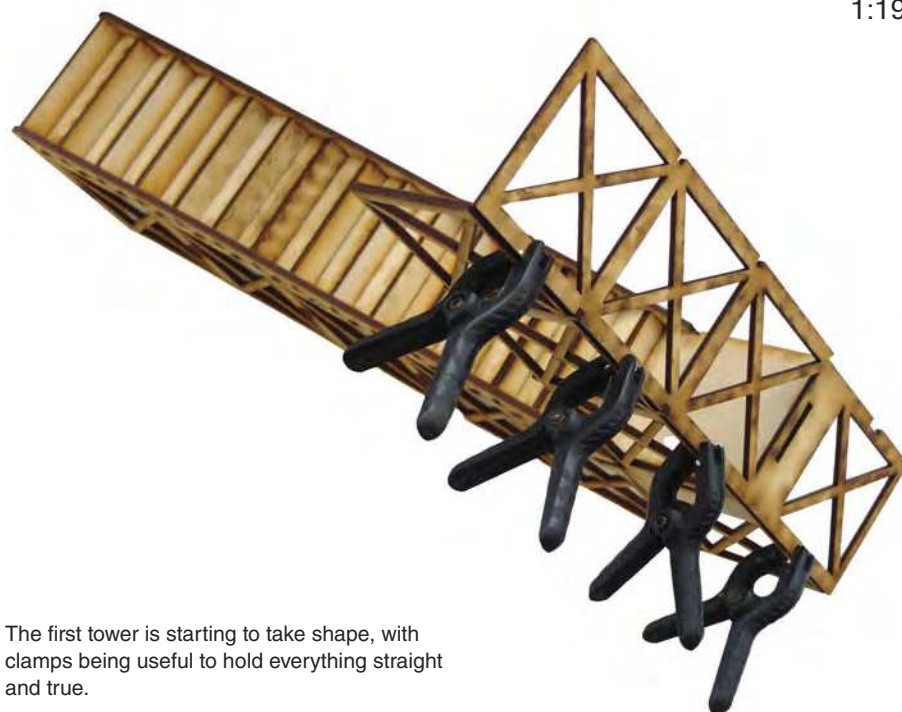
The completed walkway. Look closely and you can see the damage at the centre of the rear side that I foolishly caused. There was an invisible fix though, thanks to the spare walkway extension section, which I 'borrowed' a section from.



These are the components of the walkway extension that increase the width of the bridge by 170mm.

value where I can to make these models my own. However, there is so much detail, that I had little to add in this respect. I did think a couple of smoke deflectors located under the walkway would look good, and there was enough spare material from the walkway extension floor section and strip wood supplied in this kit to create these from. It is always nice to repurpose something and to use up any spare material in any case. Also, it gave me a good excuse to try out my modeller's miniature table saw, which I recently bought.

I also grabbed some white map pins from Amazon, spray-painted these in silver and drilled a series of holes in the centre of all the X sections in the lattice work (excluding the towers), just to add a little more detail to these areas. Gold would have been a better colour choice, but I did not have any in stock at the time.



The first tower is starting to take shape, with clamps being useful to hold everything straight and true.



The first test fit of the three bridge sub-assemblies to ensure everything fitted together prior to gluing. The top handrails have yet to be added.

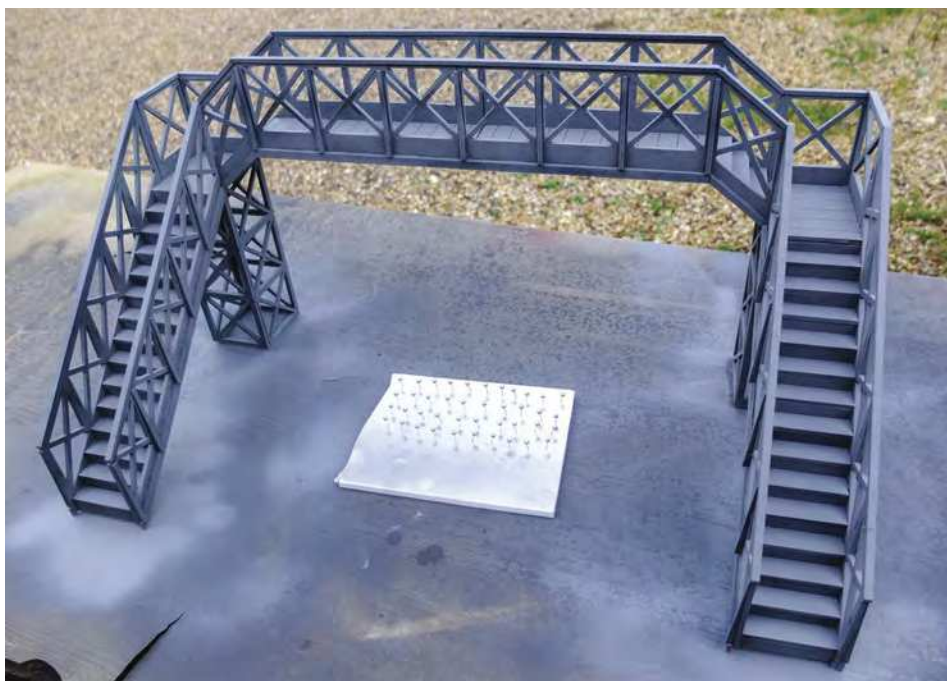
Well, I think the finished pictures tell their own story, and I am pretty pleased with the outcome. The main bridge assembly was completed in around five hours, with probably as much time again spent on the twiddly bits and painting, including adding my own details. Yes, I am afraid this review is peppered with a few ‘bridge’ references and idioms, but one I should fittingly close off with is the old darts expression, ‘stepping up to the oche’. I think North Pilton Works have done this and produced a very detailed and comprehensive kit that was a pleasure to build and yielded a positive end result. I think they may have scored a bullseye with this one, as it was a pleasure to build. ■

Garden Rail Resource

North Pilton Works
5 Pennell Street, Lincoln, Lincolnshire,
LN57TD
www.northpiltonworks.com

Platform footbridge (PLTBRIDGE)
£95.00

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ABOVE: UPol dark grey etched primer sprayed over the whole bridge to seal the wood, followed by a coat of grey primer. The silver map pins are also being painted here.

RIGHT: The smoke deflectors were cut out from the walkway extension, an easy job that just adds a little touch to the end result.



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Anglicising a Stainz

Paul Batchelor takes the classic LGB locomotive and gives it a makeover.

I have always had an interest in model railways, and when the children left home, I found the space to build an N gauge layout. My interest in G came about after a visit to the Hobby Shop in Faversham, where I bought an LGB starter set, assuring my wife that a circle of track could be incorporated into the garden, which she admitted was due a refresh, for the benefit of the grandchildren. You can guess the rest!

Getting the electrics sorted on the track showed quickly a number of issues to this novice of garden railways. Soldering connections to LGB track is not quite as simple as to N gauge track. Also, the prospect of having to clean tracks is not too enthralling, especially when new plants may be trampled accessing the track at the back. Live steam was considered, but cost and tight curves were against me.

The Stainz loco fits the bill, and a test run at no more than 12v confirmed that the speed achievable using batteries would be satisfactory, but ultimately, it did not quite have the looks that I wanted for my railway. Conversion to battery power, and a new look were in order.

First, I looked into and researched the battery options. Lipo batteries would give the

best power-to-size ratio. Three batteries at a nominal 3.7v (charged to 4.2v per unit) each, would give 11-12v, and take about half the space of similar power from AA batteries. 3s Lipo batteries, as used in model helicopters, are available, and offer potentially a more compact format, but check the measurements carefully when purchasing as they vary considerably, also read battery safety information if using Lipo batteries.

For the control, I looked at the radio control options, vis Deltang, etc, but all the sites I looked at suggested that these modules were not, at that time, available. Impatient as I am, I looked for an alternative option, and reading through Garden Rail saw an advertisement for Loco Remote. A visit to their website suggested to me that this option might be within my capabilities to use, and the instructions and notes on their website were helpful. Duly, I ordered my Loco Remote with a sound option.

First job to convert Stainz to battery operation was to remove all the track power connections. The bottom plastic casing of the motor was removed, accessing the contact shoes and the wheel contact brushes. To extract the contact brushes, the wheels need to be removed.

The LGB electrics were taken out, and the motor connections made directly to the Loco Remote unit, in accordance with the instructions supplied. The battery, a Lipo 3s with a 1.2 amp resettable fuse, was added on the positive lead.

The Loco Remote unit is operated by WiFi. Any device with wireless connection, a tablet, computer, or, in my case, several old mobile phones, will work. Just disconnect from the internet, switch on the Loco Remote unit power and find the Loco Remote address in the internet settings on the phone, connect using the password, enter www.locoremote.com in the web browser, and the controls come up on the screen. Each unit has its own identity allowing several trains to be operated. The downside is that each train will need a device to operate it. The upside is that if friends come around, they will be able to set up their phones to work the trains too. A supply of redundant phones has found a use!

Another advantage is that the screen, as well as showing the controls, shows the battery voltage status – this is handy as Lipo batteries ought not be allowed to run below a certain voltage – 3.5v per unit or 10.5v 3s.

To convert the Stainz into a generic tank locomotive was not too difficult. Trying to

follow a prototype would throw up challenges – that is for another day – this is the first time I have tried to bash a loco, let alone convert one for remote battery operation.

The cab was parted from the frame, and the centre and end of side tanks cut away. Extended side tanks were grafted on using 40 thou Plastikard, and the joints tidied using plastic filler.

The boiler was pared down, dome removed, and the raised detail filed away. The remains were then wrapped in 15 thou plastic, shaped using hot water around a broom handle.

The dome was the biggest problem, as at this point, I was not sure what to use. I had, however, just acquired a 3D printer, and using Tinkercad, a passable one was created. I had no idea how to flare the base of the dome, but plastic filler solved that problem after some filing.

Plastikard was shaped to fit the front and rear of the Stainz cab, and 20mm holes made for the cab spectacles. Brass curtain rings were later glued over the holes, after the cab and boiler had been painted using a rattle can - British racing green!

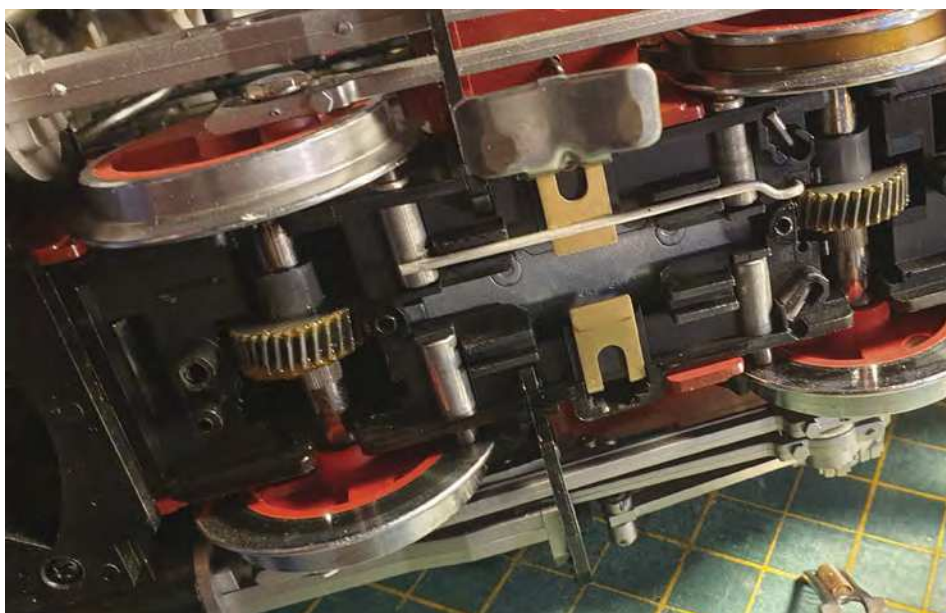
The frame of the loco was extended, again using 40 thou Plastikard and painted matt black.

1.5mm brass beads represent rivets, positioned in indentations in the plastic made using a drill bit, and fixed in place by dipping in superglue. Boiler bands were added using brass foil strips.

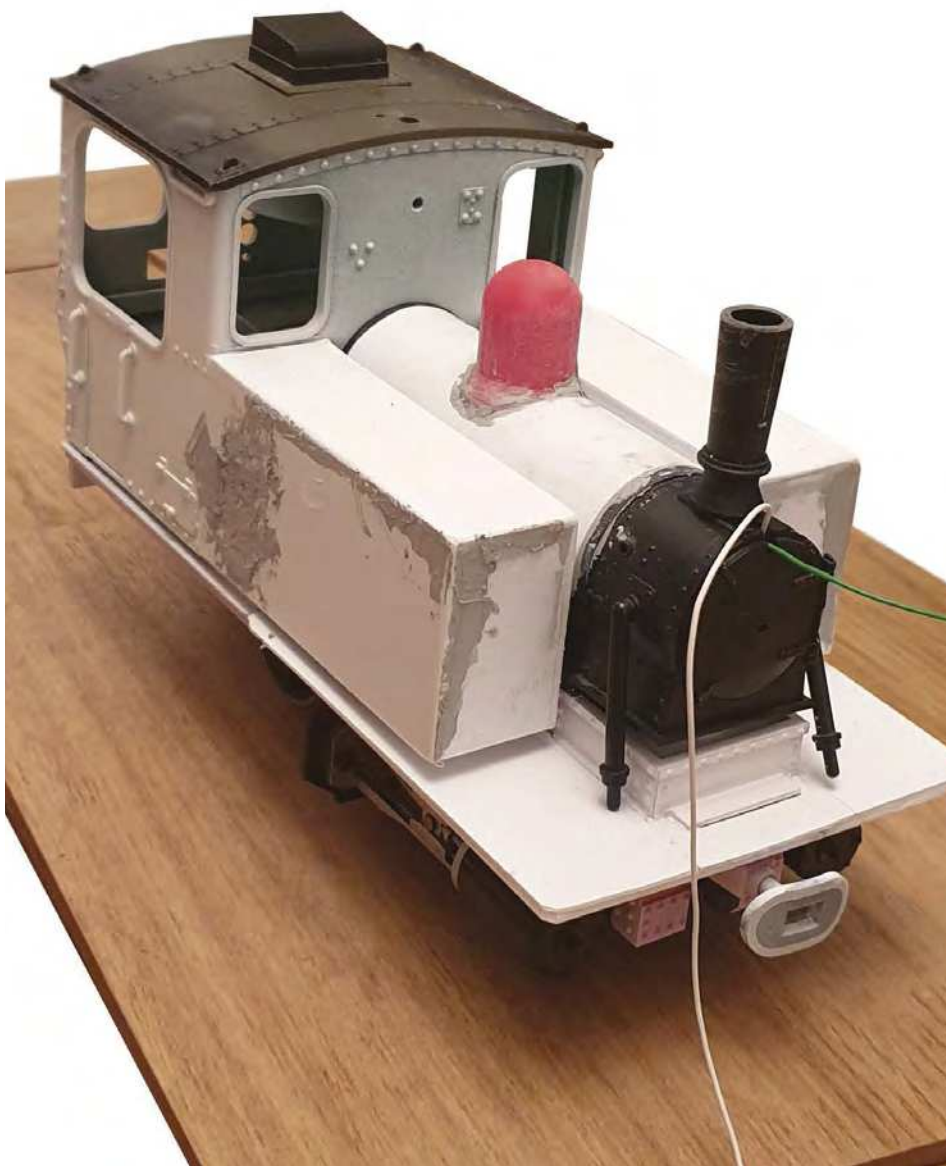
The 3s Lipo battery fits into one side tank and the Loco Remote the other. A Mylo-cosound card is installed in the cab and a new 2watt 8 ohm speaker installed in place of the Stainz unit, which is in the cab roof. The most difficult aspect I found was fitting the wiring into the loco, it is far from neat and I have made several so far unsuccessful attempts to tidy it.

The loco runs very well and its operation is smooth. I am pleased with the Loco Remote control and its coast to stop feature means drawing into the station at the right spot is a challenge.

Notwithstanding that this is just a generic loco, and will not please the purist, it has been an enjoyable exercise for me and something new. I hope to do better as I progress, but I hope in sharing this experience, it will encourage others to have a go, it is not as difficult as it might seem. ■



Removing the track pickups is an involved job, but essential for the battery conversion.



Almost ready for the primer coat with the filler applied and 3D-printed dome in place.

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www.locoremove.co.uk

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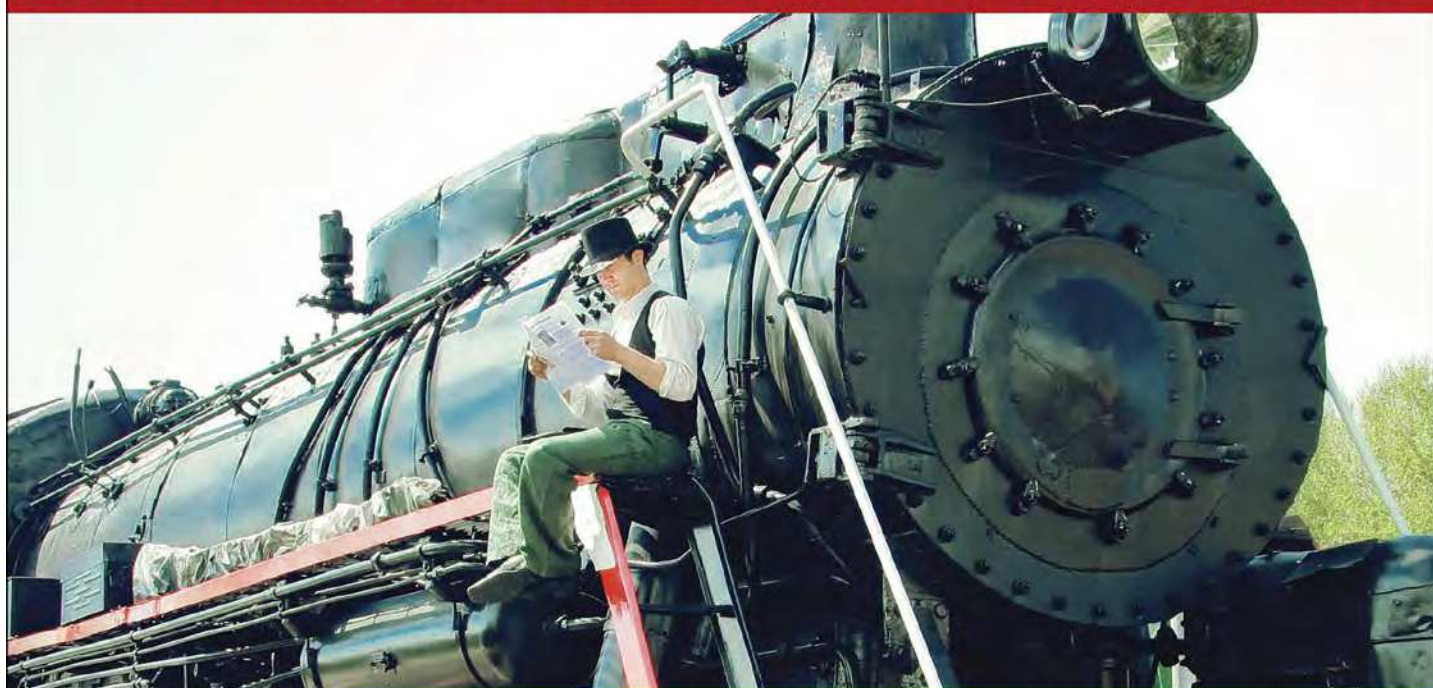
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PREVIEW OF THE MIDLANDS GARDEN RAIL SHOW 2023

We look forward to welcoming you to the 2023 Midlands Garden Rail Show.

Over the years the show has grown to become one of the leading model railway events dedicated to garden railways.

This preview details all the exhibitors you can expect to meet so you can plan your day in advance and start your shopping list!

We will again be presenting a diverse range of large-scale layouts in various gauges. Some layouts new to the show this year include Rhydypenderyn, Loft City Central Railway and Midsummer Norton whilst old favourites Hampton End and Gauge 1 Vintage Tinplate Trains Group will also be running for your enjoyment.

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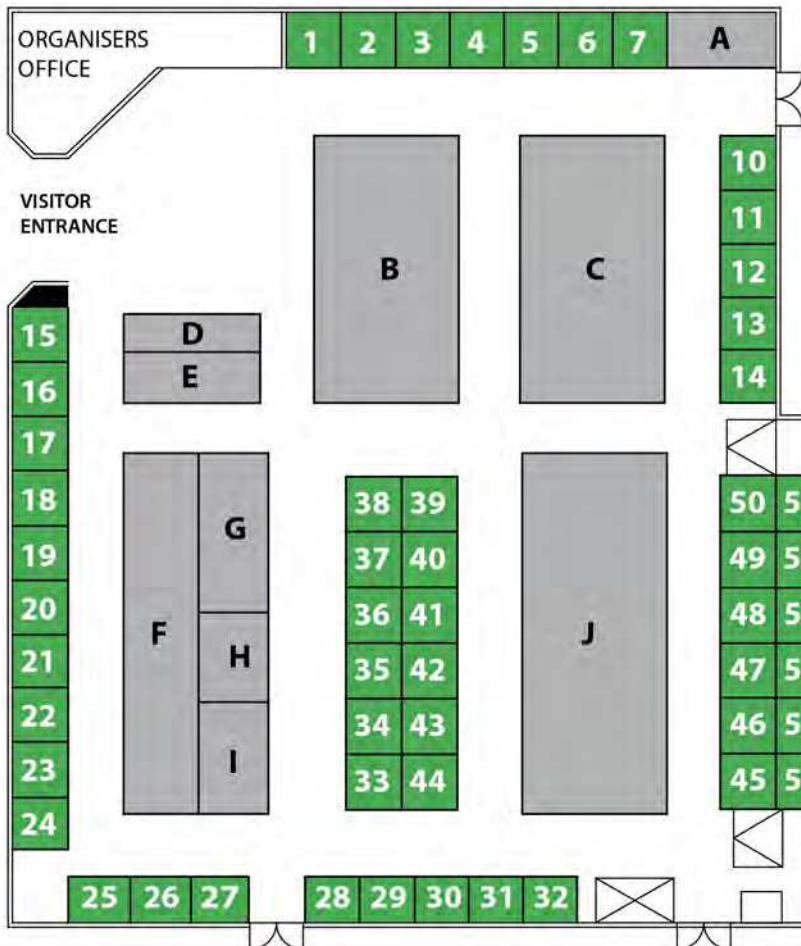
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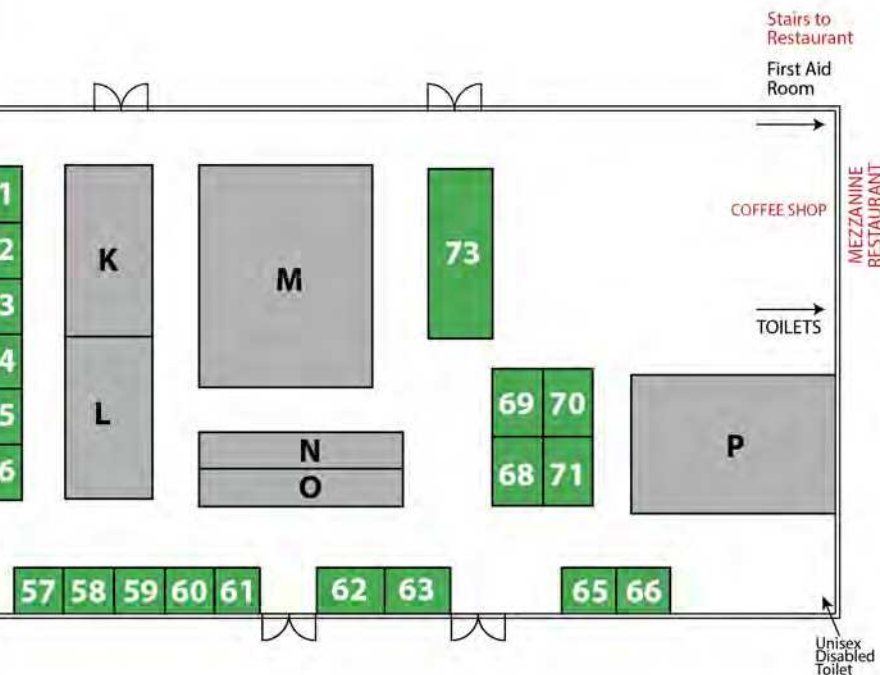
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Roundhouse Darjeeling C Class Pacific

Alan Regan takes a look at the Roundhouse Engineering model.

On 1st January 2020, in a break with tradition, Roundhouse announced three locomotives to be delivered over the coming three years. The Darjeeling C Class Pacific was the third. Its designer described the decision to model the prototype as a 'no brainer', filling a gap in the Roundhouse Darjeeling Himalayan Railway stable. It was first displayed at the National Garden Railway Show at the Peterborough Arena in June 2022. First deliveries started in October 2022 and 40 have already been dispatched to eager owners, some as far afield as the USA. But

before looking at the model, a little about the prototype.

The DHR placed an order in May 1913 with the North British Locomotive Company in Glasgow for two Pacific tender locos to run on its new Kishenganj extension across the plains of West Bengal. The locos were delivered the following year and immediately put to work on the 70-mile branch. They became redundant when, following partition, the branch was converted to metre gauge, so were used elsewhere in the DHR system. By 1969, they were both out of use. They have separately been pre-

served as static exhibits, one at the Nehru Science Centre in Bombay and the other at the North East Frontier Railway headquarters in Guwahati. There were relatively few alterations to the locos during their lifetimes. The most obvious changes were the replacement of the original oil lamps with electric lamps and a supporting steam generator, replacement of the Wakefield lubricator with a Detroit hydrostatic lubricator in the cab and a change to the whistle. The model reflects the loco as delivered.

So, to the model. Build quality and finish are what I've come to expect from Round-

house. The smokebox and cab roof are satin black and the rest is gloss finish, either black or body colour, Deep Bronze Green in the case of this loco (all standard Roundhouse colours are available). There's rivet detail on smokebox and firebox, dummy mud hole doors, lost wax castings for boiler fittings and couplings and lots of detail on the bogies and pony truck. The only plans available to me whilst preparing this review are from *Halfway to Heaven*, Terry Martin's superb book on the DHR. As far as I tell, with the exception of frames, bogies and pony truck being wider than the prototype, so that the loco can be set to 45mm gauge, the model is a faithful reflection of the 2-foot gauge prototype.

The boiler sits low in the frames, so an unusual but prototypical arrangement is that the lifting arms move via linkages either side of the frames, attached to a weight shaft low in the frames and between the middle and third driver. This is driven by a servo in the dummy ash pan, which, like the regulator servo, is connected to the receiver in the tender. These connections need to be made at the same time as the tender is coupled to the loco. They are colour-coded and opposite sides of the drawbar, so difficult to get wrong, but I can see some owners buying or building a cradle to carry

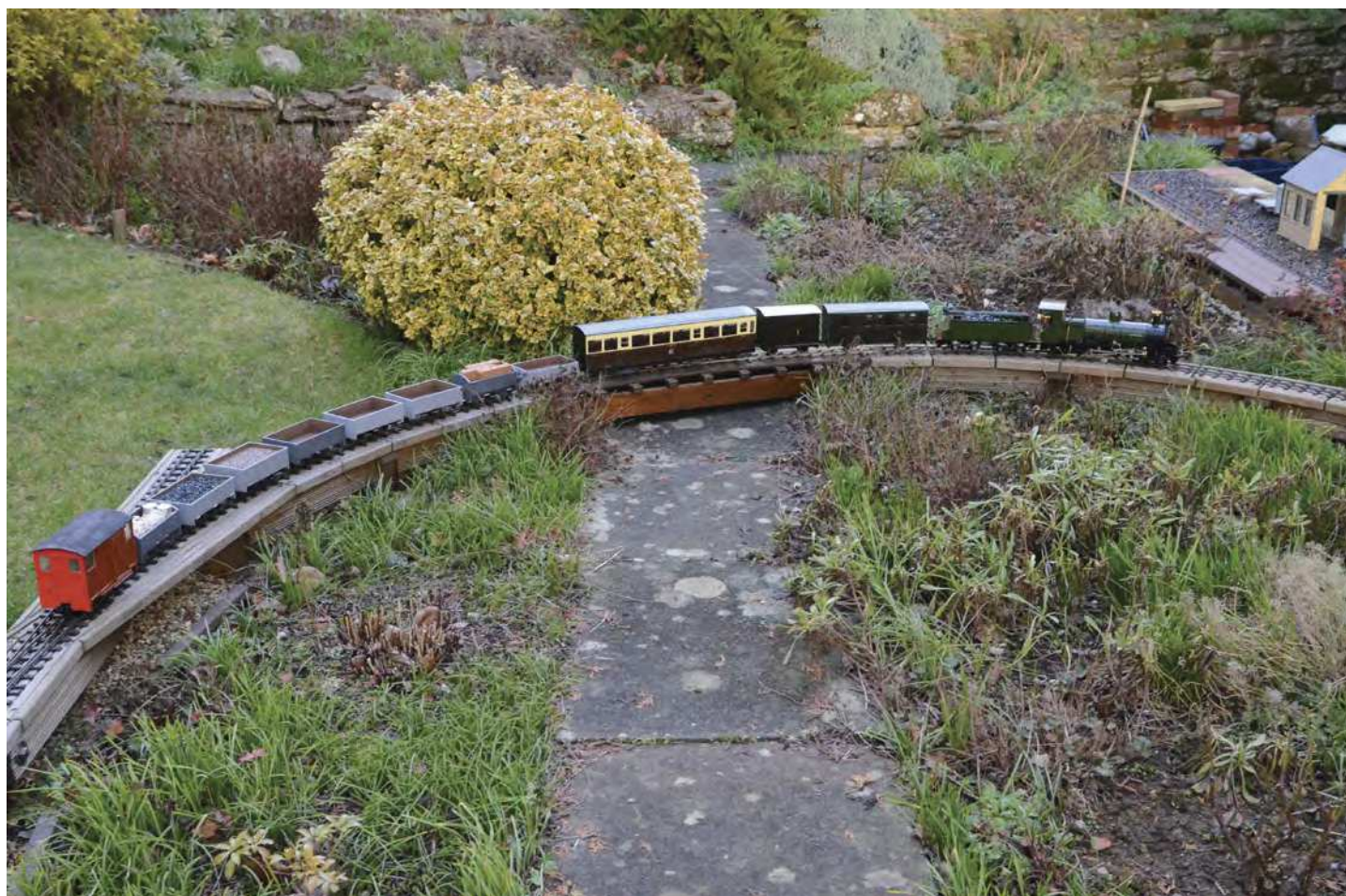


Roof removed to show the regulator servo – the controls are otherwise standard Roundhouse.

the loco, so that this only needs doing occasionally. The regulator servo, which is a tiny HS- 5055MG unit, sits in a bracket under the cab roof and directly above the regulator. It's hardly visible unless you're able to peer up into the roof space from track level.

The controls are readily accessible, but the cab roof needs to be removed for servicing.

Secured either side by tabs and magnets, it's easy to take on and off, and the dummy coal load in the tender is a convenient place to put it during servicing. New for this loco is a slim displacement lubricator, which is the height of the cab, drains under the footplate and sits in the left-hand corner when viewed from the rear. It carries sufficient



The third vehicle, a brass-bodied coach and a number of the wagons are loaded. The loco pulled this lot without any hesitation.



It's a long old tender! Note the colour coding on the R/C connector, which looks like it's trailing on the rail, but really isn't.

steam oil for a single run, so needs draining and refilling each time. The sight glass is forward of this but doesn't protrude beyond the edge of the cab, easily visible, yet reasonably unobtrusive. The gas tank, which is the standard Roundhouse cylindrical fitting, sits in the right-hand corner of the cab and is just visible through the cab window. This will keep the burner going for 30-35 minutes, assuming the gas isn't turned too high, resulting in needless blowing off. The gas control valve is readily accessible, so it's easy to control usage.

The loco has a huge boiler, 420ml, the largest ever fitted to a Roundhouse loco. The downside is that it takes 8-10 minutes to heat all this metal up and raise steam, the upside is that, if a run is started on $\frac{3}{4}$ gauge glass, there should be no need to replenish water.

There are two ways to fill the boiler. When the loco is cold, the safety valve and the knurled cylindrical plug that it sits in, both under the removable steam dome, can be unscrewed and a syringe used to add water. With the loco in steam, you can use the standard Roundhouse filler in the cab, between the steam turret and the gas tank. A water bottle and flexible pipe are supplied to do this. However, if you get the water level right at the start of the run, there should be no need to use it. I ran the loco several times whilst writing this review and found that, prepared as I've outlined, after the loco had raised steam and I'd cleared condensate from the cylinders, if I turned



The clean lines of the loco shown to good effect.

the gas off, replenished it and lit up again, I was off and running in a trice and the gas would last for 30+ minutes. My testing was outside in temperatures between six and 12 degrees. The milder it was, the longer the gas lasted, though I stress that I did my best to avoid the loco blowing off and I never started on less than $\frac{3}{4}$ glass.

Testing was conducted in winter conditions with primarily wet rail and low temperatures. The loco never failed to steam

and, even though it has an open cab, wind and rain (there was plenty at times) didn't affect it. This is a Pacific pulling a heavy tender and on wet and greasy rail, haulage capacity up inclines was around half what I achieved on dry rail. All Roundhouse locos are factory tested using a 6.7kg weight on a flat car. My son and I videoed it pulling more than this weight up 60 feet of continuous 1 in 50 incline on dry rail – see youtu.be/yhLXMUWiE60. This was four

Accucraft Lynton and Barnstaple coaches and a couple of goods vans, at 7.2kg a little more than the test weight (on level track) in the factory and an appropriate train for such a loco. The other thing I noticed, and appreciated, was how gently it would start. With the regulator cracked open, which occurs at half movement of the stick on the transmitter, steam pressure gradually builds and the loco and its train slowly move off. The weight of the loco and tender (6kg) means that this also happens light engine. I work on the Welshpool & Llanfair Light Railway and this is just the kind of start that we try to give our passengers.

This has been an enjoyable loco to use. It's easy to manage and, if prepared in the right way, your time can be spent running

instead of stopping to replenish water and you can also get 30+ minutes running. The gas control is easy to get at and you can see the gauge glass readily as the train glides by. The one I tested was very clean and deposited very little oil over the boiler and cab roof. The only place I really noticed any deposit of steam oil was on the front bogie, which is right under the smokebox, which is open at the bottom, so perhaps not unexpected. Roundhouse recommend minimum 3-foot radius curves for the Darj C and I think you'll lose some of the elegance of the loco if you don't follow this advice. Having to connect the servo leads between engine and tender is a faff, but I reckon that, if you can afford the £3,410 for this model, you can probably afford a cradle. Loco-boxes

have them in stock, along with a box, for £109 at the time of writing.

By the time you read this the loco will have returned to Doncaster and my own collected, so learning more about this super engine can continue, hopefully in the spring sunshine. ■

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The Bother with Bolsters

Dave Skertchly discovers that simple bolster wagons, used mostly on logging railways, aren't quite as straightforward as he thought.

Times are hard on the tramway. Passenger traffic has dried up as the Little Old Ladies of Llatireggub save their pennies to pay those inflated winter fuel bills.

I noticed that 'Excelsior', my 40 year old 0-4-2T, was famously built for the Kerry Tramway, a logging railway in Wales close to the English border. Could I save the tramway by going into forestry? Knowing nothing about logging railways, I bought a book about the Kerry Tramway and other timber light railways, which is published by the Plateway Press. The book, however, is short on operational detail and in particular how to load, unload and couple the wagons. All is great at the fixed saw mill yard, or transshipment siding with installed gantry cranes, but what about at the ever-shifting end of steel in the forest? I put out an appeal on the Narrow Gauge Enthusiasts Facebook page, and received some helpful responses;

Geoff Gauntlett pointed out that 'Logs or other round section materials can be loaded from ground level using the old foresters method of winching, known as parbuckling. Basically, all you need are a couple of manageable logs to use as a ramp, some rope and a means of winching in the rope - that could be horses, traction engine, tractor, timber tractor, or a static winch'.

Nick Gent said that he had not found any UK logging operations that have carried anything other than small diameter softwood poles for things like pit props. These can be loaded manually or with a horse using block and tackle. As logging using rail was, apart from a few very minor exceptions, a wartime activity, it had finished by the 1940s'.

Michael Crofts and Tony Johnson pointed me towards improvised lightweight wooden cranes known as Scotch Derricks. These may well have been used for logging, and Michael's photo showed something

like a simplified Scotch Derrick lashed to a Lister locomotive. It turns out that there is even a Logging Railroad Group, so if this article grabs your attention, why not join?

To transport the logs, I needed some bolster wagons. The starting point is some hardware, which Peter Binnie supplies, such as Ffestiniog axle boxes, Coal Board mine tub wheels and the usual 3mm ground axles. A rough kit was made up for the bolster wagons, whereby the floor was cut and sanded to shape and all the other wood was cut oversize. The wooden frames were stuck to the underside of the floor, sanded to match the curved ends and the joints filled with PVA rubbed, and I mean rubbed, into the joints, then dried on top of the central heating boiler.

Meanwhile, the bolster was made from a discarded firework night rocket and the uprights from garden wire.

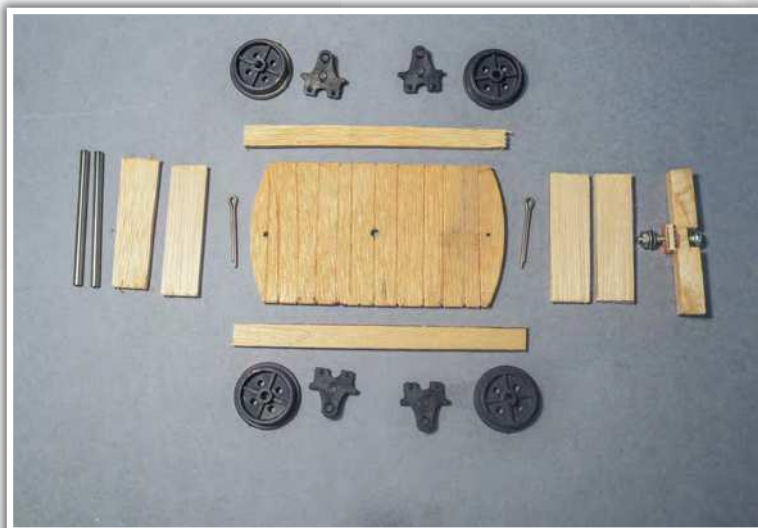
Don't tell anyone, but I use a very simple drop link coupling on all my models. A

packet of Peter Binnie hooks will last ages. The drop link is twisted to shape on a small jig, which ensures that all my rolling stock is compatible - just not compatible with anyone else's rolling stock! The drop link coupling is fitted to the wagon with a small split pin cut to length and stuffed into a 2mm hole at each end of the wagon.

I am painfully aware that my merry freelancing may create a sense of despair among the true scale enthusiasts, so I decided to make a couple of rather more authentic bolster wagons, and I now wish I hadn't bothered. I could have chosen from any number of amazing kits, almost every manufacturer makes them, although I was most tempted by Matt Nun's (Harecroft) Ffestiniog bolster wagon. Instead, I went to my file of *Merioneth Mercury* drawings and discovered a drawing by Colin Binnie of a Penrhyn Bolster Wagon, which is on display in the Penrhyn Castle museum. Colin, by the way, made it a condition of his will that his drawings and writings



The industrial diesel hauls pipes for the pumped storage scheme contract at Lyn Goblin. The pipes are loaded on a non articulated flattie type of bolster wagon.



The starting point to make some bolsters is some hardware, FR axle boxes 15" wheels and 3mm ground axles. A rough kit was made for my bolster wagons. The floor was cut and sanded to shape whereas the other wood was cut oversize and trimmed after assembly.



The rough frames were sanded to match the profile of the floor and the joints filled with PVA, then they enjoyed a nice warm on the top of our boiler.



The bolster was made from a discarded firework night rocket and uprights from garden wire.



I use these simple couplings on all my models. The drop link coupling is fitted to the wagon with a small split pin cut to length and stuffed into a 2mm hole at each end of the wagon.

would be available free of charge and not for profit. You can find them all at www.colinbinnie.com

The choice of wheels and axle boxes is interesting. Hudson axle boxes and 15" Mine tub wheels would do it, as would Ffestiniog axle boxes and 15" curly spoked wheels as used on the slate wagons made in Boston Lodge works and elsewhere. I used Huson axle boxes with the curly spoked wheels just to be awkward.

The Penrhyn Bolster wagon simply used a 1/16" (1.5mm) deck to simulate a steel deck in place of the 1/8" (3mm) deck I had used on my freelance design. All was going as merry as a funeral bell, until I realised that the Penrhyn Bolster wagon is narrower than my freelance wagon and the wheels wouldn't fit between the side frames. In desperation, I tried to fix the Penrhyn wagon by cutting away the side frames to clear the wheels with a Dremel, but even then the Hudson axle boxes would not stick, or if they did, they fell off as soon as I tried to fix the wheels. Eventually, I restarted the project and fitted 1/8" (3mm) side frames and inside bearings made from plastic card. It works, but only just. The coupling was my standard and the buffer beams are made from steel packing strip cut lengthways. The details are made from cereal packets and the rivets are either self-adhesive twinkles from Hobbycraft or Cambrian rivets from Cambrian

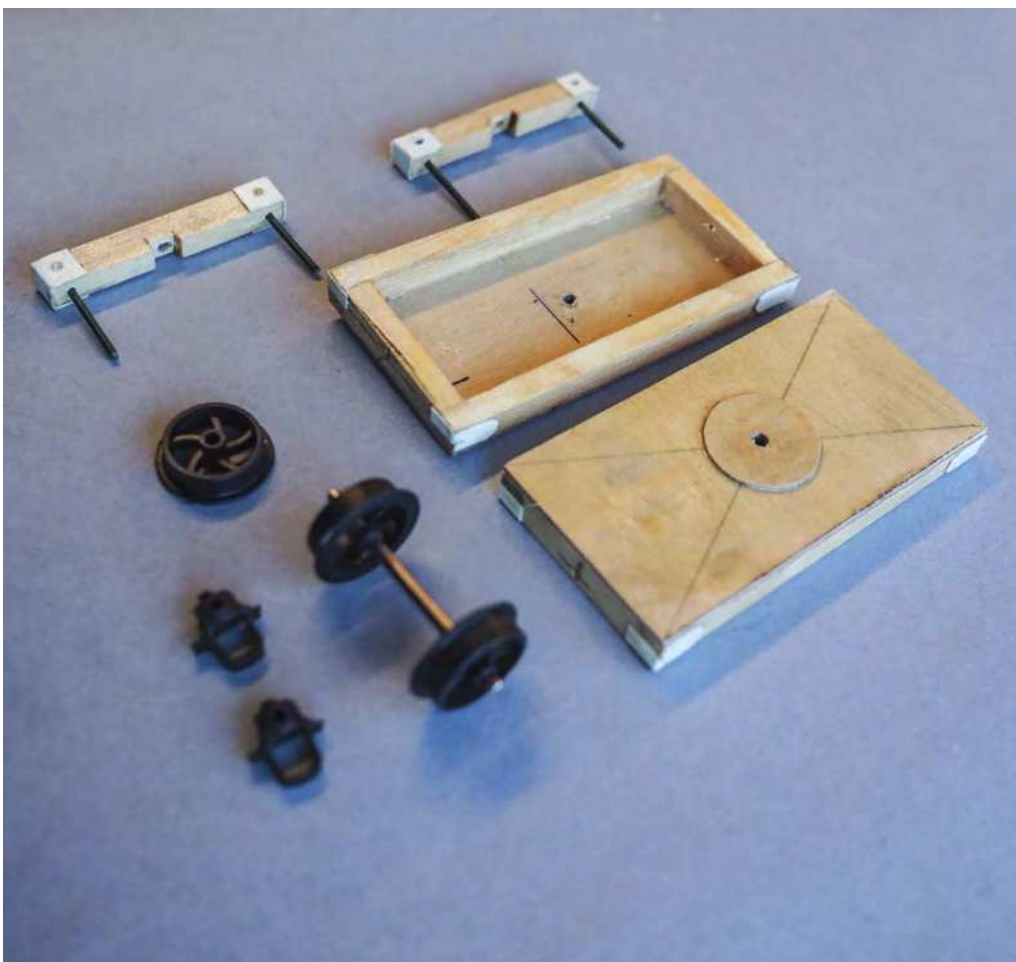
The starting point for the loads is fallen twigs. Do not cut them off trees, not only is this anti-social, but they will be full of sap, instead, find newly dropped twigs. To collect some twigs, I put on my old raincoat and headed to the nearby country park. I poked around in the bushes looking for suitable fallen dry twigs with some nice straight sections. I have to say, the Constable was not sympathetic and viewed my explanation with some suspicion. He suggested that I take my twigs home and not be seen in the area for some weeks or he would feel the need to take 'darn the stashun' for questioning. The twigs are carefully selected and cut to length, the lumps and bumps sanded off, and then they are dried on the top of the central heating boiler for a week or so. A coat of model aeroplane dope seals the surface.

I also made some drainpipes, which are made from B&Q small bore waste pipe at £2.50 for about a 2m length. These were painted black. Beware, the same length of conduit pipe (basically the same stuff with the paperwork) will cost £7.00!

The usual way of coupling a bolster small



I ended up making six of these simple freelance bolster wagons.



I decided to make a pair of slightly more authentic Penrhyn Quarry bolsters using a 1/6" (1.5mm) deck to simulate a steel deck before I realised that the wagon is narrower than the freelance version, and the wheels wouldn't fit between the side frames.

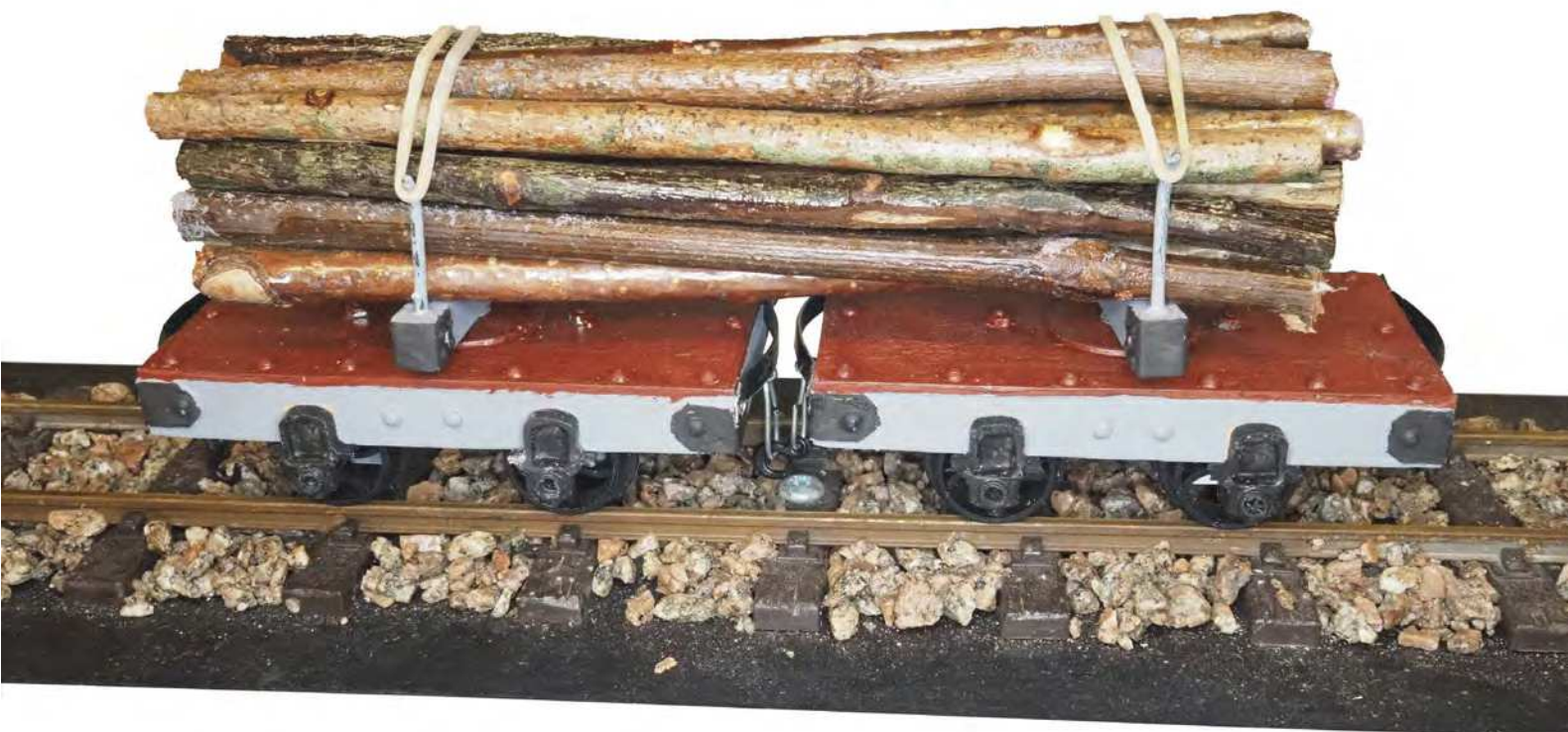
wagon set is not to couple them at all, the bolsters act like bogies with the load holding them apart. This is all very well, providing the load can be lashed to the bolster securely allowing it to swivel around the curves and the load not move on the bolster itself. To me, it looks dangerous, but to workers in the 20s, shattered legs and broken bones must have been rather common.

I had assumed that a bolster wagon at each end of a long load was all that is needed, and I have seen bolster loads running on smooth layouts with lazy curves very successfully, but my railway is not like that; it has sharp curves and, at best, a bit uneven.

As I increased the length of my train, and the loads on the couplings increased, the first bolster would derail frequently on any curve. In frustration, I adopted the engineer's solution and had a cup of tea and piece of cake (a bacon butty not being available after 11.30am). After my third swig, it suddenly dawned on me, the bolster is free to rotate vertically, and that the centre of rotation would be somewhere about the middle of the load. As the locomotive pulls the bolster chassis against a train load, it causes the bolster to rotate and lift the leading wheels of the track, inviting a derailment at the first curve or set of points. The solution is a tie bar, or more bolster



Eventually, I restarted the project and fitted 1/8" (3mm) side frames and inside bearings made from Plastikard. It works, but only just. The coupling was standard and the buffer beams made from a strip of steel packing strip cut to and bent to size with tin snips.



The rather more scale-like Penrhyn Bolster wagons.

flatties, coupled between the loaded bolsters to prevent the leading bolster from rotating, something seen in many pictures, and now I know why. I had assumed the tie bar, or gap filling bolsters, were to take braking loads, how wrong could I be!

As I sit on my rustic park bench outside the Sheep Shearers Arms, I sip at my pint

of fine Auld Phagbutt and watch the loaded bolsters trundling on their way to the saw mill. I feel satisfied that, for now, I have saved the Tramway from financial disaster. From experience, I now know that operating the old-fashioned bolster on rough track in woodland required skill and experience, which has sadly been lost. In total, I ended

up making eight bolster wagons and, hopefully, they will look great parked in the goods siding, which I have yet to make, and as for the Scotch Derrick? That, as they say, is another story! ■

Loading bolster wagons



The starting point for our loads is fallen twigs. Do not cut them off trees, they will be full of sap. They are cut to length, and the ends sanded to emphasise the tree rings. All the side nodules formed by buds and small branches should be sanded off. The twigs can then be dried on top of the boiler for a week and then painted with a coat of model aeroplane dope.



A selection of loads. Top, drain pipes made from B&Q small bore waste pipe painted black. The logs are made from larger twigs and the small logs from small twigs. The granite load was picked up in Wales and sneaked into my pocket. I will be on the lookout for a slate block on my next visit.



The usual way of coupling bolsters seems to be not to couple them at all, the bolsters should act like bogies with the load holding them apart. To prevent the leading wheels from lifting, flatties were often positioned between the bolsters.

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Diggin' a big 'ole

Building a garden railway can be hard work, but Martin Ranson has a few tricks to make things easier.

Nine years ago, I finally got around to making a railway in our small back garden. At the time, I was 65 years old and worried about all the digging. I started to work through how to make an accurate hole. With a dodgy memory, I wrote everything down as it occurred to me, then another brew-up, followed by a bit more thinking. I admit that took a lot of tea brewing, and biscuits, but it was pleasant.

The track was planned to be in two sections, one at the top of the garden to be done first and then one at the bottom. There were many priorities to sort out, and eventually, I opted to buy some Peco SM32 track first, lay it on the garden in a circuit, and work from that.

I bought some pieces of cheap, thin plywood and laid these out under the track, flat on the grass. Ultimately, I arrived at a shape that fitted the space available, so the plywood was cut out to match the track

with two inches on each side of the sleepers. A thick black marker pen was very useful, as was an electric jigsaw. The shapes were then placed on the ground with a few bricks to weigh them down. I used bits of old garden canes and screwdrivers stuck in the ground as markers.

Now to the laborious bit, the actual digging. Having used a shovel for lots of DIY projects over the years, I plucked up the courage and started digging the trench beneath the templates. I realised instantly that to be stood up using a shovel was now very painful. After more tea-brewing to get some inspiration and solve that problem, I hit on the idea of kneeling on a padded plastic mat bought from a garden centre. The shovel was swapped for a smaller spade just over seven inches wide. It worked, and I could dig slowly for hours. I did not try to hack out lots of soil at speed, I just kept going steadily. Some sticky tape was

wrapped around the spade 12 inches up from the end of the blade, this was to be my depth gauge for the trench base.

At this point, I paused for more thinking. How thick should the concrete base be, and how many concrete blocks were needed to be laid on top of the concrete? I was trying to get a balance between digging the holes and creating a small hill for a waterfall with any spare soil. I tried to measure out how much volume I should excavate from the trench and then spread that soil onto the flat ground, then realised that I was not smart enough to do the maths accurately, because the soil was expanding once it was not underground and squashed down hard, so I gave up.

The method worked perfectly, and I continued digging the trenches. I did not try to think what a huge job it was, all I had to do was to keep working in small sections, about four feet in length, and keep pouring

concrete in amounts I could handle. Again, mixing by hand was painful if I stood up using a shovel, so again I ended up kneeling on a mat on the floor working round the pile of sand, gravel and cement. That worked well, even if it was a bit slower than normal, my long-suffering wife kept adding the water as needed. Some mortar plasticizer was added to the water as we were working, this was very useful for mixing and pouring the concrete.

To keep the concrete base level, I hammered pegs into the soil and levelled them with a long spirit level, actually, a short level clamped to a length of straight-angle iron. From the trench base, I wanted the concrete thickness to be about three or four inches. When all the pegs of one section were in place, plus one at each end, I wedged bricks at one end of that section and went to brew the concrete (and another cuppa).

After any mix of concrete was put in place and tamped down flat, another row of bricks was wedged into place at the other end of that section to act as a dam to hold the concrete. The amount of length covered by each section varied depending on exactly how much concrete I had brewed. It was mixed in the ratio of three sand, two gravel and one cement, scientifically measured on the spade. This was all done in February 2013, and it was a bit nippy at times. Because it was frosty at night, I pinched all the plastic seed trays out of my wife's greenhouse to act as covers overnight (you have no idea just how much grovelling I did). Some of the concrete took almost a week to set fully, I just kept going and dodged the occasional snow showers. I was determined to dig the trench and get the concrete into place ready for spring, I must be mad, but a railway is important!

Once the trench was marked, dug, filled and finally joined up with the starting section, I checked the height difference between start and finish. This was only about ¼ inch in height, I am very happy with that! I could lose a small difference simply by varying the mortar thickness on the first row of blocks. I started by being careful with how much mortar I put under each block so it did not ooze out sideways too much. This was rapidly abandoned and a big dollop of mortar stuck under each block, much easier!

The mortar was mixed at three sand and one cement with plasticizer. The blocks were levelled carefully lengthways and sideways so the top surface would be flat for the track base. This was very steady work without too much struggle anywhere. I worked around all the layers of blocks making sure they were level in both directions.

On the top layer of blocks, the final level

was between four and six inches above ground. I was very pleased with the top surface this produced, I would never be employed as a bricklayer, but the blocks were flat. When I finally got around to the second section nearest the house, these blocks were 8 to 10 inches clear of the ground. This five inches height difference between the top square and the bottom was what we had worked out by laying a hosepipe along the ground and filling it with water.

We used the same ideas for both sections to work out how many blocks would be needed, dig out the soil and make a 'guess-timation' of how big a pile the excavated soil would produce. It all worked out very nicely, the soil that was dug out roughly balanced the space inside the blocks. When it was all finished, the soil was raked out flat to where we wanted it to be.

Most of the block laying could be done from the various paths, which was handy, we were able to work on a firm surface and not cold wet soil on a chilly day in February. We used all the ply templates that had been kept on one side, and transferred these sizes onto 12mm birch ply with waterproof glue, sold in a sheet 8ft x 4ft at the local builders merchants. For this, an electric jigsaw was definitely needed, doing it by hand would have taken weeks. A spokeshave was used to clean up the inside curves, trying not to dig into the grain, so it would make a clean cut.

I take the ply into the workshop at the end of each October to keep it from going rotten too quickly. It can then be cleaned and coated in preservative. So far, only one piece has had to be replaced, if the ply is left outside all year it will go rotten a lot quicker. This method of building has produced a stable base that has survived since 2013, nothing has cracked or subsided (yet).



Cheap plywood templates showed me where to dig my trenches.



Carefully laying blocks with the aid of a spirit level.

More importantly, the base, the plywood and the track are still flat and level. There have never been any random derailments, I do not need to panic about the track letting me down. Just steam up and go! ■



Properly laid track allows me to steam up and run a train whenever it suits me.



Loft City Central Railway

Brendon Baker realises a childhood dream. But whose dream is it?

Loft City Central Railway is the culmination of a small person's dream that was never realised during his own childhood. Growing up as the youngest of six children in the post-war era of the early 1960's, who, having only one older brother and four older sisters, never got the opportunity to build up his own model railway collection in his formative years; instead, having to settle for a share in the slot-car racing game of the era, a 'hand-me-down' Scalextric!

So, early on, a lifelong promise was made to himself that if he was ever lucky enough to be blessed with a child and at that, a son of his own, then he would buy for him the biggest and best train set that he could afford at the time.

Fortunately, this story has a happy ending and his first child was a boy, delivered in April 1989. True to his word, and keeping

his promise to himself made many years earlier, the newly blessed father purchased the largest scale model train set available on the market in the UK at that time.

The result was a brand new 1989 Playmobil train set running on LGB manufactured, electrified brass track of G scale proportions, consisting of a 60cm radius circle, a small black 0-4-0 steam loco and two small red passenger coaches purchased for his sons' first Christmas (and the same question is repeatedly asked of him: Was it really purchased for the newborn child or the re-born child hidden somewhere within the newly blessed father?) and logically, at least in the father's head, as time went on, and his son grew older and bigger, so did the model railway.

When a second son arrived, some nine years later, the railway was given an energising boost, and it gave the father even more reasons, or should that read 'excuses', to

make further additions to the collection.

Birthdays, Christmas and other special occasions would present themselves and this dad would make a point of ensuring that there was at least one piece of Playmobil purchased and wrapped up as gifts to increase the size of the overall collection.

Even when his third child was expected in 2004, it presented an opportunity to purchase for his then-expectant wife a small token gift; a vintage piece of Playmobil in the form of Victorian-era perambulator with newborn baby and elated parents to add to the collection, and when, at the birth, this time a daughter arrived, it allowed the dad to extend the collection to include more diverse elements, like the Victorian mansion dolls house and modern dolls houses with room settings and much, much more too!

What you see before you is just a small selection of the complete collection, which has

currently, at the time of writing, taken more than 33 years to accrue; although, as with all collections, one has to ask 'will it ever truly be completed?'

With the collection of such a large scale model railway rapidly growing, it quickly became evident that the space within the confines of the living area of the family home was not going to be sufficient to accommodate a full-time accessible layout. So we set about re-modelling the whole house to allow the roof space to become the (semi-) permanent resting place or home for this impressive layout, hence the name 'LOFT' City Central Railway' (L.C.C.R.) was born!

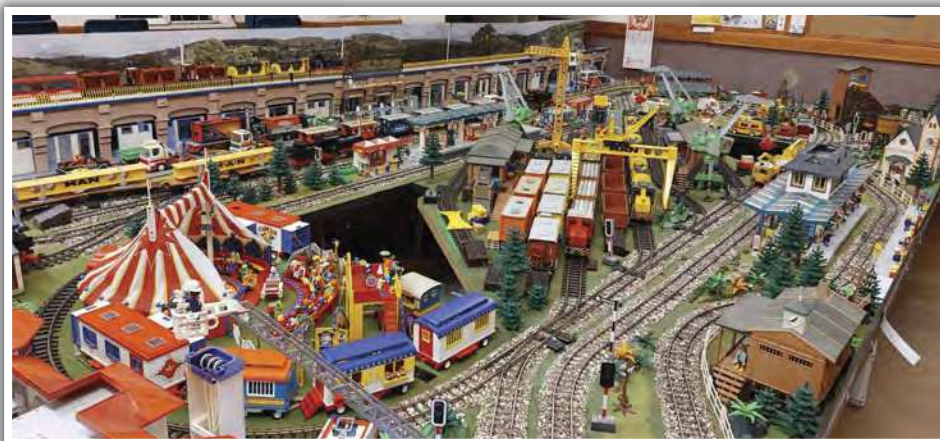
When the gas boiler of the central heating system needed replacing, a new combination boiler unit being fitted meant that the old, huge water tanks in the roof space and the hot water cylinder in the airing cupboard in the bathroom could be scrapped. This left a redundant area in the attic space, which was quickly re-insulated, boarded over and fitted with electricity supplies and lighting to create a safe and bright area for the family to access.

We then set about 'engineering' the layout baseboards to fit between and around the modern style roof rafters and joists, which would need to be removable so that the track could be semi-permanently fixed in-situ to run, but also that the whole collection could be dismantled, lifted and taken out for trips to exhibitions and, of course, removed entirely, if we ever decided to move house.

Today, the L.C.C.R. layout consists of three continuous counter-running circuits. Due to the length of the track involved, the original Playmobil controllers are no longer capable of powering the layout without tripping out, so each circuit is now controlled by a 5amp Helmsman, 20 volt transformer, each with remote speed controllers. There are a significant number of isolated sidings, passing loops, halts and track switches providing space on the layout to store ample amounts of rolling stock, and the collection of 25 vintage locomotives of nearly all variants ever produced by the Playmobil factory are on hand to pull a train of all bar one of the trucks and coach variants ever manufactured by Playmobil.

There are a variety of passenger stations, halts, stores, freight terminals, farm buildings, houses, signal boxes, platforms, cafés, shops and much, much more, the majority of which is of vintage period and is no longer manufactured or available to purchase from the Playmobil range. And an elevated shuttle viaduct tramway running above a terrace of shops from a passenger terminal will eventually terminate inside a mountain halt terminus.

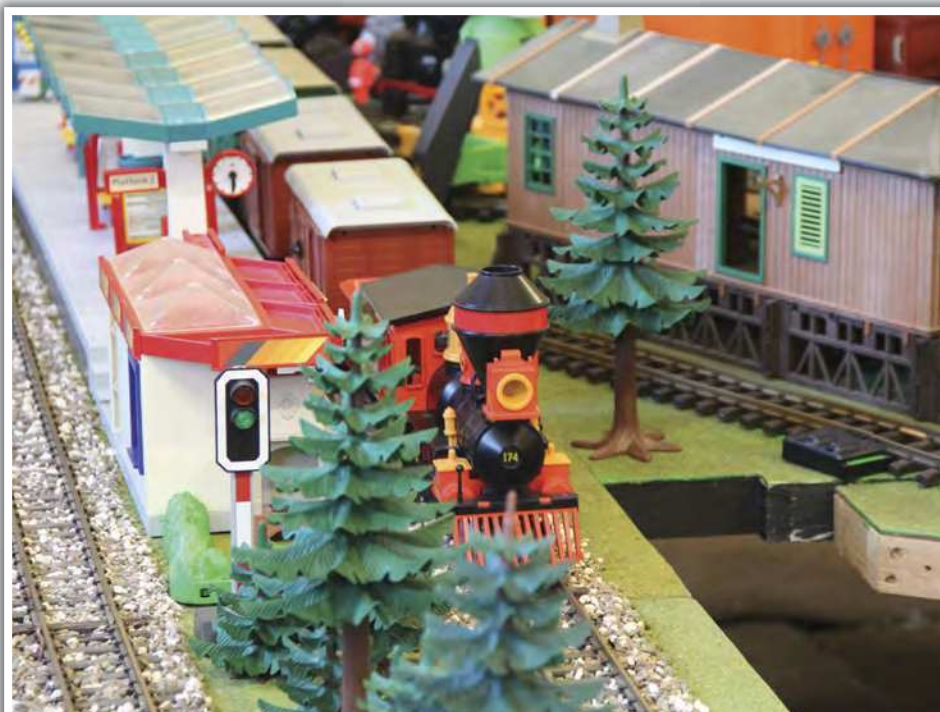
The layout has recently benefited from



An overall view of the layout, complete with holes for the joists to poke through when it is at home.



The goods yard is always busy.



Some of the stock on the railway is quite rare, Pacific Steaming Mary, the American outline steam loco, commands serious money from collectors.

modern electronic wizardry, thanks to the 'firstborn son' (now in his 33rd year!), who has designed and incorporated automated stop-start technology, meaning that multiple locomotives can now be running on the same analogue circuit without fear of colliding when one stops at a station or halt.

In the late 1980s, the laws in Germany legislated against toys that were directly or indirectly connected to domestic mains voltage electricity sources, and which were intended for use by minors or pre-school-aged children, therefore Playmobil had to change their whole product range and marketing strategy of model and locomotives to be battery operated items in order to comply with the new regulations. Fortunately, the track, which was formally marketed under the Playmobil brand was still available through the Lehman Gross Bahn (LGB) German manufacturer under their own packaging brand.

Nearly all of the locos on the Loft City Central Railway layout are powered by electric motors of 16 - 20 volts and are powered through the rails. They are of the pre-EU 1988 regulation era, thus now making them officially 'vintage' by definition, and are no longer available to purchase through high street retailers from the Playmobil range.

The Playpeople race are affectionately known as 'Klickies' by those who collect them, and since manufacturing them first in 1974, the world has become populated by

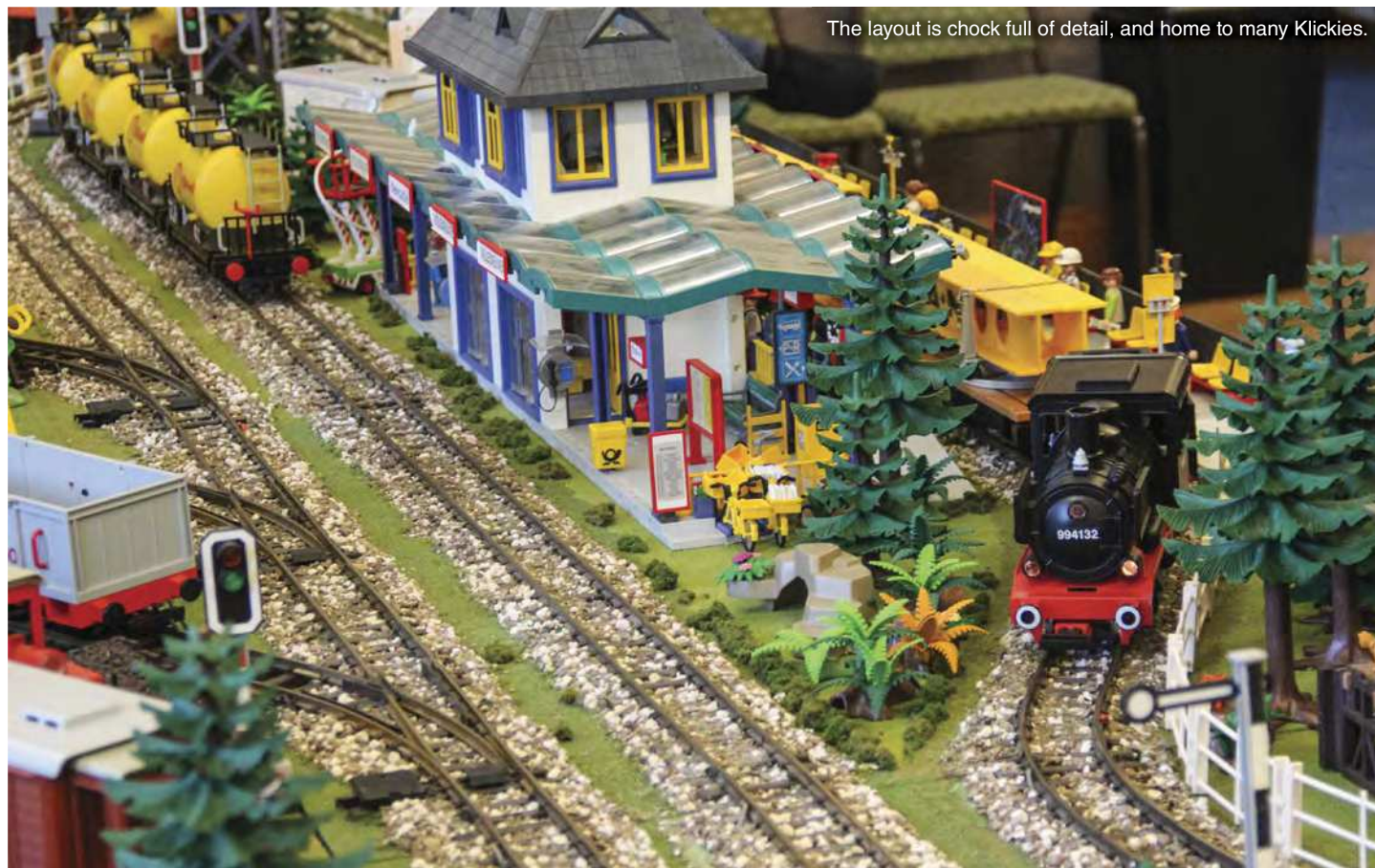
over three billion of the 1/24 scale figures. Not that many are fortunate enough to reside on the L.C.C.R. Layout, but those that do, enjoy a very active existence!

On occasions, a large circus calls by this layout for the locals to visit and enjoy the show, and if you're fortunate enough, and it's in town when you are, you can visit it too!

Plans to further extend the exhibition layout this year include an ocean scene with an industrial port featuring cargo vessels, harbour cranes, fishing trawlers, a commercial marina with recreational cruisers, a tourist pirate ship attraction, ferry port and a beachfront scene with water-sport craft to

accommodate a further extensive collection of boats and ships. A boardwalk will link all of these features in front of a service roadway lined with Tudor-style timber-framed houses, which will not only cater for the vehicles supporting the watercraft, but will also allow the local undertaker to access the church with a fleet of hearses and limousines at solemn times when a Klicky meets his or her demise. However, with Grandchildren now making an appearance, there is further reason for the collection to continue to grow and new Klickies will be arriving at every opportunity!

The yellow diesel was only available as part of a set. Individually, it was sold in red and was also used as the basis for a radio control model.



The layout is chock full of detail, and home to many Klickies.



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Ffestiniog Railway 'Van 1' – aka 'The Curly Roof Van'
Laser Cut 16mm Scale Kit

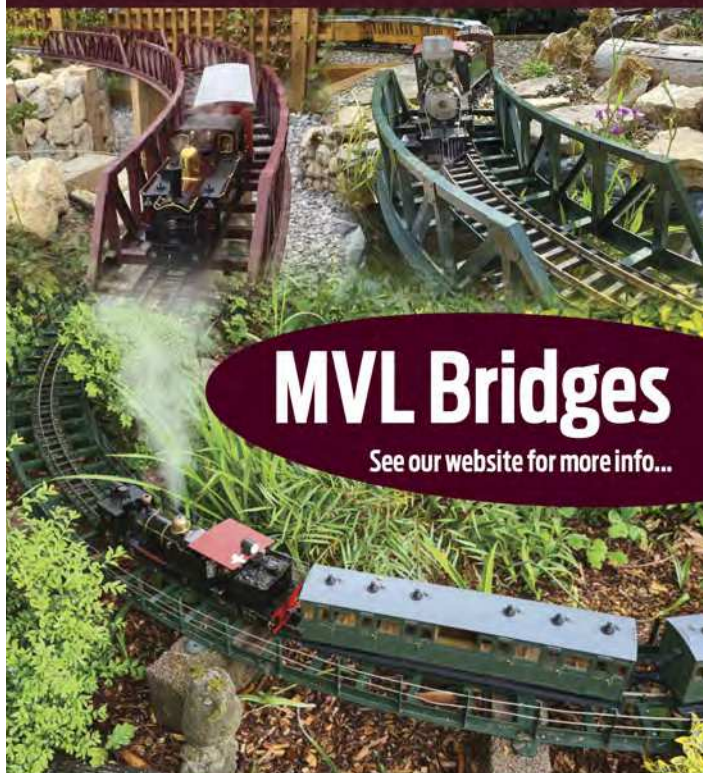


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LGB

G scale 'Rhätia' Class G $\frac{3}{4}$ Steam Locomotive

The 'Rhätia' was delivered from SLM in Winterthur as number LD1 in 1889, the first locomotive of the Landquart-Davos Railroad. Weighing in at 30 metric tons, it had a maximum speed of 28mph.

Initially used on regular service trains, the small class G $\frac{3}{4}$ locomotives were soon pushed into less challenging workings until they became surplus to requirements, after complete electrification of the RhB network at the start of the twenties.

In 1928, number 1 was retired and intended for a planned Swiss railroad museum. In 1970, it was moved to the museum railroad of Blonay-Chamby in Western Switzerland, and kept in storage.

Ahead of the 100th anniversary of the RhB, the locomotive was overhauled and restored to operational condition, and used to pull special trains until it was stored in 2014 awaiting maintenance. There have been many calls since then for donations to restore the locomotive again, so it can continue as a testimonial to the beginning of the RhB.

LGB's model is constructed from metal with separately-applied details. The cab and smoke box door can be opened. Livery and lettering are prototypical for Era VI, showing the loco as it was in 2014. A version in the original black is also available, and a version based on the 1889 original, without an oiler and lubrication pump.

An mfx/DCC decoder operates the headlights, cab lighting, running sounds, and a whistle activated by a reed switch. The rear coupler can be operated by remote control in digital operation. Running sounds also work under analogue operation. Finally, there is a built-in smoke generator with steam exhaust synchronized to the wheels, as well as cylinder steam, steam at the exhaust for the vacuum brakes, and steam exhaust at the whistle, when it is activated.

Length over the buffers is 35 cm/13-3/4". To complement this locomotive, LGB has reissued a pair of RhB four-wheel coaches and a luggage van.

Price: 2,990€



G scale Amtrak Dash 8 Phase III locomotive

When Amtrak was founded in 1971, it inherited a disparate range of existing rolling stock and locomotives, mostly older E and F units. Plans to replace these with more modern motive power were hatched, but it wasn't until 1992 that the first new locomotives were delivered. These locomotives, built by General Electric, had the class designations P40DC, P42DC, and P32AC-DM, depending on the features. They were popularly known as the "Genesis". Offering between 3,200 and 4,250 horsepower, depending on the version, and a maximum speed between 104mph and 111mph, the 125 metric ton locomotives are still operational.

To celebrate the locomotive's 50th anniversary, two were given celebration liveries, which LGB has reproduced on the models.

All four wheelsets are driven by a pair of Bühler motors and the locomotive has an mfx/DCC decoder with light and sound functions, including cab and instrument lighting.

The model is fitted as standard with American knuckle couplers but a set of LGB couplings are included. Length: 77cm/30-5/16"

Price: 1,290 €



LGB

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Club member exclusive - Side Dump Car

The type Fa-u side dump car, a single hopper side dumping wagon, is used on the Rhaetian Railroad to haul ballast and distribute it to track laying sites. The side unloading hatches are unique for these wagons, opening upwards to allow the ballast to be unloaded directly to the side of the track.

These wagons were built in 1991, and the RhB has 10 currently in service. Each is 10.44 metres long and can carry 34 metric tons.

The model runs on metal wheels, and can be unloaded by digital control.



HOUSTOUN GATE LOCOMOTIVE WORKS

16mm scale Penrhyn slate wagon

Following on from HGLW's 3D-printed Penrhyn Slate Quarry wagons, the decision was taken to produce another variant.

This model is sized to match the old Atropos version of a Penrhyn slate wagon, and will also serve well for folks wanting to portray a mixed rake of Penrhyn wagons with the types that are now available from HGLW and Harecroft Models.

The kit includes a wooden floor and glass-filled nylon Binnie wheels.

Available in 32 and 45mm gauges.

Price:

£23 for one

£100 for five



Houstoun Gate Locomotive Works
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RESURGAM ROLLING STOCK

16mm scale Ffestiniog Railway 'Van 1' kit

The latest addition to Resurgam Rolling Stock's range takes the form of Ffestiniog Railway 'Van 1'. Often referred to colloquially as the 'Curly Roof Van', the current full-sized example is a 2004 built replica of an original 1873 Brown & Marshall Bogie Van.

Produced in collaboration with Will Curry, the kit is designed with proven hidden slot and tab construction throughout for easy and accurate assembly. The tricky 'curly roof' sheet is a hybrid design, featuring individual planks cut right through, but held together with small tabs to form a highly flexible fret, which can be easily applied and formed to shape. Lateral and longitudinal alignment is provided by a central row of slots, locating with tabs on the roof ribs, and a substantial jig is also provided to hold this fret in position on the roof while the glue cures. Once cured, the result is a strong, rigid structure over, which the builder can apply a final covering.

The kit is only available in plywood, and includes individually glazed panels with droplight frames in full relief, as well as detailed representation of the sliding doors, albeit fixed in the closed position. As the roof is not designed to be removable, nor the doors capable of opening, the interior detail is restricted to the guard's compartment, which is fully panelled, and includes a representation of the handbrake.

Prototypical profile bogies, complete with 32mm gauge steel wheelsets and bronze bearings are supplied as standard. In 32mm gauge, there is room for the bogies to rotate adequately to allow the carriage to negotiate a 2ft 6in radius, although it does cut a significant chord in the process. If there is any interest in a 45mm gauge version, please get in touch with the manufacturer. The kit includes 3D-printed representations of the Guard's ducketts, balcony guard rail, door and grab handles. As standard the kit also includes SLR Models 3D-printed door lock covers. Despite their fine appearance, these are surprisingly strong components, especially once mounted in position and will easily stand respectful handling.

Couplings, vacuum pipes and decals are not supplied, but the lettering and crests illustrated here, as well as other prototypically suitable decals, are available separately from 'Endon Valley Custom Transfers'. Availability - First batch expected Mid-March 2023, then at 28 days' notice thereafter.

Dimensions

Length: 330 mm (Over Headstock)
Width: 90 mm (Over Body) 108 (Over Ducketts)
Height: 123mm Above Railhead

Price: £140 + Postage

Resurgam Rolling Stock
www.resurgamrollingstock.co.uk



BOLE LASER CRAFT

16mm scale Wooden Coal Tub Kit

The design has been inspired by videos of a Taiwanese coal mine, where these little tubs can be seen being hand shunted by a couple of local labourers into a wagon tippler and being hauled by a very Heath Robinson 'locomotive'. However, the model is very generic and would have been easily built in your industrial line's 'works'.

The kit is a combination of laser-cut plywood, and laser-safe MDF together with many 3D-printed nylon components. Of particular note are the 'through the body' riveted straps. These poke through small holes in the body sides to accurately locate the strapping and to also provide raised rivet heads on the body's inner surfaces.

The kit includes both hook and dumb buffer couplings (main picture) and a simple centre buffer (to the right) to meet your particular lines needs. The kit is available with either 20mm nylon wheels or 20mm steel wheels and for 32mm gauge only.

Dimensions

Length: 110mm
Width: 60mm
Height: 60mm

Price

£30 for nylon wheels
£36 for steel wheels
Both + £4 UK post and packaging

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Letters are welcomed on any aspect of large scale railway modelling. Please email the Editor: phil.parker@warnersgroup.co.uk or post to The Editor, Garden Rail Magazine, Warners Group Publications, West Street, Bourne, Lincolnshire, PE10 9PH

SPRUNG POINTS

I am about to start building the railway, having done a lot of planning on the sofa, and propose to use a 'sprung' point at some locations so that trains are consistently routed in a particular direction. Your article on lever framed points in the January 2023 edition was interesting, and I wonder if there has been any articles in past years on sprung points (or indeed on electronically controlled points - for those more remote locations) and if not, whether you have plans to do a short article on how to do it, the materials to use, etc. in the future.

I feel sure that there is definitely someone out there who has done it before!

Peter Trowbridge

MAKING PEOPLE



I enjoyed Dave Skertchly's article 'Project Phil' in the January issue, and was inspired to have a go myself.

I made mine pretty much as Dave's instructions, drawing some ideas out to scale with the correct proportions to the best of my ability, then laid a sheet of clear plastic over them and proceeded to make the figure using the sketch as a guide.

I used the DAS air drying clay, and found that a cup of water nearby to wet fingers occasionally helped a lot. The hardest part was getting

one piece of clay to stick to another, but again, the water helped. All the figures are not completely painted yet, but not far off. Perhaps they could use some shading/weathering.

My children also had a go with the clay at the same time and we had great fun. I have found it quite therapeutic and also quite addictive. While my people aren't as detailed as others, I'm happy to have the passengers and staff on my railway.

Thank you Dave for the inspiration.

Wayne Poultney



WALTER TURNER

It is with great sadness that we report the passing of Walter Turner, the legend behind Walt's Playmobil Collection. As well as taking his mightily impressive layout out to shows, the Editor took this photo of it at G Rail in 2017, he ran the website: www.walts-playmobil-collection.me.uk, a mine of information for those interested in Playmobil trains.

Walt had a reputation for being one of the most helpful people you could meet. Many collectors benefited from his generosity with spare parts, and he was always happy to answer questions from people editing magazines who needed to fill in details for pieces involving the toys.

Our condolences go to Marion his wife, and their sons Craig and Gareth.





The instant garden railway

Darryl Foxwell shares an ingenious idea for building a quick line.

It may not seem like it, but there is little difference between designing and building a garden railway, a loft railway, or an exhibition railway layout. In each case, you need ideas, you need to develop skills, have the stubbornness to overcome problems and a good sense of humour for when everything goes wrong.

I have seen some amazing garden railways in my time. There is something very special about watching a loco and a rake of coaches wind its way through real scenery under natural light, in and around planting. You can have live steam trains, electric ones, clockwork, etc – whatever takes your fancy. The railway can be any scale, any era and any location.

Alas, finding the space needed for a permanent setup in the garden is not easy, and I long ago realised that it wouldn't be something I could install in my garden.

Then, shopping in B&Q one day, I found some cheap plastic loft insulation supports and was inspired to see if I could make an easy-to-set-up temporary garden

railway. After some experimenting, they are used upside down, this cheap and low-cost plastic support proved to be the perfect base for a demountable track.

By preparing some pieces in advance, the basic principle is to use 2x1 inch timber lengths spanning between the plastic supports, lay track on the timber and you have your railway ready to run in under half an hour.

The supports mean that the railway is about a foot off the ground, which we found out was great for both wheelchair users and children.

If you are using the supports on a soft surface, drill four holes in the base of the supports and use tent pegs to keep them secured in place. For hard surfaces, cut some squares of timber to match the size of the support bases, and connect the supports to the timber to provide a stable surface.

Once you have the supports down, to ensure the locos run well, at each timber joint use dowels to ensure the joint is smooth and the track lays flat. There should be a

support on either side of a timber join.

The track should be pinned to the timber lengths to keep it in place temporarily.

For curves and points, attach the track onto a custom timber base before adding to the setup - this ensures good running.

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Introducing wagons No 2 and No 8

Daniel Cousins adds a couple of wagons with an agricultural theme to his line.

My garden railway has gained a couple of goods wagons recently. I really should be addressing the shortage of coaching stock, but, by accident, these two have jumped the queue.

Starting with wagon No 2, I took the advantage of subscribing to Garden Rail, and at the time you received a free gift of this open wagon from North Pilton Works. This is the first time I have built anything from the company. I liked the way the wagon has opening doors and imitation of brake gear on each side of the wagon, despite them being a little on the chunky side. Looking on its website this particular wagon is available as a kit, complete with either 32mm wheels or 45mm metal wheels and brass bearings for very reasonable money.

Construction of the wagon was fairly swift, as most parts have slots and tabs allowing you to dry fit the items to check

they have a snug fit, before gluing together. The slots are visible, especially on the ends and corners of the wagon body, but could be disguised by either filler, or the corner plates often seen on wagons. The model can be made either 32mm or 45mm depending on the slots you positioned your solebars.

A little care is needed when constructing the non-working brake gear and working doors, but otherwise, everything goes together quite well. I did have one little snag however, one of my doors was slightly stiff with the bottom of the door rubbing the side of the floor when fully opened, I left this alone as I thought it would wear and loosen up, but the two round hinges at the bottom of the door split in half. I have since glued them back on and now have one fully functioning door instead of two.

Soon, I had a rolling wagon and, with the couplings added, I was able to give it a good

test run behind my Roundhouse Little John locomotive before painting. I am pleased to say that the test run was a success, with the wagon negotiating all the curves and points without a problem, spot on!

Next, was to paint the wagon in Humbrol grey to match some of my existing wagons before painting the underneath and solebars matt black. The body and solebars were weathered slightly using some browns and Life Color's Sleeper Grime acrylic paint, then some Frame Dirt paint, also from Life Color, to give the items that would be metal a bit of a slightly worn rusty look to them. To number the wagon, I used some self-adhesive 5mm waterproof numbers in white from the BECC lettering range.

Wagons look a little bare without a load to carry, so I pondered on what to load wagon No 2 with. It was while watching a re-run of BBC's Full Steam Ahead programme, where

in one particular episode we saw some sheep being transported in an open wagon, and I thought about re-creating this with my wagon. Some straw was glued to the floor of the wagon and a straw bale from Perfect World Scenics by Trenarren Models was added. I mixed some straw coloured paint from acrylics to paint the bale, and, if you look closely, you can see I have included the orange twine found on straw bales using a permanent marker pen, then realised afterwards that most probably the string would have been removed before feeding to animals.

To ease the loading of the sheep, I glued some wooden steps to the inside of one of the doors like you find on horse box ramps made from match sticks. As for the sheep, I chose some woolly-looking animals, also from Perfect World Scenics. The sheep were cleaned of any flash, washed and sprayed with white primer. I mixed up some acrylic paint to give them a more realistic look to their wool. After a little bit of a search on the internet on sheep with black faces and legs, I thought my three could pass as some Valais Blacknose sheep. Those who have a bit of knowledge of sheep will probably be aware that Valais Blacknoses have horns, however, my wife, Coral, reliably informed me that quite often sheep are either de-horned or disbudded, a process where their horns are removed so they can't harm humans or get caught up in fences. With this knowledge, I can be excused for not modelling the horns.

Moving on to wagon No 8. I built a 1:24 scale Grey Ferguson tractor from Heller, and had intended to place it in various places around the railway. Anyhow, one day whilst transporting it, I dropped it on the floor of my modelling room and, as it is a plastic kit, it didn't fare well.

Luckily, I managed to repair the model, but concluded it was too fragile to keep picking up and transported.

The light bulb moment of loading the tractor onto a flat wagon and transporting it round the railway flashed on. With this in mind, a flat wagon from Brandbright kit GS16, 45mm metal wheels and couplings were duly purchased.

I am quite familiar with Brandbright kits, so I soon had a completed wagon ready to be painted. The metal axleboxes had their bearings superglued in and masked over before I spray-painted them with etching primer, then black. The solebars on this wagon were painted black and the buffer beams red. At the time of building the wagon, Coral had me re-staining the kitchen work surfaces and the light bulb came on again, this time using the stain to colour the planking of the wagon's deck. I am quite pleased with the effect. Again, 5mm BECC numbers were added



Two of Farmer Thompson's Valais Blacknoses are loaded into wagon No 2.



Wagon No 8 has been tasked with the job of transporting Farmer Thompson's trusty Ferguson tractor.

to this wagon again with the aid of the hair dryer, Coral says I use it more than she does!

This left for the tractor to be added and it was glued to the deck with some off-cut pieces of wood to represent wheel chocks. Some blackened chain was purchased from Trenarren Models to chain the tractor to the deck. To fix the chain to deck, I used some small brass pins.

Well, that concludes how wagons No 2 and No 8 came about, and with a little bit of detailing and imagination, these two relatively inexpensive kits can be made into something quite nice. I certainly enjoyed the builds. I must get on to those much-needed coaches, and with all these new wagons a brake van. ■

Garden Rail Resource

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The Editor tackles Bole Laser's latest small station building, while Mark Thatcher takes on a much bigger structure...

Readers' Models

We are always proud to show off Garden Rail readers' modelling. If you'd like to see your models here, send photos and a short description to the Editor.



My build from the first batch of PDF Models Talyllyn kits, with lining by Matt Towell. I can't rival the kit creator for mechanical skill, but the loco turned out OK, thanks to his YouTube instruction videos. Peter had a massive impact on our hobby, and is much-missed by all who knew him.

Julian Hazeldine

The construction article from Mark Thatcher in November 2021 caught my eye, especially the short piece on the shunter's trolley. They are still in use, on the Leadhills & Wanlockhead Railway, with more or less the same load.

Eddie Lund



This PDF cableless Hunslet kicked off my garden railway in 2018. Meeting Peter at the Bressingham Steam Museum, at their garden railway show, he was as helpful as ever, and explained how to get the best from the kit. I was off! I've now got three PDF locos running my line.

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