

INSIDE: **HORNBY** 2022 PRODUCT ANNOUNCEMENTS!

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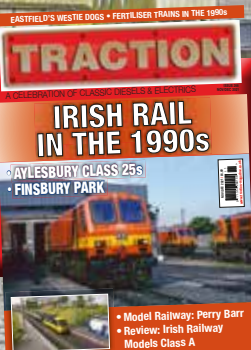
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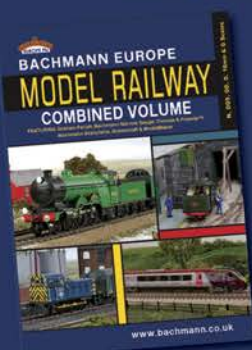
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GL23 LMS/BR BRITISH LEGION.....£420.00
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GL28 LMS/BR 2P 4-4-0.....£335.00
GL36 LBSO/SV/BR H2 ATLANTIC.....£430.00
GL44 LNER/LMS/BR COAL TANK 0-6-2.....£285.00
GL50 LNER/BR 2-8-2 GARATT.....£675.00
GL57 LNER / BR L1 2-6-4.....£330.00
GL58 LNER / BR B1 4-6-0.....£400.00
GL59 LNER / BR K1 2-6-0.....£385.00
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GL70 SR / BR SCHOOLS 4-4-0.....£430.00
FT9 NER/LNER/BR GB/TP 0-4-4T.....£240.00

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GW2 GWR/BR 14xx Autotank.....£175.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

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TC6 LMS/BR Sir William Stainer.....£995.00
TC7 LMS/BR Black Five 4-6-0.....£995.00
TC14 LMS/BR Stainer 8F 2-8-0.....£995.00

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K301 B.R Standard 2MT 2-6-0.....£502.70
K302 LMS/B.R Ivatt 2-6-2T.....£438.90
K303 LMS/BR Fairburn 2-6-4 T.....£456.50
K310A LNER/BR A3 with Corridor tender.....£721.60
K317B BR Britannia with BR1/1A tender.....£721.60
K320 LMS / BR 2P/ 2MT 2-6-0.....£502.70
K324B B.R 9F 2-10-0 BR1/BR1C.....£721.60
K336 LNER/BR R Peppercorn A2.....£721.60
K338 LNER/BR R G5 0-4-0T.....£502.70
K340 B.R Class 14 complete kit.....£502.70
K344 NEW LNER/BR Hunt Class 4-4-0.....£577.50
K345 NEW LNER/BR Thompson A2/1.....£721.60
K346 NER / LNER D1 Class H1 4-4-4T.....£495.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....£22.75
LK705 Brick lineside hut.....£22.75
LK709 Ground Level Signal Box.....£32.75
LK710 Signal Box Interior Kit.....£24.20
LK715 Brick Base Signal Box.....£45.15
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LK741 GWR spear fencing.....£12.50
LK742 GWR spear fencing ramps.....£12.50
LK743 Field fencing and gates.....£11.35
LK747 Telegraph Poles (6).....£10.75
LK748 Ladders (4).....£8.55
LK749 Loading Gauges (2).....£14.15
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LK758 Platelayers tools.....£7.35
LK759 Platform lamps (4).....£9.95
LK760 Telephone boxes (2).....£9.95
LK761 GWR Station seats (4).....£9.50
LK762 MR/NER station seats (4).....£9.50
LK763 SR/BR Station seats (4).....£9.50
LK764 Bicycles (8).....£9.50
LK765 Police Call Box.....£11.35
LK790 GWR home or distant signal.....£21.25
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7063 B.R Standard Van.....£40.00
7064 B.R 12ton Standard/Flat Van.....£40.00
7065 B.R Meat Van.....£40.00
7066 B.R Insulated Van.....£38.00
7067 B.R 13 ton conflat 'A'.....£36.00
7069 B.R Lowfit Wagon.....£36.00
7070 B.R 12 ton Palvan.....£40.00
7071 B.R 13 ton High Goods Wagon.....£36.00
7033 LNER/BR 20T Brake Van.....£51.00
7053 LNER/BR 20T Brake Van.....£51.00
7C020 SECR/SR/BR 4 wheel PLV/GUV.....£79.00
7C021P SR/BR Bogie Van.....£132.50
7C022 SR/BR 4 wheel BY.....£84.00

PECO WAGON KITS

W601 GWR Toad brake can.....£43.50
W602 GWR Permanent Way brake.....£43.50
W603 GWR 6 wheel brake.....£45.25
W604 GWR 4 plank open.....£36.50
W605 GWR Steel Open.....£36.50
W606 GWR 10 ton Van.....£44.75
W607 BR 16 ton Mineral wagon.....£45.25
W608 BR 27 ton Iron Ore wagon.....£44.75
W609 BR 20 ton Pig Iron wagon.....£44.75

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SLE786BH Curved R/H Point.....£62.50
SLE787BH Curved L/H Point.....£62.50
SL700BH 12 yards flexitrack.....£91.25
SLE791BH Right Hand Point.....£49.75
SLE792BH Left Hand Point.....£49.75
SLE797BH Y Point.....£49.75
SLE790BH Double Slip.....£104.75
SLE794BH Long Crossing.....£56.50
SL10 24 metal railjoiners.....£3.25
SL11 12 insulated railjoiners.....£3.15
SL740BH Buffer stop.....£3.20
TP1 Long Track pins (15mm).....£3.25
ST700 Box (6) 393mm straight.....£51.25
ST725 Half circle 1028mm radius curves.....£55.00
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STU751BH L/H Setrack Point.....£47.50
PL33 Microswitch.....£6.40
PL19 Microswitch Housing (2).....£5.20
PL80 Power Feed.....£8.00

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PS14 BR Grampus Ballast wagon.....£35.00
PS15 BR 21 Ton Mineral wagon.....£35.00
PS16 LNER Loco Coal wagon.....£35.00
PS17 BR 12 ton Pipe wagon.....£35.00
PS23 GWR/BR 13 ton open wagon.....£35.00
PS24 GWR/BR 12 ton unfitted van.....£35.00
PS25 BR 24.5 ton mineral wagon.....£35.00
PS26 GWR/BR 12 ton fitted van.....£35.00
PS27 GWR/BR 12 ton open with tarp bar.....£35.00
PS28 GWR/BR 12 ton plywood van.....£35.00
PS29 GWR/BR Fruit van.....£35.00
PS30 BR 16 ton mineral wagon.....£35.00
PS31 BR 16 ton slope sided mineral.....£35.00
PS32 BR 16 ton mineral (ex SNCF).....£35.00
PS33 BR 8 Plank wooden mineral.....£35.00
PS42 LMS/BR 12 ton open wagon.....£35.00
PS45 LNER/BR 12 ton goods van.....£35.00
PS46 LNER/BR 12 ton fruit van.....£35.00
PS49 GWR/BR Mica van.....£35.00
PS100 SR/BR Banana van.....£35.00
PS101 SR/BR Meat van.....£35.00
PS104 BR 21 ton coal hopper.....£35.00
PS106 SR/BR Cattle truck.....£35.00
PS112 GWR/BR Gunpowder van.....£35.00
PS114 LMS/BR Banana van.....£35.00
PS115 LNER/BR Brake Van.....£42.00

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HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
HJ6124 5184 Great Western
HJ6125 4144 B.R. unlined black
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LAST FEW

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Both numbered and un-numbered
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LAST FEW

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OUR WEBSITE CONTAINS 4,000

IMAGES AND IS UPDATED SEVERAL TIMES A WEEK

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WORLD OF RAILWAYS

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LAYOUT

Shenton Road

Sit back and relax as we take you on a tour of Shenston Road and speak to its creator, Greg Brookes, about the creation of this fantastic layout.

WATCH THE VIDEO HERE

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



PLAY

PRACTICAL

The Hunt Coupling System

Phil Parker finds out more about the Hunt Coupling system that works for both OO and N gauge rolling stock.



PLAY

INTERVIEW

Hornby 2022 range: Interview with Simon Kohler

Howard Smith discusses items from Hornby's new 2022 model range with Hornby's Marketing and Product Development Director, Simon Kohler.

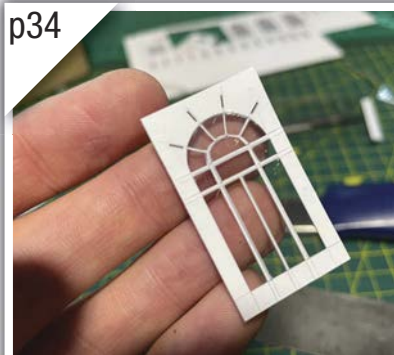


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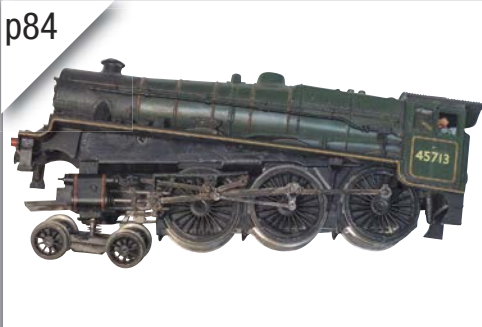
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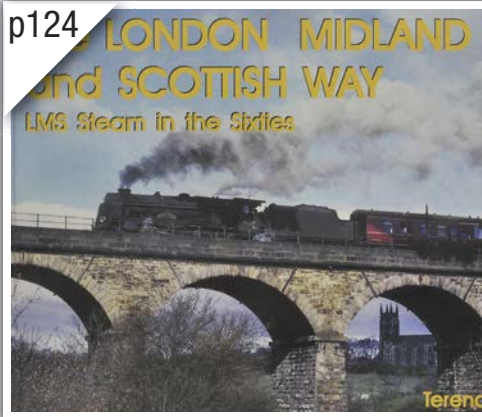
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Welcome to March

It's that time of year again. Hornby's 2022 new product announcements have been revealed and there are some exciting new models on the horizon from Britain's most iconic model railway manufacturer.

Headlining its main range locomotive announcements for 2022 are models of the experimental LMS Princess Royal Class 'Turbomotive' 4-6-2, and LMS/BR 'Stanier' 5MT 'Black Five' 4-6-0, Class 755s and Class 423s, alongside many new OO gauge main range announcements, bolstered by new additions to its revived (and hugely popular) Hornby Dublo brand. See page 112 for our full report.

Although the impact of COVID disruptions for businesses can still be felt, it's heart-warming to see so much progress during a very challenging time for the hobby. 2021 was a busy year for new products, with highlights including Bachmann's Class 47, the A2/2 and A2/3 from Hornby, Locomotion Models' Wainwright 'D' Class, the GWR Railcar from Heljan, Accurascale's 21T mineral wagons, and the new Mk. 1s from Dapol and Lionheart Trains to name just a few.

Talking of the fantastic progress made ties in nicely to announce that it's soon time to get voting for our prestigious BRM awards, which gives you, the modeller, the chance to vote for your favourite models and manufacturers for the year. Voting opens soon, so stay tuned.

Back to your March issue, we've got four fantastic layouts on offer this month, starting with Martin Reynold's OO gauge 'Witham', which is packed with scenic details and is due to have its first exhibition outing next month at The Festival of British Railway Modelling. Next up is 'Kennington Cross', by John Howe, a vibrant layout that pays homage to the Capital's former electrified transport. Also in this issue, we pay a second visit to 'Shenston Road', this time focussing on its extensive steelworks. Even the most critical of modellers would struggle to find fault with this incredible layout. Finally, and not to be overshadowed, is the award-winning 'Port Eden', a fun and uplifting layout heavily influenced by coastal miniature railways.

We always do our best to cater to all scales and interests in BRM, and help provide practical advice for a range of experience

levels. This month, expert modeller, Jamie Warne, builds a campsite, sharing many scenic techniques and methods for upgrading proprietary kits along the way. Michael Scott also features in BRM for the first time this month, offering an account of how he constructed an impressive low-relief hotel in N gauge. Phil Parker provides top track-laying advice in the latest instalment of our BRM project layout build, plus Graham Nicholas restores a poorly-performing RTR locomotive to its former smooth-running glory.

We're always looking for innovative practical ideas and clever modelling guides - please get in touch if there is something you'd like to see in a future issue.

If you're missing the DVD, becoming a subscriber will enable you to be sent new video content every month to your inbox, plus every digital issue of BRM comes packed with more features, bonus videos and extra photographs - why not treat yourself to it for 2022?

Happy modelling!

The BRM Team

How to get your next issue of BRM

Although it's tricky to visit the shops at the moment and collect the latest issue, there are a number of ways you can get BRM delivered straight to your door or inbox!

- 1 Buy a single printed issue of the latest edition, delivered straight to your door at; www.world-of-railways.co.uk/Store/Latest-issue
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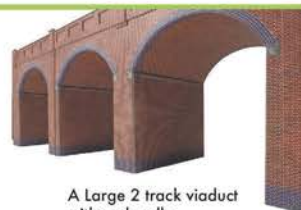
TAPERED END WALLS
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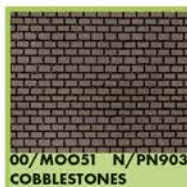


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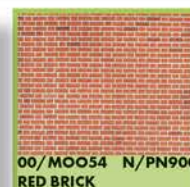
00/MOO51 N/PN903
COBBLESTONES



MOO52
DRESSED GRIT-STONE



MOO53
BLUE BRICK



00/MOO54 N/PN900
RED BRICK



00/MOO55 N/PN903
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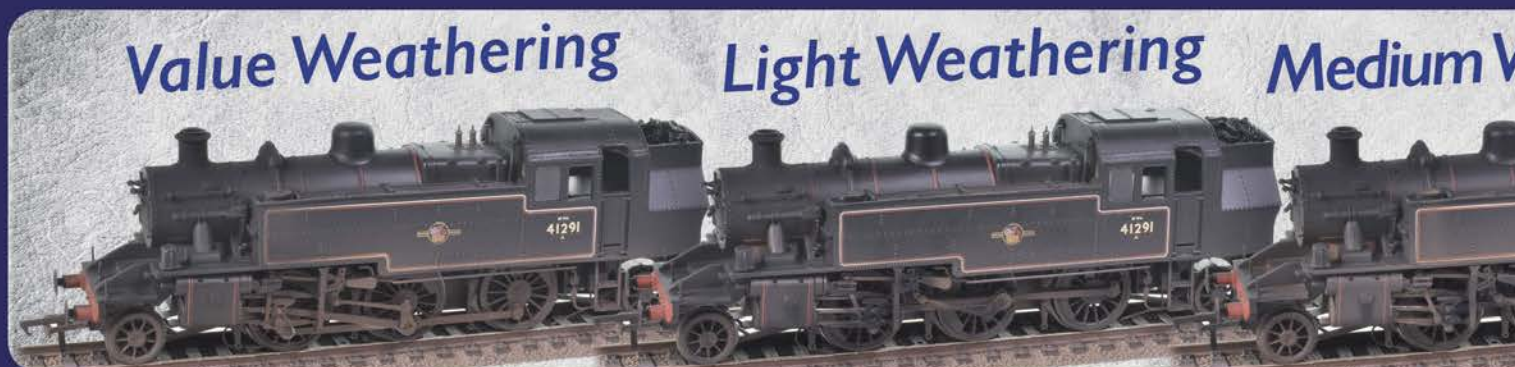


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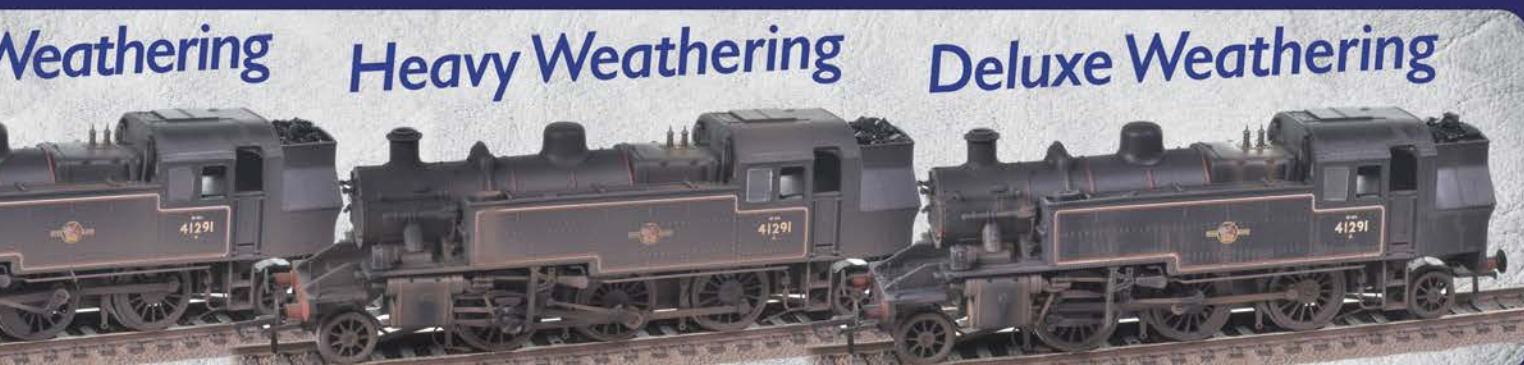


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OO Gauge Steam Locomotives

Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Q1 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor

FR Small England 0-4-0TT
Stage: Deco Samples Due: Q2 2022
Price: £135 Digital: Yes - no socket
hattons.co.uk/pecosmallengland

Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q2 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor

Hunslet 16" 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet

Class 15xx 0-6-0PT
Stage: CADs Due: TBC 2022
Price: from £127.50 Digital: NEXT-18
hattons.co.uk/rapid15xx

L&MR 'Lion' 0-4-2
Stage: CADs Due: 2023
Price: from £152.96 Digital: NEXT-18
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Class 33/2 Re-Tool
Stage: Announced Due: 2022
Price: from £152.96 Digital: 21-pin
hattons.co.uk/heljanoo33

Class 37/0, 37/4 & 37/6
Stage: Engineering Samples Due: Q2 2022
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Class 45
Stage: Early Sample Due: Q2 2022
Price: from £143.65 Digital: 21-pin
hattons.co.uk/heljan45

Class 47
Stage: Prototype Due: Mid-2022
Price: from £184 Digital: 21-pin
hattons.co.uk/heljanoo47

Class 59
Stage: Painted Samples Due: Q1 2022
Price: from £136.32 Digital: 21-pin
hattons.co.uk/dapol59

Class 86/4 & 86/6
Stage: Painted Samples Due: Jan 2022
Price: from £186.96 Digital: 21-pin
hattons.co.uk/heljan864

GWR AEC Railcar (Parcels Variant)
Stage: Announced Due: 2022
Price: TBC - Wishlist Digital: 21-pin
hattons.co.uk/heljanoorailcar

Class 104 DMU
Stage: CADs Due: 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples Due: 2022
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis

BR Mk2B Coaches
Stage: Engineering Samples Due: Q3 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b

BR Pilchard Wagons
Stage: Deco Samples Due: Q1 2022
Price: £13 Digital: N/A
hattons.co.uk/oxfordpilchard

GPV Gunpowder Vans
Stage: Engineering Samples Due: 2022
Price: £28.01 Digital: N/A
hattons.co.uk/rapidogpv

Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron

MGR Hopper Wagons & CDAs
Stage: Deco Samples Due: Q1 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemgr

MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q1 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemha

N Gauge Steam Locomotives

LSWR Class M7 0-4-4T
Stage: Prototype Due: Q2 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locomotives

Class 28 Co-Bo
Stage: CADs Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo

Class 59
Stage: CADs Due: Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons

JHA 102t Hopper Wagons
Stage: CADs Due: Q3/Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Diesels/ Electrics

Class 26
Stage: Early sample Due: Q1 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljanoo26

Class 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljanoo37

Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljandeltic

Class 56
Stage: Deco Samples Due: Dec 21 - 22
Price: from £594.15 Digital: ESU XL
hattons.co.uk/heljan56

Class 66
Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin
hattons.co.uk/dapolo66

Class 73
Stage: Engineering Sample Due: Mid-2022
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units

GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar

Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

Class 121 'Bubble Car'
Stage: Painted Samples Due: Q1 2022
Price: from £263.05 Digital: 21-pin
hattons.co.uk/dapolo121

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q1 2022
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley

Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2

Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
Price: from £152.15 Digital: N/A
hattons.co.uk/heljanccct



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OO Gauge (1:76 Scale)

Steam locos



H4-AB14-006 Andrew Barclay 0-4-OST 14 "2069" Little Barford in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99) ... **BARGAIN** ... £84



266221 Beyer Garratt 2-6-0 0-6-2 47971 in BR black no emblem and revolving coal bunker (Hel) ... £212



4S-041-006 Class 5101 'Large Prairie' 2-6-2T 4134 in BR lined green early emblem (Dap) ... £119.60



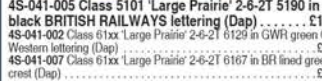
4S-041-001 Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering (Dap) ... £119.60



4S-041-004 Class 5101 'Large Prairie' 2-6-2T 5150 in GWR green GWR lettering (Dap) ... £119.60



4S-041-005 Class 5101 'Large Prairie' 2-6-2T 5190 in BR black BRITISH RAILWAYS lettering (Dap) ... £119.60



4S-041-002 Class 5101 'Large Prairie' 2-6-2T 6129 in GWR green Great Western lettering (Dap) ... £119.60



4S-041-007 Class 5101 'Large Prairie' 2-6-2T 6167 in BR lined green late crest (Dap) ... £119.60



OR76J27003 Class J27 0-6-0 65817 in BR black late crest (Oxf) ... £94

Diesel locos



32-789 Class 37/0 37099 'Merl Evans 1947-2016' in Colas Rail Freight (Bac) ... £154.50



4D-003-013 Class 52 'Western' D1035 'Western Yeoman' in BR green small yellow panels (Dap) ... £133.68



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

DMUs



4D-009-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) ... **BARGAIN** ... £89



19401 GWR AEC diesel railcar 29 in GWR chocolate and cream grey roof and coat of arms emblem (Hel) ... £160.65

Train sets - analogue



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



R1233 Coca Cola Christmas starter train set (Hor) ... £89



R1214 East Coast Express starter train set (Hor) ... £157.50



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



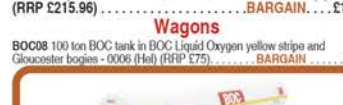
R1234 Starter train set - 'Hogwarts Express' - Harry Potter range (Hor) ... £180

Coaches



GWRCochPackE Collett 57 Non-Corridor 4-pack in BR crimson (Includes R4878, R4879, R4880 & R4881A) (Hor) (RRP £215.96) ... **BARGAIN** ... £119

Wagons



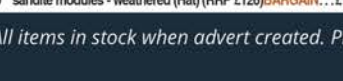
BOC08 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0006 (Hel) (RRP £75) ... **BARGAIN** ... £45



BOC06 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and Gloucester bogies - 0015 (Hel) (RRP £75) ... **BARGAIN** ... £45



BOC12 100 ton BOC tank in BOC Liquid Oxygen yellow stripe and GPS bogies - 0032 (Hel) (RRP £75) ... **BARGAIN** ... £45



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) (RRP £126) ... **BARGAIN** ... £119



H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (Hat) (RRP £118) ... **BARGAIN** ... £99

OO9 Narrow Gauge

Steam locos



9963 Lynton & Barnstaple 2-6-2T 190 'Lyd' in Southern Railway green - as preserved (Hel) (RRP £219.95) ... **BARGAIN** ... £154

Wagons



GR-240AO 8 ton L&B bogie goods brake van 5 in Lynton and Barnstaple grey (Pec) ... £31.50

N Gauge

DMUs



2D-142-003 Class 142 'Pacer' 2 car DMU 142022 in BR 'Skipper' Western chocolate and cream (Dap) ... £123.12

2D-142-001D Class 142 'Pacer' 2 car DMU 142096 in debranded Northern Rail purple - Digital fitted (Dap) ... £158.31

Bi-Modal Multiple Units



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



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

Coaches



2P-006-001 Mk 3 SLEP sleeper pantry 10510 in BR blue and grey Intercity Sleeper branding (Dap) NEW ... £26.35



2P-006-007 Mk 3 SLEP sleeper pantry 10666 in ScotRail 'Caledonian Sleeper' (Dap) NEW ... £26.35

O Gauge (1:43 Scale)

Steam locos



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



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



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



H7-A4-003 Class A4 4-6-2 4468 'Mallard' in LNER Garter blue streamlined non-corridor tender (Hel) (RRP £750) ... **BARGAIN** ... £579



H7-A4-002 Class A4 4-6-2 4468 'Mallard' in LNER Garter blue streamlined non-corridor tender - 'Record Breaker' (Hel) (RRP £750) ... **BARGAIN** ... £579



H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue unstreamlined corridor tender - 'Record Breaker' (Hel) (RRP £750) ... **BARGAIN** ... £579



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and unstreamlined corridor tender (Hel) (RRP £750) ... **BARGAIN** ... £579



H7-A4-002A Class A4 4-6-2 unnumbered single chimney and streamlined corridor tender in LNER Garter blue 1938-1941 & 1945-1948 (Hel) (RRP £750) ... **BARGAIN** ... £579

Diesel locos



1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered (Hel) (RRP £549) ... **BARGAIN** ... £350



4866 Class 47 in Intercity Executive - unnumbered (Hel) £594.15



4033 Class 50 50019 'Ramillies' in BR departmental 'Laird' blue - weathered (Hel) ... £619.65

DMUs



7D-015-002S Class 122 'Bubble Car' single car DMU 55000 in BR green small yellow panels - Digital sound fitted (Dap) ... £439

Coaches



LNERTeakPackC Gresley Teak 3-pack in BR carmine and cream (Includes 2 x H7-TC186-003-GA and 1 x H7-TC186-004-GA) (Hat) (RRP £747) ... **BARGAIN** ... £509



LNERTeakPackA Gresley Teak 4-pack in LNER teal (Includes H7-TC175-001, H7-TC115-001, and 2 x H7-TC186-002) (Hat) (RRP £996) ... **BARGAIN** ... £599



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35-200SF LNER V2 Steam Loco No. 4791 LNER Lined Green (Original). DCC Sound.£280.95



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- 44-215 Low Relief Cinema.....£49.95
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- E87036 ZAA Pike Open Wagon No. DC460323 Dutch Civil Engineers.....£33.99



- E87037 SPA Open Wagon No. 460433 Trainload Metals.....£33.99
- E87038 SPA Open Wagon No. 460513 EWS, weathered.....£36.95
- E87039 SPA Open Wagon No. 460049 Network Rail Yellow, weathered.....£36.95
- E87040 ZAA Pike Open Wagon No. DC460020 Dutch Civil Engineers, weathered.....£36.95
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- E87044 SEA Wagon No. 461005 BR Railfreight Red with revised hood, weathered.....£42.95
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DAPOL O



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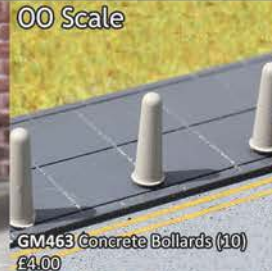
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WITHAM

Reunited with his childhood hobby, many skills had to be relearnt by Martin Reynolds to make this captivating and entertaining exhibition layout.

Words: Martin Reynolds **Photography:** Phil Parker





A holiday special, returning holidaymakers from the West Country to London, is pulled by ex-SR S15 Class 30831 as it passes through Witham on the Up main line.

Having retired from the RAF in the summer of 2014, I found myself with time on my hands and the desire to take up a hobby to keep me occupied. During my childhood and into my mid-teens, I had been an avid railway modeller, initially in OO gauge and finishing in N gauge. So, perhaps now was a chance to re-engage with this wonderful pastime. A visit to the newsagents saw me return home with a number of publications, from childhood memories like 'Railway Modeller' to a new one for me, BRM. Having read them all from cover to cover, I was impressed by the quality of the modelling, the range of models available and the advances in techniques and electronics, especially the potential that DCC offered. I was also excited to discover that the BRM team was organising a major exhibition in nearby Peterborough that coming October.

The exhibition was an eye-opener to the concept of DCC sound and there were a number of interesting 'have a go' demonstrations covering various aspects of the hobby, where spectators were actively encouraged to join in. I also discovered that there was a local model railway club at Market Deeping, which I joined. I returned home itching to get started and running ideas through my head. As much as I would have loved to build a large N gauge layout, my eyesight wasn't as good as when I was a teen, so OO gauge it was going to have to be.

One advance I found is the use of software to plan a layout, saving hours of drawing designs on graph paper! I wanted a continuous main line loop with fiddle yard storage at the rear of the layout, a branch line, goods yard and a locomotive servicing depot. To add interest, the use of gradients, flyovers and 3D scenery would be incorporated. After several iterations, 'Witham's' design was finalised.

A new direction

'Witham' is a OO gauge fictitious layout based on the geographical area of Witham in Somerset, during the late 1950s to early

FACTFILE

Layout name: Witham

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

Size: 12ft x 6ft

Era/Region: Late 1950s-early 60s, Somerset/Fictitious

Layout type: Continuous loop



The problem of giving passengers access to all the platforms was solved by 'kit-bashing' two Hornby footbridge models. Painted in regional colours, I added cardboard smoke deflectors, and weathering provided a satisfactory result.



Some of the PW gang take a rest and watch ex-SR Q Class 30020 pass with an Up oil train.



I suppose it's a strange fate that it was a BRM exhibition that fired my imagination to build 'Witham' and it will be a BRM exhibition where it'll get its maiden public appearance!

1960s, when steam was being phased out to be replaced by new classes of diesel locomotives. The West Country and this period have always appealed to me, with happy childhood memories of travelling by train from London to Paignton in the early '60s for several family holidays.

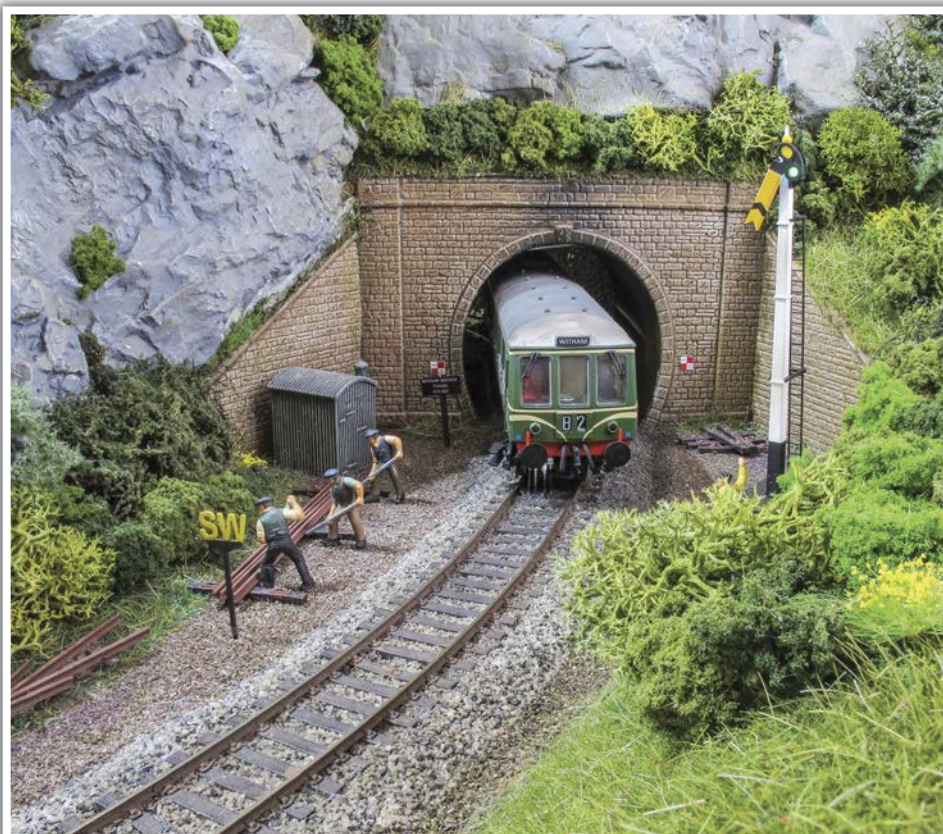
The layout was designed to be transportable as I didn't have the luxury of a permanent home for it, with it needing to be erected in the garage during the better part of the year, with the space reclaimed by the car during the winter. There was also the possibility that, if I managed to construct a layout of a high enough quality, 'Witham' would be able to go on the exhibition circuit.

Layout control

With the layout being DCC, every piece of track had droppers attached and all points were modified following the viewing of a very useful video on YouTube. It's a bit unnerving when you first lay into a brand-new point with a razor saw and soldering iron, but I needed to ensure reliable running. I initially tried using Peco point motors and microswitches, but found setting up the microswitches fiddly, plus I was worried about the adjustment possibly moving with it being on a portable layout. I ended up using Seep motors with the inbuilt switch, which just involved some additional soldering – something I was getting reasonably confident at!

To get a sufficient height difference to cross the branch line over the main line within a relatively short distance, the front of the layout is about 100mm higher at the scenic front than the fiddleyard back. Thus, as the main line leaves the station, it is descending, whereas the branch line is climbing with both gradients being about 1:40. So, within a metre of running length, there is enough height difference to allow crossing of the lines, which I think adds more interest to the layout. The fiddleyard for the branch line was of a cassette form, with the cassette in use sitting on supports spanning the conventional main fiddleyard tracks below. Thus, if no cassette is present, it is easy to attend to stock on the lower fiddleyard.

Another advantage of DCC that I discovered was the use of stationary



A Class 121 'Bubblecar' unit emerges from the tunnel with a short horn blast to warn members of the working PW gang, prior to descending the gradient to the Witham bay platform.



0-6-0 'Pannier' 9761 and auto coach wait patiently at the signal to enter Witham station from the branch line.

decoders to control points and signals. This allowed these items to be controlled via my handheld Digitrax throttles and eliminated the need to construct and wire up a control panel. Again, a bit of internet research and I decided to use the Train-tech range to do this task as the simplicity of installation and set-up appealed to me.

In the fictitious world of 'Witham', the main line has been upgraded under the 'Modernisation Programme' with electric

light signalling and point motors, whereas the future of the branch line is looking doubtful under Dr Beeching's plans, so there are semaphore signals and manual points. The electric signals were made using Eckon kits with motorised Dapol semaphore signals used on the branch line.

With points and signals all up and running, I soon discovered that trying to operate locomotives, signals and points from the hand-held throttle was going to prove a

tall order. Luckily, using a free download of the Big Bear DCC layout control software on a spare redundant laptop, I soon had a mimic panel up and running with on-screen mouse-clicking to change points and signals without the need to memorise decoder addresses.

Scenic work

Now that the tracks were laid and operation confirmed, work commenced on the



scenery. It was constructed using 25mm polystyrene sheeting layered into the rough contour outline and then fine-tuned with a hot wire cutter, before covering with a few layers of plaster-impregnated bandage. Once dry, a base coat of burnt umber acrylic paint was applied and once this was dry, the fun began with applying the static grass. Again, a great innovation and so much better than the coloured sawdust applied on my childhood layouts.

The station platforms were scratch-built, with modified Metcalfe station buildings and a kit-bashed Hornby footbridge. A number of working LED platform lights painted in the customary Western Region chocolate and cream were added along with a Train-tech station sounds module to add background ambience sound.


Other buildings around the layout are a mix of Metcalfe, Petite Properties and Scale Model Scenery kits, along with a few

Bachmann ready-to-plant buildings. To add interest to the high street, working Belisha beacons and traffic lights were installed. More lights were added to the interior of the goods shed and signal boxes, and an arc welding light effect and workshop sound module installed in the engine shed.

Finally, a rural sound module was added to the Metcalfe church to facilitate the ringing of the bells.



It must be a big exercise! More military hardware en route to the Dartmoor exercise ranges this time, pulled by a Western Region diesel-hydraulic Class 35 'Hymek'.



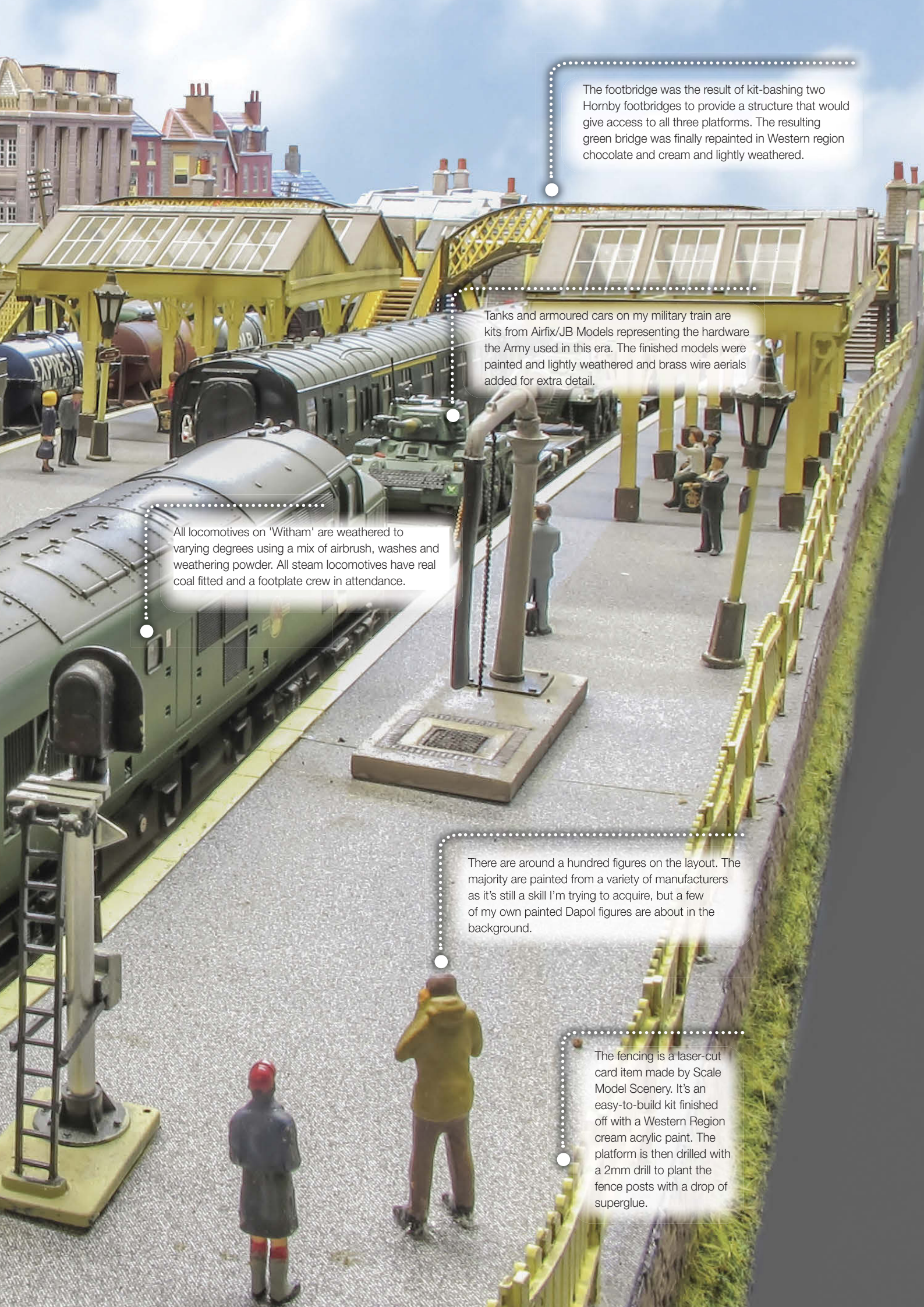
The station building is a modified Metcalfe kit. I added rows of cut card strips for the roof tiles and – along with the station canopies – removed the original valance and replaced them with finer-scale variants by Scale Model Scenery. The building was finished with a few resident hand-painted pigeons on the roof.

The Pagoda-style corrugated iron shed was a common sight on larger Western region stations, where they were used as general storerooms. This is a ready-to-plant version provided by Bachmann Scenecraft.

The bicycle and platform truck are proprietary items added to provide additional platform clutter.

The blue weighing scales were a Dapol item that I painted and then added the scale face, which was a hole punch paper circle with the hands drawn on using an ultra-fine black pen. In my childhood memories of railway stations, there were always chocolate and cigarette machines along with personal weighing machines, which I have ensured are present at 'Witham'.

A visiting Eastern region Class 37 taking armoured vehicles from Colchester Barracks down to the Dartmoor training ranges provides interest for the local spotters. In the background, a 'Large Prairie' brings a milk train down the branch line en route to the main dairy at Taunton.



The footbridge was the result of kit-bashing two Hornby footbridges to provide a structure that would give access to all three platforms. The resulting green bridge was finally repainted in Western region chocolate and cream and lightly weathered.

Tanks and armoured cars on my military train are kits from Airfix/JB Models representing the hardware the Army used in this era. The finished models were painted and lightly weathered and brass wire aerials added for extra detail.

All locomotives on 'Witham' are weathered to varying degrees using a mix of airbrush, washes and weathering powder. All steam locomotives have real coal fitted and a footplate crew in attendance.

There are around a hundred figures on the layout. The majority are painted from a variety of manufacturers as it's still a skill I'm trying to acquire, but a few of my own painted Dapol figures are about in the background.

The fencing is a laser-cut card item made by Scale Model Scenery. It's an easy-to-build kit finished off with a Western Region cream acrylic paint. The platform is then drilled with a 2mm drill to plant the fence posts with a drop of superglue.

A bright future

Over the four years of constructing the layout, I have been collecting ready-to-run locomotives and rolling stock appropriate to the era and region. A few of the locomotives were already sound-fitted, but the remainder I either fitted sound decoders to the socket or hardwired if needed. For exhibitions, I think sound will be used sparingly so as not to annoy adjacent exhibitors, but for private running sessions, it definitely adds that extra dimension to operations. Where possible, coal was added to tenders, footplate crews added and varying degrees of weathering applied. To enable a speedier way to form

trains in the fiddle yard, I'm currently experimenting with magnetic couplings from West Hill Wagon Works.

As 2019 was drawing to a close, 'Witham' was just about complete, and having had a favourable reception from the members of the model railway club who had come round for running sessions, I was looking forward to 'Witham' getting its first public outing at the club's forthcoming exhibition to be held in Stamford in May 2020. However, as the UK suffered the full effects of the Covid pandemic, all booked appearances for 'Witham' in 2020 and 2021 were cancelled. I suppose it's a strange fate that it was a BRM

exhibition that fired my imagination to build 'Witham' and it will be a BRM exhibition (Doncaster in February 2022) where it'll get its maiden public appearance!

I've enjoyed my return to this wonderful hobby of ours and am truly grateful to my club members for their encouragement in my endeavours and providing help and suggestions when needed. Finally, I must thank my wife, Andrée, for supplying tea and biscuits to the garage when I've been busy working on the layout and the patience and understanding to let me undertake this project. Now, if only I could use one of the spare bedrooms as a model railway room!

What we think...

This is no flat Earth layout, trains pass under and over each other, just as in real life. What we have here is a crowd-pleaser, and one built in a very modest space.

The Metcalfe buildings on 'Witham' have been assembled very crisply, then modified and detailed by the builder. They have been well-sited to encourage the viewer to peer under the canopies, revealing lots of different, and interesting viewpoints. I spent an entire morning photographing and kept finding new angles to enjoy looking at the trains. Spend a few minutes leaning on the barrier at a show with 'Witham', and you'll want to build your own version.

Phil Parker



Overall dimensions for 'Witham' are 12ft x 6ft comprising seven 4ft x 2ft baseboards with an operating area in the middle. The baseboards were of open construction of 9mm plywood with 6mm plywood used where lines were to be laid. I provided a complete chop list to my local builder's merchant, who dutifully cut up their supplied plywood using their large table saw. This had the advantage of saving time and ensuring that all pieces were properly square. Construction proved fairly straightforward, with the use of exterior grade wood glue, 1in panel pins and some sash clamps, always checking that everything was square. Having studied the club's exhibition layouts, I built an eighth blank baseboard, thus meaning I could bolt pairs of baseboards, scenic side in, with some transit end boards. I also made sets of legs using 18mm plywood with 9mm cross members, that slide into a supporting slot and are then secured with bolts. In the scenic area I decided to use Peco 75 wooden sleeper track with electrofrog points. I was fortunate enough to win a bid for a bulk buy of Peco Code 100 concrete sleepered track from an online auction which would cover the fiddle yard, thus saving money and making it easier to get stock on the track in the fiddleyard.





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DIGITAL EDITION

WOODCROFT

Revitalised after destruction, the future of Market Deeping Model Railway Club's exhibition layout looks bright – not just from its pre-grouping liveries.

Words: Mick Quinn with additions from Mick Allman & Bill Sowerby **Photography:** Phil Parker & Andy York



Factfile

Layout name: Woodcroft
Scale/gauge: 4mm:1ft / 18.2mm gauge / EM
Size: 12ft x 2ft
Era/region: 1900 – 1914, fictitious (GNR)
Location: Lincolnshire
Layout type: End to end

ON EXCLUSIVE

Small-boilered GNR 4-4-2 'Atlantic' No. 254 calls at the station as two gentlemen are deep in discussion.



DIGITAL EDITION



The prototype

The layout assumes that, under pressure from the people of Stamford, and Lord Burghley in particular, the Great Northern Railway was obliged to find a route to connect that town direct to London without the need for changing between the Midland and Great Northern stations at Peterborough, or using the branch to Essendine, which was not a normal stop for fast trains.

The GNR could not simply build a junction off the East Coast main line north of Peterborough as the rival Midland Railway ran parallel to, and to the west of the ECML, along this stretch. The eventual solution involved building a single track route off the GNR Spalding line at Werrington junction. The new line then turned sharply westwards and crossed over the East Coast Route and the Midland line before striking across country to join the existing Great Northern branch from Stamford to Wansford at Ufford Junction.

Woodcroft was the only new station to be built on this section of line, which was steeply graded as it crossed the ridge formed by Helpston Heath. In the excavation of the first cutting, a deposit of clay suitable for brickmaking was discovered and a small brickyard was opened, serviced by two sidings. The existing hamlet of Woodcroft expanded to serve the new industry and a small station was opened with basic goods facilities. This station not only served the village of Woodcroft but was also used by the residents of Marholm and Helpston.

The 1900 – 1914 period was something of a heyday for this route, with local trains between Peterborough and Stamford via Ufford and Barnack and through coaches between London and Stamford as well as general goods traffic. There was considerable use by the local gentry as the line served Burghley House as well as the Milton Estate and Woodcroft Castle.

In reality, Woodcroft does exist, the Castle can just be seen behind a screen of trees on the left-hand side of the ECML immediately before Helpston where the Midland route to Stamford diverges left. It never had a railway but is said to have had a ghost.



The morning milk is delayed at the level crossing. The crossing keeper keeps his flags at the ready. Beyond the gates, a catch up takes place over the fence.

The sight that greeted the Market Deeping Model Railway Club on that fateful day in May 2019 is indelibly etched on the minds of those few who were first to witness it. It was difficult to come to terms with the destruction set out before us. When permitted by the police to enter the hall to rescue anything we could, I, together with four other club members, made our way towards our club layout 'Woodcroft'.

'Woodcroft' was lying upside down with damaged legs up in the air. As all of the baseboards were still bolted together, it was decided that each board should, in turn, be supported while carefully unbolting it from the rest and placed upright on a table.

Initial examination showed it could have been a lot worse and that the layout was deemed possible to be rebuilt.

The main damage was to the buildings, some track work, wiring and a lot of scenery. One large building was a kit of broken parts. The station building was also found badly damaged on the floor some distance away and the front of the control panel had been broken away.

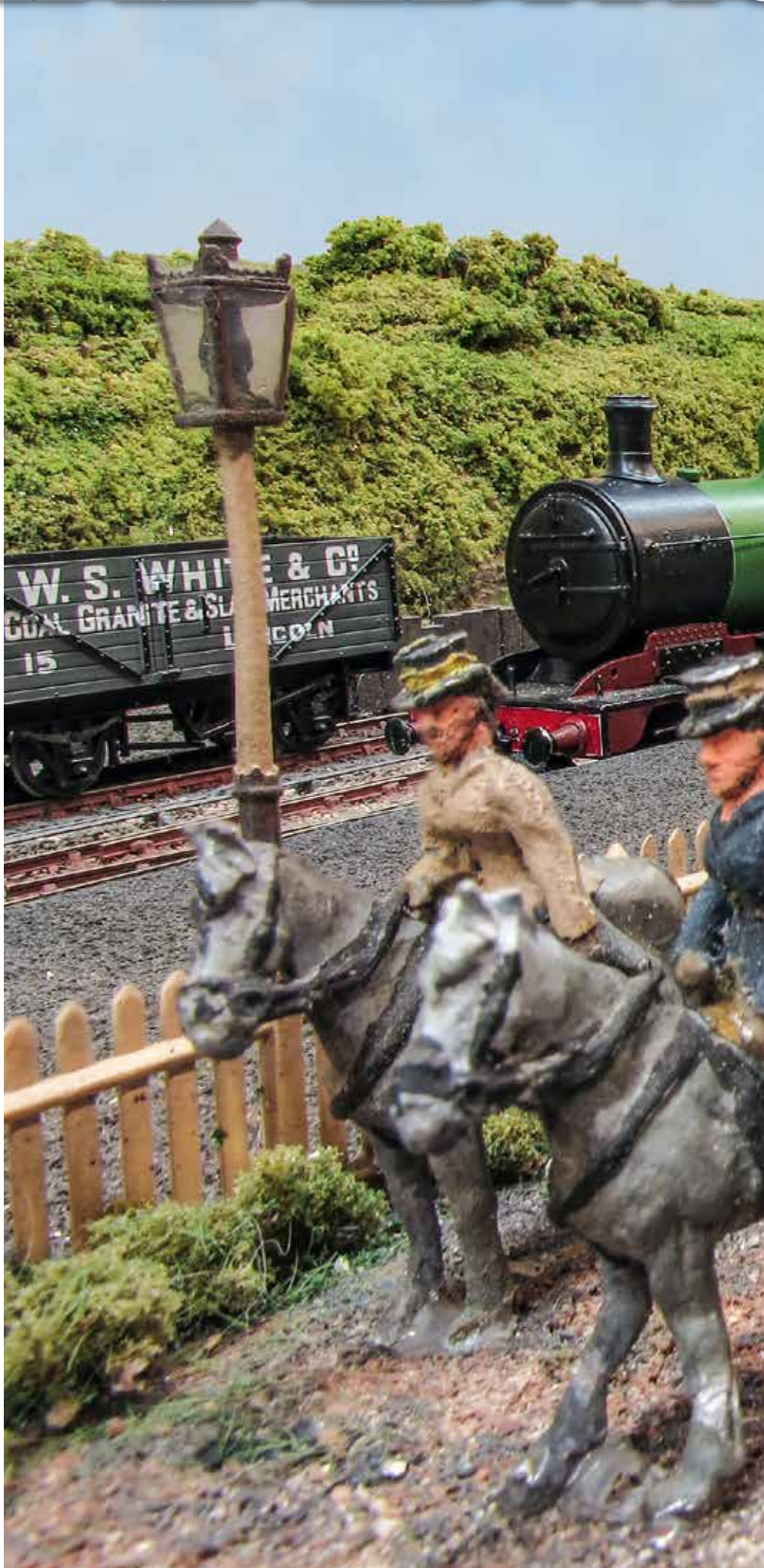
The original

When David Smith built the layout, about 20 years ago, he did a very robust job on the baseboards together with a strong scenic backboard, which went a long way to saving it from complete destruction.

The layout is built on conventional ply baseboards and, in its original form, is intended to fit into a medium-sized saloon car. The gauge is EM using SMP track and C&L point kits. Points are operated by Fulgurex slow-action motors. The layout is wired for DC using hand-held controllers. Buildings are either modified kits or scratch-built, and the scenery is created from the Woodland Scenics range. Locomotives, coaches and rolling stock are modified kits or scratch-built.

Originally constructed by the late David Smith (past Club President) and operated as in Great Northern Railway days, it was taken over by the late John Andrews (past Club President), who modified it and operated it as in the London North Eastern Railway period.

Eventually, the layout returned to David, who left it to the club upon his death. The club also inherited his rolling stock so reverted it to GN days before WW1. I believe David chose to model 'Woodcroft' because he was born and lived local to the Peterborough area.



ON EXCLUSIVE



Horses and riders prepare to head out for a day's ride in the countryside, with local children taking an interest in one of the horses.

The driver and fireman of GNR 'Atlantic' No. 254 wait patiently to be given a clear road. This photograph highlights the intricate double slip, the rails soldered to a paxolin strip base.



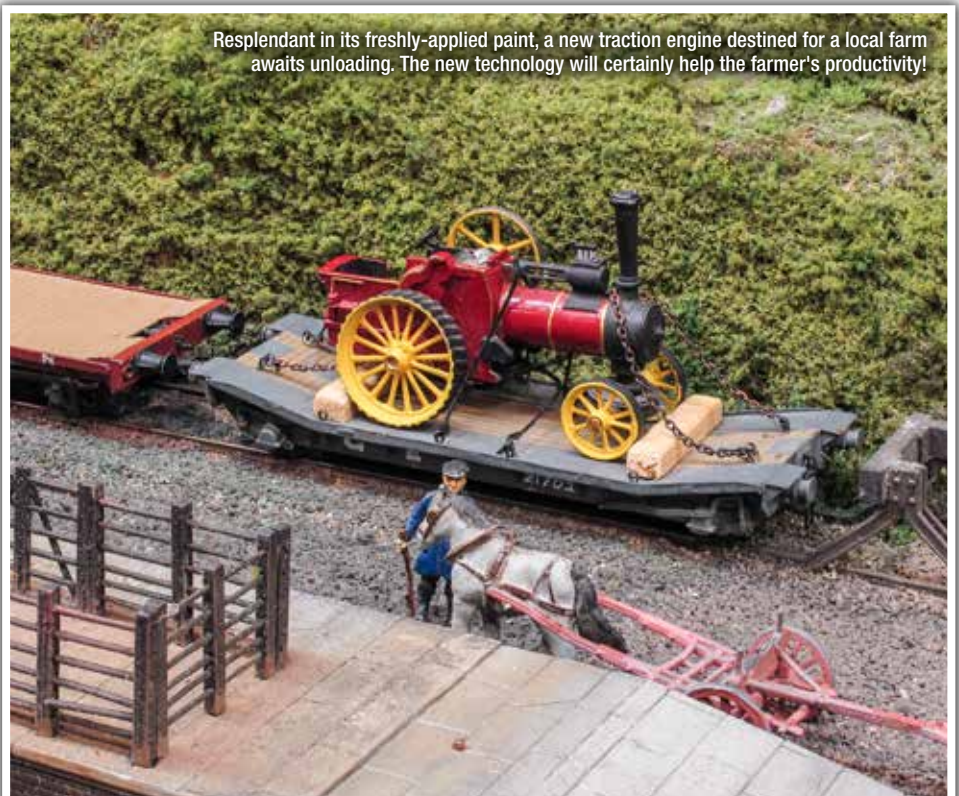
Repair work begins

It was agreed that a rebuild was possible and a plan of action was duly formed. First of all, the station and other buildings would need a lot of attention, so we contacted Paul Bason, who built the original station many years ago. He kindly agreed to take on the task regarding the two main buildings. Colin Brown was approached to make structural repairs to the control panel, with the wiring under the panel thankfully being relatively untouched.

Next on the list was a new set of legs rather than trying to repair the old ones. With the new legs completed, the whole layout was set up with all the baseboards bolted together and a further overall assessment was made. Meanwhile, Paul had sourced replacement parts for the buildings from the original makers.

Now it was the turn for some of the track to be replaced where it had been damaged. I checked all the wiring and point motors under the baseboards, making repairs where

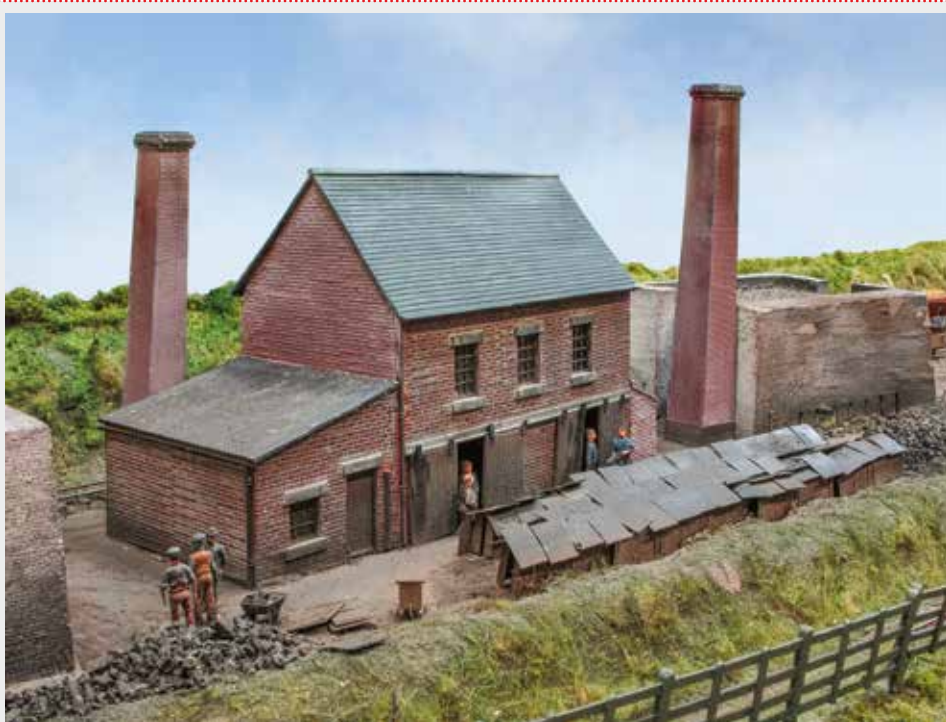
Resplendent in its freshly-applied paint, a new traction engine destined for a local farm awaits unloading. The new technology will certainly help the farmer's productivity!



necessary. One of the biggest problems was the level crossing gates and it was Bill Sowerby and I who took this task on. The post supporting one of the gates had been broken at its base and both motors had been broken away from their mountings under the baseboard. The damaged wiring for the two motors also needed to be renewed. Getting the motors, together with associated gearing, back in position and correctly aligned with the gates, not forgetting the snapped post, took some considerable time and effort (with a few cross words).

The damaged scenery was also now receiving attention. Mark Warrick and Mick Allman took on the repair of fencing, telegraph poles and sourcing replacement Victorian carts and figures that were now missing. Mark also noticed that the signal box had not escaped damage and took on its repair. Paul produced the two buildings he had rebuilt and they were fixed in position on the layout.

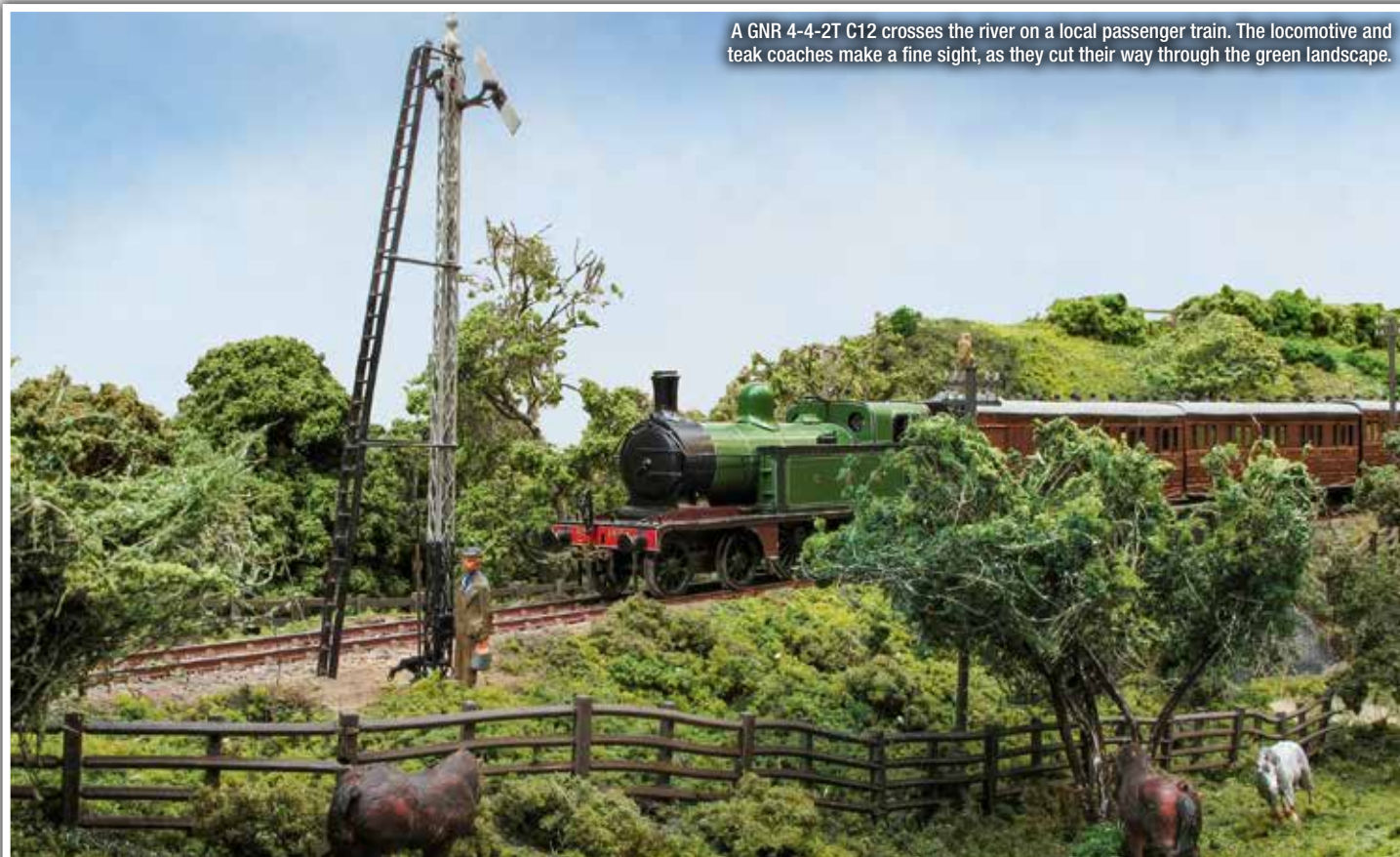
All buildings are scratch-built, mainly from Plastikard and Wills sheets. The station is based on the now-closed Stamford-Wansford line at Wansford Bridge, where the line crosses the A47 trunk road. The station is still there as a private dwelling. The signal box is a standard GN design, which could be found anywhere on the network.



Brickworks

Only the brickworks could be said to have had a prototype as there have been brickworks around Peterborough of this type for centuries. David, the original builder, spent most of his working life with Phorpress and London Brick Companies, so was well versed in their practices.

The material found around the brickworks area are piles of brick clay, coal and ash from the brick kilns. Shown are kilns and the brick manufacturing workshop where the bricks were moulded by hand. From there, they were left out to dry under strange-looking little sheds before being fired in the kilns. The problem with the drying shed was that during the summer they dried out too quickly and cracked, then during the winter, froze and again cracked.



A GNR 4-4-2T C12 crosses the river on a local passenger train. The locomotive and teak coaches make a fine sight, as they cut their way through the green landscape.

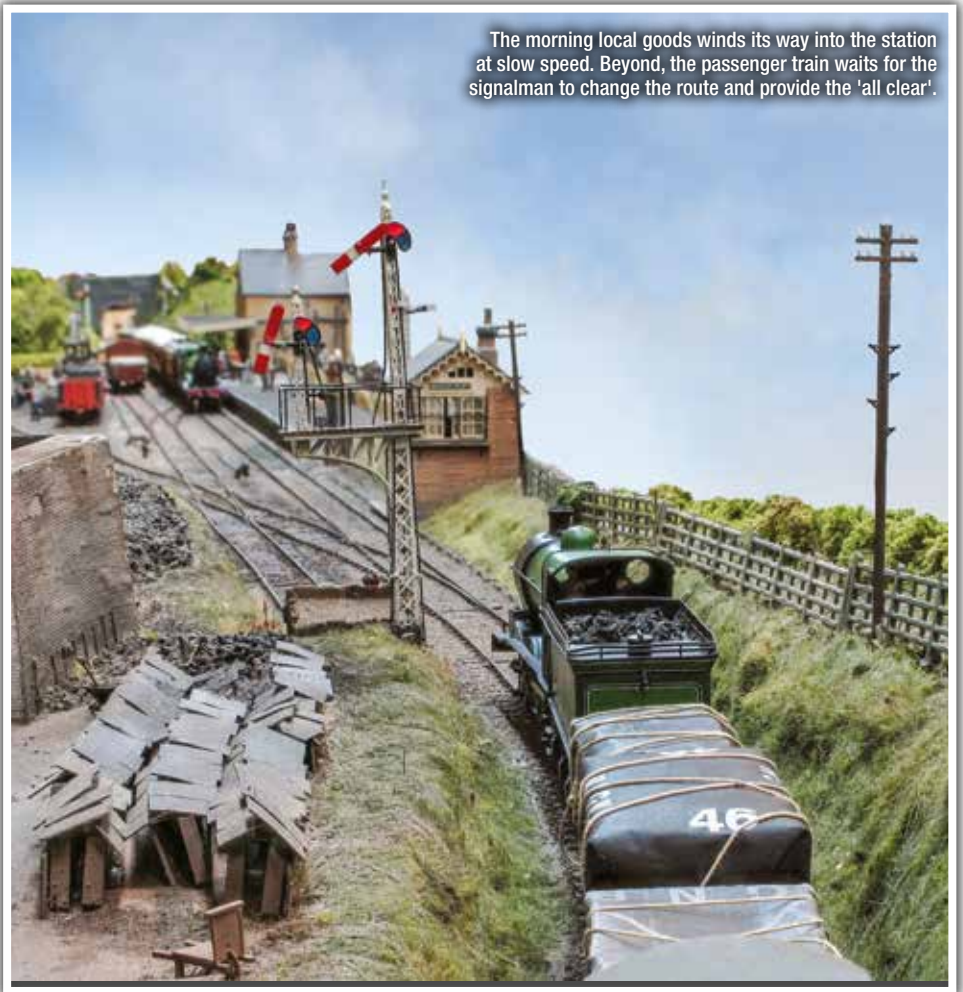
Both of the bridges are made of Plastikard and Wills sheets, the one at the Peterborough end by fellow club member, David, and the Stamford one by Mick Allman, being a copy of the original.

The modelling of the water is simply many layers of gloss varnish over a papier mâché base, with some paint washes between the layers of varnish.

The figures are those available from the usual trade outlets and quoted for the period. Most are white metal and have been painted.

Lighting up

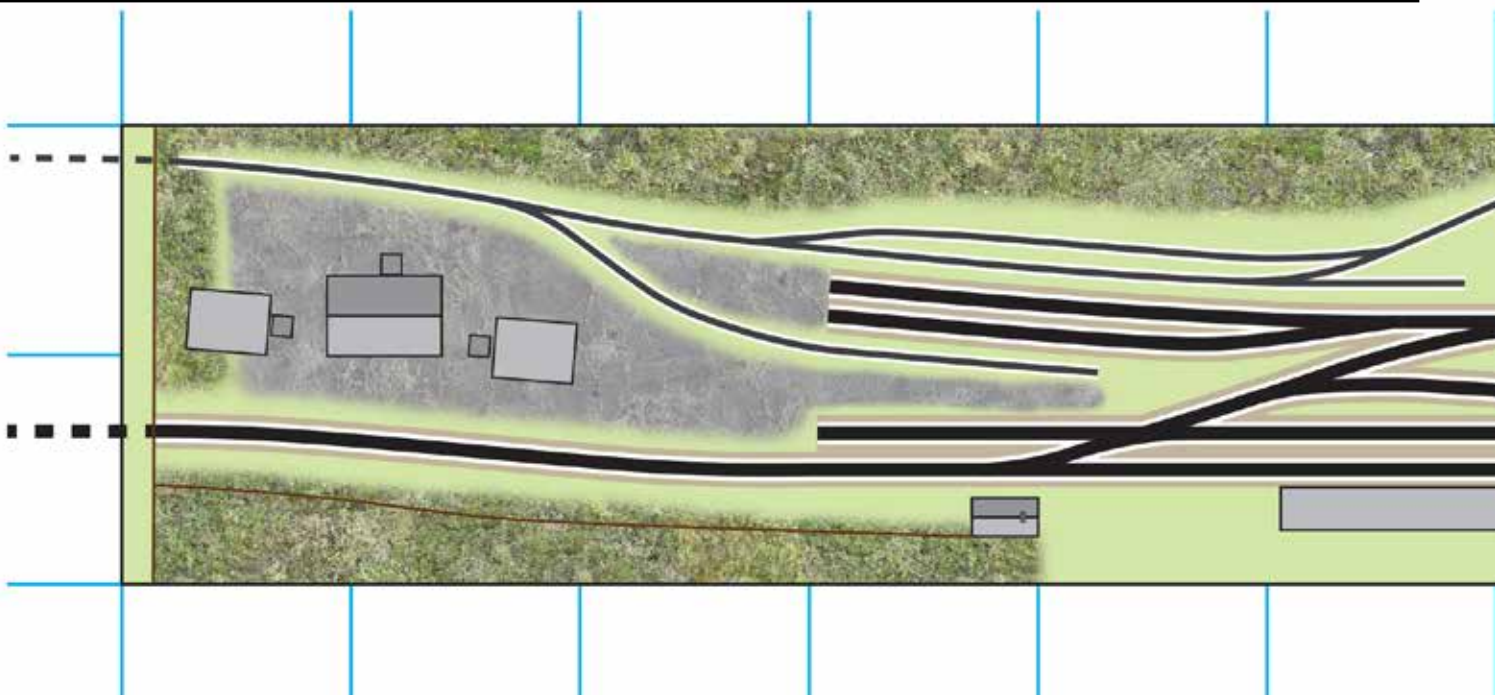
Bill Sowerby, Mick Allman and I had a discussion on the subject of the lighting for the layout. Previously, this was by way of four overhead brackets supporting 75W bayonet type spotlights. These spotlights are no longer available and, as well as getting very hot, were prone to damage when erecting or dismantling the layout. We decided to go the way of some other clubs and install ribbon LED lighting. We wanted to light the length of the layout, so two additional lighting brackets were constructed to support new pelmets, which we made from white uPVC. Two rows of 12V LEDs now run the full length of the two pelmets. The result is an even intensity



The morning local goods winds its way into the station at slow speed. Beyond, the passenger train waits for the signalman to change the route and provide the 'all clear'.

Trackplan

WOODCROFT



LOCOMOTIVE CLASSES

LOCO	GNR CLASS	LNER CLASS
4-4-2 LARGE ATLANTIC 254 PASSENGER	C1	C1
4-4-0 PASSENGER 1079	D2	D4
4-4-0 PASSENGER 1322	D1	D3
0-6-0 GOODS 541	J22	J6
0-6-0 GOODS 351	J5*	J3
2-6-0 MIXED TRAFFIC 1640	H3	K2
2-6-0 MIXED TRAFFIC 1659	H3	K2
4-4-2T PASSENGER 1526	C2	C12
4-4-2T PASSENGER 1522	C2	C12
0-6-0ST SHUNTING	J13	J52
0-6-0ST SHUNTING	J13	J52

* This locomotive was rebuilt twice and at one time was a GNR J4

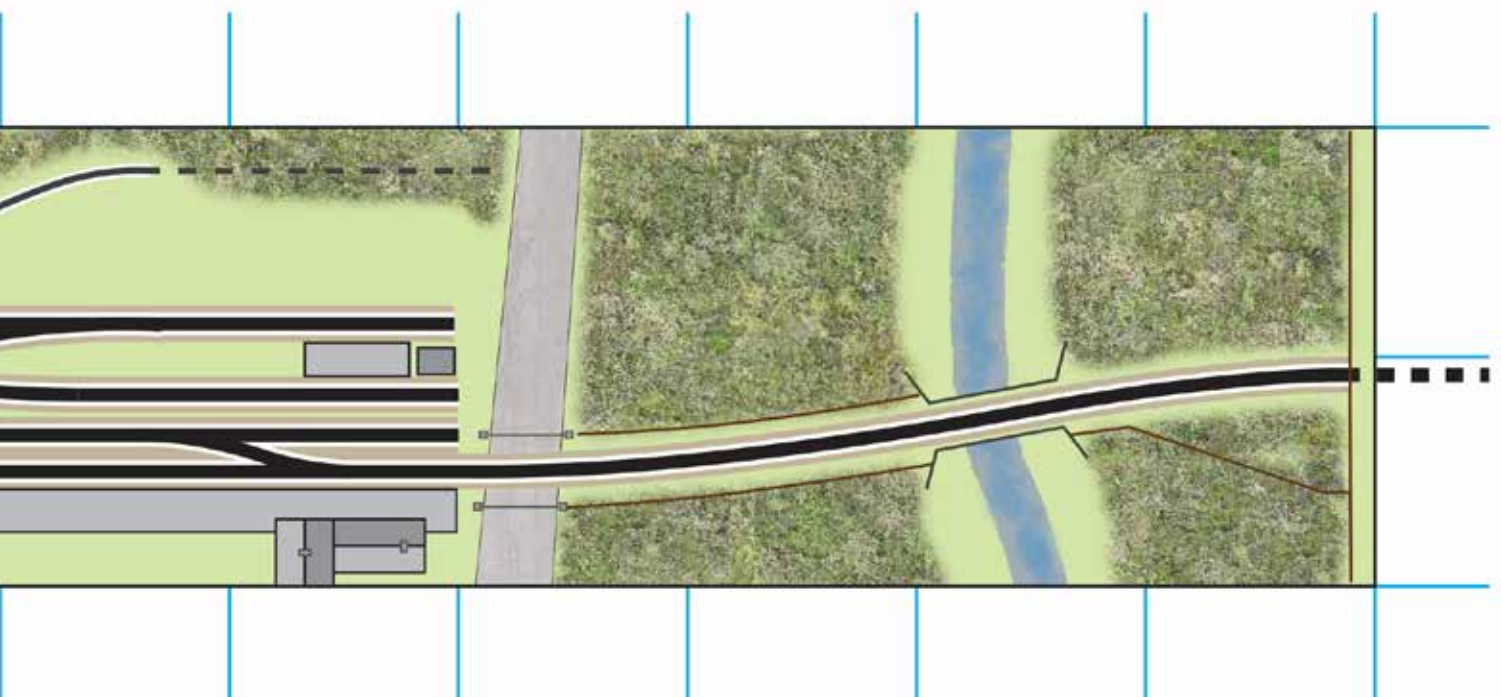
'Woodcroft' Returns

In the months leading up to the 2019 exhibition, a mid-section extension was added to 'Woodcroft', which gave a longer main line running through a cutting into the fiddle yard. The extension was completed the day before the 2019 exhibition to the extent that the paint had not fully dried. Due to the modification and the layout in pristine condition, several other exhibitions for 2019 were planned, the first being only six days later.

'Canons Cross' had to fill in at future shows until the rebuilt 'Woodcroft' could be shown, which was planned to debut at Warley, November 2019. 'Woodcroft's' next appearance was in December at the BRM National Festival of Railway Modelling, Peterborough. Following this, we gave 'Woodcroft' a break and its next appearance was due to be at our exhibition on May 16 and 17, 2020. This was to be denied by the Coronavirus. Several other exhibition appearances were planned for 2020, all of which had to be cancelled. Hopefully, third time lucky, we intend to exhibit 'Woodcroft' at our 2021 exhibition in Stamford on May 15 and 16.

of light instead of the pools of light we had using the old lighting. We were lacking a name board for the layout, so we dug out the board for our long-gone 'Compton Park' layout. It was found to fit between two lighting brackets perfectly. It was re-painted black and new letters sourced to spell out WOODCROFT.

'Woodcroft' has a renewed lease of life and has already secured several requests for future bookings on the exhibition circuit.



SCRATCH-BUILD A LOW-RELIEF HOTEL IN N GAUGE

Words & photography: Michael Scott



Chandwell' is my N gauge layout set in a fictional Yorkshire town in 1993. It is loosely based on Bradford but with an even more rundown, grimy kind of atmosphere than you'd expect. There's nothing idyllic about 'Chandwell' – even the slogan in the window of the Visit Chandwell Tourist Board office can only manage, "it's not as grim as you think it is..."

I scratch-built my station based on a mix of Chester and Sheffield, and its canopy on the one at Ilkley. When this was finished, I needed a large centrepiece building to go

behind it to give it a sense of place in a large town.

I'd walked past the Midland Hotel in Bradford countless times and have always been inspired by its rambling footprint, its towers, domes and Juliet balconies; its dirty rear stonework contrasting with the opulence of the French Ballroom windows; its differing roof styles, and abundance of chimneys. This was the perfect prototype for a low-relief building to set behind 'Chandwell's' elegant station.

I model in card, covered in printed

textures and I try to make all my models as cheaply as possible. I use cheesecake wrapping and sticky labels for windows, and cut up cotton buds for chimney pots. I wanted to see what could be achieved in 2mm:1ft scale using the most basic of materials.

I constructed the hotel in 170 hours across 138 days. Counting the card, mirrors, railings, scalpel blades, glue, and everything other than the printer ink, the whole building cost just over £26. Here is the account of how it was put together.



I travelled into Bradford and took many photographs of the hotel, from all angles. I wasn't aiming for prototypical brick-counting accuracy, but, by taking many photographs, I could start to understand the look that I wanted to portray in my version of the hotel.

By walking around its perimeter, I could get a sense of its scale, and begin to appreciate that it could be broken down into individual buildings that join to make the whole. I began to realise that this build would be greatly simplified if I treated each part as a separate individual scratch-build.

I wish I had taken longer to truly appreciate the size of the building. There were many times during the build where it felt like I may have made things too large, and I lost confidence a few times. I spent too long taking photographs and not long enough properly looking at the building.

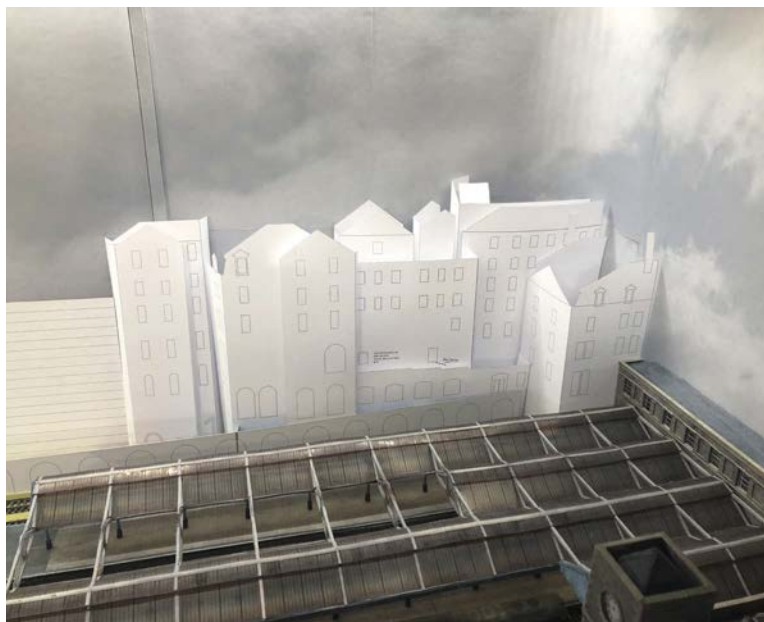


Once the overall design was complete, I printed the line drawings onto A4 sticky labels, which were then stuck to old cereal boxes. With simple scoring, folding, and a bit of sticky tape, the overall structure of the building can take shape.

This is a useful exercise that I follow for all my scratch-builds. It lets you see the building in 3D with very little effort and lets you imagine how the completed structure will work on your layout.

The hotel has a complex roof with gabled, hipped, and mansard elements complete with domes, chimneys and dormers. I use a simple no-maths technique to get the shapes right, but the cereal-packet mock-up helps me be sure I've got it all correct.

It is a useful tool to help spot mistakes early, too. The real hotel is a six-storey building on one end and a five-storey building at the other, despite the constant roof height. I had mixed elements from both and the windows didn't align. It was quick to spot this on the mock-up, and to make adjustments to the design.



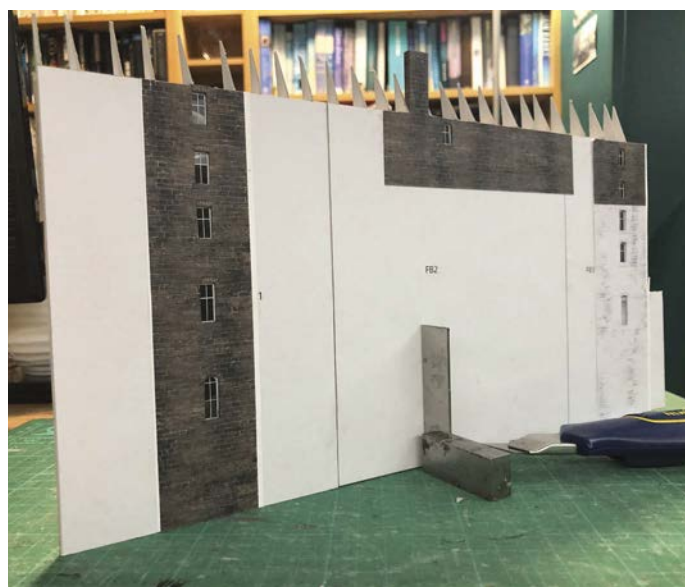
Your Local Authority's Planning Portal can be a treasure trove for designs when scratch-building. I found a complete set of plans and elevations for the hotel from a 1997 planning application via the Bradford Council website.

I imported these into the free software, Inkscape, and started to draw simple shapes, which I could then arrange into an overall whole that represented my vision for the back of the hotel.

I used elements from the sides and back of the hotel to get a good arrangement. Because it is low relief, I needed to squash things up and make them not as deep as they otherwise would be.

I printed these as line drawings onto cheap paper, which could be folded into free-standing three-sided mock-ups. By treating each component as a separate building, a complex arrangement could be made from simple individual boxes.

Once a pleasing arrangement was found, I made adjustments to the design and then progressed to the card mock-up.



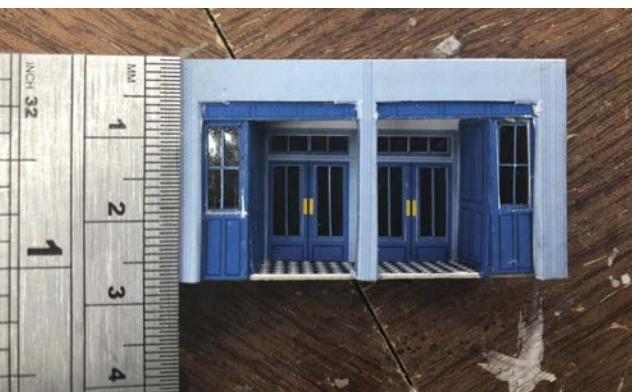
As with any low-relief building, there isn't much depth to play with. The base structure of the hotel is only 10mm deep. I used triangular fillets of 1mm card to make the supports for the unnaturally steeply-pitched roof.

Only three sections of the base will be visible on the completed model, and for these, I used Scalescenes Ashlar texture, which I darkened slightly before printing. The wall on the far right was to be a whitewashed yard, so I treated the stonework there to make it look like it had been painted white.

Windows were made using the sticky label method, whereby a cheap sticky label was stuck onto acetate (the wrapping from a portion of cheesecake is perfect) and then criss-crossed with a scalpel blade. The holes are then peeled out leaving the frame in place. The bars of my frames using this method are only 0.2mm wide.

I painted the back of the acetate black to prevent anyone from looking through them and seeing the back wall only a few millimetres behind.

TECHNIQUES



By making the right side of the hotel an L-shape, it was possible to have its entrance on the station concourse. I designed the entrance using simple shapes – rectangles and lines – in Inkscape, and coloured them with basic colours. I used shading to give the hint of 3D to the elements, but, since this will only ever be glimpsed by squinting down through the station's arched entrance, it did not need to be high-fidelity.

I stuck the printed components to 0.5mm card and layered them up using simple PVA glue. The windows were once again cheesecake wrapping painted black on the back.



As with all of the main walls, I printed the designed components onto a sticky label and then mounted this onto 1mm or multiple layers of 0.5mm card as required by the stone relief on the walls.

Before cutting the window apertures and covering in texture, I always hold the components in-situ on the layout to test the fit. I use magnetic right-angle clamps from York Modelmaking – these are very handy for this job as well as holding components together as the glue dries.

This L-shaped building with varying roof heights was a complex part of the build. It was essential that it fitted properly. The dry-fit proved that I wasn't going to be a few millimetres short, or worse, too long – the layout is immovable against the back wall.



Where I needed dormers, I made these from cereal packet and dry test-fitted them on the roof before adding more detail.

The little fillets of card for the roof were tiny and, even with tweezers, it was easy to drop and lose them. I always make sure I cut more than I need.

I mounted some simple net-curtain texture on a padding piece of 1mm card to give the impression of blinds behind the windows. Although only a few millimetres on each side, the sense of depth that this simple addition makes is really effective.

I only started adding curtains like this part-way through the build. I wish I'd done it sooner, but at least most of the windows have curtains and the sense of life that these give is really pleasing.



I needed to ensure that the new building matched the style of the existing station where the two adjoin. By making the windows the same, and using the same textures, it was simple enough. Because the measurements were all checked at the paper mock-up stage, I knew that it was all going to fit properly.

The most time-consuming part of this step was deciding on the name of the hotel! The sign was made in Inkscape with slight shading to make it look like it was in relief on the name board. The board itself was only 4mm tall, so there was no need to make it look any better as the detail would be lost once printed.

I used a thin strip of 0.5mm card to angle the board downwards slightly so as to be seen easily from the concourse.



The hotel is built into a hillside beside the station and rests atop a retaining wall.

I designed the wall in Inkscape and measured the arches precisely so as to be evenly spread across the architectural elements of the hotel.

I designed the graffiti in Inkscape, too, and used various blending techniques to make it look as realistic as possible that it had been sprayed onto the stonework. I printed the texture three times.

I made the wall from two layers of 0.5mm card, and the buttresses from stacks of 1mm card. Both parts of the wall and the buttresses were then wrapped in the same graffiti texture so that it gave a convincing illusion that the graffiti was sprayed across the arches and the buttresses.

By building the retaining wall onto the body of the hotel, the hotel and ground became one solid model and there will never be the impression that the hotel has been plonked on top of the baseboard.

Once the retaining wall was in place, I added a terrace that descends across the back of the hotel.

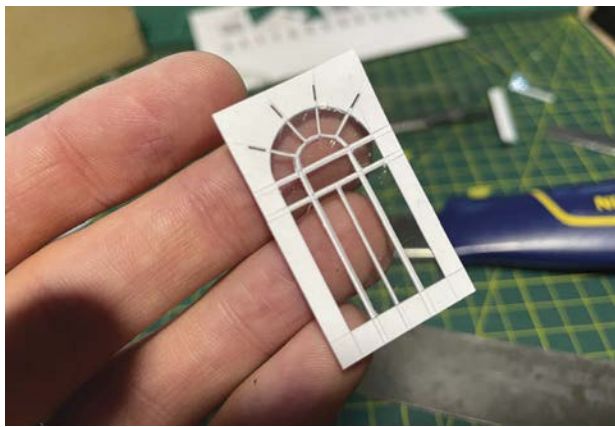
A late change to the design saw me hack out a large hole in the base wall to model a narrow alleyway from the terrace to the front of the hotel.

I mounted a mirror behind this hole to reflect the light from the front of the layout. This has the effect of doubling the perceived length of the alleyway, as well as giving the impression of the alleyway opening out onto a street beyond.

I added a door and a sign to represent a seedy nightclub called Buffers under the yard at the base of the whitewashed section.

A simple stack of 1mm card made a convincing set of steps from the terrace to the ground.





The gigantic French Ballroom windows, which are a scale four metres tall, involved a modification of my usual sticky label technique. I printed a 3D-effect in two-tone grey on the wider frame elements. Sticking two layers of label together before mounting onto the cheesecake wrapping meant that the resulting frames would look more substantial than the tiny frames elsewhere on the hotel.

From there, it was the usual technique of slicing each way across the frames and using the tip of my scalpel to peel out the inners of the windows. It needs a steady hand and a decent pair of glasses to cut the curved elements freehand, using nothing but a scalpel, but with practice, good results can be achieved.

Each window costs a fraction of a penny, and to my eye, from a typical viewing distance, they are as passable as any other alternative I've tried.



The Ballroom is the only room where I haven't mounted black card behind the windows. These windows are so large, they let in a lot of light and it made sense to give the hint of a hotel interior.

I used 1mm card wrapped in a simple green and yellow texture to make the walls, making sure that they were mounted with an arch recess above the windows. I made simple blue curtains in Inkscape and mounted these behind the windows.

I cut a large rectangular opening in the back of the model and mounted a mirror across the resulting gap. The effect that this had is astonishing. Suddenly the Ballroom was bathed in light and has twice as many windows. You can see right through to the other side of the room, to daylight behind the backscene. It's difficult for a camera to pick up just how fascinating the effect is, but I am so pleased with how it turned out. I will be considering the use of mirrors on all my future scratch-builds.



I used various techniques for the detail elements of the building. I mounted a simple stone texture onto cereal packet and then cut this into 3mm, 2mm, and 1mm wide strips. By layering these on top of each other, I could produce a convincing stonework relief/ledge.

The chimneys are stacks of six layers of 1mm card covered in texture paper. By cutting a notch in the outer four layers, and leaving the inner two layers full width, a convincing stonework detail reminiscent of the prototype in Bradford could be had.

The chimney pots are badly-cut bits of cotton bud and don't bear close inspection. However, I was keen to do as much as I could using household materials, and I resisted buying ready-made chimney pots. From my usual layout viewing distance, this shortcut is not noticeable.

I was really grateful to Justin at Scale Model Scenery who created the laser-cut Juliette balcony railings based on the photographs that I took of the hotel in Bradford. These are tiny and super-detailed. I coloured them in with a black permanent marker and stuck them to the hotel with PVA glue.

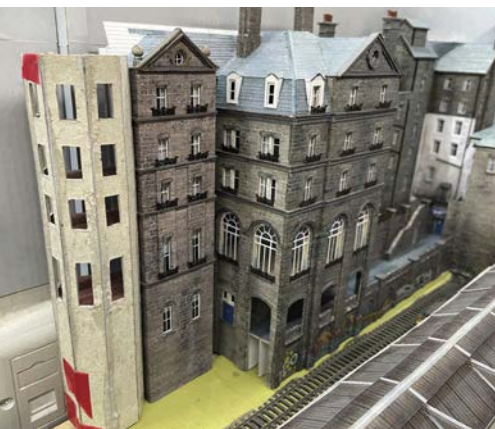


The stone ball finials at the top of the narrow part of the building were made by rolling Milliput into a ball and sticking it on a flattened circle of Milliput. This was sitting on the tiniest stack of 1mm card triangles.

Once dry, the Milliput was well-bonded to the card. I painted the whole thing a stone colour that matched the texture sheet that I had covered the building with. A final dry-brush of a darker shade gave it the look of two stone balls sitting on top of the building.

The stone relief on the tympanum and the circular window surround was made from cereal packet. By cutting the insides of the triangles first, then gluing together before cutting it all out as one piece, it was possible to get the sub-1mm wide card elements straight without having to position them individually.

TECHNIQUES



The octagonal tower was made by gluing the six visible sides around a set of central octagons representing the floors of the hotel. I took care when designing the pieces that the flat edges of the pieces would butt together with the right external dimensions.

I used tape to hold everything in place while the glue dried. I then glued the base layers before applying the texture because I wanted to wrap the texture around the tower in one piece to avoid visible seams.

I had the added challenge of having to build around a network socket on the wall and a cable looping out of it up beyond the roof of the hotel. I glued octagons to hold the lower part of the tower in shape and then removed them to make space for the cable once the glue along the wall edges dried. As with everything else on this build, I used craft PVA as the glue.



The dome of the tower was a challenge. I have no idea how domes are constructed in the real world, so I made it up as best I could. Using Inkscape, I drew the basic dome shape across the full width of the tower.

I then squashed this shape horizontally to the correct width for the individual tower walls. Finally, I stretched it vertically to the same height as the measured distance around the original curve of the dome. I ended up with eight petals that I glued to cereal packet.

I made an inner framework of eight pieces of 1mm card that followed the outline of the dome, joining in a central spine.

I glued the cereal-packet petals to this framework and was really surprised that it all fit together properly. I used tape to hold it together while the glue dried, and once dry, the dome was really solid.

I covered this with further paper petals printed using the Scalescenes Tarmac Road texture. I cut a little hole in one to represent the hole in the real thing in Bradford and topped it off with the end of a cocktail stick, which I had coloured in with a brown marker.



I finished the hotel with a rectangular base to the tower. No ground is flat in Chandwell, and the retaining wall starts to descend here in the direction of the High Street, which is well below track level. As a result, the doors here are 2mm lower than the doors to the right.

It was a matter of designing the retaining wall's supporting ribs to be the right height to accommodate the gently-descending ground.

The sign for the restaurant was drawn in Inkscape using basic shapes and colours. Once printed, I cut round it roughly, glued it to another part of the paper, and repeated. I then had the sign on a three-sheet thick stack of paper, which was cut out with a scalpel. This resulted in a stiff, subtly-3D sign. Once I'd run around the sign with a black marker, it was mounted onto the building on top of a small padding piece of 0.5mm card.

I finished the scene with a little curve of wall with a bush in it.



There were times when I thought this build was never going to end. I was encouraged throughout by the enthusiastic, helpful, and sometimes hilarious comments on my YouTube videos that documented the build. Without that feedback, I don't think I would have kept enthusiasm for the project.

When I look at it now, both individually and as the backdrop to my layout's station scene, I'm so glad I persevered. I'm pleased that I managed to achieve the feel of the original and that other than the railings and mirrors, I made everything else myself.

This was a fantastic learning experience for me. I'd never attempted anything of this size before. However, by breaking the whole down into individual components and completing each one before moving onto the next, it was manageable and procedural. The whole is, however, much more than the sum of its parts.

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THROUGH THE LENS: YOUR MODELLING

Our quest for great modelling continues, and we've selected our favourite images of inspiring and realistic layouts and dioramas from our sister forum, RMweb.co.uk, plus allocated a prize for the stand-out entry.



A winter scene

In this cameo, the quarry building is a modified Walters plastic kit and the office scratch-built. The locomotive, a Hornby 0-4-OST Peckett, recalls a similar locomotive, *Uppingham*, at Wirksworth quarry in the late 1960s working in winter conditions.

The model snow is created using Cream of Tartar (used for baking), sprinkled out of a sieve. After the photoshoot, it should be removed immediately and certainly not left where locomotives are running. Point blades are best protected before application.

RMweb username: Ficksbergion

Authentic look

This is a Hornby ex-L&NER 'Toad E' brake van, to which I added patina using a variety of Humbrol weathering powders, before sealing with matt varnish. The static grass combined with the low-angle shot adds to the realism of the scene.

RMweb username: NHY 581



Hillside landscaping

This layout based on a section of the Settle and Carlisle line adjacent to Arden Gill viaduct is dominated by scenery. Set in the 1960s, the line was well maintained at this time. However, there was still a considerable amount of vegetation on its cuttings and embankments, though a clear cess area was always in evidence.

In this picture, the slopes are populated by a blend of 2, 4, 6 and 12mm static grasses in a predominantly green/beige mix. Underbrush and coarse turf have been worked into the grass to indicate bramble-type growth and add depth to the scene. Blended turf, sprinkled lightly onto the grassy areas, represents flowers. The grasses are fixed in place with PVA glue, the other materials with extra-hold hairspray. As with most things, adding a good blend of materials builds up the realism!

RMweb username: Physicsman



Fine snowflakes

A GWR Collett 0-4-2T is waiting in the bay platform on a cold, snowy winter's morning.

The photograph started in colour. Using Serif Affinity Photo software, it was changed to black and white, its tones altered, sharpened and snow effects were added. White was painted on surfaces to indicate where snow has laid. The 'smoke brush' was used around the chimney, and three overlays of fine snowflakes were added to match the scale, the contrast decreased to give misty effects. The edge of the photograph has a white inner glow to give faded effect.

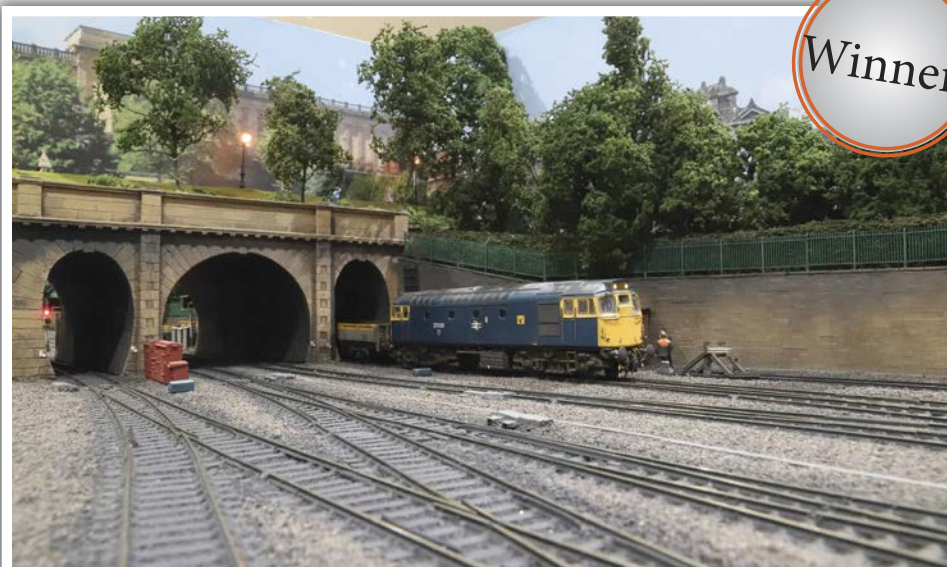
RMweb username: KNP

Tunnels of Edinburgh Waverley

This shot shows my representation of the Mound Tunnels on my layout, 'Waverley West', which is based on Edinburgh Waverley during the 1980s. It shows the eastern tunnel entrances, with the Scottish National Gallery above. The Class 27 is a detailed, weathered and sound-fitted Heljan model.

The biggest challenge was representing such a large building and tunnel structure in such a small space. The solution I adopted was to use a short section of backscene depicting the gallery, which projects out from the main backscene above the tunnel. The joint between the two backscenes is hidden by trees.

RMweb username: Waverley West



Have your layout featured here. Visit www.bit.ly/39Xtsk3 and post your modelling phototgraphs for a chance to win!

Picture perfect

My layout, 'Chesborough North', is a fictitious location based on the Calder Valley area. I can only take credit for the photograph because the layout was built for me by my friend, Andrew Jebb. The Class 31 and the MDV wagons in the photograph have been weathered by another friend, Andrew Wills.

RMweb username: Dicky L

KEEP IN TOUCH

TRI-ANG TT CONTINUES



This is a Tri-ang TT portable layout built about four years ago to a design by Mike Bryant in 1957. His was done using Gem/Wrenn track but mine uses Tri-ang type A, which was the first TT track made by Tri-ang from inception in 1957 until it changed to Type B around 1959. It consists of an upper-level terminus and goods yard going down to an oval with station and small yard/sidings along with a reversing loop for return to the terminus. The loop at the rear allows for a small fiddle yard, which increases the stock on display. This layout was made as my main one using Peco track, and it is not portable.

Tri-ang only made eight different TT gauge BR locomotives and were the only RTR models available until 2021. In the last five years, Lincoln Locos has been producing 3D-printed bodies for steam, diesel/electric and DMUs, which allows modellers to scratch-build a chassis – there are over 60 models available. I like using the Tri-ang chassis, which are basic, but usually very reliable and easy to maintain, so a lot of the bodies are on Tri-ang chassis. Lincoln Locos make a 'Duke', 'Clan' and J52 to fit a Tri-ang chassis, but most of the others I have modified to match body to chassis.

The 3MT tank was the first steam locomotive body produced and I have fitted it with a Jinty chassis with Prairie pony trucks and my own etched valve gear. Transfers are actually 4mm:1ft from Fox Transfers.

The Fowler tank utilises the 'Castle' chassis, 'Prairie' pony truck, 'Britannia' bogie, and my own valve gear.

The B12 was a little harder to create and needed some material removal from inside to allow the motor to fit.

There are also some DMUs and I have a Cravens two-car and Metro-Cammell two-car set, both fitted directly onto the Tri-ang DMU chassis.

A rebuilt SR West Country is also available and, with a little work, a Tri-ang Merchant Navy chassis can be fitted – this has had the centre drivers fitted with a Tri-ang crank pin for the valve gear.

Not only has Lincoln Locos done steam-outline, but diesels too. I have a variety of these, including ex-LMS 10000, EM2 'Electra' and SR 10201, all painted in lined BR green.

There is also a 'Deltic', Class 40 and 'Peak', although mine here are older resin bodies before Lincoln Locos started 3D-printing. Practically all my diesels use the Tri-ang A1A motor bogies and often these are twin-powered. Some of the bogies have had whitmetal sides fitted to the original, which had been filed down.

Obviously, using Tri-ang power sources, these are not scale models but give a new dimension to any Tri-ang TT-based layout.

Garry Hall

Howard Smith replies: Great to see such innovation and repurposing of components to create new models, Garry – inspirational for all TT modellers.

FAREWELL TO A MODELLING GREAT



At the end of last year, the hobby lost one of its true 'greats', when Bob Essery died at the grand age of 91.

I had the great privilege of working with him on several publications for Warners, either in 'bookazine' form or magazine articles – he being the master scribe and my role being photographer. He complimented me by calling us 'a good team'. I also provided pictures for some of his later modelling books. We became firm friends.

He was a prolific author, not just on matters LMS (with David Jenkinson he wrote the 'standard' works on the mighty company's locomotives and rolling stock), but with regard to railways in general, particularly correct operation. He was also a prolific modeller, constantly striving to improve standards.

He was always 'chief judge' at the BRM Doncaster and Harrogate Shows (the picture shows him in that role, with Michael Warner – BRM's originator). His wisdom was incredible and his 'criticisms' always constructive. Wise modellers always listened to what he had to say. We are unlikely to see a person in the hobby of his stature again.

RIP my friend.

Tony Wright

ON THE MARCH

Page 42 of the January issue of BRM shows a group of soldiers marching across a stone bridge. In reality, this would not be allowed. As the squad approached the bridge, the order would be given to 'break step'. The squad would then walk across the bridge before picking up the step once clear of the bridge. The reason: The synchronised steps would set up a resonance that could break the bond between the stones with disastrous results! In modern times, the Millennium Bridge over the Thames was initially a victim of this phenomenon! Unfortunately, all marching model soldiers are designed to be in step, so practically, the amount of surgery required would probably require counselling and nightmares of disembodied legs!

Tony Kirk

LOCOMOTIVE 'BLING'

I was interested in your article on page 76 of the January edition on techniques to update N gauge. I have been doing this for many years and offer an alternative to making lamps. Find a 'bling shop' which sells make up and nail decorations and there are packets of small jewels in sizes from a full stop to something suitable for N gauge. The jewels reflect light. Some aren't useable, for example, the moons and stars, but at only £1 a pack, they contain more items than the average modeller could ever want. They are self-adhesive and flat-backed, so no drilling is necessary.

The N gauge-sized ones are very small to handle – I use Blu Tack on a cocktail stick to transfer items to the chosen spot. Make your lamp body as you wish. The sight of a train coming towards you, headcode glistening and the tail light of the last vehicle fading as it disappears round a bend is very satisfying. Thanks again for the magazine.

Jon Wayne-Wills



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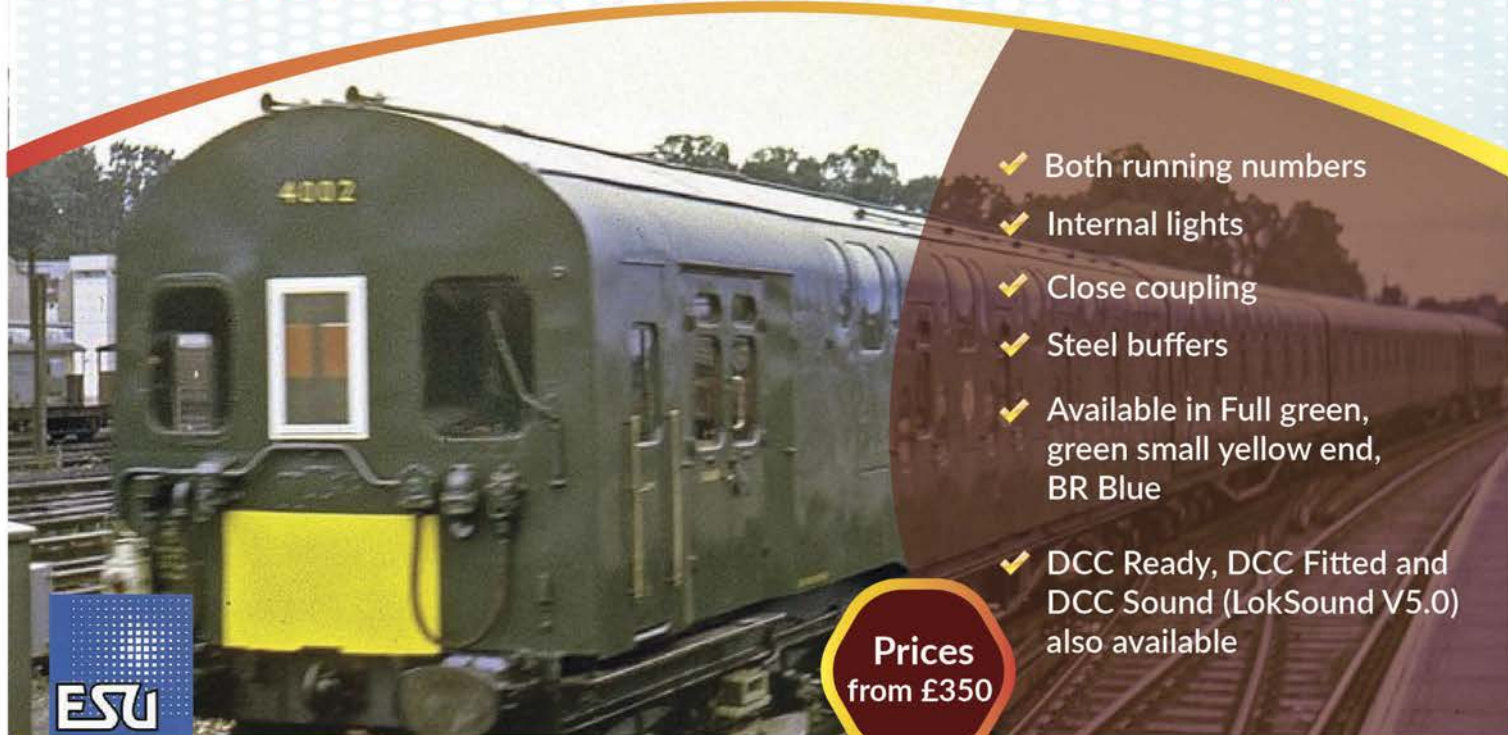


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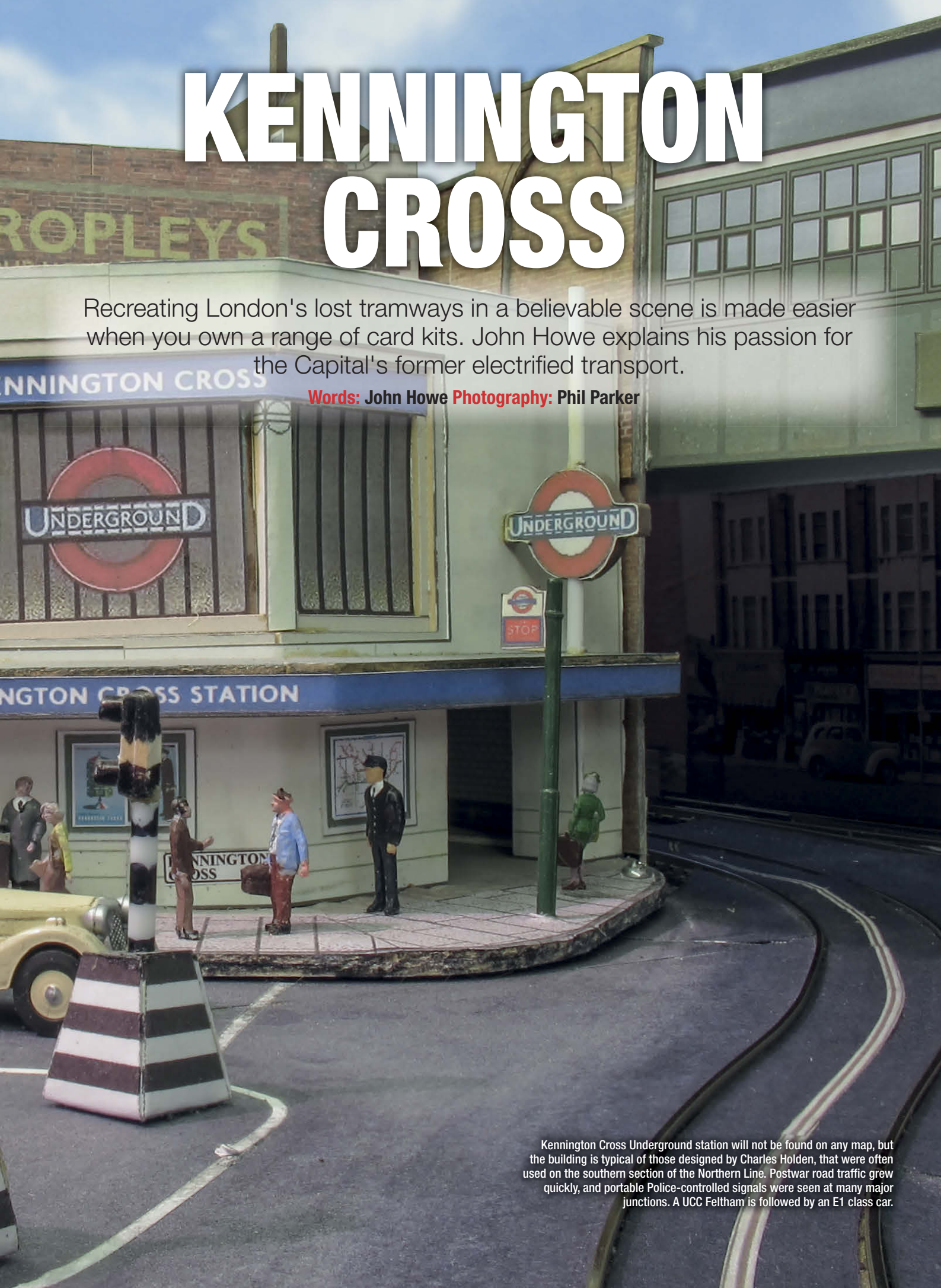
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KENNINGTON CROSS

Recreating London's lost tramways in a believable scene is made easier when you own a range of card kits. John Howe explains his passion for the Capital's former electrified transport.

Words: John Howe **Photography:** Phil Parker



Kennington Cross Underground station will not be found on any map, but the building is typical of those designed by Charles Holden, that were often used on the southern section of the Northern Line. Postwar road traffic grew quickly, and portable Police-controlled signals were seen at many major junctions. A UCC Feltham is followed by an E1 class car.

During the 1970s, I took a great interest in the London buses that I rode on during my teenage years, while travelling to school in Romford. Later, I discovered more of the history of London Transport, learning about trams, trolleybuses and Underground trains.

In 2002, I built a home-based Underground layout with scratch-built Plastikard surface stock. I was considering building a portable version of this but chose instead to build a model of the Kingsway Tram Subway. A model of the four-tracked Dog Kennel Hill tramway followed. Both of these were exhibited at a number of shows until 2010. Having enjoyed the research for both of these projects, I designed a card kit of the well-loved Kingston Bus Station. This led to my range of uncut building card kits.

My wife, Jenny, and I moved to Buxton, in the Peak District, in 2013. Since then, I experimented with a home-based tram layout giving me several ideas, which, with further refinement and compression, led to 'Kennington Cross'.

Creative freedom

After building layouts based on real locations, the freedom of a fictional one at first seemed too great – I could build whatever I wished. Instead of the unique tramway features of the previous places that I had modelled, my aim this time was to show the more 'typical face' of London's tramways; in particular, a double-track junction. The constraints of the practicality of being able to fit the layout into a car set the shape and footprint of the layout.

The layout was designed to show a typical section of London's tramways in the post-War years. The main feature is a double-track conduit junction somewhere in South London. The trams ran an intensive service in the manner of buses, and busy sections of the system could have as many as 60 cars an hour. The trackplan consists of a contorted 'dogbone' with a hidden loop at the right-hand end, which is large enough to allow two cars to be slowly motoring around 'offstage'. At the left-hand end, the junction provides a choice of two smaller loops. The track has multiple isolated sections, so that cars can be halted if required.

In order to be manageably portable, the layout is built on two boards, each measuring 4ft by 18in. In addition to the running lines, there is a storage area for spare cars. These can enter service through the depot frontage, which is based on the building at Wandsworth.

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FACTFILE

Layout name: Kennington Cross

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

Size: 8ft x 18in

Era/Region: 1950 London Transport Tramways

Layout type: Continuous run

The heart of the layout is the double track junction in front of the Black Cat Tavern. This view shows two-thirds of the scenic area of the layout. Hidden beyond St Jude's Church is Kennington tram depot. In the distance is the 'Ferodo' bridge, which disguises the entrance to a hidden return loop.

It was especially important to me that the street scene should clearly resemble London in 1950, with its characteristic buildings. However, the setting is entirely fictional despite the name. The real Kennington was a major hub for various tram routes.

The layout is housed in the same small bedroom in which I built the experimental one. While that was sited around the walls, 'Kennington Cross' is in 'cabinet style'. This makes the inclusion of lighting easier to arrange and provides protection while travelling, not least from Peak District weather. For practicality, the layout controls are built into the baseboard at one end. The layout stands on trestles when exhibited.

South of the river

Hours spent leafing through period photographs of London trams revealed much interest, especially when compared with the modern scene. Sometimes, much of the original setting has since been obliterated, but often the buildings still stand. Close examination reveals many important period details that fix the scene into a particular point in history. In such surroundings, advertising signs and posters are especially noticeable, as is street furniture. The lamp posts, traffic signs and signals, and 'Keep Left' bollards were items that clearly set the period.

A once common item was the subterranean Public Conveniences, often accessed by steps descending from an island in the middle of the road. An example is placed opposite the entrance to the Underground station. There is a police box with an adjacent wartime air raid siren, nearby. There is also a single tree and some foliage in St. Jude's churchyard, but the layout is unapologetically urban. A bombsite would have been a nice feature to have, but I found it very hard to resist adding yet another building to any empty space. The road level is built up around the track with layers of mounting card, and the surface is represented by a dark grey card. Pushing this down on the rails gives an impression to aid cutting. I represent the centre conduit rails and slot with printed adhesive paper. This narrow strip can be stuck to the surface and curved as required to follow the track.

I especially enjoy doing all that I can to create a scene authentic to 1950s period London. In recent years, I have collected the set of the Middleton Press *Historic Tramway Albums*, which provide photographs covering the full extent of the London system. Close examination of the images

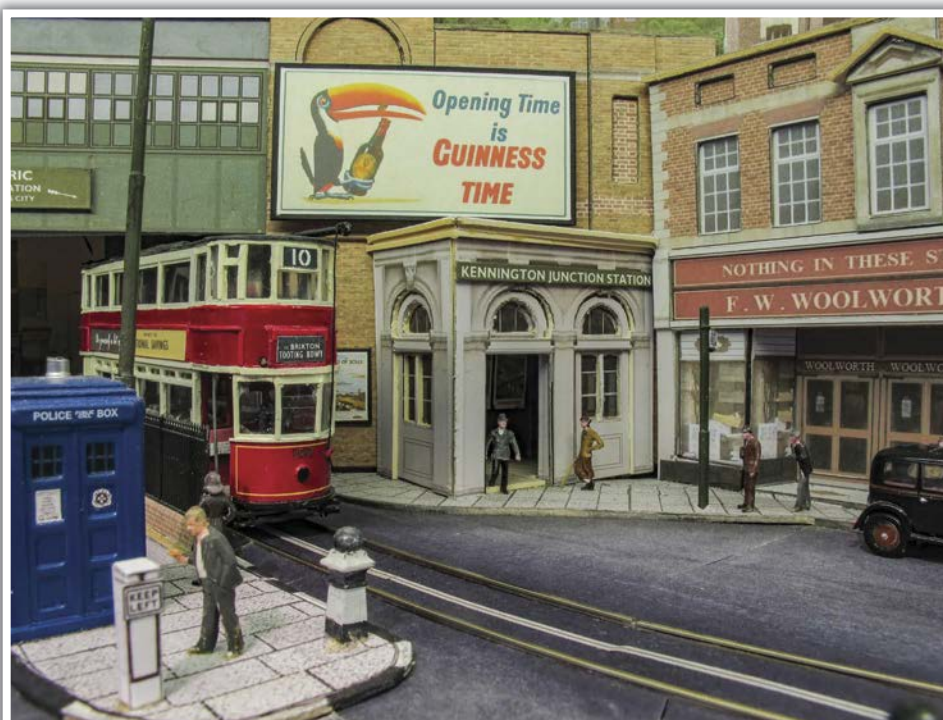


My primary aim was to represent a typical London street scene. I have previously scratch-built (non-functional) lamp standards myself from wire and oddments. However, I came across the range of lighting from Layouts4u some years ago. Some of the designs in the range are a bit toy-like, but there are examples that appear reasonably accurate – the fact that they worked was a bonus. The prices are very tempting too – half a dozen working lamps for less than £10. They are supplied with a resistor so can be wired into a simple 12V DC supply, or by removing the resistor to work on 3V. The layout (day) lighting on the layout is by LED strip, so that is switched off and the street lamps are switched on.

It would have been nice to light the tramcars, but alas very difficult. Rather like buses, the trams were generously lit internally – particularly noticeable in any photograph. I know that light panels are available but the plastic kits from which the trams are built are not the easiest to assemble. I have built many over the years, and possibly each has gone together slightly differently! I would also be concerned about 'light leaks'.

Providing a working headlight would be tricky as the platforms are open to view and it would be difficult to conceal the lamp inside. The model tram market is nowhere near as advanced as that for model trains. A ready-to-run traditional double deck twin bogie, English tram, with a reliable working chassis to modern standards would be great to have. Tramway modelling has always been something of a niche section of the hobby, perhaps not least because of the difficulties of representing the overhead wire – not a problem for myself due to the widespread use of the conduit system of current collection used in London.

In the past, I have lit some buildings on permanent home-based layouts, but those on 'Kennington Cross' aren't lit. I think that would be my first thought of providing more lighting.



The overbridge at Kennington Junction station is deemed to carry the Southern Region railway lines. It, and the entrance building, are a much-compressed version of the real Vauxhall station.

gave many ideas of what could be included. When I built my earlier tram layouts, I was reduced to repainting second-hand Lesney model cars. Things are considerably easier now, with a vast range of vehicles available. Of course, I have to ensure not to breach the July 1952 date when the London Trams finally said goodbye to London.

Tricky trackwork

Apart from being fairly fearless at butchering flexible track, my abilities do not enable me to build bespoke track sections. Therefore, for the junction I used two Peco 'Y' points for their short length, together with a short crossing. Other points used on the layout are of the small radius, live frog variety. Through trial and error, I have acquired some skill at bending flexible track to small radii, down to 3.5ins. The need to include many isolating sections means that the rails need to be carefully shaped by hand, often while separate from the sleeper base. I glue the track to the baseboard using Bostik All Purpose adhesive, and use drawing pins through the sleepers to hold it in place while setting.

The layout uses traditional 12V DC controls. There are two Gaugemaster Combi controllers; one 'Up' and one 'Down'. Multiple switched sections are provided with the switches mounted on small panels on the front of the baseboard. The trams run at a reasonably consistent speed with each other. Well-timed pauses at tram stops can help regulate the intervals, if required. The points at the double junction are electrically-operated. The other points on the layout, accessing the hidden storage in the depot, are controlled by push rods. With ten cars currently available, I find that four can provide a reasonably intensive service with a fifth usually posed on the depot forecourt. Adding the fifth to the roster demands concentration as the interval between the cars becomes smaller! The remaining five cars are stored offstage and can be added to service as others are removed.

Rolling Stock

Most of the trams are built from the Tower Models plastic kits of the London E1 and UCC Feltham. There is also a model of car 1 – this was an experimental tram built by the LCC in 1932, known as Bluebird due to its original livery – which is built from a 3D-printed body kit. To achieve reliable and consistent running, and also to enable the use of the tight return loops, I use small four-wheel mechanisms from



At the movies

The layout probably shows that, after the tramcars, my interest is mainly in buildings. The Majestic cinema is based on the one that stood in Mitcham. My experience showing the earlier exhibition layouts showed me how much visitors appreciate an authentic scene. At an exhibition at the LT Acton Museum Depot, I showed my 'Dog Kennel Hill' model, which had three or four blocks of South London LCC council flats included. A young guy was on duty at the show as a security guard and spent most of the day looking bored stiff. Eventually, he wandered over for a closer look and suddenly smiled and said "That's my nan's flat!". He had no interest in the trams at all, but the distinctive scene was familiar to him.

As a young 'bus spotter' (I'm not old enough for even trolleybuses, let alone trams!), I made long trips using the economical 'Red Rover' tickets and, although I took little interest at that time in the buildings that I passed, they were the scenery that I was used to and what I base my models on.

My range of card model kits contains several cinemas. It is hard to resist adding more, as they are so characterful. A suitable cinema, pub, or shop is an easy way to set the scene. All are based on real buildings; most of them from around the London area.



Churches make large models. St. Jude's is a comparatively modest-sized church but makes an impressive centrepiece for the layout. In the side street, a wartime 'Utility' Daimler bus awaits the time to leave its stand. After July 1952, all of the trams had been replaced by diesel buses.

the now defunct Bachmann Underground Ernie range. The cars have distinct front and rear ends with driver and conductor figures. The Felthams and Bluebird have the further distinction that the doors at the trailing end are open. A typical end-of-line terminus would be a nice feature to have on the layout, but the thought of running cars

backwards would upset me!

I have some baseboards ready for another layout, which I plan to build. This will be very similar in concept but set in the earlier LCC (London County Council) period around 1925. At this date, the cars were in a distinctive primrose and purple lake livery. While buildings of this period could

well have lasted into the 1950s, I hope to be able to give them a distinctive look that is compatible with the age. The advertising posters and signs, street furniture, road vehicles (including some horsedrawn) will all contribute to this. In an effort to make the layout easier to transport, I have made the new boards slightly shorter.

Buildings



Almost all of the buildings used on the layout are from my own Kingsway Models range of uncut card kits built in standard or modified form. These models are based on real buildings, mainly from London. A unique item is the central rail overbridge, which is loosely based on a compressed version of that at Vauxhall – once a busy tram hub. The use of standard OO gauge Peco track and points meant that the space available for buildings didn't always allow the structures to be constructed 'square' – just as in real life – and some were modified to suit the specific site. In order to fit in the return loop at the right-hand end of the layout, the hidden track passes through some of the buildings. The size of the loop enables a satisfyingly long gap before the same car reappears from under the railway bridge.



The trams of 'Kennington Cross'



Experimental 'Bluebird' LCC (Route Extra)

Built by the LCC as a prototype of a proposed new fleet in 1932, Bluebird was unique. With a steel and aluminium body, air brakes and powered doors, it had many advanced features. Originally painted in a blue and ivory livery it was sold to Leeds in 1951.



EH 85 (Route 38)

Ex-East Ham. One of a batch of 20 similar cars built in 1927/8 to the standard LCC pattern. Like many of these cars, 85 lasted to the end of the system in 1952 in service at Abbey Wood depot.



E1 557 (Route 40)

This car was one of 50 rebuilt using trucks and equipment from single deck cars of classes F & G in 1930. Identified by upper decks similar to E3 cars and also with a wide centre window pillar to the lower saloon, these were the final E1 cars to be built. Withdrawn in 1952.



E1r 1514 (Route 54)

Delivered as a standard E1 in 1911, car 1514 was later modernised as part of the 'rehabilitation' programme in 1936. External distinguishing features include the flush lower side panels and inset destination blinds. Withdrawn in 1952.



E1 1571 (Route 2)

A standard E1 from the 1911/2 batch, withdrawn in 1952.



W 2054 (Route 8)

Ex-Walthamstow car built in 1932. Known as 'Rockets', these cars were known for their high speed and noise. Withdrawn in 1952.



UCC Feltham 2111 (Route 20)

Ex-MET car built in 1930/1 by the Union Construction Company in a modern style with air-powered doors and brakes. Sold to Leeds in 1951.



UCC Feltham 2145 (Route 8)

Ex-LUT car built in 1930/1 by the Union Construction Company in a modern style with air-powered doors and brakes. Sold to Leeds in 1951.



E1 1597 (Route 10)

This car began as E class 420, built in 1906. After an accident it received a top deck in the style of an E3 and was renumbered 1597 and reclassified E1. It ran until 1951. The lower deck remained original with its slimmer end pillars.



E1 1802 (Route 4)

A standard E1 from the 1922 batch which were allocated to Clapham for many years. Withdrawn in 1951.

I have already built a couple of 'B type' London buses in preparation. In this period, trams appeared to be a rather more advanced means of transport – much more welcoming and robust than the buses of the day. They had the advantage of being larger and usually having roofs to keep upstairs passengers dry. In comparison, buses were open-topped and smaller. Over the next 30 years, the buses would improve greatly. By 1952 (the time of my 'Kennington Cross' layout), it seemed obvious that buses, fuelled by abundant and cheap oil, should replace trams. A persistent press campaign at the time had pressed the view that removal of the inflexible tramcars and their rails, would remove London road congestion once and for all!

To build your own versions of the buildings on this layout, visit www.kingswaymodels.co.uk

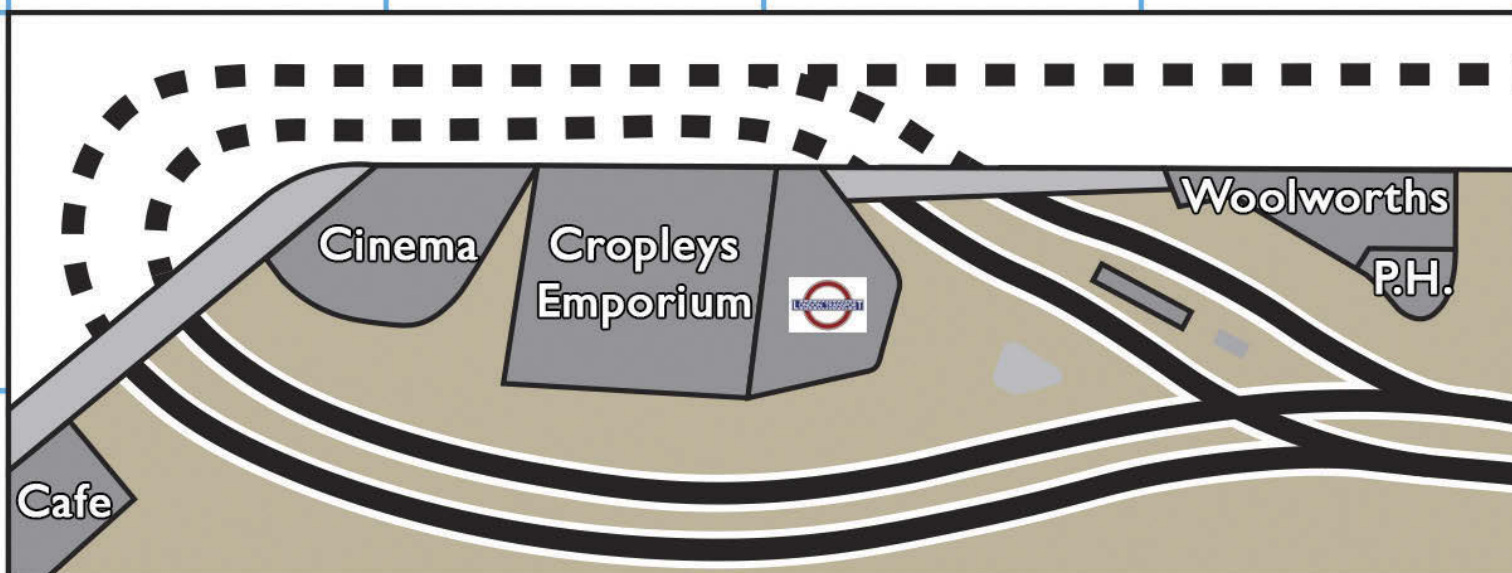
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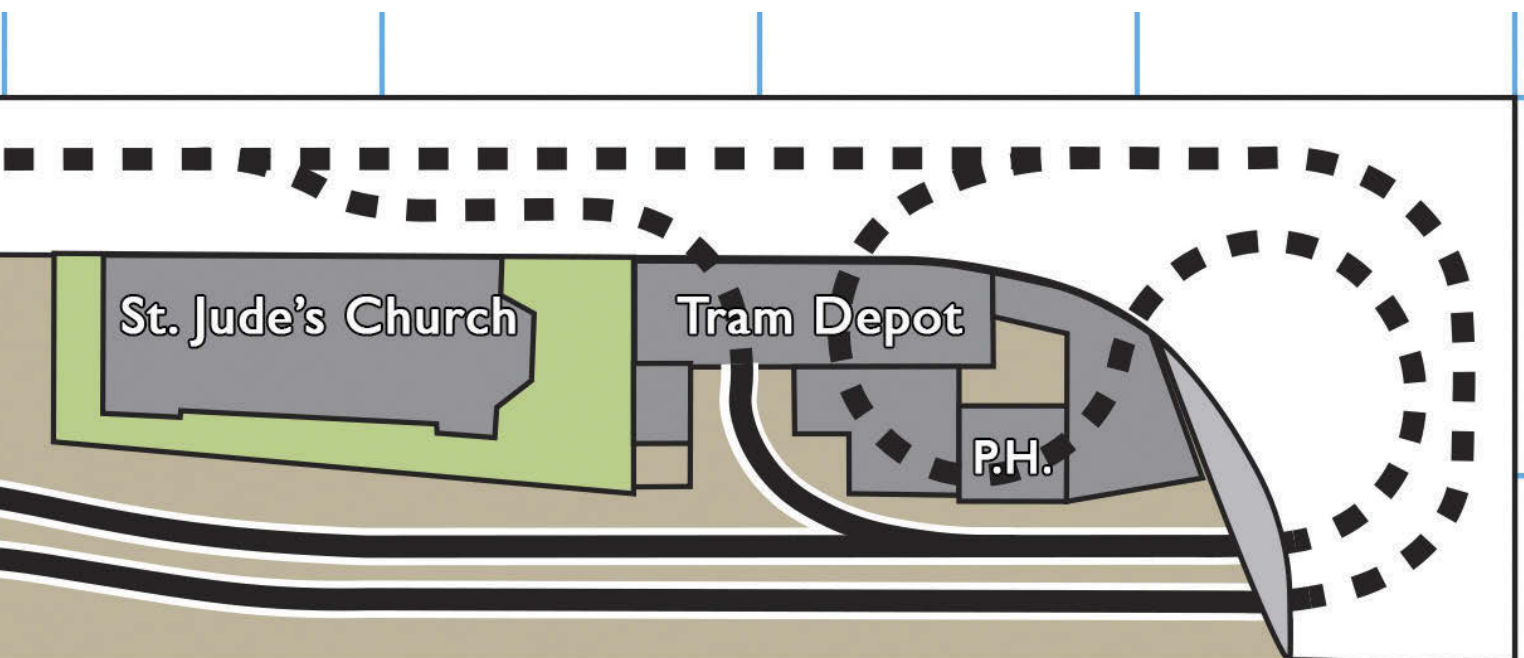


The Hayward Brothers ran their pickle business in Kennington and advertised on the trams for many years. The Tryst tearoom might have been one of the cafes that were listed by London Transport as being a source of refreshment for the tram crews. They had long working hours. The conductor would quickly jump off the car to leave the 'billy-can' there, and then collect it on the return journey, full of hot tea.





A Feltham passes in front of Woolworths, just behind the Police phone box with the adjacent air-raid siren still in place. The island between the tracks also has an entrance to the subterranean public conveniences. The dark blue Evening Standard delivery van is about to deliver to the station newsstand. Like the prototype, the model was converted from an Austin FX3 taxi cab (from the Classix range).





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Kennington Cross Trams

John Howe talks about his 00 gauge London tramway layout, a vibrant model railway that pays homage to the Capital's former electrified transport.

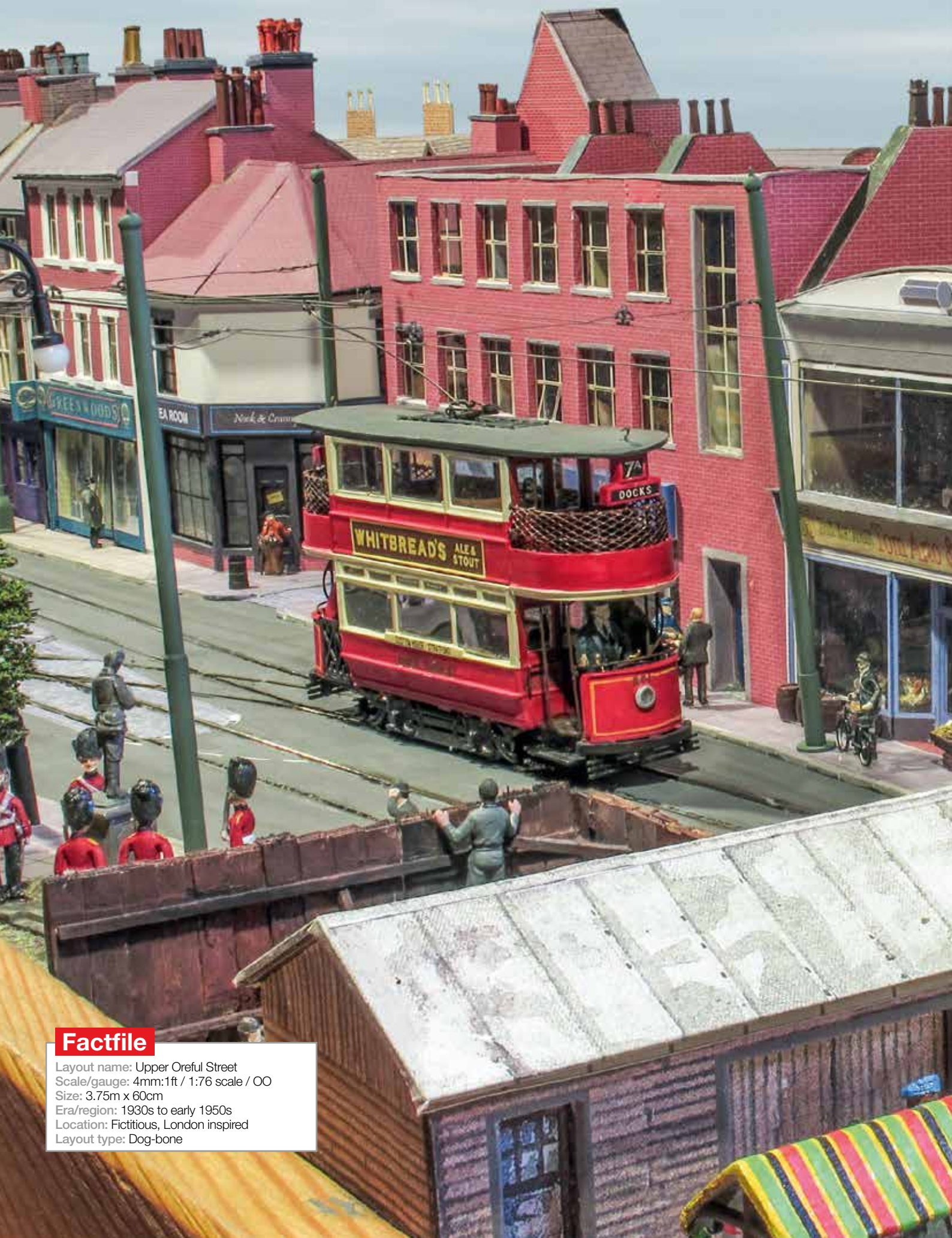
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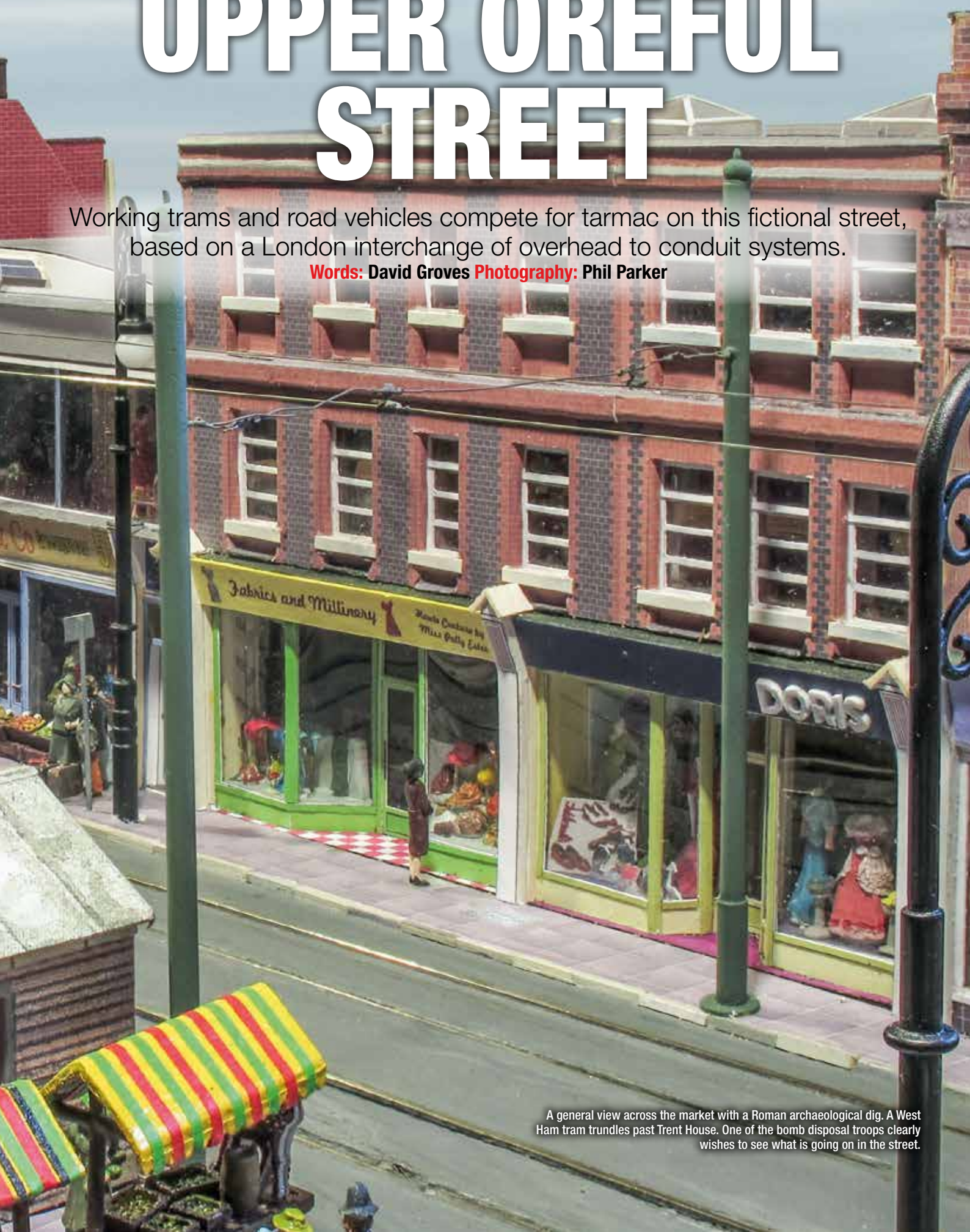
Layout name: Upper Oreful Street
Scale/gauge: 4mm:1ft / 1:76 scale / OO
Size: 3.75m x 60cm
Era/region: 1930s to early 1950s
Location: Fictitious, London inspired
Layout type: Dog-bone

ON EXCLUSIVE

UPPER OREFUL STREET

Working trams and road vehicles compete for tarmac on this fictional street, based on a London interchange of overhead to conduit systems.

Words: David Groves **Photography:** Phil Parker



A general view across the market with a Roman archaeological dig. A West Ham tram trundles past Trent House. One of the bomb disposal troops clearly wishes to see what is going on in the street.

DIGITAL EDITION

I have been railway modelling all my life and built several layouts, as well as had a hand in many club layouts. I'd been looking for a new challenge for a while and took time researching through books, illustrations at museums and the 'web' to gain some inspiration. Finally, I decided on having trams and vehicles travelling down a main street, which would be typical of somewhere in London on the transition between overhead and conduit power. The tight radii for tram and motorised vehicles would also allow a dog-bone design, which meant I could have automation.

Operational control

I had always been interested in automatic operation so I could chat while keeping something moving. I had some Kent Panel Control units and developed my own circuits to supplement their functionality. The circle/dog-bone is split into eight 'block' sections. Each section holds one tram or vehicle and so that something is always in motion, five in total can be operating simultaneously. For trams and vehicles, I have developed an exchange circuit. This means that the tram or vehicle exiting off-scene does not reappear straight away but exchanges with another. That makes up to

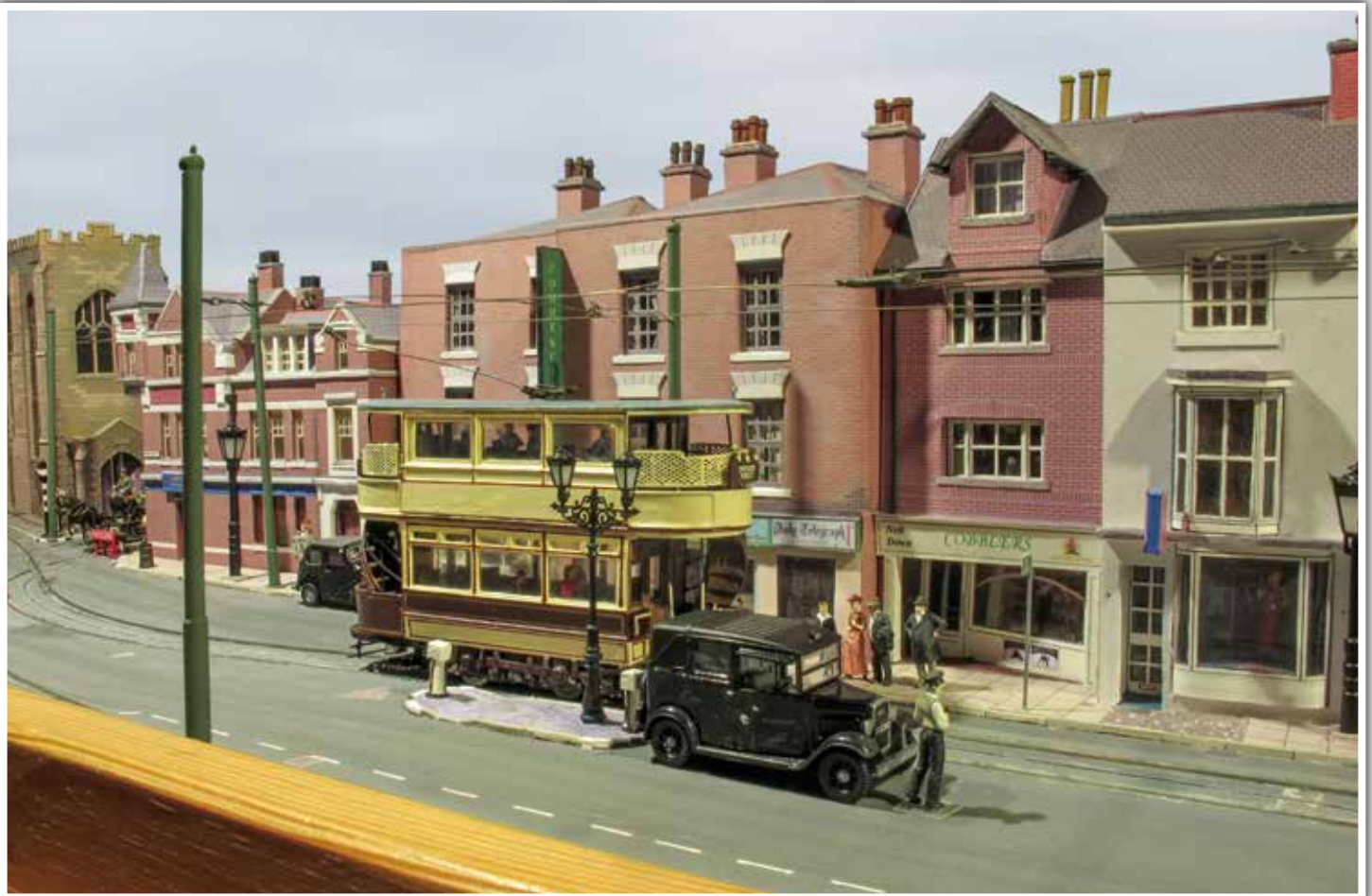


An early RT type bus hurries towards the city. The photograph is taken from between one of the arches of the bridge. Dr Watson is in-shot, engrossed with Sherlock's ramblings! The bollard on the right dates back to around 1930.

The road is closed and a section of the conduit is being repaired. An open landau has the bride and groom safely aboard. It is a tight squeeze to get by the night watchman's hut. The slot for the conduit is painted with a bow pen.



ON EXCLUSIVE



A Bexley 'C' still in LCC colours is pulling up to a small queue who actually board! A taxi driver patiently awaits his next customer.



It is early evening, and the difference in lighting temperatures is deliberate to mimic differing lighting levels and the transition between gas light and modern lighting. Originally grain of wheat bulbs were used, but are now replaced with LEDs.



An E1 passes the Commercial Hotel. All of the trams have at least four tiny skids which improves electrical continuity. The overhead wire support poles were put in with a slant away from the road so the cross wire pulls them back to upright to provide stability to the pole wire.

seven in operation at any one time. There is a section where under a given circumstance, a vehicle overtakes a tram at a tram stop. The traffic signals work and accordingly halt the road vehicles.

A 24-hour period is condensed into eight minutes. A string of LEDs act as the sun rising and setting. All of the lights in the LED 'sun', offices, shops, church, pub, night watchman hut and brazier, telephone box, street lights and two bar LED crystal display indicate the time and forthcoming events are operated by two linked Arduino processors.

When operating, a good friend and I stand at the front allowing us to chat and respond to questions, as well as point out the operation of the layout. Hence, on the occasions when the works tram makes an appearance, one of us only needs to change two switches and the tram then reverses across the trailing crossover. Also, there is a small control box at the front, which allows us to operate a tram starting bell and the disappearing queue at the appropriate time.

Creating the scene

When I was looking for inspiration on creating a backscene, I happened to be called to a meeting in a tall building in London. Always carrying a camera to catch an interesting building, I was able to take a series of photographs to cover close to a total panoramic shot. I stitched them together, erasing Canary Wharf, the London Eye and basically anything I could identify as post-War and then added chimneys, smoke and some dock cranes. Sadly much of it is obscured by buildings, but it is there!

The buildings are replicas of real buildings taken from around the country to create something that would have existed in the 1930s and 1940s.

All of the buildings have detailed and lit interiors. The structure is mount card and the detail is built-up from layers of thin card and paper. The usual process is to take some photographs of the prototype, noting some key dimensions, flatten the image in Photoshop, transfer that into CorelDraw and

then draw the various layers from there.

I cannot point out a favourite, but I am fond of the Norwich and Peterborough Society corner building (Dog's Head St. in Ipswich, on the model it is Cat's Tail Street), which in reality is not square and the turret and roof arrangement was tricky to build. I am also fond of the ladies'-wear shop called Doris, which is a replica of the shop my Grandma owned for over 20 years. The internal detail is made from scratch using Milliput, Langley items, mutilated figures and cut out miniaturised photographs. In the office is an in/out board taken from the board in my office.

Other Elements

Roadside furniture and markings were very different in the '30s and '40s. White lining was minimal and kerbs were black and white in places. There are gullies, manhole covers and access chambers for the conduit system.

When at exhibitions, the layout is 'blacked out' on all sides and sits under an amended

ON EXCLUSIVE

gazebo covered in black materials, so that during the night scene the street is only lit by the street lights and building lights.

At one of the tram stops, the queue of people disappears to give the illusion that they have embarked onto a tram. The cover of darkness allows them to re-appear.

Challenging Aspects

Building a layout that runs trams and vehicles totally without user-input was a challenge. However, building the road vehicles presented issues out of my comfort zone. Also, there are not many resources to chase up for tips. The basic concept was to take a Faller road vehicle (1:87), strip it down into its component parts, build a kit body (1:76) and put them back together. The bigger problems were fitting them together and getting the wheels/tyres to 1:76 scale! It might not be obvious but fitting the reed switch (which is operated by an electromagnet in the road) in the same place in relation to the leading steering magnet was important for stationary placement. The presence of the magnet also activates the control system to be able to ensure that the vehicles and trams do not crash into each other. I built four simple conversions: AEC Matador (civilian model), RT type London bus, Bedford ML van and Morris J type van. At this point I felt able to scratch-build a Foster 7nhp showman's traction engine (built around the Faller tractor motor) and a Rigid 8.

The trickiest element was getting the booms and overhead wire (Tramalan, David Voice and Alan Kirkman) to function well. I



Rolling Stock

I have so far built six trams:

E/1 Type No571, which is a BEC kit in London Transport insignia, on a scratch-built chassis. I placed the motor in the middle using two cardan shafts to the bogies.

Bexley 'B' No45, an ABS kit in London County Council colours, on an amended chassis.

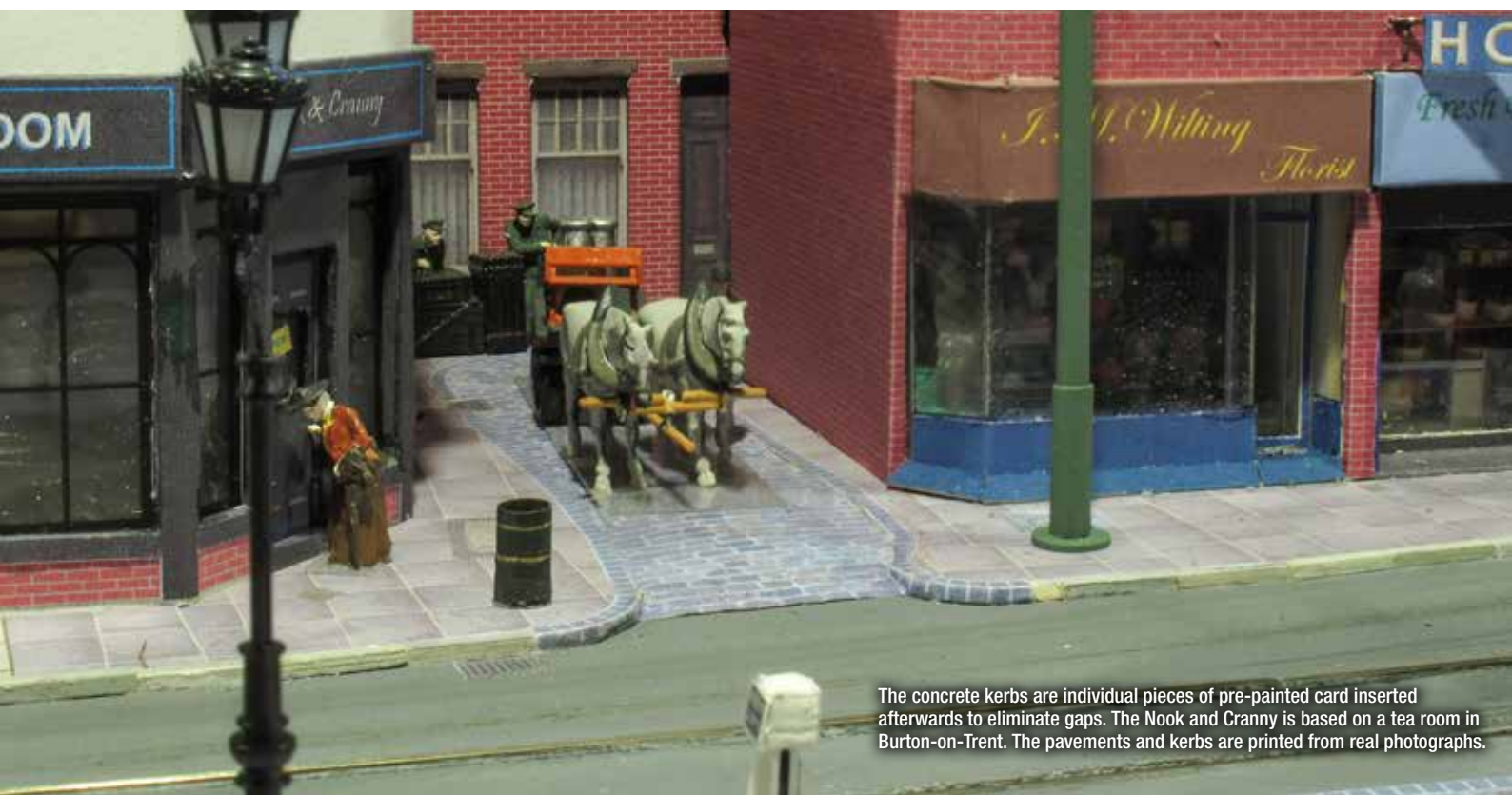
WT (West Ham) Type No291, started off as a KeilKraft kit but needed considerable tampering to get it to scale, on an amended BEC chassis.

Bexley 'C' No257, an ABS kit with a part-enclosed upper deck. The kit needed finer details adding to the basic kit. It runs on a Halling power bogie.

Feltham Type No. 2107 is a Tower Trams body kit on a scratch-built chassis. The first attempt was using a Mashima motor in the middle transmitting the drive to each bogie. I could not match the speeds to the other trams so I re-built it with a small motor on each bogie.

Works tram (unnumbered), which is scratch-built based on the few references I could muster. It runs on an amended BEC chassis. This is the only tram which has an early pantograph. All the other trams have working booms.

All trams have directional head/tail lights and indoor lighting (cell batteries) and drivers that can be moved according to the direction of travel.



The concrete kerbs are individual pieces of pre-painted card inserted afterwards to eliminate gaps. The Nook and Cranny is based on a tea room in Burton-on-Trent. The pavements and kerbs are printed from real photographs.

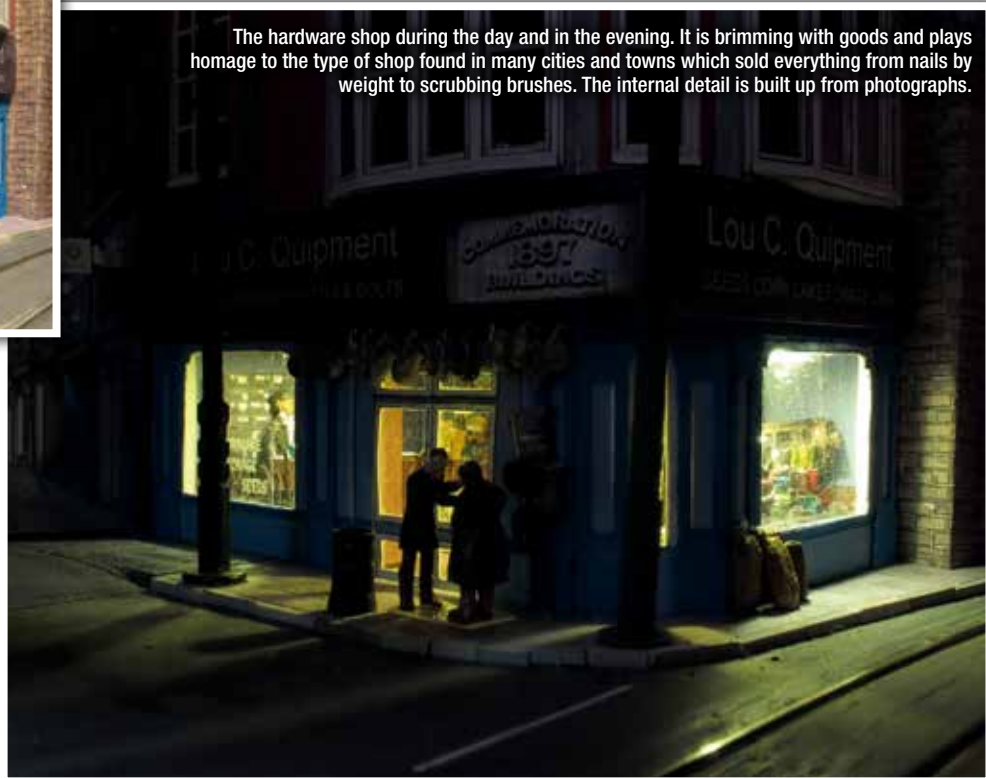
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The hardware shop during the day and in the evening. It is brimming with goods and plays homage to the type of shop found in many cities and towns which sold everything from nails by weight to scrubbing brushes. The internal detail is built up from photographs.



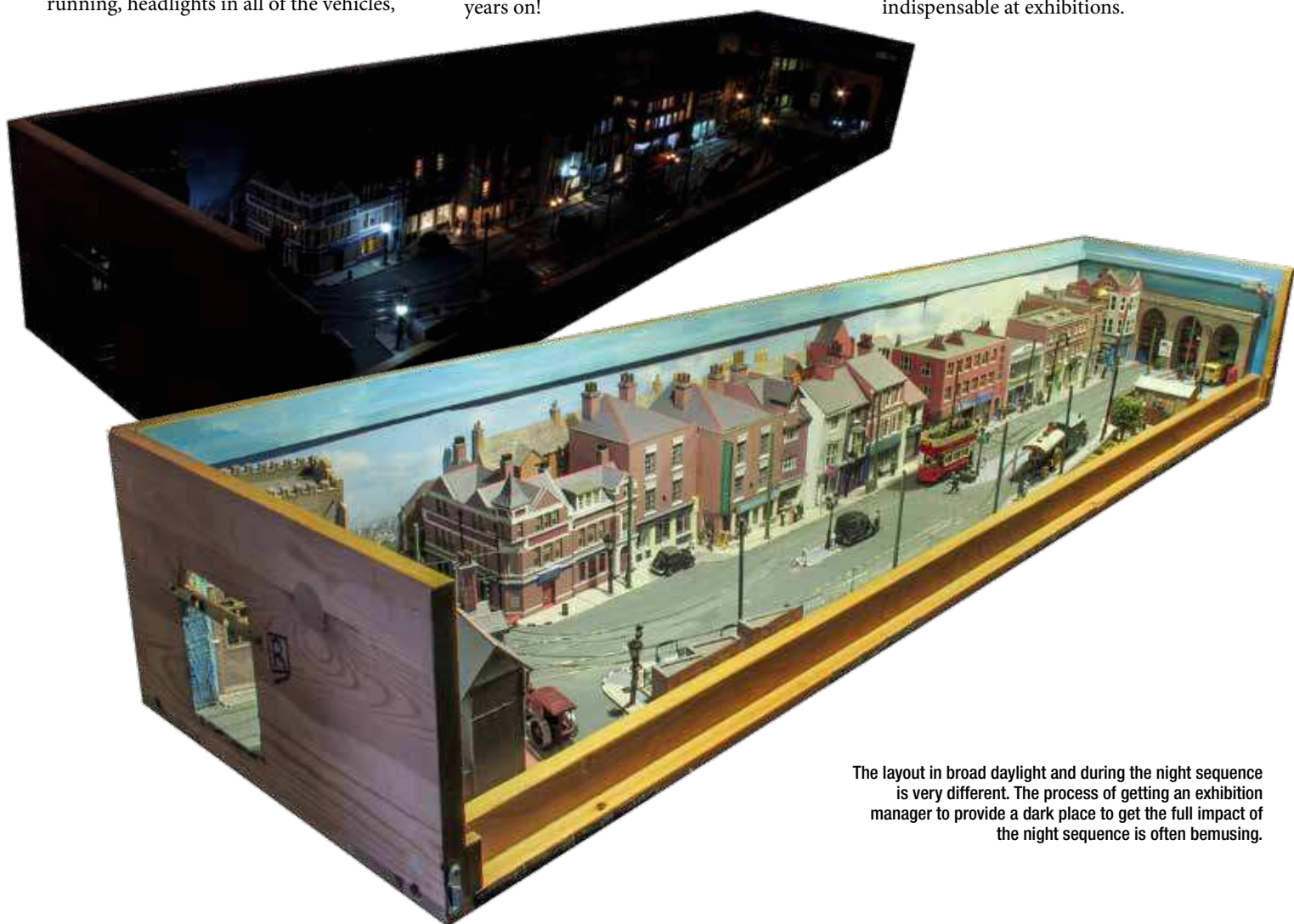
came up with some ideas on how to get the boom pole wheel across a baseboard joint but having a wire on the 'off-scene' parts would make the volume of the baseboards, for carrying, too deep. I built a test rig to determine how taut the wire needed to be to perform well and the limits of where a pole would become detached. I developed a device to adjust the tension of the wire at each end. When a tram exits the main scene the pole simply leaves the wire and bounces free. I devised what I call a lobster claw to gather in the pole, puts the wheel on a chute and then locates it onto the wire.

Final thoughts

This layout has some life left: smoother running, headlights in all of the vehicles,

and more trams, perhaps. I have a number of projects brewing, but I am drawn to creating another layout of the same street, but 70 years on!

Lastly, I wish to express heartfelt thanks to Martin Chiverton, who provided constructive critiques and has been indispensable at exhibitions.



The layout in broad daylight and during the night sequence is very different. The process of getting an exhibition manager to provide a dark place to get the full impact of the night sequence is often bemusing.



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HOW TO... MODEL A CAMPSITE

This diorama of an idyllic lineside retreat for enthusiasts shares many methods for upgrading proprietary kits, as Jamie Warne demonstrates.

Words & photography: Jamie Warne



Summer holidays in the Warne family usually entailed camping around the Isle of Purbeck. That, of course, meant plenty of trips on the Swanage Railway, particularly as one campsite was within walking distance of Herston Halt. Whenever I heard the shrill whistle of a steam locomotive, I would invariably run as fast as I could down the steep country lane to the

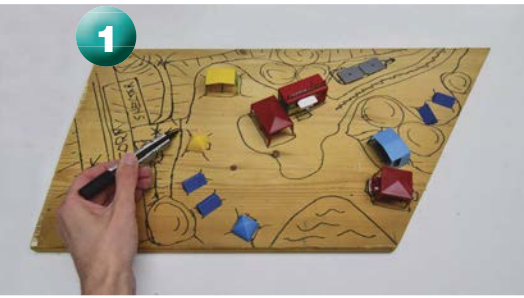
bridge to watch it pass underneath.

The best way to preserve these memories is to recreate them as a physical scene, so for this project, I'm using the Gaugemaster 'Fordhampton Campsite' kit as the basis. Along with the necessary scenic materials, I'll be using the Scale Model Scenery wooden platform shelter kit to represent the halt, as well as a few Preiser figures to really

set the scene. To create visual intrigue – and also reduce the size of the diorama – the halt is set at an angle, with most of it presumed off-scene. While the country lane rises up like the prototype, the campsite is set lower so that I can include a small section of beach – an evening trip to Lulworth Cove was often a highlight of our holiday!

Anyway, enough talk; let's recreate it...

Base and gravel track




An old pine shelf forms the baseboard for this diorama. I had a rough idea planned in my head, but it's wise to do it properly using either mock-ups, or, in this case, parts from the Gaugemaster Fordhampton Campsite kit. Once happy, the plan is drawn onto the board with a marker pen, and then onto tracing paper for use as masks and templates during scenery work.



Rigid insulation board is used to form the terrain. The foil needs to be removed from both sides to prevent the board curling – the easiest method is to slide a butter knife around the perimeter first before pulling the foil off. The insulation can be cut with any blade (saw, craft knife, or track saw) or a hot wire cutter if you want less mess.



Add protective fascias to the sides of the diorama before we get onto the scenic work; in this case, using hardboard. Lay the diorama on the rough side of the hardboard, and draw around each side of the terrain/board. Cut out each piece with a bandsaw or hacksaw, and glue with construction adhesive. Panel pins can be hammered into the pine board for extra strength.



QUICK TIP

Strength isn't much of a concern with this diorama, but you can add softwood blocks onto the baseboard to support the corners of the fascias before adding the terrain. I found that some of the hardboard corners didn't match up, but this was easily solved by squeezing the hardboard sides together, then supergluing them in place.



Adding the fascias early means we can hide their unsightly edges with plaster. This is actually a second coat of plaster. I put one coat on the diorama while waiting for the hardboard to be delivered. This time, I remembered to mix brown acrylic paint into the plaster to help me see what I was doing! Apply PVA to the area, and work outwards from the diorama centre.



Throughout this article, we'll be adding ballast, sand, or even hardened 'rocks' of plaster into wet plaster to create texture. The gravel tracks, including the footpath, are formed with ballast roughly tamped into the wet plaster. First, though, you might want to carve a rut for the vehicle wheels to follow. If you have some sand, try adding a fine layer on top and lightly tamping for added texture.

TECHNIQUES

The halt



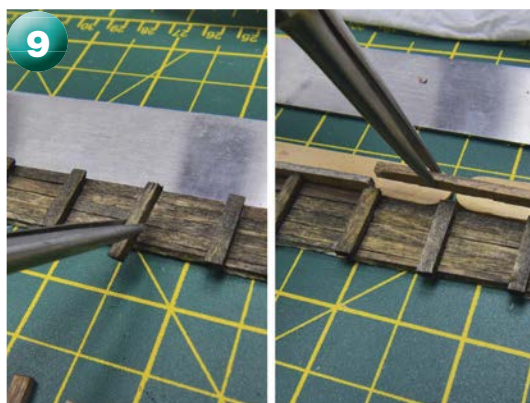
Unlike the real Herston Halt, as I had already cut a 'ledge' of rigid insulation, I opted for a wooden sleeper face with an ash platform top. The rounded ends of lollipop sticks are removed with a hand-held guillotine, and the rest cut to sleeper width/length. Further shorter 'sleepers' form uprights that will join each platform face panel together, including extra central supports.



Most of the full-length sleepers will be used to form the platform face panels, but some will be needed to form the platform edge, which will rest on top of the uprights. Using PVA, glue the panels together - you'll need five or six sleepers per panel depending on the height required. Leave to cure overnight, and roughen the front surface using a wire brush to emphasise the wood grain.



While the lollipop sticks vary in colour naturally, a Vallejo 'Black Grey' wash will bring out the grain detail. For the smaller uprights, rather than brush it on, I submerge them into the mix and put them on a paper towel to remove the excess. Follow with a mix of 'Black Grey' and 'Brown Sand' to give a creosoted look, or you can use 'Pale Sand' for sun-bleached wood.



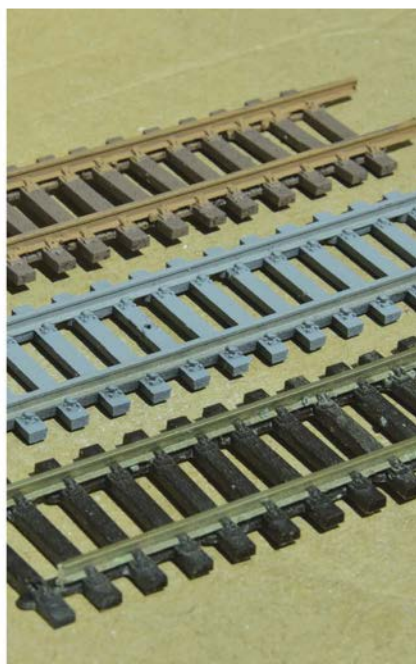
To assemble, glue the face panels together, using a metal rule behind as a straight-edge. Uprights can then be glued on top of each joint, and in the centre of each panel. Take your time, and if it helps, mark the position of the centre uprights first to ensure they are vertical. Finish by gluing the platform edge sleepers atop the uprights, using lollipop sticks underneath to aid you.



The platform surface is yet more plaster; with black acrylic mixed in to darken the plaster. To create a fine 'ash' texture, fine ballast is sprinkled onto the wet plaster, just like we did with the gravel track. However, this time, the ballast is smoothed until almost completely level with the wet plaster using a butter knife. Add more ballast as necessary, and repeat the process.



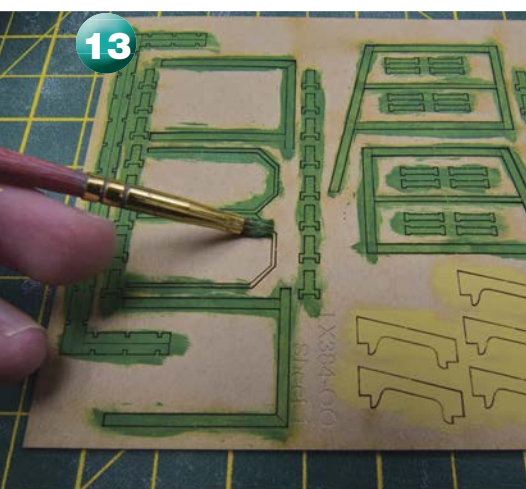
Although the railway track was visible in the previous step, I'll explain the process. Before laying track down, it's always worth painting it. First, prime the track, then apply a generic brown all over. Follow this with Vallejo 'Brown Sand' (or similar) on the rails and chairs. Dry-brush additional colours to give more variation and staining on the sleepers to match your prototype.



First, check the trackbed is level, then apply a thin layer of PVA. Lay the track down, checking clearances with your widest item of rolling stock. Sprinkle fine ballast all over, and use a soft brush to lightly drag it into place, tapping the rails with the handle to dislodge stray stones. Lightly mist the trackbed with water, then glue with a 50:50 PVA/water solution applied with a pipette.

Laser-cut kits go together easily, especially well-designed ones with easy-to-follow instructions like this Scale Model Scenery kit.

That said, you still need to file burrs after cutting the parts from the wooden sprue, and make sure you familiarise yourself with the components beforehand – doing a 'dry-run' without glue first can help eliminate problems later on.



The platform shelter is a lovely laser-cut Scale Model Scenery kit. Before cutting out the parts, it's wise to paint as much as you can; especially parts that will become awkward to access later. I used Southern Railway colours, albeit approximations that I mixed myself with the limited paints I had to hand! Assembly is easy, but use glue sparingly – I applied PVA with a cocktail stick.

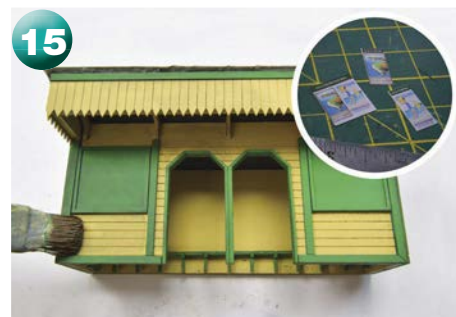
Scenery



Paint all the plaster with acrylic paint. Brown is used for areas of grass, while the small section of road at the top of the embankment is painted a mid-grey, with a wash of light grey to tone it down. For more effective tarmac, you can instead spray with grey primer and dust a light spray of Plastikote 'Dove Grey' chalk effect. The platform receives a wash of Vallejo 'Black Grey'.



Other than omitting window detailing, my only modification was to replace the provided felt roof texture with one made from 10mm wide strips of tissue paper. Apply a thin layer of PVA to the roof, then lay the strips (slightly overlapping each other and the roof edges), starting at the lowest point. Once dry, brush a wash of dark grey paint on top. Finally, dry-brush white to highlight creases.



Once assembled, there will be edges to paint that couldn't be done while still on the sprue. Other than that, all that's left to do is to tone down the paintwork with a wash of Vallejo 'Black Grey', and add posters to the noticeboards. I downloaded and rescaled such posters from the internet; adding them to a 'Southern Railway' branded board made with a graphics program.



The small beach area at the front will require a little more effort. Once a base colour of Vallejo 'Pale Sand' is applied, various colours are added into the mix. This starts with a dark grey/blue where the water will be, with light greys and then creams and yellows slowly introduced. Adding a bit of water will help give a smoother gradient of colours.



Before we add grass to the diorama, consider the fibre lengths needed. As the campsite features mowed grass, our base will be 1mm grass fibres – in this case, War World Scenics 1mm 'Patchy'. This was chosen because it is less vibrant, and therefore more suited to represent the dying grass found under tents. Start by masking off the relevant non-grassy areas to protect them, and brush basing glue everywhere else.



Half-fill the static grass applicator with the 1mm 'Patchy' fibres, attach the crocodile clip onto a small metal pin and stick it into the glue. Turn the applicator on and shake it until you've covered the entire glue area. You won't achieve full coverage first time around, but don't worry. Lift the diorama up, bang it against the table and collect the remaining fibres so that you can reuse them.



With the first layer of 1mm 'Patchy' static grass on, we then need to do a second to cover any gaps. First though, pre-fill the applicator again, and this time you will need to apply either cheap hairspray or in this case War World Scenics 'Layering Spray' to the existing grass. Now you can apply the second layer of 1mm grass.



Before moving onto the longer fibres, an area of flattened grass (to suggest a recently moved tent) is made by cutting a paper template to ensure the short grass underneath remains unaffected by future longer layers. This photograph shows the effect created by an application of War World Scenics 2mm 'Autumn'. Subsequent layers of 4mm 'Autumn' and 6mm 'Winter' were applied sparingly; mostly on the embankments.



The other trees are all seafoam examples from War World Scenics. You may wish to spray these brown, but I didn't bother! These are again sprayed with layering spray, and the same 1mm 'patchy' fibres and blended turf subsequently applied. You'll need to scrape the fibres from the trunk. You could also tear off some of the branches and use them as small bushes or climbing plants.



The rocky area was built up with multiple layers until I achieved an effect that looked natural. Note the new path made by scraping the top layer of grass off and sprinkling on hardened plaster dust. The gravel track is also upgraded in a similar fashion. If an area is too coarse, simply wet it and squish the plaster down. Everything is glued using the same technique used for ballasting.



Two of the trees are Hornby Skalescenics Beech Trees, albeit modified. The existing foliage is wrapped with 'Poly Fiber', sprayed with layering spray, and 1mm 'Patchy' fibres are then applied. After another coat of layering spray, sprinkle blended turf on top. To finish, dry-brush the trunks with a light grey acrylic. Bushes are Woodland Scenics 'Poly Fiber' teased to shape, with layering spray applied, and 'Green Blended Turf' sprinkled on top.



To form a better transition between grass and sand on the beach, stones and boulders were added by crushing hardened lumps of plaster – a surprisingly useful thing to save – with fine-nosed pliers. Cover it with a cloth while crushing to avoid contact with the eyes. Glue the bigger rocks with PVA, and use a butter knife or spoon to scoop up and shake the smaller bits into place.



The water is actually surprisingly easy to create. Woodland Scenics 'Water Effect' is applied, and is flicked up using a brush to produce wave-like shapes. On the beach, the material is stippled on using the brush to suggest a more foamy turbulent water. Once dry (it can take a long time), the wave crests are dry-brushed with white acrylic.

Tents and detailing

27



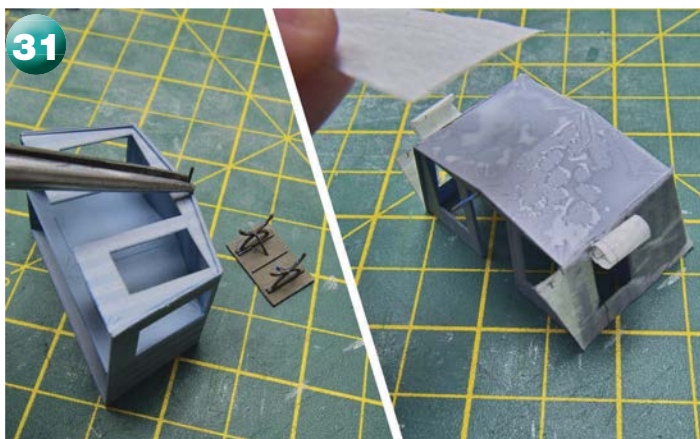
The first detail on the diorama is the food trailer, which needs repainting. To do this, we need to disassemble it by removing the two screws underneath, and poking something in through the serving hatch to release the plastic interior. The sign on top simply pulls off. Before priming, remove the slightly raised decals on the body and sign by rubbing them with fine sandpaper.

29



Now, paint all the components by hand. Don't be tempted to rush this process. Multiple thin coats look far better than a single thick one. For similar reasons, try to use single broad strokes rather than multiple short passes for the last coat, especially for the food trailer body. For the parts that make up the campsite tables and chairs, try to get paint on the thin edges, too.

31

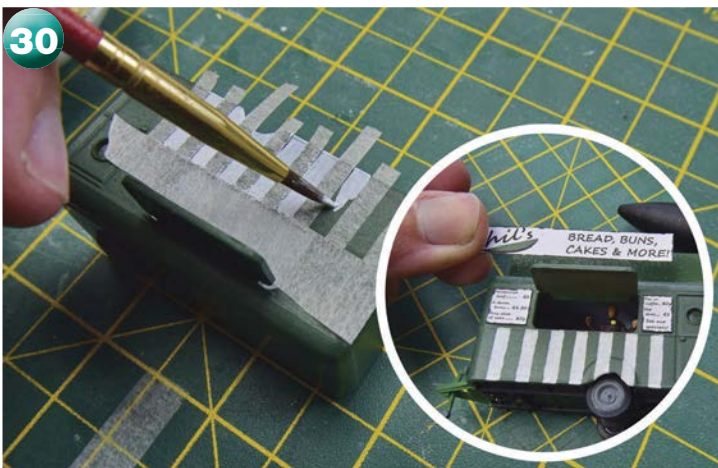


28



Place the components from the trailer, as well as the entire Gaugemaster Fordhampton Campsite kit, onto a piece of cardboard, preferably outside. Protect the 'glass' of the food trailer door with a tiny blob of Blu Tac, and spray the whole lot with grey plastic primer. There's a lot to prime, but take your time and spray light and even coats, making sure to reach every nook.

30



Spray the trailer body with matte varnish to protect it. While that dries, signage is designed on the computer and printed to scale. As a 'cake connoisseur', this bakery van is named after BRM's Phil Parker! Before we glue the signs on, the lower bodyside needs stripes; so masking tape is cut into strips and carefully applied. After two coats of white acrylic, the tape is removed.

One of my pet peeves on layouts is seeing gaps under buildings. Tents may be temporary structures laid on uneven ground, but they still don't float above it! To make them sit flush on static grass, press them down and remove the grass wherever it has been flattened by simply squeezing and pulling it off with fine-nosed pliers.

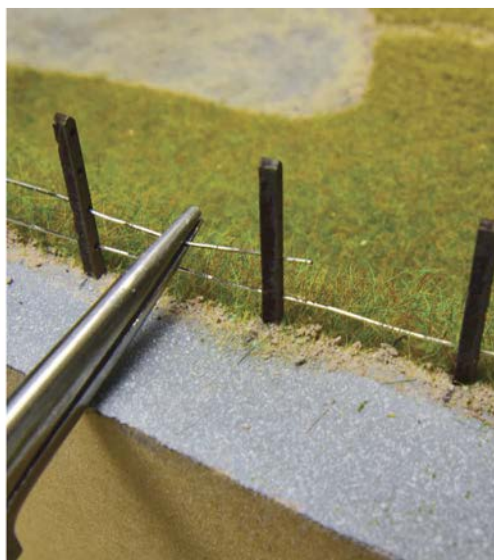


Assembling the Gaugemaster Campsite kit is straightforward, but add the window 'glass' last, not first! There is plenty of scope for modification, too. As the table cross-braces broke, I put one to use as a strut to extend one of the tent awnings. Tissue paper is applied with watered-down PVA onto the larger tents and gazebos for a more realistic texture. Note the window flaps and awning extension 'wings'.

TECHNIQUES



The window flaps are worthy of further explanation. They are formed by cutting only the sides and bottom edge of the tissue paper where the window apertures would be. After much trial and error, these could be rolled tight relatively easily by using the lead from a mechanical pencil. Once rolled up, the centre was pushed in to suggest it had been tied up.



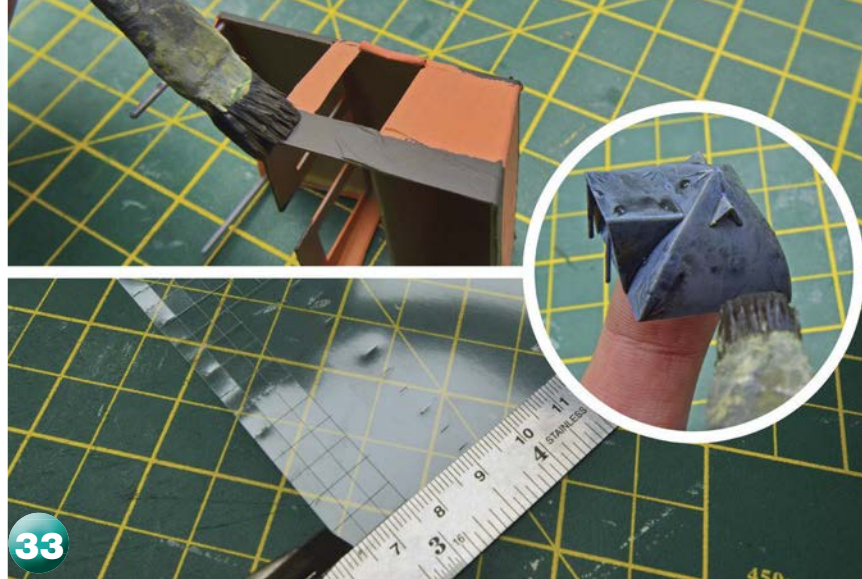
The final touch is the fencing, which is by War World Scenics. Give the posts a quick splash of brown paint and a dry-brushing of white. Push holes into the plaster using a small screwdriver and glue the posts with PVA. Cut the wire to length, thread through the holes, and secure the ends with a dab of PVA. Some wires extend beyond the posts and are hidden with strategic bushes! Paint the wires afterwards.



This has been a fun project, and a great way to recapture my childhood holidays. It was also relatively straightforward, as only the wooden platform face needed scratch-building! The Scale Model Scenery shelter went together easily, and the modified roof and travel posters added extra detail without taking long to make.

Some parts of the Gaugemaster Fordhampton Campsite kit were very fiddly, most notably the chairs; which were time-consuming to glue together. That said, they are a welcome addition to the scene, and help make it come to life. As for the tents, they are crisply moulded, and include crease marks; however, the addition of tissue paper covers helps remove that shiny plastic look and feel. You may have noticed that none of the tents has guy ropes. I felt that the provided string was too thick, and, on balance, a thinner material would be difficult to tension properly. In retrospect, the two things that are missing are a set of steps for the bakery trailer and a platform running-in board!

I hope you enjoyed this practical; you can leave any comments on this month's BRM topic on RMweb. You can also tweet me @StudioJamming.



Once dry, classic 80s colours were used for the larger tents, with a lower band painted by hand with a steady pass of a wide brush. Note how effective the creases are! Elsewhere, the small tents merely gained a Vallejo 'Black Grey' wash to highlight their pre-made creases. Finally, new windows were formed by gently scribing the provided sheet with a craft knife and steel rule to form fake panes.



Gaugemaster

(GM439) Fordhampton Campsite
www.gaugemasterretail.com

Lima

(HC5002) Pizza Food Trailer
it.limamodel.it

Preiser (figures)

(28232) Woman without Burger
(10692) Leisure Time at the Lake
www.preiser-figures.de

Scale Model Scenery

(LX384-00) Wooden Platform Shelter
www.scalemodelscenery.co.uk

Vallejo Model Color

(70.837) Pale Sand
(70.976) Buff
(70.876) Brown Sand
(70.882) Middlestone
(70.902) Azure
(70.862) Black Grey
(70.951) White
www.acrylicosvallejo.com

War World Scenics:

(03-0817-VAR241) 1mm Patchy fibres
(03-0817-VAR105) 2mm Autumn fibres
(03-0817-VAR113) 4mm Autumn fibres
(03-0817-VAR169) 6mm Winter fibres
(02-1020-WWS002) Assorted Seafoam Trees
(13-J6B8-IGCW) Basing Glue
(23-1019-VAR008) Layering Spray
(2707-WWS-001) 4ft Post and Wire Fencing
www.wwscenics.com

Woodland Scenics:

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(T49) Green Blended Turf
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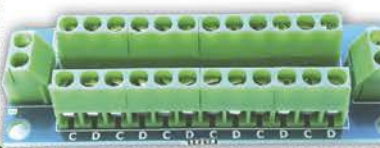
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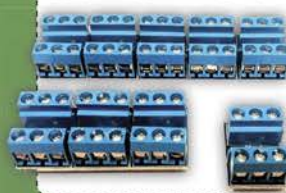
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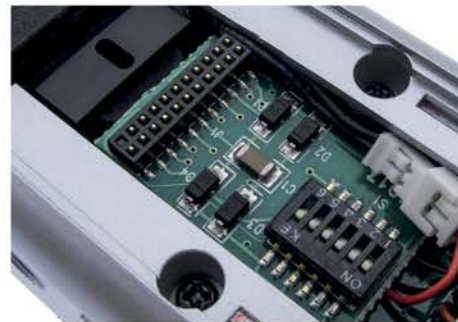
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SHENSTON ROAD STEELWORKS

Following its appearance last issue, Greg Brookes explains one of his layout's largest features, with ideas to inspire a model of your own.

Words: Greg Brookes **Photography:** Andy York



Two dumper trucks await loading of waste coke while the ovens get maintenance. The blast furnace is being tapped and is ready to discharge its contents into the awaiting molten iron torpedos and slag cars. Track work has been deliberately distressed to give the typical hard work-worn scene I wished to create. The coking plant, though not prototypical in its close proximity, adds to the atmosphere. The dumper trucks were found in my son's old toy box, squirreled away in the loft. After weathering, they have found a new life in my steel works scene.



Growing up in Birmingham and the Black Country, my early childhood in the 1960s was in an area surrounded by heavy industries. As a result, I've always had a fascination for the noise, dirt, grime and smells of the once common large industrial sites. A way of life that is now mainly disappeared in the UK.

As part of my layout 'Shenston Road', I had the ambition of recreating a representation of a steelworks and the associated traffic flows. I have been lucky enough in my working career as a freight train driver to have had first-hand experience of steelworks and their rail traffic. I have been able to incorporate my knowledge and observations in trying to portray this in model form to give the atmosphere of the real thing. I have tried to incorporate the heavily-used, run-down feel of a hard-working plant running 24 hours a day with dangerous, noisy and dirty surroundings.

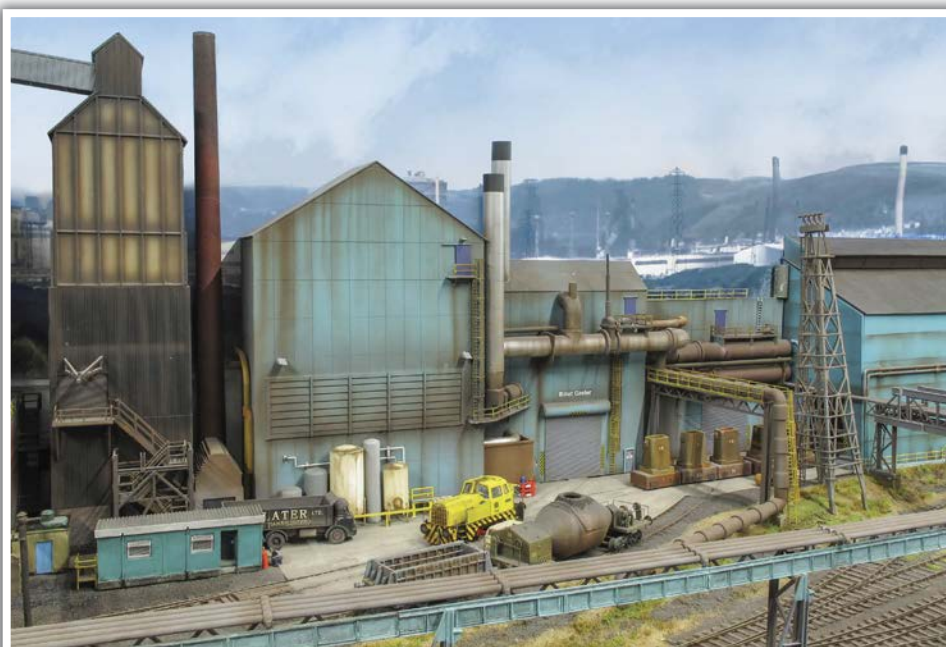
The recreation of the feel and atmosphere of a steelworks is likely more important than an absolutely accurate model, as steelworks are massive in scale and any model shall need to be truncated. Plants are often spread over many square miles of land, featuring enormous buildings and structures. There are many miles of railway track on the sites, both for exchange traffic and internal operations between the parts of the works.

Key structures

On a model railway, the exchange sidings are an important layout design feature and these are prominent in my model for operational interest. The works has various important buildings and structures involved in the steelmaking process. It is impractical to include all the buildings in model form, but signature pieces were chosen to set the scene.

One such item is the blast furnace, which is a large structure with its associated buildings. I built this based on a Walthers kit with added scratch-built detail to typify the furnaces that I have seen. This has been carefully weathered to achieve the look I wanted. The scene is set with slag and torpedo cars in the process of transporting the molten iron to other parts of the plant. I made the contents of the slag cars with their vibrant colours out of Day-Glo Play-Dough with additional paint highlights. The cooled slag is modelled with ash and fine grit.

Another large feature is the coking plant with coal charging hoppers. Although not normally close to the blast furnace, I



A Sentinel locomotive stands outside the pickling plant as it awaits to pick up Ingot cars. A mixture of Walthers Cornerstone scratch-built and kit-bashed structures make up the scene.



The blast furnace is another Walthers kit, but I have added more detail – pipes, pipe bridges and walkways, before heavily-weathering it using an airbrush, then dry-brushing with pigments using various colour photographs of Bilston Blast Furnace for reference.

modelled this as an interesting industrial structure with more of a grimy industrial feel. The coke is used to add carbon to the steel, and the gas produced is used to fuel the plant.

I have added scratch-built water towers and a sinter plant behind the blast furnace. Another building is where the ingot moulds went to remove the iron ingots from the moulds. The building has an overhead crane for lifting the ingot moulds from their specialist heavy-duty rail trollies.

I have modelled the plethora of high-level pipework that criss-crosses the plant with

pipe bridges and gantry supports. These add to the scene and are useful as partial view blockers that increase the perceived size of the model.

Alongside the exchange sidings is a long building representing the rolling mills. This has chimneys and walkways, which add to the visual interest. The whole building makes an attractive tall backscene. Rails pass through the building and alongside. The building is painted to represent weathered corrugated cladding. Again, this is kit-bashed from Walthers products.

A further rail-connected building is a

An overhead shot of the exchange sidings high above the main line. Class 24 5096, a superb Sutton Locomotive Works model, is ready to depart with a short train of iron ore hoppers, while a Heljan Class 47, 1665 stands ready to depart for the Western Region with coils on converted bogie bolsters to Coil X wagons. In the background are two 18-axle Distington Torpedo wagons based on the Trix version with scratch-built spacer wagons. These venture onto the main line, hauled by a pair of Class 37s similar to the operation in the North East that ran between Cargo Fleet and Consett Works in County Durham, in 1969.

FACTFILE

Layout name: Shenston Road

Scale/Gauge: 1:76 scale /18.2mm gauge/
EM

Size: 25ft 6in x 8ft 2in

Era/Region: BR (W) early-1970s

Layout type: Continuous loop with hidden
sidings on lower level

scratch-built pickling plant with coil bays at the end. This represents a newer-style building on the site.

All buildings are weathered using various techniques, with airbrushing or paintbrush as appropriate, copying photographs of real buildings as a guide. I have a good reference library of photographs I have taken or obtained from the internet.

The exchange sidings were laid in a typical but shortened format, allowing trains to enter and be run around, then exit back to the main line via the branch line. The line continues off-scene to the various parts of the plant, crossing over the main line to a diesel servicing depot for the steelworks' locomotives. I have modelled the sidings in a distressed state to give it a typical industrial look. This has been achieved by carefully gauge-widening in places – this gives the appearance of neglected trackwork, but doesn't affect the running qualities. This appearance is drawn from my experience of running trains at real industrial locations. The deteriorated appearance is added to with appropriate debris details and weeds. The sidings have their own control panel.

Rolling stock

Steelworks provide an opportunity to model a wide variety of trains. I have collected and built many representative wagons that would be seen at such a works in the late 1960s and early 1970s. Traffic flows were heavy and varied. Basic commodities such as coal, iron ore, limestone, scrap metal and oil all flowed into the works, along with chemical tankers.

Outbound products were transported in numerous types of wagon, including many conversions of older rolling stock before bespoke special wagon types were built. The coil traffic was moved in many four-wheeled or bogie wagons of widespread origins, including redundant 'Highfits', mineral wagons, 'Palbricks', cutdown tippers and bogie 'Warflats', all with cradles added, plus specially constructed coil types. There are usually several coil trains awaiting export from the yard.

There is also specialist rolling stock for transporting molten iron on the main line if needed to send to another plant. These comprise of two long 18-axle torpedo wagons and a scratch-built spacer wagon. There are various internal user wagons employed in the works for moving ingot moulds, billets, rollers for the mills, as well



Two conflat LDs are 3D-printed and carry Dolomite containers for the steel process. These are part of the large variety of interesting wagons that could be found in the steel industry. The transfers are marketed by Cambridge Custom Transfers and complete the model.



An overhead view of the blast furnace that dominates the skyline.



A busy scene in front of the blast furnace with a scratch-built water tower and the shed, complete with overhead crane where they release the Ingot moulds. It's based on a building that I would pass to and from Llanwrn exchange sidings.



A 'Janus' 0-6-0DE propels three converted iron ore tipplers to Ingot mould wagons. Modeller's license was used as the two wagons with inspection holes cut in the sides didn't appear until the late '70s. The locomotive will have its cab repainted into yellow along with its two sisters to represent the earlier B.S.C. livery when I can get them on the spray table.



D4120 runs along typically poorly-maintained due to heavy usage track. This is the first Class 08 I noted way back in 1970, so it had to be modelled once I had tracked down suitable photographs of it in the chosen era.



A 'Sentinel' driver discusses his next move with the shunter. A nice easy EM conversion for a change from Hornby.



The large retaining wall stands in front of the rolling mills and exchange sidings separating the main line, so helps to give a more imposing view of the steelworks and creates more optical interest.

as ladle and slag cars. In addition, internal scrap carriers were used.

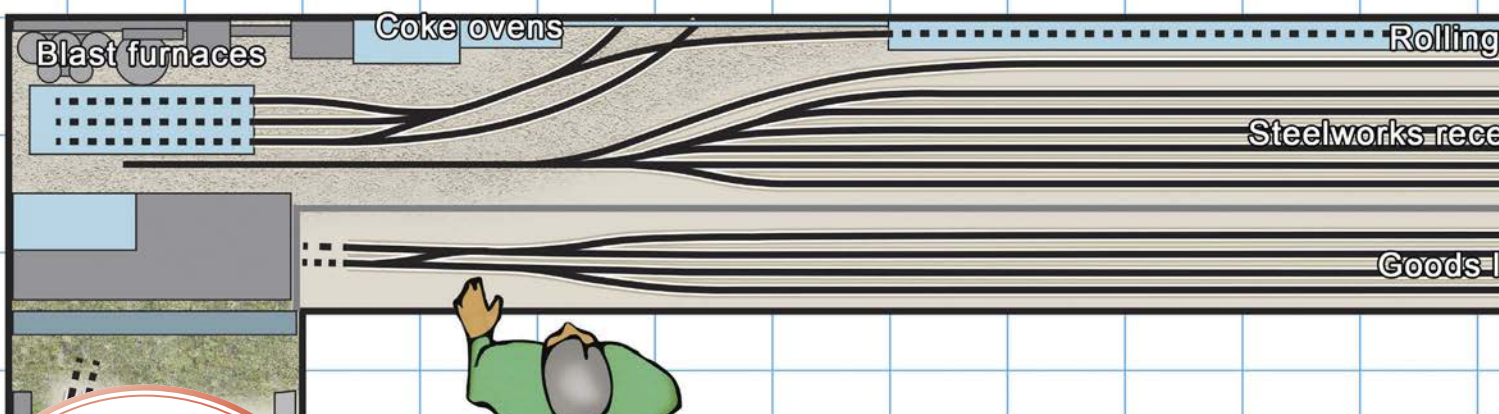
Due to the variety of wagon types seen, I have had to modify available RTR or kits to suit, or in many instances build from scratch to represent the wide scope of wagons. Recently, I have had access to unusual 3D-printed wagon types not available before, which my friend, Jonny Duffett, has drawn and printed for me. These 3D files are generously available to download for free from www.thingiverse.com by IronMink designs.

There are a large number of industrial locomotives around the works. All are customised from kit or RTR sources and are typical of types seen and weathered to a prototypically work-weary condition. A steelworks locomotive shed has been built on a spur from the exchange sidings as an interesting scene. A flat-roofed brick diesel depot was kit-bashed from another Walthers product. Here, the locomotives are stabled and serviced, and a small scene represents fitters working on the engine of a Drewry shunter recently acquired from BR

service. The scene was inspired by a private trip to see the Port Talbot servicing shed.

Nearby, a British Steel office block of typical post-war concrete construction is seen. This is an old Tri-ang Arkitex model, much-weathered due to its proximity to the gasworks.

Overall, I am pleased with the steelworks, which has achieved my intention of representing the grimy appearance and character of a busy heavy industrial site as well as adding to the diversity of trains I can run.

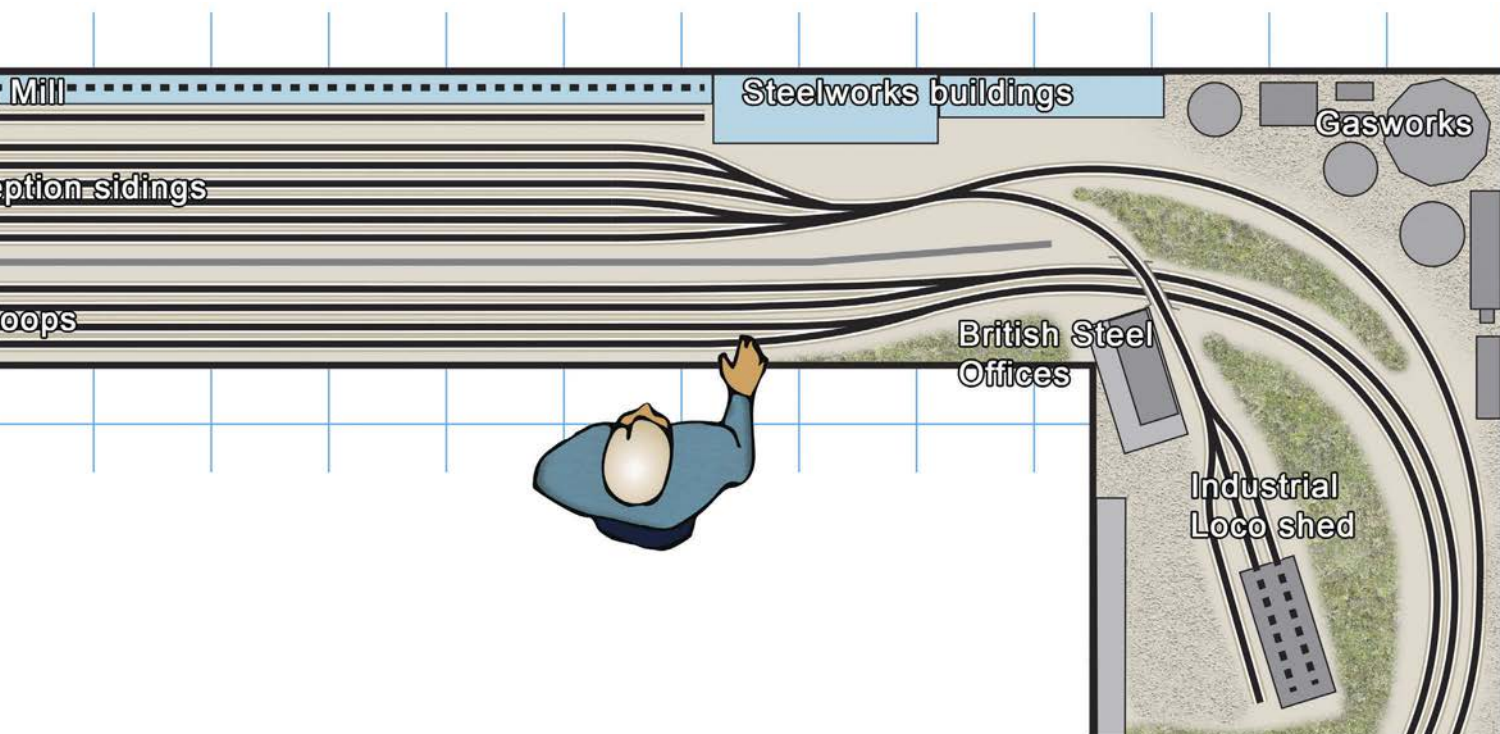


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A 'Janus' 0-6-0DE by Oxford Rail in partnership with Golden Valley Hobbies passes over the main line heading away to the locomotive shed with the gasworks in the background.





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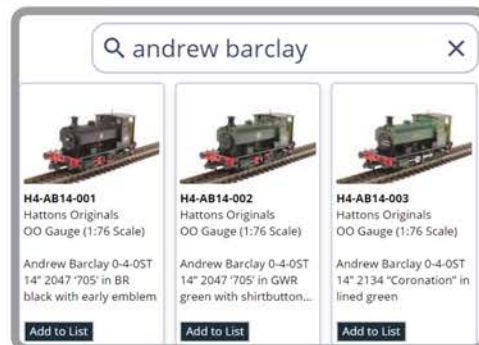
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DHAPR WAGON WORKS – GETTING THINGS MOVING

Words & photography: Phil Parker

Last month we looked at the plans for our new project layout. Now, Phil Parker cuts the wood and lays some track.



There's no time to waste with this project, so I needed to get all the unseen parts out of the way and move on to the pretty bits. This stage always seems like a bit of a slog, but I know from past experience that long-term, a decent baseboard, well laid track and electricity properly arranged in the right places will ensure future fun.

For at least three decades, I've favoured plywood baseboards, and can't see any reason to change my mind. Plywood is reasonably light, and easy to work with. Best of all, you can usually find someone with a big saw to do the hard work of cutting the pieces out for you so they are square in all directions. I'm lucky enough to have two small DIY shops that offer the service locally, but B&Q will also do the job – your first 15 cuts are free and then it's 50p each one after that. Worth every penny.

With a baseboard kit to hand, I simply pin and glue the parts together doing my level best to keep everything square. If a piece needs to be shortened, then a cheap mitre saw is useful to maintain accuracy.

Alternatively, buy a laser-cut baseboard. There's no shame in this. I can't think of a better place to splash the cash, as a good, solid and square baseboard provides a flying start. Endlessly bodging a wonky and twisted board is not a recipe for fun, as I've found out to my cost in the past.

Next, we'll need some track, and like most modellers, I've plumped for Peco. It's well made, in the UK, and works well with any RTR model bought since the start of the millennium. Code 75 is the order of the day as I want it to look as fine as possible. You might consider the new Bullhead rail range, but it's not as comprehensive as the Streamline yet, even if it is better looking.

The aim is to use short wheelbase locomotives on the layout, so we are using Electrofrog points. This means that the part of the point where the rails converge (the crossing, or in modelling parlance, frog) is powered. On Insulfrog points, this area is plastic, slightly easier to use, but a potential spot for locos to stall.

Ignore those who suggest you need to fiddle with Peco points before laying them. They work straight out of the box. There is a wire connected to the frog that should be dropped through a hole in the baseboard, and I will be wiring this up so the polarity changes when the point motor switches. For the left and right-hand points, this is for increased reliability, but it is essential for the three-way, which isn't self-switching.

Wiring is seen as a bit of a dark art by many, but I'm afraid it's something we all have to deal with. I'm wiring for DC control, but I'd do nothing different for DCC, unless the points were also being controlled by the DCC unit as well as the trains.

The good news is that most model railway wiring is just repeats of the same circuits. Once the basics are grasped, pretty much any layout can be tackled with a methodical approach. Sometimes you'll find a variation – such as the three-way point, but handily, a nice, clear diagram in the packet with the point shows how to do this.

All of this is important, and, for me, not very exciting. The only way to approach it is to take your time and test everything. The payoff is seeing a locomotive move under your control for the first time. It doesn't matter how many layouts I build, that moment is still golden.

Next month we'll start work on the scenery and buildings to bring the model alive.



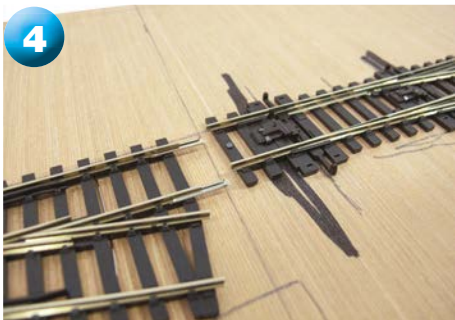
The baseboard is made from 9mm thick plywood, with parts pre-cut as far as possible by a local DIY shop. 120cm long, the front curves inwards with the aim of making the finished model look larger. It's not a huge curve; the board is 39cm wide at the ends and 35cm in the middle. The sides are 15cm deep, probably over-engineered, but I want to fit the control panel in them.



I'll confess this isn't my finest woodworking, but it all seems to work. Initially, I'd planned to fit diagonal bracing, but the board seemed strong enough with a single (wonky) cross piece, so left them out. All the woodwork is pinned and glued with PVA.



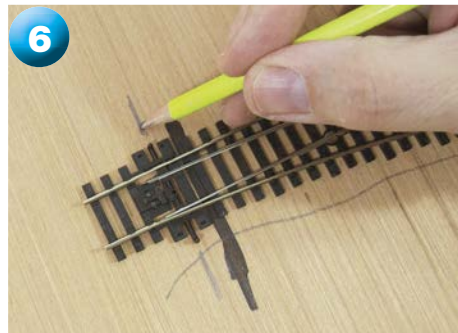
All the pointwork is laid in place so I can accurately work out where I'll need to drill holes for wires and point operating rods. If you watched last month's planning video, you'll have seen I had roughly laid this out with paper templates, but that was just to check things would fit.



For most of the joints, nickel-silver fishplates handle the connections. This is Code 75 track, so get the correct versions. (SL-110) and make sure they slide on to the rails properly. When fitting them to plain track, you need to remove the rail chairs on the end sleeper, but this is done for you with the points.



Where we need to insulate rails from each other, in this case where one point faces another, we use insulating fishplates (SL-111), which are made of transparent nylon. These are a little harder to fit, being tight on the rail, and very difficult to see!



I'm fitting the point motors underneath the board, which means a slot has to be cut under each moving tiebar for the operating rod. It's important to mark this accurately, so I work one point at a time. Mark the ends of the tiebar and also the inside edges of the rails on either side.



As well as slots of the operating rod, there are holes to drill for the wires connected to frogs. Looking underneath the three-way point, you can see how many. If you forget these on most points, it's possible to pull the thin wires out and drop through holes at the end of the sleepers, but it's not an option for this one.



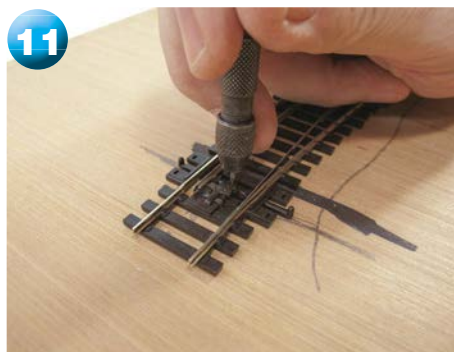
My favourite tool for making operating rod slots is a 3mm wide drill saw bit. This set came from Aldi of all places, but they seem to work well enough. Each bit has a normal tip, but the edges are serrated to act as a saw by moving the drill up and down.



Three holes are normally enough. Drill each one and then use the saw action to join them into a slot.



You want a nice neat result with no splinters getting in the way of the point motor operation, so finishing off the slot with a small file or coarse abrasive paper is a good idea. You can't see this work on the finished layout, but time spent now will pay off in more reliable operation in future.



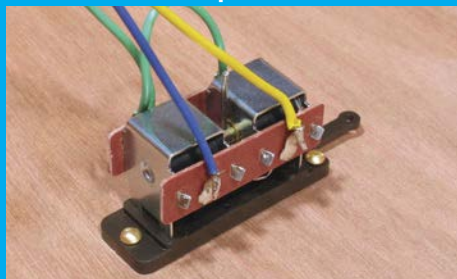
The final check is to put the point in placed and waggle the tiebar using a piece of rod, or in this case a small drill bit. Make sure it moves to the end of its travel without catching or hitting the end of the slot.



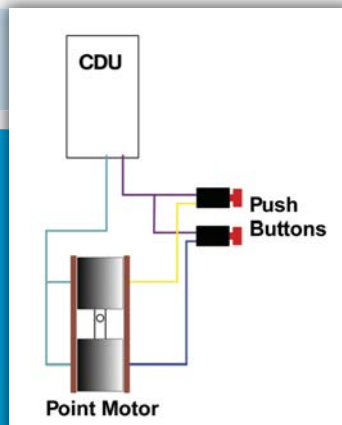
0.5mm wide holes should be drilled in the sleepers for track pins. Don't wield the hammer too close to the rails, use a bolt as a punch and you won't whack the expensive pointwork by mistake. I'm using Gauguemaster pins which are strong, but very long. Later in the build, I'll have to cut the excess off under the baseboard.

BRM Layout Project

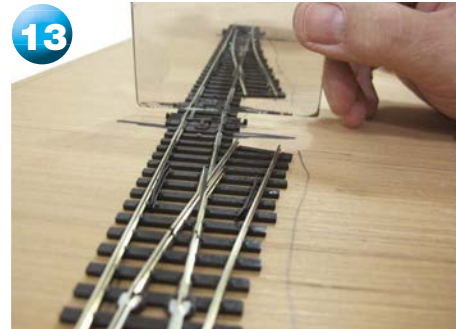
How to wire a point motor



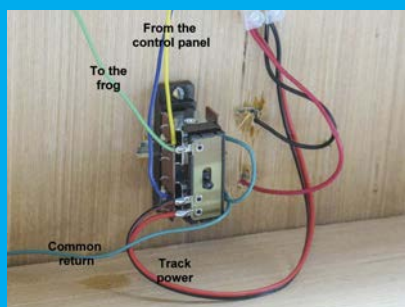
A solenoid point motor is made up of two wire coils with a steel bar in the middle. When a coil is energised, it pulls the bar towards it. An operating pin in the bar moves the point tiebar; a simple and reliable system, in use for over 50 years. This is a Peco motor, but Hornby, Gaugemaster and Hattons all make versions.



The basic diagram explains the wiring. One output from the capacitor discharge unit (CDU) runs to both terminals on the side of the motor – we call it a common return. The other side runs to the opposite terminals via a push-button switch. Press the button and the appropriate coil is energised, throwing the point.



Each time you add a point to the layout, check the track is perfectly aligned. One of the easiest ways to do this is to use a small mirror to look along the line. For some reason, this shows up kinks and doglegs better than just eyeing along the track.



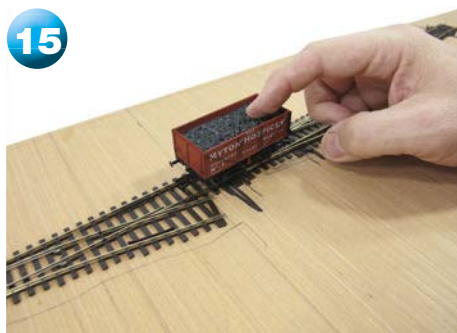
Looking at one of the motors fitted to the layout, you can see the control wires. There are three more attached to an accessory switch fitted to the top of the motor, which control the polarity of the frog. Each motor needs the same set of wires, which is why there are so many under the layout, but each is a repeat of this basic circuit.



The CDU is a device that stores up electricity to be released in a burst when the button to energise a coil is pushed. There are four terminals – two for 16V AC input and two for the output. The burst of power is enough to move a sticky point motor, or change several points at once. Strictly speaking, this isn't an essential, but a few quid spent to make the layout reliable is well worth it in my experience.



Where points are close together, some of the sleeper ends will need to be trimmed with a sharp knife to stop them trying to overlap. Do this with the point held to a firm surface to avoid any risk of bending things.



Each time a piece of track is laid, run a wagon back and forth over the joint. Keep your finger on top and you'll feel any bumps that should be dealt with before moving on. Give the wagon a good shove so it runs over the joint at speed, this will also expose problems.



To save some soldering, I'm using pre-wired Peco fishplates. These fit in the same way as normal ones. Drill holes beside the rails before laying the track and poke the wires through.



Reach under the baseboard and pull the wires tight – they will be nearly invisible now.

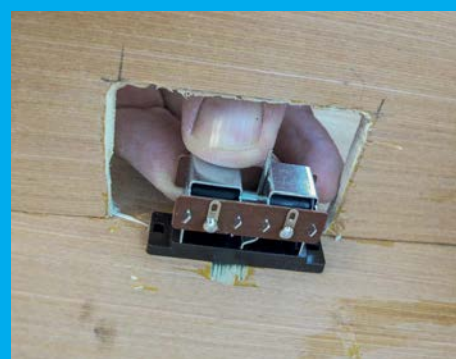
Oh no, I made a mistake!



Despite marking out the positions of the motors, I still managed to fit the cross-member under the board, so there isn't quite enough clearance. It's less than 5mm, but there's no space for the point motor. The sensible way to handle this would be to move the wood, but I've managed to glue it in very firmly.



Fortunately, the offending cross-member is deep enough that I can make a hole in it. I draw around the motor, allowing plenty of clearance, then drill a series of holes around this. These are then joined up using the drill saw or file.



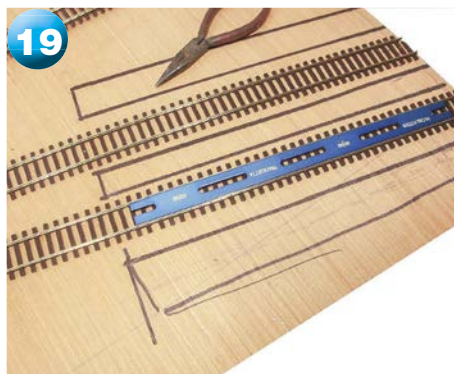
Problem solved. Successful modelling is as much about being able to solve problems, or at least bodge your way out of them!

18



Some of the sidings need to pass through the large shed, so I build the basic walls up to allow me to mark where the track will run. There's a siding alongside it, and I need to make sure the clearances are adequate too.

19



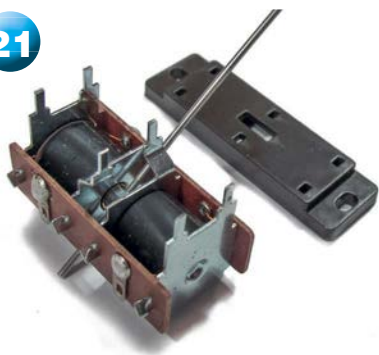
Inside the shed, the track needs to be as straight as possible so as to make fitting some card around it to represent a concrete floor easy. A Tracksetta tool, which fits between the rails, makes this easier, although you could use a rule.

20



At the ends of the baseboard, the track is vulnerable to damage, so I remove the final sleeper, screw small brass screws in under where the rails will be and solder the track to this. It's not an essential job, but if you are as clumsy as me, it saves having to re-lay track when the layout has been placed on its end and caused damage.

21



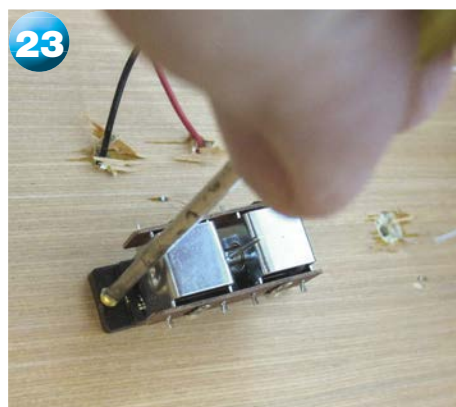
I like the Peco PL10E point motors, they are reasonably priced and reliable. Designed to clip to the bottom of the points, requiring a whacking great hole, I'll use adaptor bases to fit them under the board instead, so we only need a slot. Use the simple PL9 bases, not the PL12 version, which includes an over-centre spring. Since the points are fitted with one anyway, a second isn't required.

22



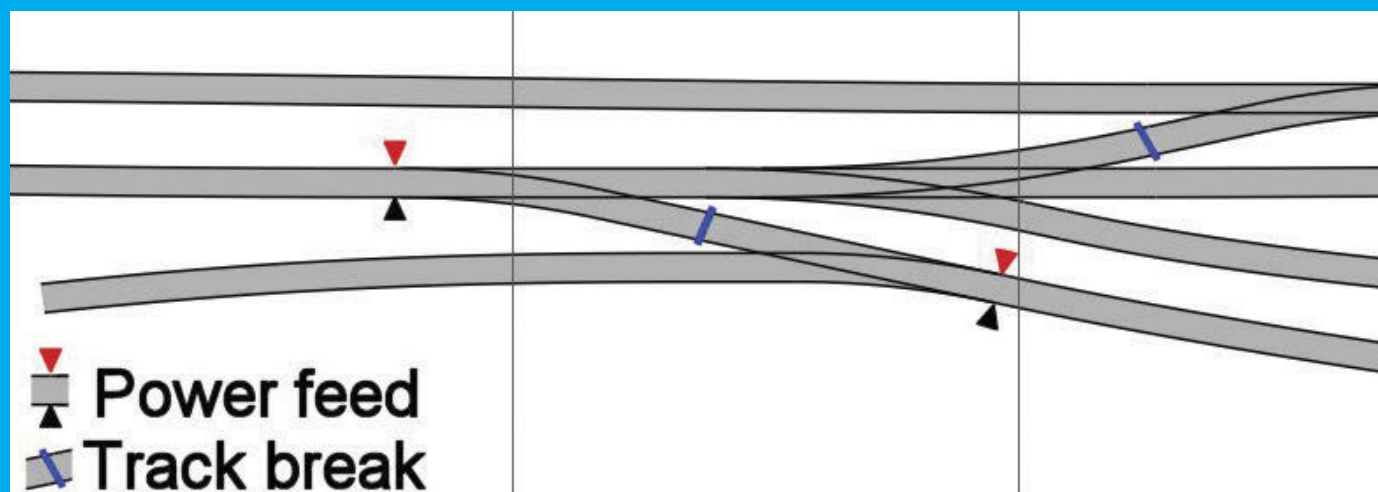
The motor slots into the adaptor base and the metal legs are either folded over, or twisted with a small pair of pliers. The base should be firmly attached to the motor, if not, re-bend the legs until it is.

23



PL8 bases are held in place with two screws (PL12 uses three). This is a job where an extra pair of hands is useful to hold the motor while marks are made for small pilot holes. Don't screw the base hard to the board, I find a tiny amount of movement allows the motor to work more freely.

How to wire feeds



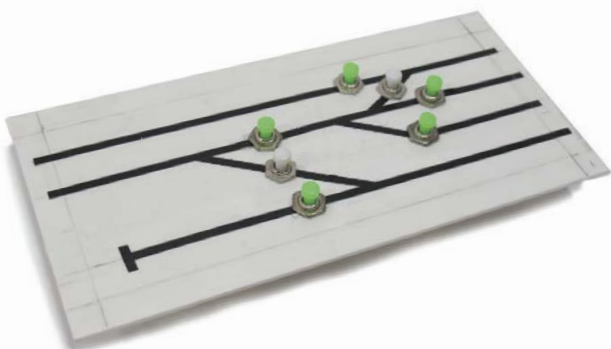
Looking at the trackplan, and using the rule that points should be fed from the toe end, we'll need three feeds. Where points face each other, they will need to be kept electrically separate, so that's two breaks as well.

Breaking up the layout wiring in this way has an advantage – I can put a feed in and test things run. Then add another and test again. If there's a problem, it's with the last thing I did. Never try to wire a layout up in one go – you'll be chasing around looking for faults, and we all make them!

The way to tackle this is to be methodical. You can see the feeds are marked red and black, the same colours of the wire I've used. If the black wires are always attached to the front rails, and red to the rear, on this layout, that's one source of short circuits removed.

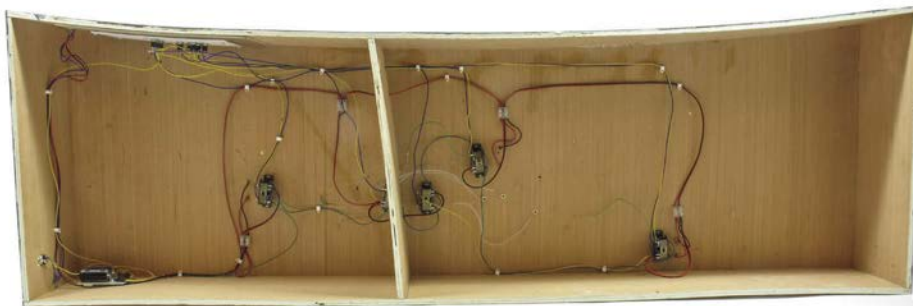
BRM Layout Project

24



My control panel is made of a 2mm thick sheet of Plastikard with holes drilled for the operating buttons. Lines are what used to be called "go faster stripe" from a motoring shop, but Trimline is just as good, or you could simply mark them with a permanent pen. When planning the panel, make sure there is plenty of space for fat fingers to press the buttons.

25



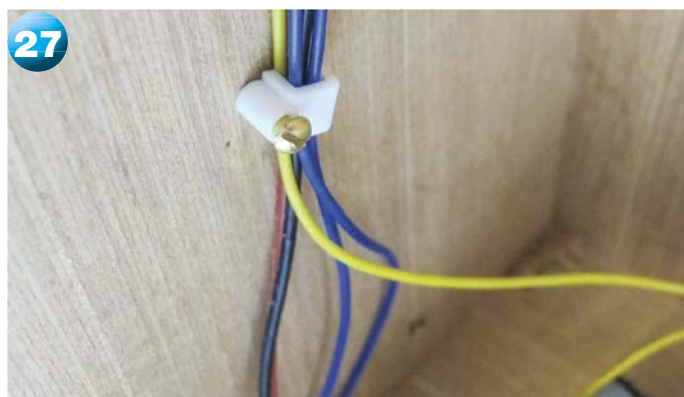
Looking under the baseboard, in the bottom left corner is the connection for two 16V AC inputs. One goes to the CDU and the other to the controller socket in the front of the board. From the controller, we have red and black wires for track power. All the others are for the points. I know this looks complicated, but it's just repeats of simple circuits. Just like your first train set, two wires run from the back of the controller to the track. I feed the track three times, so the red and black wires go to three places. Point wiring (see separate box) is the same. Do one point at a time and test it. By the time all five are done, the wiring looks complicated, but even I can understand it.

26



Drill a small pilot hole, then gripping the clip with a pair of needle-nosed pliers, screw it to the board. Those wires aren't going anywhere, but if I want to add more, the clip can be slackened off with a screwdriver.

27



To avoid the board looking too much like an explosion in a colourful spaghetti factory, it's a good idea to fix the wires to the layout. This will also stop them from moving around and wobbling the soldered joints. Cable clips from the DIY store are supplied with masonry nails, but replacing these with small brass screws is kinder to the model.

28



Test, test and test again. My trusty Bachmann Junior locomotive is perfect for this as there's no detail to be knocked off. Once happy that all works, I'll use some of the stock intended for the finished model. While great fun, it's essential that the models run perfectly now – ballasting and scenery won't cure problems.



Peco

- SL-100F Streamline Code 75 flexi (6 lengths)
- SL-E191 Streamline Code 75, Small radius right hand turnout
- SL-E192 Streamline Code 75, Small radius left turnouts (2)
- SL-E199 Streamline Code 75, Threeway turnout
- SL-110 Fishplates
- SL-111 Insulated fishplates
- PL-81 Power feed joiners
- PL-10E point motors
- PL-9 Point motor adaptor bases
- PL-13 Accessory switches

Gaugemaster

- GMC CDU Capacitor Discharge Unit
- GM09RB Red/Black Twinned Wire
- GM11GN 7/0 2mm PVC Insulated Wire
- GM11Y 7/0 2mm PVC Insulated Wire
- GM11BL 7/0 2mm PVC Insulated Wire
- GM66 Track pins
- GM515 Miniature push to make switches
 - Green
- GM517 Miniature push to make switches
 - White

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Wiring solenoid point motors

Have you ever wondered what all the wires under a model railway layout do? BRM's Phil Parker talks us through each one and explains what it does.

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HOW TO... RESTORE OLD LOCOMOTIVES

Words & photography: Graham Nicholas



If RTR offerings are outside your price range or not available, restoring an old locomotive can be a viable alternative, with a combination of attention to good running and selective super-detailing. The sequence of photographs in this article concentrates on the former, working on the basis of reviving a traditional DC locomotive from the pre-digital age.

Although there are various permutations and combinations of tender-drive, or split-chassis, all model locomotives are simple, low-voltage electrical devices at heart and steps outlined should apply equally – or at least on an equivalent basis – to any old locomotive revival project.

Cleanliness is next to Godliness, as the saying goes, and there really is no substitute for everything being clean to give the best possible current path to and from the motor for smooth running. This, however much the virtues of a 'wonder' product might be extolled to get round such things...

What follows isn't a definitive guide, and modellers may have their own preferences as to what approach or products to use – and those to avoid. However, the tips and techniques outlined have worked for me over the years.

Hopefully, at least some of them will be useful – and maybe help save a few shekels along the way.



Locomotive servicing cradle (I made my own, but similar products are available)

Controllable 12V DC power source and connecting leads (a 9V PP3 battery can also be used)

Wheel cleaner of choice

Fine emery paper/fibre brush

Cotton buds/pipe cleaners or equivalent

Light lubricating oil

White spirit

Selection of small screw drivers and pliers/tweezers

1



A suitable case for treatment, this locomotive started out 40 years ago as a Mainline 45691 *Orion*. I undertook some detailing work and renumbered it at the time and it ran for 20 years on a loft layout. Latterly, its running became progressively poorer and it hasn't run in recent times. Although more superior offerings are now available, it has considerable sentimental value and it would be nice to use it on my Carlisle-based 'layout of a lifetime', not least because it is numbered as one of the long-term residents of Carlisle Kingmoor (68A) shed.

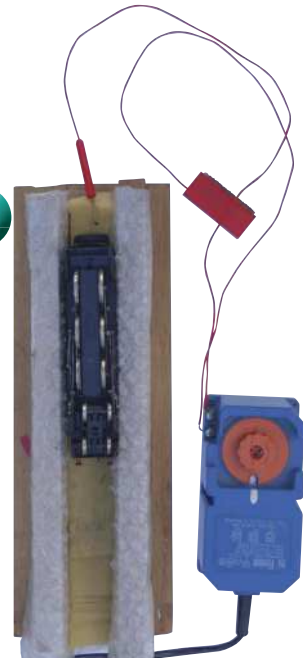
2



Assuming there is electrical power getting to the rails (a separate article all in its own right), our first 'port of call' should be the cleanliness of the wheel treads because they are in contact with the rail and provide the first stage of the current path from the rails to the motor. Here, you can see contamination on the wheel treads of my locomotive – an obvious impediment to good running.

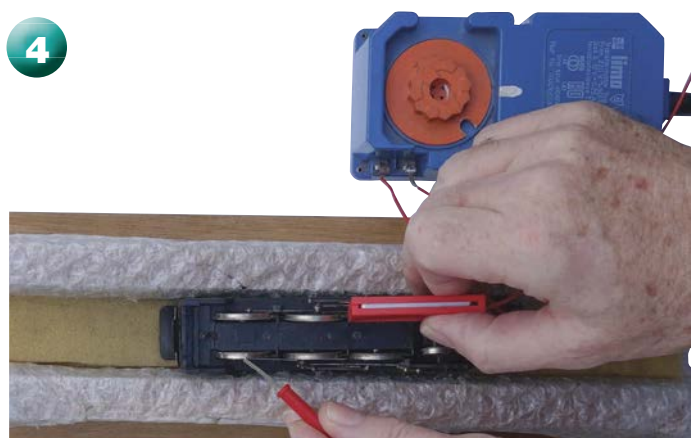
Not all wheels are always involved in the current path from the rails to the motor. Typically, electrical contact will be via the driving wheels of a steam locomotive and some/all of the bogie wheels of a diesel/electric (possibly supplemented by additional wheels, on a bogie or tender).

3



Here, I'm using the Peco rail cleaner (wiper and brush), attached to the outputs of an old 12V DC layout controller. My homemade locomotive servicing cradle can also be seen – I must have a parsimonious streak in me.

4



Wheel cleaning brushes work by passing an electric current through the wheel treads as they rotate. Such a set only works for powered wheelsets, so an alternative method should be used for non-powered wheels that also collect current – locomotive tender wheels, for instance. All wheels that collect current should be clean to achieve best running performance.

Apply the wiper to one side and the brush to the other, working your way along, wheel by wheel. The rotation of the wheels should ensure that the brush does its job, although back 'n' forth movements can assist.

This stage can also be used to check the effectiveness of the pick-ups. Using the wheel cleaning brush set – or just flying leads – touch one of the powered wheels on one side, then systematically touch each of the current-carrying wheels on the other side, including additional current-carrying wheels. Repeat on the other side of the locomotive. Check that all cause the wheels to turn. Those that don't could mean an ineffective pick-up, either not touching the wheel surface at all or only intermittently.

6



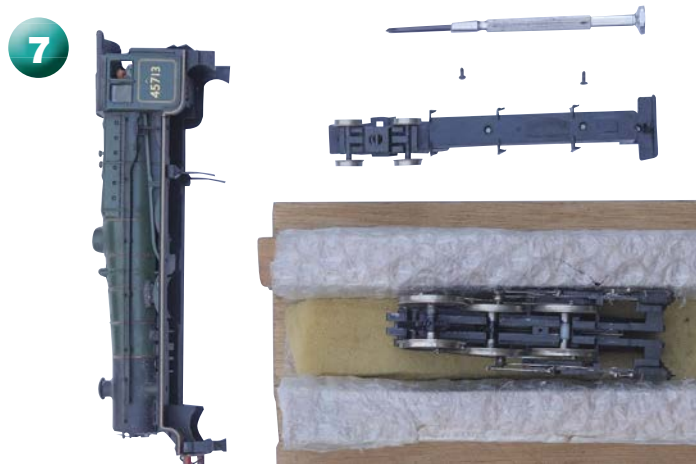
You might think that you've cleaned the dirt away, but it's amazing how many microscopic particles are still there, not least the residue from abrasive cleaning methods. Here, I'm using a cotton bud dipped in white spirit. You want it damp – not soaked, while providing contact via crocodile clips to the wheel tread to get the wheels to rotate. The dirt on the cotton bud came off after a few revolutions of the wheels. Use the other end of the cotton bud to dry off remaining white spirit. I was recently introduced to this further stage, and it has made quite a difference to the running of my locomotive.

5



In my experience, such a brush and wiper set is good for minor dirt, but more ingrained marks may need additional attention. Here, I'm using a piece of fine emery paper, lightly applied. The aim is to remove the dirt without scratching too deep the surface of the wheel. Some prefer to use a fibre glass pen for this task.

7

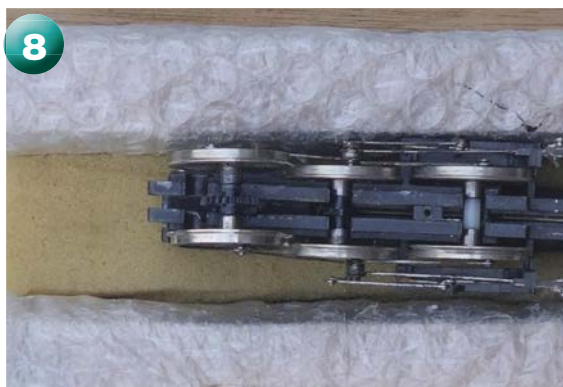


Despite the wheels now being clean, the locomotive was still 'sluggish', so we move to the next stage – pick-ups. Each wheel that is conducting electricity will have some form of pick-up arrangement to send power to the motor. Traditionally, this was – and in many cases still is – a wire or metal strip wiping on the surface of the wheel, typically on the inside edge (back of the flange). The alternative – as in this case – is to rely on the axle bearing. This locomotive works on the 'split-chassis' arrangement. These 'pick-up' surfaces can easily accumulate dirt and oil, which becomes an impediment to good current flow.

Where the pick-ups are a wire or metal strip, some adjustment might be required with small pliers or tweezers to create a stronger contact. The check highlighted above can be used to detect pick-ups not performing their job. The more wheels that are picking up current, the smoother the running will be.

TECHNIQUES

8



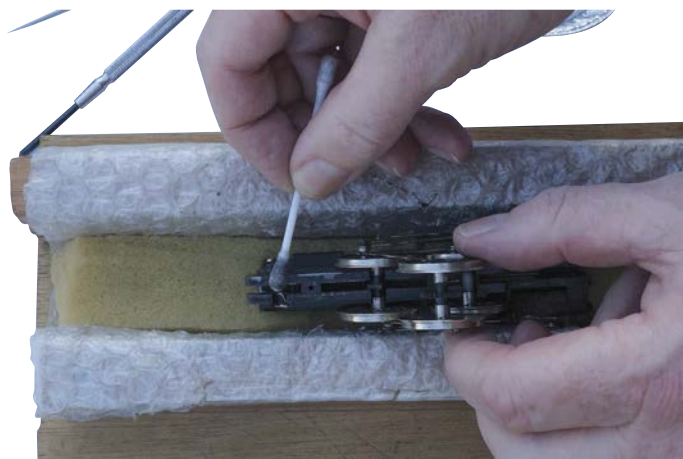
In this close-up, you can see the contamination in particular on the top left wheel bearing – that should be bright, shiny metal. Unlike the wheel treads, these deposits tend to be more sticky/greasy in nature.

9



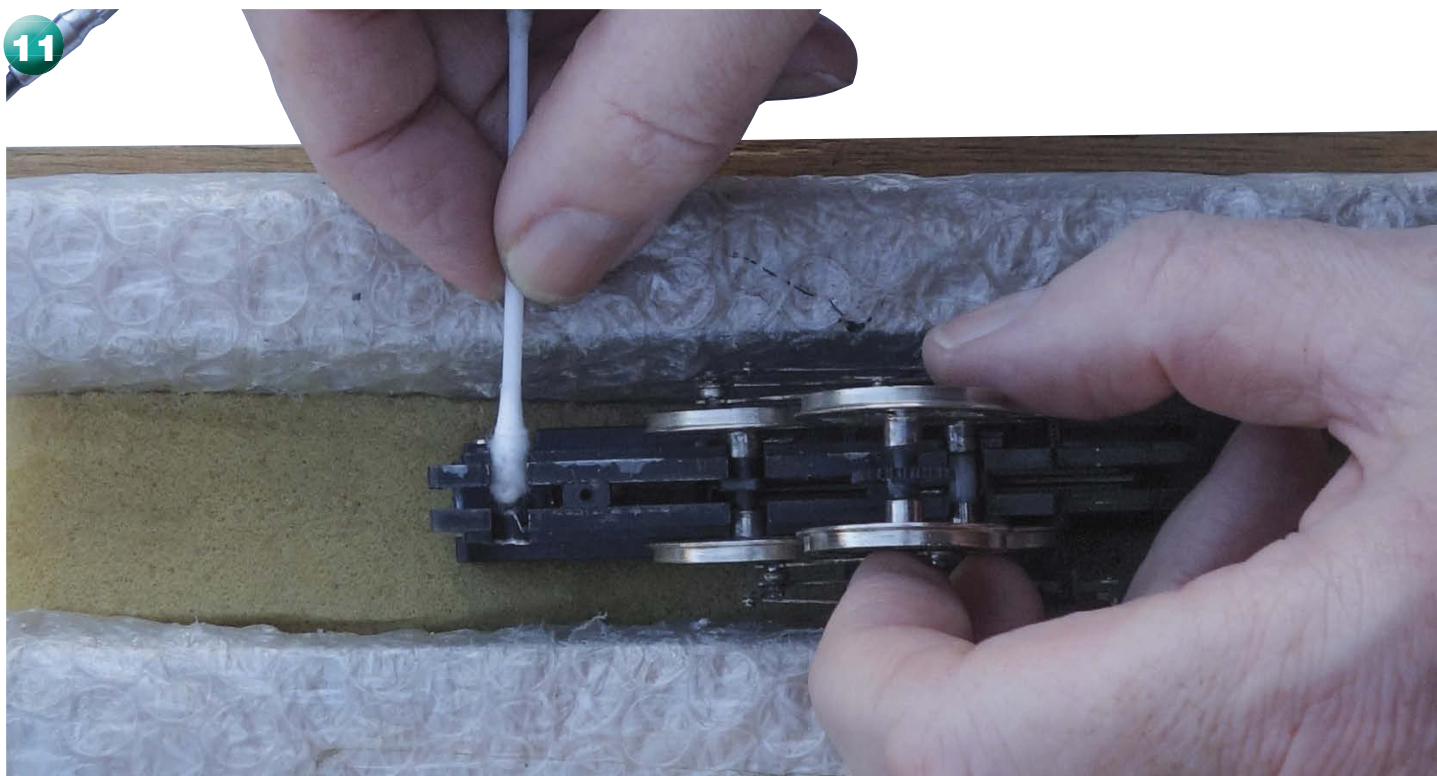
This calls for more white spirit treatment. Little foil individual cake dishes are useful for decanting a bit of white spirit. In this case, I'm using a pipe cleaner – note the exchange of dirt: wheel bearing now clean; pipe cleaner now mucky!

10

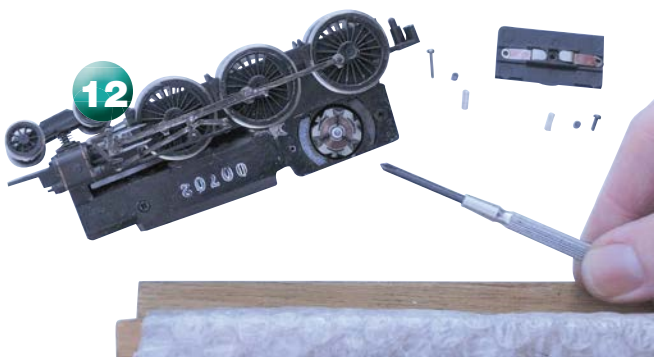


Also requiring cleaning at the same time is the bearing surface. Back to the cotton bud dampened with white spirit again... Just one swirl of the bud removed this amount of muck. I think I might have found the reason for the sluggish performance of the locomotive.

11

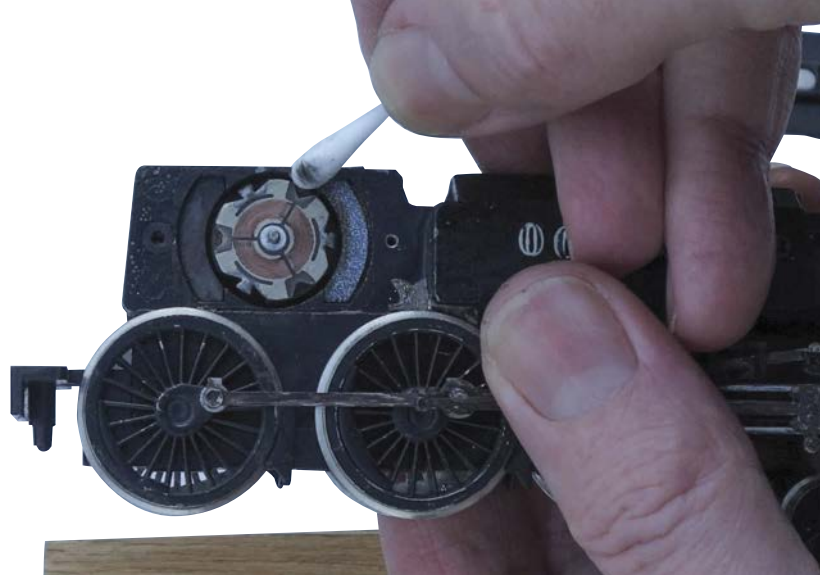


It's important to get rid of the white spirit residue – simply use the opposite (dry) end to wipe clean/dry. This should result in a little further dirt being removed, as shown.



With the chassis reassembled, a quick test showed that the performance was much improved. To complete the story, I've removed the cover to check the motor brushes and commutator. Take care when removing the cover as the little springs can 'ping' off into oblivion. Modern motors tend to be sealed, so further maintenance isn't usually possible without risk of damaging the motor. However, for an older locomotive such as this, we can check the state of these items which complete the current path to the motor. In some cases, brushes can be worn through heavy use and fitting a replacement set might be the only option.

13



The surface of the commutator can get contaminated with dirt and oil where the brushes rub. Here, it seems in reasonable condition, but no harm in giving it a quick scrub with the dampened cotton bud while we're working on it.



Finally, a drop of oil on the motor bearings can be applied to aid smooth and quiet running. I'm using a homemade device, consisting of a length of steel wire with the end flattened slightly, and applying light machine lubricating oil. Otherwise, keep oil well away from the commutator/brushes and plastic gears. Hopefully, the locomotive will repay the attention shown and give further years of service for very little outlay, and a modest amount of time invested. Why not give it a go yourself?



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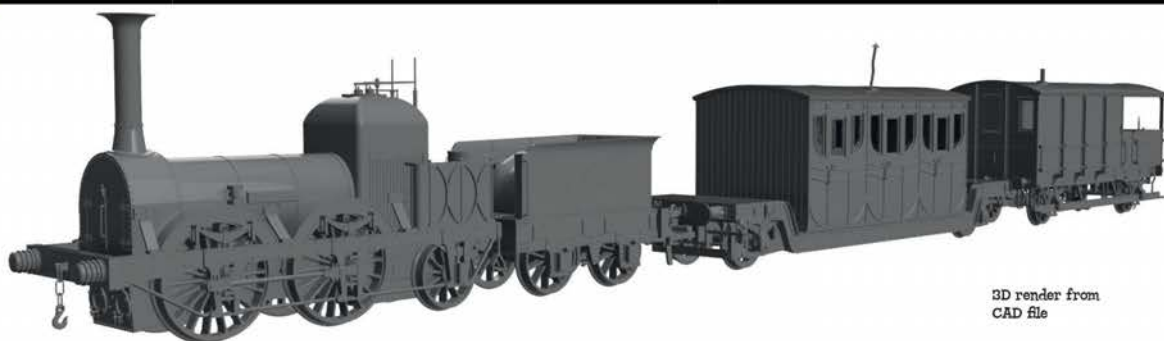
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PORT EDEN

Constructed as an entry for the Hornby Holidays Competition in the summer of 2021, this small layout is heavily influenced by coastal miniature railways.

Words & photography: Ben Bucki



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Pride of the line *Fighter Pilot* crosses the bridge over the stream estuary, on the station-side of the layout. I imagined that this relatively immaculate machine was the last survivor from the 'glory days' of the miniature railway. That's the fiction – the reality is that this is a project built around both nostalgia and my own history with Hornby trains, and *Fighter Pilot* was my first proper, non-*Thomas the Tank Engine* OO gauge model as a child.

In July of 2021, Hornby announced its Holiday Summertime Layout Challenge, and I signed up straight away, despite the potential challenge of building a layout from scratch in a short timescale. I'd been medically advised, while recovering from a health issue, to do an absorbing bit of practical work for mindfulness purposes, and a project on the theme of recreation and holidays was appealing enough to make me dive straight in and worry about the practicalities later.

Hornby's rules were to follow a set baseboard dimension and simple trackplan of an oval with a siding. There would be two deadlines over the summer for scenic work to be completed, and a final deadline for completion that looked a comfortable distance away, at least seen from the relative peace and quiet of mid-July. After several evenings of research, head-scratching, doodling, and laying track on the kitchen table, I hit a metaphorical brick wall.

I haven't worked much in OO gauge recently and was struggling to produce something satisfying, which might stand out from the crowd. I did have an older

idea floating around though, for a seaside miniature railway based on another competition I'd done right at the start of the year, and after double-checking this would be allowable within the rules, I was able to dive into the build.

Coastal theme

The roots of my entry for the Hornby competition go back about 14 years to a photography/miniatures build I undertook for a university project, creating the fictional seaside town of Port Eden. It's imagined to be somewhere on the Cumbrian coast, a traditional and slightly 'down at heel' resort, rather left behind as holiday fashions have changed. Having had a whole backstory written, 'Port Eden' first appeared modelled in 1/32nd scale for the Uni project, and later featured as an occasional setting for a few other photoshoots and miniature builds.

With about three months to build a working layout, I'd be making the most of whatever I already had to hand, though by reusing and upcycling bits from my under-development garden railway, I could use G-scale details and figures. Fortunately,

I had some OO gauge track from my childhood Hornby layouts stored up in the attic, so with a new power connecting track and a small-radius point brought from the local model shop, I had the bits I needed for the prescribed competition trackplan.

Construction starts

While the width and length were specified in the rules, there was freedom over the height of the layout, and I realised this was where I could make mine stand out scenery-wise.

By disguising the hinges with a high-level footpath, I could effectively split the layout in two. With careful planning of tessellating scenery, I could have a 'beach' side of the layout, with a small station next to a gaming arcade, then a large bridge carrying the line over an estuary before crossing onto the other side of the board. The line would then enter the 'Lido' side, crossing a footpath, diving through a tunnel in the sand dunes, then bridging the lido itself before heading back to the station. Hopefully, all the tunnels and bridges would make this look like a much bigger railway.

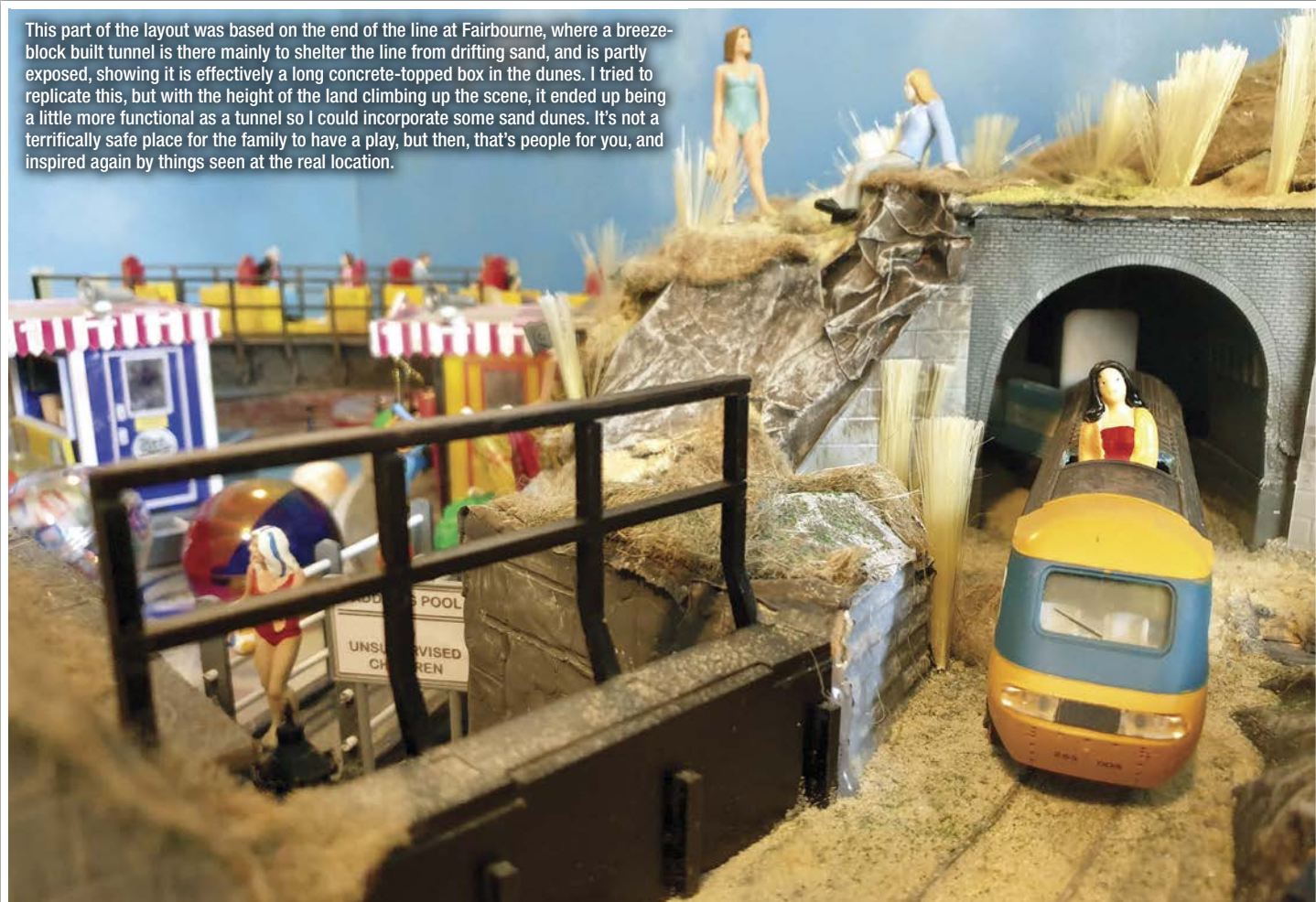
The folding frame of the baseboard made



FACTFILE

Layout name: Port Eden
Scale/Gauge: 1:22 scale / 16.5mm gauge / G scale
Size: 1320mm x 1020mm
Era/Region: Present day / Fictitious
Layout type: Continuous loop

This part of the layout was based on the end of the line at Fairbourne, where a breeze-block built tunnel is there mainly to shelter the line from drifting sand, and is partly exposed, showing it is effectively a long concrete-topped box in the dunes. I tried to replicate this, but with the height of the land climbing up the scene, it ended up being a little more functional as a tunnel so I could incorporate some sand dunes. It's not a terrifically safe place for the family to have a play, but then, that's people for you, and inspired again by things seen at the real location.



for quite a heavy layout, so I tried to make the rest of the scenery lightweight wherever possible. The landscape was formed from a mix of sprayed expanding foam and upcycled packing materials, carved to shape, then covered in papier-mâché. The areas of water were mostly representing calm pools. The estuary was a simple sheet of clear acrylic over the top of painted plywood. The Lido side was a little more involved, with a tiled floor etched on the laser cutter with clear acrylic glued on top. A channel of water filling the Lido from the higher level was made in the same way, and a waterfall dropping into the pool was built up from layers of hot-glue, dry brushed white, then glazed with neat PVA.

The papier-mâché was dry-brushed in various shades of browns and greys to represent rocks, then other ground cover was added from hanging basket liner, sand, and scatter. Bushes and trees came from the scrap box, and the long grass from paintbrush bristles, though these are the part of the scenery I'm least happy with as they look a bit too regular. The large pine trees near the arcade were originally Christmas tree ornaments, and though they've had about four coats of spray paint, annoyingly, there's still some glitter showing.



Having converted Tri-ang Transcontinental stock for the first train, I wanted to create a British-outline set to alternate with it. I can remember riding on a Mardyke-manufactured miniature High Speed Train at the long-gone Himley Model Village when I was little, so set about converting a 1980s-era HST power car for Port Eden as a tribute to this formative memory.

Seaside favourites

I wanted some sales kiosks, so turned to the design I'd produced for my garden railway, which had also seen use on the 1:10 scale competition layout. After some scaling-down to G scale, it gave me a family of standardised, adaptable designs that looked like portable structures, hopefully giving 'Port Eden' a consistent appearance, conveying that this is all part of the same resort.

The arcade that fronts onto the platform was made from Playmobil components, sprayed with textured paint to portray pebble-dashed concrete. The bridges on the Lido side of the layout were more laser-cut items – another design I produced for the garden railway, and based on a structure near Barmouth, West Wales.

I wanted to incorporate Hornby buildings as I liked the challenge of kit-bashing some familiar OO gauge products into something suitable for the larger scale. The line crosses the estuary on a pair of river bridges glued side-by-side, with the parapet from its three-arch viaduct. The viaduct was heavily chopped around to allow me to make a tunnel, based on the real one at the Fairbourne Railway (FR). The FR one is built into the dunes, made from breeze blocks and with an ornate portal, existing as a kind of artificial shelter rather than as a structurally necessary tunnel. I've tried to give the same impression on mine, the structure being a cut-and-shut of the Hornby arches, with MDF, embossed Plastikard and ply.

The buildings are covered in posters and signs, custom-made using editing software, to give the place character and visual interest in the background. Posters, items for sale in the kiosks and adverts were all produced specifically for this project, or upcycled from previous builds giving a few nods to other work I've done. They hopefully bring life to 'Port Eden'.

The trains

The rules stated I could only use Hornby stock. I wasn't, however, rich enough, or mad enough to just take a razor saw to its latest locomotives. After establishing with the organisers that the rules would allow me to use any rolling stock from Hornby's history, I raided the second-hand boxes at Frizinghall Models. They had quite the selection of Tri-ang 'Transcontinental' bits at bargain prices, which fit with the seeming fad for many UK miniature lines to operate US-outline trains. There were aesthetic



The rules specified that the stock had to be Hornby, but from any time in the history of the company. I might have been pushing this a bit going back to Tri-ang Transcontinental days, but I found this beast lurking in a second-hand box. It was an easy conversion to do for the first locomotive – the middle portion of the roof just unscrews – and it hit the atmosphere I wanted, where the line had gone for US-outline stock at some point in the past.



With the corner of the Lido-side of the layout having sand dunes, I wanted something a little more urban on the station side; there was also the need to have a vaguely flat surface, so it all tessellated when the layout was folded for storage. In the end, I decided to have a low-relief building representing a typical seaside gaming arcade, built from cut-and-shut panels from a Playmobil vets' surgery, masked-off and sprayed with textured paint to make it look like a 1960s/1970s building.

benefits to using older 1960s-1980s models, too, as the simplified, moulded detailing and chunky bodywork had more of a miniature railway feel, anyway.

There are two train sets, one US-outline using TC boxcars and a corrugated-sided coach, the other using a pair of Tri-ang Mk. 1s. Roofs were either removed or cut open, access points cut through the repainted bodysides, and simple seats made with the laser cutter in contrasting-coloured 3mm acrylic.

Locomotives are similarly vintage; there's

a Tri-ang TC double-ended diesel bought spares/repairs online and 'bodged' back into life, then repainted into a simplified version of Railfreight 'Red Stripe', one of my favourite liveries. An HST power car gives the air of the vehicles produced in reality by companies like Mardye - as with the American diesel in its '80s BR livery, I wanted the locomotives to hint that the last time the 'Port Eden' Railway had enjoyed any real investment was the 1980s.

A quick conversion was 'Fighter Pilot', and while I couldn't bear to saw up my favourite



Population

The figures are a mix in terms of quality. I'd bought a cheap job-lot online for the garden railway, where they'd be sitting inside carriages and buildings. While they came in bulk, they also came in a variety of garish clothing colours with plain faces that made them look like Autons from *Dr. Who*! I did some spot-repainting of them, but quickly realised I'd need a few better-quality figures, so invested in some more detailed – but consequently more expensive – examples sold by Preiser and LGB. These needed a touch of modification, too. For instance, a set of three 'girls at the beach' needed repainting as their skimpy outfits weren't terrifically suitable for the family-friendly Hornby competition. It was at least an improvement over the earlier 1:32 University project-version of 'Port Eden', where the Britains figures used were short on swimming trunks, but well-provisioned with regards to wellington boots and heavy coats

childhood model, the chance find of a spare tender body online meant I could convert it easily to appear in the project. Something about that livery, and the 'Golden Arrow' signage, really worked with the holiday atmosphere, even if a Southern locomotive would be a bit out of place in Cumbria.

After a later request to film the layout, I quickly realised that the 30+-year-old locomotives didn't give the best slow-running qualities, so I quickly bodged together several more locomotives. A class 06 was modified via somewhat gratuitous kit-bashing, to create a simple shunter-type locomotive. Even more unlikely, a spare Holden tank body was rebuilt to look like a British locomotive that has been quickly

converted into a US-outline locomotive. This was very much the case because, in reality, the job was done in an evening with random bits raided from the scrap box, with everything from screw-heads to Playmobil kitchen items. The tender was cut-and-shut from a locomotive built for the 7/8 scale competition layout.

On testing though, the modern Hornby 0-4-0 chassis really wasn't up to the job of hauling the heavy Tri-ang stock with their plastic steamroller wheels. After a brief panic, I remembered I had a Hornby/Lima Class 20 for another project, and a spare undecorated Lima-era bodysell knocking around, so a slightly frantic night of sawing, gluing, and spraying gave me a locomotive

powerful enough to smoothly haul a train for the filming.

Deadline looms

The project was not without complications. While progress was initially rapid, problems came when working on the scenery over an unexpectedly busy summer with work commitments, and a few holidays to Wales, in the mix. I'm not sure the kids would ever have forgiven me if I'd stopped them having a chance to play in the sea in Wales, only to sit around in West Yorkshire watching me model a miniature beach. And you just can't speed up certain jobs, like letting paint and glue dry – frustrating with a rapidly approaching deadline.

I was still building it the day before the deadline, the paint still drying in places when I took the photographs to send to Hornby; there was something surreal about photographing a bright happy seaside layout when I was stuck indoors on a rainy day

The result

I'd seen some interesting entries on Hornby's social media feeds, and while I'd taken pains to stick to the rules with size and trackplan, I thought my idea of doing a miniature railway would be that bit too left-field for the judges. But no, it won, and I'm incredibly grateful to Hornby for running the competition in the first place, and to the judges for liking the layout so much.

While researching for 'Port Eden' last year, I came across some wonderful seaside railways in France, both narrow and standard gauge, and making something summery, holiday-themed is suddenly once again, looking very tempting!



There must be a problem on the line, as the engineering train is paused on the iron bridge. The figures are probably a bit too 'Health and Safety' for the mid-1990s in all that protective gear, but I wanted to include these chaps somewhere as they tend to crop up in a few of my garden railway projects. The locomotive was a quick build, chopped from an old Hornby Barclay Class 06 shunter with some gratuitous raiding of the scrap box, but I wanted to give the impression of a basic workaday locomotive inspired by *Gwrit* at Fairbourne or *Da1* at Cleethorpes.



A short passenger shuttle service stands at the station, hauled by the Class 20. The carriage was a bit of a test-bed for the project, built from a scrap-condition Tri-ang Transcontinental coach picked up second hand. It came in useful for establishing maximum clearances as a long vehicle with the tight radius curves on the layout, but had some obvious damage from its previous owner. In the siding, an engineers' train ticks over.



Fighter Pilot brings another train over the bridge that crosses the busy Lido, the locomotive deliberately looking immaculate compared to the slightly faded, careworn and neglected atmosphere of much of the rest of the line.

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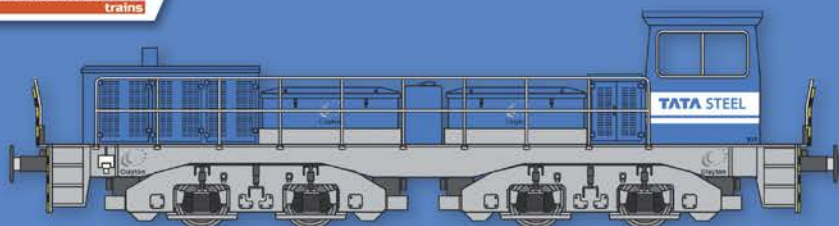


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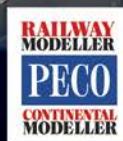
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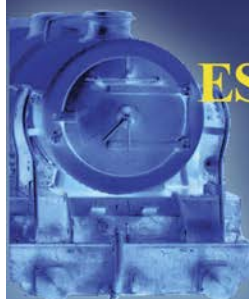
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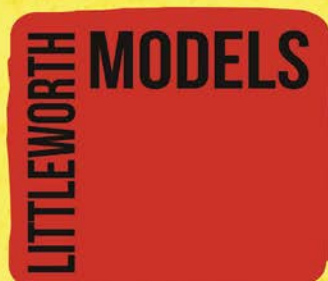
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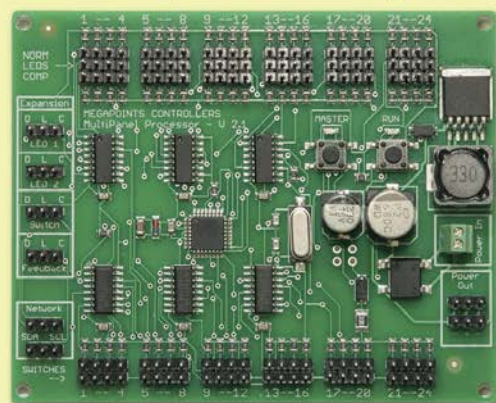
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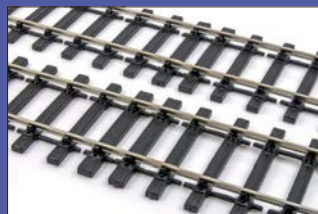
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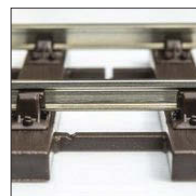
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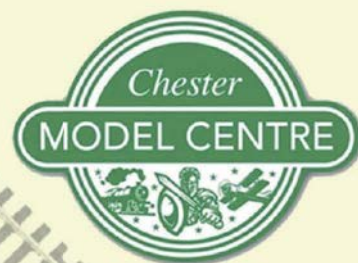

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2022 RANGE ANNOUNCEMENTS

With a new year comes new announcements from Britain's most iconic model railway manufacturer.

New OO gauge main range announcements are plentiful, bolstered by new additions to its revived Hornby Dublo brand, lively additions to existing steam, diesel/electric, electric and rolling stock tooling, plus layout accessories.

Headlining its main range locomotive announcements for 2022 are models of the experimental LMS Princess Royal Class 'Turbomotive' 4-6-2. An early experiment in utilising steam turbine technology for rail propulsion, the locomotive would be rebuilt as a mix of a Princess Royal Class locomotive and a Princess Coronation in 1952 owing to post-war austerity, following turbine failure. The rebuilt locomotive was wrecked beyond repair in the Harrow disaster of the same year.

Two livery variants of the model are to be offered in as-built condition (R30134) and in British Railways black with early crest (R30135). Models are to carry an RRP of £266.49, with DCC-fitted versions of each also available, priced at £290.49 with product codes carrying an 'X' suffix.

Continuing the LMS theme, the venerable widespread, numerous and versatile mixed-traffic Stanier SMT 'Black Five' 4-6-0 is to rejoin its range. All-new tooling will enable the manufacturer to produce four initial guises of the locomotives, (R30224) No. 5200 in LMS lined black, (R30226) No. 45157 *Glasgow Highlander* in lined BR black with early crest, (R30225SS) No. 44726 in lined BR black with early crest fitted with DCC sound and a steam generator (see separate story), plus an online exclusive (R30227) No. 44755 in BR lined black with early crest, featuring Caprotti valve gear. Models are to be priced at £229.99, with an additional £20.00 increase for steam generator and sound-fitted No. 44726 (R30225SS).

Commenting on its 'Black Five' announcement, Hornby's Marketing & Development Director, Simon Kohler said, "These models will have lit lamps which can be turned off or on, courtesy of the 21-pin socket. At least one of the Black Five models will incorporate a steam generator, but all models will feature firebox glow, and kinematic tender coupling to locomotive. The tooling configuration will allow for the three main motion arrangements, which includes the Caprotti valve gear." Further innovations on these models was anticipated, but details weren't announced as this issue went to press.

On the diesel locomotive front, new tooling will enable the 0-6-0 outside crank version of the Sentinel diesel-hydraulic locomotives to be produced. Initial versions are to see the appearance of No. 39 in yellow-lined Port of Bristol Authority blue (R30083), 3001 in blue with yellow stripe and MSC logo (R30084), and finally *Stanton No. 57* in NCB green. Models are to carry an RRP of £108.99, and following the success of its previously-manufactured 0-4-0 variants, are sure to prove popular with modellers and collectors alike.



Bolstering its 2022 new tooling steam locomotive announcements, its existing tooling will be put to good use, reappearing in new guises thanks to additional liveries. Its LMS 0-6-0 4F will appear as No. 43924 (R30221) with an RRP of £139.99, its LB&SCR 0-6-0 'Terrier' will be released in all-over departmental black as D.S.680 (R30122) with an RRP of £120.99, and its BR M7 0-4-4T is to appear in Malachite with British Railways in Gill Sans yellow lettering as 30244 (R30140). This locomotive and 30038 were painted in the livery soon after Nationalisation, hence gaining a distinct appearance. The model will carry an RRP of £193.99.

Joining these locomotives and remaining in the Southern Region is SR 'Merchant Navy' 4-6-2 21C1 *Channel Packet*, re-introduced in Southern Malachite green with yellow stripes (R3434) with an RRP of £223.99, plus Battle of Britain Class 4-6-2 34072 *257 Squadron* (R30129) and West Country Class 4-6-2 34046 *Braunton* (R30114), each with an RRP of £266.49.

An ever-popular locomotive, its LNER 4-6-2 A4s will appear in LNER garter blue as 4490 *Empire of India* (R3993), *Commonwealth of Australia* (R3992) and in British Railways green as 60030 *Golden Fleece* (R3994). Each of the trio is to be priced at £217.99 RRP.

Meanwhile, its LNER W1 'Hush Hush' will feature a smoke-lifting cowl (R30126) in LNER grey, and also appear in streamlined guise in British Railways blue as 60700 (R30125), priced at £254.99, each.

For new steam motive power for the West Coast Main Line, modellers attention should turn to models arriving of LMS Princess Coronation Class 4-6-2 No. 6222 *Queen Mary* in Caledonian blue (R30228) and BR Princess Coronation Class 4-6-2 46245 *City of London* (R3997), carrying an RRP of £241.99, each.

Joining its well-received and sold-out limited-edition Merchant Navy 4-6-2 and Princess Coronation 4-6-2 models featuring die-cast bodies in Hornby



Dublo retro packaging for 2022 is a new A4, also featuring a die-cast bodysheet. The extra weight has provided its previous two releases with excellent haulage capabilities. The chosen candidates for representation of the class are

60007 *Sir Nigel Gresley* in British Railways green with early crest (R3973) and 4900 *Gannet* in BR garter blue (R3972). The limited-edition models will each carry an RRP of £302.49.

SMOKE EFFECTS TO BECOME MAINSTREAM

Hornby is to introduce a limited range of OO gauge model locomotives featuring smoke effects. As witnessed on the manufacturer's recent TV appearance, *Hornby: A Model World*, it has been developing its own system, which is to be factory-fitted to its new flagship models of LNER P2 Class 2-8-2 No. 2007 *Prince of Wales* (R3983SS), BR A3 Class 4-6-2 60103 *Flying Scotsman* (R3991SS) and LMS/BR 4-6-0 'Black Five' No. 44726. Its newly-tooled P2 will sport LNER Apple Green, while its A3 4-6-2 is to feature a die-cast footplate and flickering firebox effect. Its 'Black Five' workhorse is to be sold in lined BR black with early crest. All models are to additionally benefit from sound and are expected to become collectable flagship models.

Locomotives fitted with smoke effect devices aren't new, however, they're seldom seen on layouts. Until recently, small devices have been used, which commonly vaporise liquid products to display a controlled plume of perceived 'smoke'. Such items have been retro-fitted to locomotives, inside buildings to represent a house fire, even around scale branches and leaves to simulate a bonfire.

Commenting on the new unit, Simon Kohler said, "These new units fitted inside locomotives vaporise water, not oil, and a full 'tank' of water inside the device will last between 30 and 40 minutes depending on running speeds. The smoke 'chuffs' are aligned with the steam sound. The intensity and volume of steam omitted is adjustable by altering CV values."

Hornby has a history of introducing recent technologies to new models for mass-market, from its first forays into digital with Zero1, to its recent development of the Hamant & Morgan HM6000 power station with wireless app interface. Though seldom used but for a select number of modellers prepared to adapt models and retro-fit after-market units, this new foray by Hornby will see factory-fitted smoke effects for the first time on British-outline OO gauge models.

Watch the video of this new system in action at www.world-of-railways.co.uk



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HORNBY ANNOUNCEMENTS

MULTIPLE UNITS ANNOUNCED



Class 755/3s and 755/4s in Greater Anglia livery are sure to please modellers of the current-day scene.

New tooling for 2022 by Hornby on multiple units will see the Class 755/3 and 755/4 immortalised for the first time in Greater Anglia livery, as delivered by Stadler. Two variants for each of the respective three- and four-car units are to be manufactured in this first model year – codes R3963 and R3963A for the Class 755/3, and R3964 and R3964A for the Class 755/4. Recommended retail prices are expected to be £362.99 for the three-car and £411.49 for the four-car units.

The Fast Light Intercity and Regional Trains (FLIRT) have been used in the UK throughout East Anglia by Greater Anglia since 2019, and are an evolution of Stadler's bi-mode concept, the origins for which date to models delivered for the Swiss Federal Railways in 2004. The first unit was delivered to the UK in November 2018, though trains would officially enter service on July 29, 2019. At present, 38 of the 100mph units are in service with the operator, with 14 three-car sets (755325-755338) and 24 four-car sets (755401-755424).

Southern Region electric modellers of the late 1980s and early 2000s should welcome the news of a Class 423 EMU, produced for this year initially in South West Trains (R30107) and early 2000s Southern Railway (R30106). The newly-tooled four-car models will carry an RRP of £362.99. BR-era modellers from 1967 until circa 1988, when the first units were internally refurbished with fluorescent lighting and additional seating, many question if the manufacturer intends to produce these, but for now, both newly-tooled livery variants will provide variety to late 1990s/early-2000s modellers.

Not newly-tooled for 2022, though recently tooled for its 2021 range, Hornby is to introduce its Class 370 Advanced Passenger Train (APT) in a five-car pack with sets 370003 and 370004 (R30104) at £477.99, and as a seven-car pack with sets 370001 and 370002 (R30229) carrying an RRP of £586.99.

Continuing its train packs, further liveries to its Class 800 tooling will see five-car unit models emerge of a Class 802/1 train pack in the classy green of GWR (R3967), a Class 801/2 in LNER 'Azuma' livery (R3965), Class 802/2 'Nova 1' in Trans-Pennine Express livery (R3908) and Class 803 in the blue livery of low-cost travel operator, Lumo. All four variants are to carry an RRP of £502.49.

In other news, a subtle modification to its Class 43 HST power cars will see them emerge minus bufferbeam cowling and fitted with buffers and in the livery of Rail Adventure (R30218). The three double-power car sets are to be used in the UK to haul multiple unit trains using translator technology, enabling them to operate brakes, while their use is also planned in mainland Europe as traction vehicles at test centres.

New liveries to join its Class 43 in its most-recent guise with LED light clusters, and fitted with MTU engines are First Great Western green and gold (R30096), GWR green (R30098), East Coast (R30099), and East Midlands Trains (R30219). The new train packs will carry an anticipated RRP of £362.99 and provide post-privatisation modellers with much-needed cross-country, ECML and WCML passenger stalwarts.



Class 803 in Lumo blue livery.



Further liveries join new Class 'HST' tooling.



Class 423 in South West Trains livery.



Class 423 in Southern Railway livery.



Tooling changes allow for new Class 43 with drawgear.

FOR ALL THE LATEST MODELLING NEWS & REVIEWS

BUDGET-FRIENDLY MODELS

Hornby's 2022-year range will see a wealth of new liveries applied to its OO gauge Railroad range of locomotives. Dubbed 'Railroad Plus', these new models will feature more detailed livery applications than its standard 'Railroad' range, while striving to maintain a sub-£100 RRP.

Its Class 31 is to be issued as 97203 in Derby Railway Technical Centre livery (R30197) and as 31454 *The Heart of Wessex* in Fragonset retro Intercity livery (R30196), while its Class 37 tooling will be released in Intercity livery as 37152 (R30180), and in BR 'large logo' blue as 37116 *Comet* with cabside Railfreight branding (R30185). Joining these is departmental Class 40 97407 in BR blue (R30191), and Class 40 D232 *Empress of Canada* in BR green with small yellow warning panels (R30192). Meanwhile, its Class 47 tooling will emerge in the guise of 47803 in the yellow, white and red stripe livery of BR Infrastructure (R30186), 47598 in Network Southeast (R30187) and 47656 in BR 'large logo' blue livery (R30179). Further additions include 57603 *Tintagel Castle* in GWR livery (R30181),

67029 *Royal Diamond* in silver with DB branding (R30178) and 67023 *Stella* in Colas Rail livery (R30184). All models will carry an RRP of £96.99.

Joining these, and at the same price, are further liveries to its Class 66. The Co-Co cavalcade continues this year with 66432 in Direct Rail Services blue (R30223), 66748 in GBRf grey with orange bodyside logo and numbering (R30150) 66796 *The Green Progressor* in GB Railfreight blue and green HS2 promotional livery (R30151), and lastly, 66793 in BR Railfreight construction livery with GB Railfreight logos (R30152).

Striking a balance between acceptable consumer prices and products with cutting-edge detail, against a backdrop of rising production and shipping charges, is a challenge all manufacturers have faced recently. It is hoped that these models will provide an affordable entry for many newcomers to the hobby, their more attractive price point a better proposition for modellers looking to set up from scratch.



THEMED TRAIN PACKS AND LNER CORONATION COACHES

A new series of Hornby train packs is to appear, inspired by film nostalgia. Others will build on Hornby's strong brand heritage, continuing the work started with its 100th-year anniversary range.

Celebrating its iconic Dublo brand and joining its revival of the name (R1283M) will see 'The Royal Scot' train pack in retro Hornby Dublo packaging appear, containing its recently-tooled die-cast Princess Coronation 4-6-2 in the BR green guise of 46232 *Duchess of Montrose* and two BR Mk. 1 coaches with 'The Royal Scot' name/destination boards. Joining this will be Hornby 'Trains on Film' packs, inspired by films featuring locomotives. In a special edition pack inspired by *The Lady With a Lamp*, its model of 0-4-2 *Lion* with three four-wheel pre-grouping coaches (R30094) at £229.99 will appear, while a separate pack inspired by *The Titfield Thunderbolt* (R30093) and carrying the same price will contain the same 0-4-2 locomotive, GWR brake van and grounded coach body on a newly-tooled two-axle Loriot Y wagon. Completing the line-up for its 'Trains on Film' models is a Bedford OB coach (R7381) also said to be inspired by *The Titfield Thunderbolt*.

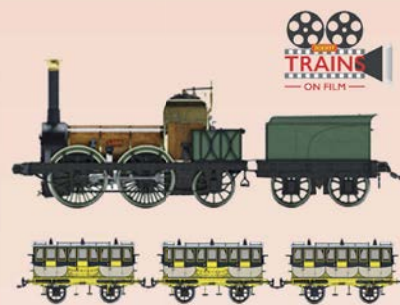
Hornby is also tooling up to produce coaches of the glamorous LNER Coronation service, which ran between London King's Cross and Edinburgh Waverley from 1937. Models to be produced are (R40223) Brake Third & Kitchen Third articulated coach pack, (R40224) Double Open First articulated coach pack, (R40225) Open Third & Kitchen Third articulated coach pack, (R40226) Open Third & Brake Third Articulated Coach Pack and (R40227)



LNER, Coronation Observation Car, 1729. Prices are expected to range between £66.99 and £108.99, depending on models.

Further new tooling rolling stock announcements included a Mk. 4 DVT 82205 in LNER 'Flying Scotsman' livery (R40370) at £84.99, a Class 801/2 coach pack in LNER livery (R40350) and 802/1 coach pack GWR livery (R40351) at £264.99, each. A new 'Loriot Y' wagon is to be produced with GW branding (R60100) and in later BR guise (R60101) at £36.49 each.

Adding much-needed pre-grouping rolling stock, further new tooling is to see the emergence of triple wagon packs containing Liverpool and Manchester Railway (L&MR) coal wagons (R60164), L&MR sheep wagons (R60165) and L&MR horse wagons (R60166).



Bedford OB coach inspired by *The Titfield Thunderbolt* to be available alongside train pack inspired by the film.

For the full range of 2022 announcements, visit our website, world-of-railways.co.uk, and share your views on the new range on our forum, www.RMweb.co.uk



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REVOLUTION TRAINS – NEW YEAR SEES SIGNIFICANT PROGRESS UPDATE

Revolution Trains has issued an important update on its range of forthcoming products for 4mm:1ft (O0) and 2mm:1ft (N) scales.

Decorated samples of the SR General Manager's saloon 975025 – later known as *Caroline* – were received just before Christmas, allowing assessment to take place during the break. Models in original BR blue-grey and current Network Rail green have been assessed.

Commenting on the results, Revolution Trains said, "Overall, we are very happy, though as ever, there are some corrections. Both versions are missing their curtains, and the border between the yellow and bodyside colours is to be improved. In addition, the BR version should have a chocolate brown, not black, underframe and the NR version doesn't have its etched nameplates. However, these issues are straightforward to correct." The order book for these models is to close at the end of January 2022.

Decorated samples were also received for its N gauge Mk. 5a TPE coaches, which are being assessed. Branded Nova 3 by TPE, these trains run in push-pull mode, powered by a Class 68 between Scarborough, Hull, Manchester and Liverpool in five-car sets comprising Driving Trailer, Trailer with cycle bay, two standard Trailers and Trailer First.

Revolution Trains is offering the models in full train packs, aiming to correctly depict all five vehicles in each set. The models feature full interiors, photo-etched grilles and wire details, kinematic close coupling and free-running inside bearing bogies.

Revolution Trains has said that the decorated samples are a promising start and they have been carefully assessed with corrections sent prior to production. The order book for these models is expected to close at the end of February, with delivery scheduled for the late summer. It has said that models may be available after production, however, the MSRP will increase.

Produced exclusively for Rails of Sheffield, decorated samples of its forthcoming Drax Power IIA-D hoppers have also been received and approved. These models are expected to go into production after Chinese New Year, to be completed during Q2 2022.

Perhaps its most interesting news is the first EP samples of its Class 59 Co-Co diesel-electric in N gauge. The model is expected to feature an array of class-leading details, with numerous photo-etched and separately-moulded parts. It weighs a useful 110g and the manufacturer reported that under test, performance was, "smooth and powerful, though improvements will be made ahead of production."

The purpose of the EP sample is to check the fit of parts and performance, so the 'eagle-eyed' may spot that some of the detail combinations aren't correct. Revolution Trains has tooled two types of bogie, two types of exhaust, original and revised lighting arrangements, and both single handle and double handle doors to allow nearly all locomotives at all periods of their service lives to be modelled, including unique 59003. The order book for these models remains open and they are expected to ship in Q4 2022.

In addition to the Class 59, Revolution has received the first running samples of the Class 313/314 'PEP' unit. These three-car trains were introduced in the late 1970s and some remain in service on the south coast and in Scotland. The Class 313s were BR's first trains to be equipped with the now-universal powered doors, and were able to take power from both overhead lines and the third rail, their historical significance recognised by the decision to take the first member of the class (313201) into the National Collection when it is taken out of service.

For full model specifications, current pricing and delivery dates, visit the Revolution Trains website.



CAVALEX PRODUCT UPDATES

In our recent Virtual Exhibition, we interviewed Cavan Millward and Alex Perkins about forthcoming projects and progress. Following the interview, Cavalex provided us with up-to-date images of each of the projects discussed.

The HAA wagon and derivatives will incorporate the following features:

- Highly-detailed underframe
- Zinc alloy chassis
- Easy conversion to P4/EM, with 26mm axles used as standard
- NEM coupling pockets, including NEM blanking plates for instant use
- Sprung buffers

The WH Davis Ltd PHA/JGA bogie aggregate wagon progresses too, with some excellent hopper discharge detail below the underframes.

On its forthcoming Class 56, both Romanian and Doncaster designs and builds are to be catered for. The model has been designed from scratch, based on original works drawings from Electroputere and BREL. A 3D print of the model can be seen at www.world-of-railways.co.uk.



ACCURASCALE TO PRODUCE 'SIPHON G' FOR 'OO'



With first EP samples shown, the manufacturer reveals its project to produce the 'Siphon G', as used for the transportation of milk, mail and newspapers for over 50 years.

Accurascale has announced the 0.33 diagram, the BR(W) 0.62, the 0.59 and M.34 conversions, and the BR Newspaper Van conversions of the 0.62 (NNV) family of 'Siphon G' bogie vans in 4mm:1ft scale. The GWR-designed diagram 0.33 'Siphon G' was a widely-travelled stalwart of the network. The history of these vans is varied and very interesting, venturing from providing transport of milk for the GWR, to serving as ambulance coaches during WWII. Their service continued into nationalisation and parcels workings, operating into the BR blue era on parcels and newspaper trains, as well as departmental duties into the mid-1980s.

Accurascale has produced a comprehensive tooling suite to cover 15 different versions of the vans. The first run of its 'Siphon G' models covers examples from the entire operational period of the prototypes, from July 1930 through to the early 1980s and feature a selection of liveries carried by the versatile vans.

Accurascale has identified minor fit issues that need to be resolved, as well as erroneously fitted (or not fitted) parts for some of the builds. It is said to be looking at options for the provision of close coupling, as the positioning of the bogies didn't allow for the fitting of kinetic couplings, or to bring the NEM pocket deeper. Traditional tension locks are a little 'leggy', although they will still be provided as standard fitting, while further updates are expected on its solution in the New Year, along with decorated samples. Delivery of models is expected in Q1 2023.

Liveries modelled in the first production run include:

- GWR Brown with 'shirt button' monogram
- US Army Deep Bronze Green with Red Cross
- Transitional British Railways mix of GWR livery with BR lettering
- BR Carmine Red
- BR Maroon
- BR Rail Blue

Even within these livery styles, there were several variations and Accurascale says that it "has sought to replicate these where possible."

Extensive use has been made of metal parts to add to detail levels, the footsteps carrying diamond tread pattern. 26mm axles run in brass bearings to enable a smooth ride. Accurascale commented, "Extensive areas of piping and rodding have been added to the underframe to improve the appearance of the models and the various cabinets even feature separately-fitted wire handles."

The 0.33 can be recognised by bodyside top vents, plain roofs and plain ends, with the wartime Casualty Evacuation Train/US Ambulance Train Ward Car conversions adding roof-mounted water tanks, end steps and handrails, plated-over vents and the addition of small windows. Upon conversion, back into service stock as 0.59 and M.34 diagrams, the 0.59 is broadly identical to the 0.33 pattern, but with roof-mounted ventilators, whereas the M.34 retained an appearance broadly similar to the wartime Ward Cars, but with the roof-mounted water tanks being removed.

The BR-built 0.62 diagram retained the look of the 0.33 diagram, but added eight sliding vents to the lower bodysides and the later conversion of these vehicles as NNVs saw various vents being plated-over on an adhoc basis, and the addition of Electric Train Heating apparatus and external emergency lighting points. Across all diagrams, the positions of underframe cabinets varied in size and position, as well as two types of vacuum brake cylinder positioning and two styles of handbrake lever being fitted, depending on the layout. Westinghouse brakes were even fitted to the US Ward Cars. At the van ends, gangways varied slightly in style, with some vehicles being fitted with passenger communication leads, often in varying positions.

With so many diagrams and variations between prototypes, Accurascale has said that careful reference to photographs was required to bring out the details, as well as visiting existing examples, where possible, or relying on heritage railway volunteers to aid Accurascale in its research. Accurascale has thanked, among others, John Lewis and Mike Romans, the Gloucestershire Warwickshire Steam Railway at Toddington, as well as the Buckinghamshire Railway Centre at Quainton; both of whom hosted survey visits. In addition, Hugh McQuade at the Severn Valley Railway provided some valuable measurements.

For further details and pricing, visit the Accurascale website, or see your local stockist.

WOR PARTNERS UP TO LAUNCH 'MINIATURE ARCHITECTS' COMPETITION

Model builders across the UK and mainland Europe will unite to present their diorama creations at a French exhibition in 2022. World-of-Railways is partnering with 3D-printed sheet manufacturer Redutex to invite entries to French model exhibition Euromodel's 2022 diorama competition.

Euromodel's 2022 event (postponed from 2021 due to Covid) will provide a spectacle of model cars, railways, dioramas, R/C vehicles, acrobatic planes, helicopters and more.

The 'Miniature Architects' competition will see participants from across Europe take part to create dioramas inspired by regional architecture. World-of-Railways, BRM and RMweb are seeking UK entries to the competition, awards for which will be presented during the exhibition in Châtelleraut, France on September 24/25, 2022.

The diorama must be able to fit in a private vehicle – exact dimensions aren't specified – and should be constructed in a scale between 1:35 and 1:64 (1:72 and 1:220 scale category also available) with a central theme of a building, whether a house or industrial warehouse.

The diorama can be a scenic cameo, and include a railway or military scene, but must represent the style of a chosen region. The Miniature Architects' diorama guidelines can be downloaded from our website, world-of-railways.co.uk.

At least four different types of Redutex self-adhesive textured sheets should be used on the building diorama. Buildings or constructions can be complete or a partial representation of the real or imaginary prototype and

must conform to the appropriate style of the chosen region.

The Redutex sheets can be used out of scale, reworked or refinished; they serve to add relief to the model. Redutex self-adhesive texture sheets are available in the UK from DCC Supplies.

The competing model-maker (or club) may choose the theme, region, country and the environment of their diorama which should be accompanied by one or more photographs illustrating the style of the prototype and region modelled.

Dioramas entered must never have been previously shown at an exhibition, or the subject of a magazine article.

Howard Smith, Multi-media Editor of BRM and World-of-Railways said, "This competition is a fantastic opportunity and will bring together modellers of all interests, from miniature wargaming, to military and railway construction backgrounds. Teaming up with the French, Dutch and Spanish railway press is sure to create a healthy number of entries, and we're looking for the many talented modellers of the UK to step forward and represent our contingent. We see talented modelling all the time in our model press and modelling forums – now's the time to share this with a new audience."

World of Railways is adding

to the Redutex and press-backed prizes with Gold, Silver and Bronze awards for both scale categories:

- Gold – One year subscription to WOR Plus
- Silver – One year subscription to BRM digital
- Bronze – Printed copy of Smoke and Steam bookazine

Diorama builders will exhibit their diorama at the show, or have it represented by a show attendee. If unable to attend the show, diorama builders will need to send it by post in advance, the models requiring thought and robust construction. Awards for the best dioramas will be judged by a panel comprising of Euromodel's event organisers, Redutex, and representatives from the Cercle du Zéro, the French 7mm:1ft scale association, which will host its 40th anniversary at the show. For more information, visit www.euromodels.fr.



ACCURASCALE SHOWS DECORATED SAMPLES OF GWR/BR 78XX 'MANOR'

The first decorated samples of the GWR/BR 78XX 4-6-0 'Manor' have arrived with Accurascale's project management team for assessment. Models of 7812 *Earlestroke Manor* in BR lined green livery with late BR crest, and 7808 *Cookham Manor*, one of the locomotives Accurascale surveyed and scanned, in GWR Shirtbutton livery have been shown.

Accurascale's engineering team is assessing liveries at present before production commences. It has identified areas that require further improvement:

- Copper chimney is too red and top should be copper colour
- Firebox coal is said to be a more realistic colour when flicker is off
- The coal load is expected to be further refined and receive greater finesse
- Nameplates will be etched and fitted, with etched number plates provided in the detailing pack
- Further polishing of the die-cast body to remove seam remnants
- Locomotive numbers are slightly too large and are expected to be corrected
- Orientation of its lamp brackets is to be reviewed
- The front coupler is to be adjusted to ensure it can be stowed on the hook

The improvements have been fed back to its factory, and as changes are minor, production is expected to begin shortly, with a delivery date of Q2 2022 anticipated.

Accurascale has apologised for the delay in delivery of models. Supply chain issues have impacted production in 2021, as well as the pandemic. The manufacturer has said it feels that the slight delay will be justified in the final model. In the new year, Accurascale is expected to provide photographs of the other livery samples, including BR black and GWR variants, with video of these locomotives in action, featuring its custom DCC sound project.

For further details on the project, and pricing, visit the Accurascale website.



LARGE ATTENDANCE AT BRITAIN'S BIGGEST MODEL RAILWAY DEBUT HERALDS BIGGER 2022 EVENT



Despite more COVID restrictions being implemented halfway through, over 16,200 visitors made it to the debut of Britain's Biggest Model Railway – also known as 'Heaton Lodge Junction' – in Wakefield from December 4-19.

The run-up to the event attracted widespread mainstream media attention, including Channel 5 who both before and during the exhibition were filming for a 'fly on the wall' documentary to be aired in the spring.

Creator of BBMR, Simon George, commented, "It's always been a passion of mine to attract more newcomers of all ages into the hobby, so it was great to see lots of families in attendance, especially over each of the three weekends. I'm pretty sure Rails of Sheffield did a cracking trade in train sets and my thanks also go to Peco, plus sponsors Heljan for their support. It was pretty nerve-racking but good fun in the end to have both Channel 5 and ARD German television following our every move!"

He continued, "Despite a heavy snowfall on the first morning causing chaos with the articulated trucks shifting the layout, plus a slow start numbers-wise, the event quickly gained momentum to the point where we had to briefly close the doors on the second Saturday. I'll now be proceeding with plans for a much larger event at a larger venue in the South West during the second quarter of 2022. This will include not just 'Heaton Lodge Junction' but a big number of multi-scale layouts, and, of course, both the trade and manufacturers."

WORKSHOPS TO RETURN IN 2022 FOR SMEE



The Society of Model and Experimental Engineers (SMEE) is to offer a chance to brush up on model engineering skills in 2022 with beginners' courses. Following a year of restrictions, the SMEE plans to restart its training courses for model engineering newcomers, in 2022. The SMEE is based in Lambeth, South London, a few minutes walk from Loughborough Junction station.

Part 1 of its meets will see a three-day course running on Saturdays, February to April, designed to introduce newcomers to the hobby and to help with decisions on the setting up of a workshop, and the purchase of machines and tools as well as introducing their use. The course is also to cover silver brazing, tool sharpening, measuring and marking out.

Part 2 is its Polly course, which covers the building of a simple model boiler and engine. This is to be spread over six, monthly, Saturdays. In each session the SMEE is to demonstrate making a different part of the project which students complete in their home workshops between sessions, ending up with a working steam model.

The Polly project involves sheet metal work, soft soldering, silver brazing, turning, milling and painting, and will equip students with all they need to undertake further engineering projects and develop their skills.

Roger Backhouse of York City and District Society of Model Engineers said, "Using some of the skills I learned on the course, I have recently made a live steam 16mm scale (32mm gauge track) Ellie tram engine to an Australian design by Andrew Allison. SMEE runs a first-class course that could help anyone thinking of scratch-modelling in O gauge and above, and quite probably modelling in smaller scales, too."

Although aimed at model engineering, previous students have also been involved in restoration of classic cars and motorcycles. The Society also runs one-day courses in milling and in tool grinding. Full details of the courses can be found on the SMEE website.

MANUFACTURER GAINS NEW STAFF MEMBER



Revolution Trains has gained a third full-time member of staff. Model railway enthusiast Mike Buick has joined the company as a third full-time member of the team.

Having previously designed couplings and detail parts in N, OO and O gauges, his role at Revolution Trains will be primarily project design and customer service. "With more and more projects under development it was becoming clear we needed to recruit someone to help Revolution grow," explained Revolution co-director Mike Hale. "We are confident Mike's enthusiasm and skill are what we need as we move forward with our plans." He'll be the third permanent member of the team, joining company founders Ben

Ando and Mike Hale, and will also represent Revolution Trains at exhibitions alongside long-time helpers Paul Churchill and Gareth Atkinson. "Mike will be a familiar face to many," said Revolution co-director Ben Ando, "and we are confident he'll be a good fit in our small but dynamic team."

Revolution Trains has said that Mike is a keen railway modeller in all scales and his 4mm:1ft scale layout 'Oak Road', which depicts a stretch of the present-day Great Western Berks and Hants line has been admired on the exhibition circuit since debuting in 2017. "I have been interested in railways for as long as I could talk," says Mike. "Joining Revolution Trains is a fantastic opportunity and I am looking forward to bringing my passion, CAD design skills and eye for detail to the job." As well as being a popular attraction, 'Oak Road' has also raised money for the charity Meningitis Now. Having survived meningococcal meningitis at the age of 20, Mike is dedicated to supporting research into the disease. Mike is formerly a member of the Fareham and District Model Railway Club and says he 'has a passion for HSTs.'

GRAVESTONES AND BUILDINGS JOIN SCALE MODEL SCENERY RANGE



Scale Model Scenery has further expanded its range of scenic accessories for the railway modeller. Joining its building kit range this month is a Terraced House/Cottage kit (KX067-00) and 20ft Portakabin (KX068-00).

The laser-cut Terraced Cottage can be used on its own or as part of a terrace and is suggested to be the perfect accompaniment to its (KX066) 00 Period Terraced Shop Kit. The kit is said to be "easy to assemble with the doors and windows being assembled from a series

of layers, however, tweezers are recommended to handle some of the small parts."

The cottage building is assembled from laser-cut MDF components and has slot and tab construction. A choice of red brick and stone wraps in both left- and right-hand configuration is provided, offering modellers the freedom of which side to site the front door and rear porch. Pre-weathered roof slates are included.

Its 20ft Portakabin kit is based on a typical 20ft design from the 1980s and 1990s, and is suitable for a variety of industrial and linside scenes, from an office on a busy building site, to a mess room at a wagon repair depot, or the offices of a small second-hand car dealership.

Also joining its range this month is a pack of 58 laser-cut and engraved 1:76 scale gravestones for detailing model graveyards and churchyards. The items are cut from 1mm greyboard with engraved detailing such as roses, scrolls, crosses and text. The items can be used straight from the pack, or, for best effects, painted and weathered with acrylic paints and weathering powders.

For further details on the new items, including current pricing, visit the Scale Model Scenery website.

BRIMAL COMPONENTS CREATES POLARITY CONNECTOR



Model railway electronics specialist, Brimal Components has created a 14-way single polarity connector, mounted on a circuit board. The new unit is designed to join wires together of the same polarity, without soldering. The small terminal block measures 45 x 28mm and features 14 screw terminals all connected on the underside of the PCB. Pre-drilled holes mean that the circuit board can be screwed to the underside of a board to keep wiring neat, or even located inside a building if adding lights.

Brimal Components commented, "The unit is ideal for localised common Negative or Positive terminals and can be placed where wires need to be joined together."

Many customers are said to be using the 14-way connectors as sector power feeds, adjacent to control panels and for common returns on DC analogue layouts.

For further details, including current pricing and availability, visit the Brimal Components website.

WORLD OF RAILWAYS PLUS WINNERS



World of Railways is pleased to announce more prize winners for its latest members-only competitions. Congratulations are in order for Mr. Jackson, Mr. France and Mr. Woodfin, who entered our competitions and selected the correct answers.

Mr. Jackson receives a set of railway coasters by popular railway and landscape artist, James Green.

Mr. France takes home a layout vehicle bundle of a B-T Models (DA62) Leyland FG Crewbus with British Rail branding, a B-T models (DA69) Karrier Bantam flatbed, and a Busch (7821) Smart Car Crash diorama set with vehicle, figure and five lamp posts. Mr. Woodfin receives a Lifecolor Rail Weathering set, and British Railways paints.

World of Railways Plus members can enjoy the back catalogue of five leading magazines: BRM (British Railway Modelling), Narrow Gauge World, Garden Rail, Traction and Engineering in Miniature – more than 750 magazines in total and all future issues.

Find inspiration and essential information for your next layout build with access to our World of Railways Plus trackplan archive covering almost every scale and gauge. Enjoy hours of video footage, much of which is exclusive, plus receive a free show ticket to one of our three shows and receive RMweb benefits.

SUPPLIER NEWS

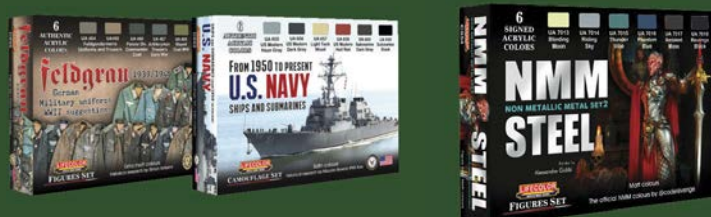
NEW FIGURES FROM DEXTER'S COVE



The 3D accessory, building kit and figure specialist has revealed two new sets of figures. A set of medical or hospital staff in 'scrubs', two with face masks, one pushing a patient in a wheelchair, plus a trio of figures in wheelchairs join its range.

3D-printed and ready to paint, the manufacturer is producing the new figures in 2mm:1ft, 3mm:1ft, 4mm:1ft and 7mm:1ft scales. Prices start at £5 for 2mm:1ft scale.

LIFECOLOR ADDS NEW PAINT SETS



Acrylic paint manufacturer, Lifecolor, has widened its paint pack offerings, with several new additions. Its German Military WWII Uniforms (LC-CS55) and US Navy (LC-CS52) are more useful to military modellers with an interest in dioramas, though could be used on a British layout if modelling the preparation of the Normandy landings, or German prisoners of war, still in uniform – scenes which occurred, but are rarely modelled. Their initial use aside, both provide muted colour tones suitable for period passenger clothing in the 1930s and 1940s.

Perhaps more interesting, however, is Lifecolor's new Non-Metallic Metal (NMM) colours. Gold (LS-CS53) and Steel (LC-CS54) join its useful collection of metallic colour packs. From polished metal components to steel coils on wagons, worn locomotive tread plates and more, colours in the packs can be mixed to alter tones. Each set contains six colour pots, pigments being created from research. Paints are water-borne and brushes can be washed in water, making clean-up easier.

For more details on the new colour packs, including current pricing, visit the Airbrush Company website.

ETCHED 'GOLDEN ARROW' REGALIA JOINS 247 DEVELOPMENTS RANGE



Etched number and nameplate specialist, 247 Developments has added 'Golden Arrow' headboards and Arrows that adorned either Rebuilt Bulleid 'Pacifics' or BR Britannia 70004 to its range.

The manufacturer has also produced the rectangular-style headboard used when Bulleid 1Co-Co1 diesel 10202 was used during 1954 on the prestigious Pullman service.

The famous 'Golden Arrow' name was first used in 1929, although the origins of the service date back to 1882, with the final service taking place on September 30, 1972. Unlike the 'Night Ferry', service passengers would travel by ferry from Dover or Folkestone to Calais where they boarded a similarly prestigious French train under the French name Flèche d'Or. Ten Pullmans were built on second-hand underframes and Gresley heavy-duty bogies from 1949 and entered service as the Festival of Britain Golden Arrow on June 11, 1951.

247 Developments stocks other SR named train headboards, numerous BR(S) smokebox door number plates for many ex-SR classes, dated smokebox door roundels for the Bulleid 'Pacifics' and SR Engine Head Signal route discs. See more details on its website.

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DIGITAL EDITION EXCLUSIVE

Tour of the Hornby visitor centre

Marketing and Product Development Director at Hornby, Simon Kohler, tells us about the Visitor Centre, what you find inside and which exhibits are most popular. Look out for a guest appearance by BRM's own Howard Smith.

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PLAY

WORLD OF RAILWAYS

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DIGITAL EDITION EXCLUSIVE

Simon Kohler's top models

Faced with a tough challenge to highlight his favourites, Simon Kohler selects these models and explains why they were chosen.

WATCH THE VIDEOS HERE

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PLAY

BACHMANN CLASS 20/0

Words & photography: Andy York



I've often felt that Bachmann's original Class 20 dating from 2004 has nothing wrong with it and has always proved to be an exceptional runner. However, when reviewing Bachmann's all-new Class 20/3 in BRM March 2021, it was evident that we would see the former 20/0 upgraded to accommodate the features and functions the market now expects from a diesel-outline model.

It's almost 20 years since Bachmann Europe introduced a Class 20 to its Branchline range, which became its first sound-fitted model in 2005. But, make no mistake, this model is not just a reworking of that well-regarded model, but a completely new tooling with a view to delivering the features that modellers of today wish to see in a new product. You have to look carefully

to see the differences, but they are certainly there, with sharper detail and more of it to the body, plus the apertures for directional lighting, which, on the early body type as reviewed, is six lights at each end. The flat glazing of the cab windows remains excellent but the robust plastic wipers may benefit from etched replacement to increase the finesse. Inside the cab, there is plenty of visible detail thanks to the lighting and it's interesting to note that the lighting control for each end is on daughterboards behind the nose and in the cab roof, which means there are fewer wires leading off the main circuit board.

The visual improvements are far more evident below the solebar with much more detail evident around the bogies, including separately-fitted conduits and piping and

excellent spring details. The central tanks and cylinders are separate parts now rather than the die-cast block of the original and there are separate components for the filler and drainage points. The sandpipes at the outer end of each bogie are a great touch with their curved shape, and Bachmann even provides inner edge sandboxes for the models of locomotives so fitted.

Inside, the model has an all-new chassis block and running plate. The five-pole motor has been laid lower to facilitate more space at the top for the circuitry and has a brass flywheel to each of the two drive shafts, which undoubtedly helps with the silky-smooth performance at lower speeds. The board has a pre-fitted speaker, which sits beneath the fan grille and its 12-bladed cosmetic fan, plug and socket connections



Once the buffer beam details are fitted, there's a prototypical 'busyness' at lower levels if you can lose the tension-lock couplings.

datafile

BASICS

Manufacturer: Bachmann Branchline

Catalogue Refs:

(35-351) Disc Headcode D8015 BR green (late crest)

(35-351SF) Disc Headcode D8015 BR green (late crest)

(35-355) Disc Headcode 20057 BR blue

(35-355SF) Disc Headcode 20057 BR blue

(35-357) Headcode Box 20227 BR

Railfreight (red stripe)

(35-357SF) Headcode Box 20227 BR

Railfreight (red stripe)

RRP: £179.95 DCC ready, £279.95 sound-fitted

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

Era: 5 to current/preservation

Company/Operator: BR

Weight: 341g

Chassis and Body: Plastic chassis and body

Minimum curve radius: 438mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings, multiple working and brake pipes, route indicator discs

for all wiring and a PluX22 decoder socket, meaning that decoder and sound-fitting is simple once the two screws securing the body have been removed. Beneath the chassis, the tanks can be removed for analogue users to configure, via DIP switches, the lighting for nose and cab ends, plus the cab interior light.

The quality of decoration of the model in the simple corporate blue livery is superb, as usual, with sharp edges throughout and a steel finish to the engine compartment door handles, and precise electrification flashes and gauge decoration. Our review model in TOPS-guise can be accurately dated to 1977, where the locomotive was photographed at Worktop with exactly the same cabside decoration with the TOPS data panel just about squeezed in below the

large double arrows and the number. 20057 received its TOPS number in February 1974 and appeared to retain its blue livery (with cabside decoration changes) through to its withdrawal.

It is well worth spending the time utilising the detail pack that Bachmann has included with the model, especially the route indicator discs that complete the face of the model. The early-body Class 20s would not be seen without any attached. The pack includes opened discs and ones that have been flipped up or flipped down, distinguished by where the aperture for the light is. The discs aren't overly thick but modellers may prefer to source and fit aftermarket parts for the best 'to scale' finish. However, I feel they will be fine for the majority of customers and certainly robust

enough to stand regular handling if glued in place. If you worry about the position of the discs compared to the train being hauled, it's worth noting that train reporting on the front of a locomotive by discs or headcode panels ceased from around 1974, so fitting the open discs in the left and right lower position in lieu of marker lights is correct for any train from that date forward. The directional lights are a warm yellow tone and reasonably subdued and can be seen



through the open reporting discs. The red tail lamps that sit above the lower indicators are suitably small and not overly bright. The remaining items on the detail pack can be fitted in conjunction with the excellent illustration in the instruction booklet if coupling space permits. Interestingly, there is a coupling hook already fitted to the bufferbeam, which needs a good tug with pliers to remove if you wish to fit the dummy screw-link coupling provided.

The old benefits of a beautifully-running model that looked the part haven't been lost, and the model has performed to the same standards as my old fleet, on test it capably moved 15 Mk. 1 coaches without slipping. Certainly, in my area, Class 20s were more commonly seen operating in pairs, so the only remaining choice is which other one to pair it with!

Prototype information

The English Electric Type 1, as the Class 20s were originally known as, was a success story within the modernisation plan and they were considered, after testing, to be the 'standard' Type 1. The initial batch of 20 1000hp locomotives (D8000-D8019) were introduced from 1957 to 1958 and intended for lighter freight duties, hence having only one cab with visibility similar to contemporary steam locomotives while

running nose-first. Manufacturing of the production batch (D8020 onwards) ran through to 1968, by which point a total of 228 had been constructed at English Electric's Vulcan Foundry and Robert Stephenson & Hawthorns.

As they were classed as blue star multiple working, it did not take long for Midland-allocated examples to be paired

up for powering longer and heavier trains giving horsepower equivalent to Type 4 locomotives such as the Class 40. Batches were constructed for the Scottish Region with tablet catcher recesses in the cabsides and were more likely to be found operating passenger services than they were in other areas, where the type predominantly served as a freight powerhouse.

The new chassis creates more room for the electronics without losing weight and performance. The ready-fitted speaker and Plux22 socket means sound fitting is easy.



As with its new Class 47, if you look closely, you'll find better definition and detail as well as the technical features and functions. The important caveat is that the old models don't look out of place beside the new ones. I feel users will add to their stable rather than replace models.





Bogie detail is finer and more accurate than on the previous model.

The initial production run (up to D8127) was completed by 1962 but, with the rationalisation of other Type 1 locomotives, the BRB returned to English Electric to produce a further batch of 100 from 1966-'68, which can be visually distinguished by the four-character headcode boxes at both ends of the locomotive in place of the train indicator discs.

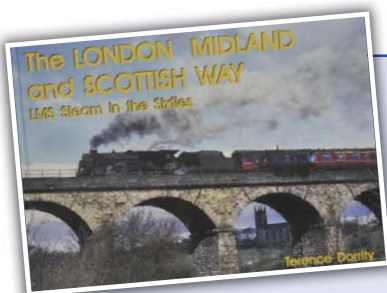
In the later batches, the Slow Speed Control electronics were tested by the RTC in Derby and deployed across many class members supporting the use of merry-go-round workings between collieries and power stations.

The working lives of the Class 20s rolled on and on with sales to private operators and overseas, and into preservation, which will enable Bachmann to produce many liveries and numbers in the coming years.



The etched fan grille is finer, giving a clear view of the fan blades.



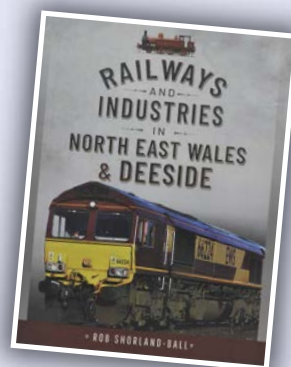


THE LONDON MIDLAND AND SCOTTISH WAY LMS STEAM IN THE SIXTIES, Photographs and text by Terence Dorrity, Irwell Press. PRICE: £26.95

This is the next in the series by the same author for Irwell, his previous one, *The Western Way Western Steam in the Sixties*, being equally interesting and enjoyable. The format is the same; an A4 landscape presentation, in full colour, with an exciting range of subject matter spread throughout the 128 pages. It's divided into eight chapters, which include Express and Local Passenger Trains, Light Engines, Parcels and Permanent Way trains, Delivering the Goods, Tender Locomotives on Shed, Tank Engines, Excursion Trains and Enthusiast Specials, Irish Interlude, and Early Preservation; pretty comprehensive. We're given an enlightening introduction (as with the Western volume), in which the author describes some of his 'escapades' and the places he liked to visit most-frequent (I'm delighted that 'spotters as far south as Rugby called Stanier's masterpieces 'Semis', because that's what we in the North knew them as – further south the epithet wasn't used, it would seem). We're also shown the camera equipment he used and the various films he favoured as well. I see parallels with me. I must compliment the author on his note-taking at the time, which must have been extremely diligent – this is where any parallels we might have, diverge! Given the limitations of the cameras and film stock, most of the images have reproduced very well, and all are printed on good-quality gloss stock. Though locomotives and trains predominate in the pictures, there's also a rich fund of infrastructure illustrated, in all cases mostly obliterated by now. Anyone fancy making a model of the GC 'Birdcage Bridge' at Rugby? As such, this book will be of immense help to modellers, whatever their interest and persuasion. Anyone needing inspiration for weathering, need look no further. I was particularly interested in the chapter describing the latter day enthusiast specials because I witnessed and photographed some of them, but in different locations. If I had any minor criticisms, it would be with some of the captions. I do tire these days of being told where and when a particular locomotive was built, and where and when it was scrapped; all this information has been published elsewhere. It's not really needed here. Minor criticisms aside, I thoroughly recommend this visually-satisfying volume.

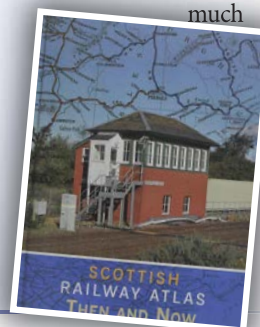
RAILWAYS AND INDUSTRIES IN NORTH EAST WALES & DEESIDE, by Rob Shorland-Ball, Pen and Sword. PRICE: £25.00

I was particularly interested in this book because it describes an area I know very well, having been born and bred in Chester. As such, I visited many of the locations described, and also played cricket on grounds in many of the local towns and villages. It's an area rich in industrial archaeology, ably described in this excellent work. It's divided into nine chapters which include descriptions of the various railways' histories and the men who built them, the numerous industries and the entrepreneurs who created them, how to find the 'hidden places', resources (limestone, lead, coal, iron ore, brick and pottery clay), 20th-century decline and fall (numerous closures) and an early-20th century resurgence. The last-mentioned is most encouraging. The whole work is well-written and lavishly-illustrated, all printed on high-quality gloss stock. To complement the range of photographs (which cover the whole history and, in the main, have reproduced well, particularly given the age of some of them) there are numerous drawings and diagrams, all of great use to modellers and historians alike. It's a book I couldn't put down, though you don't have to be a 'native' to find it engrossing. You also have to look beyond the cover image of a Class 66, which has almost no relevance to the rich heritage inside. All in all, its 144 pages are fascinating stuff, excellent value for money and I thoroughly recommend it. It might not be that well-known that the LNER and its predecessors had establishments in North Wales, including two stations (and an MPD) in Wrexham, though I doubt if they were ever part of BR's Eastern Region; not that far west.



SCOTTISH RAILWAY ATLAS THEN AND NOW, by Paul Smith and Paul Jordan, Crecy. PRICE: £20.00

This is the companion volume to the *3rd Edition Railway Atlas Then and Now* by Paul Smith and Keith Turner, and the *15th Edition Rail Atlas Great Britain and Ireland* by the late S K Baker, both also published by Crecy. Initially, I was slightly puzzled by the perceived need to cover Scotland exclusively, because it comprehensively appears in that 3rd Edition. However, on closer inspection, its presentation is quite different. This time, we have two sets of maps, separated by 101 years, the 1920 maps to the left of two pages, and the 2021 ones to the right. I have to say, for ease of understanding, the modern maps are far better to read. Those modern maps also include the lost lines, including where they've now formed parts of roads and tram systems. The old maps are still a delight, however, showing beautiful cartography, all hand-drawn, with representations of the highest local peaks. As expected, there's an almost morbid fascination in comparing (or contrasting in many cases) the century-apart maps, because so much has been lost, even accounting for new stations or reopened ones. Beneath most maps are very small images related to them, dating up to (almost) current times. My criticism is that these deserve to be bigger; Wemyss Bay Station, in particular, deserves much greater recognition. Almost two-thirds of this excellent publication are devoted to an Index of Stations, including small-scale plans of each one and a map reference. Where there is no plan, because the station is new, there's a photograph. Some of the plans might be of use to modellers, even if they are small. The atlas concludes with a plan of the Glasgow Subway, a look at Edinburgh's trams and a list (with codes) of British Railways' Scottish Region MPDs, which are mostly long-gone and their current site status; I wonder how many shoppers loading their cars at Morrisons realise they're standing on what was once 60A! There's also a list of preserved railways, principal railway walks, some photographs of surviving signal boxes and aerial views of Scotland's three best-known railway bridges. This work is an invaluable source of reference, is beautifully-produced and represents outstanding value for money.



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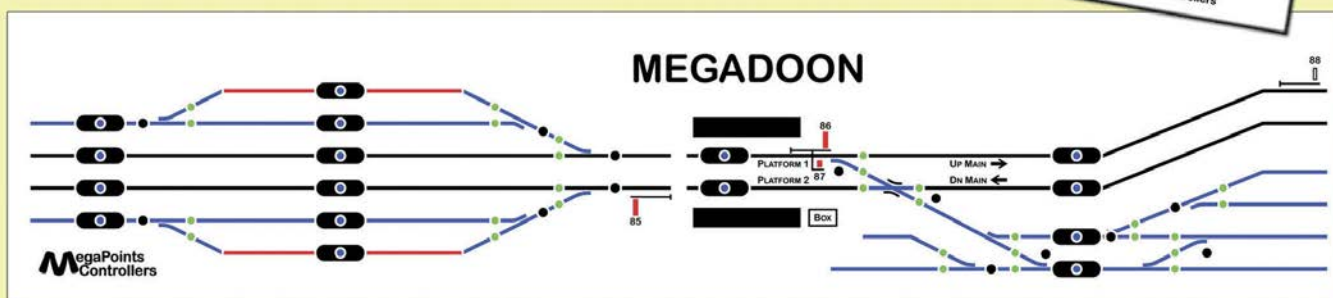
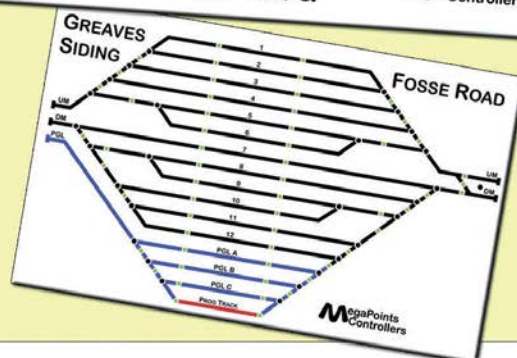
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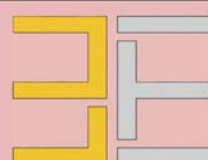
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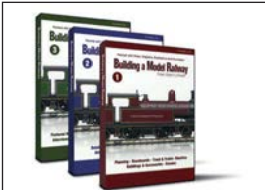
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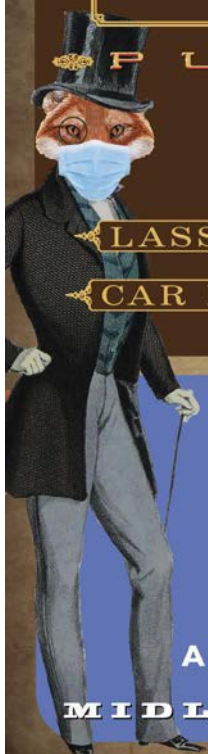
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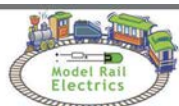
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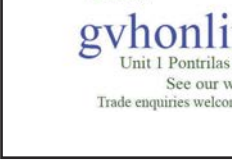
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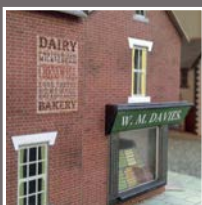
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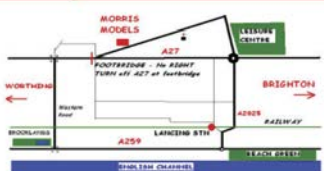


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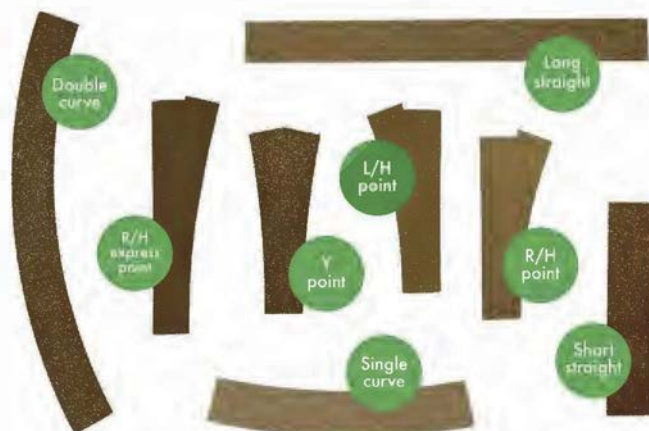
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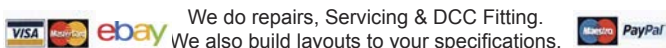
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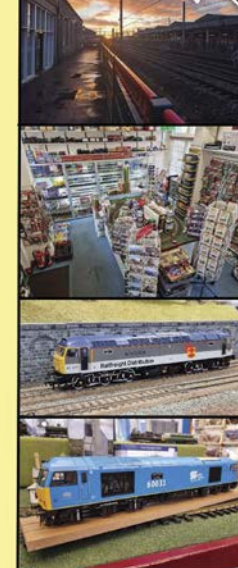
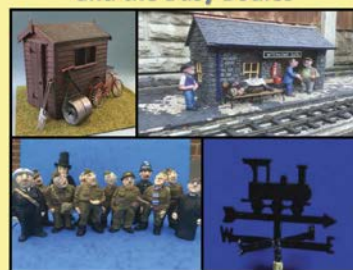
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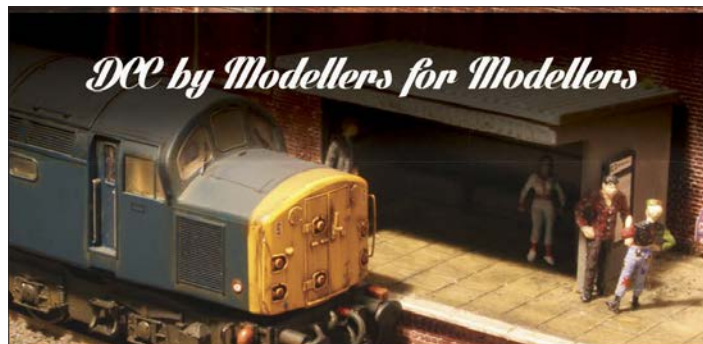
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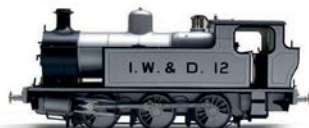


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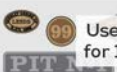
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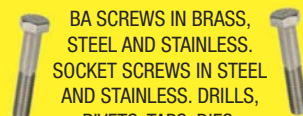
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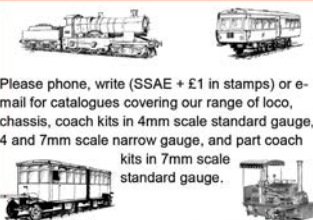
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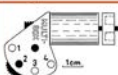
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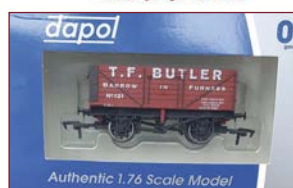
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NEXT ISSUE

SPRING HAS SPRUNG!

Create this modern garden centre for your existing, or next layout project – we show how!

Plus:

- Three great layouts
- An in-depth look at railway tunnels
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- Better couplings for N gauge stock
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ON-SALE
FROM
FEBRUARY 25



Buffer Stop

Pink blancmange rabbit anyone?

It's a little-known fact that there is a bit of an age gap in the BRM team. This was brought home to Phil at a show as he reminisced about the first series of *Battlestar Galactica*, and Howard revealed that he wasn't born in 1978 when it aired.

All this means that while half of the team get all nostalgic about Class 58s and Ford Sierras in meetings, the rest look on with pity because they weren't lucky enough to remember those days. For them, the joys of a cardboard cup of tea and Casey Jones burger served in the buffet carriage are as alien as quaffing mead at a medieval feast.

Nostalgia is a funny thing. Will Howard one day wax lyrical about the joys of travel on a Pacer? Can we expect those currently enjoying their Playtrains sets to one day fundraise to preserve a FLIRT unit?

If so, perhaps there is a sales opportunity for someone to produce rose-tinted glasses for modellers. Then we can happily wallow in nostalgia for the smelly, bumpy ride of what are now heritage DMUs, while getting sniffy about the Sprinters that replaced them. Although, as they approach their fourth decade, maybe it's time for a reappraisal there too!

Or will we still hark back to the great days of steam, even though hardly any of us are old enough to remember it?

What would you do if you could use a time machine to go back 40 years?

Andy: I'll get on board the APT and enjoy a rum and coke for 37.5p!

Debbie: I'd pay a visit to my grandparents and then head out to a local club/discotheque for a boogie - music was great in the 80s.

Howard: Deltic-hauled train from Peterborough to catch a Concorde flight to New York. Two icons in one trip!

Phil: I'm going to watch the launch of Channel 4, and then tune in for *The Young Ones*.

Ruth: Go to the school disco and dance to Come on Eileen.



This month in pictures...



For a change, Andy is first at the bar, although the range of drinks on sale on the APT is a bit limited.



A wagon kit that can deliver your beer? Not a problem in Phil's garden railway world.



Howard spotted this train in a local garden centre... sadly, it wasn't 10.25in gauge and the wheels were fixed.



Our best guess is that these unopened paint tinlets are 50 years old. Will the contents be any good after all this time?

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9F

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2S-013-010 - The Pine Express 9F Evening Star 4 Gresley Maroon Coaches

Stroudley Coach



- 7P-020-001** - Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 917
- 7P-020-002** - Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 918
- 7P-020-003** - Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 810
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- 7P-020-500** - Stroudley 4 Wheel Main Line Oil Lit Brake 3rd Mahogany 1031
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- 7P-020-800** - Stroudley 4 Wheel Main Line Oil Lit Composite Mahogany 301
- 7P-020-900** - Stroudley 4 Wheel Main Line Oil Lit 2nd Mahogany 456

Light Bar and DCC & Light Bar fitted also available

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- 7F-043-007** - Turbot Bogie Ballast Wagon Engineers Dutch 978281
- 7F-043-008** - Turbot Bogie Ballast Wagon Engineers Dutch 978115
- 7F-043-009** - Turbot Bogie Ballast Wagon Engineers Dutch 978339
- 7F-043-010** - Turbot Bogie Ballast Wagon Engineers Dutch 978665
- 7F-043-011** - Turbot Bogie Ballast Wagon EWS Maroon DB978255
- 7F-043-012** - Turbot Bogie Ballast Wagon EWS Maroon DB978101

O & K JHA Hopper



- 4F-050-005** - O & K JHA (end hopper) Foster Yeoman 19302 Early
- 4F-050-006** - O & K JHA (end hopper) Foster Yeoman 19307 Early
- 4F-050-007** - O & K JHA (end hopper) Foster Yeoman 19317 Late
- 4F-050-008** - O & K JHA (end hopper) Foster Yeoman 19319 Late
- 4F-050-107** - O & K JHA (middle hopper) Foster Yeoman 19322 Early
- 4F-050-108** - O & K JHA (middle hopper) Foster Yeoman 19325 Early
- 4F-050-109** - O & K JHA (middle hopper) Foster Yeoman 19330 Early
- 4F-050-110** - O & K JHA (middle hopper) Foster Yeoman 19354 Late
- 4F-050-111** - O & K JHA (middle hopper) Foster Yeoman 19375 Late
- 4F-050-112** - O & K JHA (middle hopper) Foster Yeoman 19391 Late

Autocoach



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- 7P-004-011** - Autocoach GWR Twin Cities Crest Chocolate & Cream 38
- 7P-004-012** - Autocoach GWR Shirtbutton Chocolate & Cream 36
- 7P-004-013** - Autocoach BR Crimson & Cream 41
- 7P-004-014** - Autocoach BR Maroon 40

Brake Van



- 7F-200-009** - BR 20T Brake Van B951841 Grey
- 7F-200-010** - BR 20T Brake Van B951260 Bauxite
- 7F-200-011** - BR 20T Brake Van B953501 Bauxite (Oleo Roller Bearing)
- 7F-200-012** - BR 20T Brake Van B954768 Bauxite/Yellow (Air Braked)
- 7F-200-013** - BR 20T Brake Van B954781 Grey Coal Sector CAR
- 7F-200-014** - BR 20T Brake Van DB951767 Engineers Grey/Yellow ZTO
- 7F-200-015** - BR 20T Brake Van B954561 Railfreight Grey/Red CAR

HEA Coal Hopper



- 7F-047-001** - HEA Coal Hopper Railfreight Red/Grey 360104
- 7F-047-002** - HEA Coal Hopper Railfreight Red/Grey 360000
- 7F-047-003** - HEA Coal Hopper Freight Brown 360114
- 7F-047-004** - HEA Coal Hopper EWS Maroon 360354
- 7F-047-005** - HEA Coal Hopper Freight Brown 360292
- 7F-047-006** - HEA Coal Hopper Mainline Blue 360620
- 7F-047-007** - HEA Coal Hopper Transrail Grey 360208
- 7F-047-008** - HEA Coal Hopper Freight Brown 360626

Class 68



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- 4D-022-019** - Class 68 Fearless 68016 DRS Compass
- 4D-022-020** - Class 68 Vigilant 68018 DRS Compass
- 4D-022-021** - Class 68 Splendid 68027 Transpennine Express
- 4D-022-022** - Class 68 Felix 68031 Transpennine Express

**DCC and DCC & Sound
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O Gauge

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Product Scale Key

All product release dates correct at time of going to press

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7F-037-009W - Corflit & Container LMS Furniture Removal Weathered
7F-037-009 - 1 Plank 9' W/B Three Door H P Sauce No 1

7F-073-008W - 7 Plank 9' W/B Three Door H P Sauce No 1 Weathered
7F-073-009 - 7 Plank 9' W/B Three Door Elizabeth Jones No 3
7F-073-009W - 7 Plank 9' W/B Three Door Elizabeth Jones No 3 Weathered

4F-018-027 - Salt Van Saxe Salt 245

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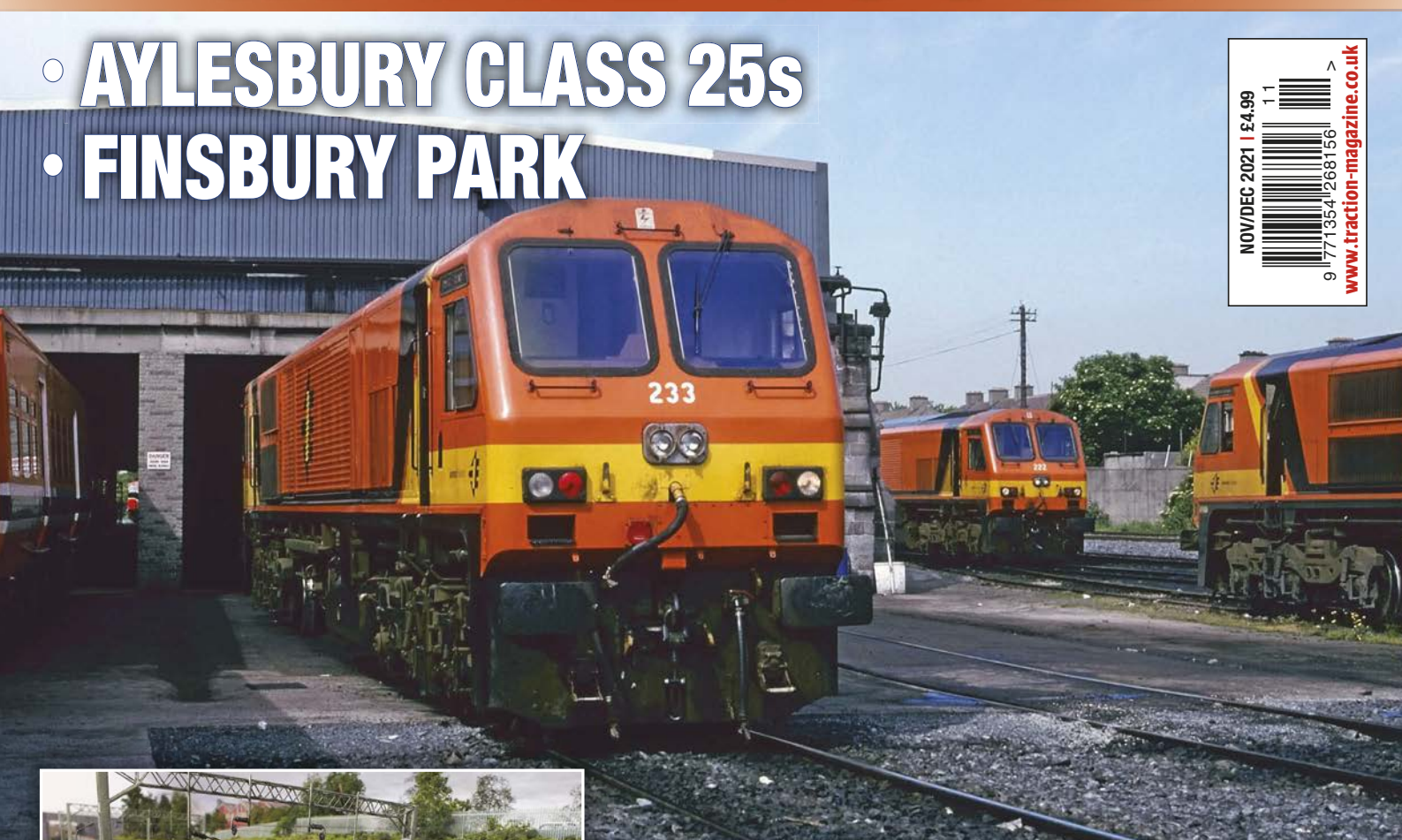
TRACTION

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ISSUE 266
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IRISH RAIL IN THE 1990s

- AYLESBURY CLASS 25s
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- Model Railway: Perry Barr
- Review: Irish Railway Models Class A

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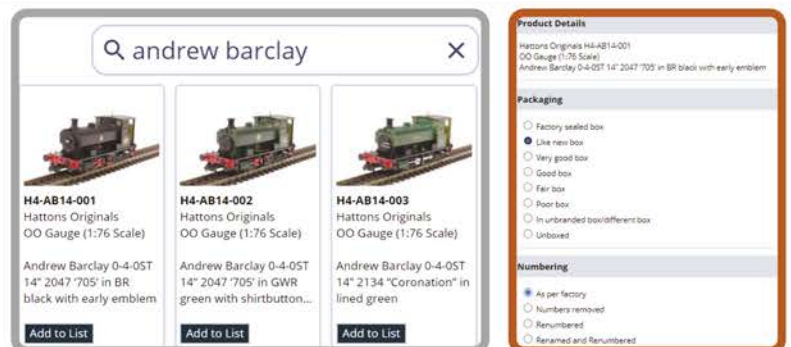
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TRACTION
issue 267 will
be on sale
Friday 26th
November



Welcome

We start this issue with a detailed look at Irish Rail in the 1990s when the railways of the Republic of Ireland were a Mecca for railway enthusiasts wanting to experience the locomotive haulage of almost all trains outside the Dublin suburban area. David Clough and Steve Turner take us back to those years when orange and black diesels ruled the rails.

David Hayes concludes his study of the UKF fertiliser trains whilst David Ratcliffe provides details of the distinctive wagons used on these trains. Dave Allen remembers how difficult it was to find information about railway operations in the 1980s; fortunately he recorded on film some of the workings of Class 25s in the Aylesbury area.

Jason Hickling, a driver from Saltley depot, describes his experiences of driving freight trains from the Birmingham area to Crewe and how he used his break there to photograph locomotives in the diesel depot. Our two photo features show the contrasting scene in the Peak District and at Finsbury Park depot.

John Baker concludes his series of articles about the paint schemes applied at Eastfield depot in the final years before it closed.

In TRACTION MODELLING.... we feature the marvellous 4mm scale layout Perry Barr set in the Birmingham area which is complete with scratchbuilt overhead catenary. In the review section there is a look at the superb Irish Railway Models A Class/001 locomotive



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Inchicore depot in Dublin on the
14th June 1996 with Irish Rail
Nos. 233, 222 and 229 present.
STEVE TURNER



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Middlesbrough TS6 9NS

No. 146 is seen arriving at Cobh with the 13:00 service from Cork on the 12th October 1994. The train is made up of three Cravens coaches, each in a different livery, and a 'Dutch' steam heating van. Note the dayglo warning panels on the locomotive.

All photographs are by Steve Turner



Irish Rail in the 1990s

David Clough and Steve Turner look at the railways of the Republic of Ireland in the 1990s when there was much locomotive haulage of both passenger and freight traffic.

The last century was quite an eventful one for the island of Ireland, which began with it part of the United Kingdom of Great Britain and Ireland. Starting with the Easter Rising in 1916, by 1921, the British Government had agreed the partition of the island, with the six counties of Ulster in the north east (referred to below as the North) remaining part of the United Kingdom of Great Britain and Northern Ireland, whilst the remainder became the Irish Free State the following year and the Republic of Ireland (the South) subsequently. Irish Gaelic was the most commonly spoken language in the rural areas of the west of the island at the time of partition.

Many of the South's principal towns and cities are coastal or on navigable rivers. Dublin, the capital, is the major port, with rail activity around the docks at North Wall. Down the east coast and, essentially part of Dublin's hinterland, lies Dun Laoghaire, which, like Dublin port, has ferry links with Holyhead and Liverpool. Rosslare is further south and is linked to Fishguard, whilst Waterford is on the navigable part of the River Suir, which joins the Irish Sea

some miles south of Rosslare. Cork on the south coast is the South's second city and its port at Cobh was the last stop on the fateful voyage of the 'Titanic' in 1912. Tralee, further west along the south coast, and Galway, Westport, Ballina and Sligo along the west coast, are also termini for routes from Dublin.

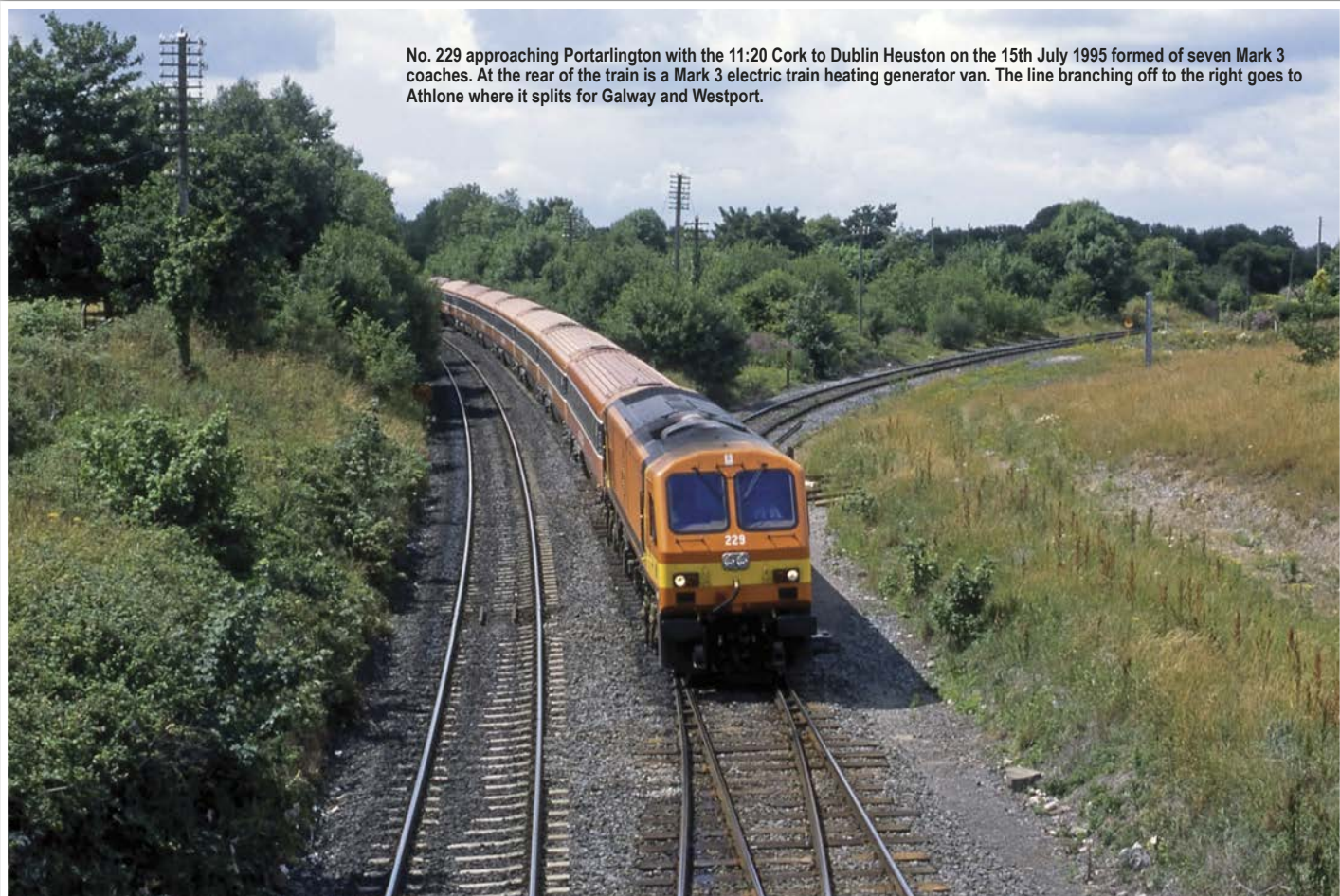
Limerick, in the south west and the fourth city, is on the lower reaches of the River Shannon, the longest river in the British Isles, but during the 1990s largely relied on a connection at Limerick Junction for its passenger services from Dublin. Foynes, at the mouth of the Shannon, served as Limerick's main seaport. Ballina, between Sligo and Westport at the mouth of the River Moy, also lacked a daily direct passenger connection to Dublin, being served by a connection from Manulla Junction on the Westport route.

The island's railway network had reached a peak of 2,668 miles by 1920 and was a mix of Irish gauge track at 5ft 3in (1,600mm) and narrow gauge of 3ft, the latter for lines too economically marginal to justify the cost of the Irish gauge. Although no readily accessible reference covers the point, it

is highly likely that most of the capital for construction of the railways came from English sources and this possibly reflects in the choice of names of the principal companies. By 1924, amalgamations had created three large railways, the Great Southern & Western Railway and the Midland Great Western Railway in the South and the Great Northern (Ireland) Railway (Great Northern), which had a multiplicity of cross-border routes and a network within the North. A number of smaller railways remained independent. Though not directly relevant to the main subject of this feature, mention can also be made of the network of the Northern Counties Committee, which extended north and north east from Belfast. At the time of partition in 1921, this was owned by the Midland Railway, which became part of the London, Midland & Scottish Railway in 1923. Subsequent to nationalisation of the latter in 1948, the NCC was bought by the Ulster Transport Authority, which later passed control to Northern Ireland Railways.

For a time prior to partition, Dublin had been the second largest city in Britain

No. 229 approaching Portarlinton with the 11:20 Cork to Dublin Heuston on the 15th July 1995 formed of seven Mark 3 coaches. At the rear of the train is a Mark 3 electric train heating generator van. The line branching off to the right goes to Athlone where it splits for Galway and Westport.



and had been the island's political and administrative centre. Belfast, in the North, was the industrial powerhouse of the island and the loss of its economic contribution left the South as, essentially, an impoverished agrarian country, which continued until the latter part of the 20th Century.

Mirroring the British railway grouping in 1923, the South legislated to amalgamate all the Irish gauge companies into the Great Southern Railways (Great Southern) in two stages during 1924 and 1925.

Post 1945 developments

In 1945, amalgamation of the Great Southern with the Grand Canal Company and the Dublin United Tramway Company created Córas Iompair Éireann (Irish State Transport Company). CIÉ was nationalised in 1950, but was divided into separate rail and road companies in 1987. Since then, Iarnród Éireann (Irish Rail) has operated the railways. For convenience, Irish Rail will now be used in relation to all post 1945 rail activity in the South. The Great Southern's engineering workshops were at Inchicore, a few miles outside Dublin on the Cork line, with closure of the Midland Great Western's Broadstone (Dublin) facility.

Be it for financial or some other reason, the Great Southern invested virtually nothing in new motive power during the 20 years of its existence. By the start of the

1950s, its steam locomotive fleet averaged 51 years old and comprised a multiplicity of types, with only a handful in each. Whilst a report recommended the construction of a modern fleet of steam locomotives, this was rejected because Ireland had no coal deposits of its own and had faced shortages during both the 1914 and 1939 world wars. In 1953, tenders for over 100 main line diesel locomotives initiated the rapid dieselisation of the system. By the start of the 1960s, steam was only operating on branch lines and ended in 1963.

The South also carried out a severe pruning of the rail network during the 1950s and 1960s, leaving a system that was primarily Dublin centred, with only a couple of cross country routes. One of these linked Rosslare with Waterford and Limerick Junction on the Dublin to Cork main line, whilst the other ran between Limerick and Claremorris on the Dublin to Westport route. Dublin to Galway traffic was routed away from the Mullingar to Athlone line, which was retained as a diversionary route and for limited engineering movements. The South's narrow gauge had succumbed by 1961.

Meanwhile, the Great Northern, whose workshops were at Dundalk, just south of the border on the Dublin to Belfast main line, remained independent and introduced a non stop working between these cities in 1947, giving it the name 'Enterprise',

which survives as a title today. By 1953, the Railway was in a very poor financial state of affairs, which resulted in its undertaking being bought and placed under the control of a board composed equally of members appointed by both the North and South. This board was broken up in 1958 and its assets divided equally between the two governments. Immediate line closures by the North decimated the former Great Northern network and left at least one railway in County Donegal in the far north west (which was part of the Republic of Ireland) as unviable.

To mark the fiftieth anniversary of the Easter Uprising, in 1966, Dublin's three main stations were renamed. Amiens Street (which one source credits as Ireland's busiest) became Connolly, Kingsbridge (which a different source claims as the busiest) became Heuston and Westland Row took the name Pearse. These names were figures in the fight for Irish independence. In the 1990s, trains from the north and Sligo terminated at Connolly, those from Rosslare went to Pearse, whilst Heuston dealt with the long distance workings from the south and west.

The Dublin outer-suburban network comprises services that originate in the city formed of diesel multiple units and a 33 mile north-south cross-city route. The latter is known as the DART – Dublin Area Rapid Transport – and, until 2000, extended from Howth (a short branch off the Dublin-

No. 012 is seen leaving Navan on the 25th March 1994 with the 10:20 Tara Mines to Dublin Alexandra Road train. This freight only line joins the main Dublin to Belfast line at Drogheda.



No. 076 approaching Dromod with the 08:35 Sunday Sligo to Dublin Connolly on the 20th July 1997. The signal shows that the train is running into the main eastbound platform although trains can also be singled into the westbound platform. Dromod was the junction for the Cavan and Leitrim Railway narrow gauge line and today a short section has been rebuilt.



Belfast route) to Bray in the south on the Rosslare line and was electrified at 1,500V DC overhead from 1984. The expansion of Dublin's commuter hinterland in the 1990s saw outer suburban trains extended north to Dundalk and south to Arklow using new DMUs.

Main line diesel locomotives

For what follows, main line diesel locomotives are those with a maximum speed of over 30mph. 1947 saw the first tentative steps taken towards dieselisation, when Inchicore Works began the design and construction of two locomotives. Coincidentally, this was the year the London, Midland & Scottish Railway unveiled its first main line diesel, 10000. The Irish duo were fitted with the same Sulzer engine that was used several years later in

BR's Class 24 and 26.

Irish Rail ordered several designs in 1953 as the start of its dieselisation scheme but only one was still at work by the start of the 1990s. This had been the largest order and went to Metropolitan Vickers for 60 machines, the 'A' or 001 Class, that used the company's electrical machines, powered by a Crossley engine of 1,200hp. This engine had shortly beforehand been fitted to a batch of locomotives supplied to Western Australia and was in service with the Royal Navy. Enquiries made of the latter disclosed no problems but the naval and railway demands were rather different and the Crossley engine proved extremely troublesome, not only in Ireland but also in Western Australia and later in BR's Class 28s. From 1967, the 'As' were gradually re-engined with a General Motors (GM) engine

rated at 1,325hp and many survived into the 1990s. Several met an early demise during the 1970s as a result of terrorist attacks on the Dublin to Belfast line.

The 121 Class was a small single cab machine of typical North American 'road switcher' design. Eventually, the same problems encountered when running nose first as applied with single cab locos on BR were appreciated and gradually such operation ceased. The standard GM multiple operation system enabled use as part of a pair either with another '121', a '141' or '181'. Fitting push-pull equipment meant the '121s' could work the train sets used on Dublin to Drogheda services and later the Limerick to Limerick Junction service, which made use of a driving trailer at the other end of the train set. Curiously, the 1960s saw further purchases of low powered GM traction and these began to displace the 'A' Class on Dublin to Cork expresses, operating in pairs (see table). Some examples of both 121 Class and 141 Class were retro-fitted with more powerful GM diesels.

The first traction of over 1,500hp and with a top speed in excess of 75mph, did not arrive in Ireland until 1976, when the 071 Class came on the scene. Irish Rail's permanent way on the secondary and branch lines precluded use of the new arrivals but, otherwise, the type had a marked impact on the traction scene, which continues well beyond the 1990s. Bridge strengthening gradually widened the routes the class could work over.

Bringing the story of locomotive power procurement into the 1990s, Irish Rail made a major investment in 32 modern, powerful and fast machines, the 201 Class. These can be regarded as mixed traffic equivalents of Class 66 found in Britain, with the same power train. The '201s' are the first type with an electric train supply capability. Until their arrival, purpose built vans had either a steam or diesel generator which supplied train heat. Two technical issues emerged within the first couple of years, namely excessive tyre wear and engine crankshaft failures. The type's axle loading confines '201s' to even fewer routes than the '071s. Northern Ireland Railways bought two locomotives in addition to Irish Rail's 32 and the duo are generally deployed on Dublin to Belfast services but were sometimes used on a common basis with the Irish Rail fleet.

Locomotive classes in traffic 1990-99

Class	Builder	Built	Total	Power (hp)	Max speed (mph)
001	Metropolitan Vickers	1955-56	60	1,200 (1,325)	75
071	General Motors	1976	18	2,475	90
121	General Motors	1960	15	950 (1,100)	77
141	General Motors	1962	37	950 (1,100)	80
181	General Motors	1966	12	1,100	80
201	General Motors	1994	32	3,200	100

The figures in brackets give the power for the replacement engine, where fitted.

Operations in the 1990s

Turning to operations during the 1990s, Irish Rail made effective use of its two larger types by diagramming on passenger services during the day and container workings overnight. Thus, for example, the locomotive that powered the 16.50 Dublin to Galway passenger would return to Dublin with the 22.30 liner train. Correspondingly, the overnight freight from Dublin North Wall to Galway would see its traction take the first passenger train to Dublin. This type of operation was replicated at several other locations on the network.

By the 1990s, main line hauled coaching stock comprised a mix of vehicles designed by Cravens and British Rail Engineering Ltd, which had been built mainly at Inchicore from components supplied from Britain. The exceptions were the generator vans, which had been built at Dundalk Engineering, the former workshops of the Great Northern.

Daily express trains ran from Dublin to Rosslare, Waterford, Cork, Tralee, Galway, Westport, Sligo, the 'Enterprise' to Belfast and a peak hour working to Limerick. On Fridays, through services went to Ennis via Limerick and to Ballina. Limerick had a shuttle to Limerick Junction to connect with Dublin operations. A branch from Limerick looped north and joined the Dublin line at Ballybrophy, serving the few surviving intermediate stations, while a sparse timetable from Limerick Junction went to Waterford and Rosslare Europort for the ferry to Fishguard.

As elsewhere in Western Europe, the days of the local goods yard at intermediate stations had long gone. At the start of the 1990s, container and cement accounted for 33% and 25% respectively of freight activity. Bell Lines container workings from Waterford ran to Dublin North Wall, Cork and Limerick with some of the North Wall traffic then marshalled for other destinations, including Belfast. The brewer Guinness made use of some of these trains to convey beer in kegs.

Works at Platin on the Drogheda to Navan line and Castlemungret outside Limerick shipped train loads of cement to depots across the network. These plants in turn received gypsum from Kingscourt at the end of a long line that headed north from Navan. The other route from Navan, which used to extend to Oldcastle, survived to serve Tara Mines, where lead and zinc oxide is extracted and taken to Dublin North Wall. A plant at Shelton Abbey, close to Arklow on the Dublin to Rosslare route, received ammonia that was moved by rail from Marino Point near Cork and despatched fertiliser by block train to North Wall for onward shipment, often on liner trains.

During the 1990s, there was seasonal sugar beet traffic to a processing factory near Mallow. By then, this originated from

No. 036 is passing Ballybrophy with the 09:40 ammonia train from Shelton Abbey to Marino Point on the 3rd July 1993. The loop platform on the right is used by trains from Limerick on the branch via Nenagh. The colour light signals are controlled, as is much of the Irish Rail network from a signalling centre at Dublin Connolly.



Nos. 123 and 133 are near Ballynastuckaun heading towards Tuam with the 12:15 Foynes to Claremorris loaded coal container train on the 13th October 1997.



Nos. 132 and 133 are at Dublin Heuston having arrived with the 18:20 from Waterford on the 8th March 1991. The decorative platform surface was a feature of the station at this time.

(LEFT) Nos. 187 and 155 are at Athenry having arrived with the 05:30 cement train from Limerick Check. The final wagons are being discharged prior to returning to Limerick on the 15th October 1997. The train will have travelled up the then freight only line from Ennis to Athenry. Today there is a regular passenger service from Limerick to Galway via Athenry.





Wellington Bridge between Rosslare and Waterford. The port of Foynes near Limerick saw coal imports, which were moved north to Ballina along the western line that otherwise saw only limited traffic north of Ennis, mainly cement to Athenry or other local terminals. A flow of traffic to emerge during the latter part of the 1990s was timber to Waterford which originated from various locations on the network.

By way of a postscript, further line closures have been formalised since the Millennium, though these have affected either marginal branches, such as Navan to Kingscourt, or infrequently or moribund routes, such as Mullingar to Athlone and the so called 'Burma Road' north from Claremorris to Collooney, which is not far from Sligo. On a positive note, the long promised reopening of the southern half of the western line to passenger services beyond Ennis to Athenry on the Galway main line has happened. Providing a passenger service over the northern half from Athenry to Claremorris seems to remain as aspirational.

Today, the state of railborne freight is dire. Container traffic from Waterford has ceased, whilst the two cement plants no longer use the railway. Could Brexit bring a renaissance in container freight from the European Union, now that road shipment from the Continent via Holyhead has become more difficult?

At the time of writing in February 2021,

twelve of the 201 Class are officially stored, primarily those not fitted for push-pull operation, plus two others stored for financial reasons due to the repairs required. Reliance on the small GM fleet for passenger work has given way to new DMUs and their use ended in

2008. Examples of Classes 001,121,141 and 181 survive in preservation with the Irish Traction Group or Railway Preservation Society of Ireland, some of which are currently operational. The 1990s might be seen as the last hurrah for the aficionados of Ireland as a traction Mecca.



Dublin North Wall activity with No. 017 shunting fertiliser wagon and No. 168 departing on the 12:10 working to Heuston Guinness Sidings with empty kegs on the 22nd October 1993.

On the 21st July 1997 No. 074 is shunting empty timber wagon into the sidings for loading at Claremorris before taking the train to Waterford. Just visible in the background is 164 with the empty stock of a Ballina to Manulla Junction train. As there was no loop at Manulla Junction, locomotive hauled trains from Ballina had to run on to Claremorris to run round before returning to the junction to make the Ballina connection from a Dublin to Westport train. This was not exactly an economic method of providing the service!



A mixed pair of GMs, Nos.160 and 134, are at Dublin Connolly with the 18:30 to Sligo on the 29th December 1992. The train is made up of Mark 2 air-conditioned coaches with a matching generator van providing electric train heating and air conditioning.



Tuesday 19th June 1990: UKF was acquired by Kemira in 1989 and the PWA 'Palvans' began appearing without any UKF branding. Some were later adorned in the new company colours of blue and white with Kemira branding and logo. 47322 comes off the Sutton Park line at Ryecroft Junction, Walsall, at 19:04, with 6M34, the 14:55 TO empties from Bridgwater to Ince & Elton, which was running about 35 minutes early (the service may have also included additional empties from Gloucester, as well). In addition to the four 'Palvans', the consist also includes a number of IWA Continental 'Hold-All' vans used for large bulk-bag traffic. DAVID J. HAYES.



Remembering the UKF trains: Part 2

David J. Hayes concludes his look back at the fertiliser trains that once operated out of Ince & Elton.

The launch of the Speedlink wagonload network in September 1977 and its rapid expansion into the 1980s opened up a whole host of potential new fertiliser destinations for UKF, which shall be looked at shortly. The bulk of the output from its Ince & Elton plant, however, continued to be moved in dedicated block trains, often formed of several portions, as described in Part One (TRACTION 265).

Table One gives a general idea of the UKF train plan spanning 1983 to 1987 and the loaded trunk services that operated out of Ince & Elton during that period. One of those tabulated, however, was a twice weekly block tanker train movement of anhydrous ammonia to Barton-on-Humber (6E80) for Associated Chemicals, which was a flow that began in 1978 and was Class 76 hauled across the Pennines up until the Woodhead line's closure in July 1981.

During the early hours of Wednesday 8th April 1981, at around 02:30, the service from Ince & Elton to Barton-on-Humber (conveying anhydrous ammonia for Albright & Wilson according to the accident report) was involved in a serious accident at Hadfield station where five of its loaded



Wednesday 6th June 1990: As with many other commodities, Speedlink enabled nationwide distribution of fertiliser from Ince & Elton to numerous widespread destinations, including, at times, to those locations normally served by their own company block trains when tonnages fell below trainload proportions. This splendid Speedlink study at Dawlish Warren, hauled by 37412 and thought to be 6B43, the 15:45 departure from St. Blazey to Gloucester, clearly has two PWA 'Palvans' included in its consist returning to Cheshire, one of which has been painted into Kemira colours. Other traffic being conveyed may include bagged clay for the domestic market, bagged and bulk clay for export via the Dover train ferry, government stores (MoD), and Fitzgerald Lighting products from Bodmin. DAVE MCALONE.

bogie tankers derailed, one of which (No. 6065, the sixth vehicle in the consist) toppled onto its side. The service, which would have also included barrier wagons fore and aft of the loaded tanks, plus a brake van on the rear, was being hauled by 76025 and 76027. The derailed wagons were positioned third to seventh in the consist. Fortunately, none was ruptured in the incident.

Returning our attention to Table One, it is assumed that the Friday 6V12 departure to Severn Tunnel Junction was a similar block train service to that of the 6E40 departure to Whitemoor, as mentioned and shown in Table Two accompanying Part One of this feature, in that it conveyed fertiliser portions for various destinations, some of which were presumably reached by means of Speedlink connections.

TABLE ONE: UKF Trunk Train Departures From Ince & Elton: 1983-1987.

6E61 MO to Darlington
6O36 TThO to Andover
6S89 WO to Keith
6E80 WSO to Barton-on-Humber
6O48 FO to Horsham
6V12 FO to Severn Tunnel Junction
6V35 SO to Carmarthen
6E40 SuO to Braintree
6V35 SuO to Truro

NOTES: 6E80, the WSO departure to Barton-on-Humber, conveyed anhydrous ammonia. 6V12, the FO departure to Severn Tunnel Junction, is thought to have conveyed various portions for distribution via the Speedlink wagonload network.

Although the UKF block trains, with their separate portions, tended to serve designated UKF distribution terminals, wagonload consignments could be handled at almost any general purpose goods facility with suitable handling equipment, such as a forklift truck. In addition to those destinations served by block trains with their associated portions (see Table Two accompanying Part One), other documented destinations for UKF fertiliser traffic have included Avonmouth, Banbury, Carlisle, Chichester, Dundee, Ely, Fearn, Huntly, Inverness, Ipswich, Kennett, Lugton, Maidstone, Melksham, Paddock Wood, Perth, Royston, Stranraer, Thornton, Wick and Wool.

Some of these were served more frequently than others, such as Banbury where eight or nine vans per week were sometimes dealt with. Wool, on the other hand, was served very occasionally. One of the more unlikely locations documented was the Ministry of Defence establishment at Kineton and there were no doubt



Thursday 5th July 1990: Another wonderful Speedlink example passes Engine Common, near Yate, behind 47145 'Merddin Emrys'. The service is 6B97, the 12:10 from Tavistock Junction to Gloucester, which would later go forward as 6S97, the 01:00 to Mossend (electric-hauled from Bescot). The mixed consist includes an OCA, believed to be loaded with bricks from Plymouth to Grangemouth, followed by four empty PWA 'Palvans' from Lapford and/or Plymouth returning 'home' to Ince and Elton. Other traffic includes an empty 'Cartic' from Exeter to Halewood, china clay for Scotland, including a PAA consignment for the Tullis Russell paper mill at Auchmuty, and a number of VGA vans, which may have been in use for bagged clay, MoD stores and possibly Fitzgerald Lighting products from Bodmin. An interesting inclusion is that of several POA 'Black Adders' laden with scrap metal for Allied Steel & Wire at Cardiff (Metals sector business). The date of this image is exactly a year before the last full day of Speedlink operations on Friday 5th July 1991, the Speedlink network effectively being declared moribund from the following Monday. MARTIN LOADER.



Thursday 12th July 1990: Having traversed the Sutton Park line, 47365 'Diamond Jubilee' descends towards Ryecroft Junction, at 19:25, with an unidentified Kemira formation of nine PWA 'Palvans' returning to Ince & Elton. The service was running roughly in the path of the Tuesday empties from Bridgwater (6M34) and could, therefore, have been an additional special (6Z34?). Note the different roofline profile of the leading PWA and that all have had their UKF branding erased. The seventh 'Palvan' has been painted in Kemira company colours. DAVID J. HAYES

others. Such traffic from Ince & Elton for wagonload destinations would have joined the core Speedlink network at Warrington for nationwide distribution.

Another location known to have dealt with fertiliser was the once busy Pensnett railhead in the West Midlands, although it is not entirely certain whether this traffic originated from Ince & Elton or elsewhere. Perhaps someone could enlighten us?

Another was the goods yard at Hereford, although it is, again, uncertain as to whether this was sourced from Ince & Elton. UKF trunk trains certainly ran this way along the Welsh Marches line axis and could have feasibly detached traffic at Hereford. Alternatively, and more likely, such traffic could have been detached from the various Speedlink freights that were once routed this way and booked to call at Hereford during the 1980s, especially when Severn Tunnel Junction Yard was still operational up until its closure in October 1987 (see North & West freight feature in TRACTION 243).

Even some of the portions conveyed by the UKF block trains relied on Speedlink resources for final delivery to the likes of Dereham (tripped from Whitemoor), Diss (tripped from Ipswich), Lapford (tripped from Exeter), and Sandy and Sleaford (both tripped from Peterborough). Speedlink was also the preferred delivery method to such locations as Carmarthen, Gloucester and no doubt elsewhere (e.g. Bridgwater, Plymouth and Truro) when trunk train volumes fell below viable trainload proportions.

Table Two gives examples of Speedlink trains known to have conveyed Ince & Elton fertiliser traffic (loads or empties). Those operating on the South Wales/South West - Scottish axis (e.g. 6S82 and 6B97/6S97) may well have conveyed empties and loads at various points of their long journeys north, such traffic being added or detached at Warrington.

TABLE TWO: Sample Speedlink Services Used For Ince & Elton Traffic (Loads or Empties)

6M85	Banbury to Bescot
6M83	Carmarthen to Bescot
6M94	Dover to Warrington
6O56	Dundee to Dover
7V93	Mossend to Stoke Gifford (could also run as 6V93)
6S82	Severn Tunnel Junction to Mossend
6B43	St. Blazey to Gloucester (previously 6C43 to Severn Tunnel Junction)
6B97	Tavistock Junction to Gloucester (forward as 6S97 to Mossend)
6S80	Warrington to Mossend
6F86	Willesden to Warrington

The Kemira years

In 1989 UKF began trading as Kemira fertilisers and the distinctive 'Palvans' started appearing in the new company colours of blue and white with Kemira branding and company logo, although not all were dealt with in this manner. Table Three details the Kemira train plan from Ince & Elton as of January 1991 and pretty much mirrors that of previous decades, with the exception that there are no longer any block train departures to the North East or Scotland.

The former trunk service to Braintree has been cut back to Ipswich (traffic for Diss), whilst those to Bridgwater, Gillingham (Dorset), Horsham and Truro would have conveyed portions for Gloucester, Andover, Akeman Street (detached at Bletchley) and Lapford (detached at Exeter) respectively. It is assumed that any such traffic for Plymouth would have also been conveyed by the Truro train.

Those services to Carmarthen and Truro were booked via the Welsh Marches line,



Tuesday 4th December 1990: With just a couple or so miles to go, the afternoon peace around Hamstead is momentarily disturbed at 14:05 by the passing of 37065 atop 6M85, the 10:39 Speedlink feeder from Banbury to Bescot, where it was due to arrive around 13:30 (the service was booked via the Sutton Park line). An empty PWA 'Palvan' from Banbury is immediately noticeable followed by various 'Railfreight' vans from MoD Kineton (attached at Fenny Compton). Bringing up the rear are empty PCA cement wagons from Harbury (Greaves Sidings). DAVID J. HAYES



Friday 21st June 1991: This fine study sees 47237 powering along the Western Region main line at South Moreton with 6M22, the 15:35 FO empties from Gillingham (Dorset) to Ince & Elton. The service may also include empties from Andover as well. The twelve wagon consist is mainly formed of 'Hold-Alls', but also includes four 'Palvans', two of which are painted in Kemira colours. MARTIN LOADER

whilst those to Bridgwater and Gillingham (Dorset) ran via Walsall and over the Sutton Park line. There were up to ten trips per week from Kemira to Warrington catering for Speedlink traffic, which may have also included certain chemicals, such as nitric acid for British Nuclear Fuels (BNF).

TABLE THREE: Kemira Train Plan: January 1991. (Departures Only).

6V35	22:56 MO to Bridgwater
6V35	17:26 TO to Carmarthen
6O36	17:26 ThO to Gillingham (Dorset)
6O48	16:26 FO to Horsham
6L95	16:13 SuO to Ipswich
6V35	17:28 SuO to Truro
6T74	13:30 SSuX & 19:00 SSuX to Warrington

Unfortunately, rail traffic from Ince & Elton began to decline and the end of Railfreight Distribution's (RfD) Speedlink network was looming on the horizon. This would obviously impact on the number of wagonload destinations being served, which had already diminished in number. Indeed, the only Kemira destinations being served by Speedlink at the time of its demise in July 1991 were Aberdeen, Ely and Thornton. Aberdeen at this time had also been receiving Speedlink deliveries of fertiliser from Norsk Hydro at Immingham as, indeed, had Carmarthen, which had previously been a long standing UKF destination.

In the wake of Speedlink's demise, RfD continued to run contract trains for Kemira to Diss and Mossend. The service to Diss now ran via the West Coast Main Line to facilitate the detachment of traffic at Bletchley for Akeman Street (previously conveyed by the Horsham train). The Mossend service catered for traffic to Lugton and Thornton. By railway standards, these were short lived arrangements and ceased in 1993, thus bringing an end to the long standing railborne fertiliser traffic out of Ince & Elton.

The privatisation era

During the early English, Welsh & Scottish (EWS) era, Kemira still continued to dispatch nitric acid to BNF at Sellafield. This was one of a handful of chemical flows to use the new Enterprise wagonload network when launched by Transrail in September 1994, but was subsequently handled by fledgling freight operator Direct Rail Services in 1996. The source of the traffic was then switched to Sandbach later that same year, thus bringing an end to all rail activity at the Ince & Elton fertiliser plant; but it wasn't quite over yet...

Kemira made a welcome return to rail in 1999 by loading fertiliser for Lugton onto rail at an intermodal facility at

Widnes (close to the site of the former BOC terminal). This was followed by further Kemira fertiliser forwardings from Widnes and Warrington (Dallam) to the Caithness region, Ely and Great Yarmouth. Unfortunately, as was often the case with many former freight customers and various new trial flows that were then being enticed to rail by EWS, these positive developments never quite managed to survive long enough to mature into regular or long term contracts and were, thus, often short lived, disappearing from the railway scene almost as quickly as they had appeared.

I am indebted to those photographers whose work accompanies this article. I am also grateful to Andy Williams, Adrian Nicholls, Mark Evans and David Ratcliffe for their assistance in producing this article. Although various sources have been used to research this article, including the works of David Ratcliffe and Paul D. Shannon, I take full responsibility for any errors contained in it and welcome any corrections or comments via the TRACTION 'letters' section.



Monday 1st July 1991: At the beginning of what was the last week of Speedlink operations, 37198 passes Washwood Heath (West), at 18:34, with 6V93, the 07:55 SSuX from Mossend to Stoke Gifford, which depicts yet another splendid selection of wagons including three loaded PWA 'Palvans' from Kemira at Ince & Elton. Up until its closure in October 1987, Severn Tunnel Junction was the destination for this train, which at one point ran via the Welsh Marches line axis. At the time of this image, 6V93 was the only trunk haul Speedlink passing through the West Midlands not to call at Bescot, its routing from Stafford taking it via Walsall and over the Sutton Park line. KEVIN PAYNE

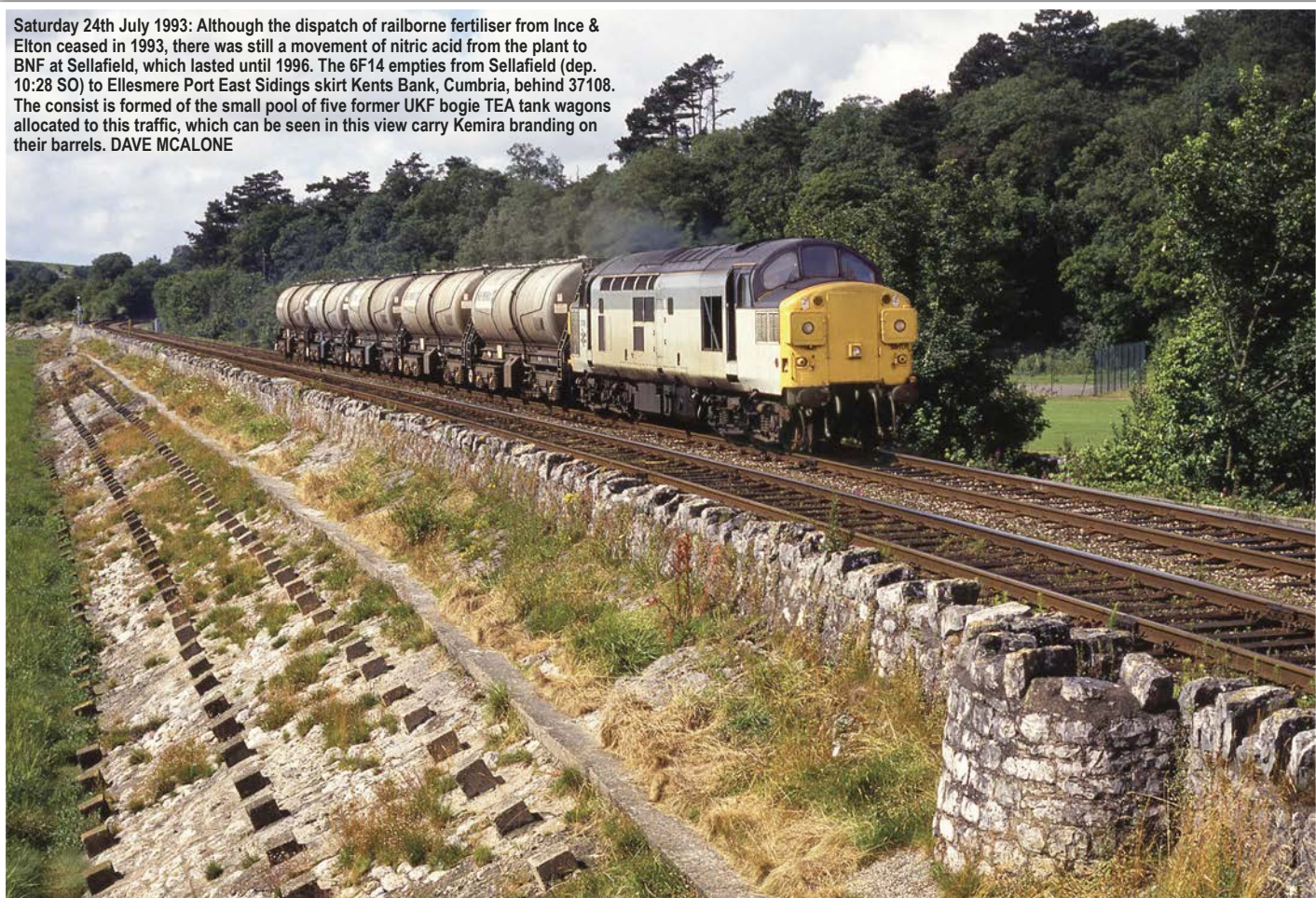


Monday 16th September 1991: A short consist of two IWA 'Hold-Alls' and two PWA 'Palvans' pass Crediton behind 47280 'Pedigree'. The train is 6C64, the 12:20 MO Lapford (Kemira) to Exeter trip conveying empties for return to Cheshire. The loaded vans were no doubt detached at Exeter in the early hours off 6V35, the Sundays only block train from Ince & Elton to Truro. They will later be attached to 6M22, the Mondays only corresponding return empties from Truro, which may also convey empties from Plymouth as well. MICK PAGE

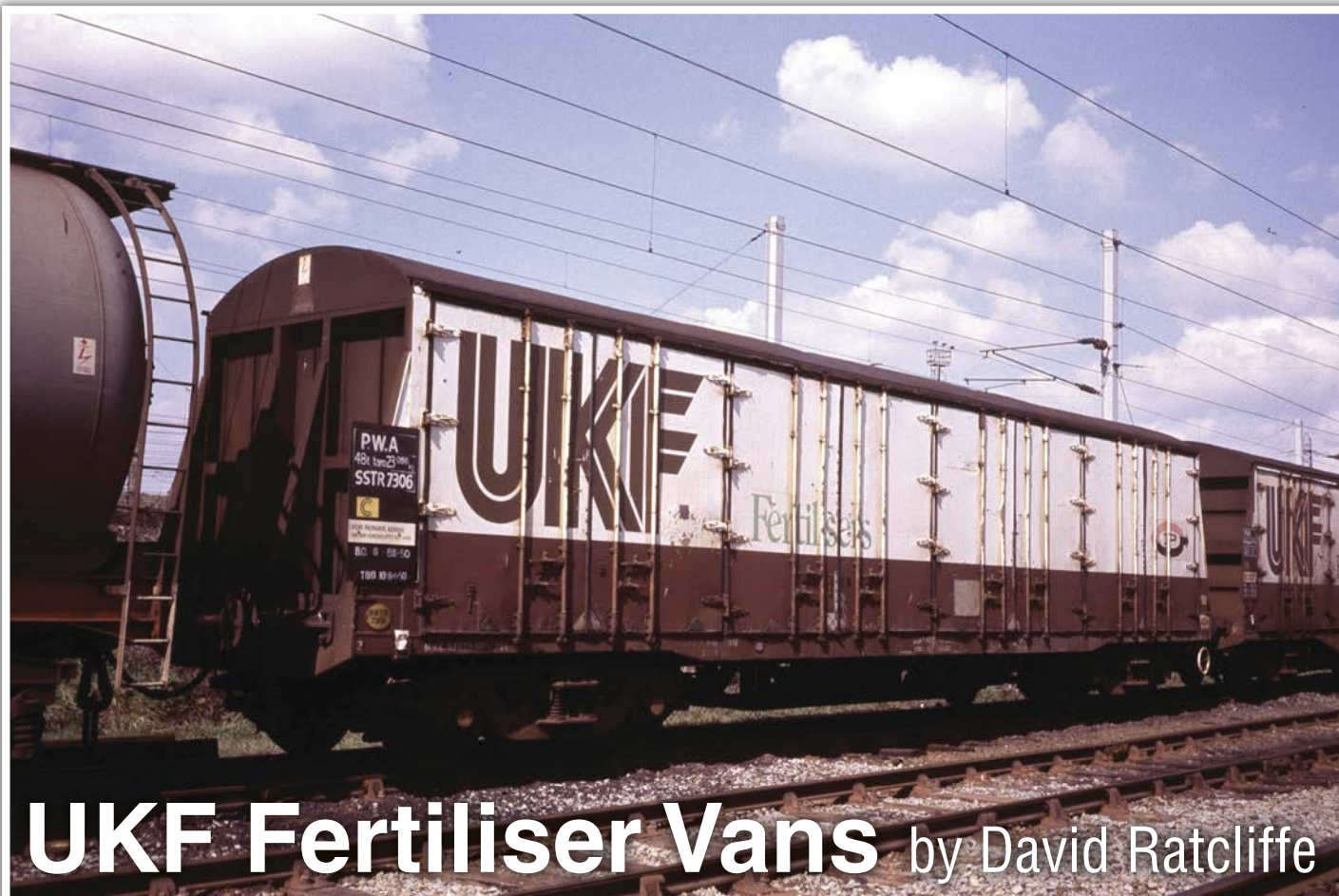
Saturday 11th April 1992: The Kemira empties from Diss, 6M49, the 10:55 SO departure to Ince & Elton, is seen near Crewe behind 87101 'Stephenson', which would have worked the train forward from London to Warrington. The consist appears to be formed entirely of IWA 'Hold-Alls', some of which would have been from Akeman Street and attached at Bletchley where the service called from 15:10 to 15:58. It's interesting to note the inclusion of a brake van. This would have been required for the return Akeman Street trip, which performed a lengthy propelling movement to Grendon Underwood Junction, as mentioned in Part One of this feature.
 PHIL BALDWIN (COURTESY OF ANDY BALDWIN)



Saturday 24th July 1993: Although the dispatch of railborne fertiliser from Ince & Elton ceased in 1993, there was still a movement of nitric acid from the plant to BNF at Sellafield, which lasted until 1996. The 6F14 empties from Sellafield (dep. 10:28 SO) to Ellesmere Port East Sidings skirt Kents Bank, Cumbria, behind 37108. The consist is formed of the small pool of five former UKF bogie TEA tank wagons allocated to this traffic, which can be seen in this view carry Kemira branding on their barrels. DAVE MCALONE



Sixty nine of the UKF vans were leased from either Lloyds & Scottish or British Rail Traffic & Electric while the remainder were initially hired from Procor before being purchased by UKF. Coded PWA on TOPS No. SSTR7306 is seen at Warrington in April 1989. DAVID RATCLIFFE



UKF Fertiliser Vans by David Ratcliffe

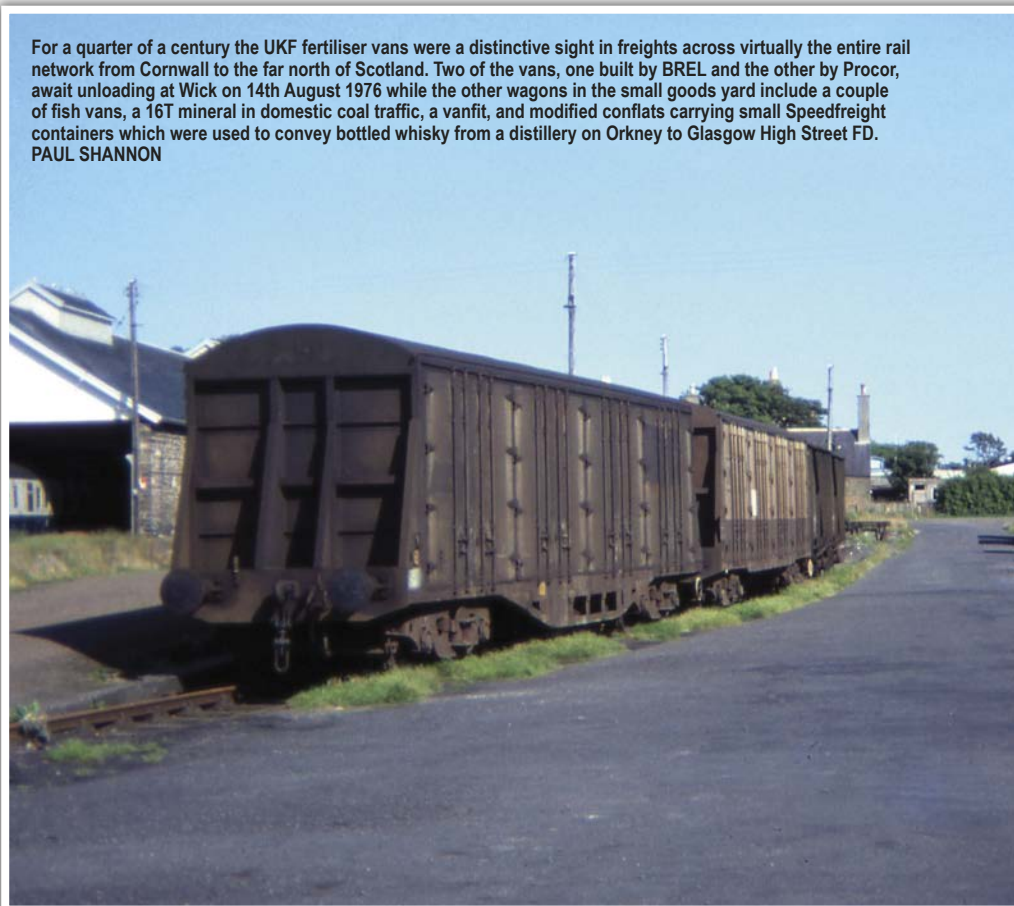
These bogie vans, first introduced in 1968 to carry fertiliser from the Shellstar (later UKF Fertilisers) chemical plant at Ince & Elton, Cheshire, were built to a unique design developed jointly by Shellstar and the Gloucester Railway Carriage & Wagon Company.

Air braked, and running on Gloucester fast freight bogies at up to 60 mph, the initial batch of thirty vans measured 45ft 3½in over headstocks, each capable of carrying 56 tons of bagged fertiliser. These vehicles were fitted with full length PVC curtain sides, while three internal partitions and an intermediate floor divided the interior into eight sections. A rod mechanism at each corner of the van, by means of which the one-piece roof could be raised a few inches to facilitate loading the top deck, was also fitted to the heavily reinforced ends.

Furthermore, all internal surfaces were aluminium lined to ensure that the bags of fertiliser were not ripped during loading and unloading, while dunnage bags, that could be filled via a single air inlet on each side, were fitted in each of the vertical partitions to prevent the load accidentally moving when in transit. Rubber pads positioned on the underside of the roof also helped hold the load in place.

In practice the curtain sides, moveable roof and intermediate floor proved

For a quarter of a century the UKF fertiliser vans were a distinctive sight in freights across virtually the entire rail network from Cornwall to the far north of Scotland. Two of the vans, one built by BREL and the other by Procor, await unloading at Wick on 14th August 1976 while the other wagons in the small goods yard include a couple of fish vans, a 16T mineral in domestic coal traffic, a vanfit, and modified conflat containers which were used to convey bottled whisky from a distillery on Orkney to Glasgow High Street FD. PAUL SHANNON





Rebuilt van No. LS7019 was in the new Kemira livery when photographed at Warrington in August 1989.
DAVID RATCLIFFE



troublesome and the subsequent 64 vans, built between 1971 and 1975 by BREL, Procor, and WH Davis, dispensed with all these features, having instead four pairs of cupboard doors each side and a fixed roof. The original batch also had their curtain sides replaced and roof mechanism disabled. At 45ft 11in over headstocks, the later builds were slightly longer than the first batch but the carrying capacity of all the vans was now 48 tons.

One van, numbered BRT 7167 on TOPS, was fitted with Gloucester GPS primary coil suspension bogies, while vans LS 7049 and BRT 7168 were both built by Procor in 1975 to replace two vans (LS 7013 and BRT 7152) which had been written off in a collision at Bridgwater the previous year. In consequence they resembled the final batch of UKF vans also built by Procor in 1975, Nos. SSTR 7300-24, in having slightly modified ends and less obvious underframe trussing between the bogies than the earlier batches. WH Davis of Shirebrook also built a single unique bogie fertiliser van for UKF in 1975, numbered LS 7050. This had a flat roof while its cupboard doors were made as stainless steel pressings with numerous strengthening ribs.

A further design development appeared in 1984, when Powell Duffryn modified van No. LS 7029 by replacing its cupboard doors with single piece gull wing doors. This was intended to improve accessibility when loading 'big bags' of fertiliser but it would remain a one off. Subsequently a dozen vans from the original batch (LS 7002/ 6/ 7/ 10/ 11/ 14/ 18-20/ 24/ 28/ 30), which by now had badly worn bodies, were rebuilt by WH Davis and Powell Duffryn but they would

just receive a plainer version of the usual cupboard doors and a nearly flat roof.

Livery

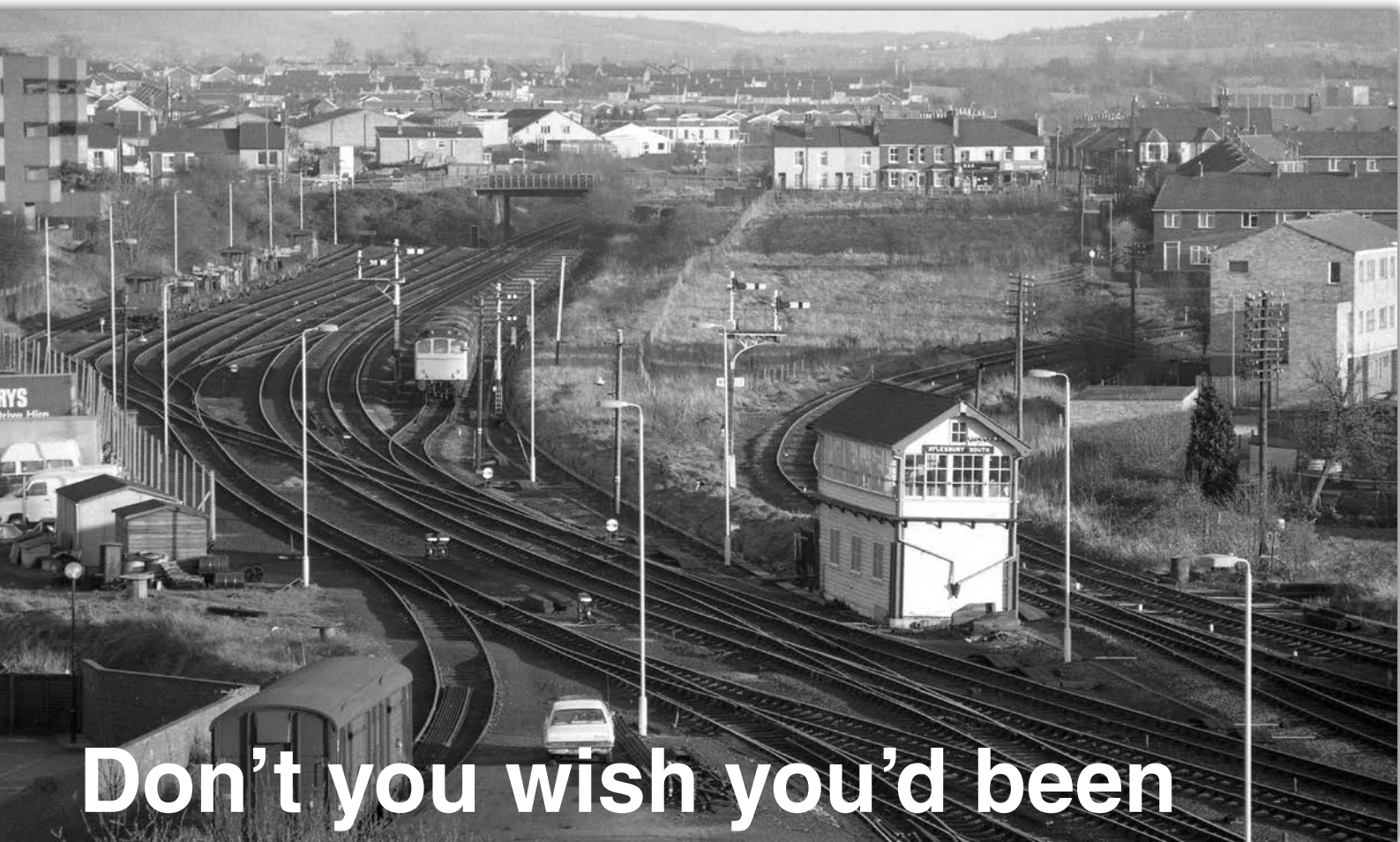
The curtain sides of the first batch had been ice blue with large Shellstar lettering and logo in white but a pale grey livery, with ice blue Shellstar lettering towards the right hand end and either a Lloyds & Scottish roundel or BRT logo towards the left hand end, was adopted for the first vans with cupboard doors. Then, in 1975, a new rich brown and white livery was introduced, initially with a blue UKF Shellstar name in a blue rectangle, although would give way to larger UKF Fertilisers lettering in brown and green on most of the vans.

The sale of the company to Kemira saw a number of vans repainted in Kemira's blue and white colours from 1989 but the majority remained in brown and white, albeit with their large UKF lettering painted over, when the fertiliser traffic came to an end in 1993. Subsequently all the vans went into store, either at Ince & Elton or Shirebrook, before being scrapped the following year.

Shellstar/UKF fertiliser vans

No.	series	Builder/year
LS 7001-30	Gloucester BRW	1967/68
LS 7031-48	BREL Ashford	1971/72
LS 7049	Procor	1975
LS 7050	WH Davis	1975
BRT 7150-67	BREL Ashford	1972
BRT 7168	Procor	1975
SSTR 7300-24	Procor	1975

A birds eye view taken in early March 1981 looking to the south shows a pair of Class 25s on a PW train. Aylesbury South signal box glows in the evening sun and the Princes Risborough branch curves away behind it. There's also a consignment of agricultural machinery in the east yard which was a rare occurrence!



Don't you wish you'd been better informed?

Dave Allen looks back at an eighteen month period in the early 1980s when he was living in Aylesbury. The daily diet of Class 25 action rekindled his interest in railways, but there was always the nagging doubt that he didn't know the half of what was going on.

In the 1970s there was a series of newspaper adverts, the most memorable of which showed the two sides of the Severn Crossing road bridge failing to meet in the middle of the Bristol Channel. It carried the strapline 'Don't you wish you'd been better informed?' I can't for the life of me remember who posted it, an insurance company no doubt, but it's a phrase that regularly swam around inside my head, particularly when trying to capture train movements. Today, of course, there are a number of ways to keep in precise touch with what's going on, but it certainly wasn't like that forty years ago.

My fascination with railways sprang from a childhood spent in Wolverton, of carriage and wagon works fame. Both my grandfathers and most of my uncles were employed there and the work's hooter – just before eight o' clock – was a daily reminder to hurry up and get ready for school. With growing independence, I found my way to the station and the undeniable delights of trainspotting. There were the usual scrapes – it seems unlikely now, but the local

copper used to come around checking our platform tickets and take delight (it seemed to me) in moving you on if you hadn't got one, or reporting serial offenders to their parents! But in the main it was a great way to pass the time.

One thing I was keen to do was take photographs. There was no family tradition of recording events in this way and my pleas for a camera were eventually heard by a great aunt, who presented me with a box version which had come straight out of the ark. Both viewfinder and lens left an awful lot to be desired, but it took me a while to realise it. One of my few 'successful' images was of D224 on the up afternoon mail. This would have been in the summer of 1961.

The cost of roll film, when weighed against my pocket money and consistently awful results, soon put paid to my photographic aspirations and as diesel and electric replaced steam I turned to other interests. Formal education ended around 1970 and I spent the next decade working in Wales – rural Wales for the most part –

without easy access to a railway. I did join a few societies, however, to keep in touch with developments and I managed a few enjoyable excursions, such as the 'Torbay Explorer' railtour in July 1976, behind D1013.

At the end of the 1970s I headed back to my home county, taking a job in Aylesbury. Things were changing fast around Wolverton, where the new city of Milton Keynes was beginning to take shape. The Beeching cuts and their aftermath had rubbed out some of the rail lines that originally criss-crossed the county, but I knew that the Oxford to Bletchley route was still there as a freight line, with a link to a surviving length of the old Great Central, approaching Aylesbury from the north. I wasn't sure what went on to the south, apart from a steady stream of DMUs to and from Marylebone, with the occasional service down the branch to Princes Risborough.

One benefit of my time in Wales was that I'd found my photographic feet, although the Zenit cameras I started with had a habit of chewing film. In Aylesbury I joined

a photography evening class and soon had a darkroom in the cupboard under the stairs – not necessarily a good idea! But I was increasingly keen to capture anything that moved and most things that didn't.

The place I worked was quite near the station and I noticed that around midday there was the distant but unmistakable sound of a diesel horn, coming from the north. Occasionally I was able to use my lunch hour to head off and investigate. What I found was a Class 25, sometimes running light, but more often than not with anything from one to a dozen parcels vans, arriving down the old Great Central route, presumably from Bletchley. Every now and then the train would be held at the outer home signal and sometimes it would run straight through to the station. The loco would uncouple from the vans, leave them in an appropriate siding, and collect a variety of other wagons. The line parallel to the running line, heading north, was effectively a long siding to an industrial area and the usual practice seemed to be for a private loco to deposit a few 'empties' - coal and tank wagons - towards the station end of this siding, where they could be collected by the Class 25. I'm not sure why, probably because I was on foot with limited time, but I never really investigated the industrial goings on. I did head out that way once – there was a vast car-breaker's yard and a coal distribution depot, but the film from that day was a 'darkroom disaster' - a pity, as 25095 had ventured well

up the line and on its return had 18 coal wagons and two tanks in tow, far more than the usual consist.

With the wagons assembled, the train headed off down the Princes Risborough branch, gathering the token from the Aylesbury South signal box on the way. Usually by this time I was returning to work and again I'm amazed, looking back, that I didn't once take an afternoon off and follow on down the branch on the next service train to see what was happening at Princes Risborough. There were numerous sidings there, as well as occasional freight traffic for Chinnor and Thame, so it was presumably a comparatively busy interchange. At some point in the afternoon the '25' would return with loaded wagons, although I never really saw this part of the operation. Having disposed of them, it prepared to head back north with a parcels train. Once again, this might consist of a single vehicle, or a fairly impressive load of up to fourteen vans. As it departed around 18:00 hours, I would sometimes see it on its way. On a couple of occasions, I headed out into the country to the site of Waddesdon station to catch it rumbling past. This former outpost of the Metropolitan Railway had closed as early as 1936 and survived at the time as a single overgrown platform. Given its road access, recent developments have seen it 'tidied up' as a store for permanent way materials.

While I was never sure about the traffic flows, although a basic pattern

was evident, there were some clues as to the contents and origin of the 'Ermefer' tank wagons, which were such a regular feature of these freights. Occasionally, one was parked in the station yard and the information panels showed that they came from the south of France, in particular the town of Sete, and carried wine, fruit juice, or even aperitifs! In January 1982, a very different liquid cargo appeared, in the form of oil. The tank wagons probably arrived on Monday 15th, being split into two rakes of ten for offloading in the oil terminal, which had fairly smart looking storage tanks and pipework. They definitely departed as a single train, on January 22nd, hauled by 25313. This was the only occasion I saw oil being handled in this way. On a totally different front, the 'Readers' Digest' and various trade catalogues were printed in Aylesbury and some were apparently despatched by rail, no doubt accounting for a good number of the parcels vans, which were loaded in more than one location around the site.

Where I failed dismally was with the traffic in fertiliser, refuse (the 'binliners') and newspapers. Looking back at my photographs I did record one Saturday morning fertiliser train, in the station, headed by 25277, but as the film was another developing disaster (this time a colour laboratory, not me) I didn't appreciate it at the time. I had an inkling that things were still happening at Akeman Street, where the old Great Central cut-off



On 27th March 1981, 25105 sets back in search of a brake van, which it will take down the branch to Princes Risborough. To the left is the imposing brick built goods shed and to the right vans ready for loading in a more convenient, if less sheltered, manner.

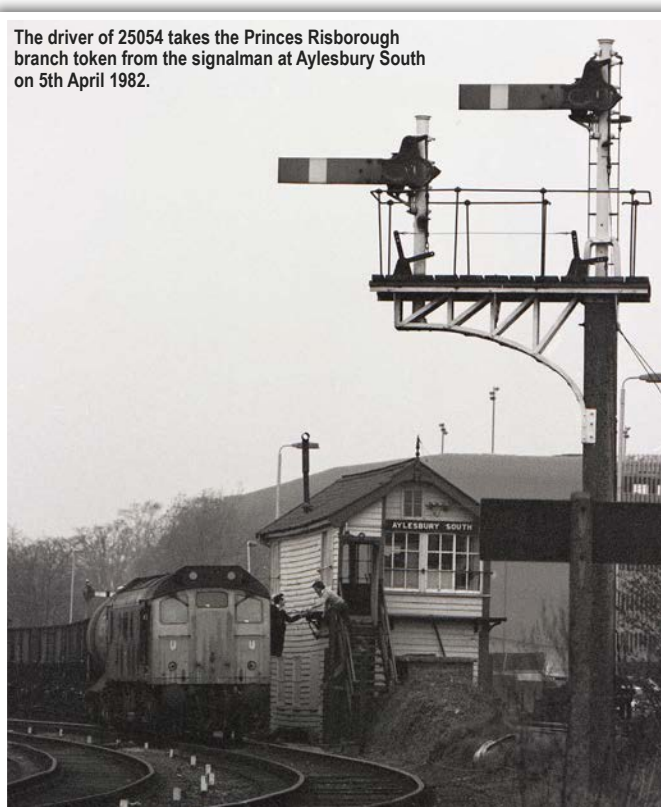
October 1981; having drawn the postal vans out from the siding on the far left (most convenient for road/rail loading) 25209 is setting back, as the running line, on the right, can only be accessed near the station. To the right are some French tankers owned by Ermefer and Univer.



On a lovely July 1982 evening 25140 rumbles the postal past the site of Waddesdon platform. The loco was based at Cricklewood at the time, but was withdrawn from Carlisle Kingmoor in December 1983.



The driver of 25054 takes the Princes Risborough branch taken from the signalman at Aylesbury South on 5th April 1982.



October 1981, and Toton allocated 25125 collects the empty Ermefer tank wagon brought down the siding from the industrial area further north. The loco was withdrawn two months later.



The only locomotive apart from Class 25s I saw on my lunchtime visits was 31194. On 22nd April 1982 it was resting in the stabling point while 25191, a Kingmoor loco at the time, went about its duties. 25191 was withdrawn in 1987 and found refuge on the North Yorkshire Moors Railway.

25318 exits the siding on 23rd March 1982. Just visible in the distance the privately owned 0-4-0 shunter deals with a coal wagon. The Class 25 was a Springs Branch loco at this time, with four months left in revenue earning service.



On January 25th 1982, 25313 has just drawn two rakes of ten oil tanks from the sidings into the station area and run round, before heading north. At this time, it was allocated to Cricklewood. It survived until 1987, playing a part in the last Class 25 'special', and beyond, into preservation at Llangollen.

was severed at the A41 road and the fertilizer depot existed, but I didn't investigate. Similarly, the container trains to Calvert eluded me, apart from watching the odd one, Class 45 in charge, thump slowly through the station at midnight while walking the dog. The only time I saw the train in daylight was at its brickwork's destination, with no loco in attendance. As for the newspaper trains, I've only read about them recently, but I think I would have been sufficiently stirred to get up early if there was the prospect of seeing a Class 47 or 50 in the town!

There were, of course, a few ad hoc workings, involving permanent way trains and occasionally locos were stabled in the station yard, including 97201 (ex 24061) on a Derby test train. Perhaps the strangest working was when a short pw train was propelled all the way down the main line by 25221. Goodness knows where it had begun its journey, but there was a keen lookout crew on the brake van veranda. Another oddity was that, with the exception of the nocturnal '45s' and Departmental '97', all the engines I saw at Aylesbury, bar one, were Class 25s. In about fifty visits trackside, I registered at least fifty two different Class 25s. The odd one out was 31184, which wasn't actually doing anything, but was stabled on a spur under the footbridge, a favourite parking place.

At this time, as far as I was aware, there were no excursion trains routed through Aylesbury (although the 'Quaintonian' DMU provided a shuttle to the Buckinghamshire Railway Centre on Bank Holidays). I remember being mildly peeved when these specials started running after I'd left the town, headed by a variety of motive power. What I did do, in the meantime, was head over to Princes Risborough and Brill Tunnel, on Saturday mornings, to see a Class 47, 50, or the occasional 45, going through their paces on the slimmed down version of what was to become the revamped Chiltern Line.

In mid 1982 I moved from Aylesbury to Andover, where Class 33s, 47s, and 50s were the regular performers. But there was an unexpected visit from two Class 25s in July 1986, when the 'Coastway Crusader' (Bristol - Bognor Regis - Bristol) took in the Andover to Ludgershall branch. 25191 and 25181 were in charge, but the latter failed at Ludgershall and, having been dragged back down the branch with handbrake on, was left stranded at Andover with wheel flats. A day or two later it was skated off to Eastleigh, where it was eventually cut up. A sad end, but at least it allowed me to bid a fond farewell to a class of locomotive which I'd enjoyed following in rain and shine, sun and snow, four years before, even if I wasn't fully aware of what was going on.

The writing of this article has been made all the more enjoyable by making reference to the amazing and encyclopaedic derbysulzers.com website – I plan to make all my Aylesbury images available on line in the near future.

PERRY BARR

The location didn't win beauty contests, however, this model scene is evocative of the BR blue era and demonstrates impressive modelling skills.

Perry Barr opened for operation on July 4, 1837, and initially served the Grand Junction Railway that linked Birmingham with Manchester and Liverpool.

The line, completed over a year before the London to Birmingham route, was arguably

the world's first long-distance railway.

In spite of this grand beginning, it was eventually reduced to nothing more than a suburban halt. A section of the route was electrified in 1966 as part of the West Coast Main Line scheme. This became a crucial

link in the system and provided a diversion for main line traffic while maintenance work was carried out between Wolverhampton and Birmingham.

Here's how Mike recreated one of the oldest operational stations on record.



Photography by Mike Lynch



The 8ft x 2ft baseboard is of beam and board construction, with lengths of 50mm x 25mm wood supporting pieces of 12mm thick MDF. Concrete trunking from Model Railway Scenery was laid between the tracks and a signal from Express Models was placed at the end of the Down platform.



While the concrete over bridge provided a convenient cut-off at the station end, Mike had to create a scenic break to the left and constructed a bridge of typical blue brick, WCML construction.



Platforms are from Scalescenes. Other structural elements were a combination of Scalescenes textures, mounting card, 3mm ply and anything else that came to Mike's hand. A box structure of the station bridge was constructed first and covered in sandpaper to convey a concrete finish. Retaining walls were made from 6mm ply and covered in sandpaper. These were given a coat of grey emulsion followed by several coats of black wash to create a realistic finish.



(LEFT) The 1960s station building is made from mounting card. The windows were made from thin card and painted white. Mike used an old plastic file cover to create the frosted glass and installed LEDs for night time operation. The platform shelters were recreated using a combination of card and Scalescenes textures. The paint effect was achieved by rubbing a glass fibre pen over the surface once it had dried.

(RIGHT) The layout needed a reminder of its location, so Mike placed a factory structure behind the fence and included a picture of the old Polytechnic behind the station building.



(RIGHT) Mike's overhead line equipment is to be admired. Built from scratch, he made all the necessary jigs.



IRISH RAILWAY MODELS

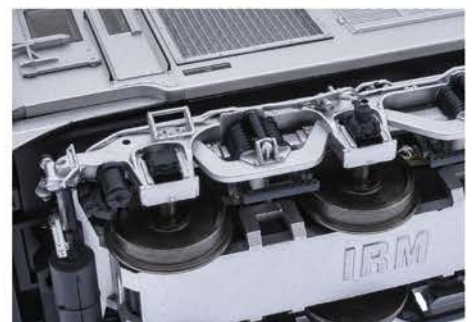
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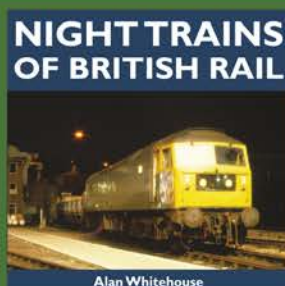


Andrew Wiltshire

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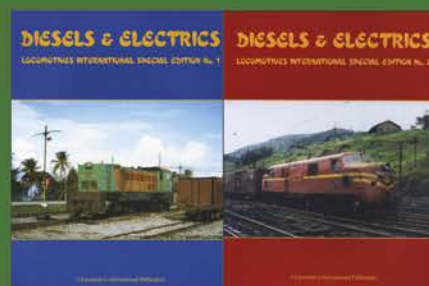
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Irish Railway Models A Class

Words & photography by Andy York



Although Irish-outline models may not be your thing, this review signals what the forthcoming Accurascale Deltics, Class 37s and 92s could be like as the two businesses are intrinsically linked.

60 of these Co-Co locomotives were ordered by CIE from Metropolitan-Vickers and were built at Dukinfield Works, Manchester between 1955 and 1956 as part of a plan to implement mass dieselisation of the Irish railway network.

Initially, the locomotives were fitted with an eight-cylinder, two-stroke Crossley unit developing 1,200hp and were deployed across the country, working express passenger and freight services including cross-border trains. However, significant reliability problems soon emerged, including cylinder defects, unbalanced engines and flashovers as well as excessive water temperatures causing shutdowns. The reliability issues led to CIE placing all future locomotive orders with General Motors, and in the late 1960s, CIE managed to persuade GM to sell them replacement power units to re-engineer the troublesome A Class.

The rebuilds took place between 1968 and 1971. They were rebuilt with a 12-cylinder EMD 645E engine seeing a slight increase in power over the original Crossley units. With their new engines, the As settled down and provided over two decades of further service into the 1990s, with the last members of the class being withdrawn in 1995 after the introduction of the new 201 Class.

Taking the model from the box, the immediate impression is of solidity and quality. Although it's a Co-Co wheel

arrangement, it's slightly shorter than a Class 25 to give a little context. Livery application and lettering is faultless and there's a wealth of detail to admire, especially on the bogie sideframes, etched side grilles and roof fan grille.

At launch, there are 17 models covering the liveries seen through the life of the locomotives, from silver as delivered through green, black, black and tan and Irish Rail orange liveries in various numbers. The differences arising from the re-engine and re-build are catered for, too.

I have been lucky enough to test the model fitted with DCC sound. There is to be different files for Crossley and EMD engined models. The swap-out of the blanking plug and 21-pin decoder takes seconds, and the roof panel reassuringly snaps back into place thanks to magnets. Beautiful.

The model's performance on track is nothing short of phenomenal. It's perfectly fine on analogue with smooth and silent control, but it starts to come into its own on DCC. Those capacitors are now working and give power for around five seconds if contact with the track is lost, even though it is all-wheel pick-up and drive, which means it can perform a party trick of running at a scale 15mph over a sheet of A4 paper laid across the rails! Moving onto what's really special about this diminutive powerhouse, I have had 23 Mk. 1 coaches behind it on the test track, which it handles with ease. At speed step 1 out of 128, the model still moved that ridiculous length train without any sign of a reduction in speed and with no trace of slipping. Incredible.

Datafile

Manufacturer: Irish Railway Models

Catalogue Refs:

(IRM1100 A1) - Special Edition Silver with box – £199.99

(IRM1101 A30) - Silver

(IRM1102 A42) - Green

(IRM1103 A46) - Lined Green

(IRM1104 A55) - Black

(IRM1105 A12) - Black with Yellow

(IRM1106 A15) - Black & Tan

(IRM1107 A39R) - Black & Tan

(IRM1108 A23R) - Black & Tan

(IRM1109 018) - Supertrain

(IRM1110 027) - Supertrain

(IRM1111 007) - Irish Rail Supertrain

(IRM1112 056) - Irish Rail Supertrain

(IRM1113 048) - Irish Rail

(IRM1114 017) - Irish Rail

(IRM1115 054) - Irish Rail

(IRM1116 036) - Irish Rail

RRP: £169.99 DCC-ready

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

Era: 5 to 8

Company/Operator: CIE/Irish Rail

Weight: 500g

Chassis and Body: Die-cast chassis with plastic body

Minimum curve radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Heljan reveals Class 56 decorated samples

The first factory-decorated samples of Heljan's O gauge Class 56 have arrived for review.

As is often the case with pre-production samples, some corrections have been identified, but Heljan believes they look promising.

The firm expects the most popular livery in the first batch to be BR large logo blue. This will be offered in unnumbered form and as 56099 with Tinsley TMD decorative flourishes.

The '56' depicts the later Doncaster and Crewe-built locomotives (56056-135). It is being produced in 10 different versions, ranging from original BR blue to mid-1990s Loadhaul black/orange. An 11th version, in Transrail grey, is exclusive to Tower Models.

Standard features include LED lighting, powered roof fans, a heavy-duty chassis with twin motors and brass flywheels, a DCC-friendly PCB with screw terminals, etched grilles, a choice of cab door handrail designs, optional cab ventilation grilles and protection grids for mounting under the bufferbeams. Sprung buffers and couplings and a wealth of separately fitted detail parts is also standard fitment.



Revolution Trains offers Class 59 for 'N'

Revolution Trains is producing models of the Class 59 Co-Co diesel as its next locomotive for N gauge. The Class 59 will be Revolution's second N gauge locomotive, following its recently-released Class 92.

Tooling has been designed to incorporate detail differences and enable all locomotives in the class to be depicted, including GBRf's 59003 with its centre marker light above the windscreen.

Revolution has secured licences to produce the models in all liveries, including the latest GBRf and Freightliner G&W schemes.

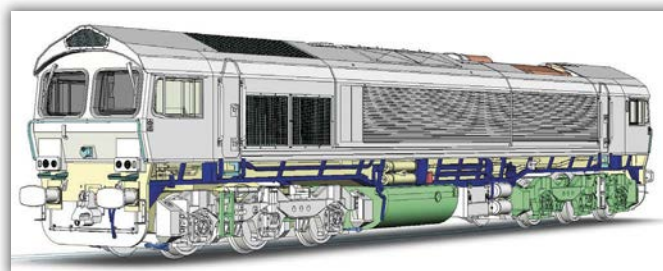
Models are expected to include detail differences between subtypes, switchable directional lights, low-friction pick-ups, NEM couplers, photo-etched roof and side grilles, a sound speaker hidden in the underslung fuel tank as standard, and a "powerful" drivetrain.

In addition, different bogies, exhausts and bodysells are being tooled to allow for the differences between subclasses – and between individual locomotives in each subclass – to be accommodated.

These variations include the position of the exhaust, bogie dampers, NRN roof pods, cab handrail recesses, roof hatches, lashing loops, fire extinguishers on 59/2s and the commemorative bell at one end only for models depicting 59001 and 59201.

Models are said to be supplied with one end super-detailed, with an air dam, however, a slotted alternative will be supplied for those who prefer to have working couplers at both ends.

The model has also been designed so that the angled solebar supports are separate, allowing the extensive detailing in this area to be more convincingly portrayed. A "next-generation die-cast chassis" weighing approx. 115g with low friction, centre sprung pickups and low gearing for smooth running is promised. For ease of DCC conversion, a removable centre section as per prototypes will feature.



Dapol shares first EPs of Class 66

Dapol has taken delivery of the first engineering prototypes of its Class 66 for O gauge. Currently under review by its design team, the manufacturer has said "it is looking a very impressive model", though states that it is subject to modification and improvements before models enter production. Artwork is said to be under evaluation by its team at present and is yet to be revealed. It is anticipated that models will be delivered in 2022.

Models to be offered are as follows:

- (7D-066-001) Class 66 66001 EWS
- (7D-066-002) Class 66 66504 Freightliner Powerhaul
- (7D-066-003) Class 66 66709 GBRF *Sorrento MSC*
- (7D-066-004) Class 66 66421 New DRS
- (7D-066-005) Class 66 66789 GBRF *British Rail 1948 - 1997* BR blue large logo
- (7D-066-006) Class 66 66783 GBRF BIFFA *The Flying Dustman*



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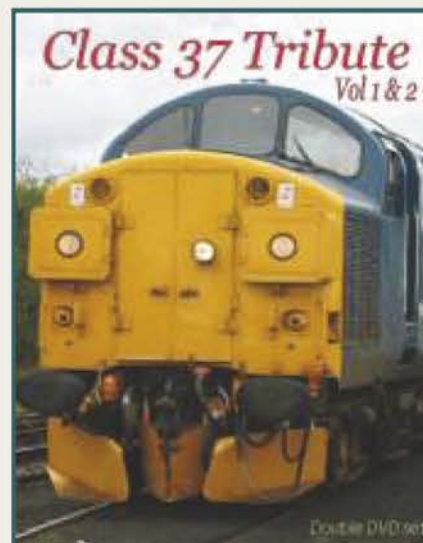
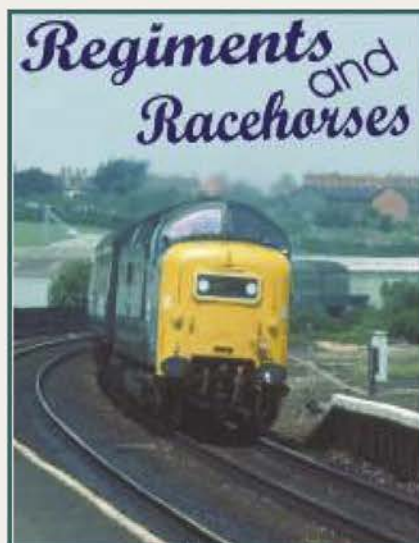
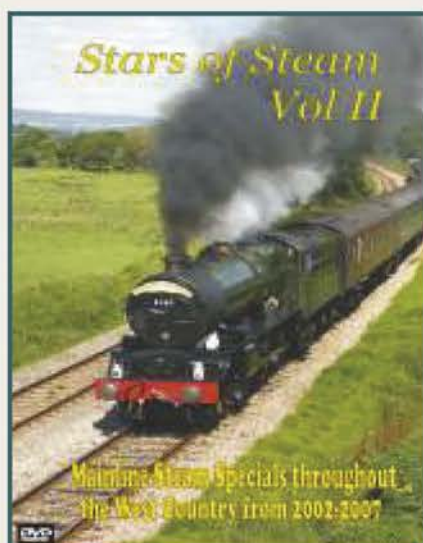
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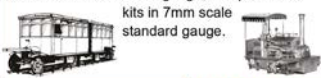
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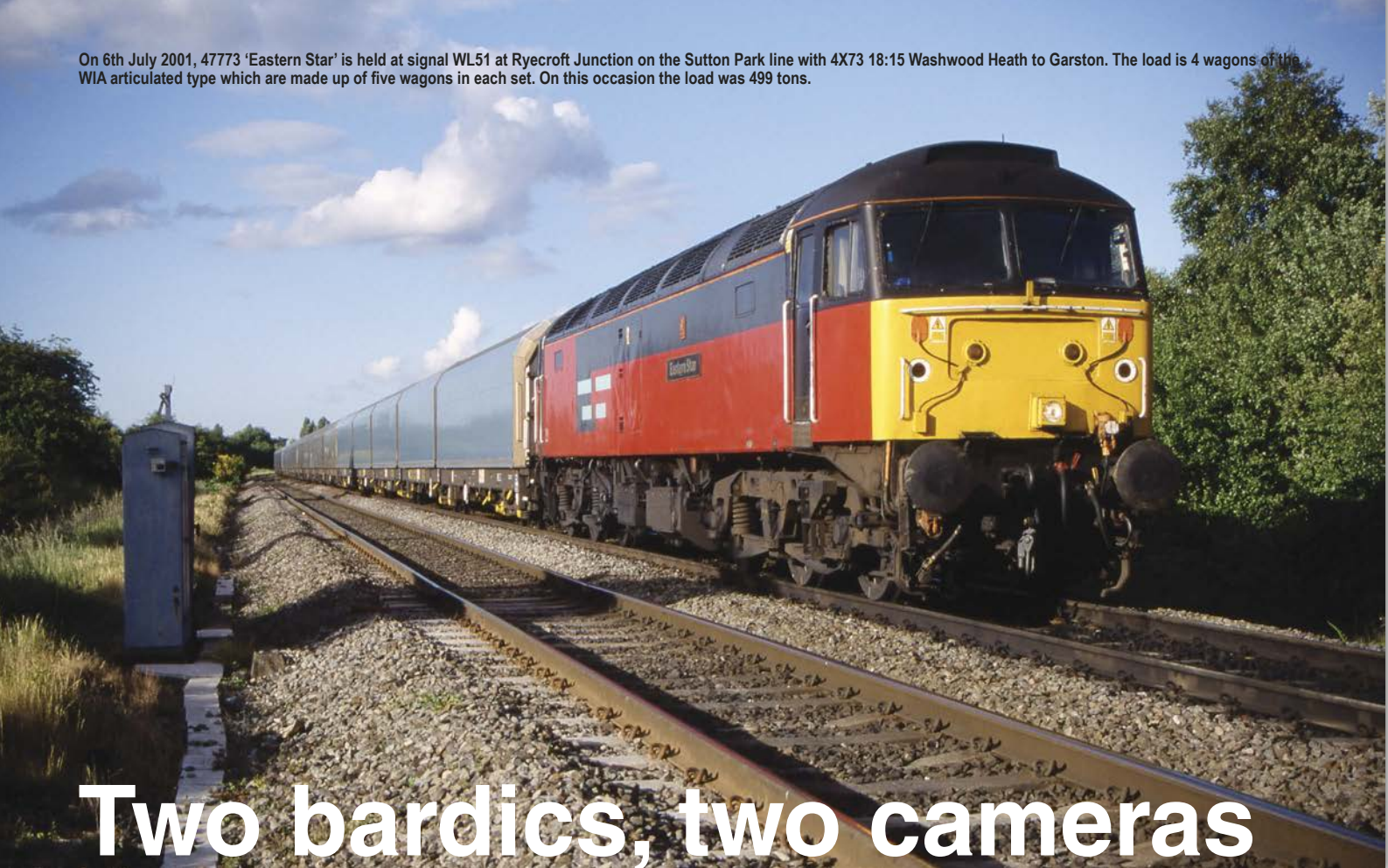
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Two bardics, two cameras and a tripod

Jason Hickling's former depot at Saltley in Birmingham, and the 'Seagulls' who inhabited it had a reputation for flying far and wide on an eclectic range of train crew jobs.

In the days of steam, Saltley crews worked freight trains from the yards at Washwood Heath and Water Orton via Derby, Leeds and the remote scenic regions of the Yorkshire Dales to Carlisle, a job of such an arduous nature for a fireman, that my good friend and former Saltley Driver of over 49 years, Derek Yardley, recalls, "It was not unusual to skin a tender on those jobs."

In more modern times, during the days of Railfreight Distribution, Saltley men (and women) really spread their wings and had the outrageous fortune of manning the Class 08 shunt engine in Mossend Yard near Glasgow!

However, one of my favourite turns during my time as a driver at Saltley was to the not too distant, but no less exotic, destination of Crewe. I always had a fondness for this particular route as it was one of the first routes I signed when I passed for driving in 1995 in the days when we would work to and from Basford Hall yard with Freightliner trains hauled by an array of Class 47 locos which by this time were well run in!

It is fair to say that the Wembley drivers, with their pairs of Class 86s, often got the better of us on the section of route between Crewe and Stafford. I

must say it is a real novelty to drive this route as I do at present with 'Voyagers' and actually achieve line speed on the climb from Basford Hall to Madeley. This was something that could only be dreamt of on days such as 30th March 1996 with 1314 tons hanging on the drawbar of 47197 working 4027 12:00 Basford Hall to Southampton or on the 29th February 1996 with 47528 'The Queens Own Mercian Yeomanry' doing its best to haul 1158 tons also on 4027. My driver's journal shows the locomotive only managed to get as far as Lawley Street yard in Birmingham where it was declared a failure and made the short journey across to Saltley depot. There the ever capable fitters worked their magic on its faulty compressors which would not stop running and its driver's side cab door No. 2 end which would not open; as stated earlier the Class 47s were well run in.

6X73

The turn in question, which I regarded as a favourite, came some years later in 2001. It started with a pleasant booking on time of 17:00 at Saltley, followed by preparation of the allocated loco and the short journey as 0G73 to Washwood Heath yard. Then 6X73, the 18:15 Washwood Heath to Garston Yard

car train was worked as far as Crewe and then, after a wait, the return was with 6G74, the 22:45 Garston Yard to Washwood Heath.

My journal shows I worked this train on three consecutive days in June 2001 (6th, 7th and 8th) with 47733 'Eastern Star' with loads ranging from 271 tons to 800 tons over the three days. It would seem, however, all this exertion proved a little too much for 'Eastern Star' as, by Friday 8th June, it had to be booked repairs for fluctuating amps and No. 1 cab filling with exhaust fumes. With loose manifold bolts and a slightly warped engine room door, it's fair to say the cab could not be regarded as a clean air zone.

By 2002, the class 66 locos had started to appear on what was by then Saltley Turn 47 (possibly a nod to previous tractions or maybe just a coincidence). Various car carrying wagons were used on this service over the years but I can recall on Friday 1st March 2002 being extremely impressed with the superb riding qualities of the WIA type wagons whilst working 4G73 with 66098 and a light load of just 2 WIA wagons for 319 tons. Shortly after departing from Washwood Heath yard whilst on the Sutton Park line I was brought to a stand and told that a bardic type hand lamp had

inadvertently been left on the foot steps of one of the wagons. Following a quick examination of the train, the errant lamp was located.

At one time, the Sutton Park route was maintained to an extremely high standard and I believe was used for high speed test runs of the Blue Pullman trains. However standards had slipped somewhat over time and for many years the route was littered with 20 mph temporary speed restrictions due to the condition of the track. Thanks to the smooth riding properties of the WIA wagons, the bardic lamp was found exactly where it had been left and returned to the cab along with my own. I often wondered if the staff at Crewe that evening thought they had seen a Saltley driver who was afraid of the dark, although with the nature of driving freight trains at that time most of us were more apprehensive about being out in daylight!

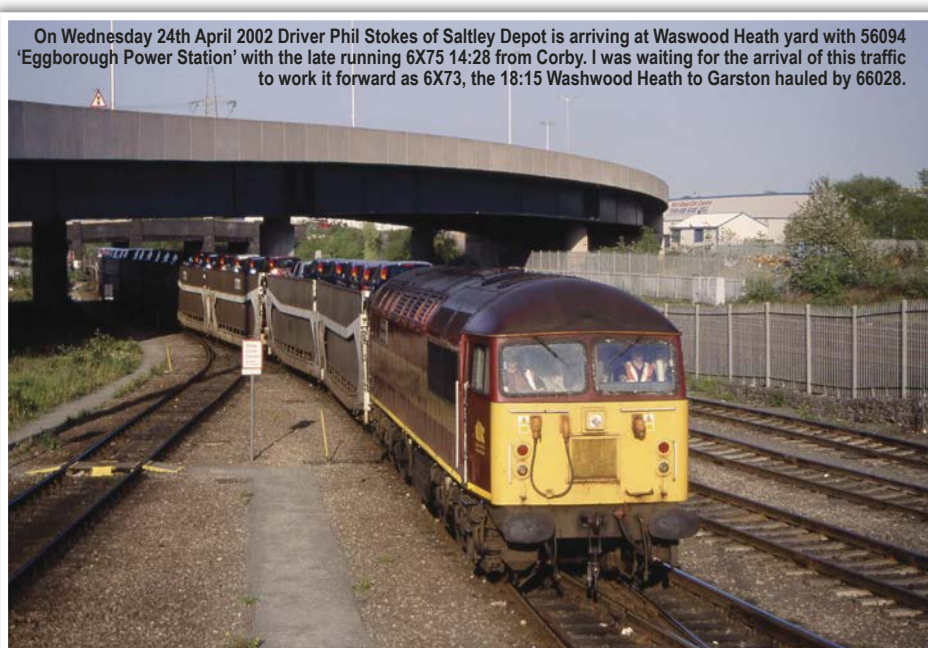
Crewe Diesel Depot

The main reason that I was happy to be rostered to Turn 47 was that it involved a layover at Crewe for a few hours whilst the train went forward to Garston. I would very often use this time to walk to Crewe Diesel Depot with my cameras, tripod and, as on Friday 1st March, my two bardic lamps. After checking in with the depot supervisor, I would spend a pleasant

couple of hours walking around the depot photographing whatever was tucked away inside. During the time I worked to Crewe with freight trains, the diesel depot was still a very busy place and was always full of first generation locos, mostly Class 47s from the RES fleet but also '47s' and '57s' from Freightliner's hard working fleet, Class

37s and the occasional Class 60 or 66.

I always found the maintenance staff at Crewe Diesel, like most other depots, very knowledgeable and interesting to talk to. As a driver I found it fascinating to see locos sitting up on the lifting jacks with bogies rolled out or to walk past a Class 47 and see its giant pistons removed. It was all very



On Wednesday 24th April 2002 Driver Phil Stokes of Saltley Depot is arriving at Waswood Heath yard with 56094 'Eggborough Power Station' with the late running 6X75 14:28 from Corby. I was waiting for the arrival of this traffic to work it forward as 6X73, the 18:15 Washwood Heath to Garston hauled by 66028.



Friday 26th April 2002. Seen inside Crewe Diesel depot 37411 'The Scottish Railway Preservation Society' is undergoing a bogie overhaul and 57009 'Freightliner Venturer' is nearing the end of its stay for fitting of TPWS and long range fuel tanks.

hard and heavy work for the fitters but just the sort of behind the scenes work that is essential to keeping the railway running. I also found the maintenance staff to be just as interested in our side of the job and to learn what went on and how the locos performed once they left the confines of the Depot.

I can recall one evening watching the fitting staff attaching a set of nameplates to a certain Class 47/8, which by that time had started to receive something of a celebrity status due to the limited time they had left hauling regular class one expresses. The fitters were having a few problems finding a suitable location for the nameplate due to the various pipes, conduits and other equipment located inside the loco. I remember thinking at the time was this the reason the early Western Region 47s had their nameplates located where they did?

I can also recall on many occasions the depot favourites, 47798 and 47799, being

37706 and 57003
'Freightliner Evolution'
are inside the depot on
June 8th 2001.



The imposing bulk of 37674 'St Blaise Church 1445-1995' is seen inside Crewe Diesel Depot on March 1st 2002 undergoing a 'B exam' including investigations for low power faults and fitting of TPWS equipment.



repainted, cleaned or polished for various special duties. I often thought if they received many more coats of paint they would be out of gauge but, all credit to the staff at Crewe Diesel, they were always turned out in a princely state.

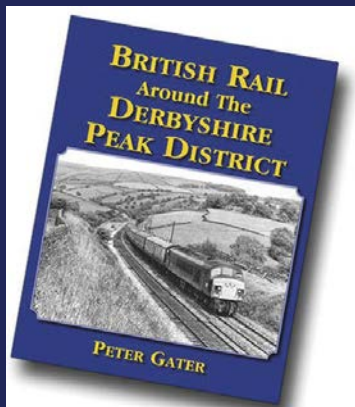
My thanks go out to all the staff at Crewe Diesel for allowing this visiting 'Seagull' a few hours to circle around and roost in their depot.

(RIGHT) On 24th April 2002 47798 'Prince William' and 47799 'Prince Henry' are being made immaculate for upcoming Golden Jubilee Royal Train duties.



(BELOW) Seen through racks of hoisting chains 47782 and 47760 'Ribblehead Viaduct' are receiving attention on March 25th 2002.





‘British Rail Around the Derbyshire Peak District’ by the late Peter Gater has recently been published by Pynot Publishing. In its 92 pages are nearly 200 black and white photos of diesel traction across the Peak District in the 1970s and 1980s. All royalties are to be donated to the Ashgate hospice by the author’s family, whilst the publisher will donate £1 for each direct web sale from his website to the CFPS 40135 crankcase appeal.

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45007 is about to depart from the yard at Wirksworth after descending from the exchange sidings with the last stone train bound for the sugar beet factory at King's Lynn on 15th January 1986.



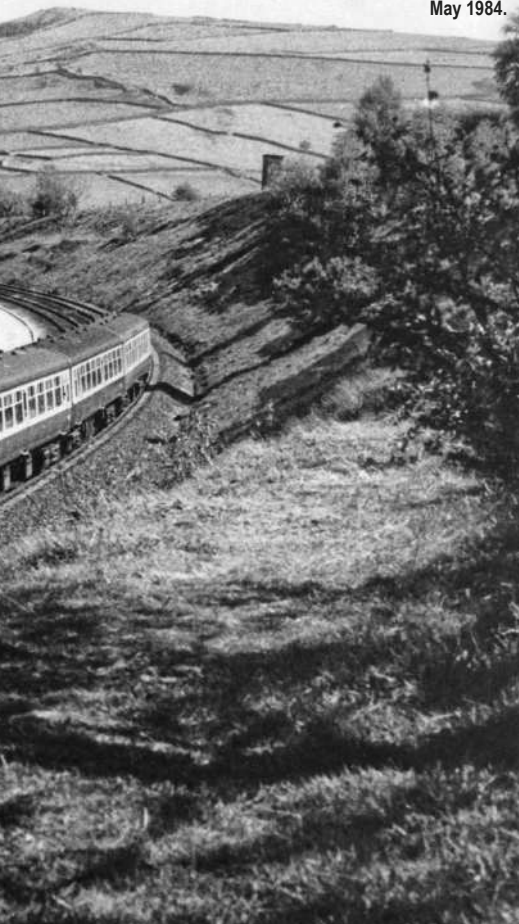
Peak District Rails





A former Western Region Class 123 Inter-City DMU passes Grindleford with the 11:45 Manchester Piccadilly to Sheffield on 21st April 1979.

31442 passes Buxworth with the 12:10 Hull to Manchester Piccadilly on the first day of the loco hauled Manchester to Humberside services on 14th May 1984.



25109 passes Chinley North Junction with a train of empty ICI hoppers from Northwich to Tunstead. The Hope Valley line diverges to the left.



The classic view inside the depot with 31189, another unidentified Class 31 and 55009 'Alycidon' all under maintenance on September 19th 1980.



Finsbury Park Depot

Finsbury Park Traction Maintenance Depot was the first purpose built main line diesel locomotive depot built by British Railways. It was fully opened in April 1960 and was given the depot code 34G. It was later recoded to FP and was closed in October 1983. The main depot

shed had six tracks with five roads outside. The depot's main function was to supply power for trains on the former Great Northern Main Line out of King's Cross. Gavin Morrison's photos capture something of the atmosphere of this once important depot in its heyday.



On 31st July 1977, 40057 is receiving some cleaning attention inside the depot.



It's 09:20 on a wet 20th May 1981 and 55012 'Crepello' and 55009 'Alycidon' tick over outside the depot.



55003 'Meld' is seen on 30th July 1977 carrying the thistle head board that was used on the 'Flying Scotsman' service in the early years of the 'Deltics'. By the time of this photograph they were no longer used. The loco had just worked 1A15, the 09:20 Newcastle to King's Cross and was about to undergo a C Exam on the depot.





An atmospheric shot of 55003 'Meld' and 55013 'Black Watch' standing outside the main shed on 31st July 1977.

From left to right 40069, 40077 and 40158 are seen resting between duties on September 19th 1980. No doubt they will be in action on parcels and mail trains later that day. To the right of the nose of 40069, the building where the depot's breakdown train was serviced can be seen together with a yellow Mark 1 vehicle.





At 09:35 on 20th May 1981 some track repair staff step back from their task as 55014 'The Duke of Wellington's Regiment' move off the depot to work 1L41, the 10:05 King's Cross to York. Also in view are 55015 'Tulyar', 55012 'Crepello' and 55009 'Alycidon'.

55014 'The Duke of Wellington's Regiment' and 47432 are seen at fuelling point on September 19th 1980.





Eastfield Style: Part 3

Former Eastfield secondman John Baker concludes his account of how the depot repainted its locomotives in its own special way.



Black gloss roofs now became the latest vogue and Class 08 shunters became the next recipients. As before, the Cowlairs Carriage Depot workshop was used for applying the Class 08 embellishments and 08430, 08431, 08720, 08851 and 08853 were so treated although 08853 received no BR logo.

There was one Class 08 though that Eastfield were determined to do themselves and as it was also a rebuild from semi derelict condition there was no particular rush. The chosen loco was 08938 which had languished around the back of the shed for some years gradually donating parts to keep others going. The fact that it was there and dual braked and in need of work seemed to escape everybody's attention and more effort was put into sending vacuum only examples to the works for conversion to dual brake or air brake only.

The early grey Railfreight livery was still in its infancy but again it had not gone unnoticed at Eastfield and it was decided that 08938 should receive this livery, well Eastfield's version of the livery that is!

By this time most marshalling yards around Glasgow had closed, with all freight concentrated on Mossend Yard near Motherwell, so quite where Railfreight 08938 was going to work was not known but Eastfield did supply '08s' to most yards in west and central Scotland so I suppose they had some justification for the choice of livery.

The application of a 'Westie' dog was obligatory but just to get the point over it was an Eastfield loco the buffer beams were stencilled 'CLASS 08 - EASTFIELD' and a large ED applied on a Rail Blue background on the cabside mimicking a shed sticker. This was hand painted as were the numbers on the bodyside battery boxes. One other Eastfield oddity was that the black radiator end chevrons did not wrap round from the otherwise full yellow nose end. The repaint was finished off with black cab side window surrounds, light grey roof and red sole bar and connecting rods.

Despite all this effort it was eventually found out why 08938 had been laid aside so long ago. It had worn tyres, so thin in fact it couldn't be used in any yards for fear

of derailment, so it was duly assigned to Glasgow Works for a full overhaul. The real surprise though was how it reappeared, still sporting its same unique livery, albeit minus the black window surrounds, while the warning chevrons now extended around the sides of the nose. This flirtation with Railfreight grey proved to be just that and Eastfield kept turning out large logo liveries for the time being.

Class 37 namings

ScotRail was still part of the unified British Rail and sectorisation of freight was still some way off so ScotRail, although very passenger focused, was mindful of the importance of freight to the Scottish economy and was always keen to promote a good relationship with its customers. So when plans to improve the British Steel services serving the mighty Ravenscraig steel works at Motherwell were announced, including dedicated Class 37s, this saw another painting opportunity arise.

Having gone from being the bad boys with 37027, Eastfield were now recognised as the experts for turning out smart locos



30th November 1985: Freshly painted 08938 at Eastfield; note its very thin tyres which prevented its use in most yards leading to a works visit and full overhaul and a second repaint very shortly afterwards. JOHN BAKER



8th July 1986: 08938 at Eastfield after its return from works. JOHN BAKER



37156 is inside a smoky Eastfield on the night of the 1st March 1986 just awaiting the application of its new identity as 37311 and 'British Steel Hunterston' nameplates and crests, and the Motherwell leaping salmon logo. JOHN BAKER



2nd November 1985: 08430 sports its newly applied black roof at Eastfield. JOHN BAKER



8th April 1986: 37405 and 47640 are at Eastfield shortly after their naming ceremony. ROBERT JACOBS

and were chosen to provide two locos for a double naming ceremony at Motherwell. The locos chosen were two former Eastfield freight locos by now allocated to Motherwell, 37152 and 37156. Ironically both ended up back at Eastfield years later wearing very different colours.

As it was a rush job, Eastfield did 37156 and Cowlairs did 37152. I well remember 37156 being shunted around in and out of the shed at Eastfield in various stages of painting, sometimes even being painted whilst being shunted, such was the rush to complete the repaint and the need to make room in the sheds for other pressing maintenance work on Eastfield's large fleet.

Motherwell locos they might be but they still carried Eastfield's trademarks of black headcode panels, the now standard black roofs and black radiator grills with surrounds. But just to maintain an individual touch Cowlairs painted 37310's radiator grills black whilst Eastfield painted 37311's radiator grills black with a black border around the radiator grill recess.

All further embellishments to the rest of Motherwell's dedicated Class 37s were done at Motherwell including many copying Eastfield's trademark black head code panels, and all were in large logo livery despite Railfreight grey starting to appear.

In between 37188's repaint to stand in for a '37/4' and the repaints of 37152 and 37156, the first refurbished '37s' had finally started to arrive on the Scottish Region in the form of '37/4's with all initially allocated

to Eastfield Depot for testing. As was to be expected with such an extensive rebuild they were quite troublesome and it took dedicated teams many long hours to get them right.

During their mileage accumulation they were under the responsibility of Crewe Works and Derby Research & Technical Centre so Eastfield could only apply 'Westie' dog stickers but no other embellishments. It was noted though that, like Eastfield a year earlier, the stick on numbers were still obviously hard to come by at Crewe Works and almost all '37/4s' up to 37413 had hand painted numbers. Eventually, when signed off by the boffins, their turn came to be thrust into the limelight. For ScotRail's public relations team, the ever popular loco naming was chosen as the preferred publicity tool, and again Eastfield were called upon to deliver the goods.

The '37/4s' were all out shopped with light grey roofs, something Eastfield had decided to dispense with about the time the "37/4s" were going through the works. However, when a '37/4' was buffed up for a naming ceremony the roof was still repainted in light grey as per the paint spec. Eastfield also added an orange wash line to some, such as 37405/ 406 /410/ 411 and 424. Some were also given black headcode panels, and, time permitting, some also got black radiator grills. These again varied from loco to loco, either contained within the radiator grill assembly

or with an outside border.

Interestingly 37409 never received black radiator grills in BR days but did have them for a while with DRS, its current owner, while in their blue 'compass' livery prior to going back to large logo livery more recently. 37401, which had arrived too late for naming as 'Jimmy Shand', was the first '37/4' to be named as 'Mary Queen of Scots'. However its planned naming day of the 19th August 1985 was cancelled due to NUR industrial action and it was not named until November 4th at Linlithgow.

The commencement of the winter timetable on 30th September 1985 was the chosen date for introduction of full Class 37/4 diagramming. ScotRail was no doubt mindful of the forthcoming train heating season and those ever troublesome Clayton boilers fitted to the steam heat Class 37s.

37402 'Oor Wullie' was next to be named on the 14th December 1985, after the popular Scottish Sunday paper cartoon character, ScotRail's public relations team again not missing an opportunity to get some popular publicity.

Quite a few '37/4s' were named without ceremony especially those that acquired the nameplates that had been removed from the former Eastfield boiler fitted locos when those were called to works for refurbishments. 37407, 37409 and 37413 didn't even get any extra embellishments, not even the trademark black head code boxes. 37422 was never named, being missed out completely before naming

Seen at Eastfield on 1st April 1986: Spruced up for royal train duties 47636 has acquired a black headcode panel, red buffer beams, silver buffers and a large 'Westie' dog in the high position. A few weeks later on the 24th April 1986 the dog would be moved lower to allow the fitting of nameplates 'Sir John de Grame' prior to being named four days later at Falkirk Grahamston. JOHN BAKER



commenced again with the last three of Eastfield's '37/4' allocation, 37423, 37424 and 37425. 37410 was embellished for its naming as 'Aluminium 100' but was named off Region at Lynemouth. 37405 was named 'Strathclyde Region' along with 47640 'University of Strathclyde' in a double naming ceremony at Glasgow Queen St station on the 18th April 1986 when I had the honour of being chosen as 37405's driver's assistant.

Class 47s

As the '37/4s' settled down to life on West Highland passenger and freight workings and some occasional Glasgow to Perth services which they shared with Class 27s and boiler fitted Class 47s, more batches of Class 47s were being converted to electric train heating (ETH) at Crewe Works.

Bizarrely they were almost all outshopped in large logo livery as, by this time in mid 1986, some Class 47s had started to be painted in Inter City livery with ScotRail branding at the works. This only applied to Inverness based Class 47s; 47430, 47461, 47469, 47492 and 47541 all received this livery during classified repairs as did new conversions 47637, 47642 and 47643. Interestingly 47461 only carried the Inter City red stripe for a short while before it was painted light blue to match the ScotRail livery on the Class 47/7s. For some reason no others were treated which was a shame as it was quite smart, especially with miniature snowploughs.

A few of these conversions were of standard Class 47s from Eastfield's original allocation, and a few from elsewhere, but almost all the ex works large logo conversions found themselves allocated to Eastfield at some point where they all quickly acquired obligatory 'Westie' dogs before reallocation saw them disappearing shortly after; only a few received black headcode panels.

On some, the 'large dogs' were positioned in various positions higher up the body sides which meant, if the loco was later chosen for naming, these had to be repositioned lower down and quite a few were indeed selected for the ever popular ScotRail naming ceremonies. The fact that the locos were already in large logo livery was a big saving in time and avoided full repainting. However, Eastfield still saw to it that the locos received some additional style enhancements such as red buffer beams, silver buffers, and also, in some cases, black headcode panels. By the late 1980s though, as 'Sprinterisation' took hold, naming ceremonies of locos fell out of favour.

More 37 liveries

Most of Eastfield's original Class 37/0s had now migrated to Motherwell to bolster the Hunterston and Ravenscraig work, or were sent to the works for refurbishment,



37423 waits to work the 16:50 to Fort William at Glasgow Queen Street on 26th February 1988. The loco is freshly painted and has a broad orange stripe but is unbranded. Just visible are traces of where the dark grey roof came down to the light grey side. It would be another two months before it was branded and named. BRIAN REID

26001(D5301) and 26007 (D5300) stand outside Eastfield after the closure ceremony on the 21st August 1992. As can be seen on 26007 the yellow warning panel extends lower down towards the buffer beam. TOM NOBLE



so another new influx of surplus and tatty standard '37s' arrived from 'down south' as English depots received newly refurbished '37s'. Eastfield wasn't entirely left out though and also got some refurbished freight Class 37s as well.

Despite the inevitable fact that many of these tatty looking '37s' would soon be moving on again, Eastfield, with help from Cowlairs Carriage Depot workshops, still got out the paint brushes to smarten them up. 37004, 37008 and 37079 soon received large logo livery and, true to form, all varied. On one side of 37004 the bolts still remained visible from when it briefly carried the name 'Second East Anglian Regiment' in 1964. The painter made sure he positioned the numbers to go under the nameplate position, just in case; on the other side though they were placed close up to the radiator grill.

37004 was also different as the black windscreen surround extended up to the roof with no yellow band between the two. Inverness had picked up on this area as being hard to clean and had started painting it black on their '37s' and '47s' in large logo livery from mid 1985 onwards when they had the opportunity. All got the now obligatory black radiator grill, whilst 37004, 37008 and 37079 received black headcode boxes, although 37008 only had them at one end. 37004 and 37008 had broad orange roof stripes. However, just to further maintain the theme of variation, 37008's orange stripe ran over the cab doors and along the roof but not over the grills at the roof line camber above the BR logo. 37079 only got the basic Eastfield orange stripe between the cab windows and surprisingly these were narrower at 4 cm. 37004 and 37079 were also given grey roofs, something that had long been dispensed with. 37079 was the last Class 37 to receive large logo livery at Eastfield in February 1987.

Sectorisation

A year later and sectorisation was seeing specific depots being responsible for that particular sector's fleet and Eastfield's allocation consisted of a mixture of Inter City, Provincial and Railfreight Class 20s, 26s, 37s, 47/4s and 47/7s. As mentioned above, a large selection of these '37s' and '47s' came and went with the ever revolving transfer of locos between depots around the country in these early days of specific depots having specific locos allocated to them. This saw an increasing amount of repaints into multiple sector liveries for some locos over a very short period of time. Eventually though Eastfield's allocation settled down to a mixture of:

- Coal, Petroleum, Metals and Distribution Sector Class 26s, 37s and 47s
- Civil engineer 'Dutch' livered Class 26s and 37s
- Provincial and Inter City Class 37/4 and 47/4 and 47/7s.

37423 was the first to receive the then new Railfreight two tone grey livery in February 1988 and true to form this didn't quite go to plan. Firstly the wrong darker shade of 'Executive Grey' was used on the top half of the two tone grey bodyside sections, the same as the dark grey roof, this was mostly corrected before it entered service, but it was still visible around cab side windows, top half of the door wells, on the top half of radiator vents and top half of bodyside grills which were otherwise matt black. 37167 and 37402 carried a similar dark grey colour scheme in 1994 and 2004 respectively. 37423 then ran for a few months with no sector markings before receiving the Metals Sector markings and being named 'Sir Murray Morrison' at British Alcan's Fort William smelter, then and now an important freight customer making full use of the railway for transport.

The door wells were painted the correct shade of grey when the decals were applied. Later applications on most, but not all, Class 37 repaints to the two tone grey livery had the door wells painted in black from top to bottom. As for 37423, by 1989 it had swapped its Metals Sector markings for Distribution Sector markings and by 1990 was in Inter City Mainline colours along with half the Class 37/4 fleet!

After this it was repaints from large logo to Railfreight grey livery on some tired and tatty refurbished '37/5s', into the various freight sector colours that were nationally introduced from April 1989, these being mostly Coal and Petroleum Sector locos in Scotland such as 37165, (37374), 37188, 37375, 37376 and 37692. This was also the second time Eastfield had repainted 37188, even though it would soon be due to go to the works for overhaul.

Class 26

By now Eastfield was also responsible for the remaining Class 26s. This was something once unthought of, with these plucky little engines always being associated with Haymarket and Inverness. They only ever visited Eastfield on booked diagrams or transiting to and from the works at St. Rollox. Needless to say they too got the Eastfield paintbrush treatment as many lost their Rail Blue or early Railfreight colours for the latest Coal Sector livery or the 'Dutch' livery.

One of these, 26001 was named 'Eastfield' in July 1991, six months before the closure of Eastfield Depot was announced. However, this was not the end, and repaints still went on with 26002, 007, 025 and 038 being some that acquired 'Dutch' livery. With it being such a simple livery there was hardly any variation Eastfield could apply!

Ever mindful of publicity opportunities, and also the heavier passenger loadings in the summer months on the unsuitable Sprinter trains, ScotRail ran 'relief' trains using Class 26s as well as Class 37s under

the Scotrail Explorer banner. Eastfield even painted some of the Mk2 Coaches used on some of these trains.

Two of these Class 26s, 26001 and 26007, both in 'Dutch' livery, were chosen to be painted in the original green livery and carry their original numbers, as D5300 (26007) and D5301 (26001) and to also be the two final repaints to mark the closure of Eastfield Depot. It was decided to paint the locos as close to original condition as possible and this included refitting headcode discs. Some of these were sourced from withdrawn 20124 which was languishing at Eastfield.

Again it was left to painter Jim Kerr and his regular blacksmith assistant, Paul Eque, to get on with the job. Fellow Eastfield secondman Andy McLelland remembers arriving at the shed one day to see them both puzzling over where to fit the discs. Fortunately he had a book in his car with photos of Class 26s in their earlier days complete with discs. This was quickly whisked off to the photocopier in the main office and then fitting commenced which in itself took some ingenuity as they had to be adapted for a curved front loco having come off flat fronted loco!

The lamp brackets also required repositioning on 26001, having been moved when the front ends received new panels when the discs were removed during an earlier overhaul at Glasgow Works. D5300 was unique when first built in that its numbers were lined up with the bottom of the white body side stripe, all others being central to the stripe. Unfortunately this was not replicated as the cab fronts were spoiled on both locos by the application of the last three digits of their respective numbers.

26001 also received a small 'Westie' dog diamond plaque above its name plate and 26007 large light blue 'Westie' plaques on the cabsides. 26001 briefly had matching light blue nameplates during preparation but these reverted to standard red. So 26001 has therefore carried red, black and light blue nameplates.

However, Eastfield did manage to finally leave one of its long standing trademarks in the form of never applying anything to a set standard, just eyeball guess work, when it painted the number two end yellow panel on 26007 to a greater depth than the other cab ends.

On the 21st August 1992, after two months of preparations, both locos rolled out of Eastfield, bedecked in sombre black balloons, the final locos of a long line of Eastfield style repaints. On 26007 (D5300) a modern version of the West Highland Terrier motif in the form of a cast plaque was unveiled and most appropriately long time painter Jim Kerr had the honour of unveiling the plaque. The locos then worked an Edinburgh to Oban and return ScotRail excursion on the 23rd August; Eastfield Depot closed one month later.



THE UKF TRAINS

The cover photo for TRACTION 265 is almost certainly an empty Severn Tunnel Junction to Ince service. An interesting photo has come to light which was taken on Saturday 11th October 1975, by Kevin Lane. It shows 25222 coming off the now demolished Bletchley Flyover with the UKF fertiliser empties from Akeman Street. These will connect with 6M51, the 13:55 SO UKF empties from Horsham to Ince & Elton, which was booked to call at Bletchley from 16:50 to 17:20. The PWA 'Palvans' are unbranded, as ownership passed from Shellstar to UKF took place in this same year.

DAVID J. HAYES, WEDNESBURY

TRAVELS WITH BRUSH TYPE 2S AND THE LITTLE NORTH WESTERN

Thank you for another varied and interesting issue. I particularly enjoyed these two features. In late June/early July 1993, a friend and I spent a week based in Blackpool, travelling by train around the North West. On Thursday 1st July, we visited Morecambe, as shown in Gavin Morrison's photo on Page 49. Unlike Keith Widdowson, however, we did not see many Class 31s at Blackpool - Class 37s being more usual during our stay. However, we did see a blue '31' - which sadly has to remain anonymous as the number is not visible in the photo I took! The photo shows 142045 in the original Regional Railways livery at Morecambe Promenade station.

ADRIAN WILLATS, WATERLOOVILLE, HAMPSHIRE



CAMBRIAN CLASS 25S

In this feature reference is made to the failure of a pair of Class 25s near Welshpool on 1st September 1984, causing considerable disruption. I've found this photo in my file of 25178 and 25192 are backing down onto the 10:10 London to Aberystwyth train at Wolverhampton. On the left, 312203 is leaving, bound for Preston.

RICH POYNER BY EMAIL

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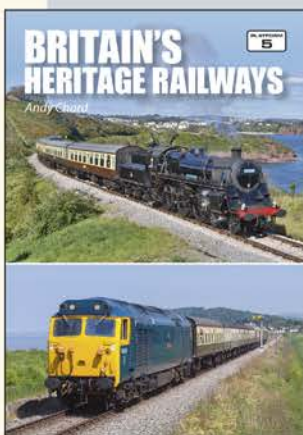
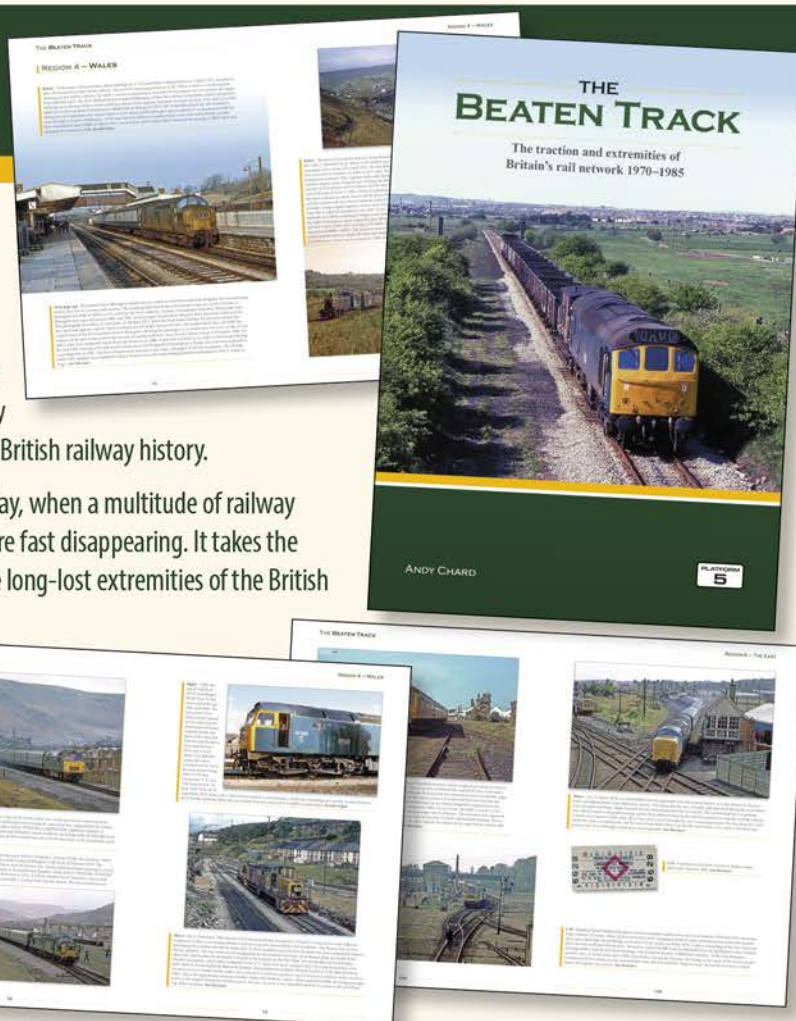
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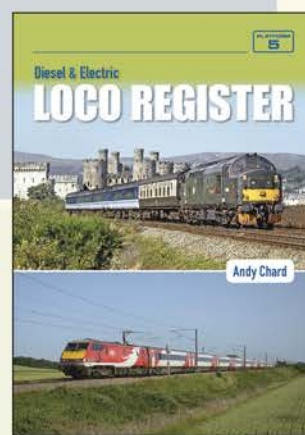
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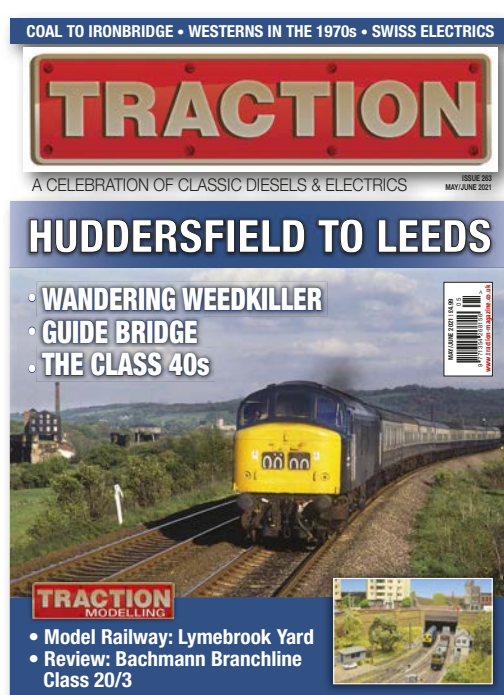
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