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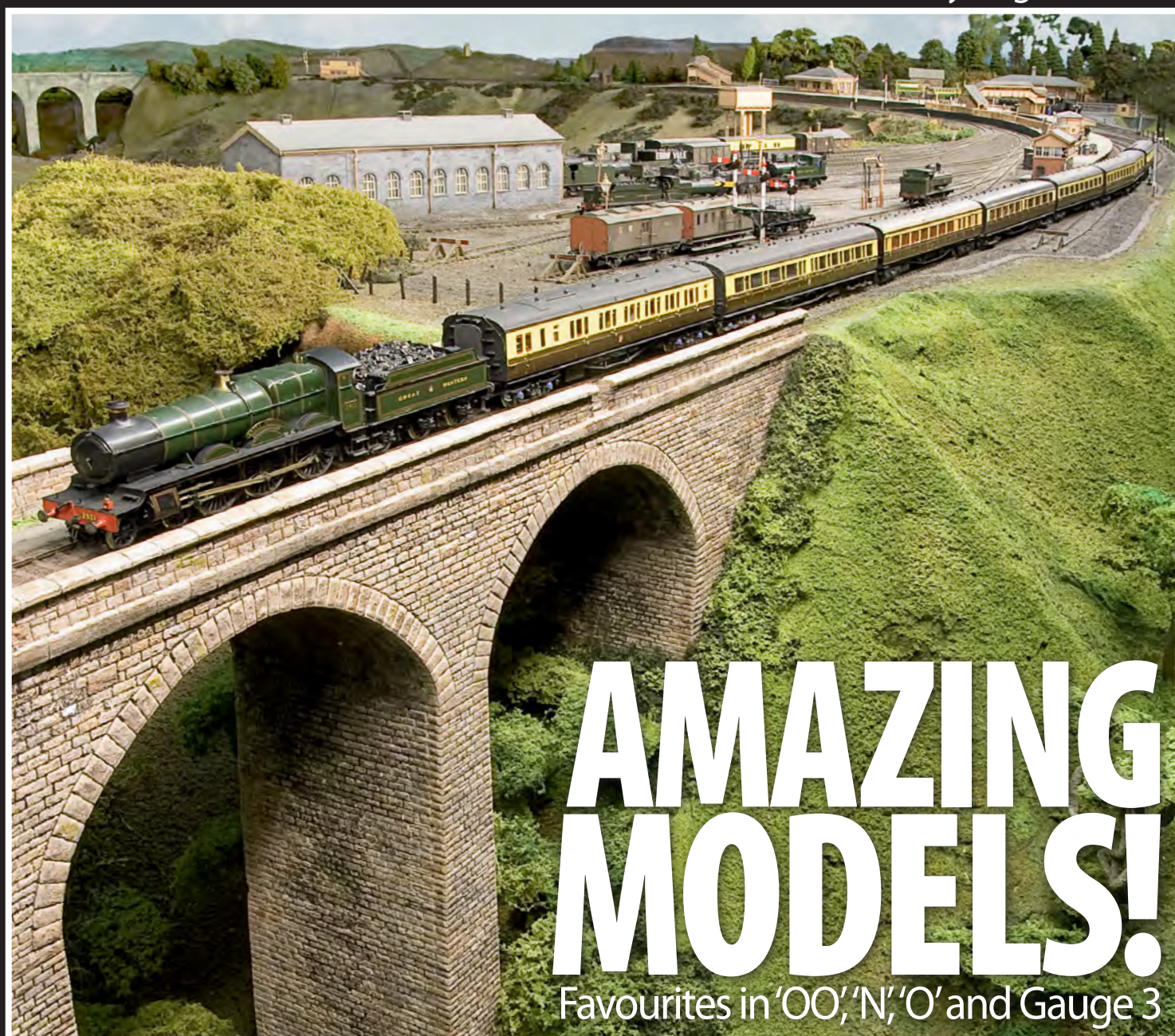
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Chelmsford MRC stayed close to home with its Eastern Region 'OO' gauge exhibition layout.

Welcome



Welcome to the second edition of *Hornby Magazine Great Layouts*. The standard of modelling that we feature today continues to excel and each time we visit a new model

for photography we find new features and details to catch our eye.

In this second volume we are showcasing 26 layouts covering 'OO', 'N', 'O' and Gauge 3 modelling and ranging in period from the early 1900s through to the late 1990s. That breadth of coverage is another exciting part of this hobby as there is just so much choice when it comes to era.

One of our aims with *Great Layouts* is to inspire your modelling and the selection of railways shown in these pages ranges from the sublime main line scene, which only clubs could build, down to compact shunting layouts. Nevertheless, any of these could be that tick of inspiration you have been looking for.

We hope you enjoy the features in this new volume and the wide range of previously unseen photographs that have been selected to make this publication.

Happy modelling.

Mike Wild,
Editor, *Hornby Magazine*

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Tetley Mills

DAVE SHAKESPEARE'S Tetley Mills has been an inspiration for thousands of modellers. We look back at this popular 'OO' gauge layout in memory of its builder.

PHOTOGRAPHY, MIKE WILD



TO DAVE, REALISM and the overall aesthetic were more important than absolute prototype accuracy. With Tetley Mills he aimed to create plausible yet captivating cameos by emphasising visually interesting features, and in that he most certainly achieved his targets. Sadly, Dave passed away in 2014, but his layout has inspired many modellers and is a tribute to his passion for the hobby.

Tetley Mills was all about scenery. It modelled the late 1950s and early 1960s in the West Riding of Yorkshire and recalls Dave's memories of his youth. He lived and grew up in Wakefield and was fascinated by the stone architecture around Dewsbury, Huddersfield and Batley, all of which brought inspiration for his fabulous home based layout. It was housed in a large garden room extension and covered a total space of 22ft 6in x 10ft incorporating a double track main line, a large station, goods yard and even a separate branch line running from its own set of terminus platforms in the main station. >>



STATISTICS

Owner:	Dave Shakespeare
Scale:	'OO'
Length:	22ft 6in
Width:	10ft
Track:	Peco code 100
Period:	1950s/1960s, West Riding



Right: Motive power, all suitably weathered, is stabled outside the station waiting for its next duty.



Below: 'WD' 2-8-0 90607 rumbles across Tetley Mills viaduct with a mixed goods. All of the buildings are scratchbuilt representing the West Riding of Yorkshire superbly.





 A kit built Derby Lightweight DMU rattles along the branch line in the countryside.





Above: The main station was on two levels with the terminus platforms on a lower level below the through lines. A rebuilt 'Royal Scot' 4-6-0 and Fairburn 2-6-4T pass on the through lines while a BR Sulzer Type 2 ticks over at the bufferstops.

Left: The double viaduct was as much a signature of Tetley Mills as Dave's collection of 'WD' 2-8-0s. Freights pass on the main lines as a 'J50' 0-6-0T rumbles across the branch line viaduct in the background.

Great buildings

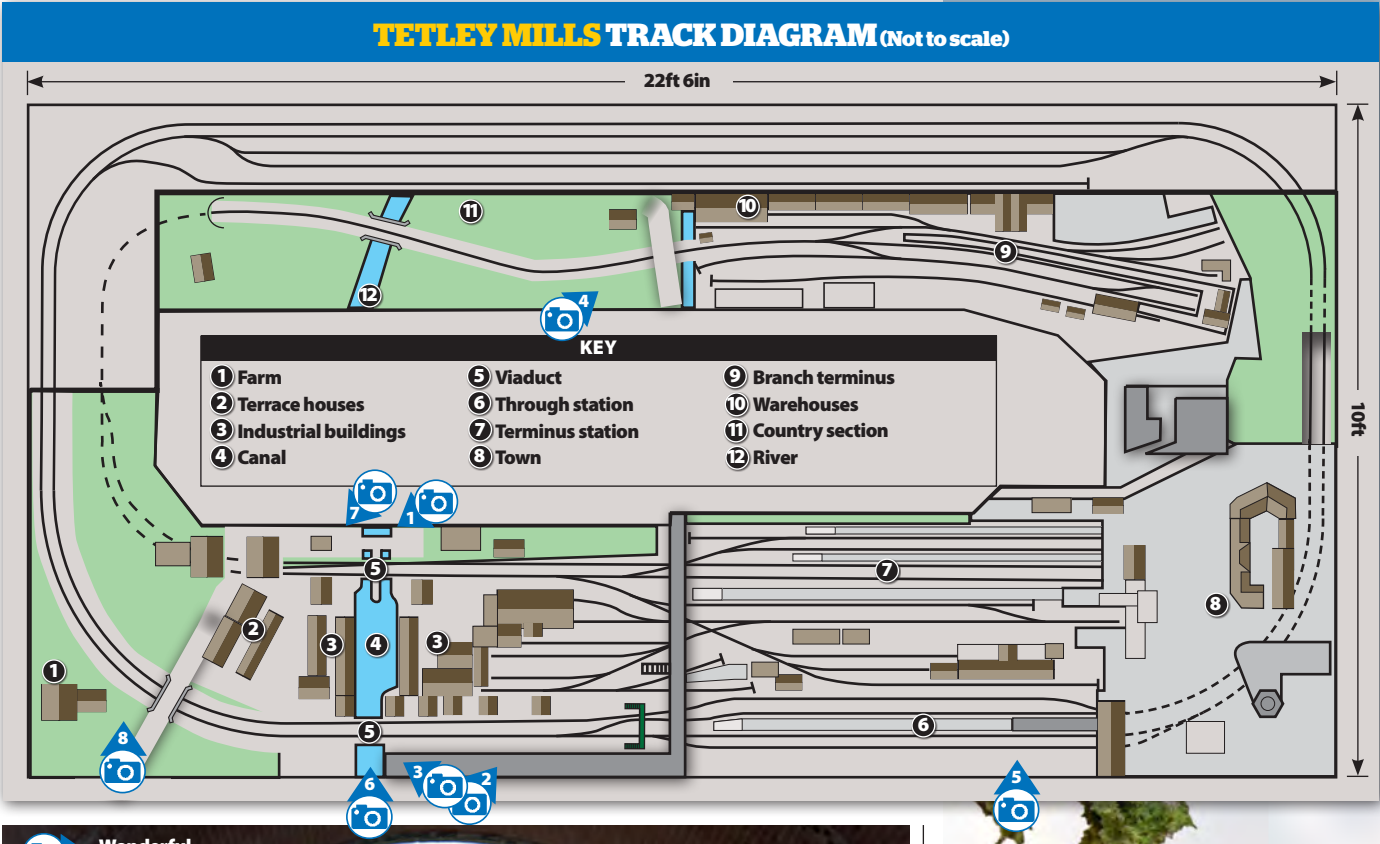
Perhaps the greatest feature of Tetley Mills were Dave's buildings and his ability to capture the 'grit' of the north. All the buildings were scratchbuilt, which he made as accurate as possible whilst only spending a few days on each. They had a robust base made from plywood which was glued and nailed together before the start of external detailing. Next they were clad with 2mm mounting card on to which he glued various plastic sheets, with his preference being for Southeastern Finecast 7mm straight bond bricks which he found to be a good representation of coursed 4mm stone. Window frames were from micro-strip while final details such as gutters were added before final painting with a basic stone colour. Dave then dry brushed the buildings with black soot and a talc and black powder paint mix to tone everything down. Retaining walls, made in a similar manner, serve a purpose as a backdrop to the railway and offer an alternative to two-dimensional backscenes. DAS modelling clay was used extensively on Tetley Mills including for stone cobbles and York stone paving.

The imposing viaduct is a series of components cast from plaster; masters were made from silicone moulds specifically for the layout. »

"Tetley Mills was a fantastic model railway full of atmosphere and romance for the steam era."

MIKE WILD





Representative fleet

Tetley Mills was stocked with a representative selection of ex-London Midland & Scottish Railway (LMS) and ex-London and North Eastern Railway (LNER) steam locomotives common to Wakefield, Bradford Low Moor, Normanton and other West Riding sheds. Dave tried to limit his locomotives to sensible everyday workhorses such as 'Austerity' 2-8-0s, 'B1s', '8Fs', 2-6-4Ts and other less glamorous classes that represented the real West Riding railway scene. Diesel Multiple Units also featured at Tetley Mills since they were introduced to the area in the mid 1950s, well before he started trainspotting.

Despite trying to represent the everyday industrial scene he was seduced by the odd shiny green Gresley or Peppercorn 'Pacific' and even had a Gresley 'P2' 2-8-2 finished in Brunswick green having re-written history to justify its existence after Edward Thompson's controversial rebuilds. The National Railway Museum's prototype *Deltic* entered the fleet too.

A variety of rolling stock formed the trains including some Bachmann Mk 1 suburbans together with a healthy selection of Ian Kirk's kits for Gresley corridor, parcels and suburban stock. Bachmann's Mk 1 corridor coaches were plentiful too.

'King Coal' was master in Yorkshire during the modelled period and there were laden and empty trains of steel and older wooden bodied wagons. A steel train from Scunthorpe, a fast fitted goods from Hull and various mixed goods completed the trains.

Tetley Mills was a fantastic model railway full of atmosphere and romance for an era when the railways were hard worked and steam was still the main form of motive power.

It captured a now long gone era and did so with great flair - and that is perhaps what endeared so many to its builder too - his flair and passion for building a model railway with atmosphere. ■


 **The English Electric prototype *Deltic* thunders round the curve towards Tetley Mills viaduct.**



Llangenydd

Wanting a smaller layout than his 'O' gauge project, **KEN JONES** adopted an unfinished 'OO' model by Ron North and developed it to reflect North Wales in the 1950s.

PHOTOGRAPHY, CHRIS NEVARD/HORNBY MAGAZINE

 Ivatt '2MT' 2-6-0 46521 has just arrived with a passenger working while a Churchward '45XX' 2-6-2T is engaged on shunting duties in the goods yard.



STATISTICS

Owner:	Ken Jones
Scale:	'OO'
Length:	9ft 6in
Width:	18in
Track:	Peco code 75
Period:	BR 1950s, Western Region

LLANGENYDD is not real - although a lot of people have said to owner Ken Jones that they recognise it or have been there. In fiction it is just inland from the Llein Peninsula on the truncated remains of an ex-Cambrian Railway branch line to Llantwp which uses mainly ex-Great Western Railway (GWR) motive power and stock. It is now the terminus because of a bridge collapse and a new British Railways road delivery depot has been built to forward traffic on.

A London Midland & Scottish Railway (LMS) branch line runs along the north coast and joins the Llantwp branch at Twpsin Junction - which is why London Midland Region trains appear regularly. The main traffic on the branch is for the Army and RAF training camps and more recently for a hydro-electric power station being built inside a nearby hill. Ken's backstory makes a compelling case, but how did the model come about?



Overlooking the station a Collett '4575' 2-6-2T is ready to depart while a Fowler 'Jinty' 0-6-0T shunts in the yard.



The model

Ken is adamant that much of the hard work was done by Ron North, a name familiar to readers of *Hornby Magazine*, as he did much of the construction before he decided to move on to other projects. The baseboards are of conventional 2in x 1in frame, chipboard top

and MDF backscenes. Ken built the storage yard as a centre pivot sector plate using some old melamine shelves as a rubbing plate and a homemade brass bolt contraption to lock the tracks and provide electrical continuity.

The layout is operated by Digital Command Control (DCC), but can be run with conventional DC if desired. Control is provided by the Gaugemaster Prodigy Advance 2. Track and points are Peco code 75 ballasted with all four colours of Woodlands Scenics 'N' gauge ballast mixed together. Points are operated with an 'electric pencil' and Peco point motors with polarity switches to assist in reliable running.

Most of the buildings are made from Wills kits and materials. If Ken thought that installing point rodding was hard in 'O' gauge, he faced even greater challenges in the smaller scale: "The 4mm equivalents are obviously smaller, which I occasionally say makes me wonder how people work in this scale let alone anything smaller," he says.

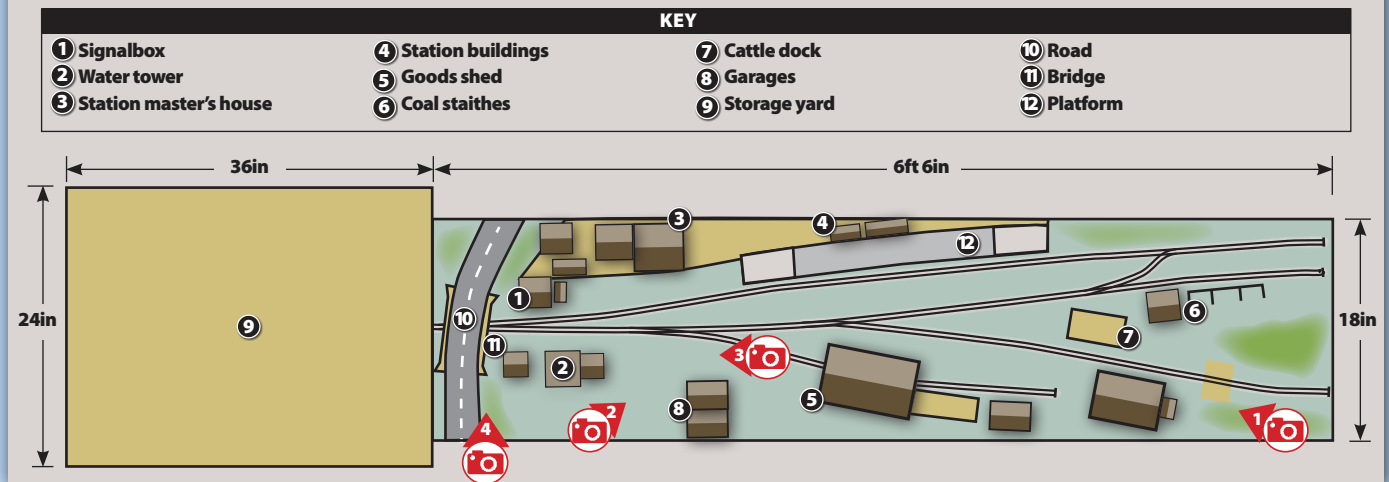
The track plan is simple but allows plenty of shunting opportunities at exhibitions. The layout was originally planned to be a home based layout, but that changed quickly, as Ken explains: "A very harassed Dave Fryer, the High Wycombe Club's Exhibition Manager, asked me to fill in for a layout which had had to withdraw. Llangenydd was the only real option. Working around the clock, the layout was virtually complete days before the show! There were some figures painted for the annual exhibition, and the layout looked presentable, with weathered stock and locomotives."


Ken is something of a devil for detail, and there are various cameo groups dotted around. Recent die-cast road vehicles have made a huge difference to the general scene. Ken disassembles them, sprays them with matt varnish to 'kill' the gloss sheen and then weathers them depending on the effect wanted.

One of his tricks is to cut the front axles and glue the wheels as if they're turned, which is how most people leave their vehicles unless parked by the kerb. Most of the figures are from the excellent Monty's Models range. »



LLANGENYDD TRACK DIAGRAM (Not to scale)



 **A Collett '2251'**
0-6-0 eases into the
station with the passenger
service passing the signalbox
on its approach.



4 The farmer and his sheep are causing havoc on the bridge at the station throat.



The sheep are Welsh Badger-faced, and there are lots of different animals scattered about the layout, including hawks, a fox, hedgehogs, cats, chickens and sheepdogs.

Running the railway

All the stock is detailed and weathered ready-to-run, with a few kit-built wagons. Ken is to re-gauge his only kit-built 4mm locomotive left from his 'EM' modelling days to 'OO' gauge - a Jidenco London & North Western Railway 'Coal Tank'. All locomotives are fitted with decoders of various makes, some of which perform better than others. Ken particularly likes locomotives and brake vans to have crew and appropriate lamps while bunkers and tenders must have real coal in them as far as he is concerned.

Ken says he runs a 'basic sequence' at exhibitions, using the five tracks on the sector plate in order. He has made removable loads for some of the wagons and can remove them when they're delivered, ready for the

next goods train to take away the empties. As Llangenydd is DCC, several trains can be run at once without switching out sections. However, to maintain a degree of realism, he usually only runs two - a passenger and a goods. Locomotives are changed to give a bit of variety. At home, Ken uses the layout as a shunting puzzle. With more than the usual maximum of five wagons, he says this can get complicated and is more fun, although he acknowledges that watching shunting probably wouldn't be all that interesting for exhibition visitors.

Conclusion

What lessons has Ken drawn from this charming layout? "I've found that small layouts can be more fun," he says, adding: "A layout is never finished - you can always add something or replace items that offend your eye. I plan to make some locomotive and wagon kits when I get chance and add a couple more signals." ■



Coal is bagged in the staithes for onward movement to homes.



A porter moves milk churns ready for the next arrival while a passenger takes a rest on the trolley.



A National Coal Board Thornycroft lorry - a BT Models vehicle - awaits loading in the yard.



The next delivery is discussed outside the goods shed.

Ivydale & Blissgate

For **FRASER CANTRILL** the impression and feel of a model is even more important than prototypical accuracy, as his light railway pastiche demonstrates.

PHOTOGRAPHY, MIKE WILD



Ageing 0-4-0ST
Pinza draws
to halt at the rub down
platforms of Ivydale and
Blissgate.



STATISTICS

Owner:	Fraser Cantrill
Scale:	'OO'
Length:	5ft
Width:	18in
Track:	Peco code 100
Period:	1920s, light railway



An ex-London Brighton and South Coast Railway 'A1X' 0-6-0T takes water at Ivydale and Blissgate.



FRASER CANTRILL'S introduction to railways began as for most boys with the inevitable train set for Christmas. His was a second-hand clockwork London Midland & Scottish Railway 0-4-0T, two four-wheeled coaches, four wagons and various tin signals and buildings, together with farm animals and a couple of Dinky cars. It was all laid out on an old wooden table which was painted grass green, roads in grey leading to a level crossing and station, hedges and trees made from cotton wool and sprigs of heather.

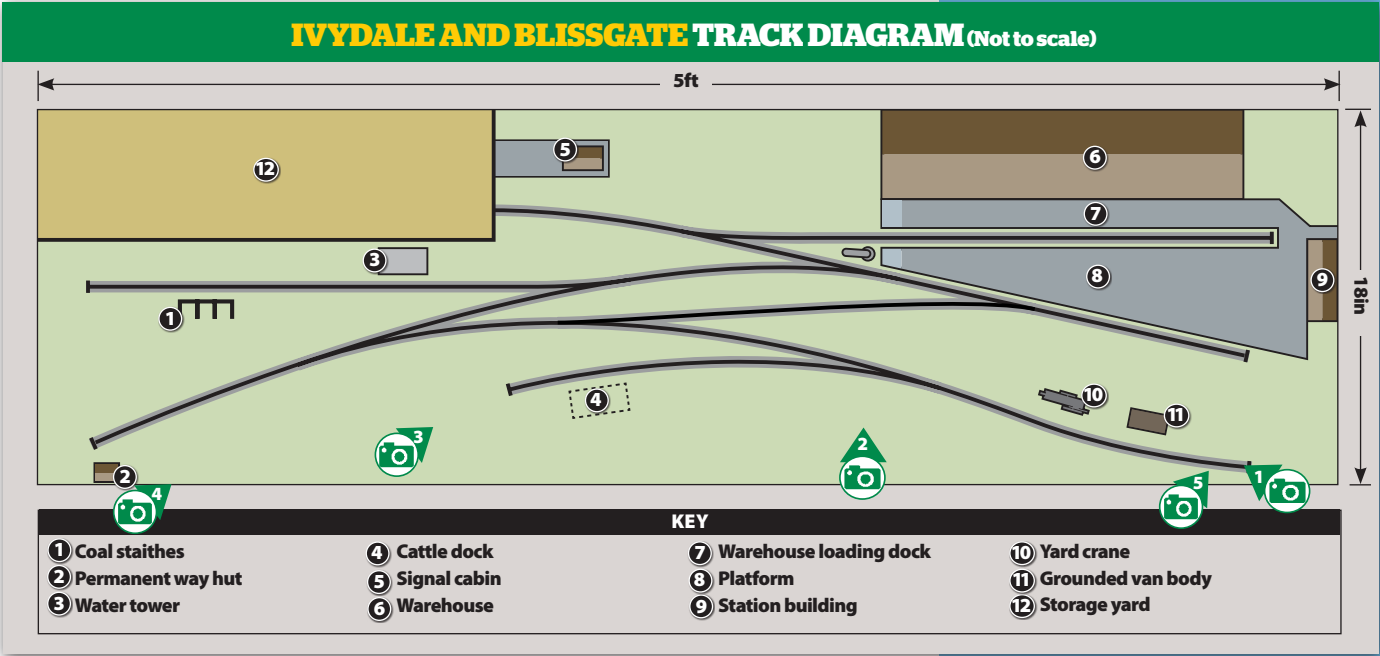
He loved it, and played with it solidly for the first week even though the little locomotive would frequently leave the track, flinging itself to the floor and lie on its back with wheels spinning as if to say: "I can do 500mph without a load or friction!" Thankfully Fraser cured the problem when he learnt to change the points properly!

It didn't take long for him to discover his father's copies of Model Railway News. What a find, and his model railway heroes appeared at a very tender age - J. H. Ahearn and the beautiful Madder Valley, John Allen with his Gorre and Daphetid, Craig and Merton Ford care of P. D. Hancock, all backed up with L. Darbyshire's greatly informative articles on light railway modelling complete with scale drawings. Fraser's fascination with light railways grew, and he acquired several of R. W. Kidner's pre-war booklets on narrow gauge and light railways containing his fabulous caricature-like line drawings of some of the locomotives and stock, enhanced by his father's stories of his travels on the Bishops Castle Railway in the 1920s and that first train set: "Is it any wonder that I have travelled the light railway route more as an impressionist than a serious modeller?" Fraser asks.

A tour of the line

Imagine a late summer morning, and walking down lanes to the terminus of a little light railway. The mist is beginning to clear as you wander down the lane taking in the crisp morning air, and after rounding a bend in the lane you enter open goods yard gates hanging awkwardly from their posts. Turning left once again an old grounded van body is passed before you cross over a siding and up onto a grassy bank that forms the perimeter of the yard.

Positioning yourself between the cattle dock and the ancient monument (the 'Bliss Gate' of the station name) it is time to sit down and take in the scene. The railway is rusting away and overgrown, really on its last legs and a tranquil place, having only an infrequent train ►►



service and minimal maintenance - which is encouraging wildlife to take up residence once again. Squadrons of birds dart amongst the trees and bushes, undisturbed rabbits hopping around in the yard and over the tracks - those long periods of peace and quiet between trains are enabling nature to reclaim her territory and are a sure sign of the line's inevitable closure.

Tiny terminus

From this vantage point facing north one can see all parts of the tiny terminus, the platform area to the east, the warehouse, the goods yard with the grounded van body and crane, and to the west the coal yard and permanent way department. In front is the old water tower from behind which trains will arrive and depart.

The first train of the day approaches, chuffing and wheezing faintly, the locomotive's boiler pressure reduced on its last inspection. The grinding and squealing of the locomotive's

wheels on the rusty track are almost drowning it! It soon appears, a small 0-4-0ST named *Beth* in a rusty, unclean green. The engine gives a subdued whistle while struggling to haul the brace of tatty old four-wheeled coaches that make up its train, clattering over the points. The whole train is rolling and swaying, seemingly about to derail, while the rotting track rises and falls beneath the weight. The little engine pulls its reluctant train in to the platform, buffers clanking, couplings snatching, and then silence as the exhausted little locomotive leaks steam from every orifice. Two shaken looking passengers alight, walking unsteadily through the clouds of smoke and steam floating around the engine. They exchange pleasantries with the crew and leave the station.

Unique personality

"This," says Fraser, "is my kind of railway, where nothing is quite as it ought to be -

Right: With its work stained paint revealing its age, 0-4-0ST *Beth* arrives with a mixed goods to serve the local community.

Below left: In the overgrown yard a four-wheel Sentinel diesel shunter couples up to a seven-plank open wagon.

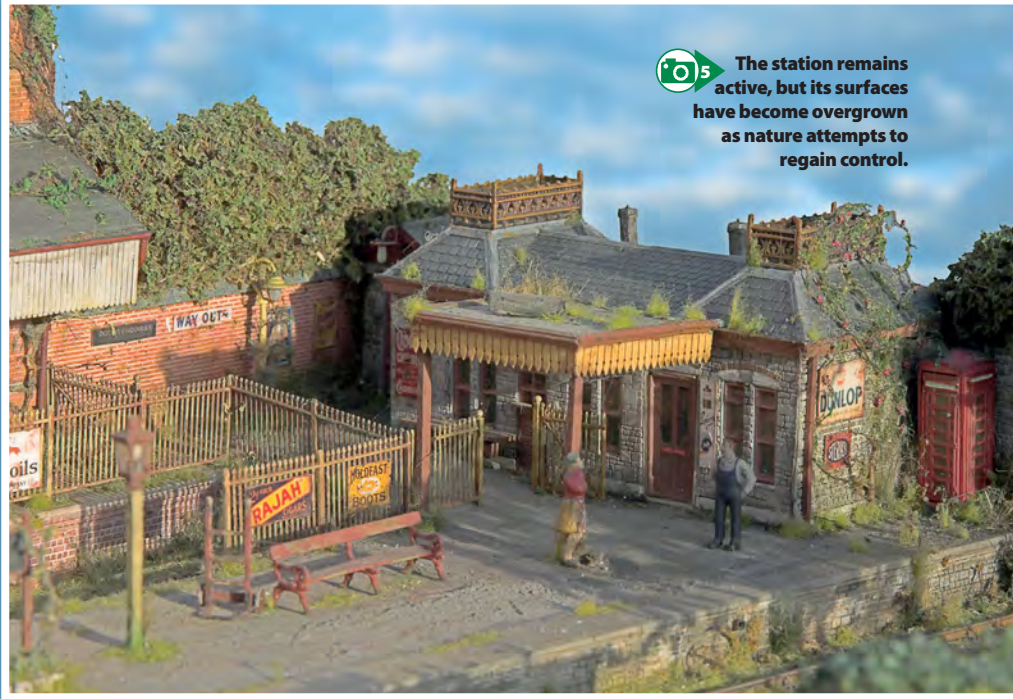


quaint, rickety, with ancient rolling stock and equipment; a make do and mend approach to running a railway." As with Colonel Stephens' famed light railways, unique experimental and unusual items are in use, and the entire enterprise runs on a wing and a prayer, often with very different operational practices from the larger railway companies to which they were usually connected. Passengers on a light railway may have found the experience pleasing in some ways but not in others because far from the strict timekeeping and businesslike working of the larger companies, these smaller concerns often reflected the mood of the countryside through which they ran. They tended to be more relaxed and friendly, having that 'come day, go day, send Sunday' feel about them. After all, they did not go very far or very fast.

Ivydale and Blissgate recaptures that unhurried, relaxed way of life that just about existed between the wars. It would all-too quickly disappear, leaving an echo of a gentler, kinder time that now can only be seen in model form. ■



The station remains active, but its surfaces have become overgrown as nature attempts to regain control.



Bray Down

The sun is shining on a blazing summer Saturday in **GRAEME DAVIES'** spectacular garage layout. Welcome to Wiltshire in July 1960, and an impeccably observed slice of Western and Southern Region nostalgia in 'OO' gauge.

PHOTOGRAPHY, MIKE WILD



STATISTICS

Owner:	Graeme Davies
Scale:	'OO'
Length:	22ft
Width:	9ft
Track:	SMP code 75 with handbuilt points
Control:	Analogue
Period:	1950s/1960, BR Western Region

1 Right: On the five track section from Hanney Junction an empty coal train is held in the goods loop while a 'Castle' 4-6-0 leads an express through on the main overtaking a loaded coal train in the hands of a Churchward '43XX' 2-6-0.

2 Below: Churchward '28XX' 2-8-0 2819 approaches Little Parva tunnel as a '57XX' 0-6-0PT on the branch and '4575' 2-6-2T on the main exit the short bore into the Wiltshire countryside.



WELCOMETO MY WORLD," beams Graeme Davies, the owner of this small slice of the Wiltshire Downs on the southern edge of the Vale of

the White Horse in July 1960. "In my version of the world, the sun is shining in a near clear blue sky on a summer Saturday with the main line bustling with holiday traffic and freight. It's market day in Didcot and the Faringdon racing festival is in full swing. Engineering work is being conducted on the nearby Southern Region main line so we see some relief traffic with ex-Southern Railway locomotives and stock running alongside the usual Western Region flavoured types," he explains.

It's an enticing picture which means Graeme can indulge in his passion for British Railways Western and Southern region motive power on the same layout while showcasing a wide range of traffic types.

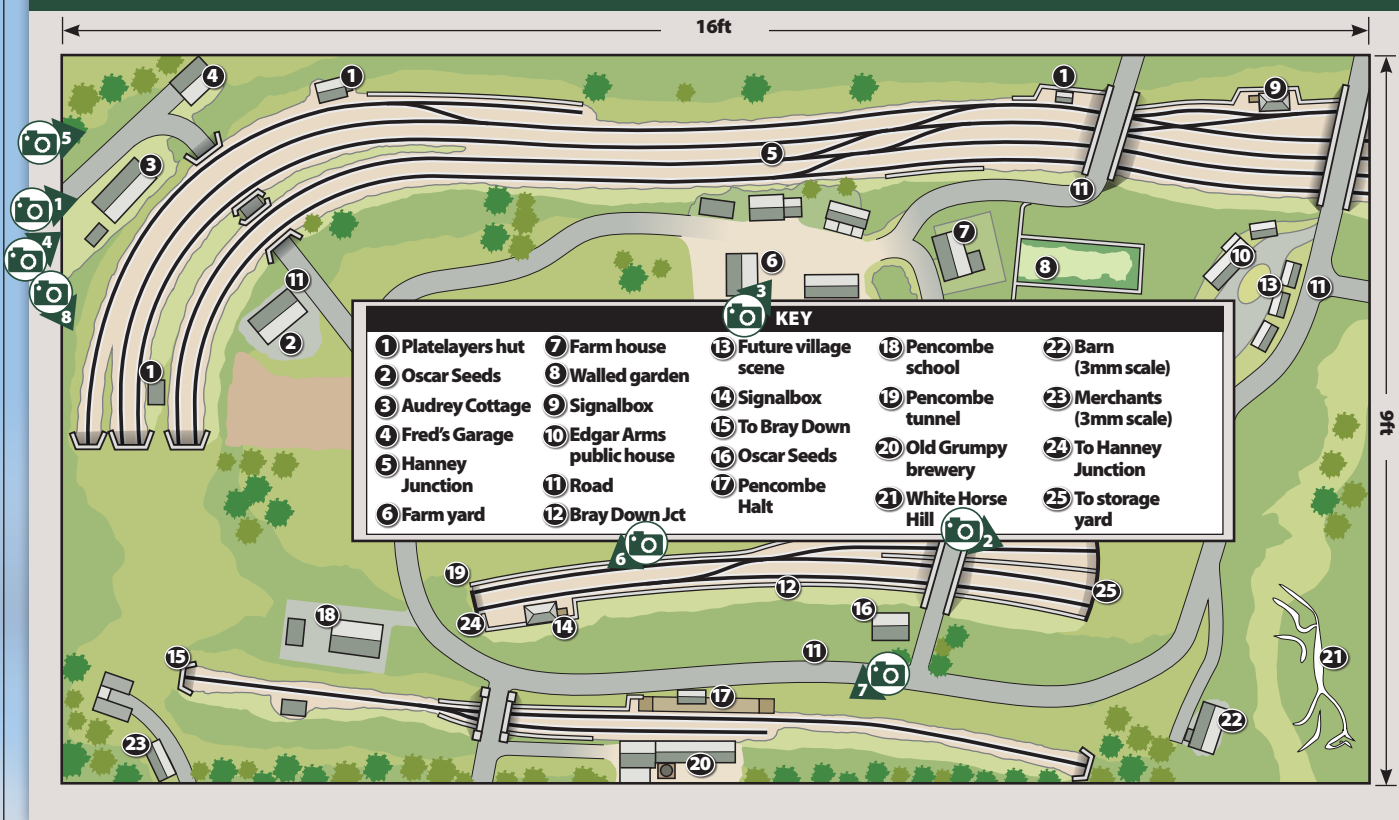
Having started out with Triang 'TT' (3mm:1ft scale), Graeme upsized in the 1980s to 'OO' gauge as the quality and availability of 4mm:1ft scale products improved. Peter Denny's Buckingham GC had always been an inspiration and his branch station of Leighton Buzzard really appealed to Graeme too, so his first 4mm:1ft model was based around this track plan and named Bray Down. It became a somewhat typical Western Region sleepy branch station with an emphasis on shunting. This layout was built more than 25 years ago and has now been incorporated within the much larger layout that you see here. The branch station is undergoing restoration at present.

Bray Down is mainly housed within a brick built garage which measures 16ft x 9ft. A wooden extension has been added to the rear of the garage to house storage sidings and return loops which adds another 7ft x 9ft space for the layout.

Layout design

Graeme's requirement was to create the feel of a railway in the landscape and not to overpower a sense of open countryside. He »

BRAY DOWN TRACK DIAGRAM (Not to scale)



A BR '9F' 2-10-0 leads a mixed goods through Hanney Junction and passes a Southern Region operated BR '3MT' 2-6-2T with a rake of Maunsell stock.



took much inspiration from the fabulous layouts at Pendon Museum (see Dartmoor feature on pages 26-29). In this layout though, the period is set between 1959 and 1961 which saw the transition from steam into the diesel-hydraulic and prototype diesel era.

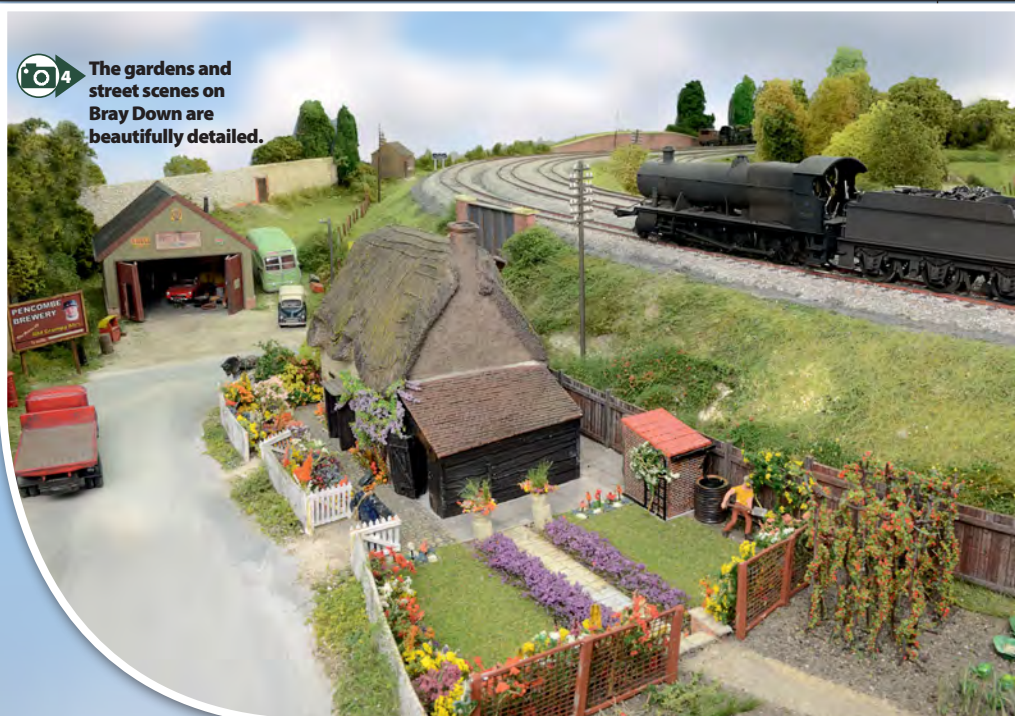
"From the basic criteria, I decided there would be a main line to represent an important route for the Western Region with the Southern having running rights over it too with occasional inter-regional coaching stock appearing," says Graeme. "In addition, there would be a single-track branch line crossing over the main line to provide operational interest and break up the round and round running and this would also link in the original Bray Down branch station that I built 25 years earlier."

Bray Down is permanently built into its garage location which meant Graeme could concentrate on making the layout strong rather than thinking about transport. The surfaces are 12mm plywood with clever access panels built in to ensure that the hidden sections of storage yard can still be accessed should something go wrong.

The scenery reflects the rolling hills of the chalk downs of Wiltshire as they would have been in the early 1960s before large scale farming came to the downs and created the huge open fields that we see today. "The idea of the scenery dominating the layout was a primary aim," Graeme says proudly, adding:



The gardens and street scenes on Bray Down are beautifully detailed.



"No more so than at the far end of the branch line where my version of the White Horse hill and its hill fort can be found. This is a full 22in above the main line running tracks."

At the other end of the branch line area is a deep chalk cutting taking the line through a short tunnel to Bray Down station. Looking

from above this tunnel towards the hill fort, the dramatic rise in the land is very apparent, as is the drop from here to the main lines that disappear under the scenery at this point.

On the junction side of the layout the topography is more akin to the Vale of the White Horse area of Oxfordshire, running along a low embankment at the left to a fairly flat area given over to farming and the farmyard itself. To the right of the junction the land starts to rise again. This area will be developed into a small hamlet of cottages and a forge nestling under White Horse Hill.

The structures on the layout are primarily scratchbuilt, constructed from Ratio kits or added from Bachmann's Scenecraft range. As Pendon has long been an inspiration, some of the Pendon commissioned Bachmann Scenecraft items – the pub, cottage, school and garage – appear too.

The scratchbuilt items are made from artist quality card reinforced in the corners with 4mm square wood. Where the inside of the structure is clearly visible, the full interior is modelled. Brick walls and bridges are generally Scalescenes downloadable brick paper with a change of tint through PhotoShop. Stone walling and tunnel mouths are achieved by using DAS air dry modelling compound.

Operation

There are three operator areas – one for the outer main lines and storage sidings, another for the inner main lines, storage sidings, branch line traverser and the branch itself to the handover point to Bray Down, and the final one covers Bray Down station, Pencombe Halt and the single line to the handover point to the second position. It may sound complex but, Graeme is keen to point out that it works very well in practice. To help the Bray Down operator observe what is happening at the handover point in the extension – which is 26ft away! – a Wi-Fi camera is installed and linked wirelessly to a tablet computer.

"I have far more rolling stock than I can fit on the layout, so I have various running options – primarily diesel, diesel and steam, Western Region and Southern Region steam, or just »





Fred's Garage is busy servicing a MG while the King Alfred Burlingham Seagull coach has been laid up outside.



BR '4MT' 2-6-0 76067, from the Southern, exits Pencombe tunnel with a coal working.

Western Region steam by itself," says Graeme. "With the exception of the Blue Pullman and a couple of prototype diesels, all locomotive classes used would have run in 1960 and were allocated to WR/SR sheds. Having this flexibility provides variety."

Graeme is firmly in the weathering camp too. "I believe that applying weathering adds a touch of authenticity and individuality to the models. My aim is to show locomotives, carriages and wagons in a state that I would consider representative of a typical working railway."

The future

For the future, Graeme plans to finalise train formations so locomotives can be fitted with correct lamps and headcodes. Some locomotives will be renumbered too, and then there is the weathering of rolling stock to complete as well as introducing signalling



to the railway. As with so many layouts, completion seems a fair way down the line, but that can only help maintain interest.

For a layout of this size, it's inevitable that a lot of help has been needed, and so Graeme would like to thank Fred Ashley, Chris Dawson, Allen Jackson, Malcolm Genner and Dave Greenly, in addition to Pete Ball, who joins the group to help turn what would otherwise be a static exhibit into a living model railway. ■



Right: On the Bray Down branch an AEC railcar departs Pencombe on its way back to the main line.



Below: A Churchward '28XX' 2-8-0 clanks slowly along the goods loop as a 'Grange' 4-6-0 overtakes at speed with a Western Region parcels working.



Dartmoor

Pendon Museum is a 'must visit' for every model railway enthusiast, and the work of legendary modelmaker **ROYE ENGLAND** is open to the public throughout the year. Here we look at the Dartmoor Scene.

PHOTOGRAPHY, MIKE WILD



Pendon's signature is this: Walkham Viaduct, which started the Dartmoor Scene. A GWR '28XX' crosses with the impressive 80 wagon coal train.

STATISTICS

Owner:	Pendon Museum
Scale:	'EM'
Length:	18ft
Width:	10ft
Track:	Handbuilt
Control:	Analogue
Period:	GWR, 1923-1939

PENDON is a very special place. There are but a handful of model railways which are open to the public, and even fewer on the regular basis with which Pendon opens its doors. Amongst its group of fully-operational layouts is the fabulous Dartmoor Scene which started the museum back in 1955.

The man behind Pendon and Dartmoor was Roye England. He was born in Perth, Australia, in the early-1900s and came to England in the 1920s at the age of 18. His dreams of seeing the Great Western Railway with his own eyes came true on the day he arrived at Plymouth docks.

Roye was an avid railway enthusiast and was equally enthusiastic about model versions too. He had bold ambitions to build big layouts, but none of this happened until after his arrival in England. On arrival Roye spent time in London, Birmingham and Cornwall until, by surprise, a letter arrived from a relative living near Swindon. This, as Roye says in *In Search of a Dream*, a book all about his life and work, "I little thought that by accepting May's apparently



GWR 'Large Prairie' 5138 pauses between the platforms with a lengthy parcels train. The Southern Railway 'M7' 0-4-4T to the right is one of a handful of non-GWR locomotives in the collection.

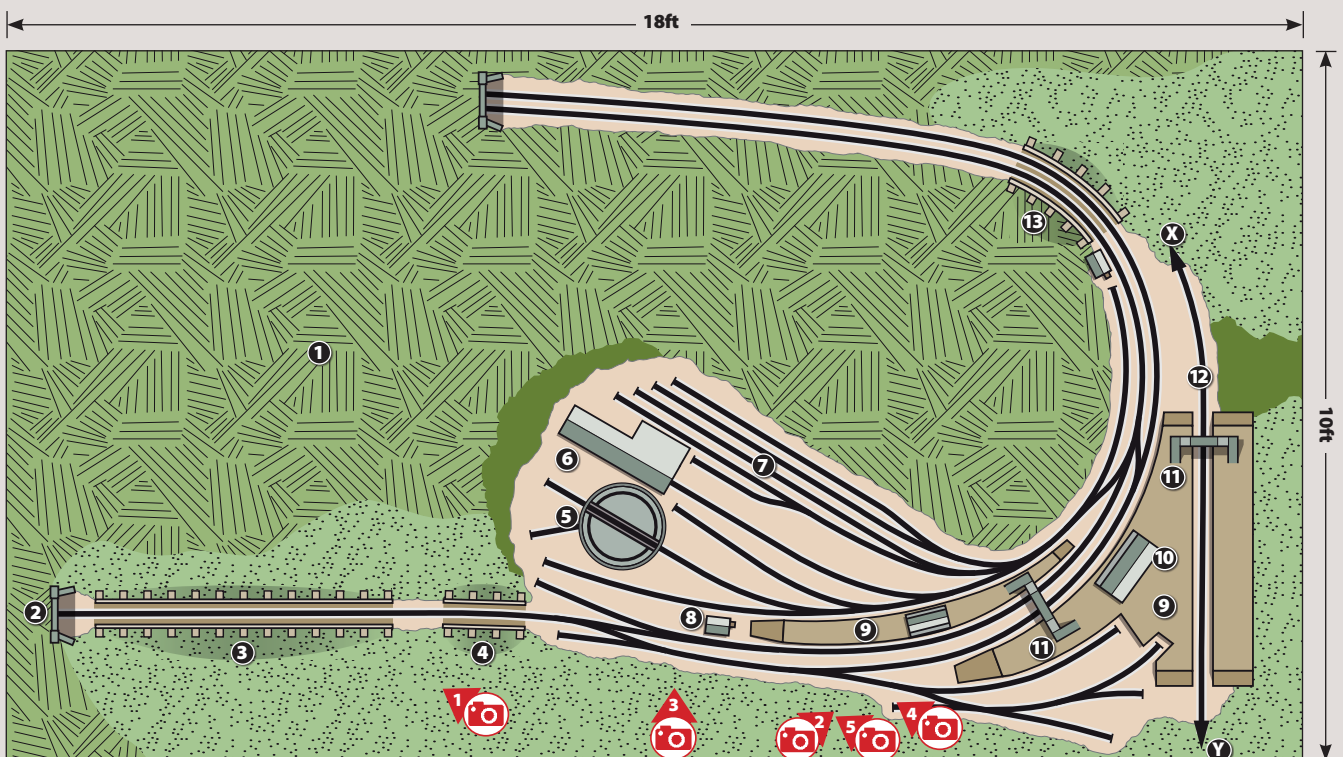
casual invitation, I was on the way to setting not only my own future course in this country, but the character of the whole model venture as well."

It was here, living in the Vale of White Horse in Oxfordshire, an area now bounded by the M40 motorway to the north and the M4 to the south, that Roye became inspired to begin creating miniature models of local houses and farm buildings which now adorn the layouts within Pendon Museum and also where he

spent much time studying, photographing and considering the potential of a true scale model.

In the early 1950s Roye joined the Bristol '7-4-2' Club – a model railway club which catered for 7mm, 4mm and 2mm scales, and this is where the start of his dream really began. Here he met like-minded modellers and amongst them was Guy Williams, a man who became the backbone in producing locomotives for Roye and Pendon Museum. Still, it was some time before Roye was to open Pendon Museum. »

DARTMOOR TRACK DIAGRAM (Not to scale)



KEY

- | | | | |
|----------------------------|---------------|------------------------|--------------------------|
| ① Moorland | ⑤ Turntable | ⑨ Platform | ⑬ Four arch viaduct |
| ② To fiddle yard | ⑥ Engine shed | ⑩ Station building | ⓧ To reverse loop |
| ③ Walkham viaduct | ⑦ Sidings | ⑪ Footbridge | Ⓨ To shop sea wall scene |
| ④ Stone three arch viaduct | ⑧ Signalbox | ⑫ Main lines from shop | |



3 The locomotive shed building is based on that at Launceston.

The Dartmoor Scene

The Dartmoor Scene is what started Pendon. Construction started on April 13 1955 the day after Roye's modelling friend, Guy Williams, arrived with the imposing 13ft long Walkham Viaduct. Little did Roye know before it arrived that Guy would be bringing it in a set of suitcases!

The viaduct consists of more than 2,500 pieces and took almost two days to assemble following its arrival, and the first train ran over it four days after assembly commenced. This viaduct is now undoubtedly Pendon's signature structure and is testament to the quality of Guy's modelling as it looks freshly-built even 60 years since it was first installed.

While the Dartmoor Scene looks like the real location, it isn't an exact replica. The layout grew around the viaduct and ultimately includes the station of Pen Tor Road, a locomotive shed and a further two viaducts, although these are much shorter by comparison with the main structure. The buildings at Pen Tor Road station are based on those at Ivybridge and Yelverton, which were

researched in detail by Roye England during a week's holiday in the Plymouth area. The engine shed at Pen Tor Road is based on that at Launceston.

This layout is now deemed complete and the team of volunteers now maintain it to the highest possible standard of operation. Being 60 years old, it can cause problems from time to time, but Pendon has experts in all fields of modelling so there is always someone who can repair an item should it fail.

Interestingly, the control panel for the Dartmoor Scene is located at the front in full view of the visiting public. This in itself is impressive as the panel has full control of hidden storage loops and illuminates to show which route and train have been selected. This all makes the spectacle of Pendon's Dartmoor Scene all the more magical as trains apparently appear from nowhere as the storage sidings are completely hidden from view beneath the massive hills.

The rolling stock which operates on Pendon dates back to the 1950s and includes a mixture of goods, passenger (both stopping and

5 GWR 4-4-0 3256 enters Pen Tor North Road with a cattle train. This layout, and many of the locomotives, were built in the 1950s.



4 'Dean Goods' 0-6-0 2323 enters Pen Tor North Road. Behind is the locomotive shed where a handful of the fleet is always on display.



express) and parcels trains. All of the fleet is modelled in the period between 1923 and 1939, a time Roye remembered fondly. Around half of the locomotives used on the Dartmoor Scene were built by Guy Williams and the whole layout is built to 'EM' gauge, offering a finer scale appearance to the track and wheel profiles of the locomotives.

A favourite amongst visitors is the tremendous 80-wagon coal train which is hauled by a GWR '28XX' 2-8-0. This locomotive is

always the chosen motive power for this heavy train. Even more impressive, every wagon was built and hand-painted by Tony Smith.

Pendon today

Pendon Museum is run entirely by volunteers who have resolved to continue the modelling which Roye began. There are around 1,000 members of Pendon spread worldwide. Visiting Pendon is an unmissable experience. Whether you're a fan of the Great Western Railway or not,

the layouts within the unimposing frontage will inspire and delight. Viewing is heartily recommended. ■

VISITING PENDON

● Pendon Museum is eight miles from Oxford. The museum is located at Long Wittenham, Abingdon, Oxfordshire OX14 4QD.
Tel: 01865 407365.


Website: www.pendonmuseum.com



Rumbling Bridge

NICK SKELTON chose one of the lesser known locations on the Scottish network as the subject of his fascinating 'OO' gauge model.

PHOTOGRAPHY, MIKE WILD

 A Peppercorn 'K1' 2-6-0 waits for the arrival of a Clayton Type 1 with a short rake of 21 ton mineral wagons at Rumbling Bridge.



THE IDEA FOR THIS LAYOUT came after Nick read Ian Futers' Modelling Scottish Railways book. The trackplan was simple, the project achievable in a reasonable timescale, and he thought it would be just a little different to previous projects.

The station had staggered platforms, an interesting signal cabin and bridges conveniently placed to take trains off scene. From the start Nick planned it for Digital Command Control (DCC) using Lenz equipment, with as many locomotives fitted with sound as possible.

Rumbling Bridge was on the Devon Valley Railway, which linked Alloa and Kinross in Central Scotland, the line following the meandering River Devon.

The line took 20 years to construct, the first section opening in 1851, and finally fully opening in 1871. Three railways were involved in construction, which encountered many engineering and financial problems.

The line provided a secondary route from the River Clyde to the River Tay joining the

STATISTICS

Owner:	Nick Skelton
Scale:	'OO'
Length:	20ft
Width:	2ft
Track:	SMP with handbuilt points
Control:	DCC, Lenz
Period:	BR Scottish Region, 1960s

Stirling and Dunfirmline Railway with the Fife and Kinross Railway. Intermediate stations were constructed at Sauchie, Tillicoultry, Dollar, Rumbling Bridge, Crook of Devon and

Balado - interesting names indeed and all a delightful prospect to name a model railway after for Nick.

Rumbling Bridge itself takes its name from a bridge spanning a deep

gorge in the river quite close to the station.

The raging river disturbing the rocks on its bed created a rumbling sound beneath a delightful twin arched bridge above and was a favourite destination of Victorian tourists.

The line was always worked by the North British Railway, passing to the London and

"Rumbling Bridge was on the Devon Valley Railway in Scotland."

MIKE WILD



Viewed down the station steps an AC Cars railbus ticks over in the platform.

North Eastern Railway (LNER) at the 1923 grouping and then to British Railways in 1948. It closed to passengers in 1964, and to all traffic in 1973. A coal mine developed at Dollar kept the southern section of the line open, although it failed to fulfil expectations.

Research

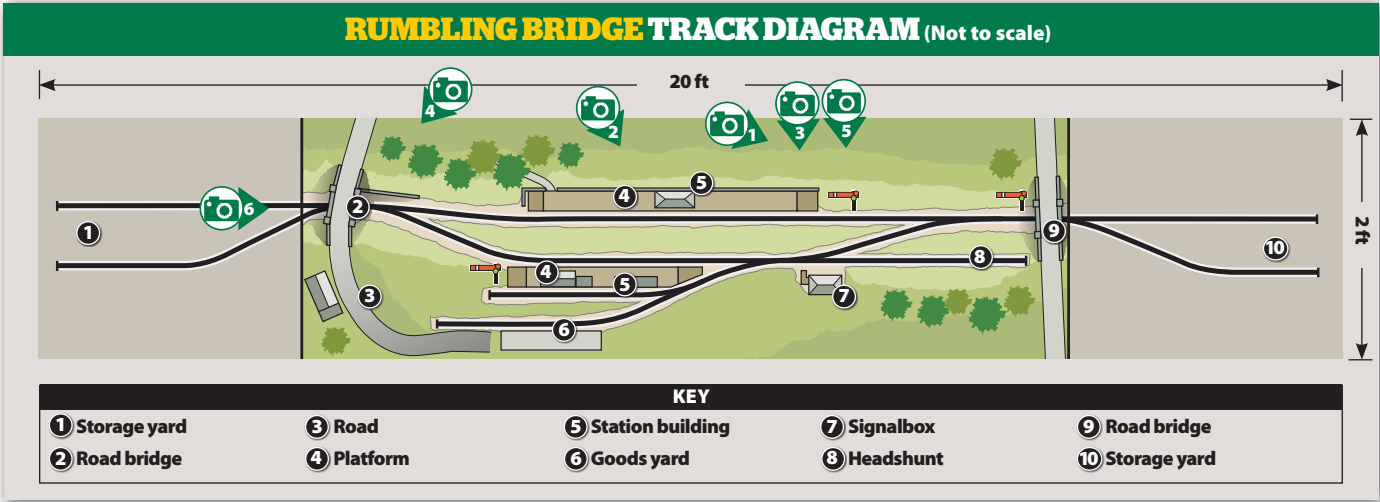
Nick only had two photographs when he started planning the layout. With so little photographic evidence he undertook a five-hour journey to make a site visit but was disappointed by how little infrastructure remained in the area: "The station site has almost completely vanished under housing, although the edge of a platform was still visible, and one overbridge is still in use over a trackless cutting. The site visit however gave me a real feel for the area," he says. As with many modellers, Nick found the internet provided a valuable source of information, as did various books on Scottish branch lines. The research revealed that steam and diesel traction used the route in the period Nick wanted to model - just before closure - and that the route was also used for diversions, adding to the variety of the model.

When it came to construction, the foundations were fairly conventional, but using DCC meant care had to be taken to ensure reliable operation. Points and other accessories were to be powered separately from the track, and separate power districts were set up so that should a fault disable one part of the layout, the others could continue operating.

Prototype planning

Nick planned the layout so that the station was, as per prototype, in a cutting - "The effect I was seeking was for viewers to look into the cutting from above," he adds. The base of the scenery was formed using plywood formers securely fastened to the baseboards. The gaps >>





were then infilled with polystyrene. A surform was then used to shape the polystyrene. Once the basic shape had been achieved, he covered the whole area with plaster bandage. This was wetted with a water and PVA glue mix and allowed to dry thoroughly pending the application of static grass and other scenic ground cover.

The layout has quite a large scenic area to the south of the station, so Nick decided to introduce various cameos. The area apparently was notorious for the instability of the ground and he thought, despite the fact the line was about to close, some drainage works would be appropriate. Nick built an early model JCB from a kit and obtained figures from the Dart Castings and Peter Goss ranges to represent 'tea break', that favoured and universal time where work stops for a while. There are other cameos on the station platform, with a lady berating a sleeping porter, and two teddy boys, which helps set the era.



Workers take a break from their drainage work on the embankment above the station.



A three-wheel van ascends the steep road over rail bridge while the postman delivers mail to the cottage.

All buildings on the layout are scratchbuilt and Nick used the photographs he found for reference. Construction is from artists card and plastic. Window frames are bought in but sometimes modified. Any brickwork is using paper bricks attached individually to the card with PVA glue. Some find this mind numbing, but Nick says that for him, it is "very therapeutic".

The signalbox had an unusual locking room and point rodding arrangement which was a challenge to replicate. The signal approaching from the south, was, by reference to photograph captions 69ft high – or 13in in 'OO' gauge, an absolute monster of a structure. "Sadly," rues Nick: "this is impractical for a layout being carted around the exhibition circuit and the more practical example I installed is my one big regret:"

"All the buildings are scratchbuilt using photographs."

NICK SKELTON

The trains

The majority of rolling stock is ready-to-run with some kit built Parkside Dundas coal wagons and fish vans. The layout is not large enough for large rakes of wagons, so five apiece had to suffice. The locomotives are a mixture of steam (a 'B1' 4-6-0 and 'K1' 2-6-0) and diesel classes 17, 24, 26 and 27. Bachmann Class 101 and 105 Diesel Multiple Units (DMUs) provide much of the passenger services. The layout took three years to construct with considerable help from Nick's fellow members of Scarborough and District Railway Modellers. His advice? "Do take this into account when planning your project - a layout of this size built by one person would be a considerable project in a reasonable time scale." ■



5 Above: Rumbling Bridge signalbox is unusual in its design and an impressive feature of the layout.

6 Below: A 'Scottish Director' 4-4-0 departs Rumbling Bridge through the narrow stone bridge with a passenger working.



Dalby Wood

WARLEY MODEL RAILWAY CLUB opted for an ambitious double level scheme in its famous 'OO' scale exhibition layout – Dalby Wood.

PHOTOGRAPHY, TREVOR JONES



STATISTICS

Owner:	Warley Model Railway Club
Scale:	'OO'
Length:	21ft 6in
Width:	16ft
Track:	SMP code 75 on scenic area
Period:	1950s-1960s BR Midland, Eastern and Western



Right: Gas turbine prototype GT3 races towards the station on the upper level crossing over a 'Britannia' 4-6-2 and Fowler '4F' 0-6-0.



Below: A Blue Pullman DEMU cruises through the station crossing paths with a Stanier 'Black Five' 4-6-0 while below 'Fell' diesel 10100 passes an '8F' 2-8-0 and 'Duchess' 4-6-2.



WHEN DALBY WOOD appeared in HM41 in 2010, it was one of two layouts owned by Warley Model Railway Club's Friday Night 'OO'

Group. It was conceived as a two-level layout, the lower representing the former London and North Eastern Railway (LNER) and London Midland & Scottish Railway (LMS), and the upper covering the LMS and Great Western Railway (GWR) with occasional Southern Railway (SR) interlopers, again in British Railways times.

The lower level was a simple design without a station, but with up and down main lines and a freight loop in each direction which allows a continuous movement of trains. Designs for the upper level took a lot longer to resolve before the final plan was decided upon.

The hidden storage area tracks were completed first with eight parallel tracks on each level. The lower level storage was fairly simple with the outer four tracks used for the Up storage sidings and the inner four for the Down storage sidings. The upper level operates on a similar basis.

The scenic area was constructed differently. With the track profile drawn onto the boards, strips of 3mm cork cut from sheets to the appropriate widths were laid over the profile centrelines and chamfered to represent the shouldering for the ballast. The scenic area was laid with SMP code 75 track, temporarily pinned down in the areas where turnouts were required.

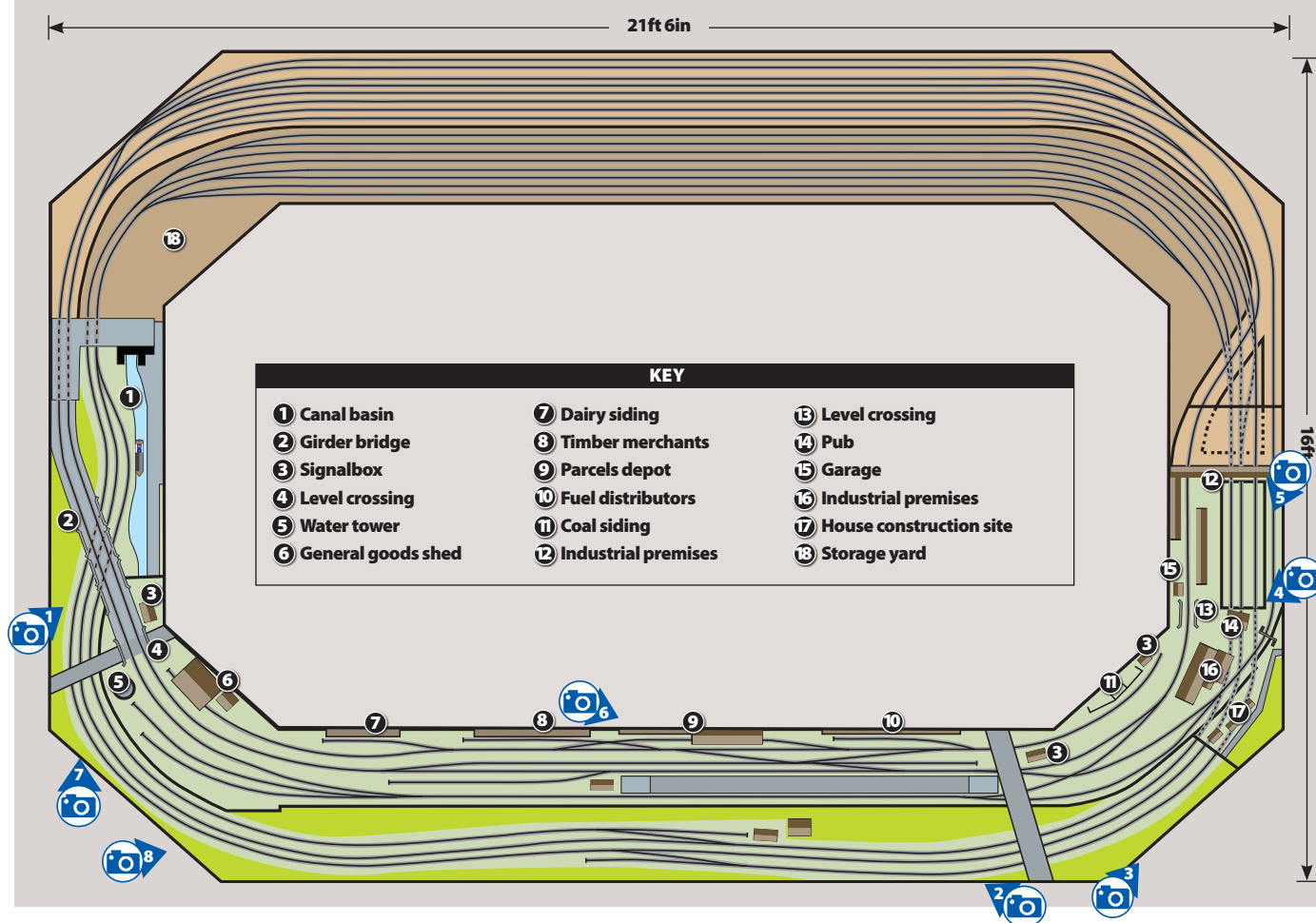
By this time the plain tracks were laid but there were no points. Refurbished turnouts were installed or new ones constructed – as appropriate – using copper-clad strip and code 75 rail. The layout of the tracks on the viewing area of the lower level was not particularly complicated, and required only four new handbuilt points. The upper level viewing area, including the goods yard, required 21 points – several of which had to be built – and included a complicated curved diamond crossing to reach the two branch lines. All turnouts on both levels were designed to reflect the curves of the track. »



A Stanier 'Princess Royal' 4-6-2 thunders out of the tunnel on the lower level main line as a Fairburn 2-6-4T approaches the station above.



DALBY WOOD TRACK DIAGRAM (Not to scale)



All of this took around six months and progressively the track was weathered and ballasted. Tortoise point motors were installed and checked, along with the permanent electrics before moving on to the next baseboard.

Control is analogue using cab control as the number of locomotives and the associated cost of fitment precluded Digital Command Control (DCC) operation. Wiring the baseboards and checking them took 17 months: it is something you don't rush if you want to ensure smooth operation. Modelux handheld controllers with 5-pin DIN sockets are used for each controller for their respective operating positions - there are three control panels and five operating positions on the layout - and generally, they have proved to be reliable - although the group has upped the original AC transformer units from 16 to 20 volts to provide additional power to drive the locomotives since the smoke units fitted to many of the locomotives draw a fair bit of extra current.

Scenery

Different members have come into their own in bringing the layout up to a visually attractive railway panorama. The initial preconceptions were that the upper level would have the most detailed buildings and structures (including the goods yard) with three signalboxes - the lower level, with its own signalbox, would appear through natural tunnels from the hidden storage, meander along the front of the layout and disappear back into the hidden storage, with a canal basin somewhere on the viewing

side. The upper level would be the main area of detail with the tracks arriving from the left-hand end of the hidden storage, passing above the low level tracks via a girder bridge, over a level crossing into an island platform station (with access to the station from a road bridge over both track levels).

The height difference between the two levels helped to provide natural contours to create the impression of depth such that the lower level tracks run through cuttings for most of

their route. Traditional methods of construction were used for the scenic contours. Polystyrene sheets were overlaid, shaped to the contour of the layout, then coated with either Polyfilla or similar mixed with sifted sawdust. A coat of brown emulsion paint was then followed by garden soil dried in a microwave oven, sifted through a kitchen sieve, and sprinkled on top of a coat of dilute PVA glue. Different scatter materials were applied on top of this base soil to create the desired finish. >>>





Left: In the cutting a BR '9F' 2-10-0 passes a Class 108 DMU on the lower level.

Below: The station is an island platform design with overhanging canopies. A Class 110 'Calder Valley' DMU has just arrived as an 'N1' 0-6-2T leads a coal train through in the opposite direction.

The trains

Other than locomotives to haul the trains, the layout requires around 150 main line/suburban coaches/parcels vehicles and 160 freight wagons, vans and brake vans of various types. To keep a variety of locomotives in operation, at least 80 are required but thankfully the fictitious location of the layout allows the upper level to predominantly use LMS and BR 'Standard' locomotives with an occasional GWR type and the lower level to predominantly use LNER and BR 'Standard' locomotives plus the occasional LMS or SR engine. Diesels and early Diesel Multiple Units (DMUs) are also on show.

The availability of locomotives is not a problem – there are more than 200 to choose from and many of the steam locomotives have been fitted with Seuthe smoke units.

Over the years, rolling stock has also dramatically improved. The group can now run rakes of full and empty coal wagons, cement wagons, petrol and milk tankers, 'Dogfish' ballast wagons plus various rakes of mixed freight wagons on the layout – all from kits or heavily disguised proprietary items. Coaching stock now includes Pullman coaches, several rakes of Mk 1s, a Travelling Post Office set and a large number of kit-built main line and suburban coaches.





Detailing away from the railway is just as important as the stock which runs on it.

Operation

The idea of Dalby Wood's operation has always been to have something moving on the viewing side of the layout. Many exhibition layouts are immaculate in both the detail of the layout and the way they

are operated. "This is ideal for the real model railway enthusiast," says Derek, "but the vast majority of exhibition visitors want to see trains moving all the time. The most fastidious shunting moves are great for the expertise of the operator and perfect for the real enthusiast,

but do not always hold the attention of the casual visitor. The latter will watch for a few minutes and then move on to the next layout."

The lower level provides a continuous flow of trains. The upper level is slightly more difficult to operate with the diverging single track branch lines at one end. However, it is still possible to provide a continuous procession of trains and, coupled with shunting in the goods yard, there are always plenty of train movements on show.

At strategic positions on the upper level in the station area and around the goods yard, magnets have been embedded under the track. These allow the uncoupling of wagons or coaches helped by the fitting of 'Spratt and Winkle' couplings to the rolling stock and bars fitted to the bufferbeams of locomotives.

On the circuit

Dalby Wood was a newcomer when it appeared in *Hornby Magazine* back in 2010, but it has since been a regular at exhibitions around the country and has been hugely popular. How long it will continue is up to the group, but it has certainly achieved its aims of appealing to the viewing public and keeping the operators fully stretched! ■



The impressive size of Dalby Wood means scale length trains can be operated. A mixture of passenger and goods traffic pass through the scene.

Millfield Road

ROGER NICHOLLS' fascinating model swaps rolling fields for gritty Northern industry in this 'OO' gauge cement, oil and factory shunting layout.

PHOTOGRAPHY, DEREK SHORE



STATISTICS

Owner:	Roger Nicholls
Scale:	'OO'
Length:	8ft 6in
Width:	18in
Track:	Peco code 100
Control:	Analogue
Period:	BR North West, 1960s/1970s



Right: Away from the railway Roger has invested a great deal of time and effort into cameo scenes.



Below: A Class 31 shunts a mixed rake of wagons at Millfield Road surrounded by the coal, factory and oil sidings.



ROGER HAS A LONG HISTORY with railway modelling, but in the past his projects have concentrated on North American outline 'HO' scale. Millfield Road is his second British outline 'OO' gauge layout following on from a West Country based rural layout called Ashfordley (HM66).

Roger explains: "This time I decided to model something nearer to my home in West Yorkshire. The theme would be an industrial scene depicting the late 1960s and early 1970s which I remember well. The plan was to use locomotives which were around this area at that time covering classes 08, 20, 24, 37 and 47."

In total, Millfield Road occupies 8ft 6in x 18in, setting this industrial scene out as a shunting puzzle. "I find shunting more railway like and quite relaxing to do," Roger adds. "In my early days of exhibiting back in the 1980s I ran an 'N' gauge continuous run layout, and while it was good for the visiting public I felt there wasn't enough satisfaction as an operator so I changed scale first to 'HO', and now 'OO', and continue to build layouts with operation at their heart."

The track plan was derived after sketching out some ideas and then conversing with two Wakefield Model Railway Society club members – Neale Burrows and Roger Epps. Interestingly there is no run-round loop in public view, but Roger says this doesn't prevent operation with some trains being propelled in and others hauled depending on their destination siding. Another upside of this is that the locomotives don't need to change ends in the off-scene storage yard.

"I wanted to have as many shunting movements as possible without overcrowding the layout so the scene I settled on includes a cement plant, an oil depot and a factory, all with their own rail service," says Roger. "The plan also allows for a now disused coal siding as oil was taking over from this type of fuel at the time Millfield Road is set."

Setting the scene

The name Millfield Road is from a former station near Roger's home on the line from Wakefield Kirkgate to Huddersfield which passes the now defunct Healey Mills yard. The kickback siding in front of the storage yard runs to the cement plant which is based on that at Dewsbury while the coal siding is based on one of the old Horbury and Osset station yard, known locally as Horbury Bridge.

To create the basics of the trackbed, cork tiles were glued onto the plywood deck so a groove could be cut for wire-in-tube point >>

operation. Track and points are all from Peco's code 100 range with live frog points and suitable weathering. The backscene was painted with blue emulsion paint for the sky with white and pastel chalk for the clouds. Roger included several local landmarks on the backscene, so images of a power station and the cage wheel of the National Mining Museum (which was still a working pit in the 1970s) are included. Other landmarks such as Emley Moor Mast and Wakefield town hall can be seen in outline using a mid grey to suggest distance.

The buildings on Millfield Road are from various sources including Hornby, Dapol, Airfix, Knightwing, Ten Commandments and Unit Models. The two cement silos are Hornby, but reworked to allow for double loading. The surrounding low relief buildings at the cement works are made from a balsa wood framework covered with Wills sheeting.

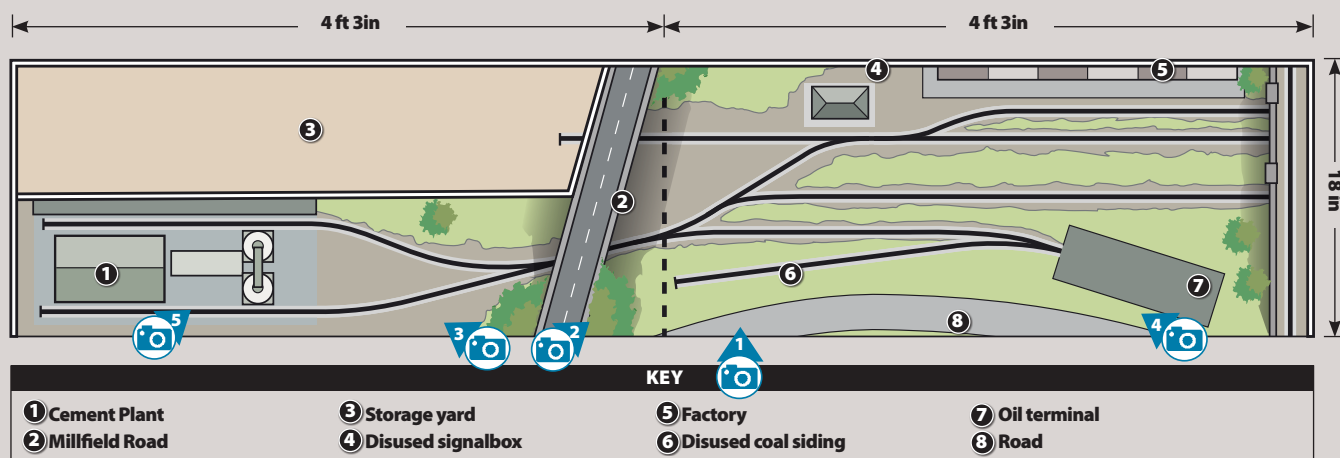
The details are all from sources such as Dapol,



In the cement terminal a Class 31 ticks over waiting to draw its bogie cement wagons out of the yard.

A Class 08 delivers a short rake of 45ton TTA tankers to the oil depot.



MILLFIELD TRACK DIAGRAM (Not to scale)

1 A Scammell eight-wheel lorry waits for loading at the cement terminal. The silos are modified Hornby Skaledale models.



Peco and Hornby with the speed restriction posts coming from Ten Commandments.

Scenery

Scenery is one of Roger's favourite parts of layout construction. Hills are formed with carved polystyrene covered with paper towels stuck on with PVA glue. When dry, this base formation is sealed with green emulsion paints and various grades of ground foam are held down with diluted PVA glue.

Ground cover and ballast mainly consists of

sand from resorts around the South West with fine grass added on top to suggest a rundown look. The trees are from Bachmann, but have been 'reflocked' with hairspray to hold the new foliage in place and the road vehicles have also been repainted.

Roger concludes: "Overall, I'm happy with both the look and operation of Millfield Road, but I couldn't have done it without the help of Robin Nixon, Neale Burrows, Paul Prentiss and operator Doug Howsam - and a host of traders whose service and advice has been invaluable." ■

Glen Gillie & Loch Inch

Scotland has been the inspiration for hundreds of model railways, but for **PETER MIDWINTER** it was the source of two which have been joined together to create one giant scene in 'OO' gauge.

PHOTOGRAPHY, MIKE WILD



A Gresley 'K3' 2-6-0 skirts the shore of Loch Inch with a rake of BR carmine and cream stock.





**The Glen
Gillie**

Distillery is entirely
scratchbuilt and
includes a fully
detailed courtyard
at its centre.



SOMETIMES our original plans don't turn out quite how we expected and that is certainly true for this massive 36ft long Scottish scene which started out with the idea to build a small layout based in the same area.

Glen Gillie came first and is set in the West of Scotland on a London Midland & Scottish Railway (LMS)/London and North Eastern Railway (LNER) joint line linking two main lines. The station is a junction where a double track line splits into two single branches. The other main feature is the distillery which sits between the two departing single track routes and forms a focal point for goods traffic arriving and departing.

However, Glen Gillie is just one portion as, following its completion, Peter set about building a second section which could be operated independently or joined together with the original layout. Loch Inch models the double track route on the approach to the station at Glen Gillie as it skirts the edge of the loch running on a rock faced embankment and ducking in and out of short tunnels in the rock outcrops.

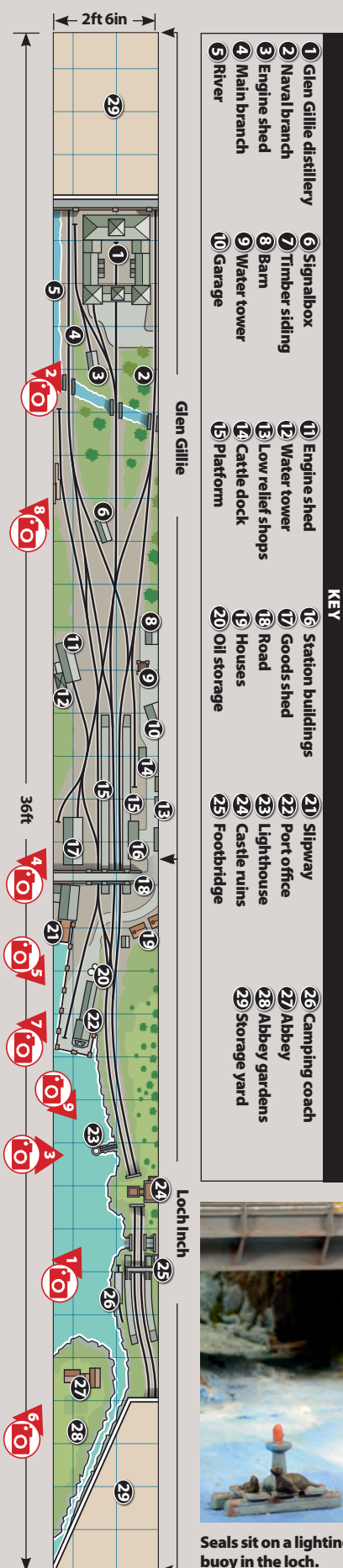
Buildings

The buildings on the layout are a mixture of scratchbuilt, modified kits and cast models. The station is a Bachmann cast model while »

STATISTICS

Owner:	Peter Midwinter
Scale:	'OO' finescale
Length:	36ft
Width:	2ft 6in
Track:	SMP with handbuilt points
Control:	Analogue
Period:	BR Scottish Region, 1960s

GLEN GILLIE & LOCH INCH TRACK DIAGRAM (Not to scale)



Seals sit on a lighting buoy in the loch.



A Class 108 DMU idles in the platforms waiting for a path onto the double track section.



buildings like the garage, water tower and platelayers' huts are all kits by Wills, Ratio and Coopercraft which have been modified to give the required effect for the area of the layout.

All the other buildings are scratchbuilt by Peter. Explaining his process, he says: "First, drawings are made in 4mm scale of the desired building and these are used for the actual building of the model. All buildings use the same principle of a main frame made from foamboard with stiffeners of balsa. Once the main shape has been completed, the sides are covered in double-sided tape, and then onto this is placed the final covering which, in the case of all the buildings on this layout, is embossed Slater's plasticard."

The largest building on the layout is the Glen Gillie Distillery. This is based on three real structures in Scotland. The quorns are made from Slater's 4mm pavement cut with one full flag and then a half flag and made to suit the corners of the building.

The buildings on Loch Inch are quite different from those on Glen Gillie, particularly the Port Office, ruined castle and abbey. The first two buildings are freelance whereas the abbey is based upon Inchom Abbey in the Firth of Forth. The buildings are built in the same way as those on Glen Gillie with the exception of the ruined castle, which is made from Linka on a balsa wood frame.

Rolling stock

The layout is operated from the mid 1950s till the end of steam. Nearly all the stock is ready-to-run from the main manufacturers but has been detailed and weathered. All plastic wheels have been changed for metal wheels »

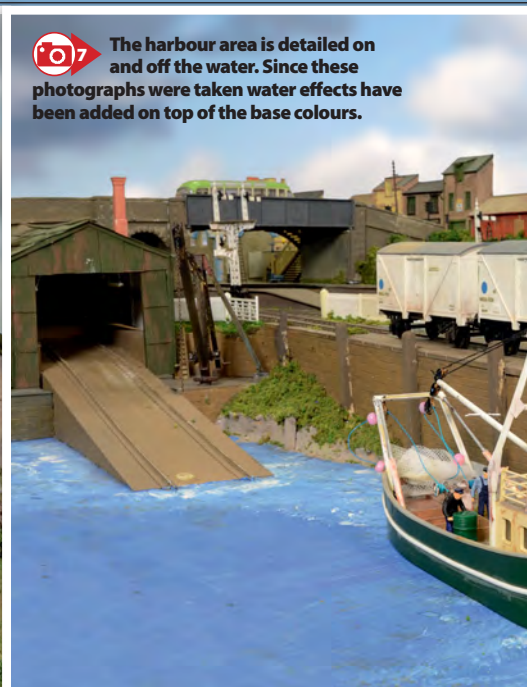


Left: The harbour scene includes this scratchbuilt structure which includes a lighthouse. In the background a kit built Gresley 'V4' 2-6-2 approaches.





06 The monastery is another scratchbuilt structure.



07 The harbour area is detailed on and off the water. Since these photographs were taken water effects have been added on top of the base colours.





With the distillery building behind a 'K3' 2-6-0 draws a rake of grain hoppers towards Glen Gillie station.



and have had their back to back measurements checked to ensure smooth running. There are some handmade wagons such as the heavy transformer wagon used on military loads and in the early BR period gun barrel wagons. Engineers' stock is also represented.

Steam locomotives are represented by LNER 'K3' 2-6-0, 'K4' 2-6-0, 'V4' 2-6-2, 'V2' 2-6-2 'B1' 4-6-0 and 'J39' 0-6-0, while ex-LMS classes in the fleet include Fairburn 2-6-4T, Ivatt '2MT' 2-6-0, 'Black Five' 4-6-0, '4F' 0-6-0 and 'Austerity' 2-8-0 designs. The distillery has its own engines - one steam and one diesel - which are accommodated in their own shed at the distillery.

Diesel stock comprises of suitable Scottish Region classes including 17, 20, 24, 25, 26 and 37 in British Railways green.

The main traffic movements on the layout are the naval traffic up and down the branch consisting of wagonloads of spares, steel, oil and nuclear material as well as personnel, forestry traffic and of course grain into the distillery and whisky out. The movement of this traffic is by BR into the station from where it is then shunted to the area that the wagon is required. Other traffic movements are general goods, coal and cattle traffic within the confines of the station and goods yard. Passenger traffic is mostly local with suburban coaches and Diesel Multiple Unit (DMU) stock, but there is the occasional train comprised of main line corridor coaches. With the two controllers, a variety of train movements can be carried out at the same time and this provides an entertaining operation and keeps the interest for the public and operators alike.

Although – inevitably – both layouts can always benefit from extra detailing, Peter says he is very happy with how they have turned out. "Whether exhibited individually or together, I feel they are entertaining to operate and hopefully watch, and they certainly offer a different take on the Scottish railway theme," he adds. We agree – Glenn Gillie and Loch Inch are different and absolutely magical too. ■



Left: A 'K3' 2-6-0 and '4MT' 2-6-0 pass on the double track section through Loch Inch halt.

Twelve Trees Junction

Hornby Magazine's 2013 project layout marked a departure for the magazine. **MIKE WILD** explains why it remains rather special to the team ahead of its return to the circuit in 2017.

PHOTOGRAPHY, MIKE WILD



The trackplan for Twelve Trees Junction allows for a number of simultaneous movements. A '9F' eases up to the signal gantry to await a path as a 'Lord Nelson' 4-6-0 thunders through with an express to overtake a van train in the hands of a BR '4MT' 4-6-0.

STATISTICS

Owner:	Mike Wild/Hornby Magazine
Scale:	'OO'
Length:	24ft
Width:	10ft (total)
Track:	Peco code 75
Control:	DCC, Gaugemaster Prodigy
Period:	BR Southern Region, 1955-1965



At the carriage sidings an MLV, 4-CEP, 2-HAL and 2-BIL line up across the shed entrance.



THE SOUTHERN REGION, to me, has it all. Steam, diesel and electric traction all running side by side, Bulleid's radical designs, ancient Victorian locomotives running alongside 'modern', at least for the 1960s, Electric Multiple Units (EMUs) and more. The location for Twelve Trees took advantage of this great variety, but I had positioned it on the approach to the capital partly because I wanted the opportunity to run transfer freights from other London yards onto the Southern Region (SR). This gave rise to

the opportunity to run 'off region' locomotives making operation all the more interesting.

Twelve Trees' design evolved radically from initial concepts, and ended up being rather unconventional compared with many exhibition layouts. It features a busy double junction at its centre with a four-track main line approaching from London which then reduces to two and then splits with two lines heading into the station and two lines bypassing it. Introduction of a through goods line increased operational flexibility still further.

Another relatively unusual feature chosen

for the layout was a set of carriage sidings complete with a storage shed. Taking inspiration from Dave Kent's Ashington which featured way back in HM5, a four-track shed was developed with a fifth line to the rear. This provided a kickback to reach the location of the carriage washing line – actually off scene.

Evolution wasn't just confined to the scenic section. Having radically altered the trackplan for the scenic section, a continuous run layout in the traditional sense was going to be a challenge too far in the layout's first phase of development, so initially sights were set on >>





developing two return loop yards which would essentially have made the whole layout into one continuous single circuit. While looking fantastic on paper – and operationally very strong too – cost implications and complexities of electrical wiring for Digital Command Control (DCC) operation meant this design was shelved and a new, simpler and more cost effective method of train supply to the scenic section was devised.

The final arrangement for the storage yards is a trio of yards fed by cassettes. These on their own are challenging enough with the longest for the eight-car 4-CEP formation being 7ft long, but the system worked, although it proved tiring by the end of an exhibition weekend.

Urban setting

Twelve Trees' setting called for an urban backdrop which proved to be another challenging feature of the layout – not least the skew bridge over the diverging main line.

To create the full backdrop, Hornby Skaledale buildings were used for the town scene behind the station, scratch building for the bridge and factory façade and Skytrex resin castings for the tenement buildings, low relief flats and bus garage front. All of this combined to create an attractive backdrop to the layout raising its level above the railway.

The railway is busy with buildings. At the centre is a new BR signalbox which is a Bachmann Scenecraft product developed for Modelzone while the carriage sheds are also from the Bachmann Scenecraft range.

The station buildings are those representing Sheffield Park on the Bluebell Railway by Scenecraft, but fully repainted and set into the concrete faced platforms with matching coloured lamps from DCC Concepts and platform benches repainted from Hornby Skaledale items.

Operation and control

Twelve Trees is operated by DCC. The centre of this is a Gaugemaster Prodigy base station which is then linked to extension plates to allow five handsets to be plugged in. All of

3 Above: Representing the mid-1960s a 'Warship' draws into the platform with an Exeter-Waterloo working.

4 Below: A Billinton 'E4' 0-6-2T coasts towards the junction and passes a 2-BIL unit waiting to move into the carriage sidings.



the points are controlled by digital with DCC Concepts' DCC-fitted Cobalt point motors fitted below each point. In total there are 20 on the layout.

Control of the layout is set to be updated in 2017 to retain Gaugemaster's Prodigy for train control but add in point operation through Hornby's RailMaster computer software following great success with this format on the magazine's latest layout – Grosvenor Square. This means that, with point motors already installed, we can develop fully operational 'control panels' in around 30 minutes using the software.

Locos and rolling stock

The locomotive and rolling stock fleet for Twelve Trees is an ever evolving roster. Many of the locomotives and units that operate on the layout started life with Bay Street Shed Mk II – or before! – and with that being an analogue layout a rolling programme of DCC fitment was needed to bring the fleet up to standard.

Steam and diesel locomotives are all sound fitted before entering the roster while all of the



**A 2-BIL+2-HAL
formation arcs and
rocks its way through the
junction to pass a Class 73
electro-diesel with box vans.**



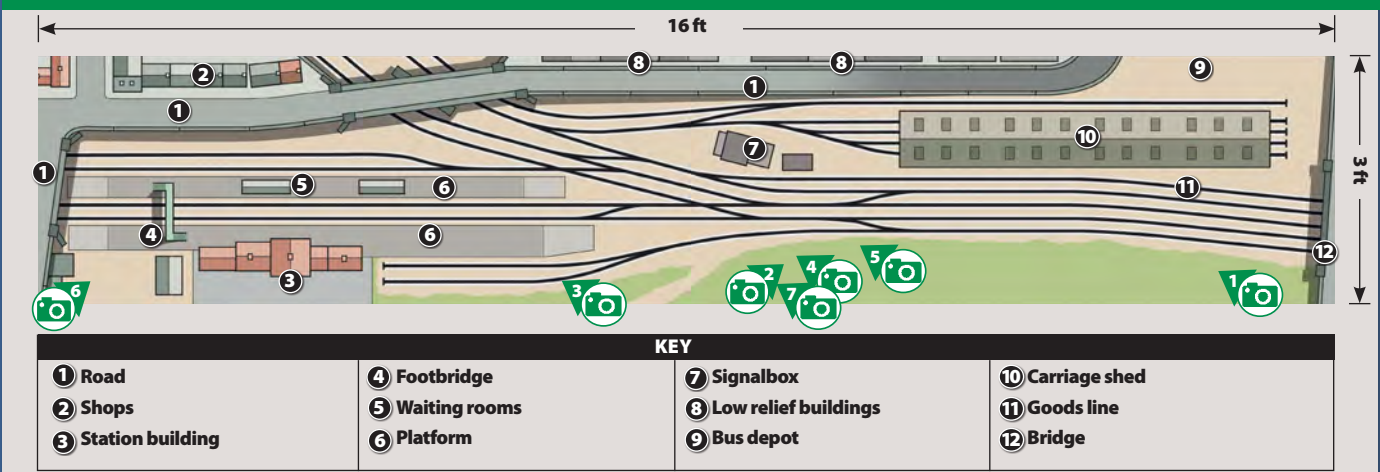
Electric Multiple Units (EMUs) have been kept with standard motor and light control decoders only.

The roster includes Bulleid 'West Country' and 'Battle of Britain' air-smoothed 'Pacifics',

rebuilt 'West Country' and 'Merchant Navy' 4-6-2s, 'King Arthur' 4-6-0s, 'Q1' 0-6-0, 'C' 0-6-0, 'N' 2-6-0, 'Schools' 4-4-0, 'M7' 0-4-4T, 'E4' 0-6-2T plus a range of BR 'Standards' including a 'Britannia', '5MT' 4-6-0 and 2-6-0, 4-6-0 and 2-6-4T '4MTs'. The latest additions include a second 'King Arthur' and a 'Lord Nelson'. The 'Nelson' has »



TWELVE TREES JUNCTION TRACK DIAGRAM (Not to scale)



been done using generic sounds to replicate the unusual eight beats per revolution of the Maunsell large four-cylinder 4-6-0.

On the diesel and electric locomotive front the Southern is catered for by a pair of Class 33s which operate on a cement working and two Class 73s while further Class 33s are waiting their turn in the queue for DCC fitting.

However, more are to join the fleet in 2017 with the addition of a 'T9' 4-4-0, 'S15' 4-6-0, Adams '0415' 4-4-2T and 'O2' 0-4-4T, a Dapol Class 73, Hornby's Class 71 and, hopefully by the time of the Great Electric Train Show in 2017, Kernow's Southern Region 4-TC unit which will be paired with the one and only BR green liveried Class 33/1.

The sound decoders used for the fleet are a mixture of LokSound and Zimo with a growing proportion of the latter. The EMU fleet consists of a 4-EPB unit built from a pair of Bachmann 2-EPBs and spare bodyshells, four 4-CEPs, a 2-EPB, MLV, three 2-BIL, two 2-HAL, a 2-H plus a pair of 5-BEL Pullman units. All of the EMUs are powered and controlled by DCC Concepts Zen series decoders except for the 2-H which is fitted with an ESU sound decoder.

Twelve Trees Junction has proved to be one of *Hornby Magazine's* more challenging layouts to build and operate, and its development continued for many years. The aim was to break



6 Overlooking the station a Maunsell 'Schools' has just arrived with a rake of Maunsell stock while a 2-BIL+2-HAL formation has just been given a clear route out of platform 4.

away from the more often seen rural settings and show the urban railway in steam's final years. Given how popular it has been since its debut, it seems to have achieved its purpose in fine fashion and is set to do so again in 2017

when it returns in a revised format with new storage yard facilities at the Great Electric Train Show on October 7/8. ■

● Visit www.greatelectrictainshow.com for full details.

7 A Maunsell 'King Arthur' 4-6-0 restarts its parcels working from a signal check at the station.



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The Two Breweries Line

When **ALEXANDER LEES** received his first train set aged 10, he didn't envisage that the result would be this inspiring and achievable 'OO' gauge layout, all in 8ft x 8ft.

PHOTOGRAPHY, TREVOR JONES



STATISTICS

Owner:	Alexander Lees
Scale:	'OO'
Length:	8ft
Width:	8ft
Track:	Hornby code 100
Control:	DCC
Period:	BR 1950-1968



Above: A Class 105 DMU waits to depart Brewery Lock terminus as a Gresley 'J39' 0-6-0 arrives with non-corridor stock.

Left: A Peppercorn 'A1' 4-6-2 runs along the main line as a Gresley 'A4' 4-6-2 moves onto the turntable at the heart of the layout. In the background is the terminus station at Brewery Lock.

I WAS APPROACHING 10 years old and I wanted a model railway for Christmas," recalls Alexander Lees, "so a Hornby train set with an oval of track and Digital Command Control (DCC) 'Jinty' 0-6-0T and a few wagons were in my sack. It didn't work very well on the carpet so my Dad, my uncle and I obtained an insulation board and laid it on an old table in the spare room at my grandmother's. Some Hornby points were bought and another inner oval was put in place."

This embryonic layout was just the starting point though and while Alexander contends that it didn't look authentic to start with, this humble first railway was soon racing into a development process which would ultimately create a fully scenic vista with operation aplenty. The original 8ft x 4ft baseboard was soon joined by an extension to form a terminus station and so followed a process of lifting and relaying the track to suit new additions to the fleet. Peco point motors were added too, but from this point forward the trackplan has remained static.

Alexander and his family team have been deft in their approach, keeping the cost of the project down too. "The point levers to operate the motors were all second-hand Hornby bought at shows and from the internet but taken apart to clean and adjust them," Alexander comments. "To prevent burnt out point motors, my uncle bought a Capacitor Discharge Unit from Gaugemaster and powered it with a 16v AC transformer built into a homemade panel. We also put in a 6v DC transformer for the signals."

From here the layout grew organically with no specific regional or geographic setting, particularly as the family all had different leanings when it came to motive power. »

Scenery

Next though, a plan was needed to take the layout to the next stage. "Looking through the internet at various products, we concluded we could build a station on the sideboard end with some sort of retaining wall so the station was made from a Superquick kit and the retaining walls came from Scalescenes.com." Alexander continues: "We liked the Scalescenes factory kit as well and thought it would look good along the back in low relief."

The planned river became a canal with a set of Langley Models lock gates positioned on top of painted Perspex sheeting. Next came a Hornby footbridge, which was repainted into light grey with rust effects followed by a series of second-hand buildings sourced from online auction sites including the brewery buildings. Their arrival spurred the name for the layout: the Two Breweries Line.

Among the internet purchases was a cheap half-completed roundhouse from Faller. "This was made to be more British on the visible end wall with Scalescenes brick paper," says Alexander. "There was a skylight missing on the roundhouse so we built in a water tank instead from the Scalescenes tower."

A turntable was next on the agenda and the team had to consider cutting the hole - but the table was underneath right where the turntable had to go. Alexander adds: "Working major carpentry on a partially scenically finished layout was not good, but we didn't seem to do too much damage."

The turntable is operated by a Digitrax AR1 auto reverser from DCC Supplies to allow it to work with the Hornby Elite Digital Command Control system which runs the railway. Completing the roundhouse scene is a crane coaling stage which then left just one area of the layout to bring life to - a means of hiding one end of the oval trackplan. "We thought about it and finally came to the conclusion we needed a storage area and tunnel for the end oval. The rather imposing entry



3 Above: The roundhouse building is a Faller kit which was bought part completed and finished by the family.

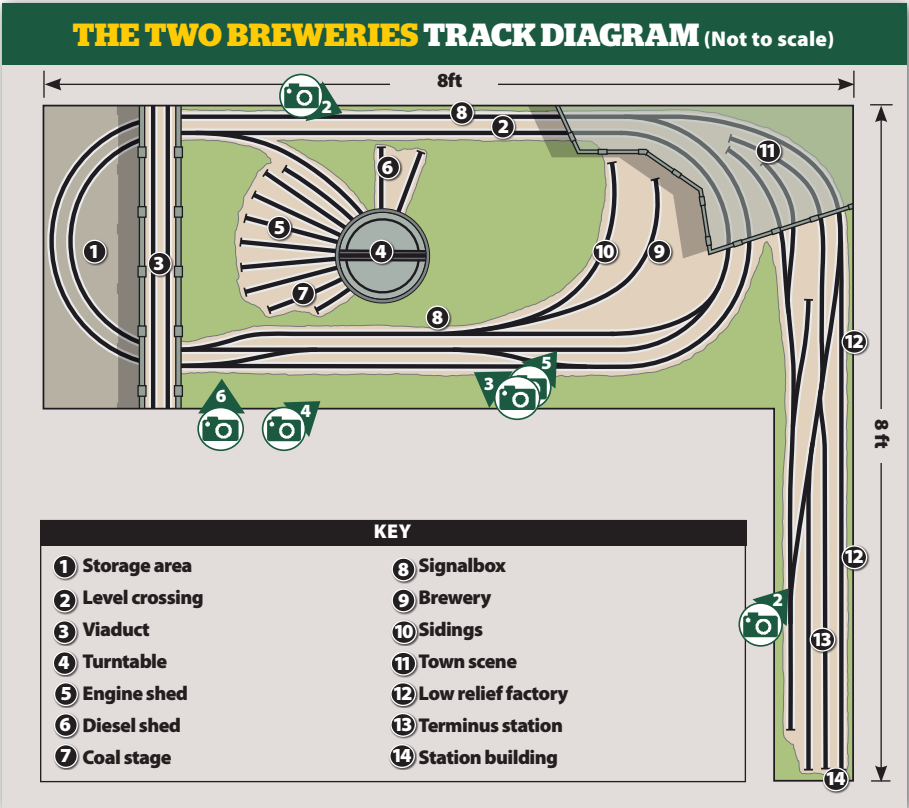
into the tunnel could be softened by building a transverse viaduct, thereby forming a yard for the roundhouse. The only ones that seemed acceptable were found through Scalescenes and Metcalfe," says Alexander.

The future

Alexander has the final thoughts: "We would never build a layout again that wasn't portable, as at some stage the layout will have to move - maybe not for some years, but move it will. We could have halved the time we spent on the layout if we had spent some time planning in advance but we started out just wanting a track to run trains on. We didn't know we would become so involved in the model."

Since starting on the Two Breweries Line, Alexander and his Dad have built a Sin gauge railway in the garden while in the smaller scales, a portable exhibition layout is in planning too. We can't wait to see this family's next project. ■

4 A BR '9F' 2-10-0 passes on the main line as a 'WD' 2-8-0 shunts coal wagons in the yard.





5 Above: At the Brewery an out of service L&Y 'Pug' 0-4-0ST awaits its final journey. The buildings are Metcalfe, Scalescenes and Superquick.



6 Above: At the back of the depot the road way has been detailed with bike racks and vehicles.



Runswick Leamside



A star of the exhibition circuit for more than 13 years, Runswick Leamside attended 50 shows, has been retired and is now being maintained by a new owning group in its native North East.

PHOTOGRAPHY, MIKE WILD



Above: Permanent way workers remove spoil in the sidings adjacent to the station.



STATISTICS

Owner:	Shildon MRC
Scale:	'OO'
Length:	32ft
Width:	12ft
Track:	Handbuilt code 75
Period:	1985-1995



Right: Bearing work worn BR blue livery, Class 56 56010 leads a loaded merry go round train out of the twin bore tunnels on the approach to Runswick Leamside.



Below: A pair of Coal Sector liveried Class 31s, both detailed Lima models, head up a nuclear flask train at Runswick Leamside. In the background 'new' second generation DMUs pass on the branch.



ON NOVEMBER 22 2009 at the Warley Model Railway Exhibition, a solitary Class 03 made its slow and respectful way around Runswick Leamside, bringing the curtain down on 16 years of work and fun for the original owning group.

In 1993, Jon Rawlinson, Andy Clayton and Aubrey Scully decided that they wanted to build a large continuous run modern image layout that would provide hours of entertainment for the operators and the watching public. They had never embarked on such an adventure before. All three of them were in their early to mid twenties, but it was to be a journey of laughs and arguments - and ultimately, great satisfaction.

When the idea for Leamside was first born, none of them had any real experience in building a layout. They had been around modelling for many years and had helped out on other peoples' projects, but this was going to be their first attempt in their own right. All three agreed that it must be the best that they could achieve. The track design was drawn and redrawn until they arrived at a mutually agreed plan and it was decided from the start that although the layout would be built to 'OO' standards, finescale trackwork would be employed with all turnouts scratchbuilt.

The majority of the trackwork used was SMP Scaleway, but concrete sleepered track was also required. As there was no finescale version available in ready made form at the time, C+L sleepers were used with flat bottom rail and grafted together on a jig employing Peco Pandrol clips, before being laid on the boards and then the second rail cemented in >>



A Metro-Cammell Class 101 in its final months of service approaches Leamside and passes its replacements – a Class 153 single car unit and a Class 143 two-car railbus.



uninterrupted circuit of the layout.

The group was extremely tense as they had so much riding on the performance of the layout. After a few teething troubles (mainly operator induced) the layout settled down and gave a very good performance for the majority of the weekend.

Around this time another member joined the group. Mike Fraser had been mainly involved with New Annington from The Model Railway Club, but attended the Macclesfield show with Paul Wade's Tonbridge West Yard in 1995. Paul and his operators visited the clubrooms after the show closed to have a look at the under construction layout and Mike decided he wanted to get involved too.

There were six in the group now, which allowed Leamside to operate to its full potential. The layout was a joy to operate, but with 23 roads in the storage yard and up to three trains per road, the operators were kept well on their toes to avoid any unfortunate incidents.

Moving home, twice

After a prolific period on the exhibition circuit, in early 2005 the Macclesfield Group had to move premises, the school grounds hosting their clubrooms being due for demolition. The move to new premises across Macclesfield, was to smaller clubrooms which was to have far-reaching consequences for Leamside and the team. The size of Leamside, 32ft x 12ft, meant that to have the layout up all the time meant

using back to back gauges. This track laying process proved to be the longest aspect, taking approximately 18 months from start to finish.

In using finescale track, it was suddenly discovered that the flanges on Lima wheels, which in the early 1990s were the mainstay of many layouts' stock, were so large that they actually rode along the chairs of both the SMP and C+L trackwork. Malcolm, being an engineer, came up with a novel solution by using a lathe to turn off 1 mm of the flange and thus make the wheelsets run nicely without fouling the chairs.

Ready to show

Once Aubrey had finished scratchbuilding all the pointwork, Andy had finished applying flock and grass matting and Jon had worked his wiring miracle, they had a layout ready to be shown to the public. Approximately three years after its conception, Leamside was in a position to be shown to the public. Its debut was at the Macclesfield Model Railway Group show in 1996, albeit far from scenically finished. The layout was the show's star attraction and was right opposite the entrance door, so the pressure was on. It took all day to iron out some last-minute issues and it actually wasn't until 30 minutes before opening time that Jon's Class 03 became the first locomotive to make a full,



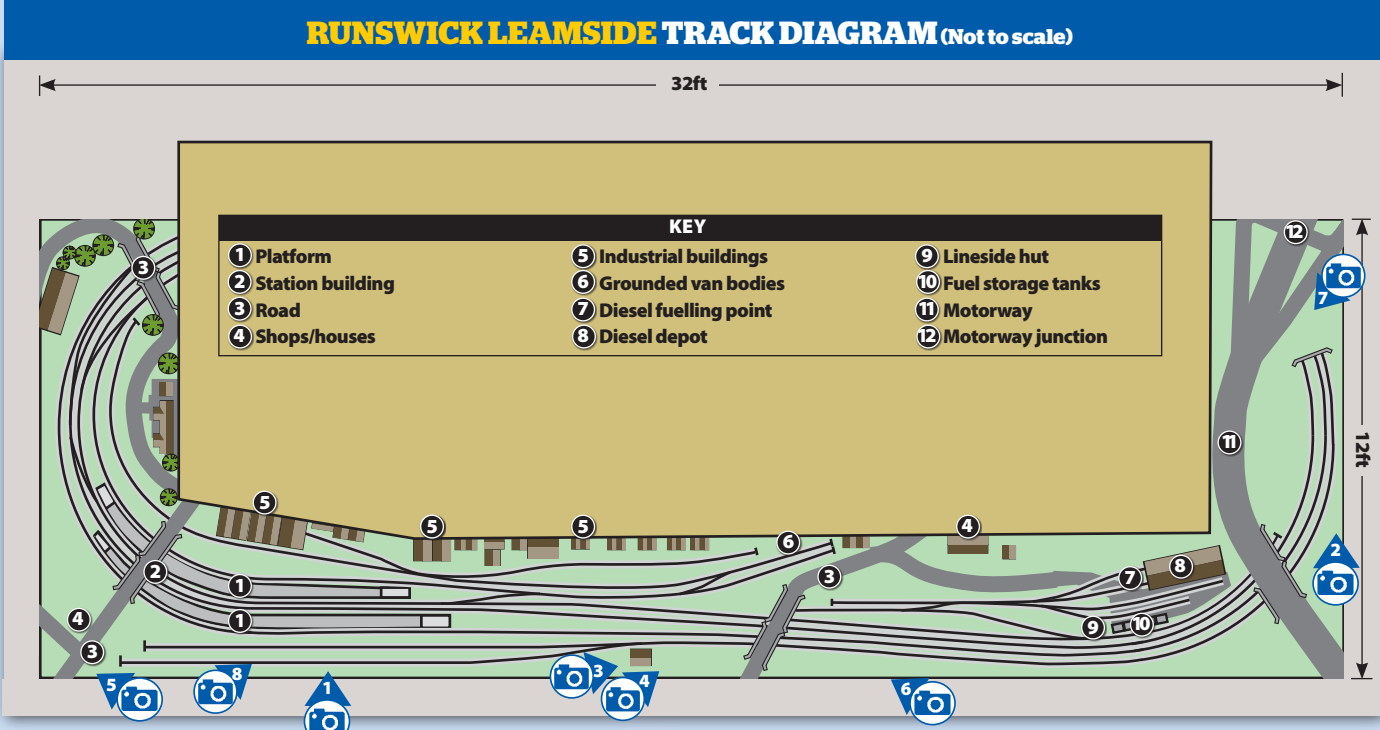


Street scenes and shops are highly detailed both inside and out.



The final years of the 1980s saw an influx of new liveries appear on the railway washing away the tide of BR corporate blue. Rail Express Systems liveried Class 47/7 47768 *Resonant* (a modified and detailed Lima model) passes under the road bridge at the centre of the layout with a parcels working.







7 Above: The motorway scene was a signature feature of Runswick Leaside.

8 Below: BR blue liveried Class 47/0 47299 thunders through Runswick Leaside with a rake of containers on intermodal twin sets.



that nothing else would fit in the clubrooms other than in a stored state and as a result Leaside was relegated to an outhouse.

Following a handful of shows, the team purposely decided not to accept any exhibition invites in order to revamp the layout. The station end had always been the poor relation in terms of detail, so it was decided to urbanise this area with some housing. A field trip to the Leaside area was decided upon and many photographs were taken around Ferryhill, which had seemed to become the basis for all the modelling on Runswick Leaside.

During this rebuild, Terry Robinson, the Exhibition Manager for Stafford Model Railway Circle had been in touch because after a members vote, Leaside had been asked to attend their Golden Anniversary exhibition in 2007. Over the 18 months that the layout had been off the circuit, the lads had been busy working on their stock so there was plenty to look at on the layout's return to the exhibition circuit at Stafford in February 2007, with many kit-built items and many more locomotives making their debuts.

By 2008 Runswick Leaside had attended well over 40 shows, but it was getting tired leaving the group with two options: a complete overhaul or build a new frontage to go with the storage yard. It was decided to retire Runswick Leaside after its next set of commitments and to take no further bookings.

The final year

2009 would be Runswick Leaside's last year in the public view. There were five shows to finish off with and the conclusion was its 50th show appearance at the Warley exhibition in November 2009 with the aforementioned Class 03 marking an emotional end to an era.

After a period on display at Trains 4U in Peterborough and at Crewe Heritage Centre, Runswick Leaside is now in the care of the Shildon Model Railway Club where it has been backdated to the 1960s and renamed Ferryhill Leaside. Visit www.shildonmrc.com to find out more. ■

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Cautherly Lane

Garden railways don't have to be in the larger scales; with care, 'OO' gauge allows fabulous recreation of main line scenes in the great outdoors.

PHOTOGRAPHY, TREVOR JONES



A Bulleid 'Q1' 0-6-0 weaves along the lower level line with a parcels train as a Gresley 'A3' 4-6-2 draws into The Leas above.

GARDEN RAILWAY operation, no matter what scale, is very much a seasonal pastime. We have seen images of garden layouts running in the adverse weather – including snow – but, in the main, the March-October period is the best time to get outside and enjoy a garden layout.

Mark Nelson-Griffiths does just that in his lovingly tended home garden which is host to an outdoor layout in 'OO' gauge which features two separate double track circuits which cross over one another and includes three substantial stations – something we could only dream of on an indoor layout without massive compromises on the distance between each location.

Keeping a garden railway running is always



A Stanier 'Princess' 4-6-2 passes a Maunsell 'Schools' 4-4-0 with fresh spring flowers bringing colour to the scene.

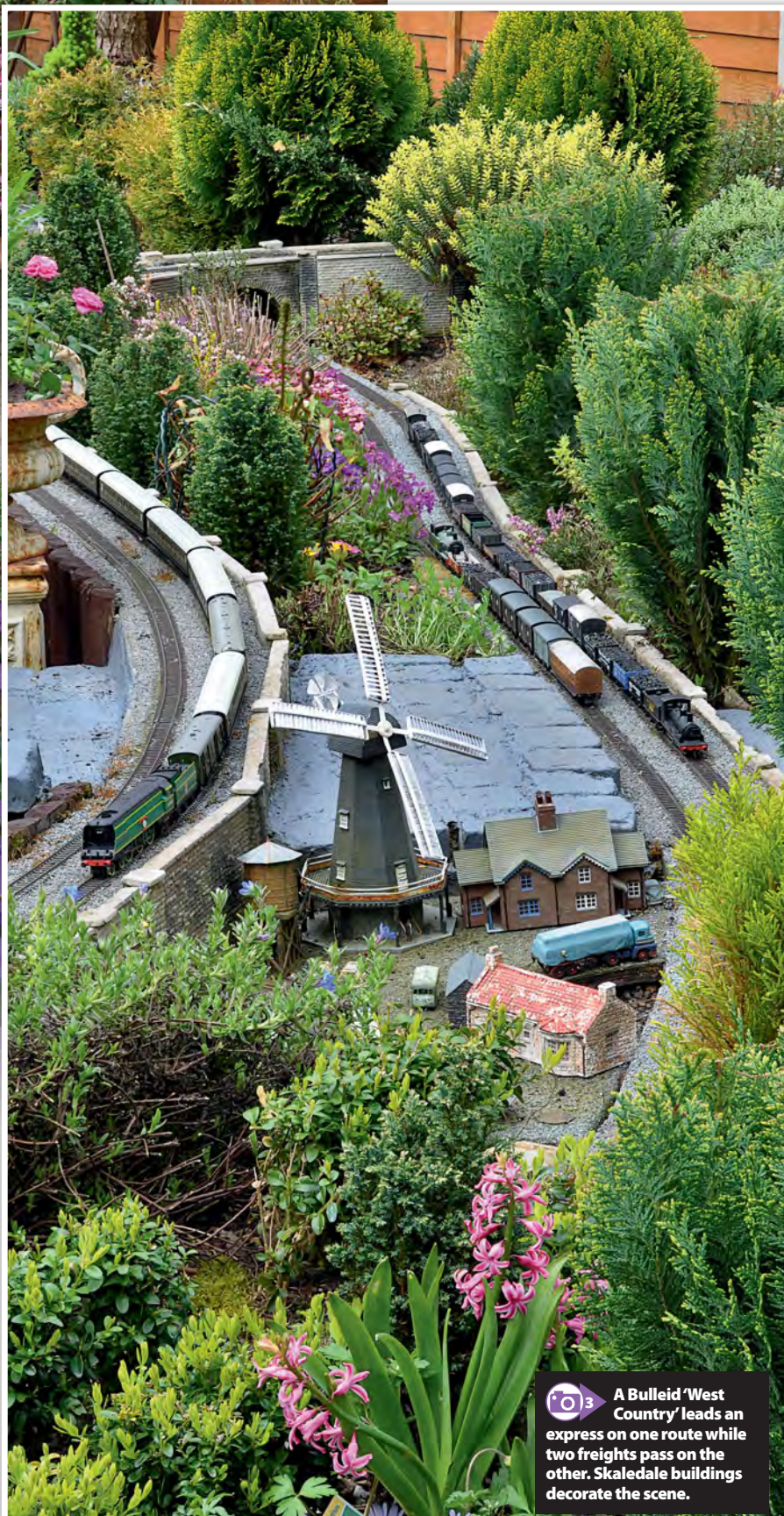
STATISTICS

Owner:	Mark Nelson-Griffiths
Scale:	'OO'
Length:	65ft
Width:	35ft
Track:	Peco and Hornby code 100
Period:	1950s
Control:	DCC with DC option



a challenge and the winter will generally bring new work to be tackled before opening up for operation in the spring. Nevertheless, in five years, Mark has only had to replace one point and a dented piece of track. He adds: "One of the most unusual, and in a sense rewarding, features of a garden railway is that you never quite know what will happen next or what is going on underground. One has plans but often these have to be shelved or take unexpected turns as nature has its own mind."

The upshot of all this is that Mark can indulge in his passion for the steam era and the Southern Region in particular with Cautherly Lane providing the backdrop to operate his impressive and varied collection of more than 150 locomotives from the usual range of manufacturers plus kits, as well as suitable carriages and wagons for them to haul.



A Bulleid 'West Country' leads an express on one route while two freights pass on the other. Skaledale buildings decorate the scene.



FO4 A 'Lord Nelson' 4-6-0 crosses one of the ponds running adjacent to a Drummond 'M7' 0-4-4T on the high level. A Bachmann 4-CEP is departing in the opposite direction.



Maintenance

Cleaning and maintenance is essential when running scale models outdoors. Mark comments: "It is of paramount importance that the garden is well kept. There is no fun running trains when weeds abound, grass is uncut and so on. The first track clean of the year is quite a lengthy process and can take a couple of hours. To start with, I vacuum the track area after brushing to pick up all the small winter debris. Another couple of vacuuming sessions throughout the season will be enough and then in between times a light brush will remove any erroneous objects."

To keep the track clean and maintain electrical contact, Mark uses large track rubbers from Schleifrix by Klingspor. They are cut in half and glued to the end of a piece of 2in x 1in timber with PVA wood glue to make an easy to hold track cleaner which can reach long distances – essential for a garden railway.

Mark admits that cleaning the whole railway takes up to 45 minutes after a long break with

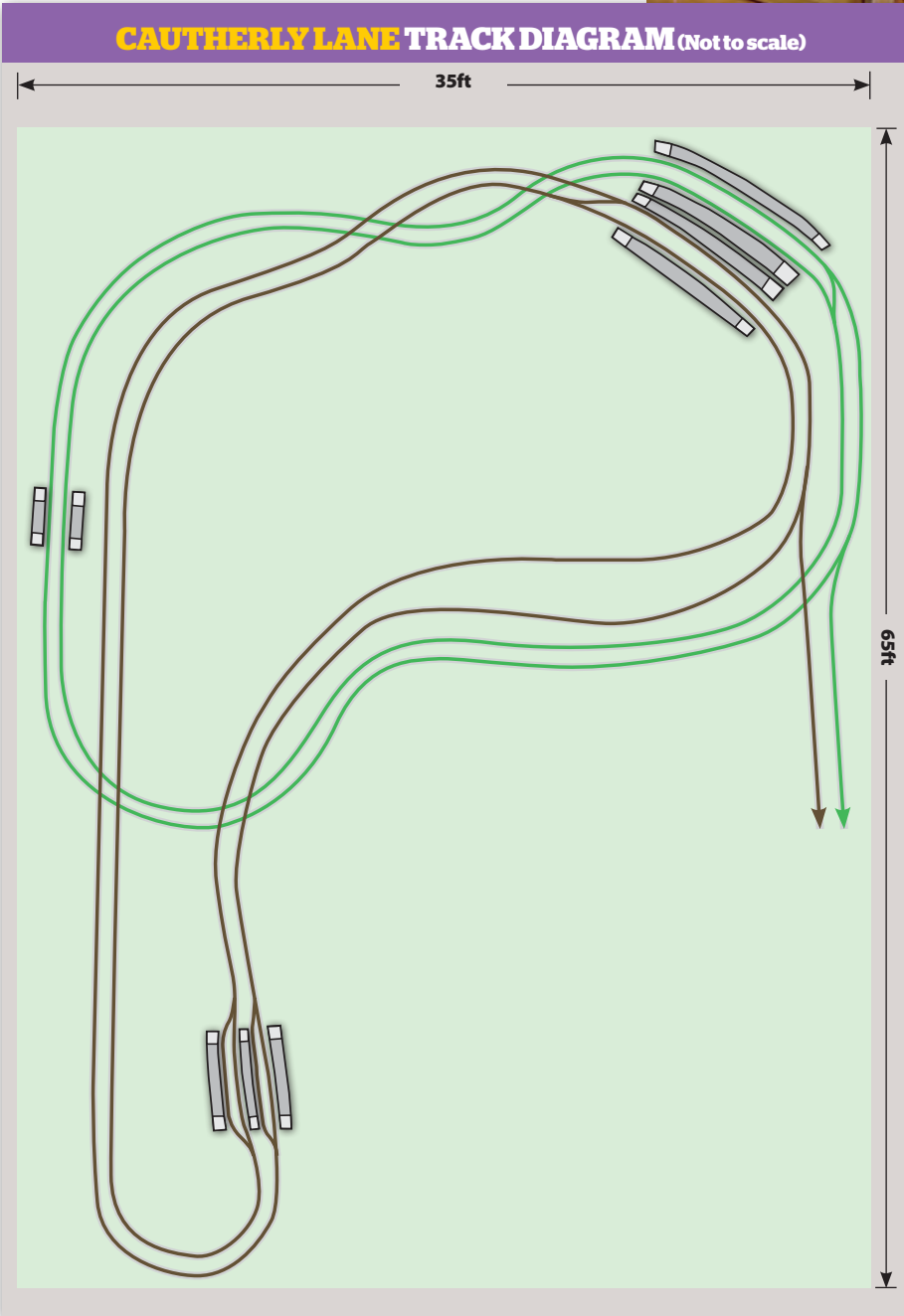


Below: Cautherly Lane doesn't take over the garden – it complements it being blended in with small evergreens and flowers too.



A Thompson 'L1' 2-6-4T leads a coal train over the top of a Stanier 'Jubilee' hauling an LMS express.







A pair of Great Western expresses circulate on the separate main line systems and cross the impressive double viaducts.

no running. This will last three days and then a quick run around (15 minutes) and all will be in order again.

Ballasting needs to be done every couple of years which Mark does using Scale Ballast (Modeller's Mate). A PVA and water mix is painted along the track edges prior to the ballast being sprinkled on top. A small roller is used to compress it down working a couple of feet at a time to create a good looking and long lasting solution.

Scenery

In Mark's experience, buildings, particularly those from the Skaledale and Scenecraft ranges, tend to take care of themselves and he suggests that they

even weather rather well in the elements - but plastic models tend to become brittle and need replacing. Plaster/stone cast models are excellent but paintwork tends to fade and they will need repainting every so often. Mark adds that these should also be given an initial coating of stone weatherproofing to stop cracking.

Development

Just like its indoor counterparts, a garden railway is always developing and Mark is often looking for how he can enhance the railway. Signals remain a problem. Currently all the signals that were on the layout have been broken and not replaced. Plastic signals soon become brittle and snap with the slightest touch. Resignalling is on

hold until time and good ideas come forth.

Quite a few of the buildings have lights fitted but they have not yet been wired up to the layout. Remember that if the inside of these buildings is of a light colour you will possibly need to cut away a bit of the base, protect the glazing of the windows with tape and spray the inside walls in matt black paint or the whole building will illuminate.

It is an enthralling project to tackle a garden railway, as our photographer Trevor Jones knows only too well through his own project layout, but the result is something unique which can be just as important to the appearance of a garden as flowers, rockeries and grass. ■

Market Weighton

This spectacular and gigantic model of this long closed junction station in East Yorkshire was the dream of just one man, and it has since been refreshed and rehomed for a new life on public display in North Yorkshire. This is the story of Market Weighton.

PHOTOGRAPHY, MIKE WILD

MARKET WEIGHTON is a small East Yorkshire market town, but its size belies its importance as a converging point for trade routes and, from the 1840s for four railway routes crossing from York, Beverley, Driffeld and Selby.

The town's impressive station with its overall roof saw its first passengers on October 3 1847 which was soon followed by completion of the route west to Selby the following year under ownership of the York & North Midland Railway. The proposed line to Beverley, giving access to Kingston-upon-Hull and the docks, was not completed and Market Weighton remained the terminus of these two lines for the next 17 years. Absorption into the North Eastern Railway (NER) in 1854 led to the opening of a

line through to Beverley in 1865. The last line, a link through to Driffeld, gave a more direct route through to the popular coastal resorts of Bridlington and Scarborough from the West Riding in 1890.

Market Weighton was a crossroads of the well patronised Hull-York and Selby-Driffeld routes for the better part of a century. Traffic was dense with through freights from the docks on the former and weekend holiday traffic in season on the latter, while the town and local farms in the area kept the station and its sizable goods facilities well patronised. Notable freight commodities included an inflow of coal, fuel oil and agricultural machinery balanced against steady outflows of cattle, grain and vast amounts of carrots. All of these were handled by the regular pick-up goods services on each of the routes.

 A 'WD' 2-8-0 leads a string of BR 16ton mineral wagons towards Market Weighton.



STATISTICS

Owner:	East Riding Finescale Group
Scale:	4mm
Length:	40ft
Width:	21ft
Track:	Hand built
Control:	Analogue
Period:	1955-1965 BR Eastern and Midland Regions



Above: A Stanier '8F' 2-8-0 passes a 'Jubilee' 4-6-0 on the crossing outside the station. Period cars help to set the scene.

Varied power

The proximity to the major depots at Hull and York, the demands of the steeply graded routes and variety of longer distance workings traversing the lines could produce some interesting and unusual motive power. However, for much of the station's history and right up to their ousting by 1950s dieselisation the local passenger services were in the hands of 4-4-0s such as 'D20s' and latterly 'D49s'.

The long distance and heavier workings such as through freights and holiday workings to the coast from the Midlands and West Yorkshire could turn up much larger locomotives. These included London and North Eastern Railway (LNER) 'B16' 4-6-0s, 'K3' 2-6-0s, 'V2' 2-6-2s and even London Midland & Scottish Railway (LMS) 'Black Fives', 'Jubilees' and 'Patriots' or even borrowed '3F' 0-6-0s piloted by 'D49s' struggling together



with heavily loaded holiday trains from South Yorkshire. Latterly displaced 'A1' and 'A3' class 'Pacifics' were not unknown on some workings.

Late 1950s dieselisation saw the 4-4-0s swept away by a variety of multiple units including classes 104 and 105 ably supported by Class 37s and Class 40s on heavier trains. The Midland trend continued on the weekend workings with 'Peaks', Class 47s and Class 24s noted working through on journeys to and from the coast. In spite of dieselisation, the local freight workings were almost exclusively steam hauled to the end. The preserve of LNER 0-6-0s for much of their time, these were only completely replaced in the final years by 'WD' 2-8-0s, 'B1' 4-6-0s and BR 'Standards'.

Such was the economic importance of these two routes to the East Riding that in 1961 a programme of modernisation was approved in order to safeguard the route against road competition. However, this plan was never completed and the routes were never given the investment they required. By the end of 1965, Market Weighton was no longer part of Britain's railway network.

Model development

This model of Market Weighton has had a prolific history too. Neil Ripley of the East Riding Finescale Group takes up the story: "Now this might come as a surprise, but the model you see here is far from a new layout.



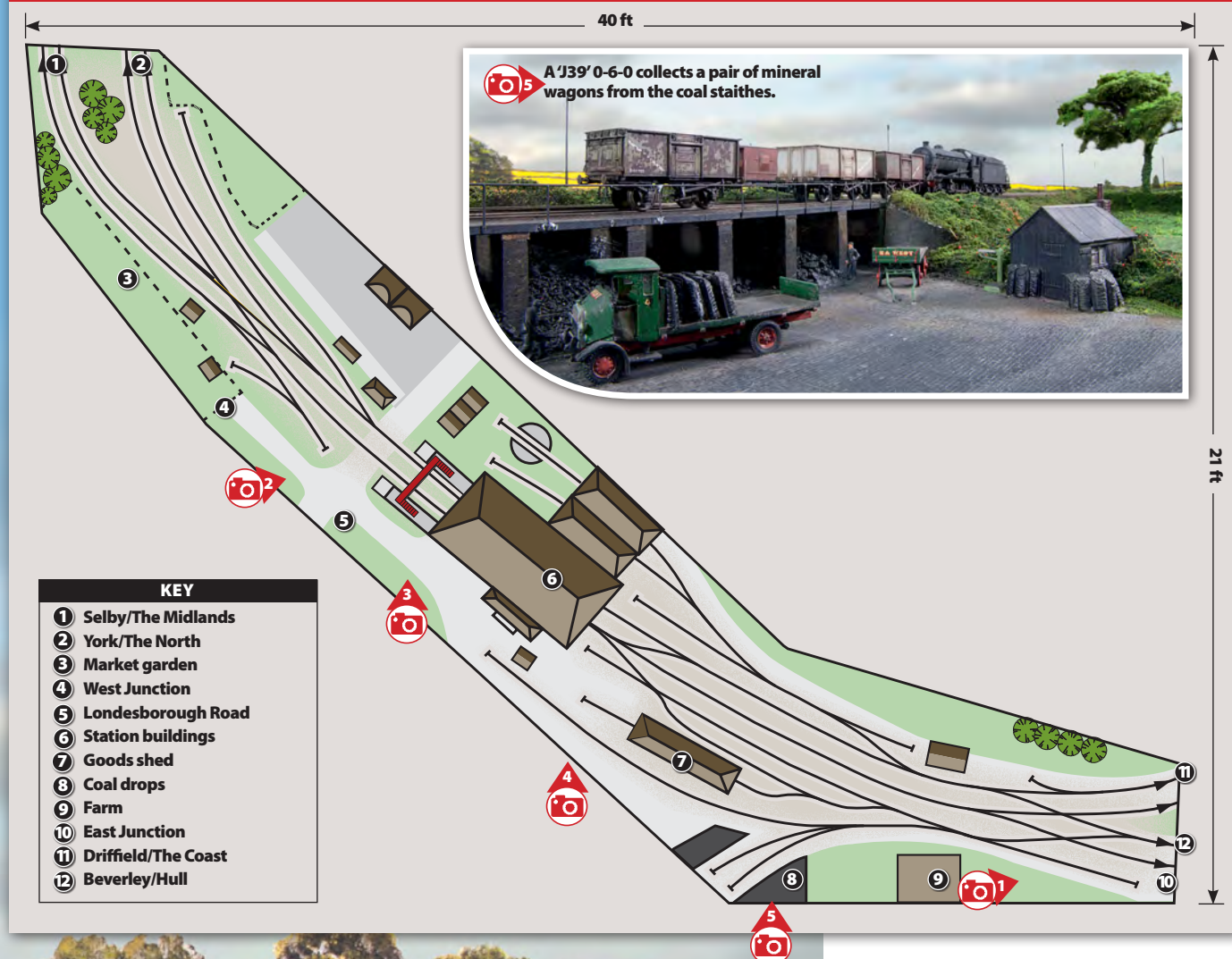
Representing the new order, an English Electric Type 3 rumbles under the footbridge with a van train and passes a Thompson 'B1' 4-6-0.

It is actually almost 30 years old. Its entire existence harks back to a model railway show in Hull in 1985 when Mally Baker made the monumental decision to embark on his first exhibition layout project. The model, which was a private venture and not a club funded project, took himself, his family and a group of like minded and determined modellers around

six years to reach a state of readiness for its first exhibition. When finished, it was a near scale representation of the station as it was in the 1930s. As such the model exceeded his initial estimates of 24ft x 12ft and even when employing some compression of the station approaches and yard came in at a whopping 40ft x 21ft!"



With the impressive trainshed behind covering the platforms, a Thompson 'B1' 4-6-0 prepares to depart with a rake of Gresley corridor stock.

MARKET WEIGHTON TRACK DIAGRAM (Not to scale)

The completed layout isn't a standard rectangle and in fact none of the six baseboards which make up the scenic section are the same size and shape so that they can follow the shape of the railway.

The layout is designed to work as two interlaced circles with the station area acting as a giant diamond crossing. "Trains running on the Beverley-York and Selby-Driffield routes (or vice-versa) have respective arrival and departure roads at the East and West junctions opposite to each other, Neil explains. "This means that to return on the same route trains have to cross over again off scene. To achieve this, and to save a further set of complex pointwork, the storage yard loops were arranged on two levels. The higher set to the rear serves the Beverley-York route and the lower front set of loops the Selby-Driffield lines."

The layout today

Market Weighton has spent some considerable time in storage, but was refreshed and revived for a period on public display in 2011 in Beverley Minster as part of a campaign to re-open the Beverley to York line.

Today Market Weighton is in new ownership and has been earmarked to become a display piece in North Yorkshire in the near future. Currently it is being prepared for that new life and we will publish full details in a future issue of *Hornby Magazine*. ■

Gamston Bank

JOHN HOULDEN set out to recreate part of the East Coast Main Line in 1955 in 'OO' gauge – with spectacular results.

PHOTOGRAPHY, TREVOR JONES

GAMSTON BANK is on the East Coast Main Line (ECML) a mile or so south of Retford. Being in Nottinghamshire, you would imagine the line being on a fairly flat plain, but this area is quite undulating. Gamston curve is on an embankment leading into a cutting before the railway heads onto an embankment again and then into Askham Tunnel, one of the shortest in the country.

On the Up line is a loop, or perhaps it should be described as a goods line being between two signalboxes, Grove Road and the isolated Gamston 'box'.

Research was quite easy as John lives nearby and was able to make frequent site visits to measure and photograph surviving details. Even so, his ambition was vast: although the model

is a shortened version of the real thing, it is still 40ft long. The line modelled is between Grove Road and Askham Tunnel, actual length around three miles. As John points out, if it was made to scale the layout would be around 200ft long, and few exhibition halls could accommodate it! The period modelled is 1955 and all the lineside features are captured, though many dwellings and bridges have long gone.

Along the line

The layout is set just before a three-arch occupation bridge was removed just north of Gamston signalbox. Grove Road still has its signalbox, now out of use though the crossing keeper's house still stands in modified condition. Midway between Grove Road and Askham tunnel are Eaton and Gamston woods, now of special scientific interest. Next the line crosses

Upton Road. This was originally carried on a girder overbridge. To the north of this stood a semi dwelling, one part for the crossing keeper, this crossing only being for farm access. Along the side of Gamston Wood was another level crossing and a single house which has since been demolished and the crossing removed. The types of house used on this stretch of the line were of a standard design and fortunately some still stand in the area so John could photograph and measure both types with the owners' permission

Close to Gamston village still stands a little-known feature, a viaduct which is only now visible from the A638 Great North Road during winter as greenery hides it through the summer. When researching the line, fellow layout builder Steve Kearns and John walked across the front of Gamston Woods to photograph and measure



STATISTICS

Owner:	John Houlden
Scale:	'OO'
Length:	40ft
Width:	12ft
Track:	SMP code 75 for scenic area, Peco code 100 for fiddle yard
Period:	BR Eastern Region, 1955



Right: 'A4' 60014 Silver Link
thunders under the three arch
bridge as it overtakes a 'WD' 2-8-0
and passes a Gresley 'O2/4' 2-8-0.



Below: Gresley 'A4' 4-6-2 60022 Mallard
sweeps round the curve on Gamston
Bank at the head of an express.



the structure. The model ends, appropriately, with Askham Tunnel, which is around 150 yards in length. It carries Holme Lane from the Great North Road to Askham.

Baseboards and track

The layout's foundations are straightforward. All the storage yard boards are made of 9mm plywood for the sides and tops, the ends of 19mm plywood are joined with pattern maker's dowels and 10mm bolts with captive nuts. The scenic part is a little more complex, with the layout being of an unconventional large reverse

curve to follow the trackbed. These are made of an open frame with bracing, with only the trackbed being flat. The embankments and cuttings are shaped with chicken wire covered in glass fibre matting to help reduce weight and add strength. All boards have their own supporting legs which are hinged for storage.

All the track in the storage yard is code 100 with long radius Peco points operated with Peco point motors, all quite robust for the hidden part. The scenic part is SMP code 75 giving a good scale appearance, though the loop is made of SMP components and chairs. Most of

the parts for the signals are from Model Signal Engineering and all are fully working. Signal operation is by Tortoise slow action motors, as are all the points on the scenic part of the layout.

Rolling stock

The rolling stock is John's main interest. From the beginning some 20 years ago, he had a vision of all that should be seen on such a layout from the named trains through to the freights. Researching the various passenger trains proved interesting, with John looking at the way the trains were made up and the





'Paciffs' pass at Gamston crossing with contrasting trains. In the 'A4s' formation is a combination of BR and ex-LNER coaching stock.



Thompson 'A2/2' 4-6-2 60113
Great Northern is about to enter Askham Tunnel as 'A2/1' 4-6-2 60508 Duke of Rothesay exits with a travelling post office set.



reasons for this, especially the dining vehicles, mostly from the Gresley era.

There are three Gresley triplet restaurant sets, one from the original 1928 'Flying Scotsman' set now on a Leeds train, the second from the 1938 'Flying Scotsman' set which has a larger kitchen car than the 1928 set: this is in the 'Northumbrian'. The catering car from the famous 'Silver Jubilee' is in the 8.00am Up Newcastle train, the rest of this train consisting of BR Mk 1s. Also in various trains are Restaurant Firsts and kitchen cars, all made from brass kits. There are two Pullman services - the Up 'Yorkshire Pullman' and Up 'Tees-Tyne Pullman'. All the Gresley and Thompson carriages are made from components from Comet, MJT, Southern Pride and so on, as are some Mk 1s, although Bachmann's model has reduced the need to build more Mk 1s.

The variety of coaches like these make for something different on a layout and good talking points. When all passenger trains are completed, there will be almost 230 coaches on the layout. Parcel stock is also from many different kit manufacturers, and made from plastic and brass components.

There are almost 500 wagons covering the range of coal, open wagons, tanks and vans and all are fitted with three link or screw couplings. Virtually all are built from kits from many sources. Some wagons have had their underframes changed to suit lot numbers of building and although these mostly go unnoticed, they were in everyday use. All stock is weathered to some degree to give it that workstained and used look so appropriate to the 1950s railway.

Locomotives

"It is now more than 20 years since I built my first locomotive, which is still going strong on the layout," says John: "In those not so far off days, if you wanted something different, you had to build it," he adds. To represent the mixed traction of the steam era ECML, a range of locomotives from humble goods engines



A Robinson 'O4' 2-8-0 eases its loaded coal train into the goods loop as a 'WD' rumbles past in the opposite direction with a rake of loaded 27ton iron ore tipplers.





A Gresley 'A3' passes the crossing keeper's cottage.



to 'Pacifics' has been built up to provide an authentic fleet for Gamston Bank.

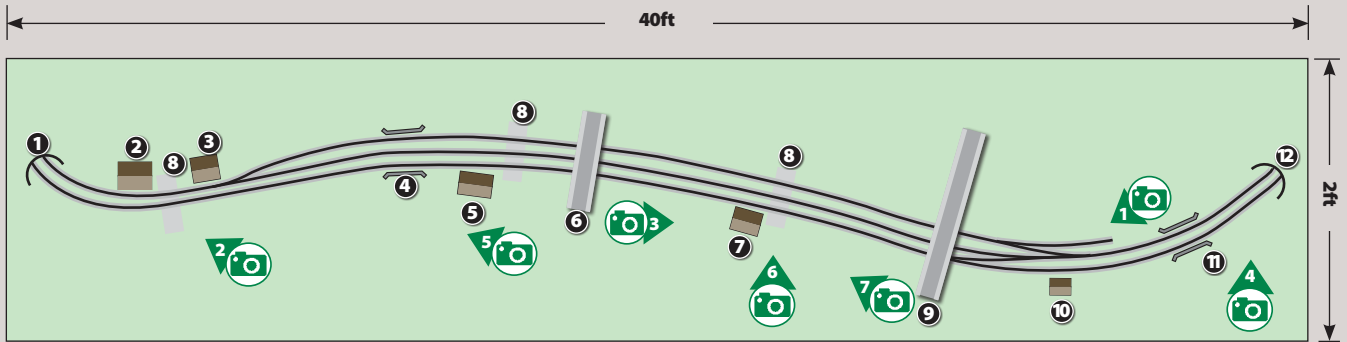
As with rolling stock, all the classes seen on the layout were in everyday use, some being one-offs - such as the 'W1' 4-6-4. In the early days, the Thompson 'Pacifics' were converted from existing kits or scratchbuilt but now, all are available in kit form. A recent addition to the fleet has been a 'V2' 2-6-2 converted from a DJH 'A3', an idea John had several years ago, which shows how similar the two types are.

Although Gamston is a large layout and modelled in open countryside, it gives the effect of what would be a high percentage of the line running between towns and cities along its route. For those who have the chance, it is a fabulous layout to stand back from and watch the trains go by. For John and many others, it is pure nostalgia - and thanks to his accuracy on scenery and rolling stock, as close as you can possibly get to time travel! ■



A Gresley 'A3' 4-6-2 heads the 'Yorkshire Pullman' on Gamston Bank.



GAMSTON BANK TRACK DIAGRAM (Not to scale)

KEY			
① Road bridge	④ Farm track bridge	⑦ Crossing keeper's house	⑩ Signalbox
② Crossing keeper's house	⑤ House	⑧ Level crossing	⑪ Viaduct
③ Signalbox	⑥ Road bridge	⑨ Road over bridge	⑫ Askham Tunnel



Horsley

Sometimes a new model can prompt a new wave of interest, and Bachmann's 'N' 2-6-0 prompted **COLIN CHISEM** to switch from his lifelong passion for the Great Western to models one of its rivals – the Southern Railway.

PHOTOGRAPHY, MIKE WILD

COLIN CHISEM can't remember a time when he wasn't interested in steam trains. As a boy he spent many happy hours trainspotting, and was like so many others very proud of his

Hornby Dublo three-rail train set. His interest grew in railway modelling, and he reckons Horsley – his fourth layout – is his best so far.

The layout actually began life as a Great Western Railway (GWR) branch line and things progressed along that way until one day Colin

saw Bachmann's Southern Railway (SR) 'N' 2-6-0 in olive green: "I was taken with its pleasing appearance and almost purchased it before I came to my GWR 'senses,'" he says. "However, during a holiday in Eastbourne I visited the Bluebell Railway and was taken with the thought of how I could produce a pleasing and satisfying model of a Southern Railway branch line. The idea took hold and on returning home, I set about changing from GWR to SR – from Collett and Churchward to Drummond and Maunsell."



STATISTICS

Owner:	Colin Chisem
Scale:	'OO'
Length:	24ft 6in
Width:	3ft
Track:	Peco code 100
Period:	Southern Railway, 1930s



The oast house is a distinctive feature of Horsley which sets the location firmly.

Rural Kent

Horsley is a quiet country station set in the 1930s located somewhere between Tunbridge Wells and Hawkhurst - it is entirely fictitious but could well have existed. It boasts a wooden station building painted in SR colours and is surrounded by countryside and fields. It has a goods/passing loop, a headshunt, a dedicated goods siding and a storage siding and the goods yard is equipped with a shed and crane.

While the GWR is well catered for in terms of accessories, creating that unmistakable Southern Railway atmosphere hasn't been

quite as straightforward. Nonetheless, the judicious placement of an SR signalbox and the characteristic SR upper-quadrant signals have helped. To leave onlookers in no doubt about the location an oast house in one corner of a field completes the scene.

The layout is deliberately intended to give the idea of a quiet railway passing through the countryside so there is really more scenery than railway – quite deliberate, and one or two visits to Pendon and a careful study of Barry Norman's work motivated Colin hugely. »



A Hornby Drummond 'T9' 4-4-0 glides into the station with a two-coach Maunsell set headed by a Van C. In the goods siding a 'Terrier' collects wagons for the daily goods.





A Drummond 'M7' 0-4-4T arrives at Horsley with a stopping train.



Since Colin had a length of 24ft 6in and a 3ft width in his father-in-law's loft, he decided to attempt a kind of mini Pendon type layout with a lot of emphasis on open spaces and scenics.

A little attention to detail can make all the difference in bringing a layout to life, and

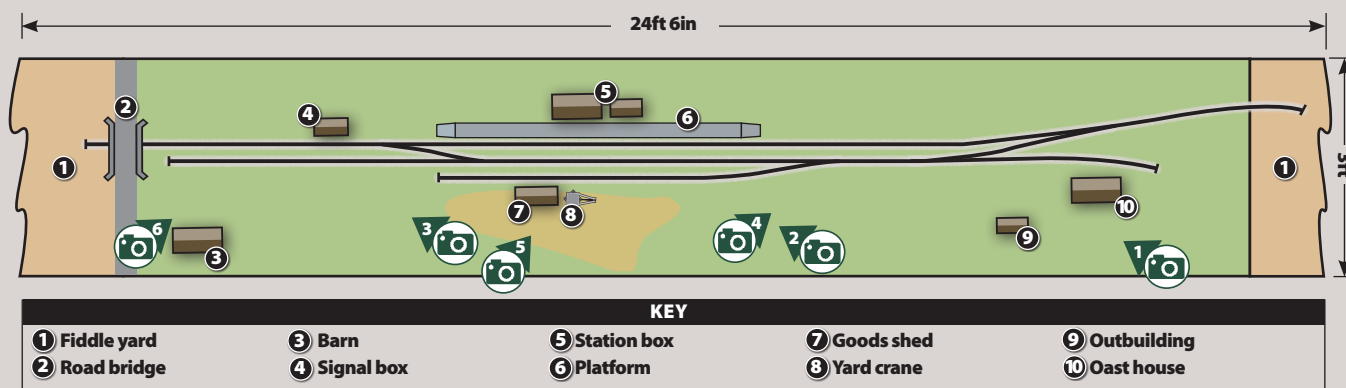
Horsley gets the balance right between catching the eye and oversaturating the layout. There are a few cameo scenes largely using Langley Models figures, horses and carts, period vehicles and much more which add interest and at times, amusement, Colin reckons.

Much detail has been added to the buildings and scenery. All buildings have moss and weeds growing around the base. Attention has been paid to grass colour and texture while the goods yard surface has had a number of treatments to produce an acceptable finish - most goods yards



An OO Works SECR 'H' 0-4-4T rumbles across the pointwork to enter the goods loop. In the background the oast house sets the scene as rural Kent.



HORSLEY TRACK DIAGRAM (Not to scale)

in the 1930s were generally tidy - and road surfaces have a chalky-white colour.

Rolling stock

Five main locomotive classes operate at Horsley further adding to its realism and all are in Southern Railway olive green. Pride of the fleet is a Hornby 'T9' weathered and detailed. There is also a weathered and detailed Hornby 'M7' 0-4-4T, two London Brighton & South Coast Railway (LSBCR) 'A1X' 0-6-0Ts repainted with new SR transfers and an OO



'Terrier' 0-6-0T 655 simmers in the goods yard before departing with the daily goods.



Works Wainwright 'H' 0-4-4T. All five have white discs fitted made from thin card to add further Southern Railway flavour.

There are just two GWR locomotives, one a '45XX' 2-6-2T bought for Colin by his late father-in-law, a Japanese brass job of exhibition standard and of great sentimental value. Also, Bachmann's recent 'City' 4-4-0 3440 *City of Truro* - a fabulous model, says Colin, which he couldn't resist.

Horsley is run to a timetable sequence. The aim is to try to make things interesting whilst still remembering that this is a quiet rural railway.

"There is something really pleasing about a small tank locomotive resting in the station with its single coach as viewed from both ends of the layout," Colin says.

The future

Colin did think about scrapping Horsley and recovering the baseboard in readiness for a new layout, but he changed his mind having put so much time and patience into this fantastic layout. "It continues to give me much relaxation and pleasure operating it and just going back in time," he concludes. ■



The fields are tended by the local farmer as 'H' 0-4-4T 1016 steams into the station.



Horton Regis

It might not have the spectacle of main line expresses running at speed, but this fabulous 7mm scale layout set in **EDWARDIAN DORSET** more than makes up for that with its exquisite locomotives and rolling stock.

PHOTOGRAPHY, TREVOR JONES

THE STORY OF HORTON REGIS goes back to the late 1970s when the first baseboards were built for this 50ft long 'O' gauge layout. It depicts a London & South Western Railway (LSWR) station serving a large seaside resort in the late Victorian and early Edwardian period. It is a fictitious town set on the Isle of Purbeck between Bournemouth and Weymouth. It has been built by the Epsom and Ewell Model Railway Club.



A Metropolitan 4-4-0T prepares to depart Horton Regis with a set of six-wheel carriages while the railmotor waits patiently in platform 1.

STATISTICS

Owner:	Eric Penn
Scale:	7mm ('O' gauge)
Length:	48ft 6in
Width:	3ft 3in
Track:	Handbuilt
Control:	Analogue
Period:	LSWR, summer 1905



Victorian era
Beattie 2-4-2T
Tartar is turned
at Horton Regis.



Eric Penn takes us back to the summer of 1905 for a journey to Horton Regis: "Having boarded your train at London Waterloo, you would have ample time to read the account of the town in your copy of Dorset Holiday Retreats. On purchasing your copy from the bookstall on the concourse it will be clear that Horton Regis had changed from the days of Thomas Hardy's Wessex novels.

"The biggest coastal resort on the Isle of Purbeck is Horton Regis, it says, continuing: conveniently situated

between Bournemouth and Weymouth with easy access to the Purbeck Hills and St Alban's Head. There is a direct service of daily through trains from London Waterloo, where trains take but two and a half hours to reach the resort from the metropolis. The town is also served by numerous services from Salisbury, Bournemouth and Southampton. As well as through services to Waterloo, there is a summer only service from the Midlands via Bath, worked over the Somerset & Dorset Railway (S&D), and also a daily through carriage from the London & North Western Railway between May and September. In the last couple of months, a railmotor service to Bournemouth Central station has been inaugurated.

"There are a number of fine hotels and boarding houses and an excellent promenade and pier. The visitor arriving by train cannot fail to be impressed by the commodious station, its style reflecting the nearby remains of the Augustinian Horton Abbey.

"Your train of standard 48ft non-corridor coaches arrives on time. There is already a small group of children standing by the engine, one of Dugald Drummond's graceful 'T9' 4-4-0s. While the porter collects your luggage from the Guard's van, you have time to take in the busy scene. In the opposite platform, a 4-4-0 designed by Adams prepares to depart with a local train of six-wheelers; standing in the bay is one of the railmotors mentioned in the guide. With a shout of "Stand Clear!", the guard slams the doors shut and a pilot engine, which has been fussily shunting in the yard, backs onto the train to release a horse box and van. The porter takes your luggage to the cab rank by the station entrance. From there you are taken to your hotel to enjoy the seaside delights of Horton."

It's a magical picture which is made all the better by the fine combination of stunning rolling stock and structure modelling by the group from the Epsom and Ewell MRC which looks after Horton Regis.

Locomotives

The stock reflects the chosen period with locomotives in a variety of colours from Adams Pea Green to Drummond Cyprus Green for the passenger engines and dark 'Holly Green' for the goods engines. The LSWR greens are contrasted by the deep blue of the Somerset & Dorset Railway 0-4-4T on the daily excursion set.

The largest engine normally run is a Drummond 'S11' 4-4-0, with Adams 4-4-0s working the less important trains. Also seen are Drummond 'T9' 4-4-0s, Adams '0415' 4-4-2Ts and »





other tank engines from the famed LSWR chief engineers. The goods yard is kept very busy as some of the trains have vans and horse boxes removed or attached as required by the running schedule.

The coaches are pure LSWR in the distinctive two-tone livery apart from the excursion set which brings to the scene blue from the S&D, red from the Midland and the two-tone London & North Western Railway livery.

"The layout is operated to a detailed schedule to represent the traffic of a typical summer's day," says Eric. "In operation, a series of cards on a ring binder indicate each move to be made. Woe betide the operator who gets out of sequence - that can really confuse things! A helpful addition has been the installation of a digital number display at the three operating positions; these have been constructed from MERG (Model Electronic Railway Group) kits."

Structures and scenery

At the storage yard end the train travels under a road bridge. The bridge is a shortened model



An Adams 4-4-0 moves onto the shed to join a pair of '0415' 4-4-2Ts as a 'Met' 4-4-0T approaches the station.



The goods yard and loading dock area is neatly detailed with period features including horse drawn carts and drays.



of one at Plymouth Friary and it has been built from random stone so there are few if any courses – it being composed of a plywood base with individually cut and tooled 60 thou plastic sheet 'stones'. Next to the bridge is a 50ft diameter turntable capable of hosting the largest locomotives to enter the station and alongside this is a single road engine shed based on that which once stood at Okehampton.

On the station building, the stonework walling was carved from DAS modelling clay. The dressed stone was matched to the window surround depth on the resin castings using blocks cut from 60thou plastic sheet. The DAS was then spread as a filler and scraped off using a steel rule to give a 60 thou layer over the entire building. Once dry the stones were 'attacked' with an old scalpel blade. All the roofing on the layout is made from strips of 300gsm grey art paper, available from art shops.

*Stone walling
was carved from
modelling clay.*

ERIC PENN

The signalbox is an enlarged version of the box at Netley. There are also two not very busy workmen cladding the signalbox in shiplap planking. This was done at a number of locations from about 1905 to make these cross-braced framed buildings less draughty. The club's signalling and telegraph department are working on the signals and so far, these represent the lattice masts favoured by the LSWR.

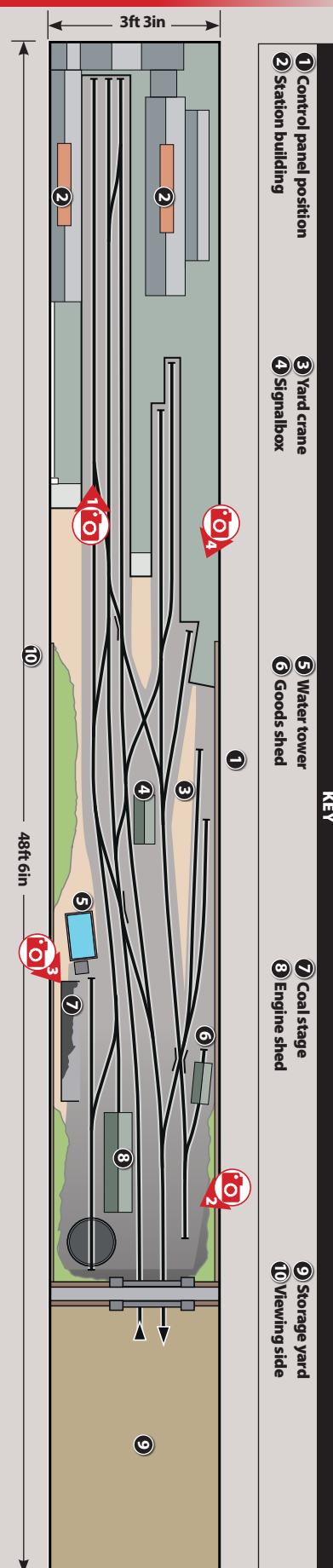
The signalling project has been occupying the group the most of late as it is a larger project involving creation of a substantial number of drop flap ground signals to LSWR pattern, but there are also main signals to produce too together with point rodding and signal wires.

It might have had its origins in 1977, but even now the group dedicated to Horton Regis is continually evolving its detailing and finish. It is a great example of a club working together to make a great layout. ■



HORTON REGIS TRACK DIAGRAM

(Not to scale)



Grathwaite Junction

A group of modellers in Cumbria set out to capture the essence of British Rail in Northern England in the 1970s - all in 'OO' scale – and they did so with great effect.

PHOTOGRAPHY, MIKE WILD

EVERY CLOUD has a silver lining and for the South Cumbria Railway Modellers Association, that came when their previous club closed and the layout they had been involved with was offered for sale. That was all the motivation the group needed to drive it forward to completion and create what is now a popular exhibition layout.

Grathwaite Junction is built in 'OO' gauge and set in Northern England in the 1970s/1980s. While not based on any location in particular, it

draws on the group's recollections of the area during the BR blue diesel days.

It is the group's second exhibition layout and uses experience gained from building Thistlemere – their first. The aim of the layout was to learn from previous layouts and to improve the overall look of the model.

Design

Colin Postlethwaite takes up the story: "It was originally designed to be two separate layouts which could be taken to exhibitions and operated by one or two people by the

small club. After the club folded, we bought the layout and converted it into a single layout measuring 20ft x 8ft. Because all our stock is Digital Command Control (DCC) fitted the layout had to be converted to DCC, as it was originally built with analogue control."

The public frontage consists of four 5ft x 2ft baseboards linked to a matching set for the storage yard by a pair of 4ft long bridging boards. The yard at the back has six loops for each circuit and, across the 20ft length, offers plenty of scope for on-track train storage during an exhibition weekend.



STATISTICS

Owner:	South Cumbria Railway Modellers Association
Scale:	'OO'
Length:	20ft
Width:	2ft (scenic area)
Width:	8ft (including storage yard)
Track:	Peco code 75
Control:	DCC, Lenz
Period:	BR 1970s/1980s in the North West



Right: An HST set speeds through Grathwaite Junction formed of Hornby power cars and trailers.



Below: A Class 37 leads a rake of steel flats loaded with rolled steel past the depot at Grathwaite Junction.

Peco flexible track has been used throughout construction of Grathwaite Junction with code 75 finescale track on the scenic section and the slightly larger rail profile code 100 for the off-scene storage yards. Point motors are Tortoise slow-action

motors operated through a conventional cab control panel, while power to the track is handled by a Lenz LZV100 system with the layout divided into two power districts – scenic and storage – to avoid any potential short-circuits interrupting the flow of trains.

Structures

The group scoured the resin and kit building market extensively to create the scenes which surround the railway. Wills plastic kits are seen extensively across Grathwaite Junction for retaining walls, bridges, the main depot »

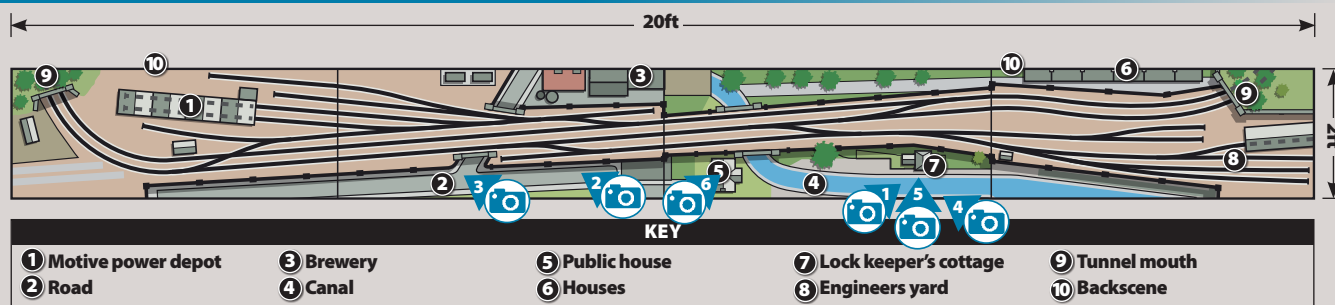


3 Right: On shed BR blue is the colour of choice for classes 25, 26, 40 and 55. All of the yard lamps are illuminated together with the shed interior.

4 Below: Showing the length of the layout to good effect, a pair of Class 20s leads a rake of empty HEA coal hoppers along the raised main line as a pair of Class 108s pass the depot in the background.



GRATHWAITE JUNCTION TRACK DIAGRAM (Not to scale)



buildings and many details away from the railway too.

The impressive collection of resin ready-made buildings from Bachmann and Hornby has proved to be a great boon to many layout builders and features on this layout too including signalboxes, retaining walls, factory buildings and even the lockkeeper's cottage.

However, keen to add their own touch, everything has been detailed in one way or another by the group. For example, the depot building has had interior brick sheeting added to it as well as inspection pits while the Bachmann office blocks have been detailed internally and fitted with LED lighting. In fact, lighting is a big part of Grathwaite, which features hundreds of LEDs and bulbs to illuminate the scene after dark. Other highlights include Knightwing fuel tanks in the depot, a warehouse built from a Walthers kit and a modified Bachmann brewery.

Rolling stock

All the locomotives are from the usual suppliers including Hornby, Bachmann and Heljan and the majority are either factory fitted with DCC sound or fitted with third-party sound decoders to give each model realistic sounds. The fleet includes classes 08, 20, 24, 25, 26, 31, 37, 40, 45, 47, 56 and a High Speed Train as well as a selection of Class 105 and 108 Diesel Multiple Units.



A Class 55 'Deltic' leads a rake of blue and grey Mk 1 Pullman's past the lock keeper's cottage.

Most of the rolling stock is weathered using weathering paints from Phoenix and Tamiya. All vehicles are fitted with Kadee couplers to give realistic shunting without the need for manual intervention. However, placement of the magnets in some locations has given some teething problems as the track was already laid.

This required the track to be removed, recesses created and the track relaid.

It's taken a while to get there and improvements have been made over the years, but Grathwaite Junction is a very convincing recreation of an era which is becoming ever more popular among modellers. ■



A Class 37 draws a trio of research coaches out of the stabling sidings.



Peakdale

Lincoln & District Model Railway Club members took a change of tack with their 'N' gauge exhibition layout, resulting in a model which was as satisfying to build as it is to view.

PHOTOGRAPHY, MIKE WILD



An LNWR 'Super D' 0-8-0 – a Union Mills model – crosses the viaduct with a lengthy coal train.

PEAKDALE started life in 1994 when a group of members from the Lincoln and District Model Railway Club decided to construct a new 'N' gauge exhibition layout. Previously the club had concentrated its efforts on 'OO' and 'O' gauge projects, all of which had adhered to the 'flat earth' principle of billiard board smooth baseboards with undulations a rarity.

At the start of the project, the club had



STATISTICS

Owner:	Lincoln and District Model Railway Club
Scale:	'N'
Length:	12ft
Width:	3ft
Track:	Peco code 55
Control:	Analogue
Period:	1950s-1960s, BR London Midland Region

recently benefitted from an influx of new members with a leaning towards 'N' gauge and with all this in mind there was new enthusiasm to begin building Peakdale in a completely different way. The basic plan entailed building a continuous run main line scene, but this time its scenery would be anything but 'flat earth' in appearance. Locations in Scotland and Wales were considered, but eventually the group settled upon the Peak District which was once home to the Midland Main Line between



A Fowler '2P' 4-4-0 leads a mixed van train through the landscape.



Buxton and Manchester.

Features such as a substantial viaduct, a steep-sided gorge and mouth of a tunnel were to be included. The natural scenery and

civil engineering would be imposing as well as impressive, giving the effect of the railway having been carved out of the landscape, and the scenic features having real meaning in the whole theme. Deliberately a station was not going to be included in the design as the group wanted to maintain an open stretch of main line in the countryside. The track plan was fairly simple with a branch coming off the main running lines at one end and provision of slow running loops to add further interest.

The result, Peakdale, is a fictitious setting that is supposed to represent a main line built by the London & North Western Railway (LNWR) in the mid-19th century in direct competition with the Midland Railway which also had its main line nearby. In the history of this layout, the Lincoln and District MRC's version survived and the Midland Railway competitor did not.

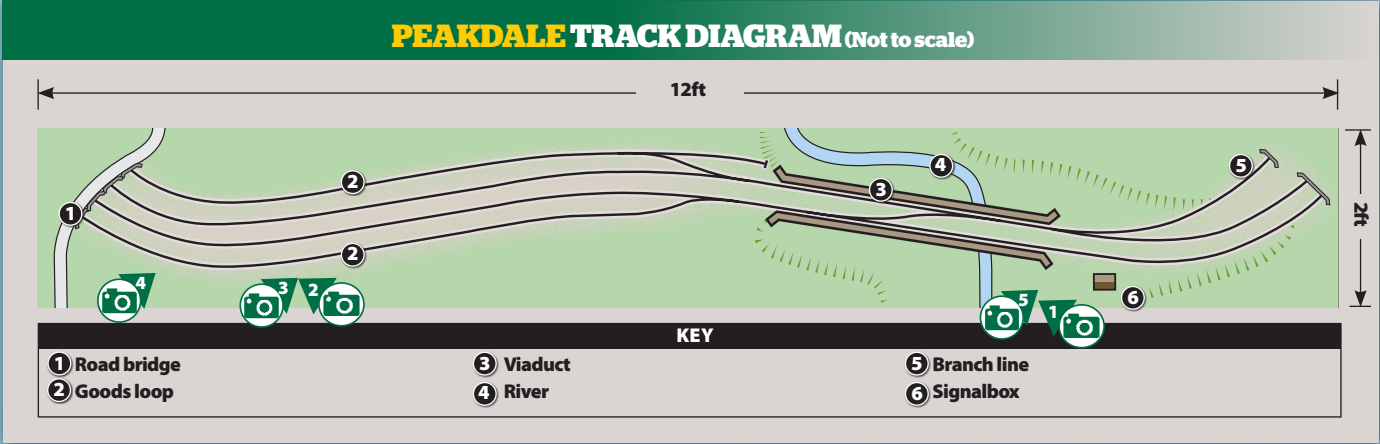
Construction


The baseboards for Peakdale are all built in the open frame style with four boards, each measuring 6ft x 18in, making up the full 12ft x 3ft size of the layout. Plywood has been used for the trackbed supported on risers from the open frame structure to give the railway a suitable height above the lowest level of the scenery. Plywood was also cut to shape to create scenic contours.

To begin filling the gaps in the plywood frames, polystyrene blocks and spray filler foam have been used which were then carved to shape and covered with plaster bandage to create a hardshell landscape onto which scenic colouring could be applied. Rock faces have been made from coving adhesive and plaster – a mixture which is simple to carve and shape – while the hills were given a coat of green emulsion first before various layers of Woodland Scenics and Green Scene foliage materials.

The most significant element of Peakdale is the nine-arch viaduct which was developed following visits to the area the railway is based upon before creating a scale plan. The main structure is made from plastic which was cut to shape and then overlaid with Slater's 4mm scale random stone plastic sheeting. Group member Derek Coggar commented: "To bring the viaduct to life, many hours were »





 A 'Peak' leads a fitted freight featuring cattle, container and box van wagons as it passes through the Peak District scenery.



spent carefully painting the stonework, bricks and coping stones using enamel and acrylic paints. Weathering of the whole structure was carefully done using washes of acrylic paint and weathering powders."

The signalbox meanwhile is a Langley Models etched brass kit of a London & North Western Railway type while signalling is taken care of by Eckon colour lights representing an early London Midland & Scottish Railway (LMS) upgrade to this style of signal.

The lineside fencing is by Peco, while the telegraph poles are a Ratio product. Other small details which add interest and bring the scene to life are all from various proprietary sources.

Rolling stock

Because of the configuration of Peakdale, it can be operated to cover almost any railway period from pre-grouping (albeit with some licence needed due to colour light signals) to the present day. All the stock is owned by the members and is a mixture of ready-to-run and kit-built models, and the normal period of operation is the late 1950s to early



4 A Sulzer Type 2 enters the goods loop while a Johnson '3F' 0-6-0 waits patiently for a green light in the other loop.

1960s, where steam is giving way to the ever-increasing tide of dieselisation. The locomotives used are representative of the classes seen in this part of the London Midland Region of British Railways.

It is a policy of the club to try and maintain a consistency of standard in respect of finish and weathering of all locomotives and stock. At exhibitions, a varied mixture of train formations and rolling stock is operated, but typical of what would have been seen in this area at the time. Derek adds: "It is vital to keep things moving as there is nothing worse than long static periods for any length of time, so we try to keep a constant stream of trains moving on the Up and Down lines, keeping the operators very much on their toes."

And there you have it - the acid test is whether people recognise the location for roughly where it's supposed to be: we don't think it's possible to mistake Peakdale for being set anywhere other than in the glorious Peak District. ■



5 A Stanier 'Jubilee' 4-6-0 thunders past the signalbox as it exits the tunnel at Peakdale.

Much Murkle

NICK WOOD wanted to capture the essence of the rural Great Western - and he hit the mark with this delightful take on the branch line terminus in 'OO' scale.

PHOTOGRAPHY, TREVOR JONES

THE GREAT WESTERN RAILWAY (GWR) branch line was once as common to model railways as bread and butter. Every exhibition had at least one and there were some famous ones too. For Nick Wood, the lure of the GWR terminus met his criteria of fitting in with his existing rolling stock, being small enough to complete in a reasonable time and to have the potential for exhibition use as well as home operation.

The choice of location is the end of a fictional single track branch line from Newent

Junction on the Gloucester to Hereford line at Much Murkle. The eight-mile line had one intermediate station at Kempstone as well as a private halt at Sollers Hall, but also offered some interesting traffic patterns. A quarry provided a reason for the railway to exist together with a cider factory, both of which see trains arriving and departing from the station. The layout is set in the 1930s and uses a range of readily available locomotives and rolling stock.

Solo project

Nick's Much Murkle is a solo effort which has seen him develop a number of skills along the

way. "I've always been quite practical, but I am not a modelling expert in any area and have had to research and experiment to improve my skills, often making mistakes in the process," says Nick.

Online groups have assisted Nick in creating the layout where ideas are shared between different members as well as providing a sounding board for problems. Nick acknowledges the inspiration of Doug Dickson for his card structures and John Flann for his GWR branch line Hintock.

The layout is kept in a small dry cellar, but is also portable so that it can get out to



A GWR
'57XX'

0-6-0PT stands in the headshunt at Much Murkle in a scene of pure Great Western origin.



02 A horse and cart wait outside the cider factory.



STATISTICS

Owner:	Nick Wood
Scale:	'OO'
Length:	12ft
Width:	2ft
Track:	Peco code 100
Control:	DC
Period:	GWR, 1930s

03

Viewed over the coal staithes a GWR '4575' 2-6-2T waits to depart with a 'B-set'.



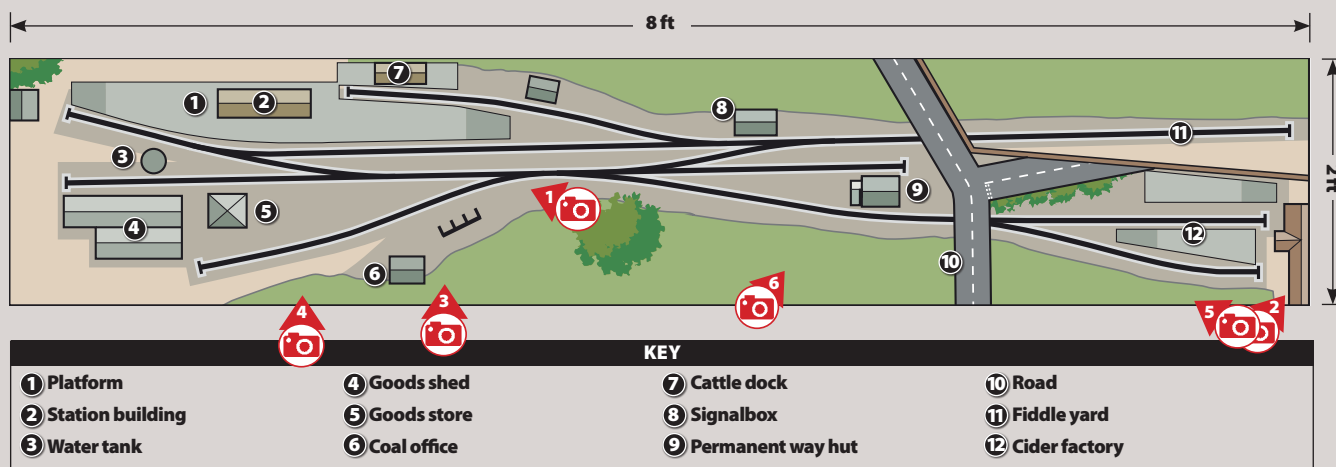
exhibitions and for photography. Three boards make up the layout leading to a total size of 12ft x 2ft. It is self-supporting on 50mm x 50mm square section softwood legs while the track is from Peco's code 100 range with live frog medium radius points. The track plan was designed and a full DC wiring diagram prepared before any track was laid. The track was stuck down with neat PVA glue on a thin layer of cork. Points are operated by the electric probe method. All wiring was completed before any scenic development took place and Nick concludes: "I must have got something right as it all worked at the first time of asking, the only problem was having to reverse the connections on one of the point motors."

Scenery

The base for the landscape is all constructed from thick greyboard formers glued to the baseboards with a latticework of thin card strips glued on top using a hot glue gun. Once this base was complete it was covered with plasterer's scrim tape soaked in PVA glue followed when dry by a layer or two of plaster bandage giving a very robust surface. When all of this was dry it was painted with a layer of brown coloured textured paint before the scenic treatments.

The track was ballasted after first spraying the track and sleepers with a dark rusty paint mix. The cider factory yard is a thin layer of »

MUCH MURKLE TRACK DIAGRAM (Not to scale)



air drying clay laid on a coat of PVA and then painted. The ballasting and hard surfaces have also been toned down and weathered using various pastel shades.

The landscape treatments are a mix of scatters, foliage and static grasses by Woodland Scenics, Javis, Greenscene and MiniNatur. Bushes and scrub are formed from rubberised horsehair and polyfibre brushed with PVA and dipped into scatters. Woodland Scenics fine

foliage is used for most of the trees and larger bushes. The larger trees are made from twisted wire covered with Greenscene flexi-bark before painting and treating with foliage.

Building excitement

"Buildings are what I enjoy the most and I get much satisfaction from," Nick enthuses. "In the past I've built and adapted a number of kits and the odd building from scratch

using plasticard. However, once I came across the superb structures that Doug Dickson produces using card and Scalescenes papers, I had to have a go. The added advantage that printed papers do not need to be painted also really appealed to me."

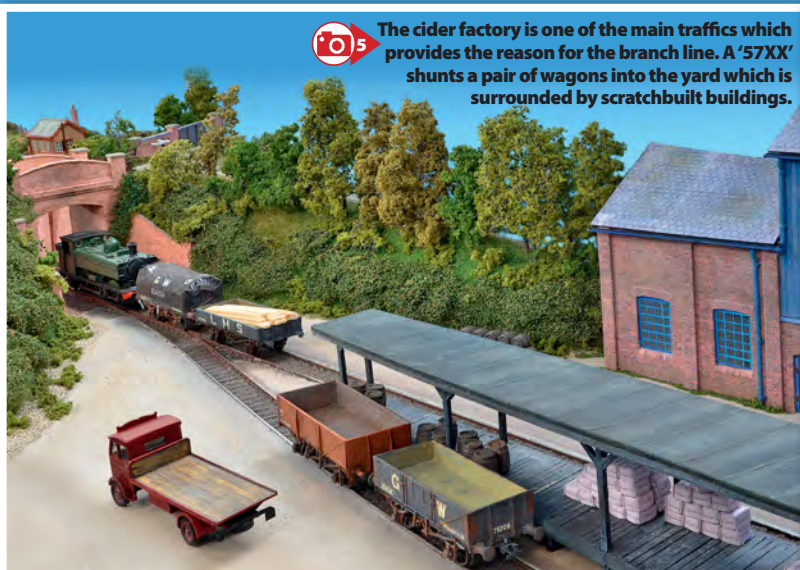
Nick started by downloading and building free kits as test pieces before moving on to develop the final buildings for Much Murkle. "I cut my teeth on the platform, retaining

4 A Collett '2251' 0-6-0 shunts in the goods yard as a '4575' 2-6-2T arrives bunker first with the branch passenger train.

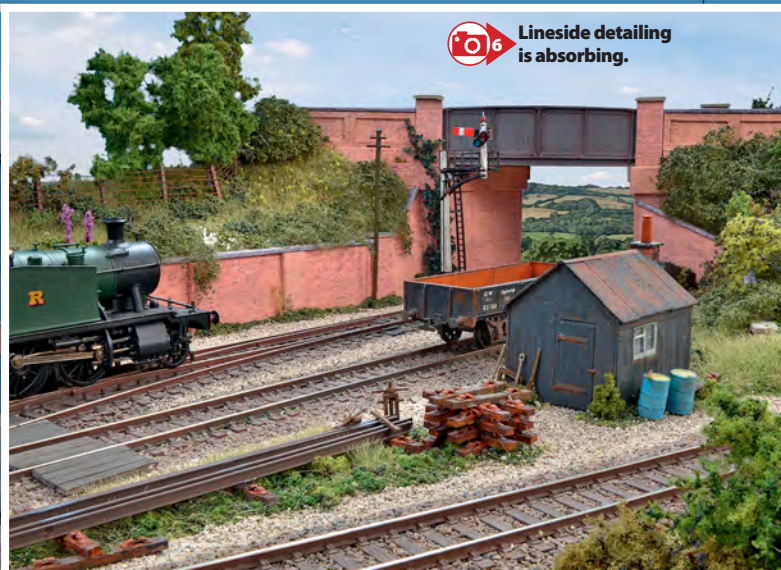




The cider factory is one of the main traffics which provides the reason for the branch line. A '57XX' shunts a pair of wagons into the yard which is surrounded by scratchbuilt buildings.



Lineside detailing is absorbing.



walls and the bridge over the storage yard access. I learnt a lot in the process, especially how important it is to seal the print as, unlike plastic, card and paper do soak up any stray moisture from scenic work if not sealed," Nick says.

The majority of the buildings are card based using the same methods, with exceptions being the station building, signalbox, cattle dock, coal stage, loading dock and apple store

which use a mixture of plastic kits and brick paper overlays where appropriate.

In service

Much Murkle has taken several enjoyable years of Nick's spare time and he feels there is still plenty to do. "The locomotives need weathering and detailing, the goods yard needs a crane and some more goods to justify its existence," Nick says, adding: "I would like

to detail the interior of the station building and signalbox and possibly add some lighting too." Nick also has a mountain of wagon kits to build (who hasn't?) and we can see Much Murkle keeping him busy for the foreseeable future. ■


● **Much Murkle is one of 25 layouts booked to attend the 2017 Great Electric Train Show on October 7/8. Visit www.greatelectrictainshow.com for full details.**




Abbotswood Junction

The Birmingham-Worcester line was a fabulous place to watch trains in the early 1970s and the inspiration for **PHIL** and **JAMES BULLOCK'S** busy 'OO' gauge digital layout.

PHOTOGRAPHY, TREVOR JONES

 **Right:** Double headed Class 37s tackle a heavy train of 100ton bogie tankers as a third split headcode example ticks over in the goods loop waiting for a path.

 **Below:** A pair of Class 20s chatter noisily as they draw to a stop in the goods loop while a Class 35 'Hymek' moves on to the Oxford line with an engineering train.



STATISTICS

Owner:	Phil and James Bullock
Scale:	'OO'
Length:	12ft
Width:	9ft
Track:	Peco code 75
Control:	DCC, ESU ECoS
Period:	1971/1972, London Midland Region

THERE is nothing like the spectacle of trains passing at speed and this, together with the growing variety of off-the-shelf models suitable for the early 1970s, was a catalyst for Phil Bullock and his son James to begin construction of this fascinating home and exhibition layout.

Abbotswood Junction on the Birmingham-Worcester line was a favourite location of Phil's and that made the choice of location for their 'OO' gauge layout simple. "Growing up in Worcester meant that Birmingham New Street and Worcester Shrub Hill were accessible for trainspotting and had their own attractions. But Abbotswood – a junction in splendid rural isolation – was a location where trains roared



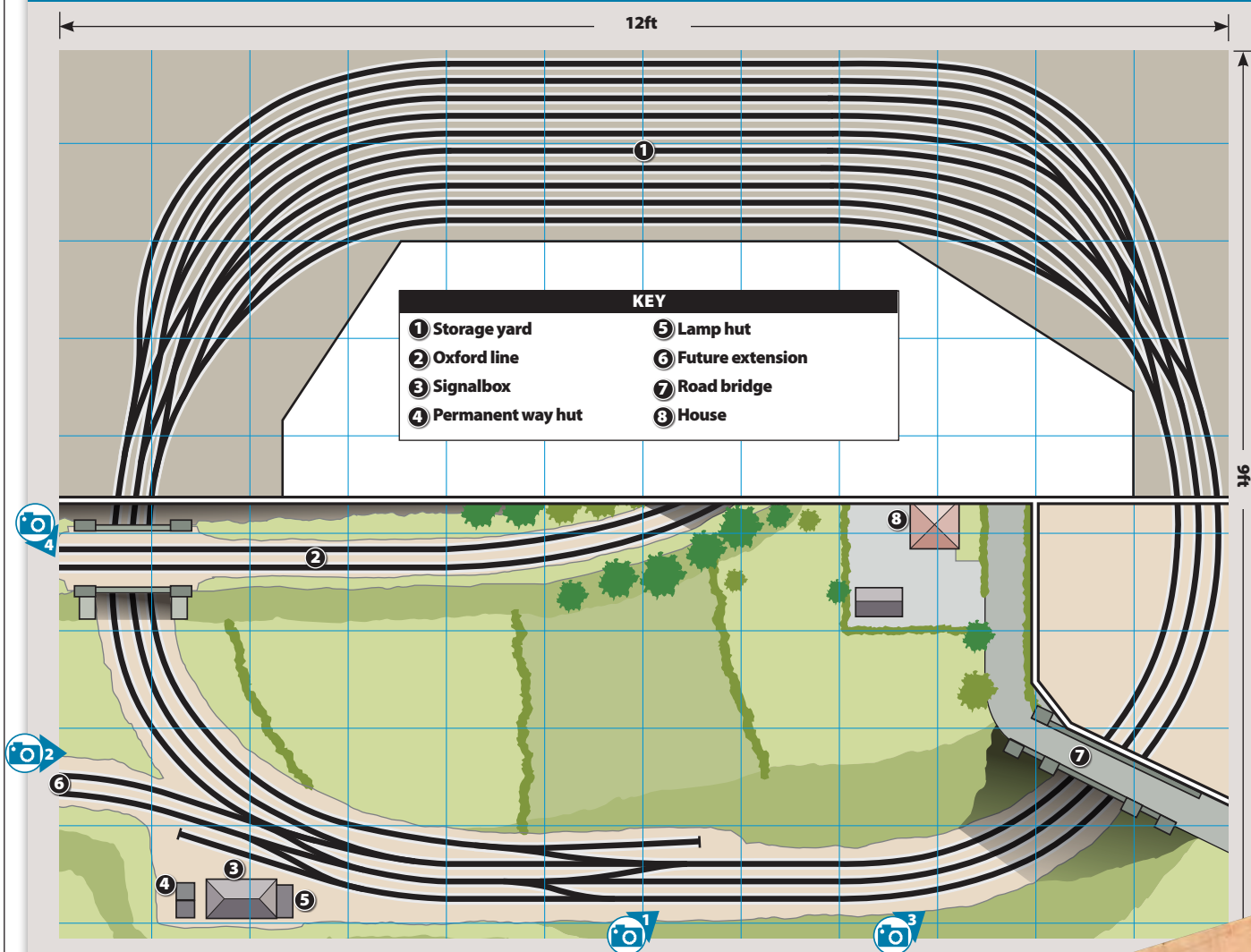
spectacularly past at speed," says Phil.

Recreating this busy junction became the main purpose of the layout with the desire to run as close to the prototype as possible being a high priority. The footprint of 12ft x 9ft inevitably led to some compromises, but it was a challenge that James readily embraced too.

Phil and James both thought long and hard before cutting the first wood. How could they get prototypical operation in a recognisable location and create something enjoyable both for them and other operators and observers? As soon as Digital Command Control (DCC) sound became available they realised this was the key. >>



ABBOTSWOOD JUNCTION TRACK DIAGRAM (Not to scale)



The prospect of a Class 1 diesel-hauled passenger train blasting noisily at speed past a looped freight train waiting to follow once the road clears is a scenario that had tremendous resonance and was true to prototype. Recreating that was the challenge they gave themselves.

With the constraints of size in mind, the design criteria were set out. The storage yard had to be able to accommodate 10-coach trains in some roads as well as long freights running to a pair of Class 37s and 10 bogie tankers. Achieving this has meant careful planning of the storage yard, especially in relation to the part-length scenic goods loops so that exit routes weren't blocked to other traffic.

The scenic area consists of the main lines and goods loops plus a suggestion of the chord to Norton Junction. The Worcester-Oxford line forms the scenic break at the northern end of the layout with a road on a high bridge forming the second break.

Digital operation

Control of the trains, which run on Peco code 75 track, is taken care of by the

ESU DCC ECoS system which offers twin controls and a large screen at the centre. It has allowed Phil and James to introduce route setting to the track layout as well as making programming of locomotive decoders simple.

A single DCC wiring bus has been used for the layout, although Phil recognises that it might have been better to introduce a separate power bus for the point system to avoid short circuits shutting down the whole layout. However, a simple resolution has been to create consistent route programming through the ECoS system.

A full complement of semaphore signals has

Right: A wide variety of motive power and trains pass through Abbotswood Junction. Here a pair of Class 20s make light work of their empty string of 16ton mineral wagons.



been built for Abbotswood Junction using Model Signal Engineering (MSE) components. All of these are of London Midland & Scottish Railway (LMS) origin as the route was originally under Midland Railway ownership. Making these signals work reliably has been a challenge, but one which the pair are dedicated to achieving given time to enhance the prototypical operation of the railway.

Running the trains

Realistic running is an essential part of Abbotswood Junction - especially when it is on show. Phil contends: "We are restricted physically by the layout envelope and also by availability of locomotives and rolling stock but manufacturers continue to plug the gaps in the latter ranges.

Trains have working tail lamps, and all bar a handful of wagons have couplings with NEM pockets to ensure reliability.

One of the more unusual facilities of the ECoS system has been used to good effect, as Phil explains: "To ensure the trains run as realistically as possible, all are calibrated to the actual speed displayed on the ECoS display meaning that operators are able to judge the speed at which their train should run. Acceleration and deceleration is programmed relative to the train's top speed and if coupling up to a train in the scenic area, locomotives stop short of the train before buffering up, just like the real thing."

The actual sequence of events is based on a Working Timetable from 1971/1972, but in order

to provide variety, other trains from outside this specific era are also included. Extras include the Fawley-Bromford Bridge tankers which only ran this way in 1963 - and Phil can't resist an excuse for a diesel-hydraulic to appear including 'Western' 1013 *Western Ranger's* foray to Leeds in January 1977.

Keeping a variety of trains moving at exhibitions can be a challenge but short trains such as Heljan's super Class 128 parcels unit and Bachmann's inspection saloon have a part to play along with shunting moves in the loops whilst trains are changed in the hidden sidings.

Like any model railway, it is the locomotives which really set the scene and through extensive research and first-hand knowledge, Phil and James have been able to represent a wide variety of stock both ranging from the everyday to the highly unusual. This includes classes 20, 22, 25, 27, 31, 35, 37, 40, 42, 43, 45, 46 and 47 too. The Class 17, 23 and 28 from Derby Railway Technical Centre roamed to the area too while the first of the Class 50s cascaded to the Western Region appeared on the route as well.

Exhibitions

Abbotswood Junction continues to be popular on the exhibition circuit with high profile appearances including the Great Electric Train Show in 2015. Like all great layouts, its evolution isn't yet complete as the next stage is to build on from Norton Junction to make the Worcester-Oxford line operational. We can't wait to see the results. ■



'Peaks' pass on the main lines as a 'Hymek' leads a short passenger working on the chord.



Abbotswood Junction has been designed for home and exhibition use. Control is digital through the ESU ECoS system.

Bawdsey

After the late Chris Matthewman's East Anglian 'EM' gauge Strove became available, **PAUL MARSHALL-POTTER** faced the challenges of taking on a brilliant and much loved artefact.

PHOTOGRAPHY, MIKE WILD

LIKE SO MANY railway modellers, Paul's interest was inherited from his father and his layouts are well known in the pages of *Hornby Magazine*. Unlike most of the layouts which appear in *Hornby Magazine* and Paul's other models, he bought this layout rather than building it himself. You

may recall seeing it on the Northern England exhibition circuit as Strove.

It was when Paul visited Roy Jackson and his 'EM' gauge layout Retford (HM100) and met David Woodward, who by then had some locomotives for sale from Chris Matthewman's estate, that Strove came up in conversation. Paul asked what had happened to Strove as he'd

seen the layout once and had been considering making an East Anglian branch line. David advised Paul that it was available and with the family's blessing arranged a sale. Because he had other projects on the go, Paul says: "To get a layout that was ready to go and that I could just operate was a key motivation."

Strove hadn't been used for about two or



STATISTICS

Owner:	Paul-Marshall Potter
Scale:	'EM' (4mm:1ft)
Length:	9ft
Width:	18in
Track:	Handbuilt to 18mm gauge
Period:	1959, BR Eastern Region



Right: A Class 15 pulls vans out of the loading dock alongside the single track station trainshed.



Below: A BTH Class 15 enters Bawdsey with a mixed goods for the warehouse behind.



three years, but a check revealed that it was in pretty good condition. It would come with no rolling stock and would be sold as seen – but Chris Matthewman built good layouts that were reliable, so Paul made his decision and acquired the layout. Paul describes Strove as a 'heritage layout': "If a problem occurs you will have to repair or replace the component, and possibly modify it to make sure it fits. If you think in terms of prototype diesels and multiple units and look underneath, whilst well executed and tidy, it's most certainly got some age to it. Having said that, it has been very reliable."

Failures have been few, and now came the point where Paul could get to grips with changing it to suit his requirements. "When I bought Strove I had a firm idea of what changes I wanted to make to it," he says, adding: "One of the assurances I gave Chris' wife was that any development would be sympathetic to the layout and of a similar quality. My main interests in railways are predominantly from the 1950s to the 1980s. Strove was firmly based in the 1930s but because little changed through the war years and it was only when BR got into its modernisation plan that we saw wholesale changes across the rail network it was suitable for me. I wanted to run early diesels initially, and then also have steam introduced to my stock at a later date so the slow pace of life in East Anglia really worked out well here."

The buildings are all permanently fixed to the boards and are of mounting board and Superquick paper construction. Any changes to them would mean very careful work because over the years the layout colouring has faded slightly, resulting in a toning down of the colours. The main changes I have introduced have been removing the majority of the people on the layout and things like horses and carts which – whilst appropriate for the earlier era – would have reduced significantly by BR days.

Rolling stock

Paul already had most of the carriages and wagons in 'OO' gauge, and regauging to 'EM' (18mm as opposed to 'OO's' 16.5mm) was straightforward. Motive power comprises two Bachmann Class 24s, a pair of Heljan Class 15s, a Hornby Class 08 and a Vulcan Models white metal Class 04 kit. For exhibition purposes a spare Class 25 and a couple of Western Region »



3 Overlooking the coal stage a Class 24 waits to couple up to a pair of vans in the loading dock.



4 The arrival of Bachmann's Class 105 DMU helped complete the East Anglian theme for the reborn layout.



steam locomotives are taken in case of any irreparable damage to normal stock.

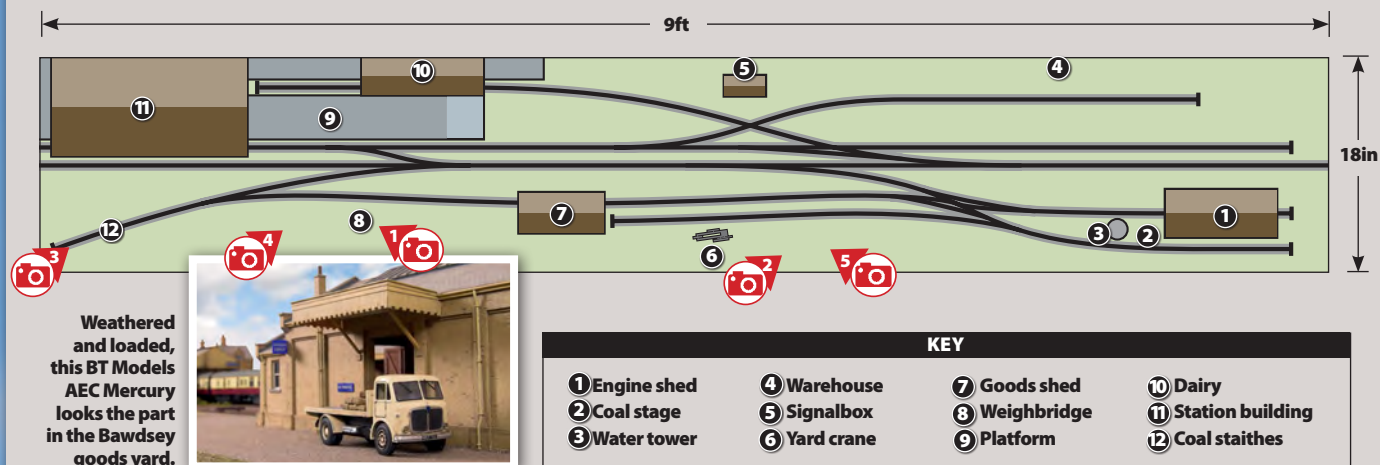
The layout isn't on the exhibition circuit as such, but when it does go out Paul tries to make operations as authentic as possible. The layout's design is based firmly on Aldeburgh. The track plan has been mirrored and a couple of sidings added, but the buildings are very close to direct

copies of the prototype, with one or two detail and dimension alterations.

Together with the layout Paul received a pack of notes made by Chris, and there are some charming handwritten notes and sketches. "They underline the quality of the work: when you look at the buildings they are all square and straight lines are straight. The realism of the



5 A Class 24 powers up to depart with a short formation of two BR Mk 1s. All of the buildings are made from mounting card overlaid with Superquick building papers.

BAWDSEY TRACKPLAN (Not to scale)

model is emphasised by these critical touches, and it takes a while for people to notice that the buildings are made from as simple a product as Superquick brick paper," he says.

Chris had also developed an operating sequence for the layout, where each part of the track plan is used at least once in the sequence. It rotates through approximately 20 moves and

returns the stock to original positions at the end. Changes have been made by swapping the steam locomotives for diesels and running the sequence. However, Paul found that with modern stock some of the moves wouldn't work well due to length of vehicles. It also became apparent why some moves were now unrealistic - the influx of diesels in real

life meant that local trains were now DMU operated, rather than locomotive hauled coaching stock, and no coaling and watering would need to be done. These cut down on running round passenger stock and the opportunity to run mixed trains: "I came across the benefits of BR's modernisation programme in model form!", beams Paul. ■



Warton Road

JOHN WITTS' layout is big in more than just one way, using imposing Gauge 3 rolling stock to reflect a modern day preservation scene for the exhibition circuit.

PHOTOGRAPHY, TREVOR JONES

JOHN'S INVOLVEMENT in Gauge 3 modelling started by accident 20 years ago when a friend asked him to build a selection of open wagons in the scale of 13.5mm:1ft – and, as you would, he built a wagon for himself too at the same time.

In the past John has worked in 'OO', 'N' and 'O' gauges, but readily admits that he always felt that he could produce a layout that was even better. Then a challenge came from

another friend while discussing the Gauge 3 wagon: "This is one scale you could not build an exhibition layout in – it's impossible!" John contends: "Good friends are always a bonus in life, but they can cause problems, as this one did with that comment."

For John, the gauntlet was thrown down and out of a refusal to let that comment go unchallenged, Warton Road was developed in the early 2000s and is now a regular performer on the exhibition circuit showcasing the potential of indoor modelling

on a large scale.

John adds: "Most layouts I had been involved with were, apart from club layouts, easy to exhibit by two people. Gauge 3 is twice the size of anything I had been involved with before, so weight would be an added transport problem, and cost was possibly another factor." He continues: "I thought that if it's big, surely it must be expensive, but fortunately this is not true. The cost is totally down to the builder and how much work they are prepared to do for themselves."



STATISTICS

Owner:	John Witts
Scale:	Gauge 3 (13.5mm:1ft)
Length:	36ft (scenic)
Width:	2ft 6in
Track:	Handbuilt
Control:	Radio control
Period:	BR Western/Southern plus preservation



Right: All locomotives are radio controlled which reduces the amount of electrical wiring required underneath the baseboards. A London Transport liveried '57XX' 0-6-0PT departs with open wagons while a Peckett 0-4-0ST waits to shunt out onto the main line.



Below: A Peckett 'E' class 0-4-0ST shunts goods stock through the station while a GWR '1366' 0-6-0PT simmers in the yard.



Construction

The initial boards of the puzzle are a standard 4ft x 2ft design built from plywood with added bracing to compensate for the weight of the stock. Two additional boards were added to the existing four boards and, to gain height on the layout, six further boards, 4ft long x 6in wide, were produced to form a backscene along the length of the layout. "At this point I had a partially detailed 'small' layout 24ft long when another friend came into play by asking if the layout could attend a show he was organising," says John. "The show was successful but there was still something missing from the layout. The problem was space - everything seemed very compressed and crowded."

By this time the layout had a small band of active supporters from within the Gauge 3 Society, which John had joined. Several discussions followed that show, ideas were discussed and an extension was proposed, to be built in two stages. First, a baseboard with a platform, an overall roof and siding extensions was constructed. Second, two new boards with further platform and siding extensions were built. With a sector plate at each end of the layout, the layout could now be used as a through station.

Despite all this change, the trackplan has not altered and the same basic design principles still apply. The scenic layout is currently 36ft long. For exhibitions, 20ft of sector plates are added, making 64ft x 2ft 6in - a lot of layout to handle.

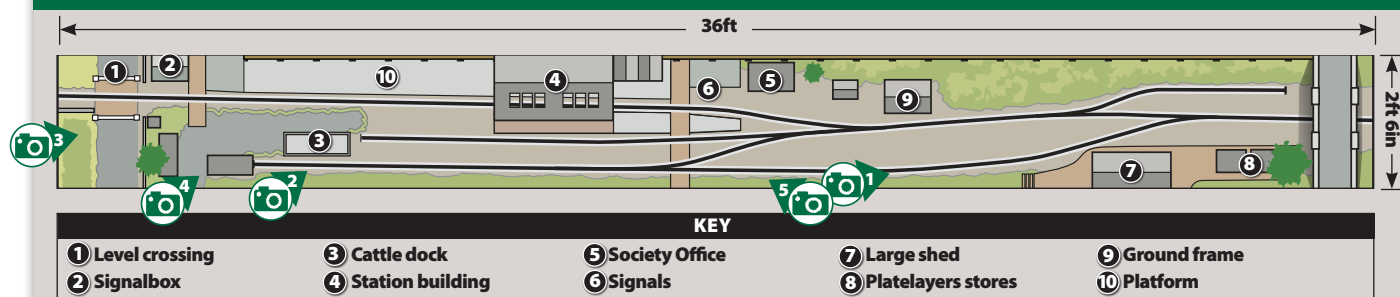
Track is generally all handbuilt. There is a limited amount of available ready-to-run track and points, but most are built to order. John adds: "Anyone who has built track and points in the smaller scales will have no problems in building track from components available from the Gauge 3 Society and the components and jigs are available to members and non-members." »



Viewed across the level crossing a GWR 'Manor' is dwarfed by an impressively large tree. The preservation scene allows a mixture of rolling stock to be used as well as contemporary road vehicles.



WARTON ROAD TRACK DIAGRAM (Not to scale)



Rolling stock

"During the build of this layout I have only managed to make two locomotives and a dozen items of rolling stock," John concedes. "The majority of the items in the pictures are owned by the team that has formed itself around the layout. The rolling stock is either scratchbuilt or from kits, as are the majority of the locomotives."

As the layout is based on a preservation society, a large variety of locomotives appear at different times, from medium sized tender locomotives to small tank engines. The largest is a Great Western Railway (GWR) 'Manor' 4-6-0 which runs alongside a 'Prairie' tank or two, various 0-6-0PTs, a GWR liveried 'Terrier' 0-6-0T, a small Peckett industrial locomotive and a tramway engine.

All locomotives are battery powered with radio control. This saves on a lot of electrical wiring and John's personal hate, track cleaning. The level crossing and semaphore signals are worked by small servo motors with MERG control boards actuated by a lever frame and all points are manually set using point levers, which adds a certain realism to the operation of the layout. Each train has its own driver who is responsible for setting up the train and its route.



A GWR '14XX' 0-4-2T departs Warton Road with a push-pull working.

The future

John feels fortunate to have been able to build Warton Road and is keen to acknowledge the support of his friends and the Gauge 3 Society too. "Many long days and much enjoyment have been gained from the layout for all of us. Exhibitions are hard work with all the setting up and breaking down but with this group

of friends around me they are always over too quickly," John says triumphantly. Having seen Warton Road in action at the 2014 Great Electric Train Show, we are looking forward to seeing it back out on the road again in the future. You certainly won't miss this giant of the exhibition circuit. ■



A GWR '45XX' 2-6-2T departs with a GWR 'B' set while a 'Terrier' shunts in the goods sidings.

Batcombe

COLIN SNOWDON delved into childhood holiday memories to create his brilliant down-at-heel Southern Region seaside terminus in 'OO', capturing to perfection the spectacle of the seaside railway in a fictional town.

PHOTOGRAPHY, TREVOR JONES

BATCOMBE represents an attempt by the Southern Railway to create a Blackpool type resort across Poole harbour in order to increase the Dorset traffic by providing a less genteel resort. The Southern Railway tried this a few times, the best known being Allhallows-on-Sea which was supposed to rival Southend. Like Allhallows, this resort never developed as it should and the end result is a somewhat enigmatic place.

This is Colin's history, and it makes a change from the norm as he outlines Batcombe's appeal, or lack of: "It's not that the weather is bad - the sun always shines at Batcombe, but with a brassy gleam that fades paint and makes people fractious. It's not the fault of the Southern or BR that the people who have set up restaurants and cafes are the ones public health have not yet caught up with. Indeed, it is said that William the Conqueror forbid the including of Batcombe in the Domesday book in case people thought the place belonged to him."

In Colin's seaside resort, the tide is out, the café off-putting, the sun shining, the pub closed and there is nothing to do. Batcombe really is the place you always never wanted to go to on holiday.

The concept which became Batcombe was first suggested by Colin's fellow Double O Gauge Association (DOGA) member Gerard Pearson. He put forward the idea of a light portable layout which could be assembled in any order and interface with other layouts built to a similar standard.

Sam 'N' Ella's cafe. Sam has stepped outside to cool off with a bottle of Brown ale. Ella is inside cooking spam, egg and chips for the family from the Austin Ruby. In the meantime the '0395' shunts the morning pick up.



1 An 'M7' has arrived with the pull-push from Wareham comprising Gate Stock from a Jidenco kit. The station building is based on Hayling island as is the track plan.


The trackplan is based on Hayling Island, a compact terminus capable of intensive working. A couple of sidings to provide an engine shed were planned but they ended up being used for fish traffic.

Operating Batcombe

The timetable was based on Swanage which had the kind of service needed to make an interesting programme for people watching at exhibitions. There are three versions covering

weekdays, summer Saturdays and summer Sundays. They normally run the weekday version because the Saturday version is manic. However the Sunday timetable is fun with the repertory company train and excursions arriving and shunting before leaving. Goods traffic is covered by three trains on each weekday - a morning pick-up, an afternoon fitted which connects at Bournemouth for Nine Elms with perishable traffic - the renowned Batcombe Mudfish - and the oil train »



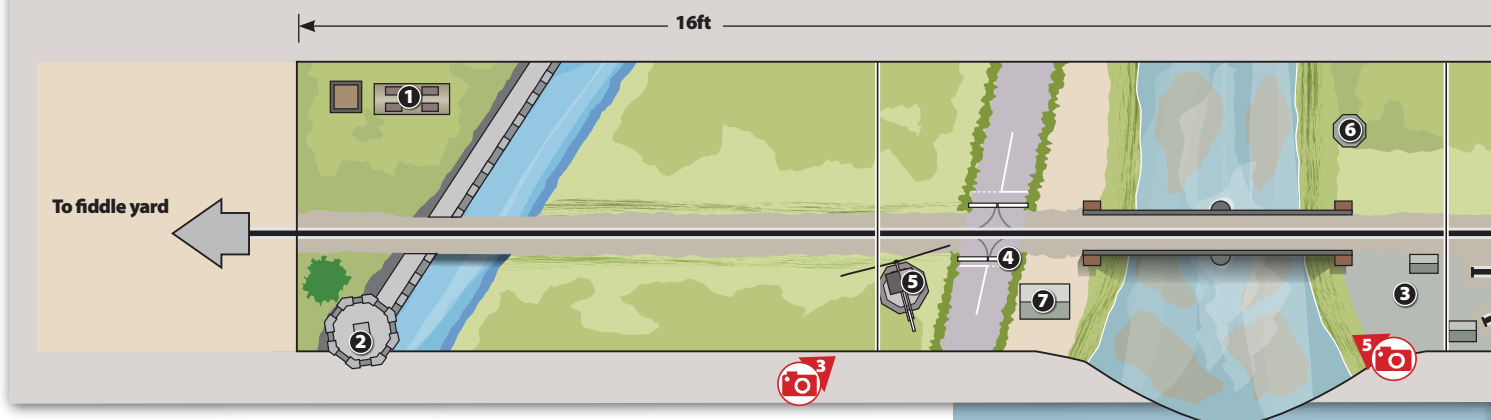
 The RCTS have arranged for a Brighton 'Atlantic' to haul them on a rail tour of the Dorset branches. Here *Trevose Head* crosses Batcombe creek with a mixed rake of Maunsell stock.

STATISTICS

Owner:	Colin Snowdon
Scale:	'OO'
Length:	16ft (scenic area)
Width:	2ft (scenic area)
Track:	Peco code 100
Control:	Analogue
Period:	BR Southern Region, 1950s



BATCOMBE TRACK DIAGRAM (Not to scale)



which conveys the production from Wytch Farm oilfield for refining, running round at Batcombe.

Rolling stock needs are met by a two-coach set comprising a scratchbuilt 'birdcage' corridor composite and a Maunsell Open Third, a Jidenco Gate Stock pull-push set, a Brighton pull-push set made from Triang short clerestories, a carmine and cream liveried Maunsell three-coach set and a two coach Mk 1 train from the 'Royal Wessex'. There has to be a mix of kit and scratchbuilt models with ready-to-run if a balanced fleet is to be achieved, and the same is true of the goods stock.

Locomotives for Southern Railway/Region trains are quite well catered for in ready-to-run as long as the smaller (particularly goods) types are not required. Class '700' and '0395' 0-6-0s, '02' 0-4-4Ts, and 'G6' 0-6-0Ts were rapidly dealt with, although some of these are now available in ready-to-run form. Larger designs common on specials and excursions are 'H15' and 'S15' 4-6-0s and 'U', 'U1' and 'N1' 2-6-0s which were kit built or converted from off-the-shelf models.

Other than the push-pull fitted locomotives, engines aren't allocated to specific trains, providing variety for lineside observers. This means, as was sometimes the case, the morning pick-up goods has a Drummond 'T9' 4-4-0 working it and we can get real variety on a Locomotive Club of Great Britain or Railway Correspondence and Travel Society special, even justifying a Brighton 'Atlantic' as it was popular with railtours to request particular locomotives.

All things considered

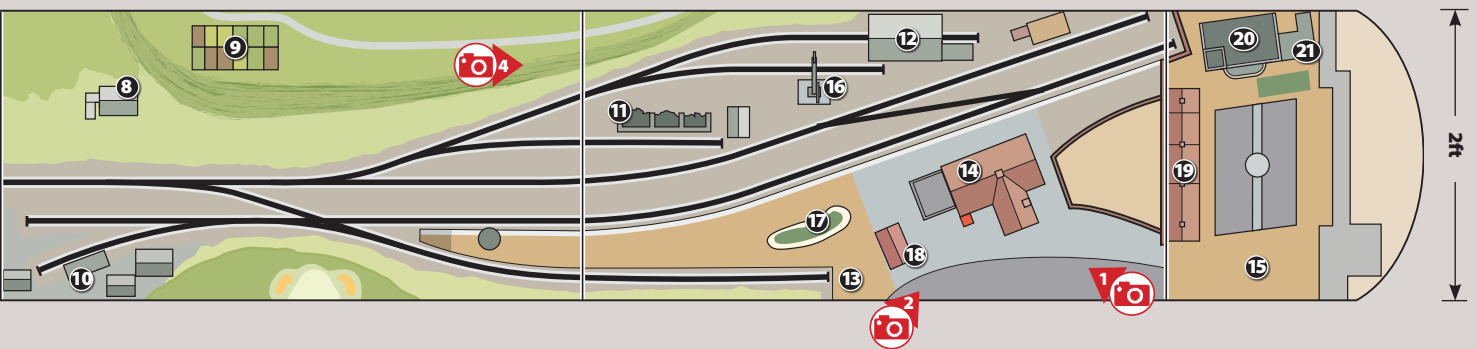
Reflecting on Batcombe, Colin says: "Model railways are about fun and enjoyment, and even though Batcombe is operated to a timetable and closely to the correct running practice of the Southern Region, there have been times when the entire operating team have been corpsed with laughter over a new suggestion of Batcombe's awfulness or what is in a goods train. If you are enjoying what you're doing and this is visible to the spectators at an exhibition what better way to encourage the idea that model railways may just be the hobby for them?"

The modular concept worked partially, on reflection, Colin thinks. The station can be connected straight to a storage yard or any one of four other boards and the boards can be organised to be straight or L shaped and in any order. Batcombe can also be connected to Gerard's Bee Road layout and can reach about 40ft in length. However nobody else made a module and the exhibition needs soon settled to the smallest layout (station/storage yard) or the one photographed for this article. "In view of this, the jury is still out on modular construction in my mind," Colin says.

It's a brilliant layout which recaptures that sense (particularly for children) of grim, dull resorts with little to commend them in any way – but which until the advent of package holidays to the Costa del Sol were the best many Britons could afford. In all of its brilliantly modelled mediocrity, Batcombe is a unique tongue-in-cheek celebration of Britain's seaside railways. ■




An Adams '02' 0-4-4T shunts the goods shed while the coalman catches a quick forty winks.



KEY

- | | | | | | | |
|-----------------------|------------------|--------------|----------------|--------------------|-----------|---------------|
| ① Abandoned army base | ④ Level crossing | ⑦ Yacht club | ⑩ Fish loading | ⑬ Loading dock | ⑯ Crane | ⑲ Shops |
| ② Fort Batbridge | ⑤ Windmill | ⑧ Signalbox | ⑪ Coal | ⑭ Station building | ⑰ Gardens | ⑳ Gaumont |
| ③ Coach park | ⑥ Pillbox | ⑨ Allotments | ⑫ Goods shed | ⑮ Marine square | ⑱ Cafe | ㉑ Grand Hotel |




 A Bulleid 'Q1' 0-6-0 hustles the morning pick up goods past the Batbridge workingmen's yacht club. The whole scene was inspired by the windmill at Rye.

Broadwater Junction

Creation of a versatile coastal railway scene was the **WARLEY MODEL RAILWAY CLUB'S** 'N' Gauge Group task with this layout inspired by one of the legends of the exhibition scene.

PHOTOGRAPHY, MIKE WILD



A Class 22 and BR '9F' 2-10-0 pass on the bridge across the estuary with fuel and coal trains.



STATISTICS

Owner:	Warley Model Railway Club
Scale:	'N'
Length:	15ft
Width:	3ft
Track:	Peco code 55
Control:	Analogue
Period:	Various

THE 'O' GAUGE EXHIBITION layout Holiday Haunts set on the famous coastal section of the Great Western Railway (GWR) between Exminster and Teignmouth was one of many influences on the Warley Model Railway Club's 'N' gauge group when they set about designing Broadwater Junction. The desire for a fresh challenge and a list of demands which included main line operation, prototypical trains and ease of maintenance and transport all played their part and the result is impressive and popular.

The 15ft length of Broadwater Junction models a scale third of a mile in 'N' gauge and for a group with diverse interests thankfully it can be many places too with the potential to model all the 'Big Four' railway companies with simple changes of building and signals. In practice, Broadwater's location ranges between Cornwell, Aberdovey and Ulverston.

It was built and is based in Warley's clubrooms and was designed with exhibition operation in mind from the start. It has been well-travelled,

A Minitrix 'Warship' thunders along the seawall section with an express.



taking in York, Swindon, the NEC, Taunton, the Great Electric Train Show and more during its career.

Layout co-ordinator Ed Purcell explains the design: "The project started with measuring the back areas of our cars as the baseboards had to fit in them. Next was a lot of consideration of how to design for lightness and ease of transport and access. Increasing age in members meant that 'duck under' continuous run layouts were not an attractive option. It had to be reasonably easy to lift, transport, access and maintain by even the oldest members of the group and has been well accepted by the public with a lot of positive comments. After the principles were laid down the track plan was developed.

"Each of the four 3ft 9in baseboards is designed to fit between the wheel arches inside

the rear of a car. The baseboard design sees the core strength come from the plywood backscene, rather than the frame, onto which contoured plywood spars fit," he says

The trackbed is plywood in open frame style with the hills created from foam. The storage yard appears traditional and hosts five tracks for each direction together with a further pair connecting to the branch line at the centre of the layout. Another novel feature is that all the main wiring, including inter-board connections, is on the rear of the backscenes with minimal wiring underneath the baseboards. Ed comments: "This makes work on the wiring easier as there is no need to lie on your back and less need to tip up boards for essential electrical work."

Coastal setting

Different types of vegetation and minimal tree cover were needed for the coastal and estuary environment so a range of textures was used from old lichen via Woodland Scenics scatter to static grass of differing lengths for boggy areas. Sometimes two or three methods were all used on the same area together.

The backscene is based on a range of views which were actually from the mid and North Wales coasts. Ed explains: "The white primed backboards were given a graded blue sky using acrylics and emulsion. Clouds were wiped off this while still wet with an artist's sponge revealing the base white and then shadows were added. The hills were sketched in and a broad impression developed with watercolour, avoiding detail and remaining impressionistic. Matt varnish was sprayed on finally to seal the watercolour."

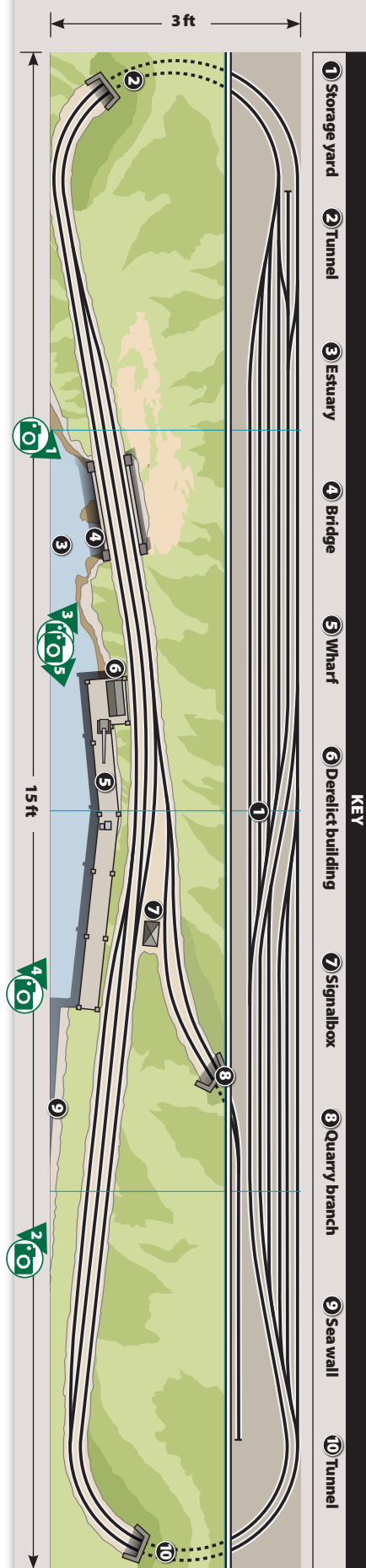
To introduce more visual appeal, a truncated standard gauge line has been modelled approaching the wharf with the track buried in the undergrowth while fine detail has been added in the form of hikers, a signalman going to work, geese, virtually invisible ducks and more.

Signals are Dapol 'N' gauge products and interchange of upper and lower quadrant types is possible to suit the era and location suggested for a particular show. Minor modifications to the types of connections used have had to be made and experiments with this are ongoing. The plastic bases were ballasted and cut back to fit the very limited clearances between running lines. The group is continuing to work on the best way to secure the signals in place.

The layout is unusual in not having a station or large railway infrastructure item as a focus but depends on the landscape, waterfront and a disused wharf with a lonely signalbox to be a setting to watch the trains go by. >>



BROADWATER JUNCTION TRACK DIAGRAM (Not to scale)



A pair of 'Hymeks' leads a mixed goods through Broadwater Junction.





Static grasses give depth to the ground cover while small details including the Land Rover and geese add life to the scene.



The derelict wharf is a superb piece of modelling and takes centre stage at the front of the layout.



Rolling stock

A wide range of BR 'N' gauge locomotives by Graham Farish/Bachmann and Dapol is used as well as some older Minitrix items, all owned by individual members. Alongside these can be seen kits as well as repaints and modifications of off-the-shelf models. Weathering of motive power and stock is a lengthy and ongoing process – nearly as time consuming as cleaning, checking and repairing.

Rolling stock is a mixture of excellent modern ready-to-run and kits by the N Gauge Society, 2mm Society, Parkwood and other manufacturers. The formations that run aim to be true to real life ones and the operators try to use a range of trains. Steel, postal, milk specials, fitted vans/containers, unfitted older coal rakes and even an occasional visit of an inspection saloon appear together with engineering and ballast workings.

There is a tendency towards GWR operations in the group. However, that's far from restrictive as one member who grew up in the GWR part of the Black Country is now quite devoted to Eastern Region steam and US railways of the Civil War period, while another is a devoted 'O' gauge London & North Western Railway fan who possesses no 'N' gauge models at all.

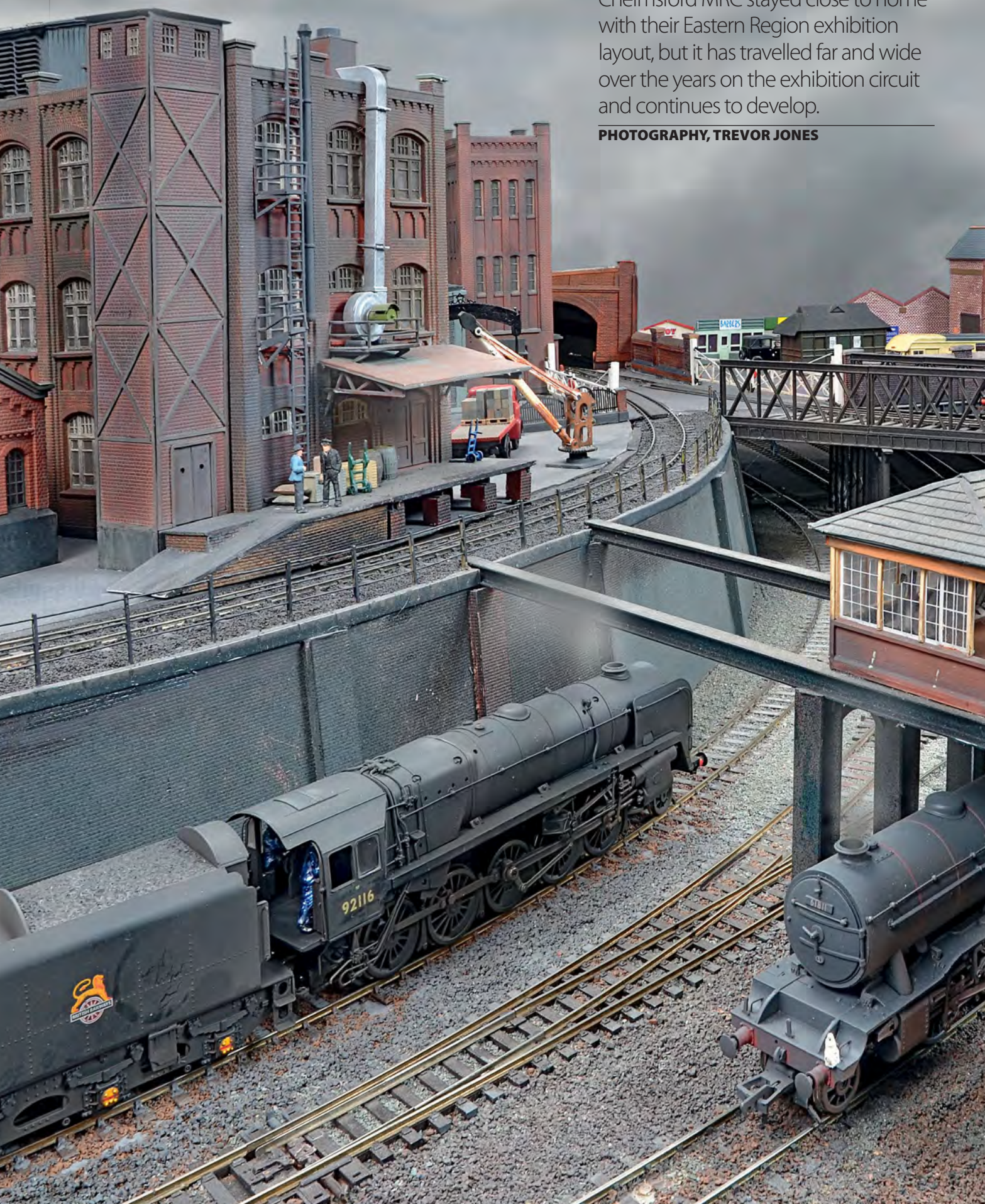
Ed comments: "The GWR stock certainly seems to suit the scenery we have created with shades of the Cambrian or the South West. However, trains such as an overnight East Coast Main Line car 'sleeper' with an 'A1' at the head or a full mail train with a 'Pacific' at the head look good on the line. So too does the model of the Network Rail New Measurement Train (a converted High Speed Train) that one member has put together. Rolling stock that is a bit different - whether built from kits or based on ready-to-run items - often attracts attention at shows. The important idea is to maintain a consistent and credible historical railway experience at each show."

The 'N' gauge group doesn't operate Broadwater Junction to a timetable but always ensures a variety of locomotives and stock that is coherent and credible passes the viewing audience. Enjoying the layout is as important as building it and Broadwater is a popular and reliable layout which will be seen on the circuit for many years to come. ■

Haddon Bank

Chelmsford MRC stayed close to home with their Eastern Region exhibition layout, but it has travelled far and wide over the years on the exhibition circuit and continues to develop.

PHOTOGRAPHY, TREVOR JONES





A BR '9F' 2-10-0 rounds the curve to the storage yard as a 'K3' 2-6-0 reverses to couple up to its train in the part relief station.



On shed steam locomotives are coaled and watered ready for their next duties.



BACK IN THE MID 1990s, Chelmsford and District Model Railway Club members began discussing the construction of a prestigious 'OO' gauge layout. It became known as Project 2000, the idea being to have it built and ready for exhibition at the club show in 2000.

In the end it wasn't ready until 2001, but it achieved the club's aims. It was to be portable, based on the Eastern Region and set from the end of the Second World War to the mid 1960s, allowing it to showcase everything from the last days of the London and North Eastern Railway (LNER) to the changeover to diesels with the odd British Railways London Midland Region train too. It uses analogue control and on club nights acts as a test track for members' rolling stock with a definite 'anything goes' policy.

Naming of the layout was initially put to all members, resulting in names from the sublime to the ridiculous. However a large number of the original handbuilt points, in particular the

STATISTICS

Owner:	Chelmsford and District MRC
Scale:	'OO'
Length:	17ft
Width:	12ft
Track:	Handbuilt and SMP code 75
Control:	Analogue, Gaugemaster handheld units
Period:	1945-1965

three-way point, were made by Alan Haddon who passed away before completion, so the layout was named in his memory. There is still one of his points in the storage yard.

Construction

A cardboard model was constructed utilising the agreed trackplan for the Up and Down main line, branch line and locomotive depot. Baseboards are of conventional construction, with 10 4ft x 3ft and two 3ft x 3ft boards giving a layout size of 17ft x 12ft. The original plan was 18ft x 12ft but it would not fit in the clubroom >>



The English Electric prototype Deltic thunders along the main line and is about to pass an Ivatt '2MT' 2-6-2T on a milk train and an English Electric Type 3 with parcels.

of the time. Alternate boards have folding legs with dowels keeping things aligned and latches securing the boards together.

Control is by Gaugemaster handheld units and a very complicated wiring system allows partial cab control. Diode matrices allow for route setting in the storage yard and the crossovers on the main lines. The line feeding the Original Widget Factory, the coal drops and low-level goods yard is fully automated using Infra Red Detection of Trains (IRDOT) technology so that the train shuttles between

the factory and the other spur. There is also a working wagon hoist connecting the high level line to the low level goods yard.

Buildings are a mixture of ready made, kits and scratchbuilt. The factory is from a Kibri kit while the sewage farm with working filter beds is scratchbuilt. The Northlight engine shed is adapted from a Wills kit and the small old Great Eastern Railway (GER) shed is scratchbuilt, as is the GER type station building, the Gricers Arms pub and the coaling stage. Houses are adapted Hornby. Scenery is made from the usual

chicken wire and plaster bandage with scatter and grasses placed where required.

A trip around Haddon Bank

A trip round the layout leaving the station on the Up (clockwise) line takes you past the Original Widget Factory. The founder of the company, Ebenezer Widget, built this in the early 1800s in our fictional timeline. At the Great Exhibition in 1851 Queen Victoria was heard to say, "If we had not had a widget or two the Empire could have been lost." »



Right: In the cutting a '9F' crosses tracks with its cement train as an Ivatt '4MT' 2-6-0 steams away from its station stop.

Below: Haddon Bank models a busy main line scene in 17ft x 12ft and includes a partially scenic storage yard.



6 An Ivatt '4MT' 2-6-0 leads a local working towards the station on the busy main line.

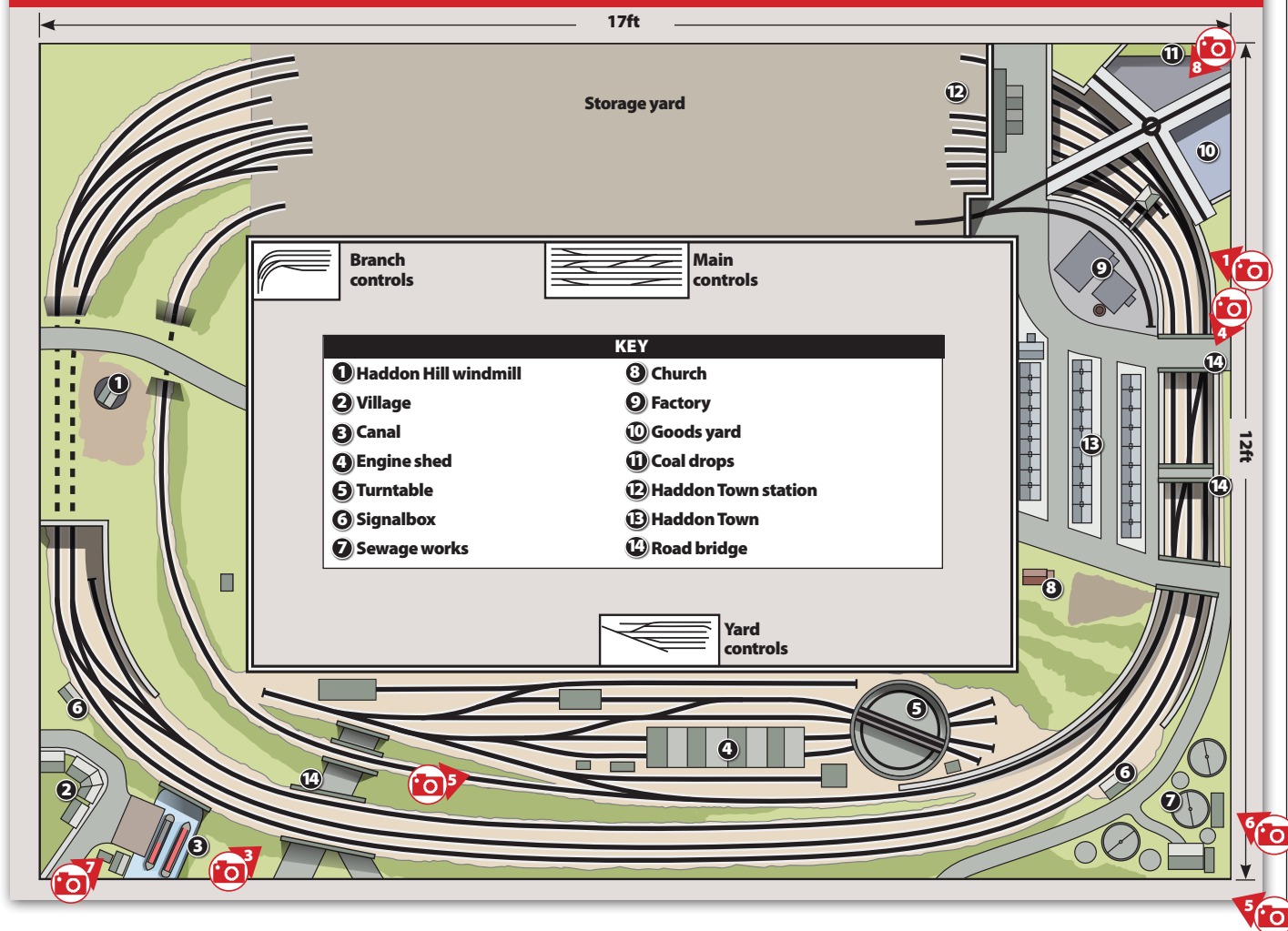




A Robinson 'O4' 2-8-0 leads a coal train along the main line past the depot as a Cravens DMU rattles along the branch line towards the junction.



HADDON BANK TRACK DIAGRAM (Not to scale)



Through the cutting below Haddon Town we travel into a rural area with the locomotive yard on our right, over the road by the Gricers Arms and the canal. The line then swings right and goes under Haddon Hill with its windmill, which is being restored.

Signalling is mainly semaphore and non-working. There is however one signal, on the Down Main, which is activated when a train leaves the goods loop and at the same time the main line is isolated to avoid a collision. Two-aspect colour light signals are used on the Up Main on the approach to Haddon Hill tunnel, the Down Main and the goods loop. The one on the Up Main is activated by a passing train, changing to danger and clearing when the next train leaves the fiddle yard. Exit from the goods loop to the Up Main, crossing the Down Main, is guarded by another two aspect signal, as is the exit from the tunnel on the Down Main. These are activated in conjunction with the complex of points at this spot when the route is set.

Lessons learned

Many lessons were learned during the construction of Haddon Bank. Quite a few members working on the layout at the outset gained experience in many areas by tackling projects they thought were outside their capabilities and proving themselves wrong. Another lesson is that the group admits it was too keen to have things running, so as soon as a few baseboards could be joined

together, track was laid. Their conclusion is that it would have been much better to wait until all the boards had been made, set up and any adjustments made before laying track.

Haddon Bank has now been exhibited for 14 years. Such a large and complex layout is always in need of maintenance, repair,

refurbishment and improvement. The development is set to continue far into the future. ■

● For more information on the club and its other layouts visit www.chelmsford-and-district-mrc.webs.com



An LNER 'J72' 0-6-0T shunts wagons on the automated high level goods lines.

LX097-00 / N
Tube Clamp Safety Railings

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Issue 118 April 2017

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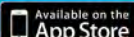
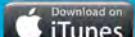
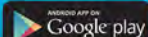


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STP-00

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Step 4: Techniques

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Step 7: Locos & Stock

When you've finally built your layout, the track and ballast are down, the wiring is in place, it's set up for analogue or DCC, and the scenery is in place with all the buildings and lighting and other finishing touches that make it unique, the final step is to get your locos and rolling stock running.

Whether they're straight from the box and onto the track, or whether you want to add some extra detail and finishing touches to your locos, coaches and wagons. Hatton's have everything you need to help you get the right look and feel for your model railway.

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