

MODEL RAILWAY

EXPRESS

eMAGAZINE



Issue four: June / July 2017

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Cover photo

Flying Scotsman on the 15.35 PM train south of Birkett Tunnel on the Settle and Carlisle railway on 31st March 2017. The first through working, after the major re-build costing £23m, following storm Desmond in December 2015

Dave Scott

APOLOGY

Our apologies to Mervyn Turvey who we inadvertently re-named Meryn last issue. Many thanks for your contributions and please keep them coming!

ALL TRAINS GREAT & SMALL

MODEL AND TOY TRAINS OVER THE YEARS

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Welcome

From Simon Kohler



Dear MRE Readers,

How time flies when the sun shines and the clocks go forward. It does not seem possible that this is now the fourth MRE Magazine and included in this issue there is plenty for you to read and enjoy.

We are still receiving some very positive feedback as well as a healthy supply of articles that are not written by 'professionals' but by you the reader.

As the MRE team keep saying, MRE Magazine is aimed squarely at those who, like us, enjoy, in varying degrees, this great hobby of ours. In many ways those who contribute obviously tend to dictate the direction in which the magazine travels but if you feel that there is one part of the hobby that we are not catering for please tell us. In fact do better than that put your thoughts down on paper and send it to our editor. Only with your input can we as a team create the content of MRE Magazine that you want to see and read.

And after much hard work the new website is now 'live'. Although initially fairly basic the new site has great functionality behind it and subsequent releases will see it evolve and develop as more information and features are added. I know many of you were anxious for 'Having Your Say' to be available again and I hope you've all signed up to the new forum. I am certainly pleased it's back as I missed my early morning 'Having Your Say' fix while enjoying my first tea of the day.

In the meantime please enjoy this latest addition of your MRE Magazine and if you have any thoughts, criticisms or even an article please let our hard working editor know. The MRE Team are keen to learn and improve so please do not hold back.

A handwritten signature in black ink, appearing to be 'Simon Kohler'. The signature is written in a cursive style with several loops and a long horizontal stroke at the end.

Modelling goods trains

By Terry Booker

(All photographs are the author's own taken on 'Wessex Lines' and East Ilsley. They appear by kind permission of The Crowood Press where they are included in my book

'Modelling Goods Trains, Goods Sheds and Yards in the Steam Era' ISBN 978-1-78500-068-3)



I suppose it's always as well to summarise the content of an article, rather than risk disappointing readers who didn't find what they were looking for. The role of the railways as carriers of goods and raw materials goes back to their very beginnings and still remains a vital part of the economy nearly two centuries later. So where shall we focus our attention? Having been involved in our hobby for more than fifty years....that's a whole lot of magazines and exhibitions....the mainstream modelling seems to be concentrated on the decades between the mid-twenties and the mid-sixties. Which, I guess we could term 'Big Four to Diesels'. That makes any item on goods trains much easier since the basics of freight operation changed very little in that time. It's true that the later period saw the introduction of many new types of wagon and saw an equal number of new locomotives at their head, but the physical appearance and general make-up of goods trains remained broadly similar. In fact, if you compare two undated photographs of mixed-goods trains – one from the thirties and one from the fifties – it will be hard to distinguish which is which.

So my summary is simply.....'the steam-era goods train'.

Even at the earliest point in our period, the operating companies had agreed some broad definitions to cover the various types of goods trains which they would run. These definitions would determine the respective priority that the train would be given, the probable motive power that it would be allocated and would enable it to be identified by the signalmen and other railway staff. These definitions are of vital importance to us modellers if we want to portray 'real' goods trains and not just run an 'engine pulling some trucks'.

There are some nine types of train that are accorded these special descriptions with their mandatory headlamp codes and identifying letters...and I'm not suggesting for one second that every modeller should replicate every one of them.



This may be a tad heretical, but, unless you are an operator who really enjoys shunting, why not just treat your goods yards as purely scenic features?

My three yards rarely see a wheel turned in anger yet, with carefully posed stock and locos, they still look busy.just as they would appear if glimpsed from a passing train. They also make a useful 'dump' for wagons which look good but run badly!



However, there are some workings that those of us who operate some form of mainline layout should try to include and this will also cover those with just a branch line.

Type 'K'.....a single lamp over the left buffer covers the ordinary goods, mineral or ballast trains stopping at local stations (the typical pick-up goods or 'fly'). It also includes the branch goods.

Type 'C'.....lamps at the centre and left buffer covers all fully-fitted (vacuum braked) express freights like parcels, milk, fish, meat, livestock and perishables.

Type 'D'.....lamps at the centre and right buffer covers express freights with only the leading vehicles having vacuum brakes (minimum of four wagons) these are usually referred to as part-fitted or 'semis'.

Type 'H'/'F'....lamps at centre and below the chimney covers through freights not stopping at intermediate stations – but made up of loose-coupled non-braked stock.

Type 'G'....single lamp at the centre of the buffer beam is for light engine(s) or engine and brake-van(s)



The humble branch goods or mainline 'pick-up goods'. To add reality to your operations you should devise a real purpose for each wagon. ...loco-coal weekly for the branch shed, domestic coal for the local merchants, some empty opens for the farmer's sugar beet, a van full of seed potatoes or new carpets for the hotel....and so on. Even the smallest branch-line layout can justify these workings.

There is plenty of additional and more detailed information out there should you want to, and can afford to, expand your selection of freights; my own book (see credits above) may also help.

The next and more interesting aspect concerns the actual appearance of our trains. The first question is of course length, how many wagons or vans can we include in the search for realism? I suspect there are very few readers who have the space and funds to operate a prototypical through mixed freight. We could be talking anything from 40 to 70 vehicles which in our 4mm scale would give a train length from over 12' to more than 20'! That is longer than many of our layouts and, even if we could manage it, our locos couldn't.



This is a slightly more important mixed goods on the mainline. It will stop to drop off rafts of wagons at intermediate yards and may have others added. But it won't get involved in shunting and its eventual loading will go through to its destination

So it will be a question of compromise and each operator will have to make their own decision on what looks right on their layout. In simple terms the train needs to be long enough to convince the viewer that it is what it purports to be; it must be within the haulage capability of the intended loco and it must not look 'out of place' at any point on the layout. Needless to say these were exactly the questions that I faced when planning the freights for 'Wessex Lines'. I had already amassed a collection of well over 400 goods vehicles plus a healthy number of bogie parcels vans. Having just determined that my optimum length for passenger workings was 8 bogies....9 at a pinch....requiring some 8' of track, I contemplated the same overall length for the longer goods trains. It worked visually but I had introduced an Achilles-heel into the equation....all my stock is scale weighted to the equivalent of 5gms-to-1ton. So, while 8coach passenger trains at between 1200 and 1500gms were within the capability of my express locos, the equivalent 24wagon freight could easily exceed twice that load and only my veteran heavy-weight veteran Wrenn 8F could move it!



Whatever freight you are running it must be tailed by a brake-van carrying the regulation three lamps. However, if you're running milk, meat, fish or other perishables with express-rated stock then the end vehicle can carry a single lamp like passenger trains

My compromise, arrived at by good old trial-and-error, was to fix loaded train lengths to an average of 17 vehicles including the brake..... and 'empties' up to 21 with the brake. This seems to work most of the time but, I'm afraid, the more modern r-t-r locos from both Hornby and Bachmann are simply too light and lack the adequate adhesion weight to shift my heavier trains. The current 2-8-0s may look the bee's knees at the head of the loaded coal or scrap-metal but that's as far as it goes.....literally!



'County of Middlesex' is in charge of the heavy Penzance-Kensington milk. (This stock is all weighted and tips the scales at nearly 2kilos!) It's running under GWR express goods Class C lights, these would change under BR to buffer-beam left and centre

Weighting of goods stock is in my humble opinion an essential to realistic running. The vans and wagons (all running on metal wheels) now sit firmly and 'weightily' on even my worst bits of track and no longer bounce all over the place when traversing complex point-work at scale speeds. So that just left the final questions about the sheer look of the thing....the individual wagons and the consist as a whole. No doubt this will be yet another area where I may well lose a few friends....assuming I had any in the first place!

The elderly Didcot based Duke 'Comet' is working one of the last local milk trains conveying largely churn traffic to the nearest central dairy. Most of this would go by road from the mid-fifties



Please...please....please...do NOT run goods trains straight from the box; at least if you want any degree of realism. Each and every vehicle needs to be 'shopped' and transformed into something like its real life prototype wearing the honourable scars of its hard life in service and carrying the dirt and grime of thousands of miles and scores of winters. Yes, I know you can't then put it back in its box and sell it as a 'collectable', but we're supposed to be modellers not speculators. Besides, I've already advocated replacement wheels and loads of weight....not to mention the fact that all of mine have my own couplings...so these extra embellishments are a mere trifle.



Van trains come in all sorts of shapes and sizes as do the vans themselves. At the lower end of the scale they can be run as 'semi-fitted' with a few vacuum-braked vehicles at the head and the remainder loose-coupled. At the top end they can include the fully-fitted express parcels or perishables



They can be hauled by any mixed traffic engine, but priority services might well have an express passenger type in charge



You can add interest by including some 'special traffic' vans. Cross-country workings would have vans from many different regions in their consist

Let's do this as a series of bullet-points.....

- Mask all traces of shiny plastic and pristine paintwork
- Under frames should be a non-descript blend of greys and rust
- Planks get broken and are usually replaced with unpainted timber
- The older the wagon the more decrepit it should look
- By the time of BR most surviving PO wagons had lost most of their livery
- Open wagons vastly outnumbered vans
- Opens carried all forms of merchandise and vast numbers ran 'sheeted'
- Very few vans carried PO liveries
- Most private owners only ever had one or two wagons for local use
- All PO wagons were conscripted (and run into the ground!) in WW2
- Try using water colour and pastel-dust for weathering it's easier to remove/change
- Don't forget the obligatory fitted stock at the head of a 'semi'
- If you run oil/fuel trains put at least two barrier wagons behind the tender
- If it's a block-oil then put two extra barriers in front of the brake-van



An enormous amount of goods, merchandise and raw materials was carried in open wagons. These outnumbered vans by around five-to-one. Many were equipped with vacuum brakes and were often sheeted to protect their loads. Complete trains could be seen running under 'D' lamps or, like this 47xx 'Night Owl', with Class H lamps for a through working

I suspect that most operators will seize the chance to model the 'ubiquitous' coal train. They ran in their hundreds every day all over the country carrying this vital fuel for industry, commerce and the millions of home-fires. They can be made up of a host of different (and well-worn!) private owner wooden opens or the more uniform BR steel 16ton wagons. Class H lamps are appropriate and you can get variety by loading different grades of coal....major loco depots (off-stage!) would demand a complete 60 wagon train load every day



For every loaded coal train you really need a balancing return-working for the empties. This particular batch, Mogul hauled through the snowy Cotswolds, has fast-goods lamps so perhaps the colliery is running short in the wintery weather?

Lastly, whatever type of goods train you intend to operate, try to find some appropriate images in your collection of books or via the web. Obviously the closer you can get to your chosen time and place the better....you may not be able to replicate them exactly but you can at least produce an edited version which conveys the same atmosphere.



Although not a commonplace sight on every main line, many modellers (myself included!) like to assemble some of the more specialised workings. I've shown the express milk trains and this is another rake of tanks, in this case carrying oil or maybe petrol. In either case the use of 'barrier-wagons' behind the tender is mandatory....empty opens are usual

During the forties and fifties we were importing large quantities of meat from the Dominions and South America. These priority workings from the docks to the major markets would often be allocated top-link engines and crews. Fish traffic and banana vans would be similarly hauled. Even though the vans are all the same types you can still add appeal and interest by varied and careful weathering.



The post-war growth in the economy created a huge demand for raw materials. Scrap-metal was as vital as it had been during the conflict. It would usually travel as wagon-load consignments in a mixed goods train to some central yard and then be combined into a special through working to the smelters. The loads are good opportunity to use up all the brass, white-metal and plastic left-overs from your kits....just give them a liberal coating of Humbrol Rust!



Livestock by rail was common well into the fifties, all you need is an off-stage market at one end and an off-stage slaughter-house at the other and you run complete full (and empty!) cattle trains. Not all the stock was vacuum braked so these wouldn't necessarily run at express speeds. They were also required to stop at intervals to check and water their 'passengers'

The carriage of expensive race horses and blood-stock was a useful source of revenue even into the sixties. Horse-boxes were usually attached at wayside stations to the first available semi-fast or stopping passenger train and the worked forward as head or tail traffic. A large meeting might see these individual boxes combined at the nearest junction to then finish the journey to the course as a complete train. This little ex-MSWJ survivor is about to work down the branch to such a meeting



The railways themselves generated their own special trains and ballast workings like this Southern H15 hauled raft would be common sights all over the system



The demands of the military really didn't diminish that much until well into the fifties. It might be complete trains of new equipment heading from the factory to the depots or, as here, the movement of a regiment or even a division from one end of the country to another. Moving an armoured unit from its home in the Pennines to an exercise on Salisbury Plain was much easier by train than by road....just ask the fellow road-users stuck behind a mile of heavy tanks at 10mph!

As a military modeller I love the excuse to build more armour....but as a railway modeller I need to ensure that I have the proper wagons and a properly secured load



'Modelling Goods Trains, Goods Sheds and Yards in the Steam Era'....Terry Booker Crowood Press ISBN 978-1-78500-068-3



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By Terry Rowe

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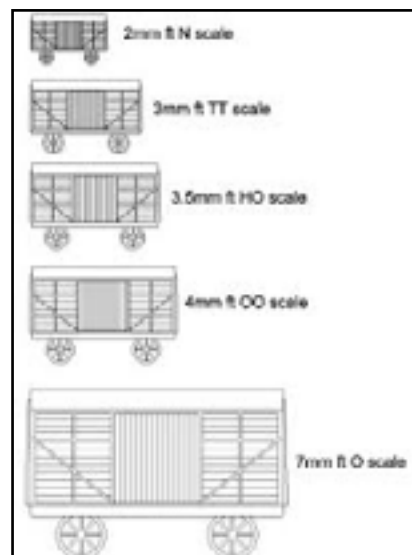
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The three millimetre addiction

By Mervyn Turvey

I wonder how many readers realise that the next issue of this emagazine will be published around about the date when railway enthusiasts down south may well be celebrating the 50th. Anniversary of the last steam train operating on the Southern Region of British Railways. The celebrations have commenced already with distinguished activity on certain preserved steam railways. Certainly this is the case on the Swanage Railway which organised and presented a memorable gala at the beginning of April. This was distinguished by the fact that the railway gave access to seven of the twenty remaining Bulleid light Pacifics of the West Country and Battle of Britain classes. As one who was on the ground when the discussions were taking place to gather support after the closure and destruction of the branch line in the early 1970's it was an occasion which brought much pride.



*34081 "92 Squadron" at Norden on the Swanage Railway on April 1. 2017.
No joking !*

One of the locomotives in action was No. 34081 "92 Squadron", owned by the Battle of Britain Locomotive Society. It is remarkable, not only for its working condition, but also for its livery. It was interesting to discover that many of those watching it in action had no idea that the livery was genuine and how it was delivered into service from Brighton Works in September 1948. As an enthusiast I remember the livery very well having watched locomotives of both classes and the Merchant Navy class big brothers being delivered in those heady days of the middle 1940's. Such was my enthusiasm that once I began modelling in TT/3, 3mm to the foot scale, sometime around 1960, I couldn't resist converting one of the new models being produced by Triang/Rovex at the time. Although it is now well over fifty years old it remains one of the favourites amongst my collection.

My version was created at the time when there was very little available to assist the 3mm modeller so it is hand painted, the lining was undertaken by hand as was the lettering, numbering and creation of the Southern Railway roundel on the smoke box front. Only the nameplate was purchased. I remember it cost me more than the actual cost of the locomotive itself. No, 21C111 was chosen as it was the easiest number to paint by hand.



I think, perhaps, it was the joy of producing this model so economically that is at the root of my passion for modelling in the scale of 3 mm to the foot. I am no engineer, my main skills are artistic but I can create convincing model railways and have enjoyed fifty or more years of exhibiting them at model railway shows around the country. Over the years I have managed to move on so that I can tackle white metal kits and all of the detail, and, most recently, brass etched

kits with almost scale wheels and home-made chassis. I think that the fact that I have developed a collection of forty or fifty locomotives with associated trains places me in the position that I have too much to move from 12mm gauge 3mm scale. Hence my dedication and serious support. I remain convinced that there is a need for a manufacturer to engage in the scale and that it would become profitable within a short period of time. After all **it is the right size.**

As a final philosophical view. There is a need to encourage young people into the hobby, to encourage them to seek an interest in railways in all aspects from the real thing to enjoying modelling. The real thing is entering an era of great change with the introduction of new fleets of trains, electrification of routes and the establishment of High Speed main lines with extremely fast trains. I am not quite sure where this leaves the modeller of the future. Modern trains tend to be huge, three quarters of a mile long container trains, eleven coach Pendolinos, and twelve coach commuter trains are becoming a norm. The new trains that will be designed for HS2 will most likely follow the pattern. It was easy creating a model railway in the good old days when a "Jinty" 0-6-0T could be found trundling around a siding shunting a few wagons. Compare the wagons of yesteryear with the monsters of today. There was fun using a GW 0-4-2T with a push and pull coach, one can get near these days with a Pacer or single Class 153 unit, but they are becoming rare. Examples of the good old days can be found all over the country on preserved railways. There are examples of almost every train that could have been seen in the past. They are safe places for families to visit away from the dangers of modern railways. Living museums could become examples to model. The Swanage Railway today with its collection of trains and locomotives would provide an excellent example to model. Bulleid Pacifics, a M7 tank, Standard Class 4 tank, visiting locomotives on charter trains are all found there during the year. Mark one coaches and some examples from the past including Bulleid stock is also found. Wonderful scenery to recreate in model form would be a challenge to any modeller. And if you read my articles in Model Railway News published in 1971 and in Model Railway Constructor in 1975. It is possible to recreate aspects of that railway as they were before it was ripped up by British Rail.

There are preserved railways of all kinds around the country which could provide a prototype for future modellers. Each provides a realistic and safe location to support and encourage model railway enthusiasts in the future.



One day in the 1960's I saw a "Black Motor" Class 700 shunting in the siding at Swanage. I have always loved the photograph I took at the time. I had to model one, even if it took me fifty or so years to get round to completing. My model is on shed with other Southern Railway/Region models in 3mm scale on a layout belonging to my friend and colleague, Paul Hopkins .

Note: There was a model of part of the Swanage Railway, a Corfe Castle scene, built using TT3 materials and rolling stock. I remember seeing it in the Booking Hall at Swanage Station many years ago. I believe it exists still and is being re-stored by members of The Railway's model group.



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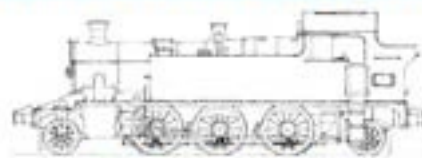
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Railway refreshments; The York Tap

By Cath Locke

Set in a Grade II listed Edwardian building on York station the York Tap is one of a suite of 'Tap' pubs in various station locations.

Having been the home of the 'York Model Railway' for around a quarter of a century it's now been sympathetically restored and is home to an impressive 32 British and continental ales served from an amazing central bar.



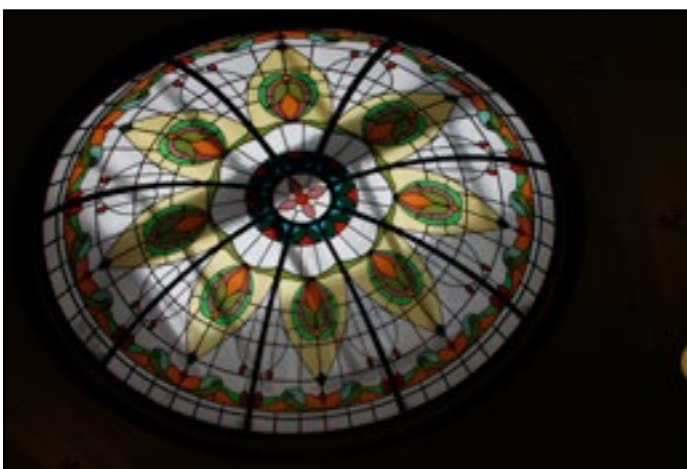
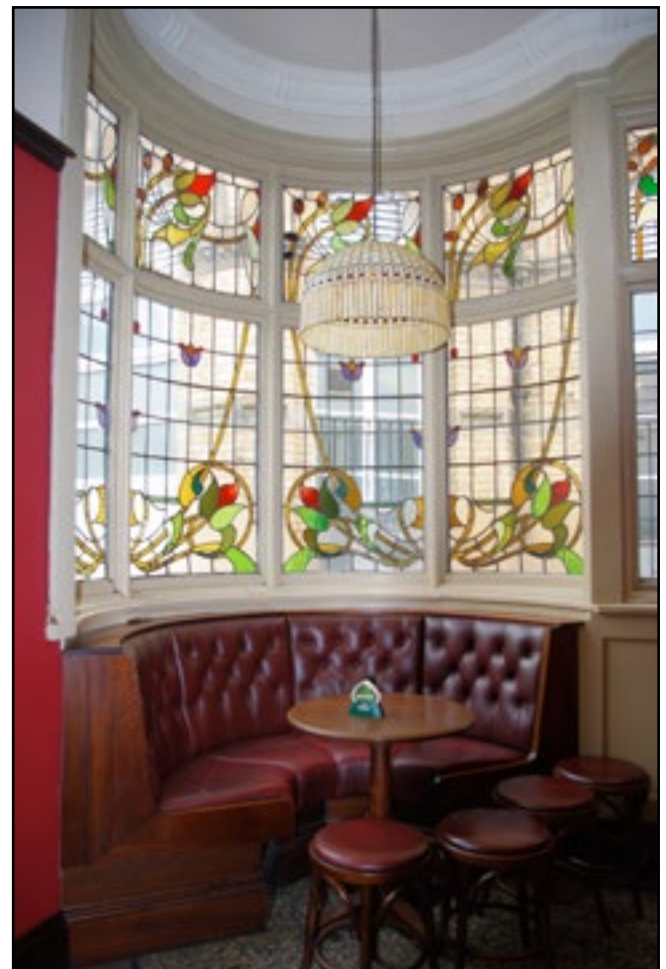
Originally opened in 1907 the building was the station's tearoom with an interior designed by the North Eastern Railway's in house architect W. Bell and an article in *The British Architect* documented its building.



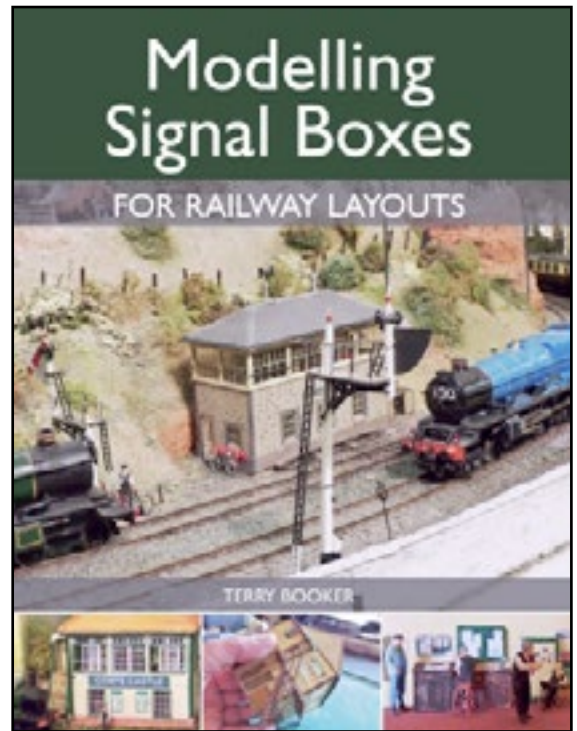


It boasted (and still boasts) 2 doors; one from the road for the 'ordinary public' and one giving platform access for NER passengers. Whilst the tearoom's situation was dictated by the existing station structure fretwork was added to columns to hide this fact.

Many original features have been preserved including the terrazzo floor, fireplaces, crimson walls & mahogany interior and beautiful stained glass cupolas. It will come as no surprise to learn that the conversion to modern day alehouse has won awards from both CAMRA and the Railway Heritage Trust.



Modelling signal boxes for railway layouts by Terry Booker



Review by Tony French

A key feature of any model railway must be it's signal box or boxes even if you've got a larger layout. Signal boxes and signalling are a vital part of the real railway, but often present a challenge to the railway modeller knowing what sort of box is suitable for their layout, where to site it and how to position signals in a realistic manner.

Written by experienced railway modeller Terry Booker and produced by The Crowood Press, whose excellent Modelling Railways In O Gauge publication we looked at in the March/April issue, this book certainly has good credentials but will it deliver the required information for the modeller looking to produce an accurate signal box and signalling on their layout?

Presentation and information

As with the last Crowood book we looked at, this is a very well presented publication with good quality colour images and nice, clear, bold text. Diagrams, although few, are well produced and easy to understand.

Terry Booker is clearly very knowledgeable on the subject in hand, however, I'm not convinced the balance of the book is quite right. There's a lot of good information on cardboard kits and plastic kits as well as looking at more modern developments like downloadable and laser cut kits but, in my opinion, the author spends too much time focusing on these and barely touches on the availability of ready to use items and how they could be improved. The book also focuses on how to model the interior of a signal box and interestingly what figures could be seen in the 'box, which is a nice touch and hopefully could transfer over to the ready to use products on the market today.

A nice feature of the book is a detailed look at how to build a signal box from scratch and what research and construction techniques are required. Whilst this section of the book impressed me somewhat it leads to another disappointment I have with the book. The author is clearly a modeller of the South West of England and his focus seems to be constantly on the GWR and Southern Railways

which leaves someone like myself, whose primary interest lies in the LMS and the GCR, with very little to take direct inspiration from.

The book also takes an in-depth look at signalling and signal operations with focus on construction, types of signal and also how they should be sited (something often confused in the modelling world). As a footplateman myself I have often had to sit and draw diagrams of how signals should be positioned on a model layout. However, again the focus is far too drawn on GWR and Southern examples I'm afraid, which leaves very little reference point for modellers of other railway companies. There is also a short but detailed focus on level crossings which often complete the signal box/station scene.

One last point I must make is that all the focus is on modelling in OO, with very little mention of any other scales. Overall a lot of very useful information but far too blinkered for my liking.

Who is this book useful for?

For those with a serious interest in modelling signal boxes particularly those of the GWR and Southern Railways then this book is great. It also features some good information on how to signal a layout and how to fit out the interior of a signal box. Additionally, it is also a nice introduction in scratch building. However, and it is a big however this time, as I've said above the book really is far too blinkered for my liking and the focuses are often far too specific. In many respects the subject as a whole is all a bit too specific to warrant a whole book for most modellers in my opinion.

It's a difficult one to summarise I'm afraid as the author is clearly very knowledgeable on signal boxes and model railways in general and the quality of the publication is very high, but for the points I've raised above I don't feel I could recommend it for the average modeller or even a modeller whose interest lie away from the South West of England.

Hallo! Below There!

Whilst we are on the subject of signal boxes and signalmen, I would like to take the chance to mention "The Signalman" by Charles Dickens. I'm a great lover of railways in literature, film and television and this piece of work by Dickens and it's subsequent dramatisation by the BBC in 1976 really does stand out as a classic.

Without wishing to spoil the plot for anyone who hasn't come across the classic before. The narrator recalls a tale of meeting a signalman in a lonesome cold damp cutting with a tunnel at one end guarded by a red lamp. Having initially been treated with caution and suspicion by the signalman, he befriends the narrator and confides in him that he is being haunted by a spectre that's appearance is

followed by some kind of ill happening on the railway. The signalman is troubled as the spectre has recently appeared again... What does he want? What does the appearance mean? Trouble is looming....

The 1976 BBC dramatisation was part of a series the narrator is effectively replaced by 'the traveller' played by Bernard Lloyd meeting 'the signalman' played by Denholm Elliot. The story was adapted for TV by Andrew Davies and stays as near as is possible to the original. However, it is the directing of Lawrence Gordon Clark that really makes it. Clark does a superb job of reproducing the dark, oppressive atmosphere of the railway cutting with a wonderful air of suspense. The only problem being that historic license has been used with the railway infrastructure and rolling stock is a little too modern for the period it's set in. For reference sake the drama was filmed on the Severn Valley Railway utilising Bewdley tunnel, with a fake GWR signal box based on Highley (Ratio kit No500 for modelling reference), the interior scenes filmed in the real Highley box further up the line and pannier tank 5764 with three GWR coaches.

Audiobook recordings are easily found on YouTube however the 1976 film version has been removed due to copyright issues. It has been released on DVD by the BFI and if you can find a copy is well worth a look as it is a wonderful piece of film.



Model Railway Insurance

By Andy Hutchinson

If I were asked, “what’s the happiest day of your life?” I would see past the obvious ones, like the days I got married, and the days my children were born, I mean for a start they are plural and while I can’t have more children I suppose I could get married a few more times. No, I would say it was the day my current wife said, “I suppose you could have that small bedroom on the first floor for your toy train set.”



Nicely untreated wall with cover removed from live socket at the far end.

The average amateur enthusiast would at this point start thinking of baseboards, back scenes, layout plans and finally the build. That’s a shame because this is not where to start at all. The place to start is in making yourself believe that the room donated has never been anything other than yours to do whatever you want with and then beginning to do anything you want with it.

The second most common error is to call the newly won space, “the spare bedroom.” This creates a historical precedent and at some point you might find yourself dismantling your layout and mantling a bed while distant cousin Jean has left Australia in her wake and is on her two hour stopover in Qatar. Call it ‘the model room’ from day one and perhaps hang a sign on the door to remove any doubts as to the rightful function of this room.

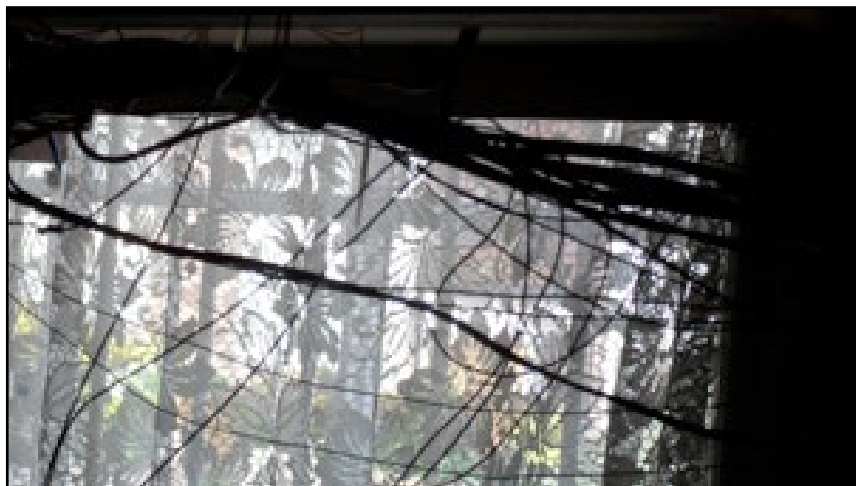
Such safeguards are useful but enough is never enough, remember you’re an enthusiast; this is not a passing fad. Make the room unusable for any other purpose. Un-decorate the walls and put some cigarette burns in the carpet. If you don’t smoke, find someone who does. Make this the room of shame. Make it a room your partner would never dare let a bed seeking friend or relative open the door to, far less take up residence in. Next, and this is very



Coffee spills and cigarette burns are always good.

important, make sure that to dismantle even one siding would cause so much damage; the house would lose significant value.

Finally, and this really is the key to securing your hobby, if you have grandchildren, involve them. There is no shame in using grandchildren as human shields for a model railway. Your happiness may be a fleeting thing, perhaps a distant memory, perhaps dependent on coincidence or lapses in your partner's quest to limit it wherever possible, but grandchildren, they must always be kept happy. Woe betide any grandparent, step or otherwise, who steals joy from them.



Never describe wiring as low voltage, always use the correct terms, 'live and exposed'.

Next month:- Concealing multiple motorcycles in a small single garage.



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L Cut creative water tower

By Terry Rowe

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The tools needed to construct it, are a Sharpe modelling knife, small flat file, fine sand paper, PVA Glue and small applicator brush for the glue. Some small clamps are also handy.

The instructions are simple and easy to follow.

The pieces are easily cut from the fretwork and very little is need to make the pieces readily to fit together.



I built the kit over two days taking no more than 4 hours in total. This is the 2nd L-Cut kit I have built, the first being a OO Signal Box and I would say the L-Cut Creative kits are fun to build.

The only warning I have is because of the material the kits are made of make sure that your hands are free of glue when putting the pieces together. Have a damp cloth handy to wipe hands free of any residue glue.



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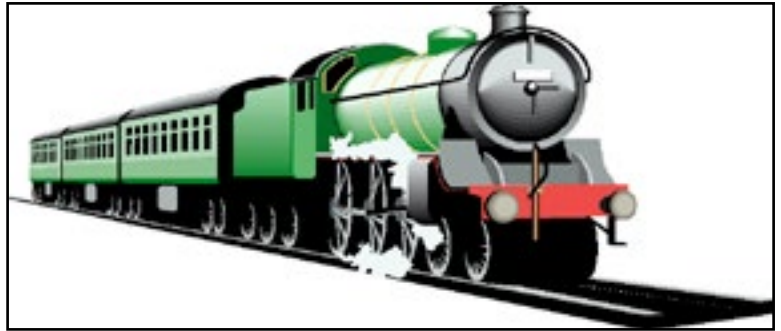


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Time To Play (With Somebody Else's Trains)

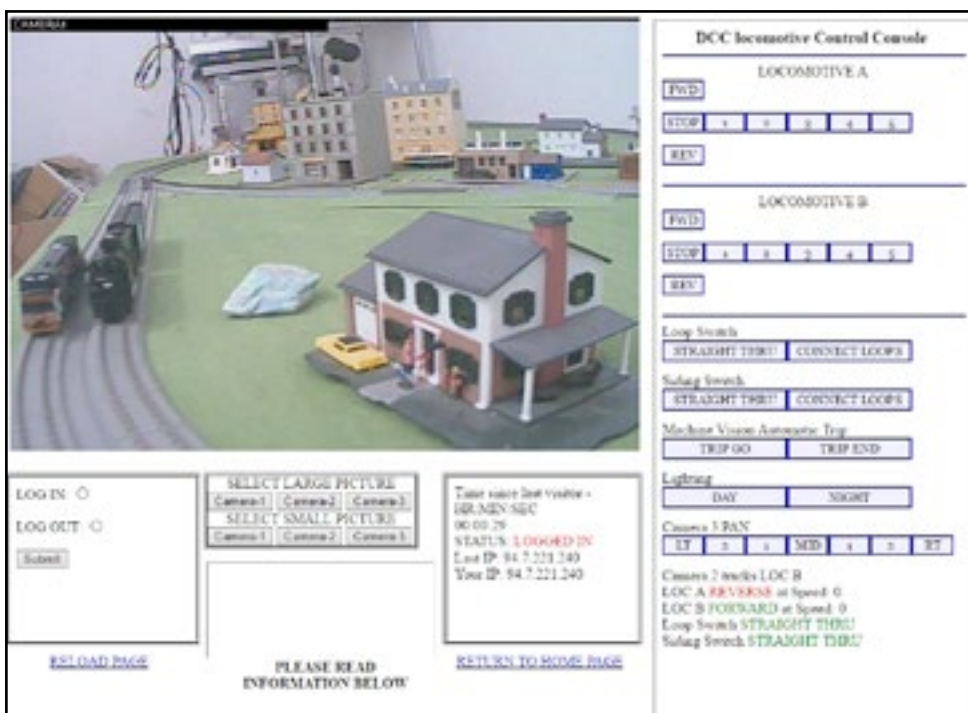


By Rob Bradford

Did you ever want to play with you friend's trains, or those of you big brother when they weren't looking? I know I did, and look where that has got me! If like me the answer was yes then here is your chance thanks to the wonders of technology. Somewhere out in the US there is a N gauge DCC layout that is connected to the internet with some custom hardware, you can run the loco's, change the switched (points to those of us in the UK), and even set one of the loco's onto auto pilot.

More seriously it's an interesting example of what can be done with the IOT (Internet Of Things). The layout is in N gauge with an inner loop, an outer loop and a set of scissor crossings plus a siding. Locomotives are Atlas DCC units. DCC signals are generated by a custom circuit board. All viewed through three streaming webcam's, one of which tracks one of the two Loco's. The company that built this did so to show some of what their "Netburner" module can do, having read the spec's this is using only a small amount of it's capability.

Any way enough of the techy stuff. It's just good fun and nice to see what can be done, if you fancy having a play then why not give it a try. The web address is www.internetmodelrailroad.com. Don't forget to turn out the lights when you are done!



And here's a You Tube demo of it too

www.youtube.com/watch?v=pekakiHSe-Ko

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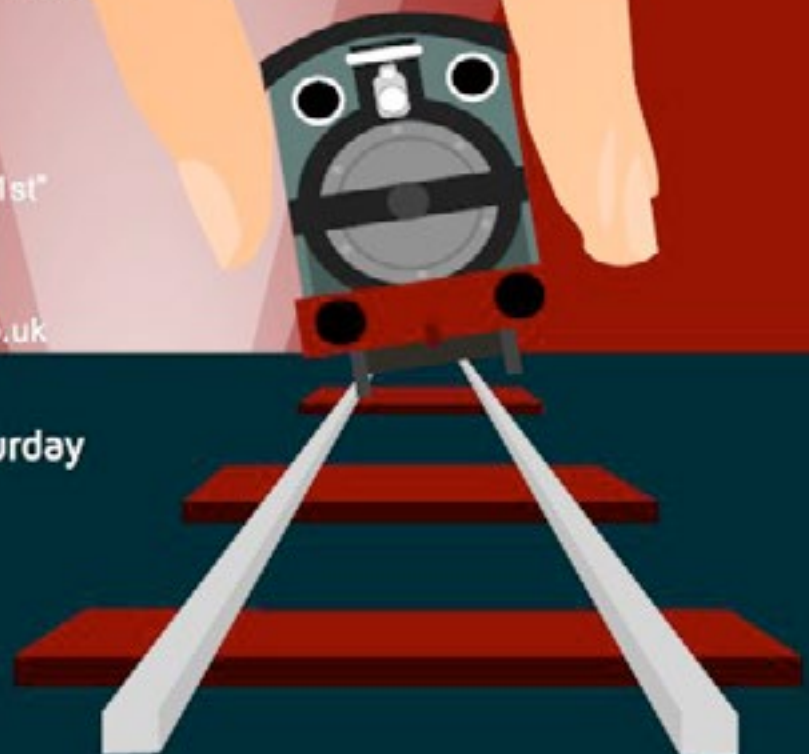
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A plethora of bicycles

By Bill Pearce

I thought readers might be interested in this photo I took at Kumamoto, which is a large city on the west coast of Kyushu Island.



The vast collection of bicycles is the bike park for the JR (Japan Rail) main line station of Kami Kumamoto, Kami translates as 'Upper'.

The single elec car, apparently standing in the middle of the bikes is a car of the local, private Kumamoto Electric Railway, and it is at the KER's Kami Kumamoto station platform.

The KER has a main line that runs from a terminus out in the countryside to an inner terminus at the edge of Kumamoto city, and a short branch from a junction station to Kami Kumamoto, on which the service at about half-an-hour intervals off peak, is run by the single car.

3'-6" (1067mm) gauge, of course.

Such a bike park, a feature of many Japanese railway stations, would obviously be almost impossible to replicate on a model layout, there are probably well over one hundred bikes in the park, so where would the modeller get that many cycles, and at what cost?



“ Dirty British coaster with salt-caked smoke-stack.....”

The story of ‘St Adhelm’

By Terry Booker

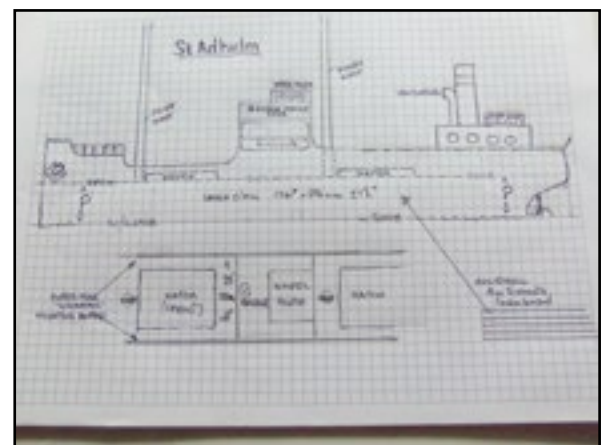


BACKGROUND

The back-story for ‘Wessex Lines’ had always included a provision for a harbour/dockside scene. This continued a tradition from previous layouts and, if nothing else, would again ensure the presence of my ancient, much-loved Air-fix MTBs. Of course nothing ever goes entirely to plan nor ever matches your imagined view of things. Axemouth Harbour is a geological improbability....but it was the only answer that could be technically accomplished. That only left the question of what courageous mariners might choose to moor there? The MTBs could simply be visiting on a ‘nav-ex’ but that still left quayside bereft of traffic.

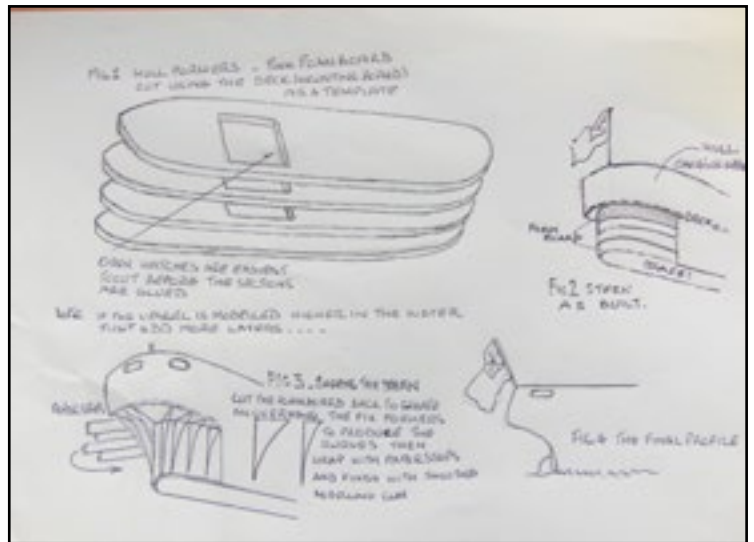
I did briefly consider the rather lovely Matchbox kit for the Flower class corvette (shades the Cruel Sea and ‘Compass Rose’) but she was a bit big, expensive and too warlike. What was needed was a small coastal tramp-steamer of the type once so common in home waters. Of course there was no kit available in 1/76 scale nor even anything that might be remotely usable; it would have to be the old drawing-board and scratch-building. The first step would be to find a suitable prototype and that meant first narrowing the choice to something that would fit.....big enough to look the business but not so big as to be overpowering. Some rough calculations showed a maximum length of around 200’ giving a likely tonnage of not more than 600 tons.

With no computer in those days it meant a wearying and fruitless trawl around our local libraries and bookshops. I was beginning to despair when, in a second-hand dealers, I chanced on some back copies



The waterline and plan drawings were prepared from the rather small and grainy photographs in ‘Coastal Shipping’

of small magazine called 'Coastal Shipping'. Browsing through these I discovered they carried a regular 'vintage profile' and, before long, I encountered 'Broughty'. She was perfect! Launched in 1921 she was 174' long and her gross registered weight was 504tons. She had survived the war as a collier around the North Sea coast and then worked general cargoes in the Channel and Western Approaches. The article included two small, grainy, black and white photos, one of which showed her carrying a GWR Iron Mink as deck cargo.....what better excuse?



Some 'working sketches' to give some idea of the construction methods. In principle they should work for any size and type of vessel, but are obviously best suited to simple hull-shapes

BECOMING A SHIP-BUILDER

Having determined what I wanted to build the next two problems would inevitably prove to be a lot more challenging. How to actually build it and what to build it with? To some extent these were actually the opposite sides of the same coin....in that the material(s) would determine the methods(s).

To be strictly honest this didn't take that long; metal was 'out' as I've no skills at all in that medium; I'm little use with sheet-plastic and it would prove costly; solid balsa-wood was a thought but no-one could supply a large enough block.....so we were back with my usual card and the techniques as would be used for houses. They were both of them just 'boxes' albeit the boat was a rather odd shape. I considered using the proper construction method of a keel and bulkheads, but it seemed complicated and possibly precarious. Could I therefore design and build a solid hull and use the card as an outer wrap-around? A proper solid had been ruled out but.....might it be possible to get a similar result from a laminated core? A quick check on my stock of foamboard showed that the sheets were sufficiently large and that four sheets laminated together would just about give the right depth from deck to waterline. There was still work to be done but, in theory at least, it could be done with using familiar materials and techniques.

DRAWING AND DESIGNING

The first stage was to series of scale drawings based on the only two dimensions that were listed....length 164' (656mm modelled) and beam 25'3" (101mm

modelled). It took a fair few attempts before I was able to obtain realistic looking plans for side and top views. These were drawn to their full size on mounting-board and offered-up against the dockside; better to know now if there were any issues which fortunately there weren't.

The initial plans were carefully re-drawn on the final sheets. The top view would subsequently form the deck(s) and side views complete with the detailed upper-works would be eventual wrappers for the hull. These two sides were drawn slightly over length to allow for the extra needed to form the curvature at the bow and stern; the deck having been already cut out was used as a measure for this.

The next step was to roughly cut out the four sections of foamboard which would form the inner hull. These were then laminated using copious amounts of PVA and left overnight under a very large stack of heavy books. Once I was certain that they were securely bonded, the deck/template was the marked with divisions needed for the fo'csle, centre island and stern-house. Additional sections to correspond with these were then cut from mounting-board and set aside for later. The deck was then firmly glued to 'hull' foamboard which was then laboriously carved into its final shape. This was done with a combination of scalpel, Stanley knife and sand-paper.....tedious, messy but vital! Obviously it was not necessary to get a perfect finish as the card wrappers will totally enfold it. The intention was for the forward hold to be modelled 'open', so this was excavated with the scalpel to give a reasonably realistic appearance of depth and space.



The wooden bridge with a glimpse of some of ship's fittings that were found to be more or less in scale. The vessel's master (who travelled in my pocket as size check) and his first mate keep an eye on the unloading

ASSEMBLY

The most testing part of the whole process was the securing of the two sides of the hull to the foamboard core. In an ideal world one would use an 'all-purpose glue' like UHU but, alas, the foam centre of the boards melts with this sort of adhesive. Once again a good PVA was required and it had quite a job to do. The

circumference of the hull was a little over five feet not to mention the need to achieve perfect shaping at the bow and stern. With a distinct lack of 5' diameter elastic bands, my solution was to cut a 2" deep tourniquet from an old sheet and twist it tight around the liberally glued hull with a large screwdriver. To my relief, when unwrapping it 48 hours later, it all held together and St Adhelm was at last taking shape.

I would love to have started the detailing at this point as that is much more fun; but there was yet another challenge lurking at the 'back'. Vessels of this era are renowned for the graceful shapes of their overhanging stern, they look splendid but certainly pose problems for the modeller. Once again it was debate between carving the shape from solid balsa or using a series of card formers covered with paper and coated with modelling-clay. I opted for the latter and after (much!) trial-and-error finally achieved an acceptable result. At last I could indulge myself in some more delicate and interesting work.

DETAILING

There was so much that still needed doing it is probably best to cover it in two groups. The biggest task was might be called 'structural' and includes all the elements that will transform the basic 'hulk' into something like a sea-going vessel.

- Masts and booms.....these are round-section strips of hardwood and balsa sanded and tapered until they seemed right. The main rope-work and rigging is a mix of thin twine with shop-bought cleats and suitable weight fishing line. On balance I should have stuck with some DIY; the twine was stiff and coarse (despite 24hr soaking) and the cleats are really over-scale. I have subsequently found a finer and softer string and I could have made smaller cleats with Milliput.
- Midships and after-deck structures.....these are no more than boxes to sit on top of the bigger box of the hull itself. In the real world these would steel sections riveted together, on the model they are a mix of mounting-board (for strength) and thinner card. The details and proportions were derived from the two photos and from offering-up test pieces. The apertures for doors and portholes were cut



The cargo of potatoes is being unloaded from the fore-hatch using the ship's own derricks. Note the folded paper tarpaulins and the other fittings

and the finished items assembled and glued in place.

- Bridge and Wheelhouse.....(There was little detail visible in the photos and the only measurements were those derived the 'guesstimated' drawing. Appearance would be important than scale so everything was judged against a 1/76th figure.....the eventual 'Ship's Master') A few sketches were done, to see what was both realistic and attractive, and the design was then plotted onto thin card, cut out and assemble. The windows to the wheelhouse are thin plastiglaze.
- Hatch covers.....yet again these were a blend of logic and artistic-licence. They a mixture of balsa strip, thin card and very thin paper for the tarpaulins.

FINISHING TOUCHES

With these features completed, albeit the masts and booms were left to one side, it was time to get down to some proper detailing and finishing touches. The check-list of bits and bobs was quite a long one and once again the lack of 'scale fittings' would prove a challenge. Accompanied by my 'Ship's Master', I visited our local model shop that specialised in just ships and aircraft and began to work my way down the list:

lifeboats, davits, life-rafts, large and small ventilators, railings, steps and ladders, lifebelts, portholes, navigation lamps, ship's wheel, binnacle, telegraph, bollards, cable-guides, anchors.....I could go on! I soon discovered that the better quality items in brass or wood were also distinctly pricey even in these smaller sizes. But there were good selections in the plastic ranges and these were quite good enough for this job....in deference to the 'Master' the fittings on his bridge are brass. That little lot set me back well over £25 (in the last century!) more than twice the cost of the rest of the project. I almost forgot, her 'salt-caked smoke-stack' is the cardboard core from a roll of adding-machine paper retrieved from a waste-basket in the 1980s.....I knew it would come in handy one day!



The iron-mink gunpowder van is travelling as deck-cargo and is destined for the islands quarries

It was great fun adding all these fittings and watching St Adhelm slowly come to life. Her crew are a motley bunch of Dapol and Preiser railway folk, demobbed seamen from some Airfix landing Craft and a few white-metal sailors. Her role in the back-story has her landing sacks of Jersey potatoes (accessory packs and plasticene) before re-loading with coal and fertiliser back to the Channel Islands....not forgetting the already loaded GPV for their quarries. She is finished in matt black 'blackboard paint' with enamels on the plastic items and water colours for the wood and canvas.



Not all the crew were given a 'run-ashore' and these unfortunates are scrubbing the fore-deck.

WAS IT WORTH IT?

The build was spread over several weeks but I would estimate that it took something in the order of 150 hours of actual modelling time and a total cost of around £40. St Adhelm has been berthed alongside Axemouth Quay for the best part of twenty years and has even picked-up a 'Highly Commended' award at a South West Expo. And, sentimentalist to the end, her inspiration was the old 'Broughty' and she finally ended her days on the rocks of County Antrim on December 14th 1955.....my sixteenth birthday!





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This issue's video offerings



This one made the editor smile

www.youtube.com/watch?v=7lwFcOt0pzM

And on a more serious (and interesting note) this cropped up in the news in May

www.bbc.co.uk/news/uk-england-york-north-yorkshire-39684092



Mrs Onn is still away but has seen some interesting souvenirs that she is considering buying for Mr Onn.



Skytrex models : Brick gable end low relief parts

By Terry Rowe

Skytrex O Scale- <http://www.ogauge.co.uk/>

1) SMRS45 Brick Single Storey Gable End Panel with Pedestrian Door-£ 8.00 tax incl.

<http://www.ogauge.co.uk/75-brick-gable-end-low-relief-parts>

2) SMRS44 Single Storey shallow relief return walls-£ 7.50 tax incl.

<http://www.ogauge.co.uk/75-brick-gable-end-low-relief-parts>

3) SMRS46 Shallow Relief Roof Panels for a single Gable End Panel-£ 5.00 tax incl

<http://www.ogauge.co.uk/brick-gable-end-low-relief-parts/535-smrs46-shallow-relief-roof-panels-for-a-single-gable-end-panel.html>

To build the low relief building the three above components are needed from the Skytrex range. Before assembling wash the resin components in soapy water, then rinse the soapy water off. Dry with kitchen towel.

I gave the edges that were to be glued together a light sand with a fine sand paper. I the used 'Mike's Model-n crafters glue' from <http://www.ngtrains.com/Pages/Glues/gluestools.html#Glues>

This model is an easy to construct, low cost, high quality O Scale kit. Not too much modelling skill is required and is fun to build. Skytrex has a range of options in this line of low relief buildings.





O gauge resin and white metal kits



O gauge low-relief building facades. Picture shows SMRS58 2-storey north-light facades with added details.

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OO gauge resin and white metal kits



OO gauge modular building systems.
Picture shows 4/041 north-light warehouse kit

A day in the life of a Duty Traffic Manager

By Philip Waterford (photos by Joe Connell)

I've been a volunteer on the Great Central Railway (GCR) since 2002 after I turned 16. I started off as a Porter at Loughborough Central, progressing through the grades as a Platform Inspector, Travelling Ticket Inspector and then passing out as a Guard in 2005. I also spent some time as a Station Master at Quorn and Woodhouse before being asked if I would consider training as a Duty Traffic Manager in the autumn of 2008.



The Duty Traffic Manager or DTM as more commonly known on the GCR is the person entrusted by the company to supervise and be ultimately responsible for all the movements over the railway on the appointed day; so basically the buck stops with you and it's your job to resolve any issues that may arise. Every day that there are train movements taking place on the railway a DTM must be in position. To qualify as a DTM the requirement on the GCR is that you are passed competent as a Driver, Guard, Signaller or a combination of the three. It is different to most roles on the railway in that you cannot apply or request to become a DTM, you are invited to do so by either the Senior DTM or Operations Manager. I was lucky enough to be asked or some may say stupid enough to accept and after undergoing several months of training, mainly taking the form of shadowing the Senior DTM I was allowed to go it alone in spring 2009. There are around a dozen DTMs on the GCR, of whom most are volunteers and cover the majority of weekend shifts. However with the railway also operating on many weekdays throughout the year some paid members of the Operating Department are also competent in the role.

A typical weekend turn on the railway will involve starting sometime between 7:30-8am to give plenty of time to make sure everything is set up to allow the first train to leave on time. If you can get off to a good start this hopefully bodes well for the rest of the day. Once I've signed on for duty in the Operations Office the first thing to do is check the DTM's mobile phone for any missed calls or messages, usually accompanied by a cup of tea! This is also a good opportunity to check who else you'll be working with throughout the day in terms of guards, signaller and loco crews and what time they are due to arrive. On occasions

where people are late or unable to attend at the last minute for whatever reason it is often the job of the DTM to try and find someone else who can cover their turn if there is nobody else immediately available to step in. This is also where having other competencies can help as the DTM may be able to start off a shift in Loughborough signal box or take the first train out for a guard just to be able to keep the service running.

The time in the Ops Office is also useful for checking which train sets are in use during the day and whether any engineering possessions are required at the end of service and which signal boxes will be required to put them into place. There are four boxes on the railway; one at Loughborough, then Quorn, Swithland and finally Rothley. To run trains through to Leicester North you must have both Loughborough and Rothley boxes open. Quorn and Swithland can switch in and out to increase operational flexibility as required. Therefore if a possession is required to be put on by either of the signalmen in the two intermediate boxes then it is wise to ensure they are aware when they switch in in the morning. I have on many occasions had to use my best persuasive smile (down the telephone!) to ask a signalmen to extend their shift so that we can get a possession in place. At the end of the day most people realise that things can change on the railway at very short notice and are pretty flexible. However if someone is unable to extend their day then I have no gripes with that whatsoever as we all have our own busy lives! We then do our best to shuffle things around to ensure all the operational requirements of the day can be catered for; thankfully with a lot of volunteers local to the railway it's achievable pretty much all the time.

After getting a good idea of what needs to happen throughout the day it's time to head down towards the loco shed and signal box. As I go I make a note of where all the stock is located including the loco hauled sets and the DMU and any diesel locos that may be in use that day. With a lack of space at Loughborough there is often some form of shunt required to release the diesel from the long through siding where they are kept. Down on shed I can find out which engines are in service for the day (generally the ones already steaming away) and in which order they're off shed. It's an opportunity to check with the loco crews that all is going well (they'll already have been there several hours doing their preparations) and that they'll be ready to go on time. There will also be a fitter on duty and it's always useful to find out who it is so you know who to call if any problems are experienced during the day.

The next job is to visit the signalmen who by now is likely to be in and either getting the fire lit or (if you're lucky) putting the kettle on. Depending on how previous days have gone working together the signalmen will either be pleased to see you or let out a knowing groan! The purpose of the visit is simply to ensure the signalmen has all the relevant information to be able to run the service without the DTM having to call every five minutes to explain the next move. Coming to

a clear understanding with the signalman is often key as to whether you'll have a good day or not. On a gala day especially the working relationship between signalman and DTM is imperative to make sure the station doesn't get tied up in knots with lots of complex shunts taking place.

Once the box visit is completed it's time to head back to the station. On the way I'll check the level of water available for the steam engines. Some of the more extrovert DTMs will do this by climbing to the top of the water tower and peering over the side. I however do not have the courage to do this so instead I look into the large holding tank located on the ground nearby. The water used is treated before it is put into the tower so as to limit the damage to the locomotive boilers. This however is a slow process and often the rate at which the water is taken out of the tower is greater than that of the treated water going in. There is the option of turning the tower onto the mains supply to quickly fill it up although this is not preferred because the mains water is untreated. The trick is to know if and when the tower needs to be put onto the mains which is often dependant on which locos are out. Obviously the big tender engines will take more water but less often than smaller tender or tank engines which take less water but more often. The nightmare scenario is getting a call from a driver to say the tower is empty. I've been caught out by this a couple of times but my latest knack is turning the tower on and being right at the other end of the station when it starts to overflow!



Back on the station the guards should be well on with getting their trains prepped and ready to go. There are occasions where they may have found a fault they wish to get a second opinion on and I am more than happy to assist with this. However it is the final call of the guard as to whether they take the train if they are still not happy so sometimes a call to a member of the carriage and wagon department is required so they can attend to note any defects which may require attention. Otherwise the only other tasks to complete at this stage are ensuring that all the relevant members of staff (train crew, signaller and station staff) have the correct working timetables for the day and that loco crews and guards are issued with detonators. These will only be used in times of emergency or when a failed train requires assistance and when not given out are kept securely locked away. The DTM must also complete a log which requires various pieces of information to be noted including locos in service, signal box opening and closing times, details of possessions put in place or withdrawn and any other notable incidents which need following up subsequently. Once the trains are on the move it's time to relax a bit, drink some more tea and hope everything behaves as it should.

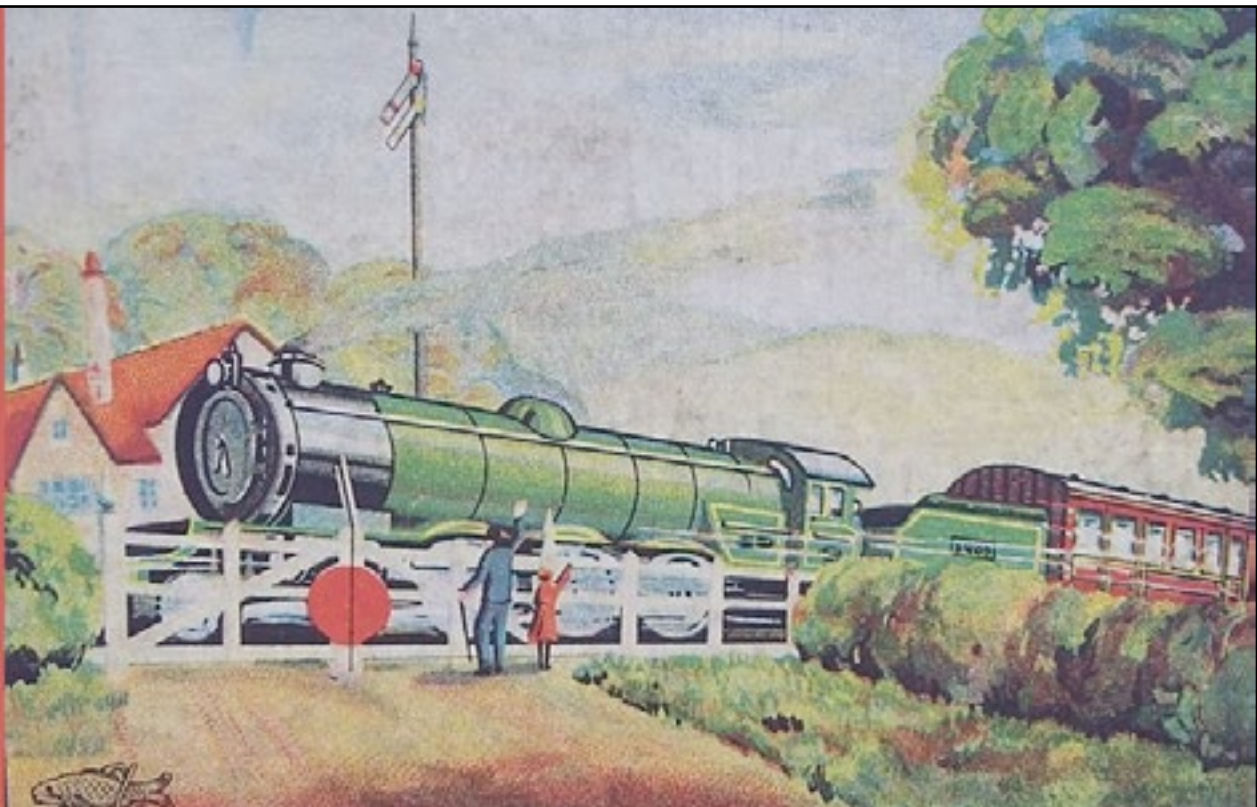
During the course of the day it's just a case of making sure things keep moving as smoothly as possible. When each train arrives back at Loughborough a call must be made to the signaller to confirm that the train is complete with tail lamp. This is just because the signal box is at the north end of the station layout so the signaller is unable to see the back of the train when it arrives on the down line from the south. The signaller may also need assistance with various issues including points not going over fully or signals not being able to be pulled off or indeed both. A basic knowledge of the common faults is always useful to help with resolutions when problems do occur. On very rare occasions when faults cannot be rectified the DTM is also required to assist by manually winding sets of points in conjunction with the signaller. Thankfully this has only happened to me on two occasions, although both with the same signaller and both on gala events which is just when you don't want any technical failures! We also have a great S&T Department who always do their best to attend to any reported faults as quickly as possible which is a big help on such occasions.

In the event of any significant delays to services it is also the DTM's responsibility to keep the relevant people informed of the situation. Several phone calls can be made to the stations up the line so delays can be communicated on to any passengers waiting. One of the less pleasant roles of the job involves dealing with any operational incidents that may occur. Unfortunately if quite serious this may involve having to suspend members of staff without prejudice and shuffle others around to ensure the railway can keep running as long as safe to do so. In extreme circumstances you may have to call in someone to do a drug and alcohol screening in the aftermath of a serious incident. We have several processes in place to ensure that incidents are dealt with as professionally as

possible whatever their nature but thankfully they are few and far between.

There may also be occasions where the loco shed would like to send an engine out on test up the line and it is the job of the DTM to make a decision as to whether this is feasible or not. If it is then a discussion has to take place with the signalman to find a suitable path and allocate a head code before informing the crew. A head code is particularly important as every train needs it's own identity so as to avoid ambiguity and confusion should the crew need to contact the signalman or DTM.

Once mid-afternoon arrives some thought can be given as to where stock and engines will finish at the end of the day. After liaising with the shed foreman and a representative from the Ops Department any instructions just then need to be passed on to the signalman to make sure everything ends up in the right place. Once everything is back at the end of the day the next job is to check that any required possessions have been put in place and to then note these down on the DTM's log. The final and most important job of the day is to feed the resident cat. Onslaught can get very grumpy otherwise! After that hopefully it's been a successful day, a job well done by all who have been on duty and time for a well deserved trip to the pub.



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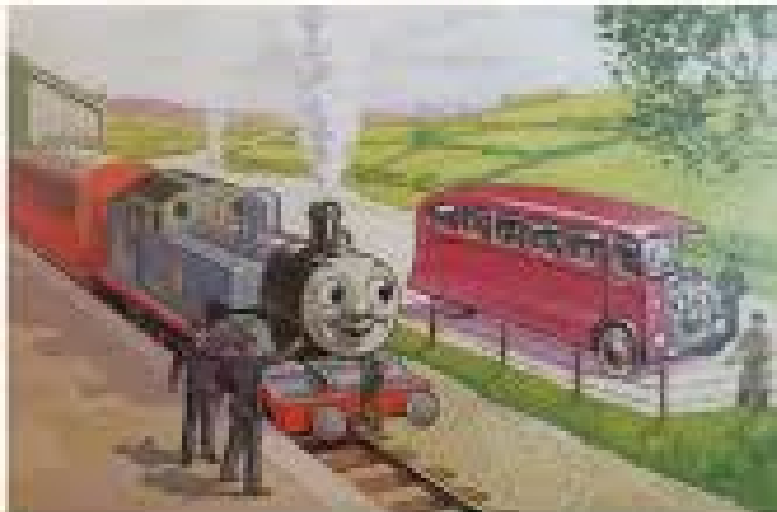
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Thomas always enjoyed working weekends because he got to say hello to Bertie the Bus. Bertie did most of the work at weekends.



In the Navy with Hornby's new Merchant



By Tony French

For many years the Southern region was considered the neglected area for OO modellers. However, that trend has been reversed in recent years and Southern region modellers have benefited from some of the most up to date toolings being applied to their models. Despite the Rebuilt Merchant Navy being one of Hornby's first releases in their current super detail range, the Merchant Navy in it's "as built" condition had to wait until 2015 to be announced, originally intended for release in 2016, the model has arrived in model shops in Spring 2017.

The Prototype: Oliver Vaughan Snell Bulleid became the CME of the Southern Railway in 1937 replacing the retiring Richard Maunsell. Bulleid had served his apprenticeships under H.A Ivatt on the Great Northern and latterly worked under Sir Nigel Gresley on the LNER. Bullied inherited a rather motley collection of locos on his arrival at the Southern and his first task was to design an express loco capable of handling heavy loads, especially the trains to the docks on the Southern region (including named trains like The Golden Arrow and Night Ferry). Bulleid originally proposed a 4-8-2 but eventually settled on a 4-6-2, one thing that is universally agreed of Bulleid was that he was a visionary and an innovator when it came to locomotive design.

Despite first being drawn in 1938, it wasn't until 1941 (during the war) that the first Merchant Navy emerged. I guess it must have come as quite a shock to the railway fraternity of the time to see such a radical machine emerge. Externally the loco featured Bulleid's light weight wheels, which were lighter and stronger than the traditional spoked wheels and also Bulleid's streamlined casing (which although the other companies had experimented with streamlining and indeed



the Duchesses and A4s still wore their casings) which was again radically different to the norm of the time as it was designed more to lift smoke and make it easier to keep the locomotive clean rather than to give increased speed due to aerodynamic efficiency. Bulleid also gave his loco a new 5,000 gallon streamlined tender to go with his latest design.



Under the bonnet (as it were) the loco featured an all welded boiler and firebox, with thermic syphons (which improved water circulation in the hottest areas), these boilers initially had a working pressure of 280 pounds (later reduced to 250) and Bulleid's chain driven valve gear, which didn't prove very successful sadly.

Three batches of ten locomotives were built. The original ten arriving in 1941, the 2nd ten in 1944 and the final ten were completed in 1948 under British Railways (having been ordered by the Southern Railway before nationalisation). Bulleid made several adjustments to his design as time went on, most notably to the air smoothed casings which meant that the early members of the class looked quite different to the others. They had a reputation as fast, smooth running locomotives but also quite troublesome due to Bulleid's unique features in particular his chain driven valve gear.

However, an incident in April 1953 where 35020 Bibby Line's centre driving wheel crank axle fractured while running at speed through Crewkerne station. Nobody was injured but the class was withdrawn from service for investigation and it was found that this was a common issue amongst the class. It was this incident along with the other issues encountered with Bulleid's design that led to comprehensive rebuilding by Jarvis, the first modified example appearing in 1956 with the final rebuilt example 35028 Clan Line (now preserved) re-entering traffic in 1960 and that was the end of the original condition Merchant Navy class.

The withdrawal of the rebuilt members of the class began in 1964 and finished in 1967, the end of steam on the Southern Region. One final hurrah for the class was 35003 Royal Mail recording a speed 105.88MPH on 26th June 1967, which would be the last recorded case of a steam locomotive breaking 100MPH in the UK (until Tornado's recent run). Having said that, their speed was legendary and many



rumours claim that the original locomotives were capable of beating the record held by Mallard but the war years prevented an official speed record.

Eleven members of the class would survive into preservation. One member 35028 Clan Line would be purchased direct from British Railways and a further ten members would be saved from Dai Woodham's Scrapyard in Barry, South Wales. At the time of writing only 35006 Peninsular & Oriental S.N Co. is the only member of the class in operation. However, 35018 British India Line and the aforementioned 35028 are both close to a return to steam. Many preservationists have often planned to return a preserved example to original condition but so far none have materialised.

The Model: Hornby have released four different variants of the class:

- R3434 21C1 Channel Packet in Malachite Green as built.
- R3435 21C3 Royal Mail in Malachite Green as built.
- R3436 35028 Clan Line in BR Green early crest with modifications.
- R3382TTS 35023 Holland Afrika Line in BR Green early crest with modifications (this model is yet to be released)

When Bulleid's locomotives first appeared it must have been an amazing shock to the system for railway enthusiasts in the south of war torn England. While Hornby's model perfectly captures the real loco down to the last detail, this comes as no surprise as the recent standard of models produced by the famous company have been superb. As with the models that have preceded it the devil is in the fine detail and the wonderfully picked out backhead is a joy to behold, even though it is barely visible what with Bulleid's enclosed cab and high streamlined tender, but shrink an ex-Nine Elms drive down to OO gauge and I'm sure he'd feel right at home. The model boasts the traditional sprung buffers and nem

pocket couplings we are now so used to on RTR models. All crests, numbers and names are crisp and clear and the liveries perfectly accurate. While there is a small amount of detail to fit one thing Hornby have already applied is the Bulleid external brake rigging, a task which often resulted in a fair amount of teeth gnashing and swearing! Something I am particularly impressed by is the fact that Hornby have produced the differing variants of streamlined for the different locos.

Performance wise the locomotive meets all expectations of a current ready to run model, smooth acceleration and a whisper quiet motor. Being a 4-6-2 with tender picks ups as well there is no jerking or hesitation across any pointwork. As with most Hornby products DCC fitting is now a simple affair with the 8 pin socket housed in the tender, which offers plenty of room for the decoder of choice and the now traditional speaker housing as well. It will be interesting to see how the TTS sound variant matches up to other TTS sound models as I have found the results of this budget sound system quite varied from model to model.

Is This Model Suitable For My Layout?: The major disadvantage of this model, and possibly one of the main reasons Hornby were relatively reluctant to produce it (I draw that conclusion from the fact it is so many years after the release of the Rebuilt Variant), is that they had a relatively short operating life in original condition and were also relatively region specific.

With the exception of 35017 Belgian Marine Line and 35019 French Line CGT which saw use on the 1948 Locomotive Exchange Trials (paired with Stanier tenders to allow the locomotives to make use of the water troughs) the class were only ever found on Southern Railway or Southern Region routes usually at



the head of the railways crack expresses. Personally I think the model would look fantastic at the head of a rake of Hornby Pullmans or Bachmann Mark1s (if using a BR livery Merchant Navy) although these would need to be in Crimson and Cream (Blood and Custard) livery for authenticity as the painting of Mark1s into BR green livery coincided roughly with the rebuilding of the class. Sadly with all members of the class being rebuilt at the present time they are technically unsuitable for the modern image/preservation era modeller. Of course that could all change if the plans to restore one to original condition ever materialise or if you feel like speeding up the process on your preserved layout a fictitious society could restore one that one in your fictional world!

As has been said before this is merely my opinion and it's your layout so you run what pleases you!

Conclusion: Hornby have done it again and produced a wonderful model of the prototype. The only 'issues' of note are the rather short supply of these models, as much like the Peckett W4 we look at in a previous issue these are already pretty much sold out and the fact that Hornby have chosen not to produce a variant in the BR express blue livery the class carried in early BR days.

Overall though another stunner, 9.5/10





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Country Railway Routes

Reviews by Pat Hammond

Authors: Vic Mitchell

Publisher: Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ www.middletonpress.co.uk

ISBN: 978 1 910356 05 0

Illustrations: 120 monochrome photographs plus 29 maps, as well as plans and numerous ticket facsimiles and timetables.

Date: May 2017

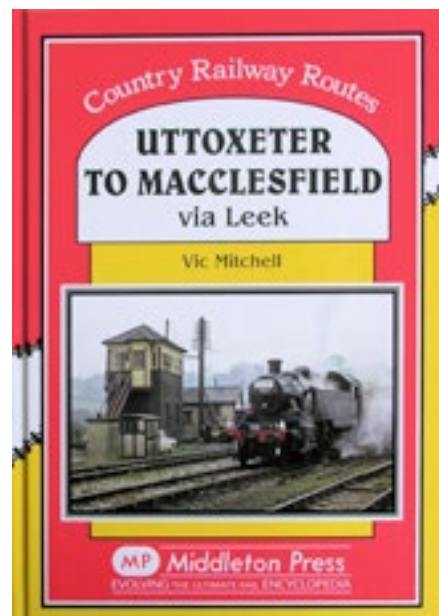
Cover: Hardback

Size: 240x170mm portrait

Price: £18.95

Index: Contents page

The route covered by this volume leaves Uttoxeter in a northerly direction, following the former North Staffordshire Railway route to Macclesfield via Leek. Today, only the part immediately south of Macclesfield remains as part of the national network but the section between Chedderton and Oakamoor forms part of the preserved Churnet Valley Railway. The line originally passed the site of Alton Towers with its pleasure park and there is an extract from the 1866 Bradshaw's Guide describing the site as it was then. At Oakamoor it visits the former brass and copper works which closed in 1923 and more industrial sites along the route are covered, including Caldon Low Quarry. Also included in this volume is the Leek & Rudyard Miniature Railway and the St Edward's Hospital Railway that served the county's mental hospital. This book covers a fascinating route with plenty of interest and it is an ideal source of information for anyone modelling part of the North Staffordshire Railway.



If you enjoy these Middleton Press studies, another recent volume in the Country Railway Routes series is:

Country Railway Routes

Lines Around Stamford

Authors: Vic Mitchell & Keith Smith

Publisher: Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ

www.middletonpress.co.uk

ISBN: 978 1 908174 98 7

Pages: 96

Illustrations: 183 illustrations including 37 maps and track elevations.

Date: December 2016

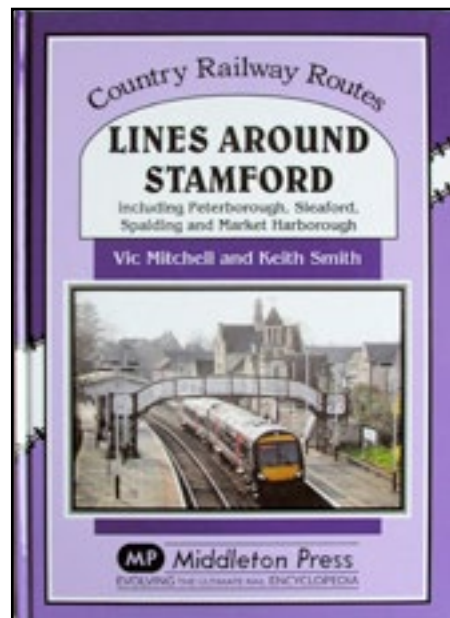
Cover: Hardback

Size: 240x170mm portrait

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Index: Contents page

This volume covers the four lines from Stamford to Spalding, Wansford, Peterborough and Market Harborough.



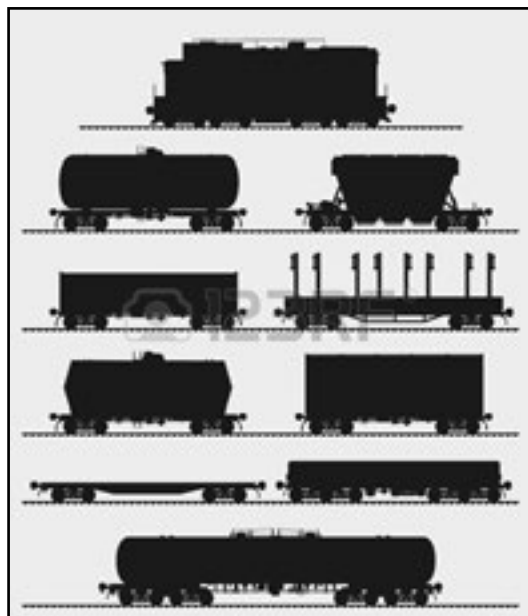
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Wagon of the month : The LMS Cattle Wagon

By Gareth Price

Of all the cattle wagons built by the Big Four, the LMS Cattle Wagon is probably the best known example to appear in the UK during the Grouping and Nationalisation periods. The design of the LMS Cattle wagon and its descendants, finds its origin in the Cattle Wagons built by the Midland Railway. First appearing in the 1920s to a Midland Railway order, the LMS Cattle wagon was a long lasting design that could be found working until the end of the cattle traffic in the 1970s.



LMS Cattle Wagon (Anonymous)

A LMS D1661 Cattle Wagon in my collection, refurbished in pre-1936 LMS Grey livery and numbered 12098

D1661

The LMS D1661 Cattle wagon is probably the most well known example of the three diagrams built by the LMS. Built on a timber chassis, the first 300 wagons to be built to this diagram were under Midland lot 987, ordered in 1922 and built a year later in 1923. Of these wagons 136 were built with vacuum pipes and 164 were handbrake only. After lot 987, 13 more lots were to be built by the LMS, with some being built by the Metropolitan, Carriage & Wagon Finance Co. and Charles Roberts. Initially the D1661 examples were built with drop doors which were only two planks but photographs do show some of

these wagons had their drop doors changed to three plank doors in later days.

D1840

The D1840 examples were built between 1932 and 1934 in five lots at Derby. These wagons were identical to their D1661 sisters apart from the drop doors and that all the wagons were fitted with A.V. hand brakes of Morton design and steam heating pipes. They also were only fitted with brakes on one side rather than both.

D1944

The final design of the LMS Cattle wagon came in 1935. Allocated to a single lot (834), 100 were built at Derby and numbered 710000 – 710099. As with the D1661/1840 diagrams, the body design was very much similar to its predecessors but the underframe changed from one of wood to steel. All were fully fitted and had handbrakes of the Morton type along with twin brake shoes fitted.

BR 1/350

Following Nationalisation, the D1944 diagram would be used again as the basis for a BR built example. These were built between 1949 and 1950 at Derby (250, lot 2022 and 2036) and GR Turner (1100, lot 2070). These examples differed slightly from the previous 1935 build. Such differences included the angle of the end stanchions, corner plates at solebar level, axleboxes, buffer bodies, spring hangers and the shape of the brake lever. Some examples could even be found with LNER pattern brakegear. The wagons were numbered B890000-B891249 and B891400-B891499.

Alternate Traffic and Withdrawal

Following the decline in the cattle traffic in the 1930s, several examples of the D1661 and D1840 design found themselves being used for the Ale traffic along with pre-grouping Midland Railway Cattle wagons. Photographs show these being used during the LMS era and BR days at the breweries in Burton-on-Trent.

Withdrawal of the LMS Cattle wagons began in the 1950s, when the railways encountered competition from road hauliers. By the mid-1950s, only long distance traffic remained for the cattle wagons. Despite this however, LMS and BR examples could still be seen in use in the early 1960s until cattle traffic finally ceased in the mid 1970s.

A final duty for several of the BR built examples was to find them being used as tunnel inspection vehicles. For this duty, their roofs were removed and replaced with a flat roof. Doors were also removed with just the drop doors being left in place. It was this traffic that preserved example B891054 ended its

days in before being saved for preservation in 1991.



BR Cattle Wagon B891054 in the Severn Valley Railway Spring Gala Goods in March 2012 (Gareth Price)

Preservation

BR built example B891054 (built in 1949 at Derby) resides at the Severn Valley Railway and is owned by the Highley Station Fund. Following its purchase in 1991, the wagon received an extensive overhaul with the Bewdley Wagon Department in which the missing 12 top inches of the wagon (which included its ends, roof and door hinges) were rebuilt. As of 2017, it has been fully restored to BR Bauxite Brown livery and occasionally takes part in photo charters and goods trains. When not taking part in these events, B891054 can be found at Highley Station. This example is historically important as well as unique, as it's the last example built to a LMS design at Derby.

Modelling

Modelling wise, so far only the LMS D1661 diagram has been appeared in the OO, O and N gauge 'ready to run' market.

As mentioned previously, the D1661 diagram will be well known to most OO modellers as many have had the Mainline/Bachmann models appear on their layouts. Originally introduced by Mainline in the 1970s, this models tooling would be later used by Bachmann and eventually introduced into their Blue Riband range in pre and post 1936 LMS liveries, LNER liveries (although this never happened in reality) and BR liveries. Accuracy wise, the Bachmann/Mainline models suffer from being 'squashed' onto Bachmann's standard wagon 10' wheelbase chassis whereas the prototype is a 19ft body on an 11ft wheelbase chassis.



*Parkside Dundas' LMS D1661 Cattle Wagon
(Ben Alder)*

In 2015, Parkside Dundas released the D1661 kit in their OO range and this is the most accurate version currently available on the market. The model also has the potential of being converted into the D1840, D1944 and BR 1/350 diagrams.



*Parkside Dundas' LMS Cattle following conversion
into the D1840, D1944 and BR 1/350 builds (Ben
Alder)*

Slater's Plastikard offers the O Gauge modeller a kit of the LMS D1661 Cattle wagon. As for N Gauge modellers, Peco and Graham Farish offer LMS Cattle wagons in their ranges but Peco's offering however uses a GWR Cattle wagon for their LMS model...!!

References

LMS Wagons Volume One by R.J. Essery and the out of print The LMS Wagon by R.J. Essery and K.R. Morgan provide very informative information on the LMS Cattle wagons. Information on B891054 and its overhaul came from the Severn Valley Railway News Issue 102.

A special thanks to Ben Alder for allowing me to use his excellent photos of his Parkside Dundas LMS and BR Cattle wagons and Anonymous for the photo of my LMS Cattle Wagon 12098.



KOHLER

CONFIDENTIAL.....

Have we ever had it so good?



'We have never had it so good'. So stated Sir Harold MacMillan towards the end of the 1950s but then six years later The Beatles burst onto the scene and things got even better!

The same expression, "We have never had it so good" has been used by numerous individuals in various industries for years since then but recently I have been hearing it more often when used in the context of our own hobby.

I clearly recall hearing when Mainline and Airfix were going head to head with Hornby that the modeller had never had it so good. Now back then that may have been the case, although in those days the emphasis on being a railway modeller was probably more on the modeller aspect than anything else. As our hobby, along with many other hobbies has evolved and developed in line with modern thinking and technology certain aspects of what the hobby was all about have been lost, or in my opinion have at best been watered down. For example many years ago if you wanted a tree on your layout you would probably have to make one using numerous raw materials like twigs, glue, paint, sawdust or threads from scouring pads. Nowadays you can just pop down to your local shop, if one still exists or nip onto Amazon and buy any number of ready made trees costing from a few pennies to several Pounds and this does not just apply to trees as the same in many ways can be said for locomotives, rolling stock and buildings. Now I am not saying that this is wrong but I am trying to simply illustrate how the hobby and those partaking of it have changed over the years.

When I was at my secondary school in the early to the mid Sixties I was lucky enough to be taught the rudiments of woodwork, metalwork and all things gardening. Personally I was not very good at any of these subjects but the mind set of such teachings has remained with me all my life and certainly proved very helpful when I obtained my first house and could not afford builders to replace floors or fit kitchen cabinets. Using the basic knowledge learnt at school I was able to tackle most jobs with varying success but each job was a learning curve enabling me to tackle something even larger as life and houses presented themselves. Such practicalities flowed into my model making where for me time patience, experience and knowledge evolved with each project. Now from what I understand those indulging in DIY are supposedly declining and that many of

the younger generation are not being taught the basics of wood or metalwork and are in some cases unable to tackle the most simple of DIY projects such as changing a plug or knocking a nail in straight! This apparent lack of ability has been laid squarely on the youth of today not having the same form of education as people of my age, although to be fair the focus today is on IT more than anything else. So possibly it is all to do with what is perceived to be the priorities of the educational requirements for today's youth and knocking a nail in straight is possibly not at the top of the list. However, I digress.

As time has progressed with markets and trends changing so too has the emphasis on the word 'modeller' softened. Prior to the launch of the Mainline and Airfix range if a model required detail then that would have to be applied by the railway modeller themselves. In the Seventies there were a good number of suppliers providing additional detail parts to enhance locomotives. There were also wagon kits a plenty, in fact I just wonder how many of the Airfix wagon kits were sold at that time as I know from personal experience many railway modellers built and enhanced these kits with metal Romford wheels and three link couplings? Unfortunately, after the demise of Airfix and Mainline the modeller had to make do once again with what Hornby could supply, that is until Bachmann Branchline was launched and as that particular brand was developed so it seemed that each new model they introduced was detailed that little bit more than the last. I am sure there were those in the world of model railways who scorned this new breed of model where less and less was needed to be done by the modeller but for those who were not so skilled I am convinced it was something to be welcomed.

As each new model was launched so those magazines that reviewed them seemed in my opinion to very slowly become more critical. Now this may have been driven by the fact that there were those enthusiasts who were themselves becoming more critical and the reviewers were picking up on such criticisms. It is also possible that certain magazines of the day felt they needed to drive the detail issue further. From my viewpoint I am not sure it matters who was driving the call for more detail but whatever the case it seemed to me that very gradually the reviewers were picking up on what was missing on a new model rather than what had been achieved. Such reviews were doubly hard for Hornby during the Eighties and early Nineties because of their lack of investment and their constant use of old tooling, while Bachmann and others kept moving the detail bar even higher with each of their subsequent launches. Eventually Hornby were able to join this new breed of model with the release of their rebuilt Merchant Navy and the subsequent releases of highly detailed locomotives and rolling stock. With each new launch by Bachmann, Hornby etc. so the demand for models which were once only available as a kit vanished and with it the ever diminishing experience of building the model oneself. Some may argue that this was a bad thing for the hobby while others such as myself would say that it was

a natural form of progression and anything that made things simpler for those entering the hobby had to be a good thing. On the other hand it could be argued that the term 'railway modeller' was being replaced with 'railway enthusiast' as the focus on the aspect of modelling as it had once been was fast becoming redundant. Personally I would not use the word 'redundant' but preferring rather to use the word 'redefined'.

Earlier I used the making of a tree from bits and pieces as an example of how things had changed. In the early days of railway modelling the pace of life then compared to now is as different as chalk is to cheese. True there is still 24 hours in the day but now our lives are crammed full with so much more compared to those days pre and post the Second World War, so much so that for some now even thinking of a hobby is all it can be. For those that do enjoy our chosen pastime it is not surprising that anything that makes the hobby that little bit easier and saves time must surely be a good thing. Take for example creating buildings for a layout. In the early days right up to the end of the Eighties finding suitable '00' scale buildings tended to be limited to the Airfix trackside range, and to be honest there was a limit to the number of thatched cottages one could have on a layout. There was of course the Superquick range of cardboard kits that were and still are excellent models but for the novice they took time to build and for some they had mixed results. Then there were the precoloured plastic kits produced by several European manufacturers and imported into the UK. These kits although very good suffered from two inherent problems; they were 'H0' scale and unsurprisingly looked French or German. When I was at Hornby I did introduce a broad range of plastic kits produced by Pola, precoloured in '00' scale and modelled on buildings seen in and around Margate and for a time these proved popular but soon they became quite expensive and sales fell away. Incidentally, Gaugemaster are once more reintroducing these excellent kits.

Although the range of UK style plastic and cardboard building kits were in many cases simple and straightforward to assemble, for many towards the end of the Twentieth century who were entering the hobby as model railway enthusiasts rather than 'modellers' they simply either did not wish to spend time assembling the kits or they felt unable to. What they were really looking for was something already made and all they wanted to do was open the box, remove the building and pop it on their layout. I was certainly aware that such models were desired and I originally thought of approaching those that produced the 'Lilliput Lane' range of miniatures but discounted the idea due to their cost. While contemplating the situation I was contacted by a company who wanted to produce for Hornby moulded resin wagon loads. During our initial discussions I asked if resin could be used to produce models of buildings and was told it most certainly could. Two years later Hornby had a thriving and profitable range of buildings under the brand name 'Skaledale' which answered very successfully the needs for those enthusiasts who wanted ready made buildings to populate

their layouts. During a model press meeting I was asked by one of the editors if I was concerned that supplying models ready finished was dumbing down the idea of railway modelling. My answer was that times had changed and that the purist meaning of being a modeller had changed as well, which is something I still believe is the case. Model railways has been mainly consumer led possibly from when the very first wooden train was created and in my opinion it is really up to the producers to willingly provide what their customers demand. Airfix and Mainline answered the demand in the 1970s, as did others who came after them with the calls for even greater accuracy still being answered by the current manufacturers.

Yet does all this answering to the demands of the consumer have a price? Of course it does. Firstly, adding detail has quite a sizeable price tag attached to it. In less than twenty years we will have seen the price of a Pacific locomotive rise from having a £50 price tag to, I predict £200 by the end of 2017. Similarly the retail price of rolling stock will have risen in similar proportions. Secondly, with these price increases there are bound to be some very selective type purchases which in turn will lower the manufacturers production levels with the result that their costs will increase due to smaller manufacturing runs. Thirdly, with such price increases the attraction for new enthusiasts to enjoy the hobby will no doubt be somewhat reduced. However on the upside the market for second hand models will no doubt be increased. In short this hobby is now reaping what it has sown over these last three or four decades.

Therefore have we ever had it so good? The short answer is no we haven't but I ask at what cost?

I am sure that there will be those who will disagree with my thoughts but for years I have been worried about the future of our hobby. I am concerned amongst other things that there is not enough new blood being attracted to what some might think is becoming a rich man's hobby. I introduced into the Hornby range the Thomas the Tank Engine product back in the 1980s to induce youngsters to play with trains and begin to enjoy the rich modelling opportunities that a model railway can bring to an individual. Hornby are still producing the Thomas range but time has marched on as have the prices and I cannot see for the life of me any sane parent spending over £100 on buying their child a 'Gordon' for Christmas. Besides, by the time any child is capable of appreciating a Hornby Thomas train set these days they will have lost interest in all things Sodor. Hornby have RailRoad, a range that I also introduced to cater for those youngsters who would have been given a train set as a present but could not afford the higher priced models that Hornby were introducing. The RailRoad range of locos and rolling stock was suitably and sensibly priced not to break the bank but nowadays £30+ for a little 0-4-0 locomotive is bound to make even the most generous of parents think twice.

So what is the answer? Personally I am now struggling to find one and would be most interested in hearing the opinions of others. Have we gone too far with adding cost to models? Should we try and focus on bringing youngsters into the hobby or do we just carry on as we are? And finally should we advocate going back to basics and focusing once more on modelling and creating things from scratch?

Friends and fellow enthusiasts, over to you!

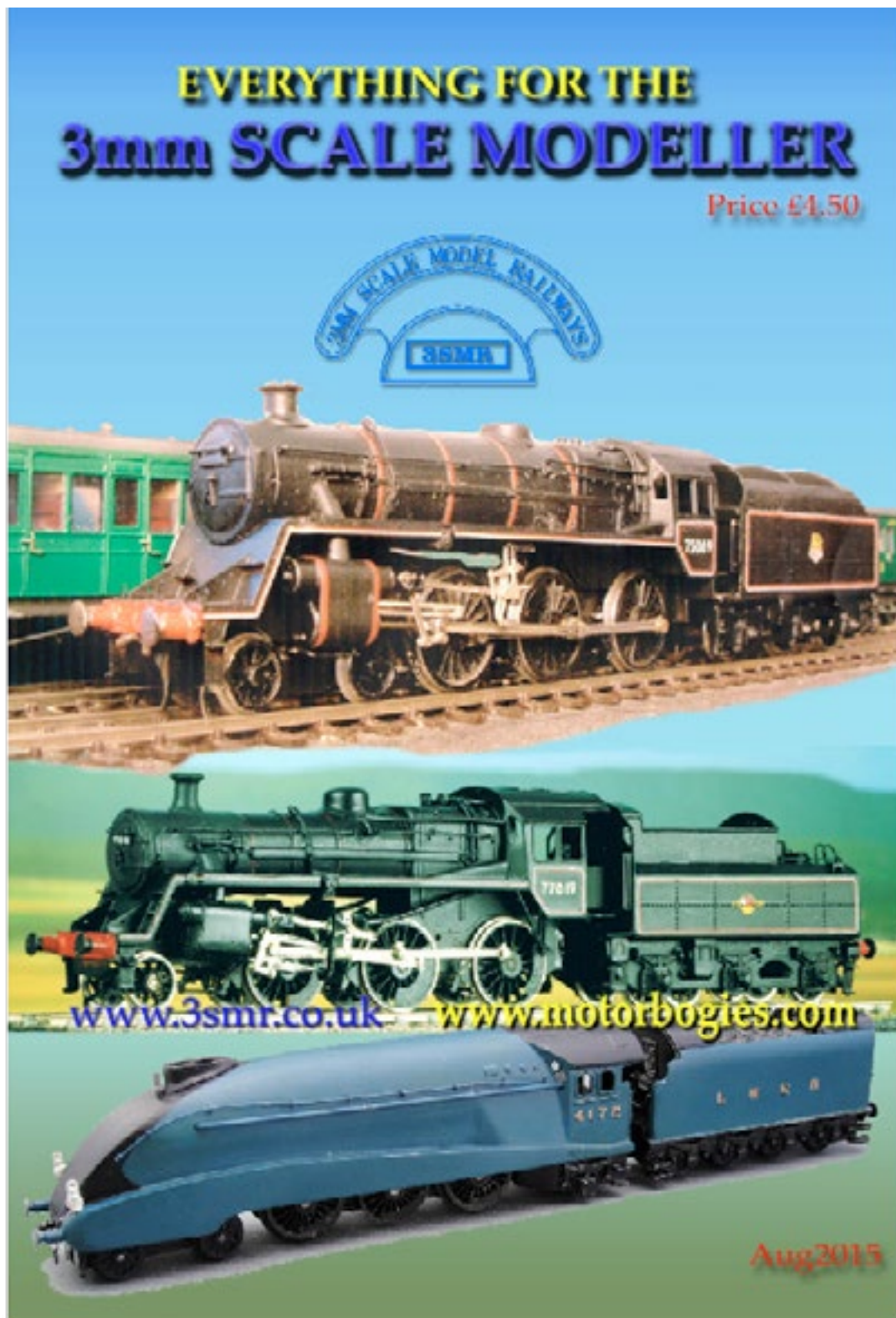
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BR blue — a quick look behind the scenes

By Neale Monks



Twenty years on from the complete privatisation of British Rail, and thirty years on from sectorisation, the corporate image era is well and truly part of railway history. But the railway as it existed then remains interesting and worth modelling, especially at its tail-end during the 1980s.

If you visited one of BR's dozens of depots you'd see a fascinating mix of the modern and the ancient. The buildings themselves might very well pre-date the diesel era, or at the very least turn out to be 1960s rebuilds of the original steam locomotive sheds. You'd see a lot more rolling stock sitting around waiting to be used, in contrast with leaner, more efficient use of such assets on today's railway. But exploring those sidings could be fascinating, with considerable numbers of pre-nationalisation rolling stock having survived, albeit often modified in various ways for use by the 'departmental' engineers or for the transport of newspapers, parcels, and other types of cargo not much carried today.

The 1980s was also pretty much the last time the average trainspotter could amble up to the front gate of a railway depot and ask to have a wander around. The twin concerns of security and safety have put paid to that kind of thing, but back in the day, so long as you kept out of the way of moving locomotives you were generally welcome. At the very least, the author only remembers being turned away once or twice, and if anything, there was still something of that legendary sense of pride among railwaymen that meant they were usually happy to spend a little time telling you what they were doing or pointing out unusual locomotives that had stopped by their shed for repair or refuel.

Your author would have been in his mid-teens at the time of writing, so if the photos here aren't quite as well composed as they might be, he craves your indulgence, and instead hopes that they point out a few of the things that might make for rewarding modelling!

The picture above shows HST power car 43143 in 'the Factory' at Old Oak Common depot lifted up from the rails on jacks so that work can be carried out to its bogies. In some cases the bogies would actually be removed, al-

lowing mechanics to carry out any repairs of various kinds. Underneath the locomotive and between the rails would be a pit, usually equipped with bright fluorescent lighting, making the mechanics' job a bit easier. Modelling this type of scene wouldn't be too difficult. Ready-to-plant hydraulic lifting jacks are available from Bachman and Graham Farish in their respective Scenecraft ranges, though given their simple design, running something up in plasticard shouldn't be too difficult, especially if the jacks are partially hidden inside a shed. Peco produce an inspection piece section of track that replicates the basic situation nicely, though without the lighting. Weathering is probably mandatory here — the real things were frequently filthy, even in depots like Willesden that mostly serviced electric locomotives and units.



Inside the shed at Willesden

It's easy to forget just how dingy British Rail could be once you got away from the better-used stations. Branchline station buildings might not see a lick of paint for years, and locomotive depots were often dark and brooding places with little natural light. The shabby state of 82005 is a bit misleading though, because the faded paint here doesn't imply neglect but rather its role in pulling rakes of coaches through the carriage washing machines at Stonebridge Park, not far from Wembley. Most of the Class 82s had been retired by the early 80s, but along with a handful of other first-generation electric locomotives, 82005 worked the empty coaching stock trains between Euston and Stonebridge Park until they were all withdrawn by 1987. In any event, this photo is full of atmosphere, from the indifferent glow of the strip lights down to the dirty concrete floor. It's also worth mentioning that this depot was built expressly for electric traction, the steam locomotive shed at Willesden having been demolished during the 1960s. Even so, it's a world away from the clean, shiny and above all brightly-lit depots and buildings you'll find on the modern railway.



Catching 47583 at Stratford

Stratford was one of BR's biggest depots, and like Willesden, the main shed was designed and built for modern traction rather than being a reworking of an existing steam shed, as was the case at Old Oak Common. While definitely a brighter and more welcoming place than Willesden, just look at that clutter! Of course the thing Stratford was famous for at the time was its penchant for novelty repaints, most famously perhaps the Union Jacks painted on the some of their locos for the Queen's silver jubilee. Here we see a couple of Stratford's artists at work, partway through a 47583's repaint into the original version of the Network SouthEast livery.



What's left an 08

Snapped at Old Oak Common in 1986, this photo is just crying out to be turned into a cameo scene. The pallets, boxes, bags and barrels are easily modelled using etched brass, whitemetal or plastic kits; Ratio, for example, produce a kit including a mix of pallets, sacks and barrels. The 'shed' itself doesn't look like anything too difficult to make with a bit of corrugated plasticard and some Evergreen H-beams. But

the centrepiece is, of course, the radiator from a Class 08 shunter — which my notes suggest is, or at least was, 08501. Loose bodies are easy enough to find, and this is one situation where the body from an old Lima or some-such antiquated model would be appropriate because it doesn't need to be the latest and greatest thing. Just something you can hack away at with a saw, and filling in the hollow back with bit of filler.



Oddball road vehicles

All too often overlooked at the time, and likely still today, are the road vehicles used by railway engineers to keep the system working. This was one of the relatively new Bedford/Bruff Engineering vans used to re-rail wagons, coaches or even locomotives. With a built-in turntable, hydraulic jacks, and the ability to carry six crew along with the driver, these were quite sophisticated vehicles, and some lasted into the privatisation era. Oxford Diecast in particular make a variety of ready-to-plant road vehicles of the sort BR liked to use, including mobile workshops, crew transport vans and so on, any of which might be parked at a depot or used alongside suitable figures to create an interesting trackside scene.

Finding traces of the pre-nationalisation companies on your travels was always fun, as here, a GWR trespass sign on a wall at what was left of Taunton shed in 1986. Note how a bit of black paint has cunningly transformed this sign into something suitable for the



GWR gone, but not forgotten

Western Region, though perhaps the forty shilling fine was less of a disincentive at the height of Margaret Thatcher's boom-time Britain than it was when the sign was written. Nonetheless, it's a reminder that one or two traces of the old railway companies would help to add a sense of place to any BR layout, in just the same way as traces of BR can still be found on today's privately-owned railways. All sorts of etched brass and whitemetal doodads could be pressed into service, from milepost markers to yard lamps, and if chosen carefully, all would lend their own regional flavour to your layout.



Repurposed wagons

While BR often seemed to scrap non-standard locomotives with years of life still in them, rolling stock would often continue to find a role for years after their original jobs disappeared. This repurposed wagon was once a Palbrick, a wagon designed and built in the mid-50s to carry pallets of bricks. After ten years or so it turned out that these wagons weren't a particularly economical way to carry bricks, and while many were scrapped, some were turned into other types of wagon, including several dozen that became Freightliner match wagons, which is what we're looking at here. The Freightliner container wagons used their own type of couplers, which not all shunters hard, so these match wagons allowed shunters with conventional couplers to move these trains about as needed. This particular one, attractively painted in an early version of the Railfreight livery, was spotted at Old Oak Common, and looks like the sort of thing that could be built from something like a Conflat with just a few bits of strip and some triangular pieces of plasticard used to create the distinctive ends.



Brake vans at the bitter end

One of the big changes between the transition era of the 1960s and the BR era of the 70s and 80s was the nearly complete disappearance of the brake van. This was down to a combination of factors, particularly the decline of unfitted freight trains, and for the most part brake van use came to be confined to very specific situations, such as engineering trains. While BR had its own brake van design (based on an LNER one) you could find pre-nationalisation ones in use, including this Southern Railway 'pill box' brake van in departmental olive green. But otherwise brake vans tended to be seen unloved, rusting or rotting away at the ends of sidings.



Yellow, lots and lots of yellow

Critics of the BR blue era cite the apparent monotony of diesel and electric locomotives all painted the same colour, but that isn't entirely fair. While mainline locomotives, multiple units and passenger coaches were all painted some version of the standard blue livery, a lot of the engineering, or 'departmental' stock was painted yellow. This largely replaced the black, red and olive green liveries used before, the yellow intended to make such vehicles easier to see, an important factor given that they were often used

on mainlines alongside crews of track maintenance personnel.

The photo above shows one of the Sheldon-Cowan diesel-hydraulic cranes, allocated to, and seen at, Old Oak Common.



Here's my attempt an N-gauge Palbrick match wagon similar to the one seen at Old Oak Common, in this case run up using the standard Peco 10 ft. chassis with a few bits of plastic taken from an old kit sprue and fashioned into an approximation of the structures at each end. The lettering isn't identical to the original, but close enough to give the general idea, and it fits nicely here in between the Farish 03 shunter and a container wagon. The previous photo shows one of the Sheldon-Cowan diesel-hydraulic cranes, allocated to, and seen at, Old Oak Common.



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- Modelling: your layout(s) & projects you've done,
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- Tips: anything to share with fellow modellers?
- A day in the life of: do you have a railway related second hobby, if so tell us about a typical day,
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The Platform Canopy kits are available as either a single platform cover or double. Both models benefit from 4Grounds undoubted expertise when it comes to pre-coloured laser cutting as each kit boasts some incredibly fine lattice work normally associated with brass etched models. The interior stanchions are equally detailed as are the supporting girder beam brackets with the exterior valences featuring attractive fretted edge panelling. These edges are so finely cut a magnifying glass has to be employed to fully appreciate the exquisite precision that 4Ground have achieved with each of these models.

The single Platform Canopy, Part No. 00-TS-112 when assembled measures 170mm x 54mm x 54mm and although the canopy is designed to fit neatly onto 4Grounds own platform sections they can be equally attached if desired to many other proprietary platforms produced in plastic, cardboard and resin. Further canopies can be added to either end of each roof section so as to extend, if desired the platform covering. Similarly the double Platform Canopy, Part No. 00-TS-113 carries the same amount of impressive laser cutting detail but utilises a double span construction measuring 170mm x 124mm x 54mm and is perfectly suited for use over a double width island platform.

Easy and straightforward to assemble, each pre-coloured laser cut kit is delicately packed in the now familiar 4Ground eco-friendly packaging and is supplied with full assembly instructions. The only requirement is a limited amount of PVA glue for assembly. Certain small 'raw' edges may benefit from a touch of matching paint but this is purely up to the individual.

Asked to comment about the new models, 4Ground's Managing Director, Adam Jeal commented, 'Our research showed that the modeller was demanding truly fine and detailed platform canopies and our process allows us to do just that' Adam then went on to say, 'When we first started to produce the Trackside & Canal range of kits our plan was to produce models that were simple to construct but gave the modeller a high degree of pleasure from building them, while at the same time having a model that he or she could be proud to display on their layout. These new model canopies simply optimise our original thoughts; apart from that I really believe that they look truly stunning.'

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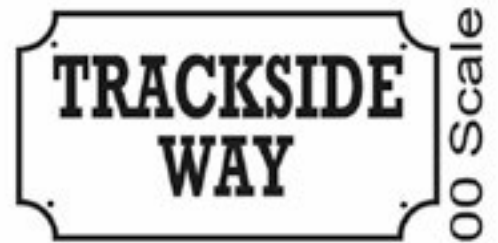
A Cut Above the Rest!



Trackside contributor's prize

This issue's Trackside prize is their Double Platform Canopy

Thank you Trackside!



And the lucky winner is....

TERRY BOOKER

4GROUND

And finally.....

By Robbie McGavin

Another stunning picture from Robbie.....



Marsh H2 Atlantic 32424 'Beachy Head' which Bachmann have had planned for about 4 years as model 31-921 , but still no firm date. The prototype was built for the LB&SCR in 9/1911 and withdrawn by BR in 4/1958 and cut up within a month. Graceful and powerful engines, the advent of Bulleid Light Pacifics made their use on express trains much more limited, with such as King Arthurs also being available. Beautiful engines, the design is derived partly from Ivatt's C1 'Large Atlantic' of the GNR, the last of which was withdrawn c1951. Approximately 107 tons in working order and two 21-inch cylinders, tractive effort 24,520lbs, 32424 was the last Atlantic to run on British Railways.

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- H4-WW-004** Diamond frame bogies MODA95560 in MOD 1970s olive
- H4-WW-005** Diamond frame bogies MODA95534 in MOD 1970s olive
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- H4-WW-013** Diamond frame bogies ADRW96501 in BR engineers yellow
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| Class 450 | hattons.co.uk/cl450 | from £271.96 | Mar 2015 | | | | | | | |
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| GWR Streamlined Railcar | hattons.co.uk/gwrrc | from £119.43 | Jul 2014 | | | | | | | |
| Class 59 | hattons.co.uk/dapol59 | from £121.13 | Oct 2015 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 14xx 0-4-2T | hattons.co.uk/14xx | £99 | Sep 2014 | | | | | | | |
| Golden Arrow Class 71 | hattons.co.uk/goldenarrow | £139.95 | Jun 2016 | | | | | | | |
| 50t Warwell Wagon | hattons.co.uk/warwell | from £33 | Jun 2016 | | | | | | | |
| O Gauge Class A3/A4 | hattons.co.uk/recordbreakers | £750 | Aug 2016 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| O Gauge Class 45 'Peak' | hattons.co.uk/hel45 | £550 | Jun 2013 | | | | | | | |
| Class 47xx 'Night Owl' 2-8-0 | hattons.co.uk/47xx | £154 | Nov 2014 | | | | | | | |
| Class 07 Shunter | hattons.co.uk/cl07 | £99 (EST) | Jan 2016 | | | | | | | |
| O Gauge Class 50 (Refurbished) | hattons.co.uk/hel50 | TBA | Apr 2017 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Merchant Navy 4-6-2 | hattons.co.uk/mn | from £153 | Mar 2015 | | | | | | | |
| Class H Wainwright 0-4-4T | hattons.co.uk/hclass | from £90 | Sep 2016 | | | | | | | |
| Mk1 FO & BSO | hattons.co.uk/hornbymk1 | £31.50 | Oct 2016 | | | | | | | |
| Class 8P Princess Coronation 4-6-2 | hattons.co.uk/duchess | from £171 | Nov 2016 | | | | | | | |
| Hltachi IEP Class 800 | hattons.co.uk/IEP800 | from £229.50 | Nov 2016 | | | | | | | |

|  | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---|--|-------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 2301 Dean Goods 0-6-0 | hattons.co.uk/oxdg | £95 | Jan 2016 | | | | | | | |
| YEC Janus 0-6-0 Shunter | hattons.co.uk/janus | £74 | Nov 2015 | | | | | | | |
| 60' Carflat Car Carrying Wagon | hattons.co.uk/oxcarflat | £25 | May 2016 | | | | | | | |
| Mk3 Coaches | hattons.co.uk/oxmk3 | £29 | Jan 2016 | | | | | | | |

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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Information correct at the time of going to press on 22/05/17.