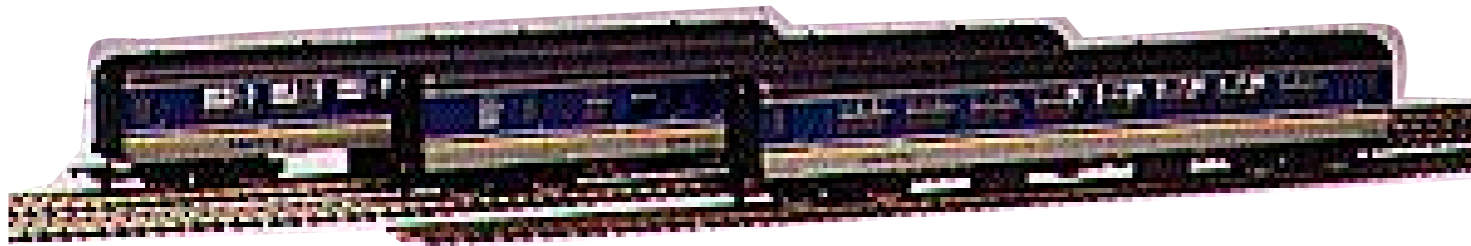


REVIEWS

By Andrew Roden, Ben Jones, Chris Leigh, Darren Sherwood, Pip Dunn

IF IT'S A KIT WE BUILD IT - IF IT ISN'T, WE TAKE IT APART!



Murphy's Irish coaching stock looks the part



If everything that's been promised appears, 2004 looks like being the year of Irish railways for modellers.

After years of scraping by with repaints of British outline models, a few kits and scratchbuilding, the small, but dedicated band of Irish railway modellers is about to see its horizons expand with new ready to run rolling stock and high quality kits.

Murphy Models in Dublin has been the forefront of the expanding Irish rtr market with its specially commissioned 'Woolwich' 2-6-0s from Bachmann and the Lima 201 Class diesel. While we await it's Bachmann 141/181 Class 'Small GM' diesels with bated breath, Paddy Murphy has released further batches of Lima rtr coaches to suit the modern Irish modeller.

These cover stock from both north and south of the border and are based on models made by Lima for the British outline 'OO' market. Their arrival was something of surprise considering the complete lack of new British models from Lima, but Paddy assures us the Vicenza factory is still producing models, despite repeated stories about the collapse of the group and the end of model production. It would appear that the situation here is caused by the absence of a UK importer and distributor since The Hobby Company pulled out.

However, on to the coaches, and first impressions are very favourable. Liveries on all three packs are very well applied and the pack of Northern Ireland Railways Mk 2s is among the best paint jobs I've ever seen from Lima. The complicated blue, white, black, grey and yellow paint scheme is very attractive and beautifully applied. This pack is designed to match the NIR blue 201 Class locomotives released a couple of years ago and represents the previous generation of Belfast-Dublin 'Enterprise' stock.

Taking the vehicles individually, brake coach 911 is based on a vehicle (BKF 14104) acquired by NIR

from BR in 1981 and rebuilt as a Brake Second Open Generator car for cross-border services. As the model is a standard Lima Mk 2b BFK it does not include the generator details, but it remains an attractive model. One improvement could be made by removing the compartment interior and replacing it with an open plan arrangement. Incidentally, 911 (now 8911) remains in service with NIR, although it was extensively rebuilt again in 2001 as a dedicated generator car for the eight ex-Gatwick Express Mk 2s used on Belfast-Newry peak hour commuter services.

Open Second 924 was one of eight Mk 2b Corridor Firsts (FKs) bought by NIR from BR in 1980 for an upgrade of cross-border services. Unfortunately for Murphy Models, a standard Lima eight window Open Second (TSO) has been chosen for this vehicle, when in fact the prototype was converted from seven window FK 13508. This is nit-picking, but a little extra 'digging' would have turned up two other suitable eight window Mk 2bs in NIR's 'rag bag' fleet. Alternatively, there is a seven window FK bodyshell in the Lima range which would have suitable with the insertion of an open plan interior as NIR rebuilt these ex-BR compartment coaches as Open Seconds in 1988/89.

The final coach of the trio is Mk 2b open second 933, another Mk 2b bought second hand from BR in 1981. Originally TSO 5577, this is correctly modelled as an eight window open coach. As with its partners, 933 has the full complement of small NIR logos and numbers on the black stripe and InterCity logos on the lower grey band. What really sold this pack to me was the addition of silver paint to simulate the aluminium frames of the sliding windows. I can't recall any of Lima's BR Mk 2s having this, but it

really makes a difference and goes a long way towards making the coaches look more realistic.

Moving south of the border and forward a few years we have two of IE's 'Executive Train' Mk 3s - 7161/62 - in their unusual maroon/gold/black livery. Sadly for Murphy's their arrival is unfortunately timed as IE has just repainted the Executive Train in standard orange and black. However, that does not detract from what is another unusual and attractive paint job.

Lima's Mk 3 will be familiar to British outline modellers and despite its age it remains a reasonable representation of the prototype. Cleverly, the sliding plug doors fitted to Irish Mk 3s are represented by a silver and black painted outline around the British style wraparound slam doors. This is an effective compromise that hides a minor detail difference well.

The non-standard maroon is deep and rich as per the original coaches and the gold bands above and below the windows are very crisply applied with no sign of fuzziness or smudging. The gold 'Executive' lettering and small IE logos on each door are also very sharp.

IE practice is to apply Mk 2 and Mk 3 running numbers on the end of each vehicle and on either side of the corridor connection. Murphy's Mk 3s correctly include this feature and the red warning square above, which is painted on all IE



coaching stock. This pair

of 'special duty' Mk 3s further expands the range of Irish rtr coaching stock on the market and adds vehicles that have been used all over the Irish network on charters or special trains - including some carrying the Irish President in recent years. Definitely recommended for anyone modelling Irish railways in the past decade.

Finally we have the most up-to-date coach pack of the three recent arrivals - a second set of refurbished Mk 2 air-conditioned coaches, often referred to as 'AC Stock' in Ireland. This pack has been commissioned by Murphy Models to complement a similar item released last year and allow modellers to build a scale-length train of Mk 2s without having to renumber coaches.

The Standard Open coaches - numbered 5209/32/33 - are painted in a modified orange, black and yellow livery reminiscent of that applied to IE's 201 Class and the prototypes have been refurbished internally to improve passenger comfort. The coaches are normally used on the Dublin Heuston-Galway route alongside the former BREL International coaches, which were sold to IE in the mid-1990s.

There is a slight anomaly as Lima's model is a Mk 2f vehicle, whereas the IE coaches are earlier Mk 2ds. However, the model is still reasonably good and the Irish paintwork has certainly been well applied by the Italian firm. All the logos, signage and lining on the coaches are sharp and the fine silver lining to simulate the aluminium window frames completes what is an attractive pack.

To complete this train you will need a Mk 2 Brake Generator Van and one of the Mk 2d composites, which are unique to Ireland with their centre doors - no similar vehicles were ever built for BR. Although these are not available in rtr form, conversion is possible and etched brass overlays have been offered by Bill Bedford Models for the composite. The generator van would be a tougher challenge, but we hope to bring you an article on modelling IE Mk 2s in a forthcoming issue of *Model Rail*.

Although the coaches are relatively expensive by Lima standards, the price reflects the low numbers produced and the fact that Lima has increased its prices substantially in recent months. Don't forget that the models are also imported via Ireland. If you're interested in Irish railways in the modern era these are definitely worth investing in, you won't be disappointed. (B)

Lima/Murphy Models Pack of three Iarnród Éireann orange/yellow refurbished Mk 2d coaches, Pack of two Iarnród Éireann 'Executive Train' maroon/black Mk 3 coaches, Pack of three Northern Ireland Railways InterCity Mk 2c coaches, all 4mm:1ft scale 'OO'.

WHAT'S NEW THIS MONTH

Bachmann

37-105Y Set of three South Yorkshire coal wagons - Bentley Colliery, Barrow Barnsley & Hatfield Main - rrp £22.95, from Geoffrey Allison, 90 Cheapside, Worksop S80 2HY, telephone 01909 473255. (see page 74)

Graham Farish by Bachmann

372-200 BR late crest black 'Jinty' 3F 0-6-0T No. 47338, 372-201 BR early crest black 'Jinty' No. 47483, rrp £44.95 each (see page 50/51)
372-377 BR early crest green No. 60066 Merry Hampton, 372-378 BR late crest green No. 60103 Flying Scotsman (with smoke deflectors), rrp £86.95 each (see page 50/51)
373-050 Railfreight maroon VAB 29t Box Van, 373-051 Railfreight bauxite VAA 29t Box Van, rrp £5.95 each (see below)



Hornby

R2223 BR lined black Fowler 2-6-4T No. 42355 (weathered), rrp £62.50
R2344 BR late crest black 'Q1' 0-6-0 No. 33009 (weathered), rrp £52.50
R2348 50018 Resolution BR blue, R2350 50045 Achilles revised Network SouthEast blue/white/red/grey (weathered), rrp £70.00 each
R6222 3 x HAA coal hoppers (weathered)
R6223 3 x CDA china clay hoppers (weathered) £26.97
R6225 3 x MHA 'Coalfish' box wagons (weathered)

Heljan

3500 BR green Class 35 Hymek D7017, 3501 D7039 BR green (small warning panel), 3502 D7036 BR chromatic blue (small warning panel), 3503 D7042 BR blue (large warning panel), all rrp £79.00

Turning on the waterworks

As a long-time resident of the Thames Valley I recall with affection the mighty waterworks that abound in the urban areas west of London. Mighty engine houses with classical frontages are set in park-like grounds surrounded by filter beds like formal fish ponds around a great house.

Those at Hampton could be seen from trains on the Shepperton branch, together with the inter-connecting embankments which betrayed the presence, long ago, of a railway system. Indeed, when I first saw them there were still narrow gauge tracks in place and piles of lifted rails, too.

While browsing through some glass plate negatives in the LPC collection, I recall several particularly fine portraits of narrow gauge locomotives named Hampton, Sunbury and Kempton, and concluding that these were linked to the waterworks railway.

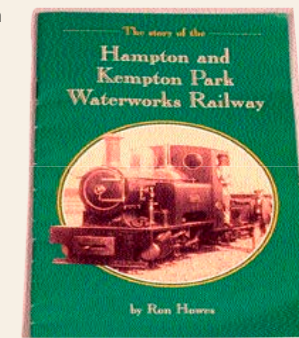
Now, there's a little history book which reveals all about another eminently modellable and unusual railway system. A slim volume of 28 pages plus covers, in A5 format, it is a little on the

expensive side but nevertheless a useful insight into an extensive railway system built in the years up to 1915. It comprised a complex track layout used to move coal from a wharf on the Thames to the five engine houses of the Hampton works. A narrow gauge 'main line' connected this to two more engine houses at Kempton Park works, reached by running alongside and then under the Southern Railway line between Hampton and Kempton Park stations. Treating and pumping water from the reservoirs at Staines, these pumps consumed more than 200 tons of coal per week.

Like the engine houses, the railway was always smartly maintained with the equipment

— even the three Kerr Stuart 0-4-2Ts - designed by the Metropolitan Water Board. Funds from sale of the book go to the Kempton Great Engines Trust which is supporting the MWB Railway Society in its endeavours to rebuild part of the railway. (CJL)

The Story of the Hampton and Kempton Park Waterworks Railway, Ron Howes. Kempton Great Engines Trust. £3.75 plus 34p postage from Thornley House, Bells Lane, Nether Wallop, Stockbridge,



Scotland East and North

On the whole this is an excellent book, well worth buying and pleasantly executed. It serves as a great album of railways in the often overlooked eastern side of Scotland in the 1970s, 80s and 90s and will inspire modellers while pleasing enthusiasts.

It is, however, sadly let down by some minor errors in captions and a handful of unsuitable pictures which are a tad blurred. Five locomotives are incorrectly captioned - two of which I would venture are inexcusable (there never was 27704, and 47322 is detailed as 47422 - no Class 47/4s were ever in red stripe railfreight livery).

There are one or two other errors in captions, and some are a little longwinded, while a map of the lines featured would have been a welcome addition. But these are all minor points and should not detract from the overall product.

A wide variety of locations, eras and locomotive and multiple unit classes are covered, and Roger

should be congratulated on using pictures from other photographers to get a wider variety and better balance.

Among the photographs, some are truly excellent, and even some of the everyday scenes are well reproduced. My personal favourite pictures in the book include Deltic No. 55020 *Nimbus* leaving Edinburgh, 27011 at Gleneagles, 'Whistler' 40052 arriving at Perth and 37417 *Highland Region* at Dunraig.

I hope Roger continues to add books of this calibre to his Great Bear publishing portfolio, although with maps and a bit of subbing on the captions. But in short, bar a handful of pictures, everyone is a winner and this is an excellent book and worth buying. (PD)

Roger Siviter, Great Bear Publishing, landscape format, full colour, £14.99, ISBN 0 9541150 2 3