



REVIEWED: EFE RAIL CLASS 17

BRITISH RAILWAY MODELLING

TREES!

BRM

OCTOBER 2020

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INCLUDES

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BRITISH RAILWAY MODELLING

BONUS
LAYOUT

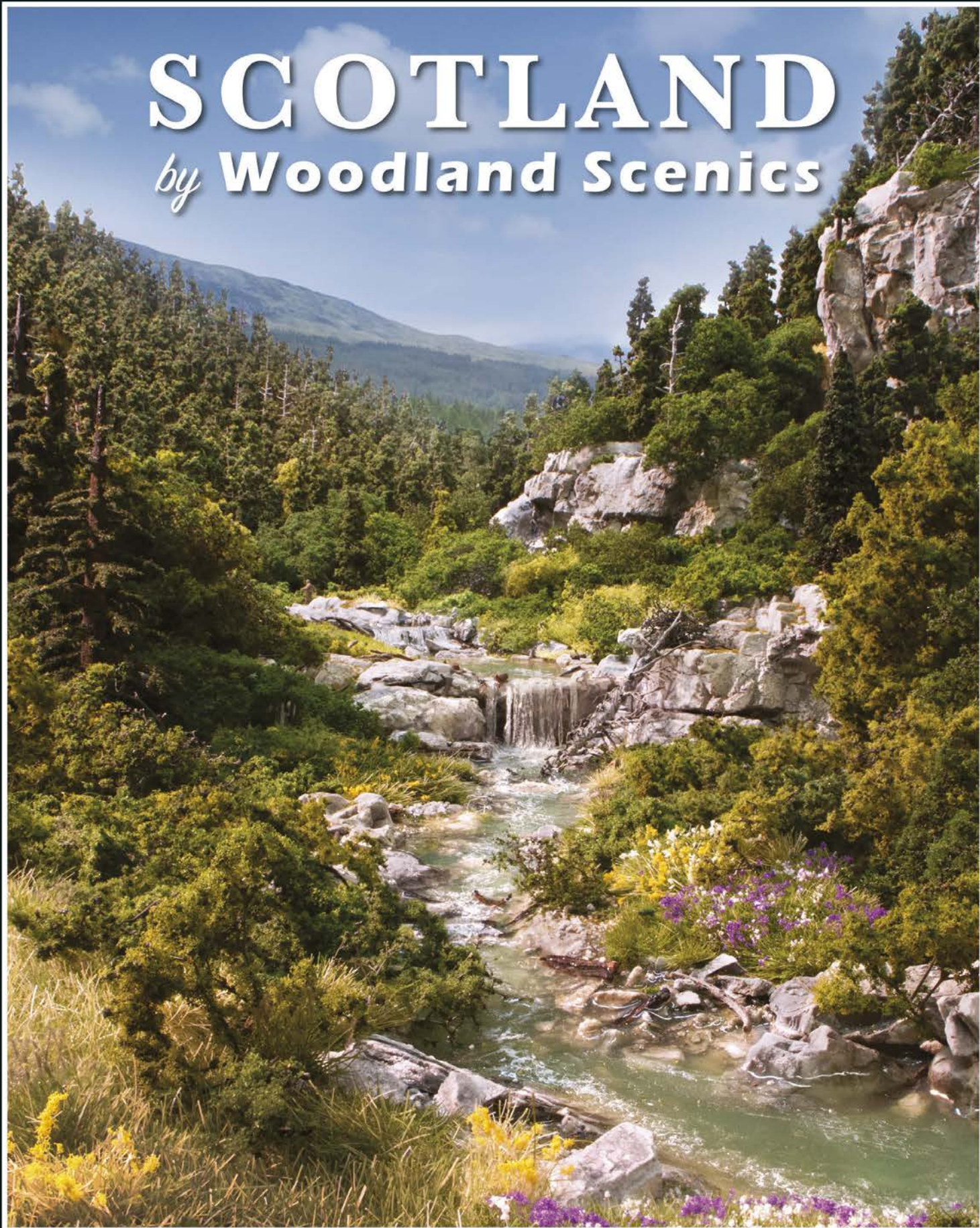
5 EXCLUSIVE
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FEATURE

23 EXTRA
GALLERY
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GWR/BR Parcels Railcar No.34.....	£550.00
GWR 1361 Early black chassis.....	£525.00
GWR/BR 1361 Late black chassis.....	£525.00
LY/LMS/BR Pug black.....	£450.00
LNER/BR J39 0-6-0 black.....	£815.00
GWR/BR 8750 Pannier black chassis.....	£525.00

FULLY FINISHED R-T-R LOCOMOS

L&Y/LMS/BR Pug 0-4-0T.....	from £525.00
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GWR/BR 8750 Pannier tank.....	from £695.00
GWR/BR Razor Edge railcar.....	£835.00
GWR/BR Parcels railcar.....	£810.00
LNER/BR J39 0-6-0.....	£950.00
LMS/BR Original Patriot.....	£1650.00
Over 100 R-T-R locos available off the shelf	

GLADIATOR LOCO KITS

GL1 LNER/BR D10/11 4-4-0.....	£340.00
GL14 LNER / BR Q4 TINY 0-8-0.....	£350.00
GL16 LNER / BR Q1/1 0-8-0 TANK.....	£320.00
GL20 LMS/BR PRINCESS.....	£460.00
GL21 LMS/BR ROYAL SCOT.....	£400.00
GL23 LMS/BR BRITISH LEGION.....	£400.00
GL24 LMS/BR ORIGINAL PATRIOT.....	£400.00
GL25 LMS/BR 2P 4-4-0.....	£320.00
GL36 LBS/CR/SR/BR H2 ATLANTIC.....	£410.00
GL44 LNW/LMS / BR COAL TANK 0-6-2.....	£270.00
GL50 LNER/BR 2-8-2-2 GARRATT.....	£650.00
GL57 LNER / BR L1 2-6-4.....	£320.00
GL58 LNER / BR B1 4-6-0.....	£380.00
GL59 LNER / BR K1 2-6-0.....	£370.00
GLT62 SR/BR Urie King Arthur.....	£460.00
GTR60 SR / BR SCHOOLS 4-4-0.....	£410.00
F19 NER/LNER/BR G6/BTP 0-4-4T.....	£240.00

MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST.....	£180.00
GW2 GWR/BR 14xx Autotank.....	£175.00
TOWER COLLECTION (D.J.H) BEGINNERS KITS	
Includes wheels, gears and motor	
TC1 Class 02 0-4-0 Diesel Shunter.....	£250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter.....	£250.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor	
TC2 LMS streamlined Coronation.....	£595.00
TC4 LMS/BR non streamlined Duchess.....	£595.00
TC5 LMS/BR de-streamlined Duchess.....	£595.00
TC6 LMS/BR Sir William Stainer.....	£595.00
TC7 LMS/BR Black Five 4-6-0.....	£595.00
TC14 LMS/BR Stainer 8F 2-8-0.....	£595.00

D.J.H LOCO KITS

K300 B.R. Standard 84xx 2-6-2T.....	£399.00
K301 B.R. Standard 2MT 2-6-0.....	£457.00
K302 LMS/BR Ivatt 2-6-2T.....	£399.00
K303 LMS/BR Fairburn 2-6-4 T.....	£415.00
K310A LNER/BR A3 with Corridor tender.....	£656.00
K317B BR Britannia with BR1/1A tender.....	£656.00
K324B B.R. 9F 2-10-0 BR1B/BR1C.....	£656.00
K326 B.R. Class 03 complete kit.....	£457.00
K336 LNER/BR J Peppercorn A2.....	£656.00
K338 LNER/BR G5 0-4-0T.....	£457.00
K340 B.R. Class 14 complete kit.....	£457.00
K344 NEW LNER/BR Hunt Class 4-4-0.....	£525.00
K345 NEW LNER/BR Thompson A2/1.....	£656.00

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....	£221.15
LK705 Brick lineside hut.....	£221.15
LK709 Ground Level Signal Box.....	£30.45
LK710 Signal Box Interior Kit.....	£22.50
LK715 Brick Base Signal Box.....	£42.00
LK735 GWR Yard Crane.....	£22.80
LK741 GWR spear fencing.....	£11.65
LK742 GWR spear fencing ramps.....	£11.65
LK743 Field fencing and gates.....	£10.55
LK747 Telegraph Poles (6).....	£9.85
LK748 Ladders (4).....	£7.95
LK749 Loading Gauges (2).....	£13.20
LK750 Single track level crossing gates.....	£21.45
LK758 Platelayers tools.....	£6.85
LK759 Platform lamps (4).....	£9.25
LK760 Telephone boxes (2).....	£9.25
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LK762 MR/NER station seats (4).....	£8.80
LK763 SR/BR Station seats.....	£8.80
LK764 Bicycles (8).....	£8.80
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SLATERS BR WAGONS AND VANS KITS

7062 B.R. 12ton Vanwade.....	£38.00
7063 B.R. Standard Van.....	£38.00
7064 B.R. 12ton Standard/Flat Van.....	£38.00
7065 B.R. Meat Van.....	£38.00
7066 B.R. Insulated Van.....	£38.00
7067 B.R. 13 ton conflat 'A'.....	£34.00
7069 B.R. Lowfrt Wagon.....	£34.00
7070 B.R. 12 ton Palvan.....	£38.00
7071 B.R. 13 ton High Goods Wagon.....	£34.00
7033 LNER/BR 20T Brake Van.....	£49.00
7053 LNER/BR 20T Brake Van.....	£53.00

7C020 SECR/SR/BR 4 wheel PLV/GUV.....	£79.00
7C021P SR/BR Bogie Van.....	£126.00
7C022 SR/BR 4 wheel BY.....	£80.00

PECO WAGON KITS

W601 GWR Toad brake can.....	£42.75
W602 GWR Permanent Way brake.....	£42.75
W603 GWR 6 wheel brake.....	£44.50
W604 GWR 4 plank open.....	£36.00
W605 GWR Steel Open.....	£36.00
W606 GWR 10 ton Van.....	£44.00
W607 BR 16 ton Mineral wagon.....	£44.50
W608 BR 27 ton Iron Ore wagon.....	£44.00
W609 BR 20 ton Pig Iron wagon.....	£44.00

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point.....	£58.00
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SL700BH 12 yards flexitrack.....	£85.75
SLE791BH Right Hand Point.....	£46.25
SLE792BH Left Hand Point.....	£46.25
SLE793BH Y Point.....	£46.25
SLE790BH Double Slip.....	£97.50
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SL10 24 metal railjoiners.....	£3.00
SL11 12 insulated railjoiners.....	£2.85
SL740BH Buffer stop.....	£3.00
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ST725 Half circle 1028mm radius curves.....	£51.25
STU750BH R/H Setrack Point.....	£44.25
STU751BH L/H Setrack Point.....	£44.25
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PL19 Microswitch Housing (2).....	£4.85
PL80 Power Feed.....	£7.50

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H1 L.M.S. gold loco and coach.....	£20.00
H2 L.M.S. yellow loco and coach.....	£20.00
H2A L.M.S. black style/Crews loco.....	£20.00
H3 L.M.S. loco lining.....	£20.00
H4 L.M.S. coach lining.....	£20.00
H4 L.N.E.R. green loco and coach.....	£20.00
H4A L.N.E.R. black loco and Gill Sands.....	£20.00
H5 L.N.E.R. loco lining.....	£20.00
H6 L.M.S. goods wagon lettering.....	£18.50
H7 G.W.R. loco and coach lettering.....	£20.00
H8 G.W.R. loco and coach lining.....	£20.00
H9 S.R. Maunsell loco and coach lettering.....	£20.00
H10 S.R. Bulleid loco and coach lettering.....	£20.00
H11 G.W.R. goods wagon lettering.....	£18.50
H12 L.N.E.R. goods wagon lettering.....	£18.50
H13 S.R. goods wagon lettering.....	£18.50
H14 BR steam loco and coach lettering.....	£20.00
H15 BR blue diesel and coach lettering.....	£18.50
H16 LNW/R/WCS loco coach & wgn.....	£21.00
H17 LITSR/MR/SD/L/MCR gds lettering.....	£20.00
H18 N.E.R. loco and coach lettering.....	£21.00
H20 CB/NB/GSWR/HR/GNSR wgn lettering.....	£20.00
H22 B.R. mixed traffic/L.N.W.R. loco lining.....	£20.00
H24 MR/SD/JR/LTSR/MGN loco & coach.....	£21.00
H25 B.R. pre-TOPS wagon numbers etc.....	£18.50
H26 B.R. pre-TOPS wgn instructions etc.....	£18.50
H31 Pullman crests, names and numbers.....	£21.00
H32 Pullman lining.....	£18.50
H40 G.N.R. coach lettering.....	£21.00

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon.....	£34.50
PS15 BR 21 Ton Mineral wagon.....	£34.50
PS16 LNER Loco Coal wagon.....	£34.50
PS17 BR 12 ton Pipe wagon.....	£34.50
PS23 GWR/BR 13 ton open wagon.....	£34.50
PS24 GWR/BR 12 ton unfitted van.....	£34.50
PS25 BR 24.5 ton mineral wagon.....	£34.50
PS26 GWR/BR 12 ton fitted van.....	£34.50
PS27 GWR/BR 12 ton open with tarp bar.....	£34.50
PS28 GWR/BR 12 ton plywood van.....	£34.50
PS29 GWR/BR Fruit van.....	£34.50
PS30 BR 16 ton mineral wagon.....	£34.50
PS31 BR 16 ton slope sided mineral.....	£34.50
PS32 BR 16 ton mineral (ex SNCF).....	£34.50
PS33 BR 8 Plank wooden mineral.....	£34.50
PS42 LMS/BR 12 ton open wagon.....	£34.50
PS46 LNER/BR 12 ton goods van.....	£34.50
PS49 GWR/BR Mica van.....	£34.50
PS100 SR/BR Banana van.....	£34.50
PS101 SR/BR Meat van.....	£34.50
PS104 BR 21 ton coal hopper.....	£34.50
PS106 SR/BR Cattle truck.....	£34.50
PS112 GWR/BR Gunpowder van.....	£34.50
PS114 LMS/BR Banana van.....	£34.50
PS115 LNER/BR Brake Van.....	£41.00

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47047 Hampton Hill Platelayers Hut.....	£19.95
47203 Low Relief Corner Shop.....	£19.95
47009 Single Engine Shed.....	Special offer £60.00
47-541 Walls & Gates.....	£25.45
47-558 Corrugated Shed.....	£16.95
47-572 Midland Water Crane.....	£25.45
47-002 Washing Plant.....	£84.95
47-0054 Mess Room.....	£59.50

NEW DAPOL 14/48/58xx

0-4-2T G.W.R. or B.R.
Available in various G.W.R. & B.R. liveries, autofitted or not, numbered or un-numbered, basic, DCC or DCC sound fitted.
BASIC RRP £225.00 OUR PRICE £191.25
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64XX and 74XX G.W.R. or B.R.
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NOW AVAILABLE

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HJ6101 6106 G.W.R.
HJ6102 6114 B.R. unlined black
HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
HJ6124 5184 Great Western
HJ6125 4144 B.R. unlined black
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NOW AVAILABLE
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Limited Re-run Six liveries planned
RRP £549.00 OUR PRICE £466.65
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RRP £495.00 OUR PRICE £420.75
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NOW AVAILABLE

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AVAILABLE LATE 2020

HELJAN CLASS 56

Total of 8 liveries
RRP £699.00 OUR PRICE £594.15
AVAILABLE LATE 2

BRM DIGITAL

BRM TV

BRITISH RAILWAY MODELLING

IN THIS EPISODE...

We 'bunk' around the O gauge locomotive shed of 'Durham Street' with its display of fine locomotives, Howard Smith upgrades one of our exclusive BRM wagon subscription gifts, and Phil Parker takes a 'back-to-basics' look at baseboard construction.



**TELL US WHAT YOU
THINK OF THIS
MONTH'S DVD**

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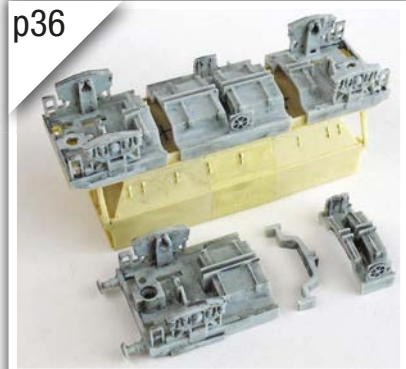


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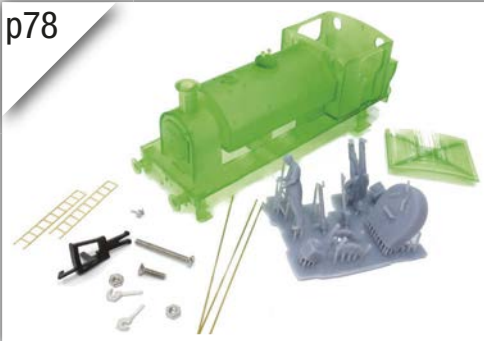
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BRITISH RAILWAY MODELLING

BRM

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HORNBY

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R3233	D16/3 LNER.....	£100.95
R3235	D16/3 British Railways.....	£100.95
R3276	LMS Compound.....	£66.45
R2744	Schools Blundells BR.....	£84.95
R2917	2800 Class BR.....	£103.99
R3017	BR Patriot.....	£108.50
R3194	Schools 'Epsom' BR/E.....	£111.95
R3074	King GWR (Stamp Collection).....	£112.99
R3318	B17 Gilwell BR Early.....	£121.95
R3380	J15 LNER.....	£96.90
R3381	J15 BR Early.....	£96.90
R3329	BR Late S15.....	£123.99
R3327	SR S15.....	£123.99
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Welcome to October



Has our hobby ever been supported by as many different brands?

Recent years have seen the rise of manufacturers such as KR Models, Accurascale, Cavalex and a number of retailers, joining equally fresh brands – for model railways, at least – like Oxford Rail or Rapido Trains. This month saw the launch of another new name – EFE Rail.

This collaboration between manufacturers and retailers has heralded a new range of models, including a Class 17 'Clayton' and two-axle 'Mermaid' for N gauge, and a J94 Hunslet 'Austerity', Class 35 'Hymek' and JIA bogie hopper wagon for OO gauge. A motorised model of London Underground stock will join the range, previously released under the Exclusive First Edition name, to feature a PluX22 DCC decoder interface, requiring two decoders, providing control of movement and interior lighting. Based on the 1938 tube stock, the four-car unit will be of use to modellers looking to depict Bakerloo and Northern lines from the 1940s to 1960s. With the exception of this and the 'Mermaid'

engineer's wagon, all models are now with EFE Rail stockists. Read our reviews on the first of these arrivals on page 110.

Owing to the Covid-19 outbreak over the past few months, many of the shows of 2020 – including our own at Alexandra Palace – haven't taken place. Shows are one of the cornerstones of our hobby and assemble our community to exchange ideas, share creations and make new purchases. Though we can't change the cancellation of events, we can announce that our virtual show is to return across the weekend of November 7/8 on our website www.world-of-railways.co.uk, backed by popular demand. Our last show saw more than 100,000 of you visit the website and we're confident this event will be even better.

With live model announcements from a variety of manufacturers and retailers to be unveiled during the show, numerous step-by-step practical demonstrations, more than 30 layouts to see, read about and watch, plus interviews with the trade on project updates, it's sure to be an unmissable experience.

Subscribe to our www.world-of-railways.co.uk.

co.uk newsletters for updates on the event, plus, a weekly digest of the latest model railway news and free practical advice.

In the meantime, we trust this issue of BRM will provide your fix of model railway entertainment, from ideas that can be taken from the layouts within, to our curated practical advice. And, curious as ever to see what you've created during the pandemic, we'll be featuring photographs of your most-inspired modelling creations, commencing this issue on page 86. We also look at 3D-printed locomotive kit building, realistic tree construction, a mid-century bungalow for architectural variety on your layout and airbrush repair using an ingenious sharpening tool. And, as the brand reaches its 50-year milestone, we raise a glass to Graham Farish, look back through the manufacturer's history and reveal your favourite models from its catalogue, past and present.

Enjoy your magazine!

BRM Team

How to get your next issue of BRM

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

- 1 Buy a single printed issue of the latest edition, delivered straight to your door at; www.world-of-railways.co.uk/Store/Latest-issue
- 2 Subscribe to the printed edition, again for postal delivery, where there are plenty of great offers at; www.world-of-railways.co.uk/Store/Subscriptions/
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STONE - 00 CODE PO249 / N CODE PN149



DOUBLE TRACK TUNNEL ENTRANCE
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00 CODE PO285/N CODE PN185



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STONE 00 CODE PO264 / N CODE PN117

BUILDING MATERIALS



COBBLESTONE

00 CODE MOO51
N CODE PN903



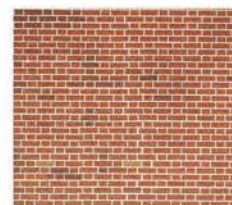
DRESSED GRITSTONE

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ENGINEER BLUE BRICK

00 CODE MOO53



RED BRICK

00 CODE MOO54
N CODE PN900



PAVING SHEETS

00 CODE MOO55
N CODE PN903



TARMAC

00 CODE MOO56



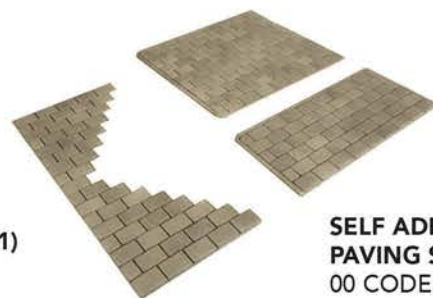
CUT STONEWORK (M1)

00 CODE MOO57
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LIMITED EDITION CLASS 40 NOW IN STOCK

32-482Z & 32-482ZSF Bachmann Class 40 - OO Scale model locomotive of 233

'Empress of England' in BR Blue livery with Indicator Discs

NOW IN STOCK.



From **£169.96** Regular Price £189.95

24.5T MINERAL WAGONS



24.5T Mineral Wagons - We have now received the early proving samples as pictured above and we hope you agree they look stunning. We are doing many different tooling variations on this project; pressed steel door with single door 'bangers', Original doors, single door 'bangers', double door 'banger pairs', square and round axle boxes, straight and stepped buffers to name a few! We therefore estimate production will follow shortly - models **Expected late 2020/Early 2021**

OTHER PROJECTS

66025421 Heljan Class 25 25102 - BR Two Tone Green Full Yellow Ends, unusual livery as this class 25 survived 10 years into BR Blue still in two tone green! **Expected late 2020.**

G5 0-4-4T Locomotive - This project is currently at the CAD stage, **Expected Late 2021/2022**, for more information on models being produced please contact us or view the website.

Heljan Class 45 Peaks - TMC are very excited to be producing 4 different Class 45 locos from Heljan. Pre-Production samples can be seen pictured on our website. **Expected 2021.**

LIMITED EDITION CLASS 40 NOW IN STOCK

32-482Z & 32-482ZSF Bachmann Class 40 - OO Scale model locomotive of 233
'Empress of England' in BR Blue livery with Indicator Discs Weathered by TMC

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From **£191.50** Regular Price **£219.95**

24.5T MINERAL WAGONS - PRE-ORDER NOW



Item Number	Description
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38-926Z	BR 24.5 Ton Mineral Wagon, B282087N, in BR Grey Livery with Pressed Side Doors, Spindle Buffers & Oil Axleboxes
38-927Z	BR 24.5 Ton Mineral Wagon, B280883N, in BR Grey Livery with Yellow Triangle, marked 'NO DOORS', Spindle Buffers & Oil Axleboxes
38-928Z	Set of 25.5 Ton Mineral Wagons B281982 in BR Grey with Yellow Triangle, Black Data Panel marked 'To work between Babbington & Castle Donnington Power Station LMR' with Pressed Side Doors, Spindle Buffers & Roller Bearings and B281146 in BR Grey with Yellow Triangle, chalk lettered 'Load only to C E A Castle Donnington' with Spindle Buffers & Roller Bearings.
38-929Z	Set of BR 24.5 Ton Mineral Wagons, B282904 & B282891, BR Grey, Yellow Triangle, Black Data Panel marked 'Load only to John Summers & Sons Ltd, Hawarden Bridge Shotwick Sidings LMR (GC)', Oleo Buffers & Roller Bearings
38-930Z	BR 24.5 Ton Mineral Wagons, B282299, in BR Grey with Yellow Triangle, Black Data Panel marked 'To work between Rawdon Colliery & Hams Hall C Power Station', Self-contained Buffers & Roller Bearings
38-931Z	BR 24.5 Ton Mineral Wagon, B281861, in BR Grey Livery marked 'NO DOORS', Data Panel coded SAND, Spindle Buffers & Oil Axleboxes
38-932Z	BR 24.5 Ton Mineral Wagon, B282217N, in BR Grey Livery with Yellow Triangle, Data Panel coded COAL 24 1/2, Self-contained Buffers & Roller Bearings
38-933Z	BR 24.5 Ton Mineral Wagon, B282827, in BR Grey Livery with Yellow Triangle, Data Panel coded COAL 24 MEO, Oleo Buffers & Roller Bearings

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BR Black (Early Emblem) - Weathered
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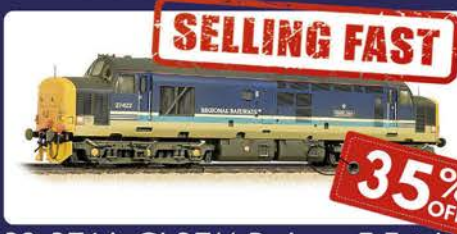
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OO Gauge EWS Freight Train Pack -
Limited Edition
Was £241.99 **NOW £131.90**



SELLING FAST

35% OFF

32-376A CI 37/4 Robert F. Fairlie
Refurbished 37422 BR Fact. Weathered
Was £169.96 **NOW £110.47**



SELLING FAST

SOUND FITTED

35% OFF

32-753DS Bachmann
OO Gauge Class 57/0 57007 'Freightliner
Bond' Freightliner Green - Sound Fitted
Was £269.95 **NOW £175.46**

N GAUGE



SELLING FAST

35% OFF

371-651A Graham Farish
N Gauge Class 57/0 57008 'Freightliner
Explorer' Freightliner Green - Weathered
Was £154.96 **NOW £94.21**



35% OFF

3374-191 Graham Farish
N Gauge BR Mk1 BCK Brake Composite
Corridor BR Departmental Yellow
Was £41.95 **NOW £25.97**



SELLING FAST

40% OFF

374-610 Graham Farish
N Gauge GWR Hawksworth Auto-Trail-er
BR Crimson & Cream
Was £41.95 **NOW £23.98**

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BRITISH RAILWAY

ANNOUNCEMENTS

TOP PICKS from the Bachmann Announcements, full range Available Online



E84503 N Scale Class 17
EFE Rail D8560 BR Green
(Small Yellow Panels)
Was £119.95 **NOW £101.95**



E99939 London Underground
EFE Rail OO 1938 Tube Stock, 4-Car Motorised Train - 1960s Northern Line Set
Was £349.96 **NOW £297.46**



31-741SF (IP) Tank
Bachmann OO Scale MR 1532 (IP) Tank
1303 LMS Black (Original)
Was £249.95 **NOW £212.46**



E87002 JIA Nacco Wagon
EFE Rail OO Scale JIA Nacco Wagon 33-70-0894-009-6 Imerys Blue [W - light]
Was £47.95 **NOW £40.75**



E87014 PBA Tiger Wagon
EFE Rail OO Scale TRL 11627 ECC International White [Weathered]
Was £54.95 **NOW £46.70**



31-740SF (IP) Tank
Bachmann OO Scale MR 1532 (IP) Tank
1273 Midland Railway Crimson Lake
Was £249.95 **NOW £212.46**



31-999 LMS 10000
Bachmann OO Scale LMS 10000 BR
Black (Early Emblem)
Was £184.96 **NOW £157.21**



38-127 BR VBA Van
Bachmann OO Scale BR VBA Van BR
Bauxite (TOPS)
Was £33.95 **NOW £28.86**



E85004 J94 Saddle Tank
EFE Rail OO Scale 'Amazon' National
Coal Board Green [Weathered]
Was £169.96 **NOW £144.46**

Forthcoming Releases

See more at www.hattons.co.uk and follow us on social media:



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dapol

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GWR Class 78xx Manor 4-6-0

Stage: Newly Announced

Due: TBC

Price: from £135.96

hattons.co.uk/dapolmanor



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British Rail Class 59

Stage: Painted Samples

Due: Late 2020

Price: from £131.71

hattons.co.uk/dapol59



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GWR Class 43xx Mogul 2-6-0

Stage: Painted Samples

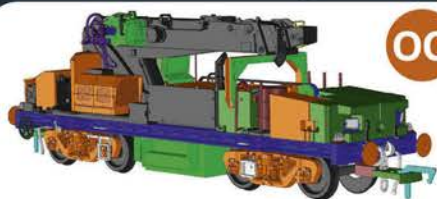
Due: Late 2020

Price: from £135.96

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Hattons
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Plasser GPC 12t Crane

Stage: CADs Shown

Due: Q1 2021

Price: £69

hattons.co.uk/gpc



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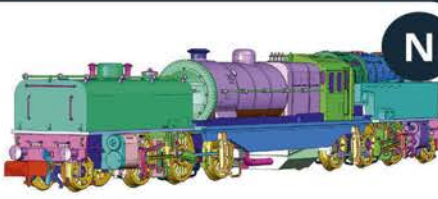
Genesis 4 & 6 Wheel Coaches

Stage: CADs Shown

Due: from Q1 2021

Price: from £30

hattons.co.uk/genesis



N

LMS Beyer Garratt

Stage: CADs Shown

Due: TBC

Price: £199

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HELJAN

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009

L&B Baldwin 2-4-2T "Lyn"

Stage: Painted Samples

Due: Q4 2020

Price: £203.96

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British Rail Class 25/3

Stage: Painted Sample

Due: Q4 2020

Price: from £152.96

hattons.co.uk/hel253



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British Rail Class 86/0

Stage: Painted Samples

Due: Q4 2020

Price: from £161.46

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BR Standard Class 2MT

Stage: Prototype Shown

Due: January 2021

Price: £162

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British Rail Class 91

Stage: Renders Shown

Due: December 2020

Price: £153

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LNER Thompson A2/2 & A2/3

Stage: Prototypes Shown

Due: Late 2020 to Early 2021

Price: £171

hattons.co.uk/thompsona2

00 Gauge (1:76 Scale)

Steam locos



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (HAT) (RRP £99) **BARGAIN**...£89



R3719 Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green (HOR) **NEW**...£126
R3719X Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green - Digital fitted (HOR) **NEW**...£144



R3721 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green (HOR) ...£126



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (HOR) (RRP £189.99) **BARGAIN**...£139.50



R3848 Class A1 Terrier 0-6-0T 735 in LSWR green (HOR) **NEW** £85.50



R3848 Class A1X Terrier 0-6-0T 13 'Carisbrooke' in SR malachite green British Railways lettering (HOR) **NEW** £85.50



OR76N7003 Class N7 0-6-2T 69612 in BR black early emblem (OXF) ...£98



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (HAT) ...£99

Steam train packs



R3397 LMS Suburban Passenger Train Pack - Ltd Ed (HOR) (RRP £164.99) **BARGAIN**...£148.50



R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (HOR) (RRP £150.99) **BARGAIN**...£136

Diesel locos



H4-66-001 Class 66 68005 in EWS (HAT) ...£150



H4-66-037 Class 66 66587 in Freightliner/ONE pink 'AS ONE, WE CAN' (HAT) ...£150



H4-66-036 Class 66 66623 in Freightliner/G&W orange (HAT) ...£150



H4-66-033 Class 66 66743 in GBRI/Royal Scotsman (HAT) £150



H4-66-034 Class 66 66746 in GBRI/Royal Scotsman (HAT) £150



H4-66-035 Class 66 66780 in GBRI/Cemex 'The Cemex Express' (HAT) ...£150



H4-66-032-D Class 66 66783 in Biffa red GBRI branding 'The Flying Dustman' - Digital Fitted (HAT) ...£165

Diesel train packs



R3697 Northern Belle train pack Class 57/6 57601 'Windsor Castle' and three Mk2D coaches in Northern Belle (HOR) ...£135

DMUs



4D-009-007 Class 121 single car DMU 'Bubblecar' 55032 in BR blue and grey Welsh Dragon emblem (DAP) (RRP £145) **BARGAIN**...£79

Coaches



R40010 ex-Mk1 BSO Landore Breakdown Unit ADB 975082 in BR RTC blue and red (HOR) **NEW**...£31.50

Bridges, Tunnels & Walls

P0244 Retaining wall in red brick - 4 sections per pack - card kit (MET). £12

Track - Code 100 Setrack

R8072 Left Hand Standard Point (HOR) ...£9.50
R8003 Long Straight - 670mm (HOR) ...£4

R8073 Right Hand Standard Point (HOR) ...£9.50
R600 Standard Straight (HOR) ...£1.80
R600 Box of 24 (HOR) ...£40

Track - Code 100 Streamline

SL-100 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (PEC) ...£3.10
SL-100 Pack of 25 (PEC) ...£76

Commercial vehicles

NEW



R7249 Scammell Mechanical Horse Van Trailer, Centenary Year Ltd Ed - 1957 (HOR) **NEW**...£14.99

N Gauge

HSTs

NEW



2D-019-202 Class 43 HST pair of power cars 43041 and 43166 in Intercity swallow (DAP) **NEW**...£127.50

NEW



2D-019-201 Class 43 HST pair of power cars 43131 and 43128 in Intercity executive (DAP) **NEW**...£127.50

Track - Code 55 Finescale

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (PEC) ...£3.20
SL-300F Pack of 30 (PEC) ...£93

O Gauge (1:43 Scale)

Steam locos



7S-006-023 Class 14xx 0-4-2T 1426 in BR lined green late crest (DAP) ...£191.25

NEW



7S-007-009 Class 57xx 0-6-0PT pannier in Great Northern and Southern Railway ochre - as in 'The Railway Children' (DAP) **NEW**...£199.75



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (HEL) (RRP £995) **BARGAIN**...£495



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



H7-A4-008 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue streamlined corridor tender - 'Record Breaker' (HEL) ...£750



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and streamlined corridor tender (HEL) ...£750



7S-005-005 Class Y3 Sentinel 4wVB 68164 in BR black early emblem (DAP) ...£148.75

Diesel locos



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (HEL) (RRP £599) **BARGAIN**...£395

DMUs



8910 Class 128 parcels DMU W55991 in BR green speed whiskers (HEL) (RRP £599) **BARGAIN**...£340

Wagons



7F-043-003 YCV 'Turbo' bogie ballast wagon DB978337 in BR Civil Engineers 'Dutch' (DAP) **NEW**...£59.50



7F-043-004 YCV 'Turbo' bogie ballast wagon DB978407 in BR Civil Engineers 'Dutch' (DAP) **NEW**...£59.50



7F-043-002 YCV 'Turbo' bogie ballast wagon DB978396 in EWS maroon (DAP) **NEW**...£59.50



7F-043-005 YCV 'Turbo' bogie ballast wagon DB978407 in BR Civil Engineers 'Dutch' (DAP) **NEW**...£59.50



7F-043-006 YCV 'Turbo' bogie ballast wagon DB978702 in BR Civil Engineers 'Dutch' (DAP) **NEW**...£59.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (GAU) ...£34

Digital decoders

DCR-2Pin-Direct V2 2-pin (function 1) 1Amp direct plug decoder back EMF (HAT) £16.50
DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (HAT) ...£9.50
DCR-8PIN-HarnessMini Box of 5 (HAT) ...£72
DCR-8PIN-HarnessMini Box of 10 (HAT) ...£128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (HAT) ...£120

DCR-8PIN-Harness Single (HAT) ...£15
DCR-8PIN-Harness Box of 5 (HAT) ...£68
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (HOR) ...£16
R8249 Box of 5 (HOR) ...£82
DCR-8PIN-Direct 8-pin compact direct 4Amp 1.1Amp decoder back EMF (HAT) £37
DCR-8PIN-Direct Box of 5 (HAT) ...£77
DCR-8PIN-Direct Box of 10 (HAT) ...£136



R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (HOR) ...£36
R7294 TTS DCC Sound Decoder 8 pin plug - Hat Class - Steam Locomotive (HOR) **NEW** ...£36

Digital controllers



DCC02 Prodigy 'Advance 2' starter DCC controller package (GAU) ...£279

Point motors

DCP-CB12P Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £284
DCP-CB12P Cobalt ip slow-action analogue point motor - pack of 6 (DCC) ...£162
PM-1 Sleep point motor accessory switch (GAU) ...£35

Tools

DCM-RR12 Rolling Road - 12 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) ...£85
DCM-RR12 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) ...£68



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ACC2255GYPA Gypsum 20ft Containers, white. Pack of 3.....	£19.95
ACC2256GYPB Gypsum 20ft Containers, blue. Pack of 3.....	£19.95

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31-519 Class 158 2 Car DMU No. 158 766 GWR Green.....	£220.99
31-676A Class 85 No. E3057 BR Electric Blue.....	£161.95
32-199 GWR 8750 Pannier Tank Steam Loco 3738 GWR Black.....	£101.95
32-205A GWR 8750 Pannier Tank Steam Loco 8771 BR Lined Black E/E.....	£101.95
32-216A GWR 57XX Pannier Tank 5775 BR Black L/C.....	£101.95

39-422 BR Mk1 POS Post Office Sorting Van Royal Mail Travelling Post Office.....£55.95



39-430A BR Mk1 POS Post Office Sorting Van Royal Mail Letters.....£55.95

DAPOL OO

4F-043-007 Turbot Bogie Ballast Wagon 978279 EWS (Branded).....	£23.95
4F-043-008 Turbot Bogie Ballast Wagon 978372 EWS (Branded).....	£23.95
4F-043-009 Turbot Bogie Ballast Wagon 978105 EWS (Branded).....	£23.95
4F-043-010 Turbot Bogie Ballast Wagon 978003 BR Engineers Dutch.....	£23.95
4F-043-011 Turbot Bogie Ballast Wagon 978644 BR Engineers Dutch.....	£23.95
4F-043-012 Turbot Bogie Ballast Wagon 978411 BR Engineers Dutch.....	£23.95

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R3719 GWR Class 5101 2-6-2T Large Prairie Steam Loco 4154 GWR Green.....	£125.99
R3719X GWR Class 5101 2-6-2T Large Prairie Steam Loco 4154 GWR. DCC Fitted.....	£143.99
R3823 Centenary Year Limited Edition 1998 - Merton Terrier.....	£104.99



R3845 Terrier 0-6-0T Steam Locomotive 40 "Brighton" LB&SCR.....	£85.49
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R3846 Terrier 0-6-0T Steam Locomotive 735 LSWR.....	£85.49
R3846X Terrier 0-6-0T Steam Locomotive 735 LSWR. DCC Fitted.....	£103.49
R3847 Terrier 0-6-0T Steam Locomotive W14 "Bembridge" SR Green.....	£85.49
R3847X Terrier 0-6-0T Steam Locomotive W14 "Bembridge" SR Green. DCC Fitted.....	£103.49
R3848 Terrier 0-6-0T Steam Loco 13 "Carisbrooke" SR Green BR lettering.....	£85.49
R3848X Terrier 0-6-0T Steam Loco 13 "Carisbrooke" SR Green. DCC Fitted.....	£103.49
R3887 Class 66 Co-Co Diesel Loco No. 66 047 Maritime Intermodal TWB D.Cargo.....	£67.99
R40006 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975805 BR Departmental.....	£31.49



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R40010 Landore Breakdown Unit ADB 975082 BR Departmental.....	£31.49
R6944 3 Plank Wagon No. 316 LSWH Engineer.....	£11.49
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R6949 6 Plank Wagon No. 222 Crigglestone Collieries.....	£13.49
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R6951 7 Plank Wagon No. 306 Gardner.....	£13.49
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R6962 CDA China Clay Hopper No. 375010 DB Cargo.....	£22.49



R6963 National Wagon Preservation Group Hopper Wagon. Triple Pack.....	£62.99
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R7247 Fordson Tractor, Centenary Year 1957.....	£8.99
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2D-019-202 Class 43 HST Intercity Swallow Twin Pack.....	£127.95

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371-185 Class 40 Diesel Locomotive D338 BR Green with Small Yellow Panels.....	£135.95
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AUTUMN RANGE / N GAUGE

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E84503 Class 17 Diesel Locomotive No. D8560 BR Green.....	£101.99
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E84507 Class 17 Diesel Locomotive Ribblesdale Cement.....	£101.99
E84508 Class 17 Diesel Locomotive No. D8511 BR Green, weathered.....	£110.95
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371-111A Class 31 Diesel Locomotive No. D5616 BR Green.....	£127.95
371-112A Class 31 Diesel Locomotive No. 31 131 BR Blue.....	£127.95
371-113 Class 31 Diesel Locomotive No. 97 204 BR RTC Grey & Red.....	£127.95
371-135 Class 31/1 (Refurbished) Diesel Loco No. 31154 BR Original Railfreight.....	£127.95
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371-427A Class 170/3 2 Car DMU No. 170 306 South West Trains.....	£152.95

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31-998 LMS Diesel Locomotive No. 10001 BR Black E/E.....	£157.95
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32-529CSF Class 55 Deltic No. D910 BR. Sound Fitted.....	£229.95
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32-532ASF Class 55 Deltic No. 55003 'Meid' BR. Sound Fitted.....	£229.95
32-734B Class 66 Diesel Locomotive No. 66 117 DB Cargo.....	£195.95
32-734BSF Class 66 Diesel Locomotive 66 117 DB Cargo. Sound Fitted.....	£195.95
32-739 Class 66 Diesel Locomotive No. 66413 Freightliner G&W.....	£127.95
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35-025 Class 94XX Pannier Tank No. 9402 GWR Green.....	£110.95

37-528D BR 20T Brake Van BR Grey (Early).....	£26.95
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WORLD OF RAILWAYS

BACHMANN UNVEILS 2020 PRODUCTS AND EFE RAIL



Bachmann Europe Plc has unveiled several new products across its Bachmann Branchline, Graham Farish and Scenecraft ranges, catering for consumers with an interest in N and OO scale model railways. Full details of every new item are published on our website www.world-of-railways.co.uk and in the British Railway Announcements catalogue, available exclusively with the *Bachmann Times* – the official magazine of the Bachmann Collectors Club. These products are set to be released during the next three months.

In addition, Bachmann Europe launched its all-new brand – EFE Rail – led by a new motorised version of the popular EFE 1:76 scale (OO gauge) 1938-stock London Underground Tube Train. This is joined by a number of other model railway items for N and OO gauge to complete the launch range for EFE Rail. With a rich heritage in supporting traditional model and hobby shops, Bachmann believes the launch of EFE Rail further reinforces its commitment to its stockists, giving them access to products that they otherwise wouldn't have been able to stock.

Joining the umbrella brand are models previously released or proposed by now-defunct manufacturer, DJModels. Its J94 'Austerity' for OO gauge, and proposed Class 17 'Clayton' for N gauge are now available via Bachmann stockists. The J94 has been treated to a Next-18 decoder interface and new motor, seeing six new liveries, while its Class 17 carries an impressive 11 different liveries. These models are produced in association with Kernow Model Rail Centre. Joining these will be Heljan's OO gauge Class 35 'Hymek', sporting four new liveries. Kernow Model Rail's previous 'exclusive' J1A wagon, is also re-introduced in 14 different combined livery and weathering options, while the ex-DJ Models ZJV 'Mermaid' will be re-released for N gauge.

KERNOW TO PRODUCE GBRF CLASS 50S FOR 'N'



Model retailer, Kernow Model Rail Centre has commissioned Dapol to produce two N gauge Class 50 models in GBRF colours. Kernow Model Rail Centre's models will reflect the small but important differences between the livery of the two locomotives. 50007 *Hercules* and 50049 *Defiance* were unveiled on March 20, 2019 at Eastleigh following their repainting into GBRF colours. 50007 was revealed to have the identity of 50014 *Warspite* on one side.

Expected mid-2021, models in the twin-pack are to be made available in DCC-ready, DCC-fitted and DCC sound-fitted guises.

GBRF worked closely with the Class 50 Alliance, owners of 50007 and 50049, enabling a return to the main line for its locomotives in 2017 and subsequently through a programme of railtours during 2018 as part of the 50th anniversary celebrations of the Class 50s. The decision to repaint the locomotives into the new livery was a recognition of the developing relationship between the two organisations and marked a new chapter in the story of the Class 50s. Over the past few years, GBRF has invested in a programme of driver training to enable Class 50 operation over most of the UK rail network.

The repaints were carried out by Arlington Fleet Services at Eastleigh. The first outing for the GBRF-liveried Class 50s was on Saturday March 23, when they worked Pathfinder Tours' *Terminator-Phoenixed* railtour from London Paddington to Penzance and return to Waterloo. This marked 25 years since the final BR-operated Class 50 railtour over the same route, The Terminator, which was also promoted by Pathfinder.

RAILS OF SHEFFIELD REVIEWS DECORATED SAMPLE OF NER AUTOCAR

Expected to be released later this year, Rails of Sheffield's model of the NER petrol-electric Autocar is undergoing review by the retailer, following receipt of a sample from Heljan. Sales of the models are to lead to a charitable donation to the Autocar Trust.

Pictured carrying North Eastern Railway red and cream as No. 3170 (RL3171), the model is to be joined by classmate No. 3171 (RL3172) in the same livery, which they both carried between 1904 and 1930. A third model, depicting No. 3170 later in its career in LNER brown (RL3173) will complete the batch.

In 1903, a pair of railcars was unveiled by the NER, led by Vincent Raven, its Assistant Chief Mechanical Engineer. Forerunners to locomotives powered by internal combustion engines linked to electric motors, the Autocars carried their own power plant – a petrol engine – driving a dynamo which supplied power to the traction motors. It was the world's first use of an internal combustion engine in a passenger carrying rail vehicle. The two Autocars, Nos. 3170 and 3171, were fitted with electric track brakes, another first for the railways.

No. 3171 was withdrawn in 1930 and No. 3170 in 1931. The body of No. 3170 has been restored and mated to a chassis in working order by The 1903 Electric Autocar Trust.



DAPOL N GAUGE HST-P PRODUCTION SAMPLES PREVIEW



Currently in transit and negotiating shipping and customs, Dapol's Class 41 HST-Ps were expected to arrive at its warehouse as this magazine went to press. Via its YouTube channel, the manufacturer has shared images and a video of one of the models in action.

Models are being produced as separate packs, with power cars available as a twin-pack – one motorised, the other dummy as DMBs 41001 and 41002 in prototype livery, or in departmental livery with full yellow ends as DMBs 975812 and 975813. Additional saloon and buffet packs are available, requiring a power car pack, two saloon packs and a buffet pack to assemble an HST-P set.

ACCURASCALE UNVEILS HYA/IIA COAL/AGGREGATE HOPPER



Accurascale is to produce models of the HYA/IIA bogie hopper wagon in OO gauge. The manufacturer has said it has worked on the project between its Class 37, Mk. 5 coaches, Class 92 and "other projects yet to be announced." The wagons are to be made available via the network of Accurascale approved stockists.

The manufacturer has been dealing with tooling backlogs on its Mk. 5 coach and 'Deltic' changes, but started cutting metal on the tooling for the wagons before the pandemic closed down its factories. Samples have been in its possession for a few months.

Photographs of a pre-production sample of the bulky wagons have emerged and Accurascale has been assessing the model with tooling improvements due to be completed in September. The changes include better securing of the cabling along the body side, better fit and finish at the top of the ends of the wagons, and finer renditions of the operating handles.

Accurascale will be offering these wagons in unpainted GBRf with coal branding, unpainted Fastline Freight, unpainted Fastline Freight with GE logos, and unpainted Fastline with Touax logos. A wagon in GBRf guise and one in Fastline livery are to feature a working tail lamp for additional realism to model operations.

Decorated samples of the wagons are due in September and will move into production if they meet approval, with delivery scheduled for Q2, 2021. WH Davis has been instrumental in the development of this project, allowing Accurascale to measure prototypes and providing Accurascale with its own CAD files.

HATTONS GIVES 'GENESIS' PROJECT GREEN LIGHT FOR TOOLING



Hattons Model Railways new 'Genesis' four- and six-wheel coaches have been approved for tooling. The retailer had posted CAD images to our forum, RMweb, allowing prospective purchasers to provide feedback.

At the beginning of the month, the retailer published images and complete CAD files for each of its vehicles to an online viewer for its customers to review. The software allows purchasers to rotate the 3D models and see them from any angle, without needing to download software.

Following feedback from customers, Dave Mylatt, Exclusive Commissions Manager at Hattons, commented "we were aware of a few artifacts on CAD images posted to RMweb. These won't be present on production samples and we're very grateful for the feedback received. With the models now at the tooling stage, we're on track for a delivery in Q1, 2021."

The retailer has begun to reveal final artwork for each livery, starting with LB&SCR mahogany. Hattons has stated it is to release artwork for further liveries over the course of the next month.

The models boast an impressive specification, with six body styles, two detailed underframes, Mansell, three-hole and disc wheel types, and three types of roof furniture (oil or gas lamps, or, electric lights).

Lit and unlit versions of each coach are to be made available, with warm LEDs on lit versions. An 18-pin decoder socket in lit models will permit digital control, though lights are to be powered on when power is applied through the track for analogue users or on digital without a decoder. Coaches are to feature roof-mounted accessories, appropriate to the lighting type for each coach.



HORNBY UNVEILS 'TERRIER' EXCLUSIVE FOR COLLECTORS CLUB

Hornby has unveiled a new model, available exclusively to members of its Collectors Club. Its 0-6-0T 'Terrier' Class locomotive sees the application of Stroudley's improved engine green, embellished with large 'Brighton Works' lettering. The strikingly-liveried locomotive (R3849) served as Brighton Works' showpiece locomotive and first appeared in this guise in June 1947. The locomotive was absorbed into British Railways' stock from January 1948, where it would carry the number 32635 from 1959 until its withdrawal in 1963.

Available to order via the Hornby website, purchasers will need to ensure they are logged-in using their Hornby Collector Club account.

REVOLUTION TO PRODUCE CLASS A TANK AND 'ZANDER' WAGONS



Revolution Trains has unveiled CAD images of its latest models aimed at the steam/diesel transition era modeller – the Class A tanks, which follow on from the company's Class B tankers of 2018. The models are available to order now in a variety of liveries and running numbers.

The Class A tank wagons share an underframe with its already available Class B, but different tooling was required for the longer barrel and different venting and top cap arrangements of the Class A.

In other news, Revolution Trains has received decorated samples of its forthcoming PCV 'Cemflo' cement wagons, being manufactured by Accurascale. Small amendments are to be made, but the manufacturer is anticipating that production of models will commence in Q3. Decorated samples have been approved subject to minor amendments, and Revolution is to close the order book soon for the models to go into production. This model is its third aimed at the 'transition era' modeller, following its Class B tank wagons and 'Sturgeon' track carriers.

CAVALEX MODELS' OO GAUGE TEA FIRST LOOK



Model wagon manufacturing specialist, Cavalex has shared photographs of updated samples of its 4mm:1ft scale (OO gauge) TEA bogie tank wagons. Alex Perkins of Cavalex said "From first inspection, we are very pleased with how the models are looking."

The manufacturer is to now conduct a review of both samples and report changes if required back to the factory, ahead of the arrival of painted samples which will be produced in the next few months. Tooling modifications have been undertaken to allow two versions of TEAs – as built and in their present form. Differences between the two models are the end cap pipework, chassis end plates, and the hazardous information board on the side of the wagon.

BRM TV

BRITISH RAILWAY MODELLING

DIGITAL EDITION EXCLUSIVE

Bachmann's Marketing Manager, Richard Proudman, guides us through the manufacturer's 2020 range.

EXCLUSIVE

WATCH THE VIDEO HERE

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PLAY

GET THE LOOK

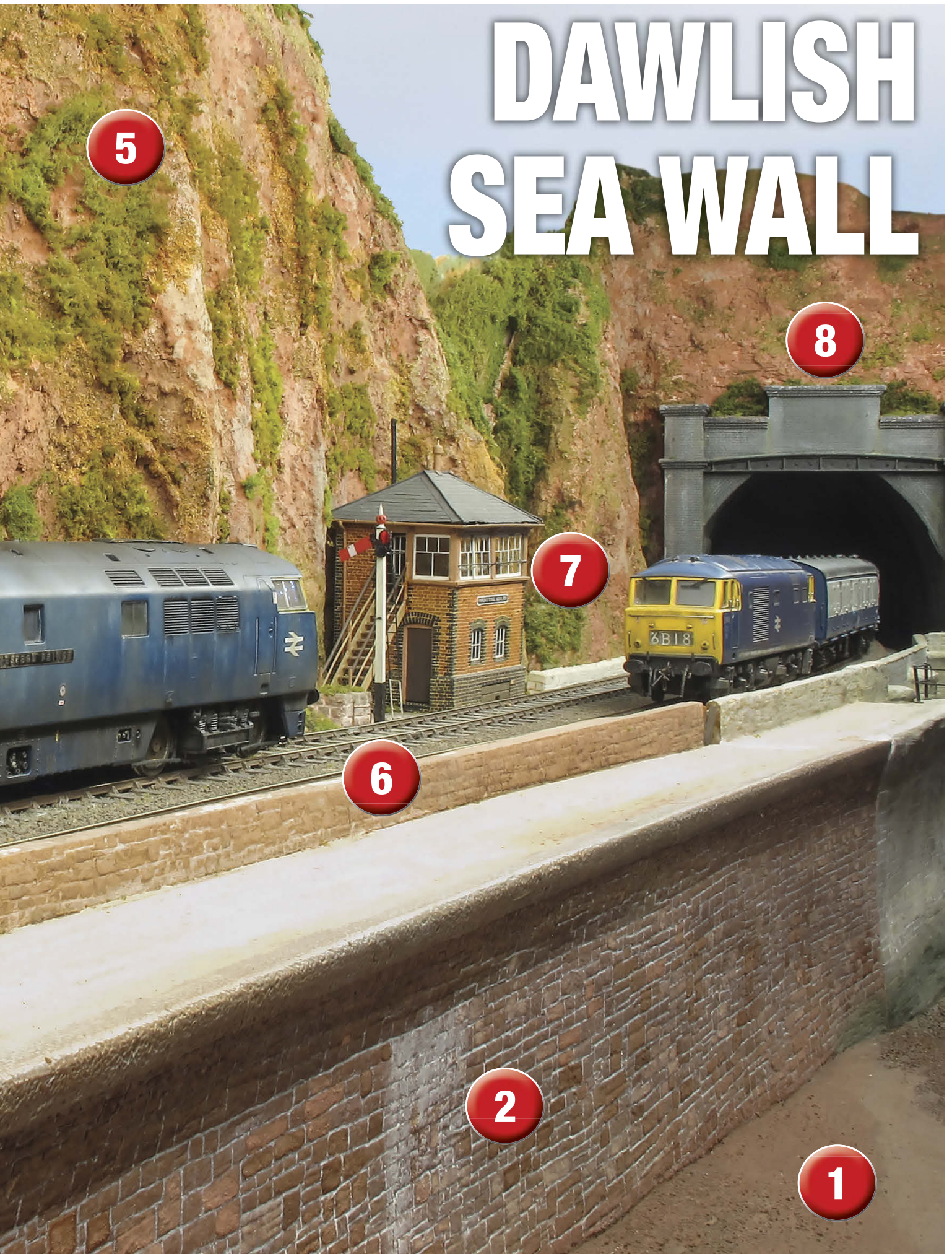
Enter the doors of the fabled Pendon museum in Oxfordshire and it's not the famous vale scene that greets you, but the Dawlish sea wall. Normally, the lines are home to classic GWR steam, but occasionally, Western Region diesel-hydraulic motive power enjoys an outing.

If you'd like a piece of South Devon coastline, here are some products to make modelling easier.

- 1 Sand is difficult to model because it's very fine and doesn't scale down easily. Look at soft sands from builders' merchants, or suitably painted plaster. The surface texture isn't so different from 1:76 scale beaches; just make sure you pick the right colour for the area you model.
- 2 For a large stone wall, the obvious choice would be Slater's Plastikard sheets, but nothing in the range is a perfect match for this stone. Wills are closer, but its small sheets would result in lots of joints, all of which would need to be laboriously filled to make them vanish. It's probably quicker to scribe a sheet of cardboard or PVC board from Eileen's Emporium.
- 3 Both locomotives are from Heljan and have been converted to EM gauge using drop-in wheelsets, then extensively weathered. Rail blue faded badly, not helped by the sea's water breaking over the wall during bad weather.
- 4 This cliff is made from plaster, but Woodland Scenics shaper sheet is a more modern and quicker option. Scrunch up, smooth out and stick in place with a thin skim of plaster to add texture. See our tutorial on making a rock face in the 'Techniques' section of www.world-of-railways.co.uk.
- 5 Cliffs are covered with weeds and small plants clinging to their face. Coarse scatter material pressed into PVA glue replicates this quickly. Just apply it in patches with plenty of gaps.
- 6 Signals are available from Ratio or Dapol. For GWR lines, you need a lower-quadrant signal where the arm points downward for 'off'. Elsewhere, the arm pointed up for 'off' and the design of the post would vary. It's a small detail, but one that sets the location of a model without trains being present.
- 7 Signal boxes varied between railway companies, but for the classic GWR box, your simplest option is the Ratio plastic kit.
- 8 Modelling a distinctive tunnel mouth is difficult, so you might prefer to use a ready-made Peco item, or something cast in stone from Ten Commandments.

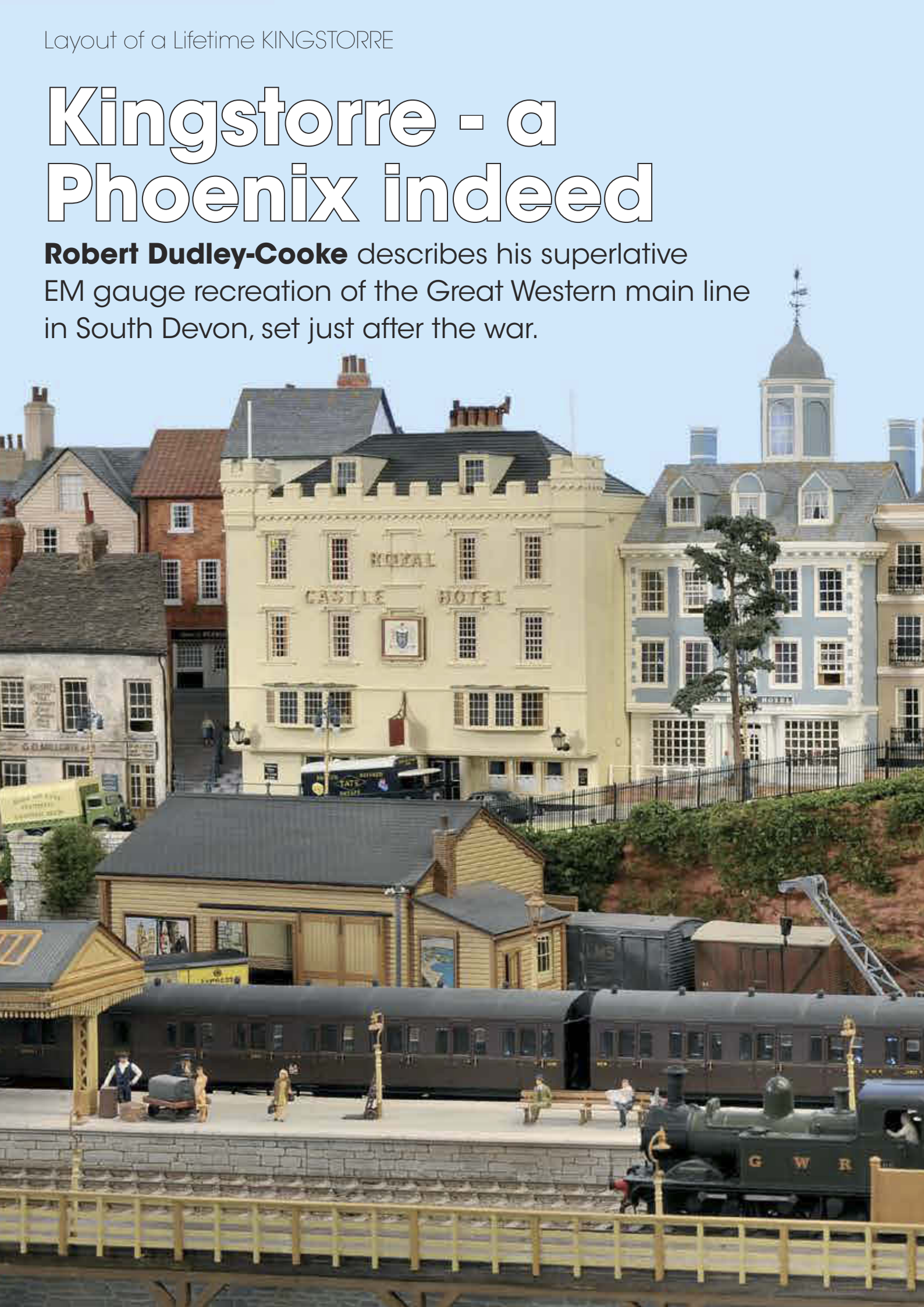


DAWLISH SEA WALL



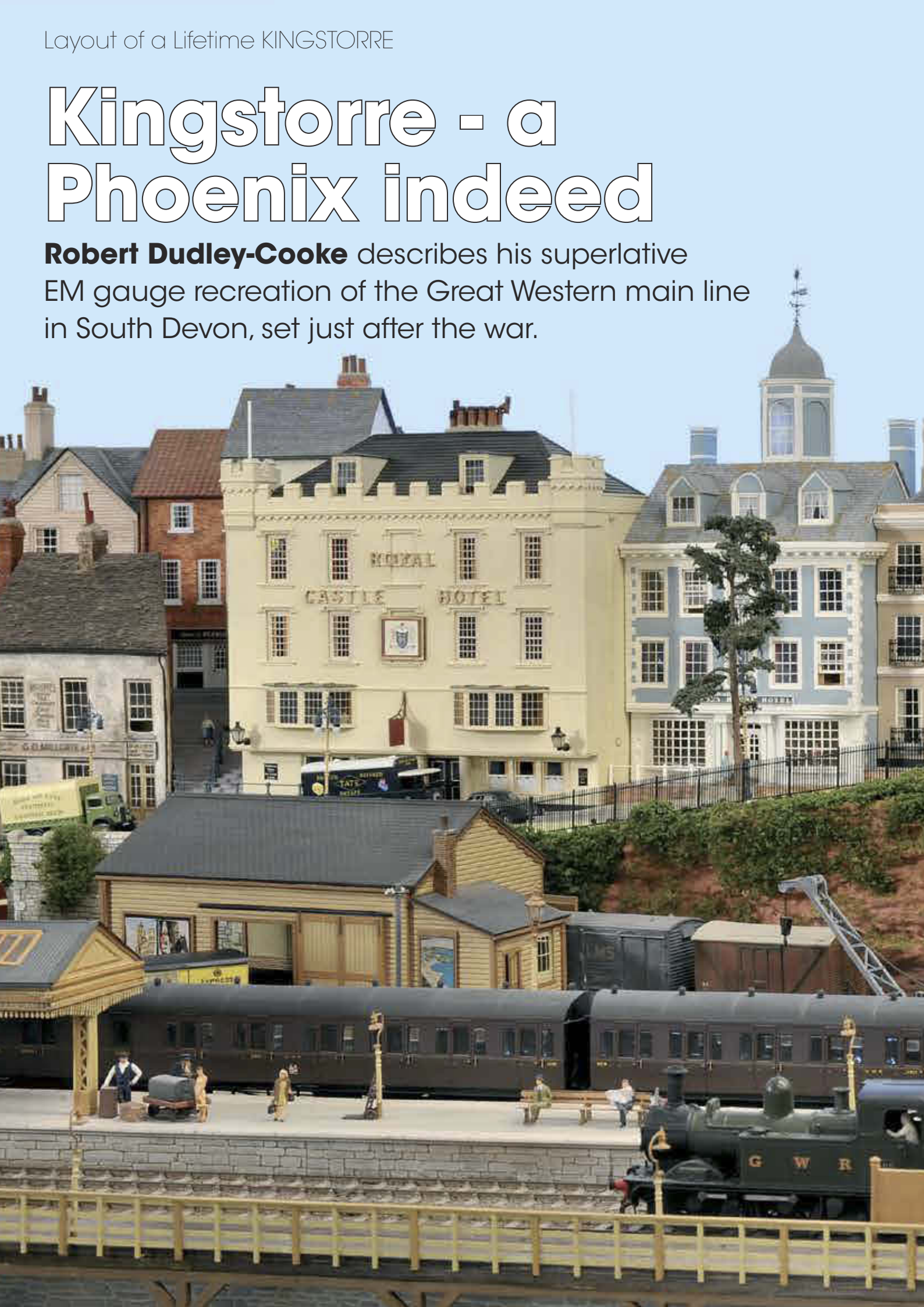
Kingsthorpe - a Phoenix indeed

Robert Dudley-Cooke describes his superlative EM gauge recreation of the Great Western main line in South Devon, set just after the war.

A detailed EM gauge model railway scene. In the background, a large yellow building with 'MOORE CASTLE HOTEL' written on it stands next to a blue building. A steam locomotive with 'GWR' on its side is on the tracks in the foreground. A platform with several figures and a small cart is visible. The scene is set in a town with various buildings and a hillside in the background.

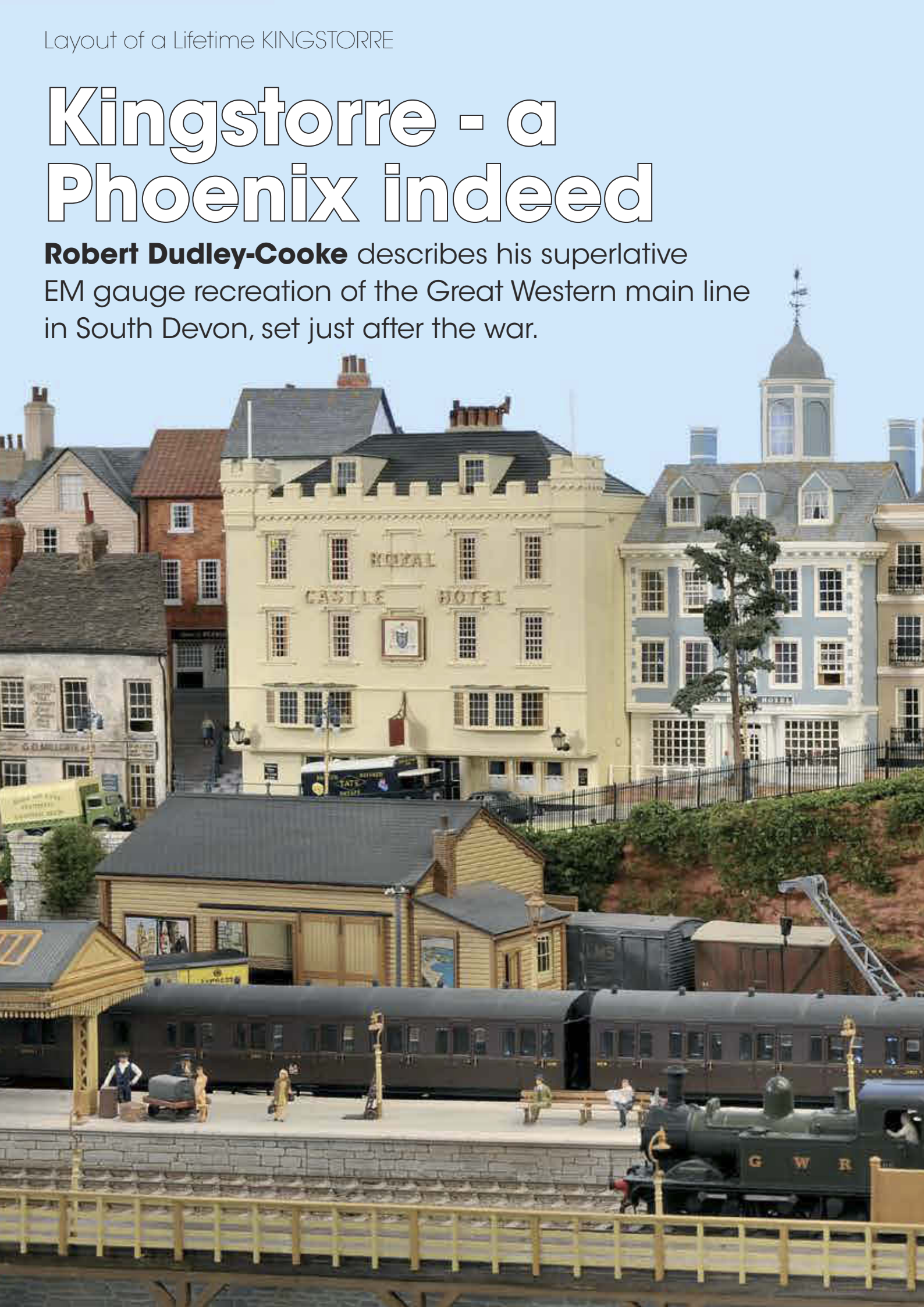
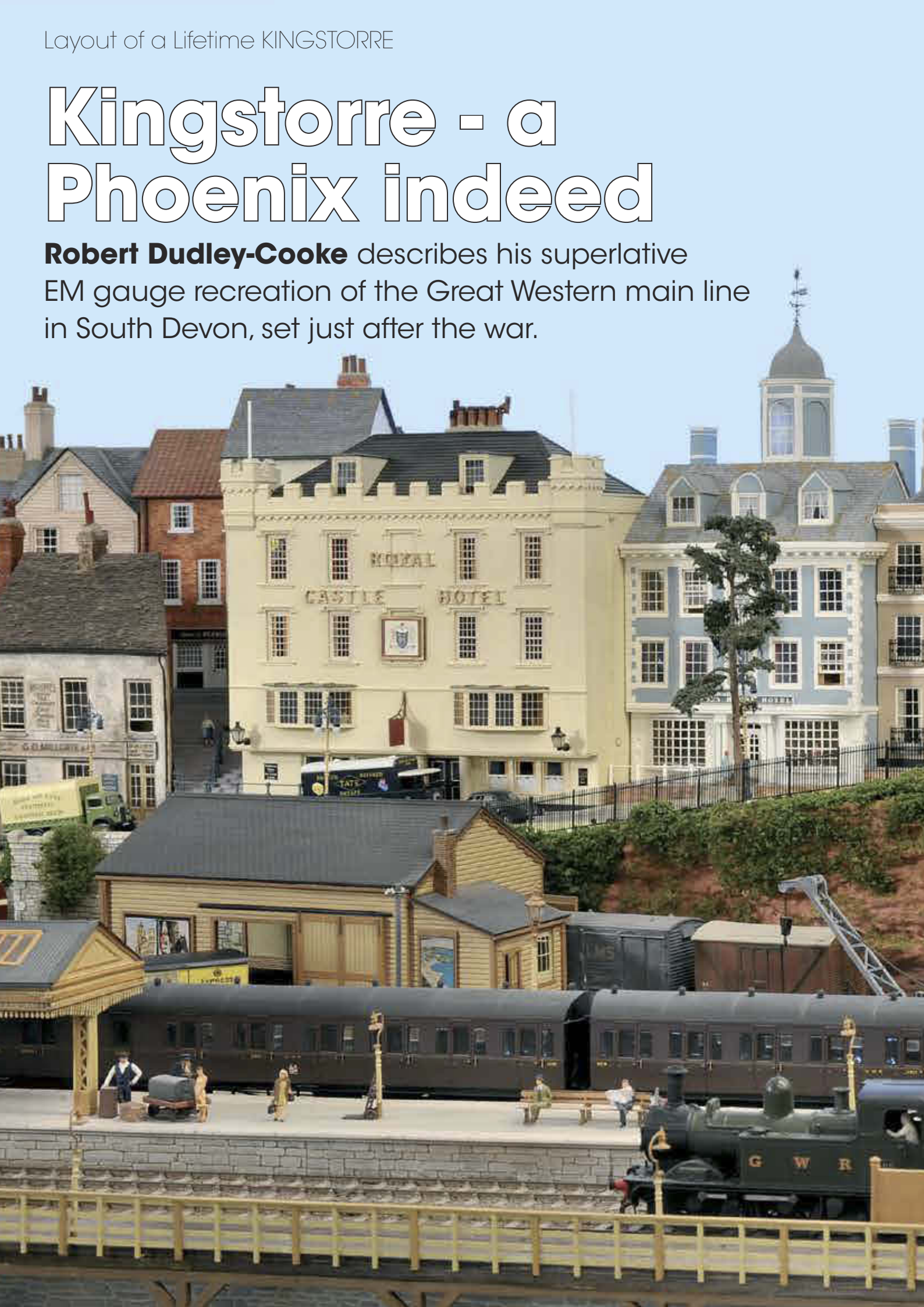
Kingsthorpe - a Phoenix indeed

Robert Dudley-Cooke describes his superlative EM gauge recreation of the Great Western main line in South Devon, set just after the war.

A detailed EM gauge model railway scene. In the background, a large yellow building with 'MOZAL CASTLE HOTEL' written on its facade stands prominently. To its right is a blue building with a clock tower. In the foreground, a steam train with 'G W R' on its side is on the tracks. A platform with several figures and a small yellow building is also visible. The scene is set against a clear blue sky.

Kingsthorpe - a Phoenix indeed

Robert Dudley-Cooke describes his superlative EM gauge recreation of the Great Western main line in South Devon, set just after the war.

A detailed EM gauge model railway scene. In the background, a large yellow building with 'MOORE'S CASTLE HOTEL' written on it stands next to a blue building. A steam train is on the tracks in the foreground, with a platform and various figures. The scene is set in a town with various buildings and a hillside in the background.

Much has been written and many photographs testify to the magic of the South Devon main line passing through Dawlish and Teignmouth along the sea wall. Few photos exist however of the area between these two towns and of the busy seaside resort of Kingstorre, which came to prominence in Georgian times, and the country station of Porthminster Road where a short branch leads to the town of Porthminster. Many of the photographs accompanying this article illustrate well the workings of the Great Western in the area and the valiant effort the company was making to overcome the effect of the war and the period of austerity that followed.

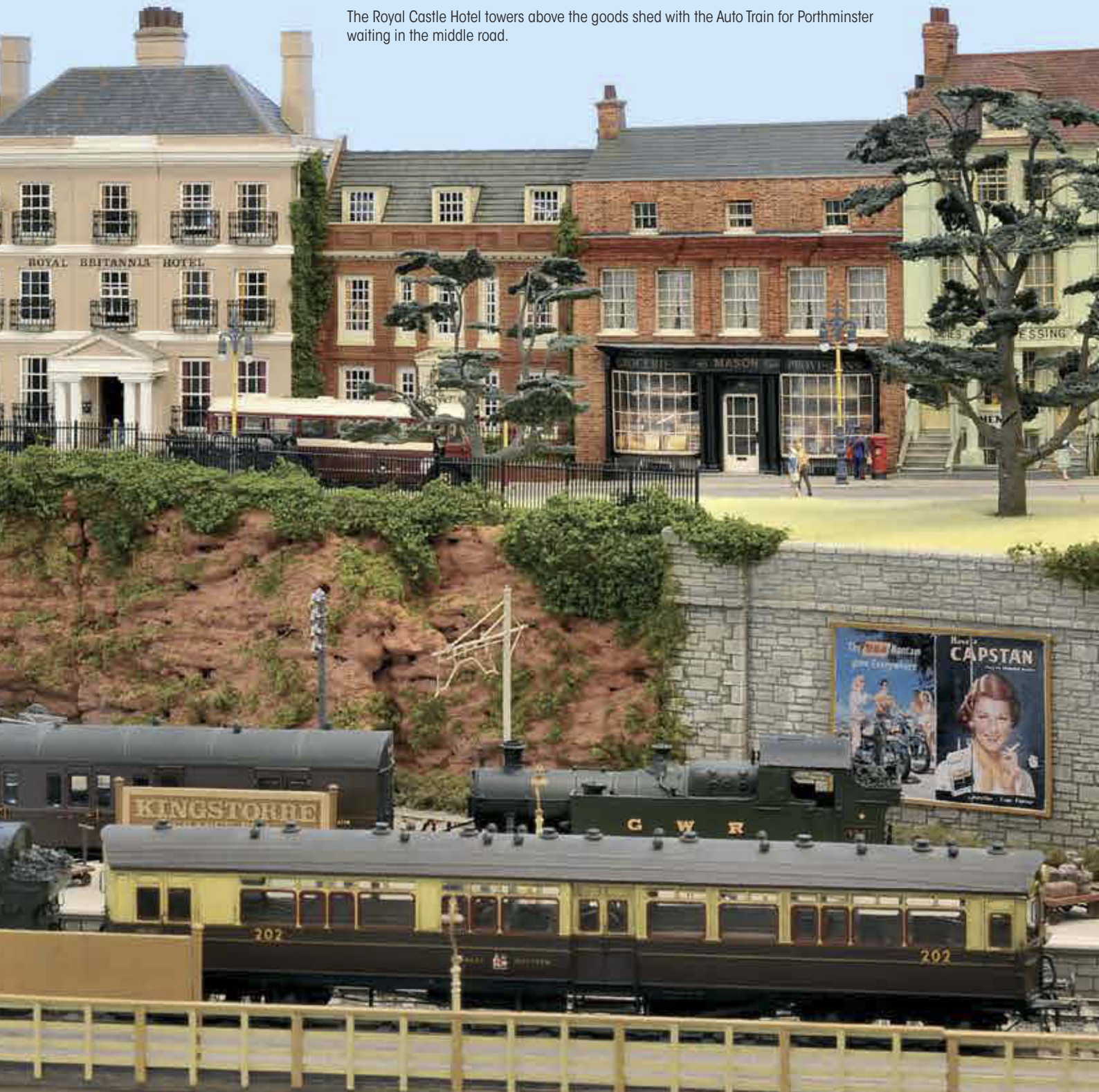
The town of Kingstorre itself holds an ancient Royal Charter dating back to King Edward VI. The railway when it came, ran right along the sea front in similar fashion to Dawlish, three miles to the east. The town is well known for its Georgian architecture with later Victorian additions and has a small shallow water fishing fleet. From the jetty at the southern end of the town, the local pleasure boat steamer daily takes holiday makers to Torquay and Dartmouth, weather permitting, during the summer months. The town shelters in a protected bay allowing safe bathing and is ideal for family holidays.

The town is centred around Montpellier Square with its gardens, a favoured place for children to feed the ducks and swans.

Marine Parade, although a cul-de-sac, has a footbridge just before the tunnel mouth, leading to the Town Quay and the well known local rowing club. A journey up Teignmouth Hill, not to be undertaken lightly - to which the drivers of the Devon General bus will testify - gives the traveller a glance of the coastal path to Teignmouth. The High Street can be viewed to the right of the Ancient Town Hall which spans the river in the town centre.

In the opposite direction, Victoria Road climbs out of the town centre past the entrance to the station, giving a panoramic view of the bay and the red cliffs and a tantalising view of the engine shed. Many of the main line expresses, as well as local

The Royal Castle Hotel towers above the goods shed with the Auto Train for Porthminster waiting in the middle road.





6813 *Eastbury Grange* passes the South Devon Dairies and Creamery siding with a down fitted fast freight. The branch to Porthminster can be seen behind the signal box.

trains, stop at Kingstorre - particularly those emanating from Torquay, with only the Penzance and Plymouth expresses passing non-stop.

The branch from Combe and Okehampton (where it meets the Southern Railway) terminates at Kingstorre and a small engine shed (a sub-shed of Newton Abbot) houses and services the branch engines.

The main line cuts inland through the red cliffs and crosses a small inlet with Harrison's Granary at its head. Porthminster Road is laid out in spacious manner, and here the trains can gather speed on the two through roads, only the local stopping services and the milk trains use the platform loops. Whether or not the hamlet predates the coming of the railway or *vice-versa* is a moot point, but it proudly boasts a church built of local red stone, a school, a garage and the usual small selection of shops and a farrier. Dawkins the coal merchants serve the local area as does the GWR Goods Shed, which will be shortly the subject of cut-backs with the introduction of the zonal system based on Newton Abbot.

The South Devon Dairies and Creamery has a large depot with private siding, part of the dairy buildings being the old pumping house built by Brunel for his atmospheric railway. The branch to Porthminster itself, a fishing village some two miles inland up the river, is normally operated by the customary 14xx and auto-trailer, but recently trials have begun with a diesel railcar running through Porthminster Road - terminating at Kingstorre to give connection to a greater number of trains.

As the trains leave Porthminster Road eastwards towards Exeter they again plunge



A busy moment in Montpellier Square. The West Bromwich liveried bus in the background is on loan to the Devon General, quite a normal occurrence with the shortages after the war.

through the red cliffs returning to the seawall and the many tunnels leading to Dawlish itself.

So reads the GWR publicity of the time. The model of this imaginary area started when the first coach was built for the proposed layout in 1969, although in truth had its origins in childhood memories.

Railways or more particularly the GWR and SR railways have always been and remain a core part of my life. There is a picture of me at two years old standing on a

platform gazing up into the cab of a GW loco with child reins on, and my passion for the railway scene and its unifying influence in the landscape have been ever present. For me the locomotive was only part of the interest. It was the totality of the railway environment which was important when I first found, as a very young child, the seawall between Dawlish Warren and Teignmouth in the early 1950s. It had everything I could want, sea, sand, sunshine and above all a busy steam main line skirting the beach



21C101 *Exeter* restarting its local train from Exeter to Plymouth on the daily exchange working with the Southern Railway.



A view of the hamlet of Torlish (adjacent to Porthminster Road) with a Devon General coach about to collect a solitary passenger before proceeding on its circuitous way.

along which proceed a wonderful procession of principally main line expresses going to such exotic sounding places as Penzance at the end of the line.

The structure and design of the layout was, therefore, virtually decided upon at the outset. But lack of a suitably sized room (32' x 25') at the time, and for many years later, meant that all endeavours were put into producing stock and building in excess of 150 hand-built coaches, copious numbers of wagons and over 30 locomotives, none of

which ran sufficiently well to encourage me to have the layout or part of it actually working.

Baseboards were constructed and detailed scenically with the intention that one day they would be joined together to form the layout in its entirety. EM gauge was chosen as a more viable alternative to P4, bearing in mind the size and complexity of the layout envisaged. The track is either set on butyl rubber over a plywood base or 1" (yes 1") cork to give reasonably quiet

running. The first incarnation of the layout was set on insulation board with copper-clad track with real granite chippings, set solid in PVA glue. The noise was unacceptable and a lesson was learned.

The necessity was for part of the railway to be set on the sea-wall. The main town was, after much deliberation, to be similar to Dawlish but not that town itself. To copy Dawlish itself in model form would have been too restrictive when it came to architecture and the features I wished to model. The basic layout of Dawlish was followed with the small river running through the centre of the garden square, but the buildings are of an earlier period and design in the main, in accordance with my own tastes. In any event 32' would not have been long enough to effect a scale model of Dawlish.

The second consideration was to have a four-road through country station and the track layout of Totnes (suitably reversed) was chosen and has worked well.

The operation of the trains was to be 'an ordinary weekday in the life of the GWR' - set in June 1947. The full summer timetable would not yet be in operation and being a weekday, trains would also be shorter. However, it would be necessary to have sufficient stock to represent a believable timetable both on the Up and Down main line, hence the enormous stock building programme. The scenic side of the railway was arranged in a 'U' shape using both sides and one end of the railway room and therefore the storage sidings are underneath on one side. This arrangement is not ideal and I would not recommend it. It means that all trains must be pre-formed with a locomotive and stock allocated to each,

Layout of a Lifetime KINGSTORRE



A view across Porthminster Road from the South Devon Dairies Depot with a 'WD' 2-8-0 passing with a goods train.

and as such is not a true fiddle yard. Access to the sidings is by part removal of boxes of scenery as necessary.

There are in fact 17 Up sidings and 17 Down sidings and in addition there are two branches. The main branch for Kingstorre has five hidden sidings arranged on a turntable and the branch to Porthminster from Porthminster Road, only one.

At the beginning of the 1990s, a house move to take advantage of the residential accommodation of our second school (yes, I'm a school principal), provided an area in the lower ground floor just about large enough to put the sections together, and progress on the entirety of the layout began in earnest. Six or seven years later the trains still were not running and after much heart searching I made two decisions which proved a turning point.

Firstly, I decided to concentrate on one small area, the hamlet of Porthminster Road, and to build this to relative completion instead of working on the entirety of the layout. This then acted as the much needed encouragement to keep going. I could actually see how the layout was going to turn out. I had been greatly influenced by visits to Pendon and the many articles and photographs and I remain deeply indebted to them for the inspiration and in many cases modelling techniques gained over the years.

Secondly, I had to acknowledge that my understanding of matters electrical and mechanical meant in reality that without help I was never going to have the railway running satisfactorily. The ambitious stock building programme necessitated some 40 trains operating for the timetable.



Devoran Farm on a hot summer's day.

A decision to go DCC brought me into contact with the model maker Neil Kinison and in due course through his endeavours and the introduction of ZTC a few trains began to run after 30 years of building.

Then the unbelievable happened. I received the phone call no one ever wants to receive. I was on my way home in London late on a January afternoon to catch the train to Devon, when my tearful wife rang to say there had been a fire at the school. My first concerns were for the schoolchildren's safety, our daughters, the teachers, the dog and on receiving assurance all was well, asked the question. 'Where was the fire?',

although I knew. 'In the lower ground floor' was the tearful reply. 'Is the railway destroyed?', 'I do not know, it is too dark to see and there is no electric light' was my wife's reply. I arrived home late in the evening and with the aid of a torch scoured the lower ground floor. The house, and school were of course without electricity and it was freezing cold. Everywhere in the lower ground floor was covered with black soot and the acrid smell of smoke was almost too much to tolerate. The fire had started in the main fuse box where the main cable came into the building. It had devoured the school uniforms in the adjoining room to the

railway, the flames by this time starved of oxygen because of the smouldering clothes, had reached only some of the storage sidings. By the time the fire brigade arrived, the fire had reduced to black smoke. The fire brigade most fortuitously made a decision not to use water because the source of the fire was electrical and this decision saved the railway. The scenery of the railway was

therefore intact as far as I could see, although the railway itself, the ceiling, walls and floor were covered in a coating of black soot. Anything plastic had melted or distorted, but the buildings made of card appeared to have superficial damage only and, what's more, had tolerated a considerable degree of heat.

The following morning I was able to

arrange for the insurance assessor and a representative of the electricity board to visit. They immediately ruled out arson, as they concluded I would not have started the fire in this very area. The electricity board admitted responsibility and the assessor accepted that the railway was now worthless and that he would admit a claim up to virtually the full insured value. How could I ever start again? Neil Kinison arrived and it was agreed with the company that we would dismantle the railway, section by section, and send it away to fine art restorers. Fortunately a great deal of the scenery was box sections in the mode of Pendon. The restorers would also do the initial cleaning of the stock.

Corrosion, however, is one of the greatest problems after a fire and gradually everything rusts. It was therefore necessary to completely renew the wheels and electronics.

Stocktaking revealed some 60 hand-built carriages, and a smaller number of goods wagons, were beyond repair and would need to be replaced. A daunting task and I have needed professional help with the rebuilding programme which is still ongoing after eight years, although nearly finished. My thanks go to Peter Dawson who undertook this task and to David Studley for the painting and latterly to Rodney and Vera Cooper of ROCAR. The buildings all survived, but many needed restoration work.

The layout was returned many months later and re-erected temporarily in the school hall,



Mid morning at Torlish Primary School with the Headmaster speaking to a member of staff and a small group of children in the playground.



4012 *Knight of the Thistle*, passes an up fitted freight with the Bradford-Paignton (the 'Devonian' but not named after the war on the GWR until 1949) comprising mainly LMS stock.





6027 *King Richard I* slows with the down 'Torbay Express' as it enters Kingsthorpe. A photograph taken by Maurice Earley in 1946 shows the 'Centenary' coaches as a complete set, albeit utilised on the Paddington/Bristol/Weston-Super-Mare route.

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Layout of a Lifetime KINGSTORRE



6027 *King Richard I* on the seawall with the Down 'Torbay Express' passes a 'B set' parked in the Combe branch siding.

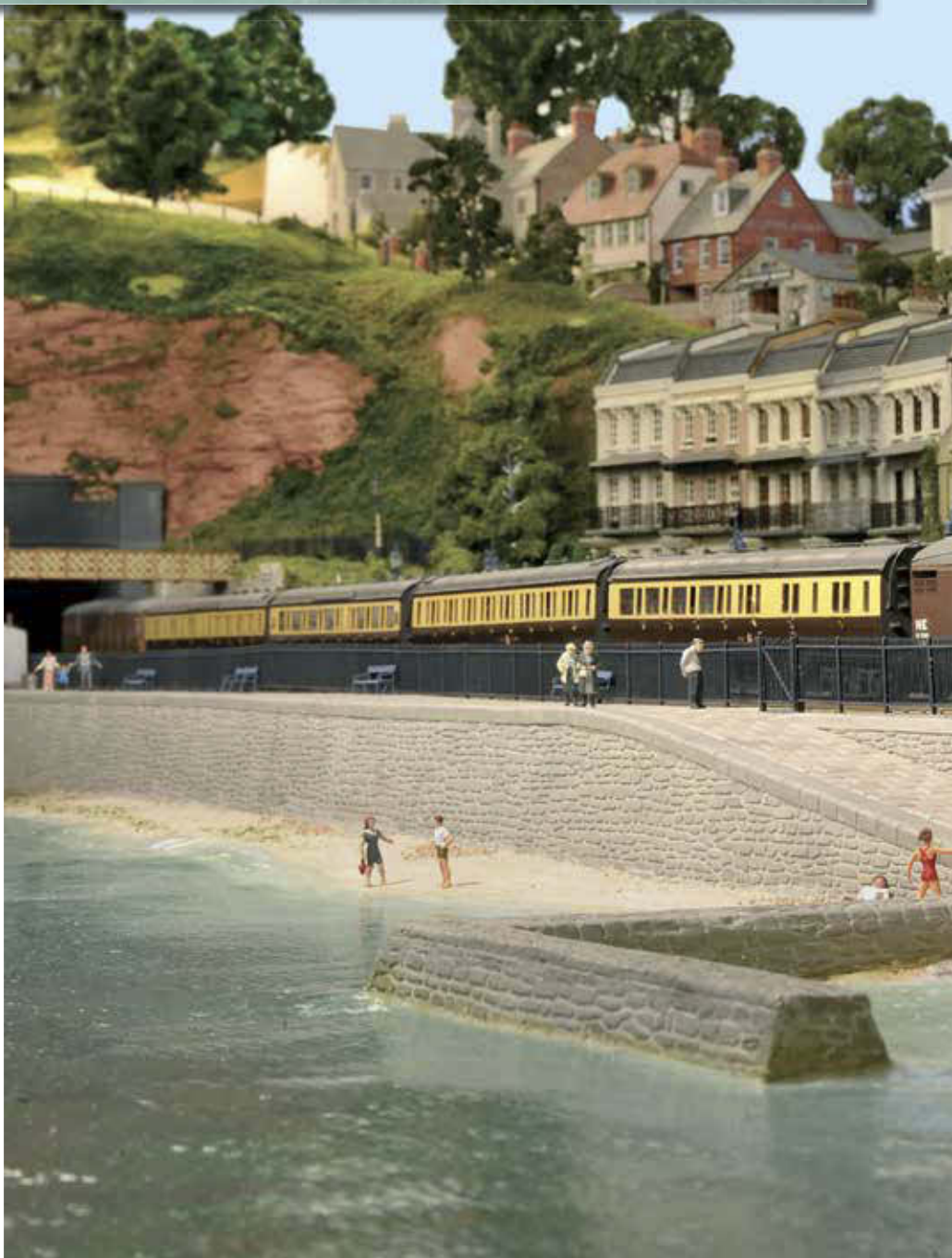
giving access all-round, and the electronics were renewed in short time. The transformation of the scenery to something akin to its original condition was unbelievable. It was necessary, notwithstanding, to renew many of the trees, hedges, and those retained were removed, washed thoroughly and the whole layout was regenerated with Woodland Scatter and the like - the whole process taking several years. The smell of smoke gradually receded and is not now a concern.

A new room houses the railway, to which has been added further scenery on the Porthminster Road side.

The fire did cause me to re-double my efforts and I am pleased to say the layout is now 90% complete, and recently I have actually enjoyed operating the railway without feeling guilty that the time would be better spent working on the modelling side.

The support and help of Neil Kinison has been invaluable with DCC chosen as the most suitable way of operating the trains. We did build in a problem, which we could not remedy at a later time. On the non-scenic end of the railway the Up and Down lines cross and thereafter plunge below. We did not fully realise the extent of the difficulty gradients would bring to the operation and accordingly dropped two levels to the sidings (rather than one) to have better access under the baseboards. This has resulted in the engines needing to be exceedingly heavy for traction purposes with the longer expresses, particularly as hand-built coaches have a considerable weight. On the plus side, we were forced to semi-automate the railway, all routes being pre-set and individual trains called up.

All the principal expresses are modelled, 'The Cornish Riviera', 'Torbay Express' and the 'Devonian' (without headboards proclaiming its name), in both Up and Down directions. There are trains to and from Paddington to Plymouth and Penzance and Torquay, Paignton and Kingswear. In addition, there are the cross-country expresses from Wolverhampton via Stratford, the North to West from Manchester and Liverpool, and the Cardiff and Swansea trains. There is a



short boat train, the super saloons legitimately in pre-war livery, having been stored for the duration of the hostilities. There are parcels trains in each direction, as well as the North Mail - one of those delightful trains providing as many parcels vans as passenger accommodation.

Trains between Bristol, Exeter and Plymouth and the Torbay branch provide the local interest including the daily visit by a Southern Railway locomotive between Exeter and Plymouth. The milk trains play an important part in the daily operation because of the South Devon Dairies' Depot at Porthminster Road.

In addition to the usual array of goods and coal trains, there is a train of fish and fruit vans, a train of clay wagons and a ballast train. The branches are operated either by the usual auto-coach, or in the case of the Kingstorre branch by two coach 'B' sets and the occasional foray by a two coach train of SR stock.

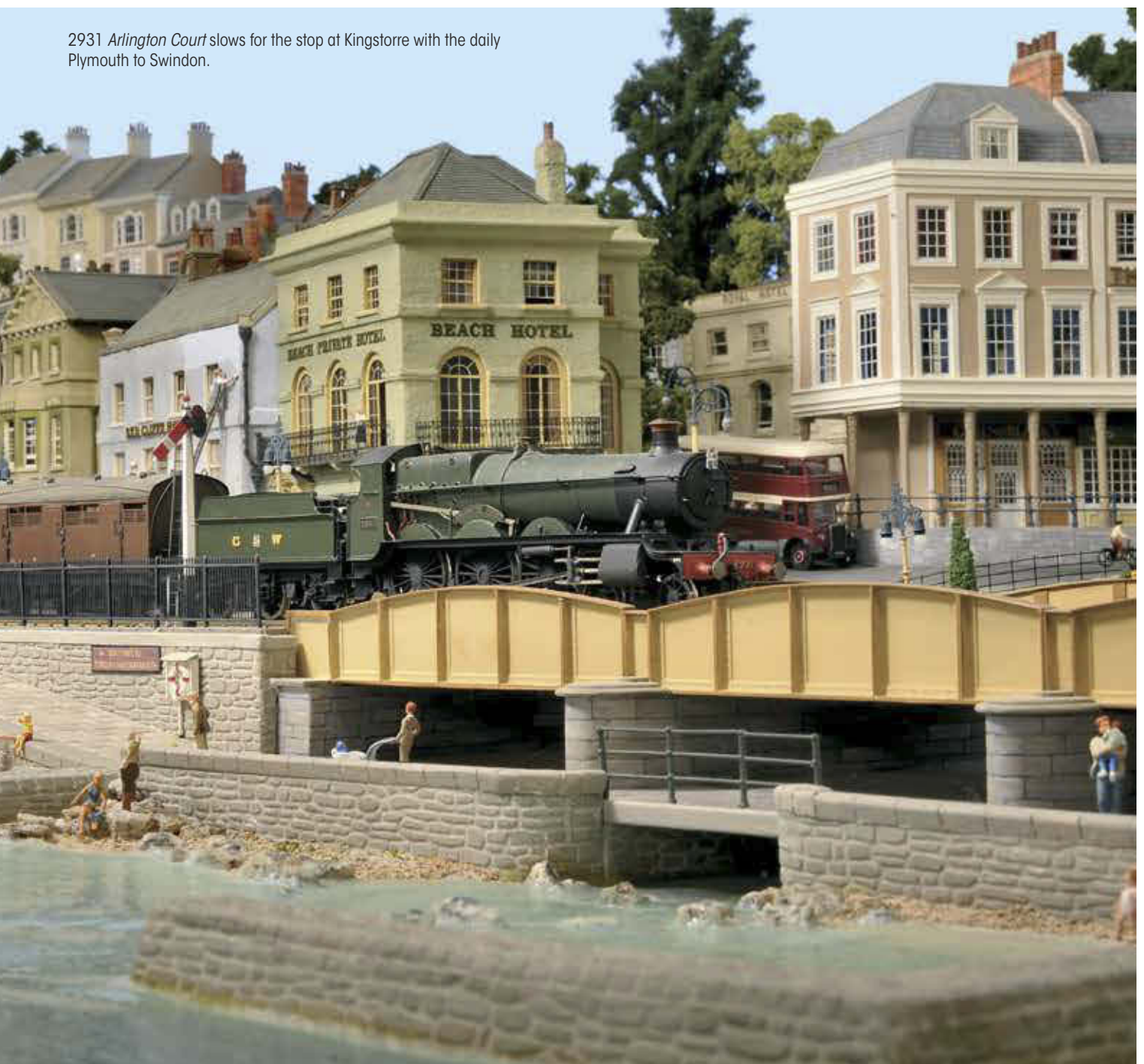
The great majority of locomotives I have built by hand, but they have new compensated chassis (not built by me) and are DCC-fitted - with sound units in most cases. These units really do make a difference. Where there is no room in the locomotive or tender, the first coach or wagon of the rake houses this unit. The process is ongoing.

Without doubt the greatest pleasure I have had is on the architectural side. The buildings are principally made of thin card in similar manner to that formulated and adopted by Pendon. Card somehow gives life to a building and card enables it to take on its own character. I have tried plastic card but it is perhaps too precise, although for certain types of building (ornate plasterwork) the finer detail possible with thin plastic card strips makes it the chosen medium. Card buildings have also been proved to stand up to fire, when their plastic card contemporaries perished.

Researching buildings for the imagined location and their subsequent modelling have given great satisfaction. Modelling in miniature makes us all very observant of everyday life and I am fortunate in passing on the train the red cliffs of South Devon along the seawall weekly, giving me ample opportunity to examine the scene overall and specific details as needed. I never tire of this scene no matter how many times travelled. There is for me something very satisfying about constructing and detailing buildings and setting them in a believable scene. Coach production too has taken a deal of my time, both in the construction and research, and the types of coaches are as correct as I am able to represent them for 1947.

It has always been the totality of the railway scene set in a landscape that is and remains important for me and much, of course, remains to be done. My grateful thanks go to Neil Kinison for his great help and friendship

2931 *Arlington Court* slows for the stop at Kingstorre with the daily Plymouth to Swindon.



Layout of a Lifetime KINGSTORRE

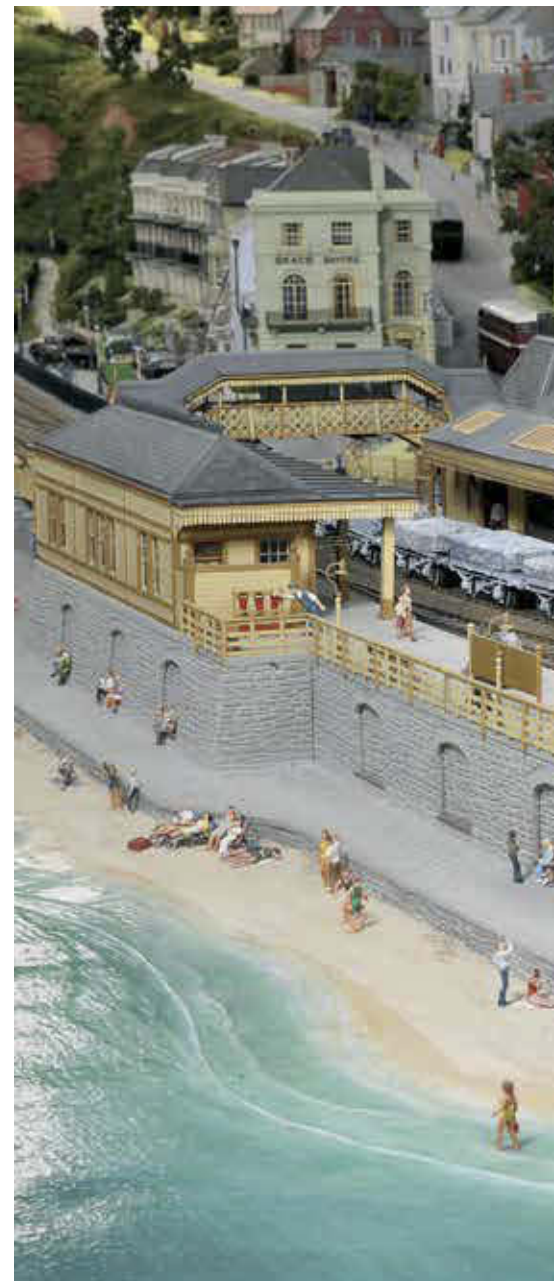


The Porthminster 'Auto' drifts into Porthminster Road behind O-4-2T No.1466.

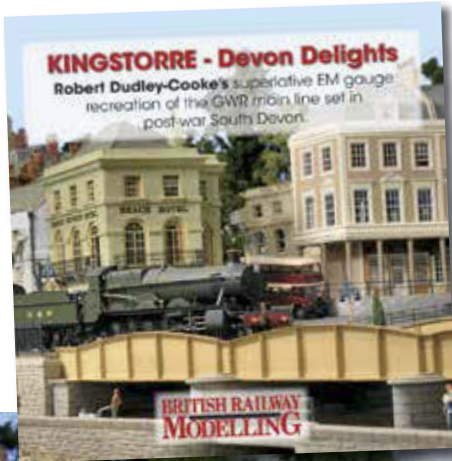


'Modified Hall' 4-6-0 No.6959 *Peatling Hall* heads west with an excursion for Plymouth.

'Castle' Class No.5018 *St Mawes Castle* emerges from Claverton Tunnel with the Up 'North Mail' for Crewe.



over the last decade, and to others too. My gratitude too, goes to the Great Western Railway which I never knew before Nationalisation, but which, together with the scenery it runs through in South Devon, has been a source of inspiration and constant companion for virtually all my life. I am sure my wife and daughters would say too great a companion, but at least I was at home with them modelling. I hope the photographs of the railway will help to engender in some of the readers similar emotions.



ABOVE: 'County' Class 4-6-0 No. 1000 *County of Middlesex* enters Kingstore station with a Penzance to Paddington express on its way eastwards.

BELOW: 2-8-0T No. 5261 trundles a short clay train slowly through Kingstore station.



LAYOUT FOCUS



The Modelu porters prepare to welcome the morning local arriving behind *Tre Pol and Pen*. The clerestory coaches and Siphon 'J' are from Mallard/Blacksmith etches, the toplight a Worsley Works etch.

Factfile

Layout name: Llangerisech
Scale/gauge: 2mm:1ft scale / 9.42mm gauge / 2FS
Size: 29ft x 8ft
Era/region: 1930s, GWR (ex-Cambrian region)
Layout type: Fiddle yard to terminus

LLANGERISECH

Transfixed by the GWR's 'Duke' and 'Dukedog' locomotives, Nigel Ashton constructed this finescale paradise for his miniature replicas to roam free.

Words: Nigel Ashton **Photography:** Tony Wright



Llangerisech is a 2mm finescale (2FS) layout that has been on the exhibition circuit since 2012. In the intervening years, quite a lot developed on the layout and many lessons have been learnt. It is a fictitious location and trackplan set on the Llŷn Peninsula in Wales, with many buildings modelled on real ones in the Cambrian region. The name actually sums up the layout quite nicely. It is an anagram of my two forenames, so is based on elements of reality, but mixed around!

'Llangerisech' was born in a small flat and designed to fit around the outside of the living room. The available shape dictated the plan and I adapted the trackplan of Trezeath from a magazine article sometime in 2000.

The baseboards were made to be transportable, being constructed from 9mm ply as four inverted boxes, each 4ft long. Two subsequent house moves had the luxury of putting the layout into bespoke hobby rooms, but it still fits around the outside neatly.

On tour

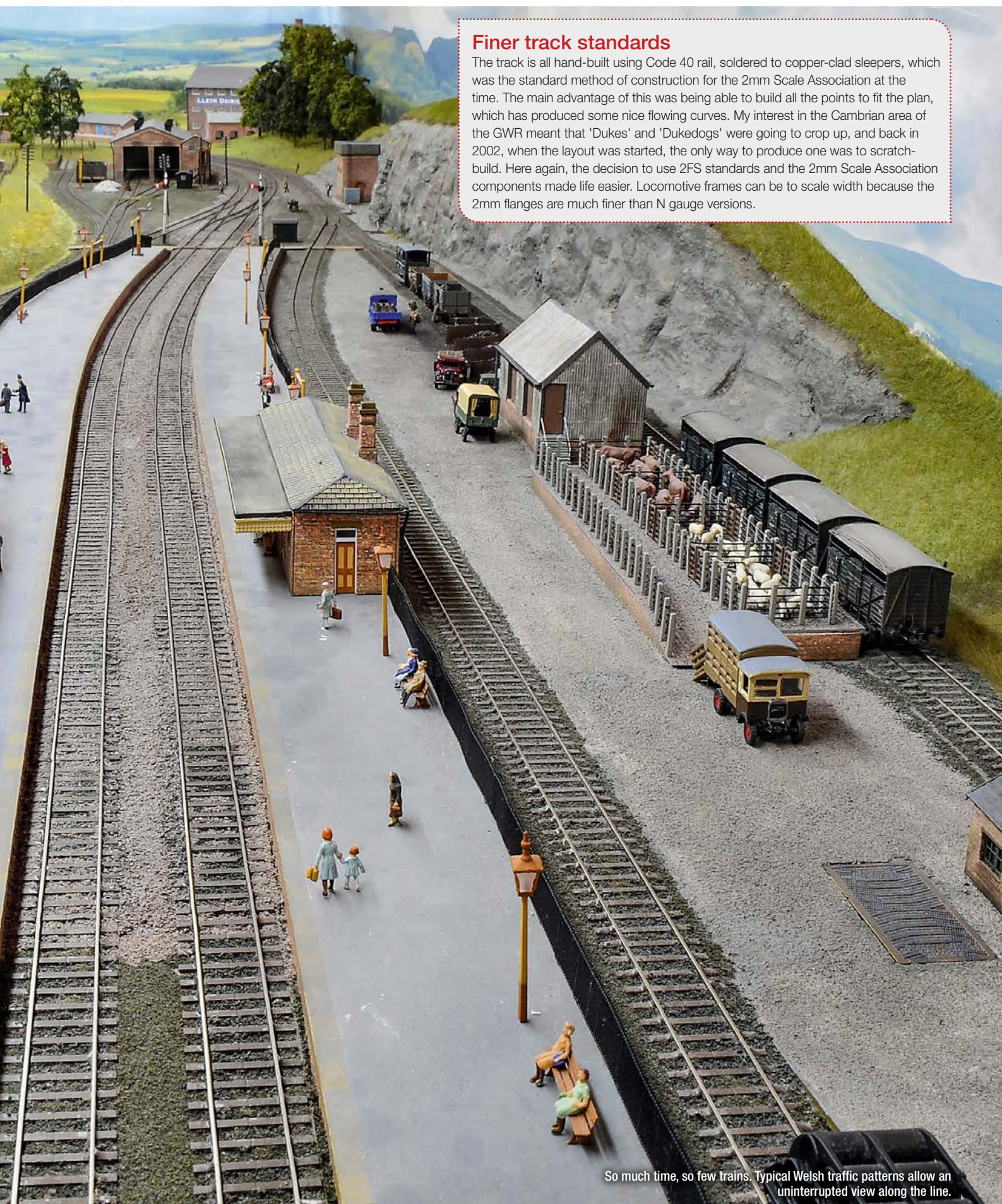
Exhibiting the layout has been good fun, if a little stressful at first. Once everything was reliable, I could actually enjoy the process and chat with visitors while others did the operating. With so much being hand-built, questions always arise about techniques and sources of items.

At shows, it is always gratifying to see people's reactions to things like the reins on the horse-drawn vehicles or the rhubarb and bean plants in the allotments. While we try to entertain visitors by keeping things moving at a reasonable pace, short breaks encourage examination of the modelling away from the trains. After all, it is mid-Wales and nothing should be rushed!

We run to a repeating sequence with different trains, so whenever a team member has a break, it is easy to spot where we are and pick up the controller with confidence upon returning to duty. The fiddle yard operator decides what runs, and the drivers know what to do. Few visitors seem to get bored with the cycle and frequent use of the turntable provides ample entertainment.

When transporting to exhibitions, the boards are paired up with end plates to make two boxes that protect the scenic areas. Legs were originally bolted to the underside of the boards, but after helping exhibit other layouts, I changed to pockets,





Finer track standards

The track is all hand-built using Code 40 rail, soldered to copper-clad sleepers, which was the standard method of construction for the 2mm Scale Association at the time. The main advantage of this was being able to build all the points to fit the plan, which has produced some nice flowing curves. My interest in the Cambrian area of the GWR meant that 'Dukes' and 'Dukedogs' were going to crop up, and back in 2002, when the layout was started, the only way to produce one was to scratch-build. Here again, the decision to use 2FS standards and the 2mm Scale Association components made life easier. Locomotive frames can be to scale width because the 2mm flanges are much finer than N gauge versions.

So much time, so few trains. Typical Welsh traffic patterns allow an uninterrupted view along the line.

which allow the legs to slot in – so much quicker to set up and takedown. However, so many other bits and pieces have been added since, that the time saved here is less significant.

Control systems

Initially the layout was wired for DC, working with about 20 sections, but I changed to DCC around 2004 because chip sizes were just about small enough to fit into the locomotives. At the Chatham show one year, I was talking to Dave Nicholson, who suggested using the bolts holding the boards together to take the bus bar connections.

By using stationary decoders, this has reduced the wiring hugely and means a very reliable layout has resulted.

At home, the layout is operated from the inside of the 'L', while at shows, we operate from the back of the layout by bolting on the control panel at different points, all connected to the bus. I have used different decoders for different purposes with Team Digital items for points, Lenz for uncoupling units and Megapoints for the signals. The main control uses a Digitrax Zephyr unit and a few UT5 throttles along with a CML electronics board built into the mimic panel.

Off-scene

An area that generates a lot of interest and questions at exhibitions is the arrangement of the fiddle yard. While a traverser worked well at first with diesels, when turning steam locomotives, it got rather cumbersome, so a change was made to cassettes. These are made with aluminium angle strip of 13mm section, glued to 18mm thick MDF bases with a 'No Nails'-type adhesive. We have separate locomotive cassettes and train cassettes, which allow the locomotives to be turned, independently. Adding permanent magnets at one end of the train cassette allows uncoupling to be simple, while an



LED on the locomotive cassette shows that power is there. If the LED isn't lit, the usual remedy is a small wiggle of the cassette in the socket. Crocodile clips are available as a back-up, but are rarely required as the contact is made by the cassettes themselves.

Scenery and buildings

I feel that the aspect that gives the layout a sense of place in the Cambrian region is the buildings. All except the corner dairy/factory are based on real counterparts, the highlight being the main station building from Llanidloes. There is a family connection as I had ancestors in the town

several generations back.

The building uses multiple layers of thin card, cut using a CraftRobo machine, along with Scalescenes brick paper and York Modelmaking roof tiles. There is a thicker card skeleton to provide the core strength. I obtained plans when part of the building was available to let as offices and details appeared in a letting agent website, along with several pictures. Other historical pictures helped me put a complete unit together and the reaction at shows is always good – including praise from a few people who actually work in the real place. You can stand on a footbridge and get the same view

of the station building in reality, even now.

Other items include the engine shed from Llanidloes, the goods shed from Llandre, a signal box modified from the one at Carrog, and even the cliff face from Machynlleth.

Many questions

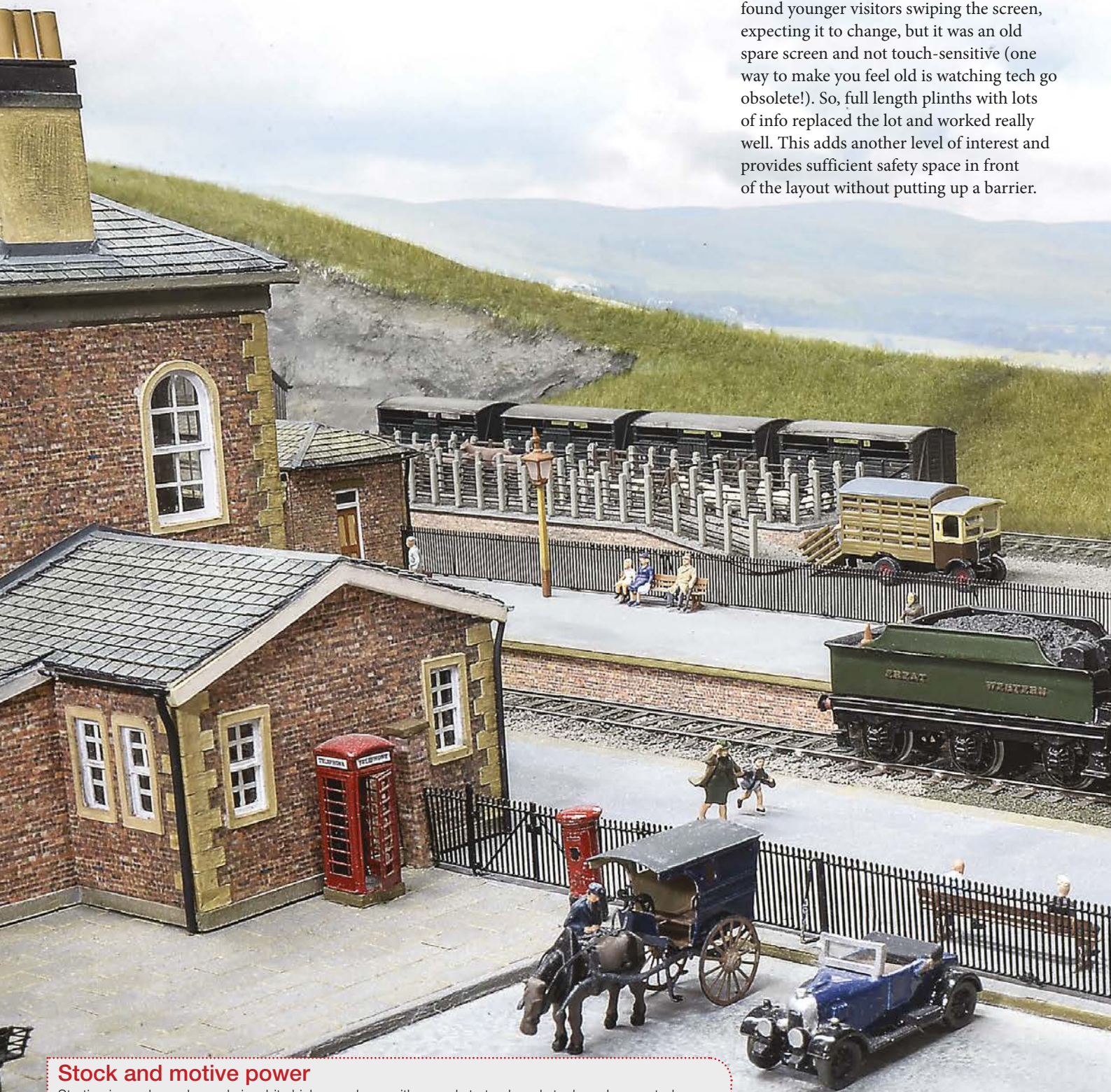
Many of the questions being asked at shows tended to be the same. "Where is it supposed to be?" or "Where did that come from?" A decision to display some of the basic answers was made and a couple of small plinths attracted interest, so I then added a screen running a PowerPoint slideshow. The problem with this was

The main station building from the roadside shows the massive scale of the Newtown and Llanidloes railway headquarters. It is much larger than necessary, in real and consequently model form.



Tre Pol and Pen waits while the pilot finishes removing the coaches, before heading off to the turntable. D&G couplings with magnets allow reliable hands-free shunting – vital at a terminus.

that when a question was asked, the slide answering it had just gone past! We also found younger visitors swiping the screen, expecting it to change, but it was an old spare screen and not touch-sensitive (one way to make you feel old is watching tech go obsolete!). So, full length plinths with lots of info replaced the lot and worked really well. This adds another level of interest and provides sufficient safety space in front of the layout without putting up a barrier.



Stock and motive power

Starting in any bespoke scale is a bit chicken and egg with regards to track and stock, so I converted some blue diesels and stock from N gauge to allow the layout to develop while I built the 1930s GWR stock. As a child growing up in the 1970s, this was mainly nostalgia-driven, but it did have a practical side. The first few shows used the 1970s stock as we found our feet.

However, I had conceived the layout as 1930s GWR and a lot of scratch-built stock is what tends to set the layout apart. The first locomotive built was *Tre Pol and Pen*, the progenitor of the 'Dukedog' Class, although the real locomotive was always classed as a 'Duke'. Subsequently, I bought a small milling machine and devised a method of building split chassis from solid brass. These milled chassis went under the 'Jones Goods', the 'Dean Goods', the small 'Prairie' and 'Collett Goods' in different configurations. The conversion to the Ixion Manor ended up being produced by Alan Smith and we sold around 50 chassis – some even ending up in New Zealand! The kit is still available to 2mm Scale Association members via the shops.

Questions still arise, but they tend to be more individual in nature and, of course, we are still happy to answer them.

What's next?

The one thing that a terminus demands is concentration and coordination. It is interesting to operate, but to keep up a decent level of activity requires several operators. This is one reason why my new layout is a through station, which will halve

the staffing levels.

'Llangerisech' has been invited to several shows over the past eight years with most of my 'bucket list' being ticked off. The plan now is to move on to the prototype-based 'Drws-y-Nant' for shows and keep 'Llangerisech' as the home layout. Apart from maintaining the level of pronunciation difficulty, the new layout will include many of the lessons learnt with 'Llangerisech'. All the stock can still be used and I look

forward to using a lot more of the goods stock. I have made use of many of the new items available to 2mm Association members, which weren't available when I started 'Llangerisech'. These include the Easitrac sleeper base, etched chair plates to match this on PCB for turnouts, and point rodding etches. By using trestles and beams for a sub-structure, the boards are lighter and much quicker to erect than the monocoque approach of 'Llangerisech'.



Having been made welcome into the 2mm Scale Association in the early days, I'm now on the committee, hopefully giving something back. The hobby is so wide-ranging, there is no right or wrong, but many ways of doing things and you never stop learning from others. While building the layout, many items have been re-worked to improve them. The beauty of scratch-building is that if you make a mistake, it is only another bit of brass or cardboard gone to waste. You also learn better ways of producing things to a higher standard, so the time making the mistake is never wasted.

Thanks must go to the numerous 2mm Scale Association members who have helped with exhibiting, and my wife Helen for tolerating the occasional use of the dining room when there is no space left in the railway room! Thanks too, to Tony Wright for his enthusiasm while taking the excellent photographs. I hope that a couple prove of interest, even when there are no trains in sight – just like the real thing!



The locomotive shed is a half length version of the real one at Llanidloes. The turntable is a heavily modified Peco unit. Allotment sheds are a mixture of Langley and Severn etches.



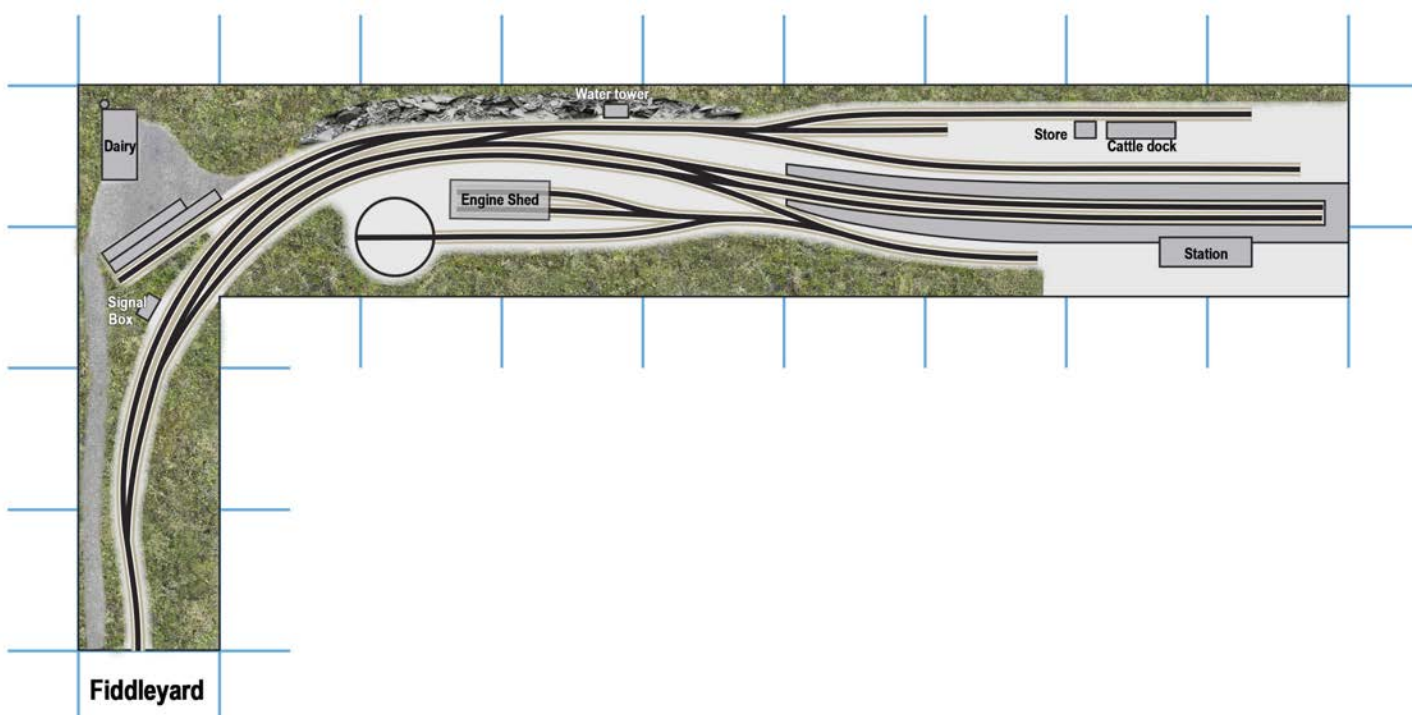
A 'Manor' with a regional train of bow-ended stock passes a traction engine causing a traffic jam. At least the drivers have a pleasant view thanks to the International Models backscene.

Across the forecourt. The bus is a cut and shut of R Parker and PD Marsh bits. The author is pictured standing on the pavement in flat cap and sports coat, courtesy of Modelu.



Trackplan

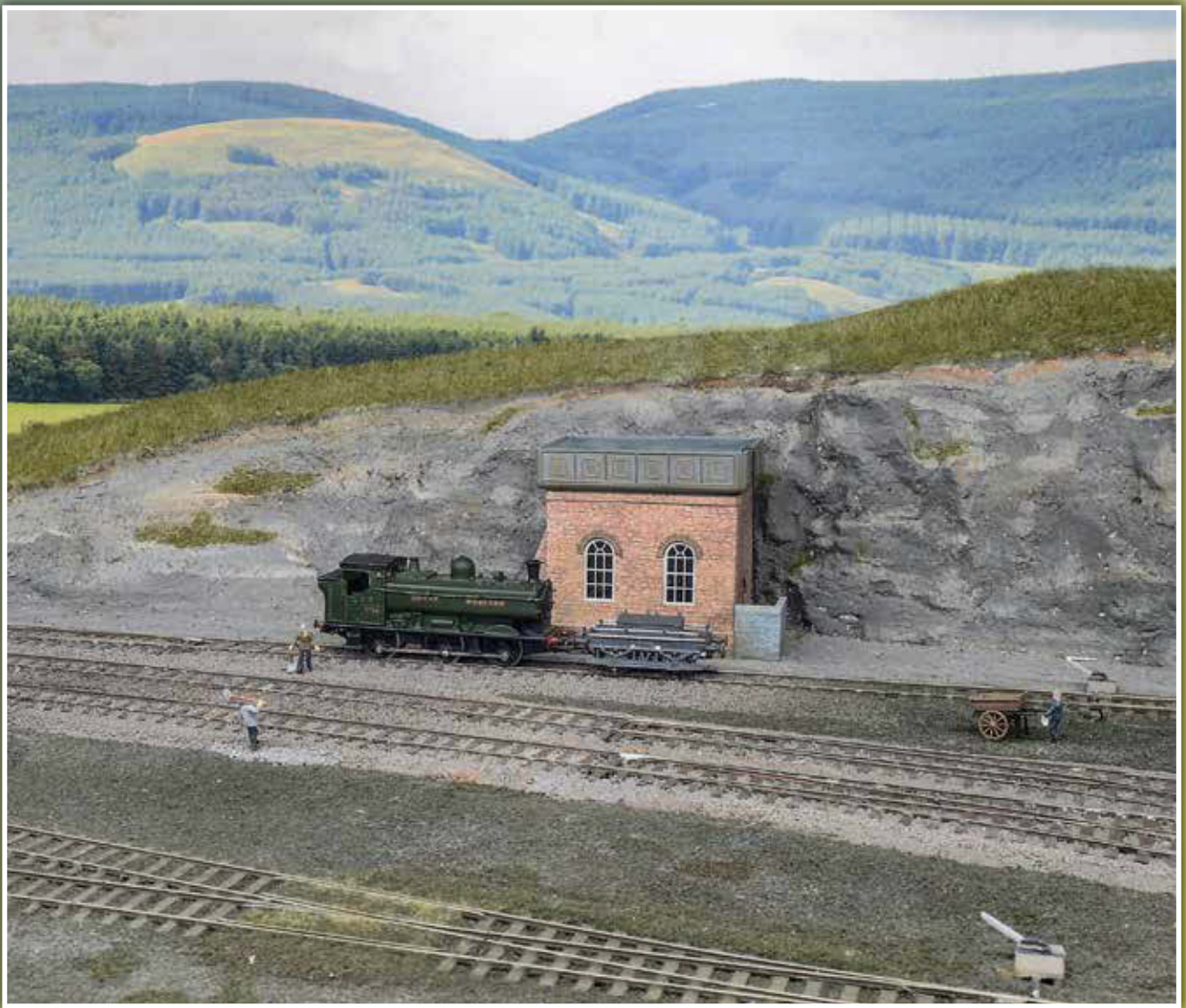
LLANGERISECH





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HOW TO... ADAPT HORNBY'S SALT PGA WAGONS

Words & photography: Michael Russell

When a model isn't available in kit form, or produced by manufacturers, a similar RTR wagon is a good base for heavy modifications, as Michael Russell elaborates.



Sometimes when modelling a specific location, you need items that aren't available off-the-shelf or in kit form. This is where more advanced modelling skills are required because you either have to scratch-build or adapt existing products. The bulk salt wagons required for the BRM 'Runcorn Salt Union' project layout are a good example – nothing is available RTR.

For this project, the starting point is the Hornby (ex-Lima) PGA stone wagons, which are adapted to make Procor 51T PGAs. Some lengthening is required and the wheels, end platforms, couplings, ribbing and buffers all need attention.

There are three ways of making the wagons. You can use fewer cuts to make one wagon out of two, although this is wasteful of material. You can also make three wagons

out of four, if you retain the centre hopper divider of the Hornby models. However, I have chosen to make two wagons out of three, by removing the centre hopper divider and replacing it with a piece of plain hopper from a donor, extending the body at the same time.

SHOPPING LIST

Hornby (R6829) hopper wagons and (R8097) three-hole disc wheels
W www.hornby.com

MJT (2352) BR cast wagon buffers
W www.dartcastings.co.uk

Accurascale (AC2016) Instantan couplings
W www.accurascale.co.uk

Phoenix Precision Superstrip 2 paint stripper
W www.phoenix-paints.co.uk

Master Prime and Modeller's Prep-Set
W www.finescalemodelworld.co.uk

Plastruct (90501) 1.2mm angle and 0.8mm styrene sheet, Evergreen (120) 0.5mm square, (242) 2mm half round, (102) 0.25mm x 1mm strip and (132) 1mm x 0.75mm square
W www.hattons.co.uk

Slater's Plastikard 0.020in and 0.060in plastic rod
W www.slatersplastikard.com

Batch building

Adam Smith was the first to employ the principle of the division of labour when making pins. The idea is that rather than one person making a complete pin from start to finish, the process is divided into discrete stages in which each person can specialise. Pins are passed down the assembly line, with each stage forming an element until the finished pin is produced by the last person in the chain. Such ways of working greatly increase productivity.

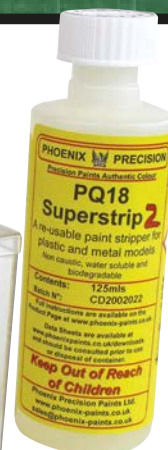
You may be building the wagons on your own. However, there are still significant advantages to building in this way. However, I wouldn't employ this way of working if building something new with an unknown process, or if I were unsure of the build order. In both scenarios, I'd build a complete unit from start to finish to prove the concepts involved, then apply batch building techniques for the remainder of the items.



Preparation



Take the wagons apart to component level and save all the pieces. The chassis is separated from the body by inserting a flat-bladed screwdriver and levering gently from either end to break the glue. Remove the two metal weights.



Use Phoenix Precision Superstrip to remove the paint from the models by immersion. Ensure that you observe all the health and safety advice on the website. Leave the model in the mixture only for the minimum time required to strip the paint.

Lengthening the bodies



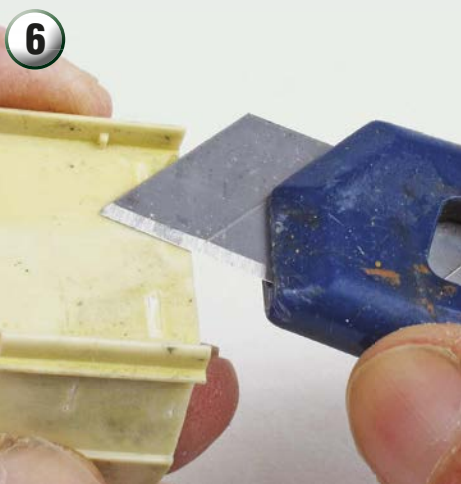
The bodies are cut to remove the divider from one hopper, replacing this with a plain hopper section from another wagon. The body needs to be 8mm longer than before.



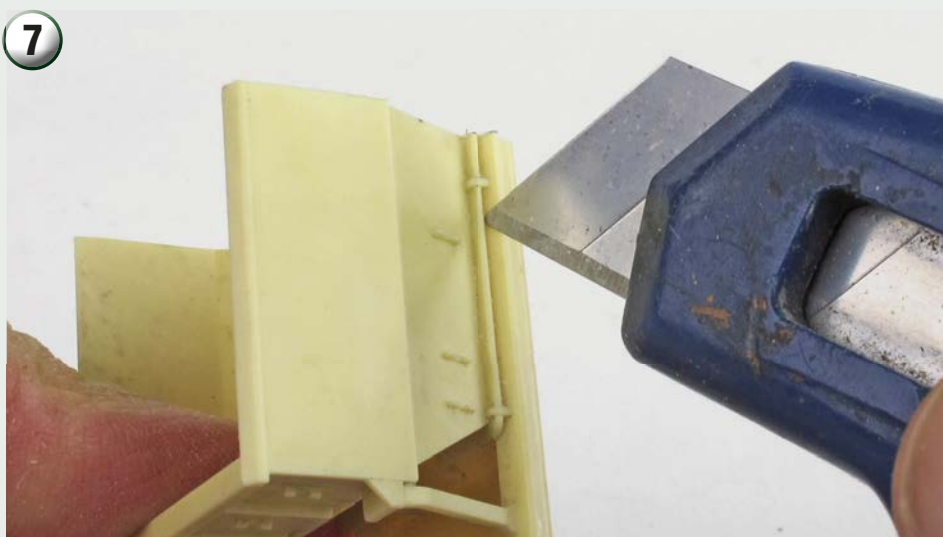
Cut the hopper divider section so that 10mm of material is removed. Cut the other two pieces to be 18mm long, so that you get the length correct when they are spliced into position.



The wagon bodies were too tall for my mitre box, so I made a jig from timber to start the cuts off. Swap to a mitre box as soon as the cut is of sufficient depth.



Remove mounting lugs from the bottom of the donor section and ensure all cut ends are square. You may have to spend time filing the surfaces so they mate together well.



Cut and file off all traces of pipework from the outside of the hoppers. Use a rotary tool with a router bit for the hopper ends, ensuring that you wear eye protection.

8



Glue the hopper pieces together using Poly Cement and clamp the sides so that they are straight. Work on a flat surface to keep the body aligned correctly.

9



You will have to do some filling. I used Finescale Model World Master Prime and its Modellers Prep-Set. It is not easy to achieve a perfect finish on a shape like this, especially at the hopper ends where the access is limited.

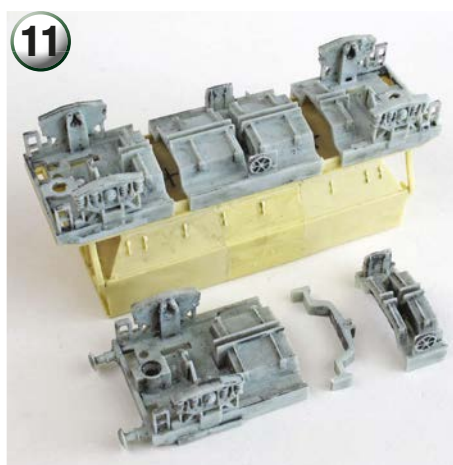
Chassis changes

10



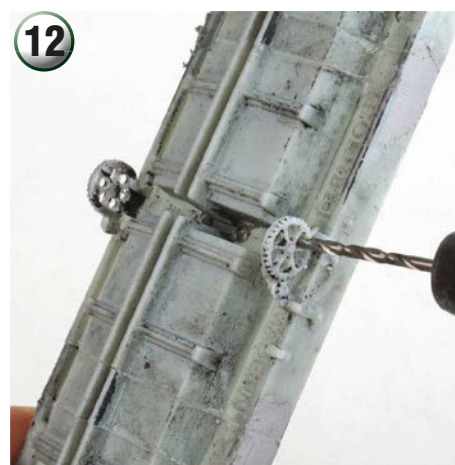
Use a razor saw to remove the coupling housing and the buffers, being careful not to damage the steps. File the buffer beam flat and smooth.

11



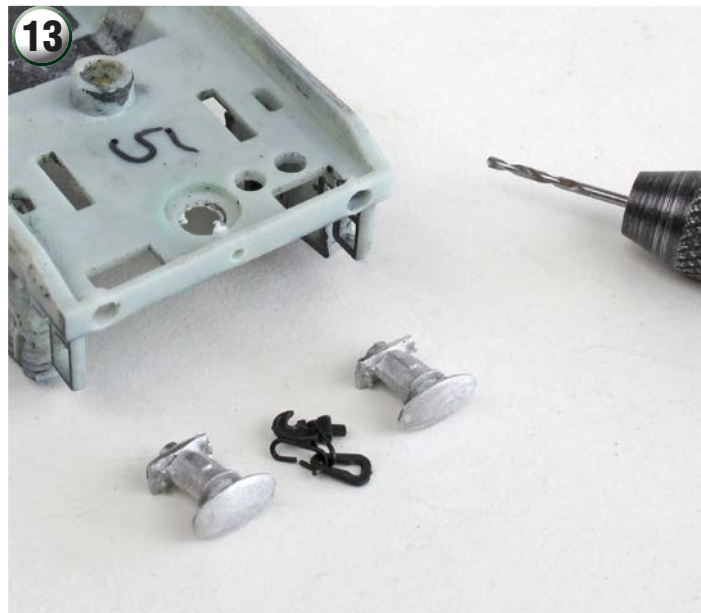
Cut a chassis into three parts and place on a lengthened, inverted hopper. Cut out two pieces from a second chassis to fill in the two gaps. Glue together, ensuring you don't stick the chassis to the body.

12



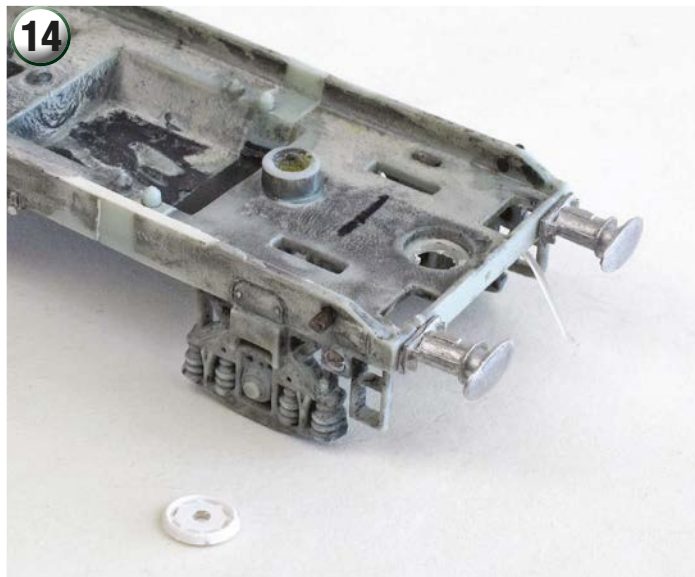
Drill and cut out the plastic surrounding the discharge mechanisms. Be careful as these are delicate items and are easy to break. This is worth doing as it makes a big improvement to the appearance.

13



Mark out and drill holes in the buffer beams for the buffers and couplings. Tidy the buffers with a file to remove seam lines.

14



The brake wheels are in a higher position than the stone PGAs. Drill the new location and fit a piece of 0.060in plastic rod ready to take the wheel after painting. Fill in the old location with filler.

Body detail



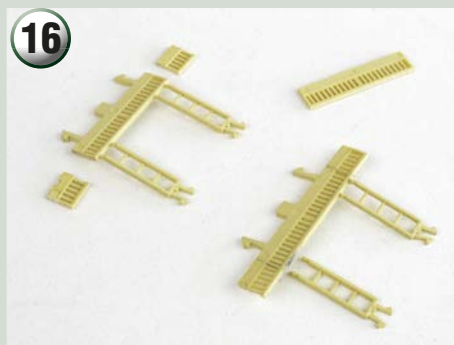
Cut away the platforms ends moulded into the body. The existing platforms are extended to fit into the space created.



Add the ribbing at the end of each body using Plastruct 1.2mm angle. You will need three pieces for each end and they should line up with the existing ribbing.



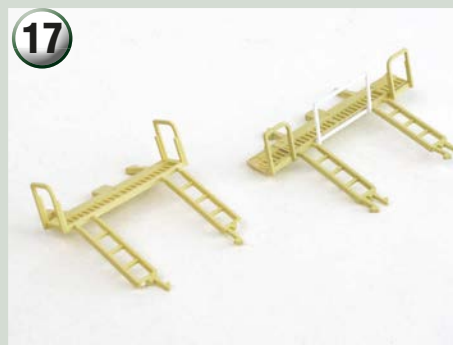
Cut small 3mm x 1mm right-angled triangles to fit at the bottom of each rib using 0.25mm x 1mm styrene strip. Glue in place with Poly cement.



Remove the handrails from the end platforms. Use one platform as a donor by cutting it into four and using these pieces to extend the other two platforms.



Glue a piece of 0.75mm x 1mm plastic square along the top of each wagon body side, positioned just below the bevel. Mark out the five places on the body for the external ribbing.



Glue the original handrails in their new position. Use 0.5mm square styrene to make new centre handrails to match the height of the other handrails and to fit into the space between the ladders.

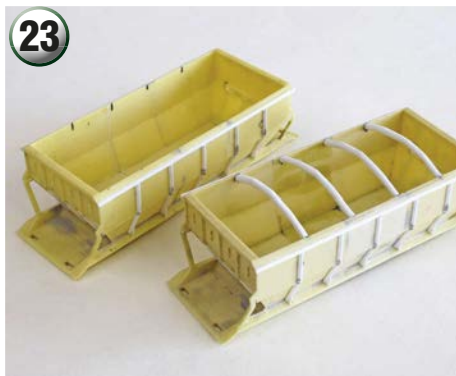


Add the Plastruct angle on the body sides. You will need to file a notch about 2mm from the end of each lower piece to cover the change in the body side profile.



Cut 0.8mm plastic sheet the same width as the internal wagon hopper. Then, cut the four stepped shapes out for the top ribbing. They need to be 4mm tall. Glue two back-to-back and file the square profile round.

23



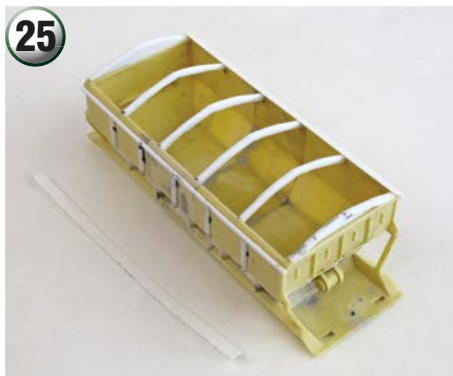
Mark the position of the top cover ribs on the inside of the wagon hopper. There are four and they are equally spaced. Be sure that these are upright when you glue them in place.

24



Using the same profile as the top ribs, cut 0.8mm styrene sheet to make the wagon ends. Use 2mm half round styrene to form the edging.

25



Glue the ends in place. Make new hopper edging from 0.020in styrene sheet, 3mm deep. It is best to measure each wagon individually to take account of variance from the cut and shut process.

26



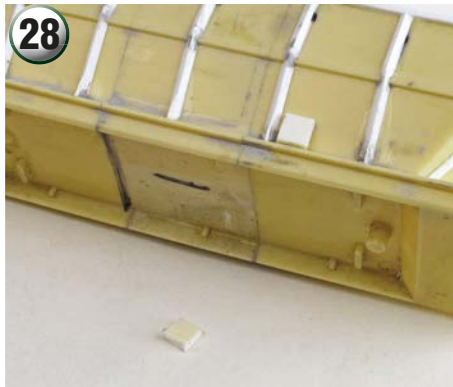
Make triangular pieces to cover the wagon ends from 0.020in styrene sheet. Glue in place and file flat with the wagon sides once the glue has set.

27



Cut the saved end components in two and remount them on the wagon ends. They need to go back on the same ends they originally came from. Fill in the holes from the old mounting positions with rod and filler.

28



Make 4mm square mounting pad pieces from 0.8mm styrene sheet. Glue a piece along one edge from the same material so that the pieces lie parallel to the solebars when glued.

29



Take measurements from a wagon and draw a simple template on paper to make the piping. Use 0.020in plastic rod and employ the same material as spacers between the pieces, mounted on pieces of 4mm square 0.020in plastic sheet.

30



Glue the pipe assemblies to the mounting pads. You can also glue the piping to the ribs for extra strength, taping them in place to ensure consistent spacing until dry. Add 4mm square covers made from 0.020in styrene sheet.

Next month...

Stay tuned as I share how to make removeable hoods, plus paint, add decals, weather, and refit the final components to complete the Salt PGAs.



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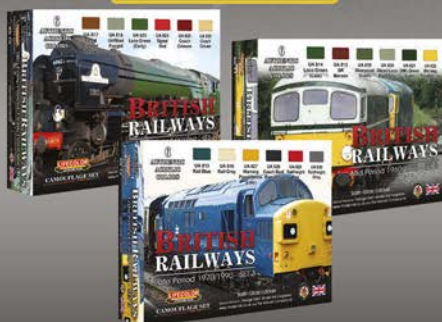


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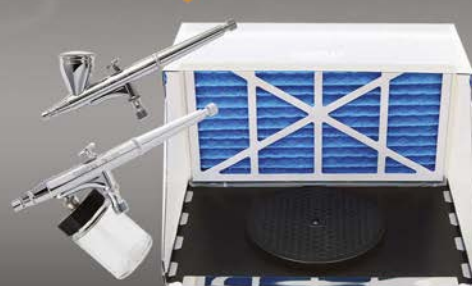
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How to adapt Hornby's PGA

Michael Russell talks us through how he adapted Hornby's Salt PGA Wagons.

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PLAY

HOW TO... RESTORE AN AIRBRUSH

Words & photography: Howard Smith

Damaging a top-of-the-line airbrush can prove a costly mistake, as Howard Smith shares with the repair and restoration of his Iwata Custom Micron.



This broken Iwata airbrush was stored on a shelf; a back-up airbrush being used in the interim – modelling deadlines stop for nobody!

SHOPPING LIST

The Airbrush Company

(IWS-5352) Head System (C1)

(IWS-5401) Needle (C1)

(SHA-NR) SharpenAir airbrush needle restorer

www.airbrushes.com



1



The damage is localised to the airbrush fluid head system. Unfortunately, this is the most critical part, and the most delicate. Small imperfections to it have a large impact on the spraying qualities. The head nozzle cap thread is visibly bent beyond repair.

2



Behind the head nozzle cap sits the head nozzle and tip of the needle. Both are damaged, the needle being bent through 180 degrees, making it impossible to remove and testament to the force of the impact. It requires gentle straightening with pliers before removal.

If you class yourself as an 'active' modeller – and by that, I mean you're adapting models, or constructing kits, even if just occasionally, rather than collecting – you'll have a set of modelling tools. With use, I find there's a 'go-to' set of tools. These are the ones frequently used because they perform a task better than the rest, or fit in the hand better. Unsurprisingly, they're always in arm's reach, not buried under a pile of leftover bits, or worse, left in a drawer or toolbox as bought. Rarely are they damaged, however. Drop a pair of tin snips from the modelling bench and it's likely your

feet will suffer most! As ever though, there are exceptions.

When airbrushing the track for our project layout 'Runcorn Salt Union' outside during lockdown this summer, my foot was caught in the airline when manoeuvring a baseboard, sending my favourite airbrush into a 4ft free-fall from its stand to the hard paving. Of all outcomes, the airbrush landed nozzle first with pretty harsh results.

Disheartened, I knew it was broken, but to what extent? And, more importantly, could it be repaired? I hoped so – its like-for-like replacement carries an RRP of £469.00!



Parts now unscrew, as with most high-quality airbrushes. To remove the nozzle, I use a spanner tool that is provided with the airbrush. Unless you're familiar with the airbrush, take a mental, or written note of where parts fit for later.

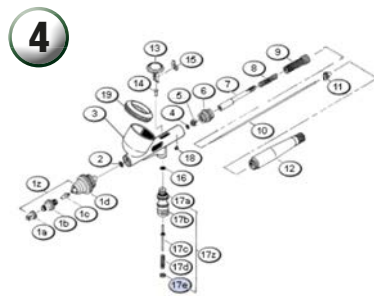


Only the tip of the needle is bent, so I'm keen to see if it can be repaired, using a SharpenAir tool, also retailed by The Airbrush Company. It restores airbrush needles from all brands – except those from Paashe and DeVilbiss – to their factory angle.



Needle restored! The SharpenAir tool costs more than a replacement needle, so should be seen as an investment. How many times you use it depends on how clumsy you are with an airbrush, but for the professional painter, if spares aren't available in time, it's very useful.

Iwata Custom Micron CM-C - Parts



When replacing a Micron nozzle we recommend you either purchase the matched head system or send your airbrush in to have a nozzle fitted to guarantee optimum performance. [Click](#)

Iwata is a popular brand of high-quality airbrushes, so spares are readily available from good stockists. Handily, an interactive parts list on The Airbrush Company website ensures fast identification, removing the guesswork.



The four-step process starts from the right, each hole in the tool having a diamond grit-coated sharpening stone, set to the correct angle at the base. Rotate the needle until it is evenly ground, working from the coarse stones to the finer ones. A pin vice helps.



Sadly, the nozzle isn't salvageable, so this, along with the head cap, is replaced after cleaning the airbrush thoroughly with a solvent cleaning fluid that won't damage the seals. Budget airbrushes often have seals that don't last long, especially when exposed to solvents.



The order placed, a new head system and replacement needle are received. The head system retails at £173.59, the needle at £26.60. This isn't a cheap repair, but it must be right and it's more cost-effective than a new custom Iwata airbrush. The new needle might not be required, however...

Top tip: spare parts

With regular use, airbrush components wear. Unless you damage it first, it's the seals that are often replaced. Spares often aren't available for budget airbrushes because they're considered as being disposable, but a quality airbrush like this should last years.



The airbrush is adjusted, its seals are lubricated, tested, and everything works as it should – a relief knowing the cost of the parts replaced! Lesson learned not to remove the crown cap when not airbrushing and to double check footing when around the air line!

Q&A
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PROJECTS

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CONVERTING HELJAN'S CLASS 45

The hefty 1-Co-Co-1 'Peaks' have always been a favourite of mine and I can remember the anticipation as a small boy when Mainline first announced its OO gauge model many years ago. I was enticed by Heljan's 7mm scale version, which captures the look of these locomotives well. Heljan's model represents a Class 45 with twin centre headcode panels. While some provision is made for variations such as plated-over footsteps and side grilles, it is fundamentally as modified in the late-1960s, with air brake tanks under the centre batteries, multiple working equipment removed and the later-style nose side grilles.

I had originally intended to change one of these models to 'as-built', with blue star multiple-working jumpers and perhaps later convert a spare body to a Class 46 with centre headcode in blue. I came across a good photograph of Class 46 D148 in relatively new condition at Birmingham New Street, where I would hope to see one while passing through on the way to my grandparents. I decided to model that.

Aside from having Brush traction motors rather than the Crompton Parkinson type as fitted to Class 45s, the visible differences of the Class 46s were different style battery box covers, one additional panel on the roof behind the main fan, and the absence of a small access cover under the long grille on one side. While Class 46s are often associated with the single one-piece headcode panel, in fact, headcode styles and visible or plated-over side grilles varied by batch and period, rather than by Class. As ever, a good photograph is essential.

The side grilles are not a critical part of the locomotive's character for me, so I left them as modelled. With the work done, I spent a lot of time on the finish. I used 2000 grade wet and dry in a circular motion to very gently flat down the factory paint finish to a smooth pit-free surface, then gently buffed it using kitchen roll and the merest hint of T-cut. This gives a nice sheen on the flat surfaces with a rougher texture in the hard to access bits – precisely where dirt would accumulate. After numbering and sealing the individual digits, I added a wash of (Humbrol 32) dirty grey with a hint of brown enamels. This was mostly wiped off with kitchen roll and cotton buds. A further light buffing created the appearance of work staining on relatively new paint that I was trying to capture. Roof grime was applied and largely removed, and exhaust soot was stippled on with the brush almost dry and built up slowly. Skilled use of an airbrush would be an advantage here – something I keep meaning to learn.

Apart from the repainting, this was a relatively easy project, but one that adds a satisfying personal stamp to a proprietary locomotive.

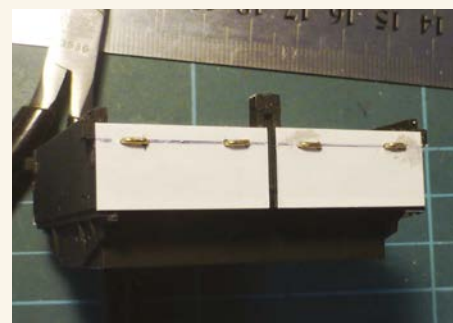
Ian Hall



I started with the bufferbeams, detaching them from the bogies and using Heljan Class 40 spare parts for the extra cables, mounted on styrene off-cuts. I wasn't to know it at the time, but getting the coupling hooks back on proved to be the hardest part of the project. Such is the weight of the locomotive, I think it would be difficult to do the work in situ.



The roof panel was made to match the style of the others but went missing and, after a fruitless search, had to be replaced. The mystery was only solved many months later when it surfaced nestling inside the box for my model filler!



Having removed all the central air brake tanks, new battery box covers were easily fashioned from thin styrene with wire handles, estimating dimensions relative to the adjacent sand boxes. There is a small valve or tap on the flat panel under the batteries.



The unwanted side panel was gently rubbed down using ultra-fine wet and dry, but, despite care, it was obvious I would need to patch the paintwork. I tried a range of Precision Paints BR and GWR greens on a test card. The correct diesel era green was the best match and it was as near identical as I could have wished for. I brush-painted with a flat brush in one stroke, with little more than a wash, flattening off with the same fine wet and dry. Once weathered, it doesn't show.

LAYOUT VEHICLES

Thanks for another interesting **BRM** and September video. I was pleased to see your item on a layout vehicle – an area sadly neglected, even on many fine layouts. You asked for examples of weathered vehicles, so here's my EFE model that goes to the extreme. It's an ex-London Transport STL, which was purchased second-hand by Bere Regis and District Motors. The company never operated the bus in service and simply used it for spares – mainly engine and radiator. I've given the impression of deflated wheels by filing the bottom off the current wheels and adding filler to the bottom of the wheel sides.

Chris Batten



THIRD GENERATION

I've been modelling for 18 months and built this layout with, and for, my young grandson, based in the Leeds area, circa 1959. It uses a Tri-ang Hornby working tipper set that deposits real coal into the waiting barge on the Leeds Liverpool Canal. The layout is a work in progress and we are planning a coal loading diorama that will be accessible through the fiddle yard so we don't have to load wagons by hand.

The wagons shown are all we have, so more would expand our shunting options. The photograph shows the lower running line, which uses Tri-ang series 3 track and super 4 points to an additional fiddle yard. We can run my old stock from the late 1950s, my son's old stock from the 1970s and my grandson's new stock, which is mainly Hornby with TTS sound. We can run DC or DCC on both levels, or DCC on one and DCC on the other.

Roy Warden



A CALEDONIAN 'CLAYTON'

I really like the Class 17 'Clayton', and with a strong fondness for the Caledonian Railway, I wanted to repaint a model into a new style of Caledonian livery for my fictitious 1963-era layout.

The model had to be stripped down to its bare shell and the buffers were removed before the body could be separated from the chassis. The body came off the chassis easily, and the cab also came off the body with a little manipulation. Glazing and wipers were removed, leaving little in the way of cab detail. I found it easier to remove the lighting units from the inside, rather than trying to mask off the lights from the outside. Bufferbeam fittings can be removed with care.

The factory-applied decals were gently rubbed with a fine fibreglass pencil to take them off. I used 2500 grit sandpaper for a good finish. Parts were primed with Halfords grey primer, but white primer was used for the ends because the yellow paint doesn't cover the grey primer so well. The yellow ends were masked before a top coat of gloss black was applied. I left a day between coats of paint.

The ornate style of the old Caledonian would have been deemed to be too expensive for my later-era layout. I used a Bob Moore lining pen with a fine nib, and the locomotive number came from a sheet of rub-down transfers. A coat of matt varnish sealed the lining and transfers. After a test run, I re-fitted the buffers. The bogies, fuel tank and underframe fittings were given a brush of matt varnish before applying a light coat of weathering powder.

Bill Auld



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DURHAM STREET

Can a successful layout concept leave room for improvement? Ian Harper and his fellow club members believed so, changing to a larger scale in the process.

Words: Ian Harper **Photography:** Tony Wright



Factfile

Layout name: Durham Street
Scale/gauge: 7mm:1ft / 32mm gauge / O
Size: 19ft 6in x 3ft 2in
Era/region: Early 1960s, BR(NE)
Layout type: Fiddle yard to shed



A1 60124 *Kenilworth* is turned ready to go on-shed for servicing. In May of 1966 it would be sold to A. Draper of Hull for scrap.

My interest in model railways started around 1953, when my father bought me a Hornby-Dublo train set. In the late 1950s early-'60s, I spent most of my time trainspotting, most of which I did at York. I was lucky enough to have a father who was an avid amateur photographer and he would lend me his camera, enabling me to take photographs of the trains.

I am a founder member of the Scarborough & District Railway Modellers, which was formed in 1978, and it has been here at the club that my desire in building exhibition layouts started.

'Durham Street' is the club's first O gauge layout and is based on the success of the previous OO gauge exhibition layout, 'Haymarket Cross'.

The era modelled was based on my memories of trainspotting in the early-1960s, when I spent many days on York Station watching the comings and goings of the trains. I also spent time at Doncaster and Northallerton where you had the chance of seeing the trains passing at speed. I still have my 'spotting books' and many photographs taken at the time, so it was easy to copy into 'Durham Street'. Thanks to my records, it's been easy to recreate what I saw at the time, even down to the correct shedplates!

The design of 'Durham Street' depicts how the older steam sheds were having to accommodate the new diesels, particularly with having to add a fuelling depot. The Greenwood Model's turntable is still in use, turning the steam locomotives, and is a unique way of accessing the ash pit, saving space.

Permanent way

The track used is by C&L Finescale and the points are hand-built from C&L kits. Point operation is by Circuitron's Tortoise point motors, whose built-in switches power the point frogs.

With C&L track, you are able to make points to any size and shape you need. When we started to build the points, it was quite daunting. However, once we got going, it became easier to do as we were able to follow what we had done previously. It also helped to rectify any problems we had encountered.

Once the track was laid, it was ballasted using Woodland Scenics OO scale ballast. This was held in place with the usual mix of 50:50 PVA glue and water. The ballast was first sprayed with a water and washing up liquid mix. Once dry, I airbrushed the track

Locomotives are a mixture of Finescale Brass/55H, Loveless, Heljan, Dapol, Gladiator and DJH kits.



0 gauge



LAYOUT FOCUS

V2 60860 *Durham School* stands outside the repair shop. Entering service on May 26, 1939, the locomotive would have a career lasting 23 years, four months and 26 days. Withdrawn from Heaton (52B), the locomotive was cut at Darlington Works in January of 1963.



with Precision Paints track grime, applying a couple of coats. I also airbrushed a few areas with dirty black where locomotives would normally stand. We also added weathering powders in some areas.

DCC Control is by Digitrax. With 20 or so locomotives on the layout at any one time, we've added a booster to ensure adequate power is available for the often power-hungry O gauge locomotives.

Point motors are controlled by Digitrax's DS64s. Sig-naTrak DTM30s allows the points to be changed from the panels and/or the handsets, while at all times showing the exact settings on the individual handsets and by LED lighting on the panels. If a point is changed, both panels and all handsets register the change.

Power to the layout is divided into sub-districts by Digitrax's PM42s. These devices protect the command station and booster from shutting down if a short-circuit occurs anywhere on the layout. Most short-circuits are down to operator error, for example, driving a locomotive onto wrongly set

An ex-LNER brake van is prepared to be marshalled onto freight wagons.



Peppercorn A2 60526 *Sugar Palm* moves onto shed for water. The prototype covered a recorded 718,432 miles over its 14 year career.



points. With these units, only the affected sub-district shuts down and the rest of the layout stays operational. We feel this is essential for an exhibition layout. Once the short has been rectified, the PM42s automatically restore power. Often visitors don't even notice our mistakes!

The turntable was made by Mike Green of Greenwood Models and came as a complete unit. It includes a control panel for easy setup and operation. It will also work digitally, which is something we are working

on. Mike sends complete instructions for fitting it and we made sure all the incoming tracks lined up correctly both track-wise and height-wise.

Exhibiting

'Haymarket Cross' was a layout where you had to work out your locomotive movements – it wasn't a straightforward 'in and out' layout. We had a team of between four and six people running it and they had to work together arranging locomotive

movements in and out of the shed.

With this in mind, we have tried to incorporate a similar system on 'Durham Street'. We don't have the same number of locomotives, but operators have to work together when running in or out of the shed. One of the best things about 'Haymarket Cross' was the constant movement of rolling stock, which the public at shows loved. We have moved forward with 'Durham Street' by adding front of layout operation as well as to the back. This is popular with the public



because we can interact while running locomotives. We also encourage youngsters to have a go at controlling the locomotives.

MPD fleet

All locomotives (including examples of A4s, A3s, A2s and A1s, 'Britannias', 9Fs, V2s, B1s, B16s, V3s, N2s, J72s, 5MTs, J50s, 'Deltics', 37s, 31s, 20s and 08s) are sound-equipped by Loksound or Zimo decoders. Models are from Finescale Brass/55H, Loveless, Heljan, Dapol, Gladiator and DJH kits. All

locomotives are prototypical for the era and region. Coal wagons supply the coaling stage and oil tankers service the new diesel depot.

Unlike 'Haymarket Cross', where we had around 70 locomotives on shed, 'Durham Street' only boasts around 20. Of course, that doesn't matter as the locomotives are considerably larger. Most of the stock is based on BR (ER/NER) in the early-1960s.

My favourite locomotives are the A4s, A2s and 'Britannias', although I have a soft spot for the B16, which is a Gladiator

kit-built locomotive that depicts the one that was shedded at Scarborough in the 1950s and 1960s. My late father-in-law was a driver at Scarborough and would have regularly driven it. Most have been weathered, although there are one or two I just can't bring myself to do as I like to keep them in ex-works condition – a bit of modeller's licence! They're all sound-fitted, the majority with Zimo decoders for OO models, but the bigger locomotives are fitted with Zimo MX699KS O gauge units. I have

A4 60022 *Mallard* needs no introduction. Its driver stands beside it, as it prepares to move off shed.



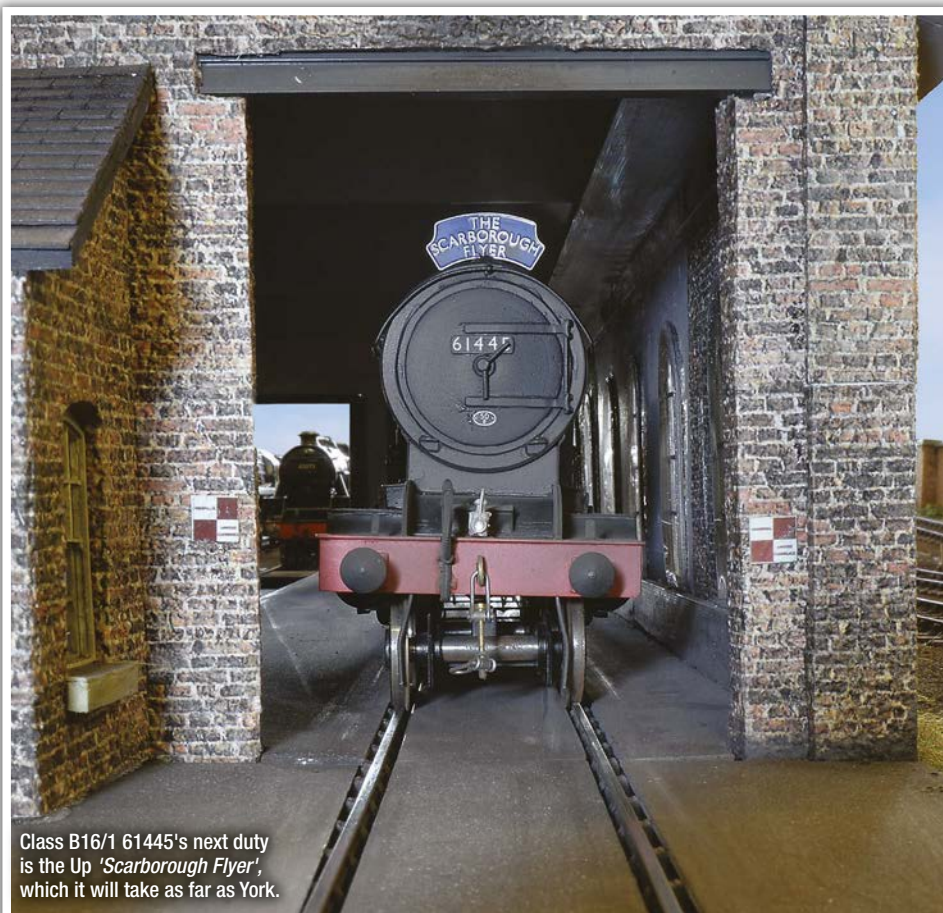
recently been fitting the OO gauge ones with TCS 'Keep Alive' units. These units are fantastic, giving locomotives a constant power supply of around 12 seconds over dirty or problematic track.

Creating the scene

Buildings are all scratch-built, based on North Eastern designs from the era, using Foamex and embossed brick paper. We used railway books with photographs of buildings and locomotive sheds to research how they may have looked. Windows are laser-cut from York Model Making. Yard and building lighting is by RMLectronics.

In terms of scenery, there's a lot of dirty ballast, many oil spills, and scattered ash. Mod Roc was used to shape the ground, and some grassy areas still survive! Figures are 3D-printed by Hardy's Hobbies and hand-painted by our layout team.

At the moment, we don't have plans to build another layout, mainly due to not having enough space in the clubroom. We are working on a few members' layouts, which can be brought to the club and then taken home after work is completed.

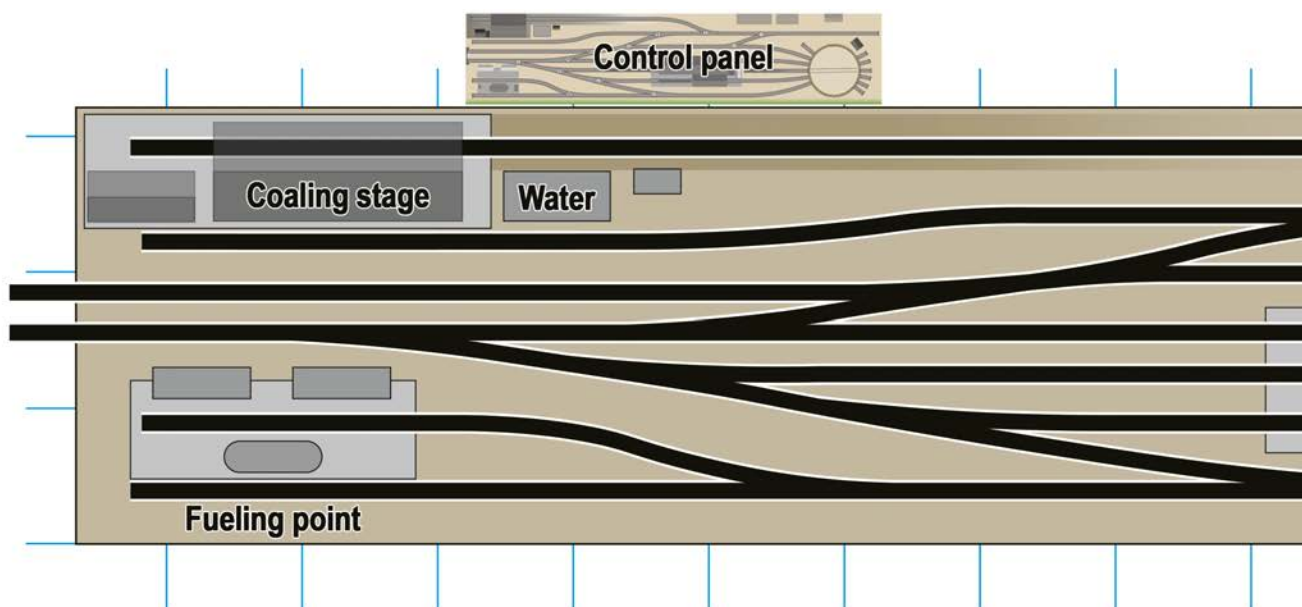


Class B16/1 61445's next duty is the Up 'Scarborough Flyer', which it will take as far as York.

Trackplan

DURHAM STREET

**Fiddle
Yard**



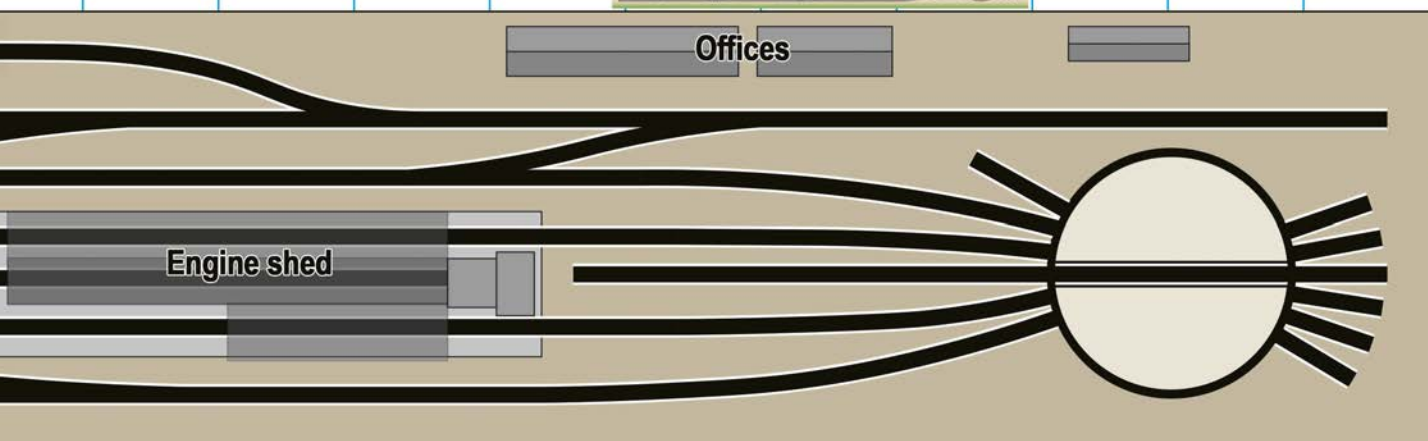
J72 69016 stands outside the workshops while its driver enjoys a 'cuppa' with colleagues. The locomotive was first allocated to York (50A), but would end its years at Gateshead (52A) in 1964, after passing by Thornaby (51L) and West Hartlepool (51C).



Locomotive List

A4 60022 LH.LOVELESS O GAUGE WITH SOUND
 A4 60017 HATTONS O GAUGE WITH SOUND
 A2 60526 GOLDEN AGE MODELS O GAUGE WITH SOUND
 A2 60534 GOLDEN AGE MODELS O GAUGE WITH SOUND
 A1 60124 DJH FACTORY BUILT O GAUGE WITH SOUND
 A3 60100 DJH O GAUGE WITH SOUND
 V3 DJH FACTORY-BUILT O GAUGE WITH SOUND
 9F FINESCALE BRASS O GAUGE WITH SOUND
 V2 FINESCALE BRASS O GAUGE WITH SOUND

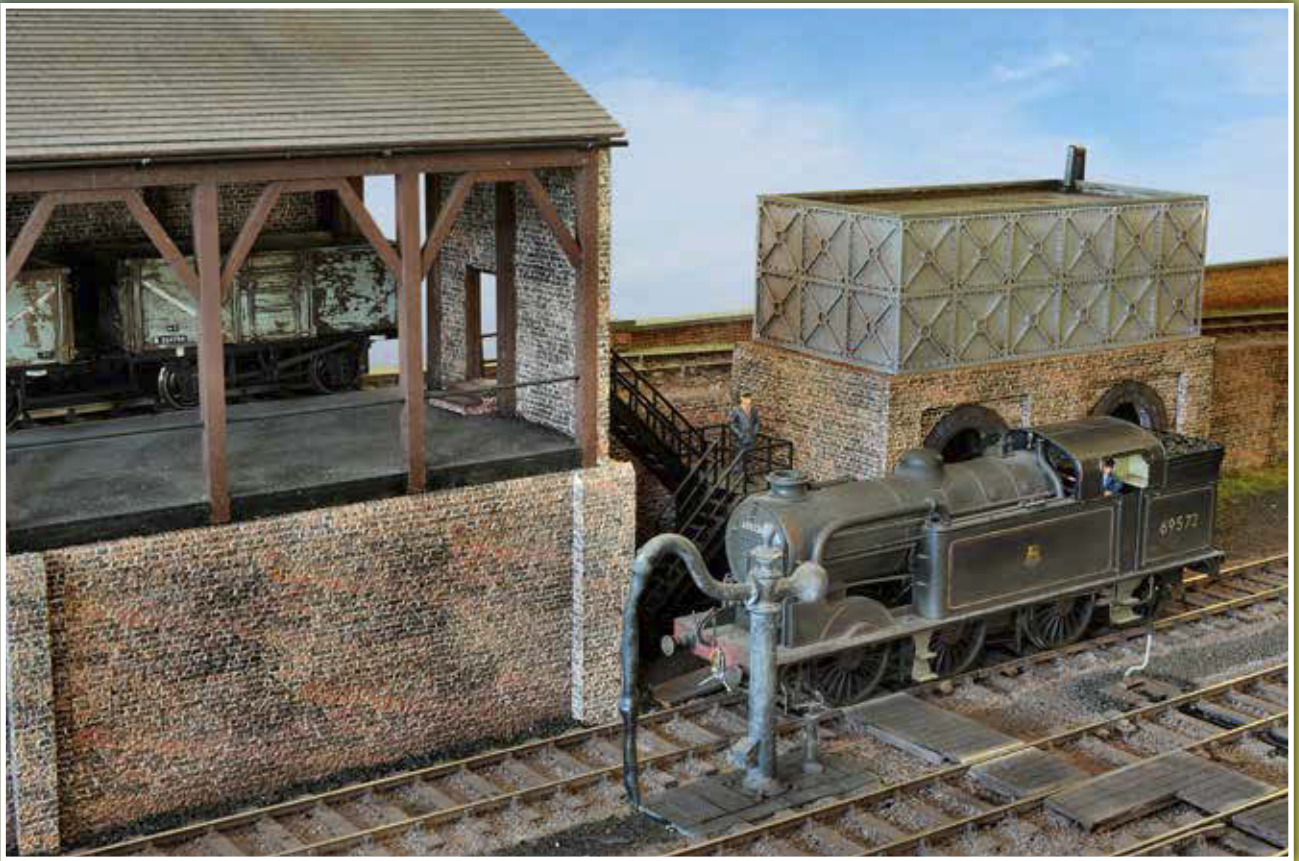
'BRITANNIA' 70034 FINESCALE/55H WITH SOUND
 N2 KIT-BUILT O GAUGE WITH SOUND
 B16 GLADIATOR O GAUGE WITH SOUND
 J50 FINESCALE BRASS O GAUGE WITH SOUND
 J72 KIT-BUILT O GAUGE WITH SOUND
 BLACK FIVE O GAUGE FINESCALE BRASS
 DELTIC HELJAN D9007 PINZA
 DELTIC HELJAN D9009 ALYCIDON
 DELTIC HELJAN D9015 TULYAR





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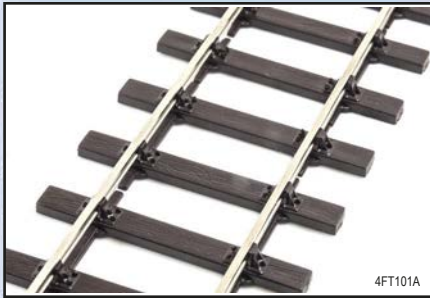


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- 4FP101D Fishplates Etch N/S fold up Web Type 24 for 12 Rail Joints
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- 4PK3 B 3 Bolt Point Kit plastic parts only Sleeper Thick
- 4PK2 A 2 Bolt Point Kit plastic parts only Sleepers Thin
- 4PK2 B 2 Bolt Point Kit plastic parts only Sleeper Thick
- 4PK4 A 4 Bolt Point Kit plastic parts only Sleepers Thin
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- 4SL3011A Timber Sleepers Thin 10' x 8'6" x 0.8mm - 100
- 4SL3011B Timber Sleepers Thick 10' x 8'6" x 1.5mm - 100
- 4SL3027A Timber Sleepers Thin 10' x 9'0" x 0.8mm - 100
- 4SL3027B Timber Sleepers Thick 10' x 9'0" x 1.5mm - 100
- 4SL3037A Timber Sleepers Strips 10' x 0.8mm x 220mm - 50
- 4SL3037B Timber Sleepers Strips 10' x 1.5mm x 220mm - 50
- 4SL3037C Timber Sleepers Strips 12' x 0.8mm x 220mm - 50
- 4SL3037D Timber Sleepers Strips 12' x 1.5mm x 220mm - 50
- 4SL3047A Timber Sleepers Strips 12' x 0.8mm x 110mm x 10
- 4SL3047B Timber Sleepers Strips 12' x 1.5mm x 110mm x 10
- 4SL3047C Timber Sleepers Strips 14' x 0.8mm x 110mm x 10
- 4SL3047D Timber Sleepers Strips 14' x 1.5mm x 110mm x 10
- 4SL101A Sleepers 32mm matches C & L Thin Track Base - 100
- 4SL102A Sleepers 8'6" Thin - 100
- 4SL102B Sleepers 9'0" Thin - 100
- 4SL103A Sleepers 8'6" Thick - 100
- 4SL103B Sleepers 9'0" Thick - 100
- 4SL104A Sleepers DowMac Concrete for B/H Rail 2 Bolt Chair - 100
- 4SL1011A Copper Glad Strip 3.00mm x 0.6mm x 80mm - 10
- 4SL1011B Copper Glad Strip 4mm x 1mm x 220mm - 20
- 4SL1011C Copper Glad Strip 4mm x 1.6mm x 220mm - 20
- 4SL1011D Copper Glad Strip 3.3mm x 1.6mm x 220mm - 20
- 4SL1011E Copper Glad Strip 3.3mm x 1mm x 220mm - 20
- 4SL1011F Copper Glad Strip Pre Etched Sleeper 10' x 8'6" x 100
- 4SL1011G Copper Glad Strip Pre Etched Sleeper 10' x 8'6" x 100
- 4SL1011H Copper Glad Strip 3mm x 0.6mm x 220mm - 20



- 4CV107A Vee 1:7 Nickel Silver B/H
- 4CV108A Vee 1:8 Nickel Silver B/H
- 4CV109A Vee 1:9 Nickel Silver B/H
- 4CV104B Vee 1:4 Steel B/H
- 4CV105B Vee 1:5 Steel B/H
- 4CV106B Vee 1:6 Steel B/H
- 4CV107B Vee 1:7 Steel B/H
- 4CV108B Vee 1:8 Steel B/H
- 4CV109B Vee 1:9 Steel B/H
- 4SB101A Switch Blades Nickel Silver B/H Pair - Type A
- 4SB101B Switch Blades Steel B/H Pair - Type A
- 4SB102A Switch Blades Nickel Silver B/H Pair - Type B
- 4SB102B Switch Blades Steel B/H Pair - Type B
- 4RA101A Code 75 Bullhead Rail H/Ni Nickel Silver 10m x 1m
- 4RA101AA Code 75 Bullhead Rail H/Ni Nickel Silver 20m x 0.5m
- 4RA101AB Code 75 Bullhead Rail H/Ni Nickel Silver 4m x 0.5m
- 4RA101BB Code 75 Bullhead Rail Steel 10m x 1m
- 4RA101BBB Code 75 Bullhead Rail Steel 4m x 0.5m
- 4RA101C Code 82 Flat Bottom Rail H/Ni Nickel Silver 10m x 1m
- 4RA101CC Code 82 Flat Bottom Rail H/Ni Nickel Silver 20m x 0.5m
- 4RA101CCC Code 82 Flat Bottom Rail H/Ni Nickel Silver 4m x 0.5m
- 4RA101D Code 82 Flat Bottom Rail Steel 10m x 1m
- 4RA101DD Code 82 Flat Bottom Rail Steel 20m x 0.5m
- 4RA101DDD Code 82 Flat Bottom Rail Steel 4m x 0.5m
- 4RA201A Code 75 Bullhead Rail H/Ni Nickel Silver 100m x 1m
- 4RA201B Code 75 Bullhead Rail Steel 100m x 1m
- 4RA201C Code 82 Flat Bottom Rail H/Ni Nickel Silver 100m x 1m
- 4RA201D Code 82 Flat Bottom Rail Steel 100m x 1m

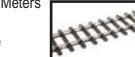
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- 4FT102B EM Flexi track Steel 1 X meter
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- 4FT201B EM Flexi track Steel 25 X Meters
- 4FTBEM EM Flexi track base 2 X Meters

- 4FT101C P4 Flexi track Nickel silver 1 X meter
- 4FT102C P4 Flexi track Steel 1 X meter
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- 4TG75 OO Roller Track Gauge for Peco Code 75 Track
- 4TG100 OO Roller Track Gauge for Peco Code 100 Track
- 4TGEM EM Roller Track Gauge for RTR 1mm Check Rail Clearance
- 4GTP4 EP4 Roller Track Gauge for RTR 1mm Check Rail Clearance
- 4GTSFC OO Roller Track Gauge SF Check Rail 15.2mm
- 4GTSFA OO Roller Track Gauge SF 16.2mm
- 4GTSF3 OO 3 Point Track Gauge
- 4B800 RTR Back to Back Gauge 14.5mm
- 4B800 FINE Back to Back Gauge 14.8mm
- 4B8EM Back to Back Gauge EM
- 4B8P4 Back to Back Gauge P4
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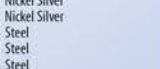
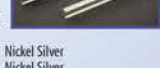
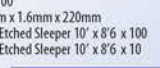
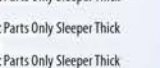
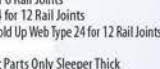
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- M0002 General Electrical Solder 183 Deg 1.2mm SM x 2
- 2TS102A Ballast Ash - 2mm
- 4TS102A Ballast Ash - 4mm
- 7TS102A Ballast Ash - 7mm
- 2TS102C Ballast Dark Grey - 2mm
- 4TS102C Ballast Dark Grey - 4mm
- 2TS101A Ballast Light Grey - 2mm
- 4TS101A Ballast Light Grey - 4mm
- 7TS101A Ballast Light Grey - 7mm

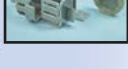
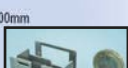
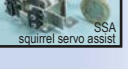
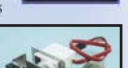
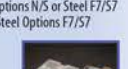
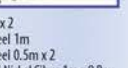
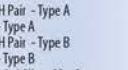


7MM PRODUCTS - Rail Chairs & Sleepers, Rail Joiners

- 7CH101A 3 Bolt Chairs - 250
- 7CH101B 3 Bolt Chairs - 500
- 7CH102A 2 Bolt Chairs - 250
- 7CH102B 2 Bolt Chairs - 500
- 7CH103A 4 Bolt Slide Chairs - 100
- 7CH103B 2 Bolt Slide Chairs - 100
- 7CH104A 4 Bolt Chairs - 250
- 7CH104B 4 Bolt Chairs - 500
- 7CHB01A 3 Bolt Chair Brass - 10
- 7CHB02A 2 Bolt Chair Brass - 10
- 7CHB03A 4 Bolt Slide Chairs Brass - 10
- 7CHB03B 2 Bolt Slide Chairs Brass - 10
- 7CHB04A 4 Bolt Chair Brass - 10
- 7NCB GWR Crossing Nose Chair Brass - 2
- 7NCW GWR Crossing Nose Chair White Metal - 2
- 7FP101A Fishplates Plastic 24 for 12 Rail Joints
- 7FP101B Fishplates Brass 12 for 6 Rail Joints
- 7FP101C Fishplates Etch N/S 24 for 12 Rail Joints
- 7FP101D Fishplates Etch N/S Fold Up Web Type 24 for 12 Rail Joints

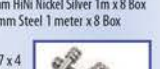
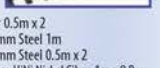


- 7CCS107B Common Crossing 1:7 Steel S7
- 7CCS108B Common Crossing 1:8 Steel S7
- 7CCS109B Common Crossing 1:9 Steel S7
- 7CV104A Vee 1:4 Nickel Silver B/H
- 7CV105A Vee 1:5 Nickel Silver B/H
- 7CV106A Vee 1:6 Nickel Silver B/H
- 7CV107A Vee 1:7 Nickel Silver B/H
- 7CV108A Vee 1:8 Nickel Silver B/H
- 7CV109A Vee 1:9 Nickel Silver B/H
- 7CV104B Vee 1:4 Steel B/H
- 7CV105B Vee 1:5 Steel B/H
- 7CV106B Vee 1:6 Steel B/H
- 7CV107B Vee 1:7 Steel B/H
- 7CV108B Vee 1:8 Steel B/H
- 7CV109B Vee 1:9 Steel B/H
- 7SB101A Switch Blades Nickel Silver B/H Pair - Type A
- 7SB101B Switch Blades Steel B/H Pair - Type A
- 7SB102A Switch Blades Nickel Silver B/H Pair - Type B
- 7SB102B Switch Blades Steel B/H Pair - Type B
- 7RA101A Code 1:25 Bullhead Rail H/Ni Nickel Silver 10 x 1m
- 7RA101AA Code 1:25 Bullhead Rail H/Ni Nickel Silver 20 x 0.5m
- 7RA101AB Code 1:25 Bullhead Rail H/Ni Nickel Silver 4 x 0.5m
- 7RA101B Code 1:25 Bullhead Rail Steel 10 x 1m
- 7RA101BB Code 1:25 Bullhead Rail Steel 20 x 0.5m
- 7RA101BBB Code 1:25 Bullhead Rail Steel 4 x 0.5m
- 7RA201A Code 1:25 Bullhead Rail H/Ni Nickel Silver 100 x 1m
- 7RA201B Code 1:25 Bullhead Rail Steel 100 x 1m



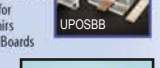
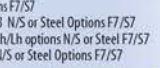
FLEXITRACK

- 7FT101A Flexi Track Code 125 32mm H/Ni Nickel Silver 1m
- 7FT101AA Flexi Track Code 125 32mm H/Ni Nickel Silver 0.5m x 2
- 7FT101B Flexi Track Code 125 32mm Steel 1m
- 7FT101BB Flexi Track Code 125 32mm Steel 0.5m x 2
- 7FT201A Flexi Track Code 125 32mm H/Ni Nickel Silver 1m x 8 Box
- 7FT201B Flexi Track Code 125 32mm Steel 1 meter x 8 Box



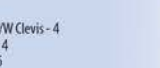
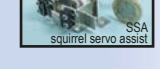
TRACK AND B&B GAUGES

- 7TG7F Roller Track Gauge for F7 x 4
- 7TG7SF Roller Track Gauge for F7 x 4
- 7TG7F3 3 Point Track Gauge F7
- 7BBF7 Back to Back Gauge 32mm
- 7BBS7 Back to Back Gauge 33mm
- 7TIF7 Point Tie Bar F7 Pair
- 7TIS7 Point Tie Bar S7 Pair
- 7TIB7 Point Tie Bar Avis - Pair



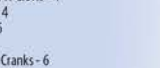
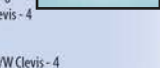
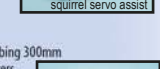
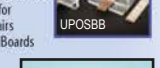
POINT KITS

- 7MMDCK Diamond Crossing Types F7/57 1:9 N/S or Steel Options F7/57
- 7MMSDK Double Slip Types 1:6-1:8 N/S or Steel Options F7/57
- 7MMSPK Standard Point Kits Types 1:4-1:9 N/S or Steel Options F7/57
- 7MMTWK Single Slip Types 1:6-1:8 N/S or Steel Options F7/57
- 7MMOS 3-way Turnout 1:6-1:8 R/LH options N/S or Steel F7/57
- Outside Slip Types 1:8 N/S or Steel Options F7/57



MATERIALS

- 7TRC Third Rail Chairs 7mm - Whitmetal - 20
- 7TRB Third Rail Chairs 7mm - Bass - 20
- 7TRJ 3rd Rail Positioning Jig for Protection Boards & Chairs
- 7TRSPB 3rd Rail Side Protection Boards
- 7PR101A Rodding Stools
- 7PR102A Standard Cranks
- 7PR103A Offset Cranks
- 7PR104A Adjusting Cranks
- 7PR105A Reversing Cranks
- 7PR106A Compensating Crank
- 7PR107A Rodding Adjusters
- 7PR108A Square Stool Set
- 7PR109A 1mm Brass Thin Wall Tubing 300mm
- 7PR110A 0.8mm Brass Rod 3 meters
- 7PR201A Single Rod Stools - 8
- 7PR201B Two Rod Stools - 8
- 7PR201C Three Rod Stools - 6
- 7PR201D Five and Six Rod Stools - 8
- 7PR202A Reversing Cranks C/W Clevis - 4
- 7PR202B Reversing Cranks - 43
- 7PR203A Adjusting Cranks - 4
- 7PR204A Compensating Cranks C/W Clevis - 4
- 7PR205A Compensating Cranks - 4
- 7PR206A Standard Low Cranks - 6
- 7PR207A Off Set Low Cranks - 6
- 7PR208A High and Low Standard Cranks - 6
- 7PR208B High and Low Off Set Cranks - 6
- 7PR209A Clevis - 14
- 7PR211A Signal Pulley & Bracket - Single
- 7PR212A Signal Pulley & Bracket - Double
- 7PR213A Compensating Cranks BR - 4
- 7PR214A Rodding Stools BR



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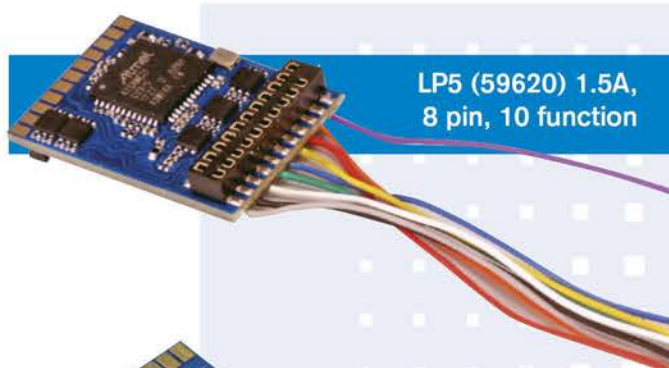


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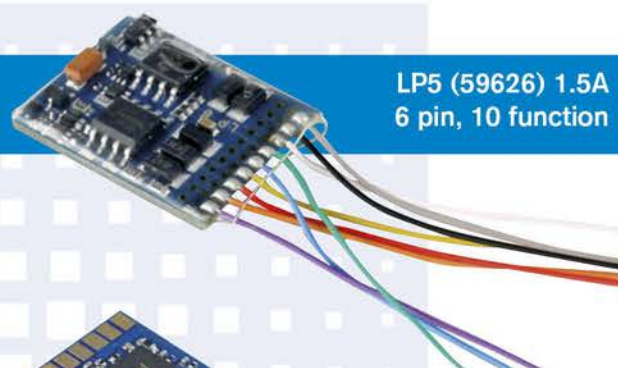
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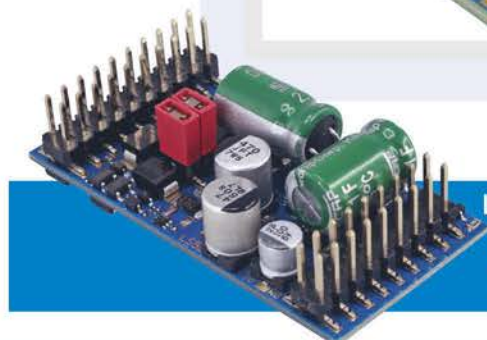
LP5 (59629) 1.5A
21 pin, 10 function



LP5 MICRO (59828)
NEXT18
0.75A, 10 function



LP5 MICRO
(59820) WIRES
1.1A, 8 function



LP5 (59315)
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21 pin, 0.9A four function

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HOW TO... MODEL TREE VARIATIONS

Words & photography: Michael Russell

Tired of your trees looking similar, or worse, like lollipops? Make your layout's foliage spectacular with these transformational tree techniques, as demonstrated by Michael Russell.

SHOPPING LIST



Gaugemaster foliage (GM150, GM151 or GM152)
Noch Laub sets (07167 and 07168), Noch (07101)
Wildgrass beige, Noch (23102) Embankment
Vegetation

W www.gaugemasterretail.com

Milliput

W www.hattons.co.uk

Expo Superglue Accelerator Spray, Layering Spray
or tree and bush foliage spray

W www.wwscenics.com

Hornby Lichen (R7194), Humbrol acrylics (26, 27,
86, 90, 33, 110 and 30)

W www.hornby.com

There are very good books available to modellers that show how to model trees, but the methods shown tend to be laborious. Most of us don't have time to fill a landscape with trees of high-quality and many lack the desire to do so, having other modelling tasks that are of a greater priority and interest.

Most modelled trees appear too 'rigid'. They need to be modelled in a looser, freer way. Natural materials can help us achieve this. Although there is a certain amount of

chance involved with the natural materials we find, it is what we do with them that's important. We don't need to use exotic materials, either – there's plenty of material in our 'green and pleasant land'.

I'll share how you can work with natural materials to shorten the time to build realistic trees, and I'll give more information on how they look depending upon placement and season. After all, trees grow in a variety of locations and are affected by their environment.



RAW MATERIALS



1 Obtain some roots from around a tree or hardwood bush or shrub. A neighbour had dug this bush up, which provided me with material. You are looking for the small fibrous roots. Cut them off with secateurs.



2 Break off as much dirt as you can from the roots, then clean them in water gently with a brush. For really small pieces, agitate the roots in the water and swirl the water around.



3 When dry, place the roots in a hot oven for 10 minutes, or in a microwave for 30 seconds. This will kill any wildlife or spores in the material. Leave it to cool and sort into sizes.

MIXED TREES IN A COPSE



4 Sort out lanky and leggy pieces of root. Cut to the approximate height for the scale you're modelling. Trim branches to shape and save the trimmings. Multi-stemmed pieces are great for variety.



5 Chop small pieces of left-over root to use as branches. Add PVA glue to the tree pieces and sprinkle the root pieces on. Allow to dry.



6 To bulk out the branches and form twigs, brush on PVA glue, then sprinkle with static grass. Any colour will do, though I tend to use the straw-coloured shades. 6mm long grass works well.



7 Spray new branches and twigs with paint to blend them into the main body of the tree. It doesn't have to be a perfect match, so long as it is close. Acrylic paint is ideal for this task.



8 To model leaves, brush on PVA glue and sprinkle coarse or fine turf of your desired colour across the top. For variety, and to differentiate between species and individual trees, use a few shades of scatter.



9 I chose to model autumn at the point where some of the leaves have fallen, but not all, using a variety of colours. Some leaves turn brown, others bright colours. I used the Noch leaf foliage autumn set.

FREE-STANDING CENTREPIECE TREE



Find a piece of material that is a good starting point for a large tree. You want a good-sized bole and main limbs. Also, ensure you find a piece where the main branches taper to fine points, like the real thing.



Add branches by dipping the end in cyanoacrylate glue and, while holding them in place, spraying with an activator for a quick bond. Wear a face mask and ensure good ventilation.



It can take a while to build up a good canopy. Use an 'extra hand' tool to help you hold the tree still as you work. Place branches into empty gaps where the tree has grown to maximise light.



Larger spots of glue can show up against the dark of the branches. By viewing the tree from all angles you can correct this by mixing acrylic to the same colour and blending it in carefully using a small paintbrush.



The glue will dry to a gloss finish. You can correct this with a spray of matt varnish.

MAKING AN OLD TREE



Find a large root with some character. The piece that I chose had a large portion damaged during extraction. A limb was partially attached, so I tore the piece off and used it as a feature.



I drilled a hole in the bole and used a cocktail stick as a mounting point in the scenery. This also makes trees easier to work on because it gives you something to grip.

17



I needed to add another branch to fill out the volume of the tree. I chose another root piece, drilled a hole and used a cocktail stick as a dowel to attach the new branch.

18



Planted in the scenery, I glued further roots to the ground to represent fallen branches. This tree was simple to model, yet is full of character and charm.

MAKING A DEAD TREE

19



Select raw material that is light in colour, so it looks like the bark has fallen away. You can spray or hand paint it to a lighter colour, if necessary. A lack of branches is an advantage for this subject.

EVERGREENS

20



Trees like holly and conifers are dense and so are best portrayed using lichen. First, glue your lichen to a piece of 0.5 to 1mm thick wire with contact adhesive. Use several pieces to get a good shape.

21



Spray with scenic glue and sprinkle with green ground foam turf or flock. Holly should be the darkest green you can find, whereas some conifers are light in tone. Leylandii hedges, popular in the 1970s, are still quite common in gardens.

22



Evergreens provide welcome relief and body to autumn and winter scenes. Holly, in particular, is native and a common species in woods and copses. However, don't make holly trees too tall as they don't attain a great height.

YOUNG TREES



Select small pieces of raw seaweed. Pick off any plant leaves that remain as these detract from the finish.



I sprayed my trees with a brown for the trunk and main branches and green for the foliage. The seaweed branch ends look like newly-emerged leaves, giving a realistic portrayal of young trees in the spring.



Planted in the environment they look the part, but are very delicate. Note how I've planted two pieces back-to-back to form a more rounded tree. Don't be afraid of modelling multi-trunk trees.

TREES AMONG CATTLE



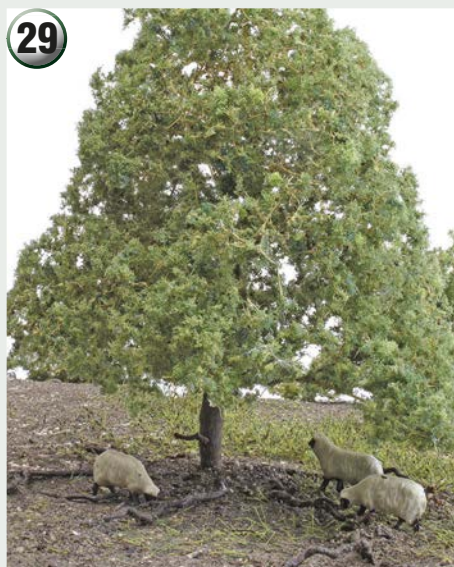
Find a piece of seaweed with a good crown to represent a mature tree. Snip off the lower stalk and trim the lower foliage to a flat plane to mimic the grazing of deer and horses.



Add a new trunk from a piece of tree root. Find something that is suitably proportioned in relation to the size of the canopy. Glue with PVA or an impact adhesive.



Grazers often scuff the soil around the base of the tree where they seek shade in sunny conditions. Use real roots to model the tree roots by gluing them to the ground, then partially cover them with scatter.



Many animals take shade under trees in summer weather – the season in which most of us choose to set our layouts. Tree roots are often exposed on slopes, especially if the soil isn't held in place by vegetation.



From afar, you can't make out the trunks or much detail of trees. Model these by cutting the stalk off a piece of ready-flocked seaweed. Simply glue to the scenery with PVA or impact adhesive.

CUSTOM TREES



31 This root had a nice trunk, but little in the way of branches. Drill holes to receive branches made of wire. Existing branches are retained if they add to the tree's character, and some are lengthened.



32 Twist together iron wire used for tying plants, which is pliable, to make branches. Ensure your twists are either clockwise or anti-clockwise and use pliers. Use loops of twisted wire or cyanoacrylate to hold the wire bundles together.



33 Mix Milliput and use this to cover the twisted sections of the wire. Glue the branches into place with cyanoacrylate and ensure that the branch diameter matches the trunk.



34 Paint the Milliput to match the rest of the tree and weather it all remembering to use some green for moss. I flicked various shades of cream and green at the tree using a toothbrush.



35 Coat the branches in PVA glue. Tear off strips of teased out Noch foliage sheets and add to the branches, ensuring that you cover all of the wire skeleton. Leave to dry.



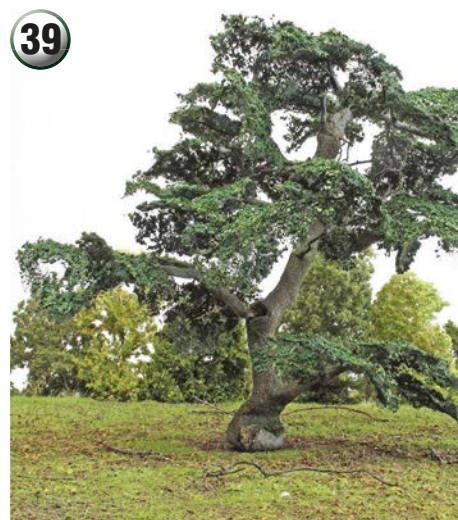
36 There will be places where the process of tearing and handling the foliage has caused gaps to appear. Add more PVA adhesive and sprinkle over loose Noch leaves to cover these.



37 Use a pair of scissors to trim the tree; the type used by hairdressers are best suited for this. Hold the tree up to the light so that you can see all the stray fibres and cut these.



38 Spray the underside of the foliage pads with a green darker than the foliage on top of the pads. This mimics foliage in shade. I mixed mine by adding some black to a green acrylic.



39 When planted, the trunk has character, a natural curve and the retained branches look like dead material. The new branches blend, too. It's easier to make a tree this way than using just wire. With a little grass added to disguise the trunk, it's the perfect addition to a park.



How to...

MODEL AN OAK TREE

Shopping list

Humbrol enamel 84, 102, 150 and 187 paint
 Lifecolour Acrylics UA 704 & 705
 Noch (leaves) sets 07167 and 07168
 The Army Painter's Anti-Shine Matt Varnish
 Quadrant-shaped 15 x 20mm balsa wood
 PVA or balsa cement, superglue
 Milliput
 Multi-core mains power cable
 0.5mm, electrical solder
 All-purpose filler powder
 Black acrylic paint
 Silver sand
 Tremendous Postiche
 War World Scenics fine cork pieces

Ardent arborist Michael Russell shows how to make a scenic centrepiece for your layout.

The oak is the classic native British tree and has played a vital part in our nation's history. I've always been fascinated with ancient trees, and old oak trees are very distinctive as they age and their branches acquire an appearance akin to a stag's head.

Many ancient trees have a hollow trunk and since I haven't seen this in model form, I thought I'd attempt to create one. If you want to model a detailed tree at the front of your layout, choose something like this with character. Take your time and the results will speak for themselves. ■

Top tips

Make a stand before working on the tree that's large enough to prevent it from toppling whilst you work on it.

- My model is the correct size for 4mm:1ft scale. Trees are larger than you think, but many are made under scale.
- Use a metal that's easy to work with such as copper mains cable.
- The age of a tree is often indicated by the angle of its branches. Older trees have more horizontal, downward pointing branches.

Look in tree books for the silhouette of each species and follow it – this is probably the most important criteria for modelling trees in smaller scales.

1»



Start with a piece of 15mm x 20mm x 60mm balsa wood, drill a 3mm hole down its centre and insert the handle from a modelling paint brush. An old brush with poor quality bristles is ideal for this.



2»

Equally cut eight pieces of quadrant strip with a mitre saw. I cut mine 8cm long, but it depends how tall you'd like to make your tree.

3»



Place eight pieces around the core and hold in place with pins as you build up the shape you require. You can number the pieces so that you can disassemble and reassemble at will when carving.

4»



Carve the quadrants to shape and the central piece where necessary. Here I'm shaving the inside of a quadrant to form the hollow of the tree.

5»



When happy with the centre carving, glue the pieces with PVA. Keep the pins in place until the glue has set. Continue carving the outside to get the basic shape.

6»



Take 3mm diameter mains power cable and cut three 15cm lengths. Strip each outer sheath respectively to a third, a half and two thirds.

7»



Drill three holes in the trunk and superglue the cables in. Bind with 0.5mm wire.

8»



Repeat the previous two steps until you've built a good crown. Vary the number of cables in each branch to add variety.

9»



Mix Milliput putty and begin adding to the top of the tree, starting with the inner surfaces, spreading outwards.

10»



Continue down onto the trunk adding Milliput to form mounds where branches used to be. I used a cut-down hog hair brush to stipple the putty and add texture.

11»



When the Milliput has set, twist the wires together. You can use your fingers for this, and then tighten using pliers. Keep splitting and continue until you've a few strands left for twigs - leave these straight at this stage.

12»



Solder the joints to make the tree stronger. I used electrical solder and a 40 watt iron, just make sure you work in a well-ventilated area.



13»

Place limbs and branches into their final positions, then cover missed areas with Milliput. You want to cover all the electrical cable sheathing and ensure an even taper on the branches.



14»

Cover the branches with a bark mix applied with a stiff paint brush. You don't need to cover the twigs. The bark mix is made from all-purpose powder filler mixed with PVA glue and black acrylic paint to give a grey colour.



15»

Sprinkle silver sand over whilst the bark mix is still wet. Repeat this stage and the previous until the underlying tree frame is hidden. Ensure that none of the twists in the wires show through.



16»

Spread the twigs starting from the centre of the tree. These need to be equidistant from each other, because a tree grows to maximise the light reaching the canopy top. Spray the twigs with grey car primer.



17»

Paint the tree with a wide variety of greys, browns and greens. Use an actual tree for reference. I used an airbrush and dry-brushing to get the effects I desired.



18»

Flick white and yellow shades of paint at the tree to represent lichen. I used acrylic paint for this, but don't overdo the effect.

19»



Tease artificial hair (known as Postiche) out to a fine web of fibres.

20»



Working over small areas at a time, spread the fibres over the end of the branches and fix with hairspray.

**ANY
SCALE**



With hairspray still wet, scatter leaves over the Postiche using a sieve to control the flow. I used Noch leaves. If you've different packets of leaves, mix them together from the outset.



Brush off stray leaves from inside the tree.



Once you've covered the tree, fix the foliage permanently with a spray of matt varnish aerosol.



Trim the tree for stray hairs. Hairdresser's scissors work best for this. Work against the light so the hair fibres show. Use wire cutters to trim overly long twigs.



I represented fallen leaves and ground cover using a mixture of leaves from the Noch Autumn Foliage leaf set. Sprinkle a few of the green leaves that you used on the tree to depict newly fallen leaves. Fix in place with PVA.



Add static grass, but remember that the growth under a tree is affected by the shade. It's much lusher outside of the canopy, although on an older tree such as this there would be gaps in the canopy.

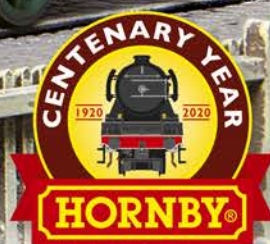


To represent fallen acorns I used cork pieces from the WWS range. Sieve them to get a smaller size.



Use real twigs for fallen branches. I used pieces of heather stem as they scale nicely.





W4 Class 0-4-0ST & B2 Class 0-6-0ST

Peckett Locomotives

Despite hard work and poor maintenance, the Peckett locomotives were tough and long-lasting. Many Peckett locomotives survive to this day often seen working on today's heritage railways.

The oldest known surviving Fox Walker locomotive is 'Karlskoga', an 0-6-0ST locomotive of 1873 and the first locomotive of the Nora Bergslags Railway in Sweden.



R3868 Crawshaw Brothers, Peckett W4 Class, 0-4-0ST, 490/1890 - Era 2

DCC
READY CONNECTION



R3869 Dowlais Ironworks, Peckett W4 Class, 0-4-0ST, 33 'Lady Cornelia' - Era 2

DCC
READY CONNECTION



R3765 Bloxham & Whiston Ironstone Co. Ltd, Peckett B2 Class, 0-6-0ST, 1456/1918 - Era 2

DCC
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R3766 NCB, Peckett B2 Class, 0-6-0ST, 1426/1916 - Era 6

DCC
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Modelling different trees

Michael Russell provides us with some advice when looking at modelling different types of trees.

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PLAY

HOW TO... BUILD A 1970S BUNGALOW

Words & photography: Phil Parker

Phil Parker recommends this range of buildings for beginners as he constructs a mid-century house, with strong memories of youth.



What's the hardest part of creating a model building? To my mind, it's designing something convincing. We all know what a house looks like, but when you start to draw one up for a model, getting the proportions right and achieving the right look, well, that's more challenging than the process of building it.

Don't think you can swamp a model in detail to make it look right. It doesn't really matter what you are making – a building, locomotive or even a figure – if the proportions aren't right, the model will look wrong, even if you have counted the correct number of rivets.

To make things harder, imagine a relatively modern building, not a Victorian red-brick house, but the sort of suburban

architecture that many of us know from our local area. Maybe you'll find examples of architectural prize-winning buildings, but those mundane dwellings that appear in their thousands? That's tougher.

Looking through In The Greenwood's range, I was struck by the semi-detached bungalow. I know this building. As a child, one of my friends lived in a cul-de-sac where half of the houses were just like it. If I take a bus from Leamington to Warwick, we drive through the middle of an estate with many similar looking buildings.

Common as they are, I've never seen them modelled. It's odd, because those buildings are still there. Over the years, their owners have modified them with new windows and extensions, but you can still recognise the basics.

The solution is supplied flat-packed and

SHOPPING LIST

In the Greenwood Laser

(HS004) Semi-detached Dormer Bungalow OO gauge laser-cut kit

W www.inthegreenwoodlaser.co.uk

Scale Model Scenery

(LX228-00) Roof Slates/Tiles

W www.scalemodelscenery.co.uk

Ten Commandments

Etched Satellite Dishes

W www.tencommandmentsmodels.co.uk



cut in high-quality plywood for the price of a cheap model railway wagon.

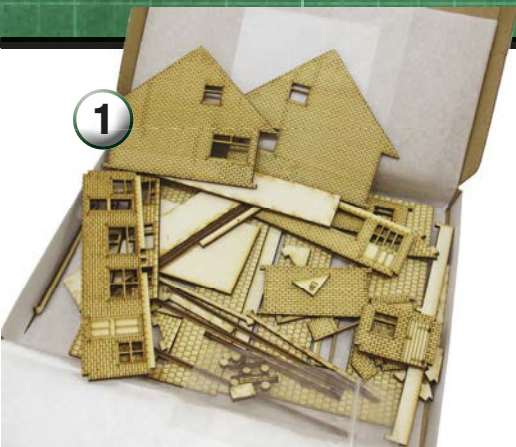
The designer has a good eye. The bungalow looks right, and we get a variety of window and door styles built in to show they aren't brand new, but have undergone personalisation over the years thanks to the efforts of double-glazing salespersons.

If you've never built a building kit before, this is perfect. Strictly speaking, the only thing a modeller needs to supply is glue (PVA) and paint. I chose to upgrade my model a little with new slates, but even then, the only tools required was a sharp knife and a coarse abrasive stick.

Assembly in its most-basic form could easily be completed in an evening. I added a couple of hours' worth of detailing and spent a few more on the paintwork, but none of this was rushed or difficult.

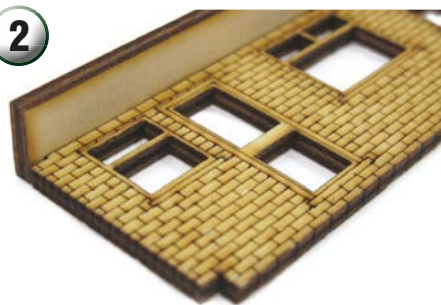
The finished model looks attractive and takes me back to the days of going round to my friend David's to race our toy cars in his back garden.

1



Open the box and say hello to a large pile of parts cut in 3mm thick plywood. Some of the smaller components are sensibly contained in a plastic bag so they aren't lost.

2



For the first step, I'm diverting from the instructions. Putting the overhang onto the front walls before fitting them to the sides means they are a nice snug fit. This is the only significant deviation in the entire build, but being the first thing I do, is a little scary.

3



It's essential to keep the model square and flat. To achieve this, I'm building it on an old bathroom mirror using squares to keep checking everything is where it should be. Using PVA, the process is really quick, especially as the part fit is excellent.

4



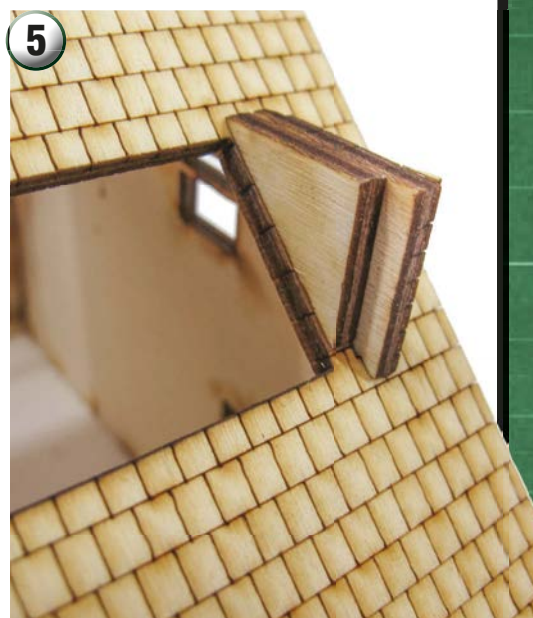
The roof halves aren't identical, one is slightly longer than the other so should overlap at the top. With no positive location pegs – understandable as there's no way to include them invisibly – it's down to the modeller to check the roof is centred over the sides and the shorter side lines up with the top of the walls.

6



We tend to look down at our models and a roof of 2D-cut tiles looks too flat to me, so I cover it with laser-cut card slates from the Scale Model Scenery range on the sloping surfaces. Vertical tiles, such as those seen on the dormer front, seem to exhibit less texture in real life, so I leave the etched versions alone.

5



Dormer ends are made up and fit into the holes in the roof. A diagram in the instructions shows how to do this, but pay attention to make sure you get the bits the right way up. The front window panes slot into the rebates.

7



The dormer flat roof should be fitted and the trim piece added to cover the gap at the back. I prefer to chamfer this with an abrasive stick so it sits against the slates properly.



Modifying the flat roof means the bargeboards now stick out too far and need to be thinned with the abrasive. You could replace them with thin cardboard just as easily.



An optional porch is included. Don't glue this in place before painting, or you won't be able to get the brush inside.



Windows and doors are pale grey (Humbrol 147) and again, a couple of coats are needed on the inside edges. Working along the etched lines makes working neat and easy, but keeping a brush damp with thinners handy to wipe away excess paint is a good idea.



Curtains are strips of coloured paper, cut from a Sunday supplement, glued with Deluxe Materials Glue'n'Glaze.



Wooden disks are included for the chimney pots, but stacking them neatly was fiddly and there were a couple of pots left from a Wills spares pack in my collection. I'm assuming one has been replaced in the past to explain why they are different sizes – not just because I only had one of each.



For yellow bricks, I dry-brush some cream (Humbrol 103) and follow this with Pale Stone (121), dabbed with a sponge. The garage is the perfect place to test paint effects before moving on the main building. The corners take a couple of coats to cover the burnt edges from the cutting process, but it doesn't seem like much of a problem.



Clear plastic glazing has to be supplied by the modeller – your plastic recycling bin is a surprisingly good source for it. Fix in place with Deluxe Materials Glue'n'Glaze adhesive which dries clear.



I don't like to see through a building, so simple internal walls are cut from foamboard. Making these slightly oversize ensures they stay put, the material compresses slightly between the strong plywood walls, although a little glue is belt and braces.

The finishing touch is an etched satellite dish from Ten Commandments held to the chimney with a track pin. If you fit more than one, remember that, in the UK, they should all point southeast.



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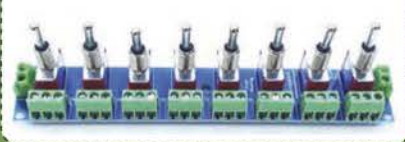
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A Heljan Class 33/1 (D6526) sits adjacent to a Hornby Green 2 HAL. The station tower, constructed from Scalescenes textures, is loosely based on those found at Cannon Street Station.

Factfile

Layout name: Folgate Street
Scale/gauge: 4mm:1ft / 1:76 scale / OO
Size: 5ft x 1ft 3in
Era/region: BR (Southern) 1960s-1970s
Location: London (fictitious)
Layout type: Fiddle yard to terminus

FOLGATE STREET

Created during lockdown to a strict budget, this capital-inspired terminus saw its creator re-use components from previous layouts with ingenuity.

Words & photography: Mike Lynch



LAYOUT FOCUS



The signal box, based on the old Holborn Viaduct Station prototype, has been cobbled together from various Dapol kits and Plastruct girders. While all the other signals work, the one on the gantry doesn't - superglue must have welded the delicate feed wires together!



Inspired by Kier Hardy's magnificent 'Hornsey Broadway' article (BRM Spring 2020), I set out to build a slice of London grot of my own.

This layout is a fictitious slice of a London with third rail track and is a follow-up to my previous 'Up the Junction' London-themed layout that appeared in the July 2017 issue of BRM. Although I'm mainly interested in building Midland and Northern Region layouts, I have a liking for Southern Region, third rail EMUs, and I own a small collection of them. I like to see them run occasionally, so I built this layout for that purpose.

Like most of us during these unsettling times, I have economic concerns and was

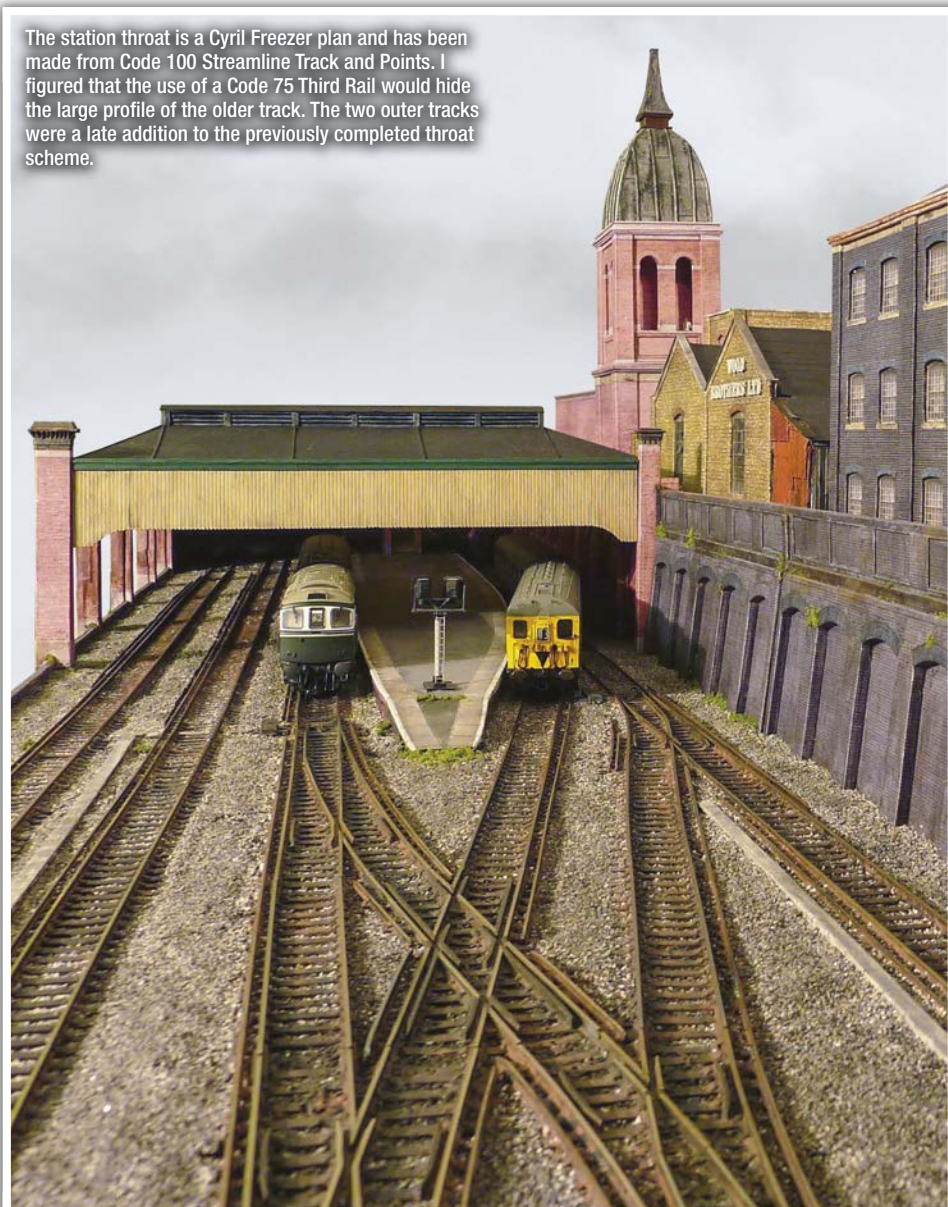
determined to construct the new micro layout without having to delve into precious savings. With this in mind, my eye fell on an old, unfinished station throat that had been lying around the loft gathering dust for years. This presented me with a good starting point and it was swiftly put to work. It had been originally constructed at the beginning of my railway modelling journey and was a bit of a pig's ear with its Code 100 track and short radius points – however, I decided that the addition of Code 75 third rail would go a long way to hide the large profile of the older track.

Construction

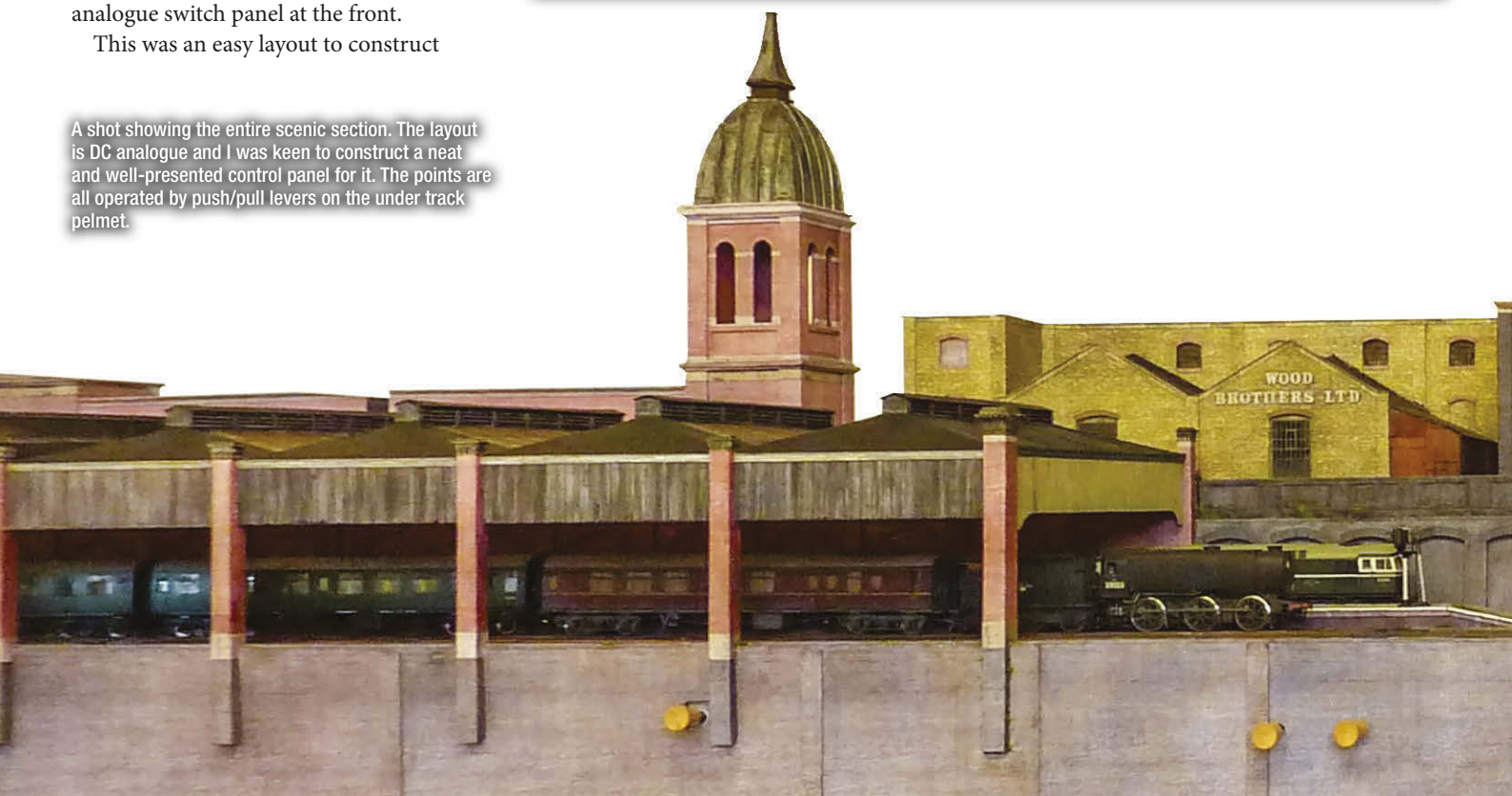
The original layout, a copy of a Cyril Freezer plan, was a mere 4ft long, so I decided to lengthen it by about a foot. I also added 4in along the front to incorporate a couple of tracks on a 1-in-80 incline; the initial idea being to link the micro scene with my larger, loft-based, run around. However, I found that there wouldn't be enough space to wedge in the necessary station fiddle yards to the rear, so I decided to stick to a simple end-to-end arrangement. A 3ft 'black box' was therefore made to accommodate trains arriving at the half station platform and a 5ft feeder yard was constructed on the right. The larger fiddle yard can accommodate six trains. I was lucky enough to have had a few yards of Code 100 track and points left over from previous schemes, so my only additional expense was a sheet of 12mm MDF for their construction. The original points hadn't been motorised, so I simply made push-pull knobs and installed an analogue switch panel at the front.

This was an easy layout to construct

The station throat is a Cyril Freezer plan and has been made from Code 100 Streamline Track and Points. I figured that the use of a Code 75 Third Rail would hide the large profile of the older track. The two outer tracks were a late addition to the previously completed throat scheme.



A shot showing the entire scenic section. The layout is DC analogue and I was keen to construct a neat and well-presented control panel for it. The points are all operated by push/pull levers on the under track pelmet.





A superb Hornby Q1 is about to leave on its long journey south. The roof is loosely based on that of King's Cross Suburban Station. The valance has been made from a Plastikard profile and the ventilators from layers of alternating widths of mounting card.



Under the canopy, the roof structure has been made from 1mm dia galvanized wire that has been soldered together in various jigs. The roof lights, a CG Texture printed onto acetate, lend the scene realism.

because most of the work on the track and station throat had been done years ago. As mentioned, this older section had been lying around the loft for years and it seemed a pity that it had never been completed. It therefore formed the basis of 'Folgate Street' and saved me a lot of construction time as a consequence. In fact, the only difficult challenge was to ensure the new fiddle yards at each end lined up with the scenic section tracks. Further to that, the scenic tracks have to be cleaned regularly, especially the point blades – the point frogs aren't separately switched, so the points have to get their electricity via the blade contacts.

The platform, station roof and buildings were quick to make and it was completed within two months during the 'lockdown' period. A wonderful way to beat the boredom blues!

Scenic area

'Folgate Street' is an attempt to bring bits of London together in one place, hence the inclusion of the Lyceum Theatre building. It is, however, interesting to note that the downloaded CG texture of the derelict shop fronts is a real photograph of those found on Norton Folgate in London – this street scene has lent the layout its name.

I wanted to capture the 'canyons of brick' and run-down feel, typical of the place and time depicted. The station needed to look like it had been in continuous use and also contain elements of its Victorian steam origin. Therefore, the roof structure was loosely based on that of the Kings Cross Suburban station. It has been made from 1mm diameter galvanised wire that has been soldered together in various jigs and



Locomotive and stock roster

Transition era

- Hornby 2-HAL two-car EMU
- Heljan Class 33/1
- Hornby Q1 0-6-0
- Bachmann Mk. 1 coaches – a mixture of Southern Green, Maroon and Blood & Custard livery

BR Blue era

- Bachmann 4-CEP four-car EMU – blue and grey
- Bachmann Class 416 two-car EMU – BR blue
- Hornby 2-HAL two-car EMU – BR blue
- Bachmann Class 419 MLV – blue and grey
- Heljan Class 33/2 'Slim Jim' – BR blue
- Lima Class 73 (detailed by author) – BR blue
- Bachmann Mk. 1 coaches – blue and grey
- Mixture of green departmental wagons

Apart from the Lima Class 73 and the Hornby Q1, all models are 'as bought'. I weather and detail second-hand purchases, but generally leave new models alone – they're too expensive to risk! The Heljan green Class 33 is the only factory-weathered example, while the rest of the locomotives are in pristine condition.

is removable for track cleaning. The grimy sky lights, a downloaded texture from CG Textures, has been simply printed onto acetate and glued over the openings to enhance the grotty atmosphere required.

The embankments and buildings are all covered in various Scalescenes brick textures – these are beautifully rendered, weathered and are an extremely versatile product to use. They are merely coated in an acrylic matt varnish once pasted down. However, I have used a very watered-down black wash on the embankment walls to achieve a well-worn look. I have also used weathering powders to add final touches, but these are applied carefully as I'm a great believer in the 'less is more' technique. To achieve the crisp and consistent arches in the station and embankment walls, I used a compass cutter – a cheap and essential tool for those who like working with card.

Most of the buildings are freelance structures and all are simply plonked down behind the embankment walls. The derelict shops and factory building on the over bridge are also from CG Textures. These were downloaded, scaled to the correct size, and 'layered' to enhance a three-dimensional look. While I recognise that photo realism and bits of wire is not everyone's idea of modelling, you can create some realistic dioramas with judicial use.

Final thoughts

Building 'Folgate Street' was just the cure for the lockdown blues and it's surprising what you can achieve when you have plenty of time on your hands. I've already had hours of fun running my collection of Southern Region EMUs and locomotives. While all the points are powered via their blade contacts, the larger units, with multi-wheel pickups, glide through them with relative ease. The layout has also proven to have been a valuable lesson in the recycling of old projects and it has cost very little to build. In fact, my only purchases, apart from mounting card and MDF, was a second-hand Hornby Q1 and a few of signals!

I easily get bored with a layout upon completion, so 'Folgate Street' may simply be dismantled and the buildings stored away for use on future schemes. In fact, 'Up The Junction' has long since been taken apart and the buildings used elsewhere – note how I've reused the 'Wood Brothers' Factory at 'Folgate Street'. However, 'Folgate Street' is small and modular, so it could easily be used for exhibition, but, due to illness and the Covid outbreak, there are no plans to do this for the foreseeable future. At the moment, I'm happy just to run my third rail locomotives on it.

Finally, who said you can't make a silk purse out of a sow's ear?

Folgate Street is an attempt to bring bits of London together, hence the inclusion of the Lyceum Theatre. The derelict shop fronts are from CG Texture and are actual pictures of Norton Folgate, London.

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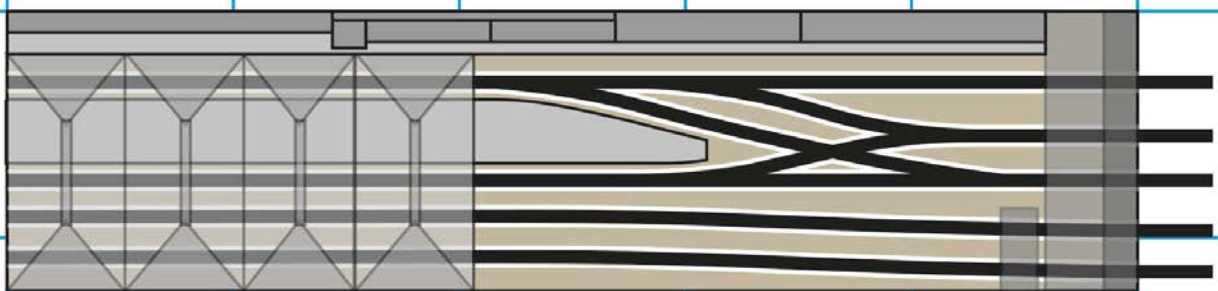


A Hornby 2 HAL and Bachmann Class 416 leave the scenic area. Despite the lack of switched point frogs, these beautifully rendered models, with their multi-wheel pickups, glide through them with ease.



Trackplan

FOLGATE STREET



Fiddle
Yard



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Folgate Street

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PLAY

ONE CHASSIS - TWO IDENTITIES

Words & photography: Phil Parker

Keen to add variety to his motive power fleet, Phil Parker builds a pair of 3D-printed industrial locomotive kits around Hornby's reliable B2 'Peckett' 0-6-0 chassis.



The trickiest part of any locomotive kit is the chassis. I have dozens of locomotive builds under my belt and still find the process of making the model move reliably, frustrating. Assembling a kit that doesn't move is simple, but building one that moves with the silky smoothness of a modern RTR locomotive is a lot tougher.

Take Hornby's B2 0-6-0 'Peckett'. It's a superb model and runs perfectly, but constructing kits was more justifiable when an RTR short-wheelbase locomotive meant something with a Scalextric motor, which offered the same level of control as I have over my cat.

Building a better mechanism was well within my skill level, but now manufacturers have raised the bar. If you can't beat them, join them, as the saying goes.

Hornby makes an amazing model, but its range on offer is only a small percentage of potential prototypes. That's where the cottage industries, so long a part of our hobby, come in.

We're looking at kits from Hardy's Hobbies and Railway Mania. Both have produced bodyshells that can be fitted to Hornby's chassis to offer superb running, with ease of assembly. And, they provide a different prototype for your layout. After all, so many have purchased Hornby B3 'Pecketts', so to stand out from the crowd, you need something different.

Both kits use the latest 3D-printing technology, resulting in models that can be assembled with a minimum of tools, and nothing more than superglue. The manufacturers have taken slightly different

approaches to the design of their kits, but neither can be described as hard to build. The steps are very similar for each model, so I've tried not to repeat myself when describing them.

It might seem odd to buy a lovely RTR locomotive just for its chassis, but modellers have been doing this since the 1960s when they would fit poorly-shaped whitmetal bodies on top.

My suggestion is to keep an eye out for bargains – perhaps unpopular liveries that can be picked up reasonably cheaply, or online auctions for damaged models, so long as the chassis is fine.

Mind you, changing the body takes less than a few minutes, so two locomotives could share the same chassis – it's something worth thinking about.

16in Bagnall – Hardy's Hobbies

1



Thanks to lockdown supply issues, the model supplied to BRM by Hardy's Hobbies is printed in a translucent green rather than the normal grey. We've been assured that, by the time you read this, the models will be grey. Since I'm going to paint it anyway, the colour doesn't matter. The box also contains 3D-printed parts, brass wire, handrail knobs, a whitmetal smokebox, door handles, nuts and bolts.

3



One of the first jobs I like to do with any locomotive kit is to fit the nuts that hold the body to the chassis. They are usually accessible, but this isn't the case with every as I've found out to my cost in the past!

6



All the holes for handrail knobs are opened with a 0.9mm drill using the marked dimples as a guide. The print material drills easily. Wire handrails slide in and everything is held with superglue.

2



The Hornby body is removed from the chassis by undoing screws at either end, one of which is hidden under the coupling. No modifications are required to the chassis for either locomotive other than painting the wheel centres in a colour to match the body.

4



It's hard enough to assess how well a kit has assembled when the raw materials are bright green. A light spray of primer turns everything grey, which makes spotting areas that need further attention easier.

7



A separate float includes all the details. I remove the crew and paint everything else while still attached as it's much easier to handle the pieces.

SHOPPING LIST



Hardy's Hobbies
16in Bagnall 0-6-0ST (LB_0015A)
W: www.hardyshobbies.co.uk

Railway Mania
Avonside B4 'Portbury'
W: www.railwaymania.net

5



Although the 3D-printed shell is good, I lightly sanded some of the flatter areas to make them as smooth as possible. Abrasive sticks ensure that flat areas stay flat, using fingers and emery paper can produce slight undulations.

8



A coat of mid-green, satin finish Humbrol (131), applied with an airbrush is followed by matt black (33). I find this brushes well and saves a lot of fiddly masking. Using Fox Transfers, I letter it into my fictitious Barrow Union Docks Committee fleet. I should have gloss-varnished the sides first to hide the transfer carrier film at the bottom of the letters, though hopefully it will disappear under the weathering.

A third locomotive?

Since no modifications were required to the chassis for either model, it's possible to put the original Hornby body back on, giving you a third option.

The only problem is that I matched the wheel and body colours of my models, so the RTR body would also need a repaint. Of course, if you could match the original Hornby colour on the kit bodies, that would solve the problem.



9



Attaching the crew to a lolly stick with little dabs of superglue makes them easy to hold while painting. Sliding a scalpel blade under their feet will easily release them for fitting in the locomotive cab later.

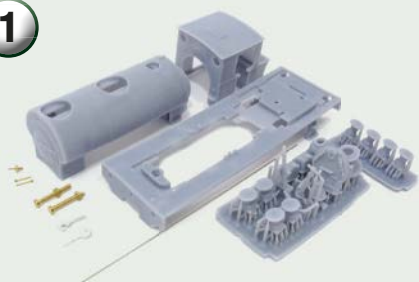
10



Industrial locomotives don't look right when they're clean, so the model is sprayed with a mix of earth, track dirt and dark grey. Once dry, a little dusting with Humbrol dark earth and smoke weathering powders finishes the job.

Avonside B4 – Railway Mania

1



Railway Mania split the Avonside into a large number of components to allow for prototype variations in a single kit. This is the 'Portbury' version, which comes with extra buffers because the prototype had a mix of styles.

2



Handrails are fitted in the same way as the Bagnall, although not all sit in knobs. There are a few grab rails beside the filler and another pair on the cab that are just bent wire. You need a smaller (0.45mm) drill bit for these. The smokebox dart is made from brass parts, allowing the clock hands to be set any way you like.

3



Buffers are attached with superglue and then the model is primed and lightly smoothed.

4



Keeping the model in separate lumps makes painting easy as there's no need to mask the footplate if you decide to spray it. Cab detail is accessed through the floor. You'd not reach it if the cab was fitted firmly to the footplate. Make sure the body-retaining nuts are fitted firmly at this stage; the front one is inaccessible once the smokebox is fitted.

5



The thin footplate is flexible, but screwing it to the chassis keeps it flat while the rest of the body is glued in place. Once the glue has dried, the body is as strong as the one-piece Bagnall.

6



Both locomotives are glazed using Deluxe Materials Glue'n'Glaze once they are weathered. Place a drop of this in the spectacle plate hole and waggle it around to form a skin filling the aperture. Prop the model so this is horizontal while the liquid dries to ensure a flat finish.

7



Steam locomotives need coal, so I fill the bunker with dark grey foam and sprinkle crushed coal on top, fixed with a drop of superglue.

8



Another lovely grubby piece of motive power for my layout. Weathering was exactly the same as for the Bagnall. I put them through the booth at the same time, remembering to do the chassis only once.

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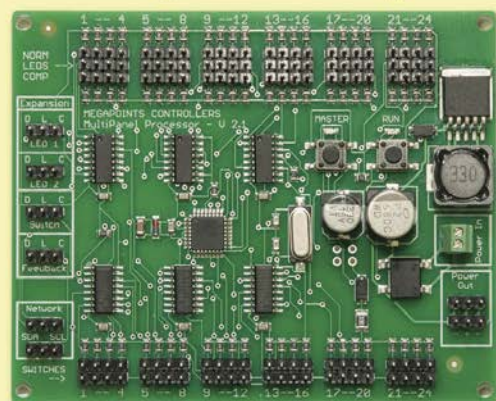
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GRAHAM FARISH: 50 YEARS OF N GAUGE

We look back at some of the milestones along the fascinating journey of Graham Farish from freelance models through to award-winning achievements.

Words: Andy York



Graham Farish's flagship six-car Midland Pullman often sees turns on layouts far from where it ran and has earned runner-up spot in our reader 'favourite Graham Farish model' survey. Here it's found its way to John Spence and Dave Weston's well-regarded N gauge exhibition layout, 'Melton Mowbray North'.

In the autumn of 1970, a new name for 2mm:1ft scale broke cover. Graham Farish was already well-known for its OO gauge locomotives and Formoway trackwork. Originating in Bromley in 1919, the company started by manufacturing components for the radio industry through to production of grenade and land-mine casings during WW2. As wartime austerities eased, the company looked to the hobby market, beating Rovex to the shop shelves by launching a Black Five in 1949. 1964 saw the business move from Kent to Holton Heath near Poole, while the OO gauge range dwindled to mainly rolling stock and track as the business developed in other directions, including full-sized motor boats.

1980s

The 'eighties saw the range get into a steady stride of growth with Graham Farish establishing itself as the leading supplier of N gauge products. The steam stable saw the Fowler 2P 4-4-0 introduced initially in LMS and BR liveries, followed by spurious Somerset & Dorset and Caledonian liveries with the freelance coaches to match in pre-grouping liveries. This generic approach waned during the decade as more diesels were added to the range with a Class 47, HST power cars, Mk. 3 coaches and a Class 37 in 1981 and the start of a BR Mk.1 coach range with printed sides. 1982 brought a 'Castle' and 'Duchess' for express power and a Class 20 and Met-Cam DMU for the transition era onwards. The following year brought a Class 50 and Class 25 with a 'Deltic', 'Western' and GW Railcar following in 1984/5. A 57XX 'Pannier' joined the stable then, too, utilising the 0-6-0 chassis that also became a staple platform for bodyline kits from other suppliers with a J94 on the same chassis in 1986. The same year saw more heavy power in the shape of the LMS 8F and Class 40 diesel. The locomotive range was joined by pressure-ventilated and air-conditioned Mk. 2 coaches through the decade and more wagons steadily joining the range with more modern air-braked stock available, too.

1987 brought the LNER A3 and Class 33, while the last couple of years of the decade were somewhat less frenetic after Farish scored a scale victory. Peter Graham Farish said "Minitrix had some very nice quality products and we heard a rumour going round that they were thinking of introducing the *Flying Scotsman* in 1:160 scale at the next British Toy Fair. As it happened, we had already drawn up plans for this locomotive, but had scheduled it for release later in that summer, because we were also tooling up another exciting locomotive for the Toy Fair. However, we knew that this could be a turning point if Minitrix released its *Flying Scotsman* first, so we dropped our previous tooling schedule and instead went all out to deliver our 1:148 version of the 'Flying Scotsman' into the market before Christmas.

Another colossal effort – but we managed it, and in so doing we believe that we scooped the market – and even began to persuade Hornby/Minitrix that they would either have to retool for the

Before 1970

The start of British ready-to-run N gauge can trace its roots back to more than a decade earlier with Lone Star's push-along 000 gauge models, followed by band-driven Class 23 and Class 24 models and rolling stock. In 1967, Minitrix introduced a Class 27 and Mk. 1 coaches, Lima made tentative moves into the scale with British-outline models under the G&R Wrenn brand, including Mk.1 coaches, too. Peco produced N gauge trackwork from the mid-sixties, British-outline kits to fit continental chassis and the decade ended with the introduction of Peco's excellent 'Jubilee' class produced by Rivarossi. The building blocks made the scale viable and the N Gauge Society was formed in 1967. What was needed for wider adoption was a cohesive range. Another element to this combination of domestic and European interbreeding was a less than unified approach to scale. Continental products were scaled at 1:160, while British N gauge was determined as 1:148 scale – something not resolved, ultimately, until 1997.

ONLY £5.99
says **GRAHAM FARISH**

N gauge ALL BRITISH PANNIER

AT THIS FABULOUS PRICE WITH ALL THESE FEATURES

- ★ CAST SMOKE BOX
- ★ CAST MAIN FRAMES
- ★ CAST BODY
- ★ DETACHABLE MOTOR
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- ★ **PLUS! NEW IMPROVED CHASSIS & GEAR SYSTEM**

You've seen the magnificent Graham Farish rolling stock, the superb Liveway track and pointwork (all at astoundingly low prices)

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WAGON 1 CHASSIS KIT
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In Red Oxide, Grey or Brown 4 4d.

SINGLE VENTILATOR VAN
In Red Oxide, Grey, White or Brown 4 4d.

COMING SOON - COMING SOON - COMING SOON - COMING SOON

Rolling stock illustrated alongside and below will be available from your local stockist within the next few weeks – as it is ordered!

These items represent the second phase of the Graham Farish 'N' gauge range expansion. There are still more to come!

Don't forget that 'N' gauge LIVELINE flexible track and points are now at your local stockist. Go and see for yourself. Note the superb detailing, the realism and that special Graham Farish touch – LIVE PROUD!

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British Market in 1:148 scale or suffer lessening sales. There seemed to be some truth to this theory because, quite suddenly, Minitrix later withdrew from the UK market, for the same probable reason that Lima had withdrawn sometime previously. It was real David and Goliath stuff!"

At the end of the decade, a promotional model was made for Shredded Wheat with a push-along version of the General-Purpose tank and four-wheel coaches in a fictitious black and yellow livery, which could be gained collecting tokens from the packets and an additional notional payment. The offer ran through into 1990 and must have kept the dispatch department busy!

CATCH THE SHREDDED WHEAT Steam Engine

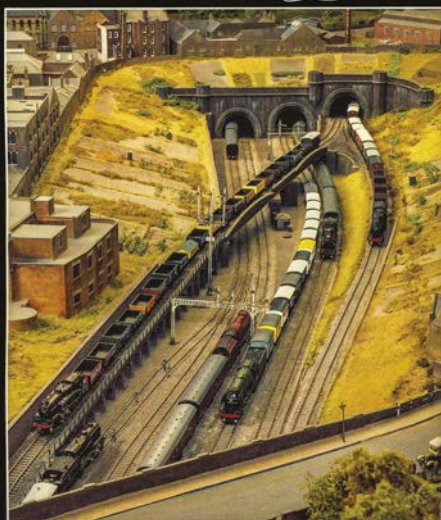
engine could save the calling at your breakfast table! It's a Shredded Wheat train specially commissioned to celebrate the days when the motorhead model with working wheels. It's not intended for layout running. Please call for our set of 2 passenger coaches, commissioned in the Shredded Wheat livery. All manufacturers of 'N' Gauge model railways. Each steam engine is a beautifully detailed masterpiece in miniature.

HOW TO OBTAIN YOUR SHREDDED WHEAT STEAM ENGINE

1. Buy a packet of Shredded Wheat. 2. Cut out the 2 passenger coaches. 3. Assemble the train. 4. The train is now ready to run. 5. The train is now ready to run. 6. The train is now ready to run. 7. The train is now ready to run. 8. The train is now ready to run. 9. The train is now ready to run. 10. The train is now ready to run. 11. The train is now ready to run. 12. The train is now ready to run. 13. The train is now ready to run. 14. The train is now ready to run. 15. The train is now ready to run. 16. The train is now ready to run. 17. The train is now ready to run. 18. The train is now ready to run. 19. The train is now ready to run. 20. The train is now ready to run. 21. The train is now ready to run. 22. The train is now ready to run. 23. The train is now ready to run. 24. The train is now ready to run. 25. The train is now ready to run. 26. The train is now ready to run. 27. The train is now ready to run. 28. The train is now ready to run. 29. 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Masterpieces in Miniature



N Gauge Catalogue

Detailed Scale Models for Adult Collectors

The 1994 catalogue featured The Model Railway Club's 'Copenhagen Fields' layout on the cover with N gauge stock carefully placed on the first-completed flyover scene.



The townscape of the Magnum III layout included stations, sheds and branches.

1990s

Discretionary spending was under pressure at the turn of the decade with high inflation and recession but Graham Farish got back up to ECML speed with a Class 91 and Mk. 4 coaches before a well-regarded Standard 4MT 2-6-4T arrived in 1991. The modern cross-country scene was also catered for that year with the Class 158, and a Class 159 following in 1994. 1993 gave us the LMS 'Crab', the Fowler 4F and a Class 56. Another electric in the shape of the Class 90 arrived in 1995, plus a Class 31. 1996 brought a 3F Jinty and 8750 'Pannier' on the ubiquitous 0-6-0 chassis. Rebuilt 'Merchant Navies' and 'Battles of Britain' came in 1997, looking very similar in length and shape! A Class 87 came in 1998 with an A4 and Class 57 in 1999. As a range of buildings were developed based on a solid shell with stick-on facings, Graham Farish took its concept of a complete range a stage further with the Magnum plans and sets to enable the modeller to produce a complete layout from the company's products that could be extended and joined together to create impressive scenes.

2000s

The new millennium saw a GW King manufactured before the Poole-based business was sold to Bachmann Europe PLC as a wholly-owned subsidiary of Kader Industries in China when Peter Graham Farish decided to retire. Initially, any remaining stock was distributed and the final production line output assembled into what could be completed before production moved to China for the range. Inevitably, this period was somewhat of a hiatus in new releases until the V2 arrived in 2004. This model's body was designed and tooled for Poole production despite having a good Chinese chassis and hence has been viewed less than favourably than the standards achieved on subsequent models from China. Following the Turbostar of 2004, we saw the first locomotive from China in the shape of the Class 66 in 2005, with the Class 44/45/46 'Peaks' and a Class 186 in 2006. A 'Jubilee' to finally surpass Peco's offering came in 2007 with a Class 66/9 variant, a well-regarded Class 60 and the diminutive Class 04. 2008 delivered plenty; a rebuilt 'Royal Scot', a newly-tooled Class 47 and 37/0, a Class 42 'Warship', Class 108 DMU and a Class 08 – something of a bumper year! A Class 150/2 came in the following year to finish a busy decade. On the coaching stock side, the 2000s saw re-tooled Mk. 1 suburban coaches with moulded detail, plus a new range of LMS Period 3 coaches in 2008 and an increasingly detailed and diverse range of wagons.



To mark the retirement of Peter Graham Farish, 47747 was named at Poole station on August 23, 2000. Chris Green, left, of Virgin Trains presented a nameplate to Graham Hubbard of Bachmann Europe, centre, and Peter Graham Farish, right, which still hangs in Bachmann's reception at Barwell.

2010s

The last decade has seen many earlier locomotives re-tooled, including the Black Five, Class 101 DMU, Class 20, streamlined 'Merchant Navy', Fowler 4F, 'Duchess', 3F 'Jinty', 'Castle', Class 57, 'Deltic', Class 31, Class 25 and Standard 4MT 2-6-4T and most recently the Class 40 – all with added DCC capabilities and functions. Those with sound have been well-received. New locomotives and units to the range have been prolific, too – an LNER B1, the 'Deltic' prototype from the National Railway Museum, Standard 4MT 4-6-0 and Standard 3MT 2-6-2T, Class 24, Class 14 from 2010. 2011 brought the LNER A1 'Pacific', Class 03 and 4-car 4CEP EMU. At this time the re-tooled Mk. 1 main line coaches with moulded detail and flush-glazing started to emerge to much acclaim. Quality moved onwards in 2012 with a 2-8-0 'Austerity', Standard 5MT 4-6-0 and two impressive units, the Class 350 'Desiro' and the six-car Midland Pullman. The following year saw the J39, Ivatt 2MT 2-6-0, 64XX 'Pannier' and the Class 70 come around. 2014 gave us the LNER A2, LMS Fairburn 2-6-4T and a refurbished-style Class 37/4 and 37/5. Moving to 2019, we saw how far forward the standards of decoration had come over the years with the SECR-liveried C Class 0-6-0. Coaching stock has not been neglected with a range of Bulleid coaches in 2013, GW Hawksworths in 2014, the exceptional SE&CR Birdcage stock in 2019, and the LNER Thompsons in 2020. As we approach the 50th anniversary of the brand, we eagerly await the all-new LMS 8F, which promises to be very good.



A modeller's view

Tom Everitt, respected N-gauge modeller and creator of 'Ropley' comments:

"My Farish journey, and my introduction to the world of N gauge, started with breakfast: A lot of Shredded Wheat was consumed to obtain the full promotional train set!

After using (playing with) my Grandfather's OO gauge layout, I was fascinated by the small size of this scale and, despite returning to OO gauge a few times since, N gauge has always been my scale of choice. The first powered Farish model I purchased, having furiously saved my pocket money for months, was a 'Merchant Navy' from a now-closed model shop in Newcastle while on holiday in Northumberland. It had two speeds, stop and fast, but I thought it was fantastic!

The first big turning point for me though, and

the model that sparked a revived interest in N gauge, was the Farish Standard 3MT. This really was a 'wow' moment when I first saw one and is ultimately responsible for my layout 'Ropley' coming into existence. It prompted a huge change in direction for me as all previous projects had been modern image, but this beautiful little model saw me move into the rarely-modelled preservation scene.

Initially, this was an excuse to run anything, but has subsequently become a little more serious!

Since then there has been a steady flow of some really quite beautiful models and new innovations under the Farish brand. The introduction of DCC fitted sound has probably had the most impact on my recent modelling after initially being quite sceptical about it. However, within a few minutes of having the 'Castle' and Class 40 steaming and whistling up and down the layout, my mind was firmly changed.



THROUGH THE LENS: YOUR MODELLING

Always impressed by the model photography we see posted on our forum, RMweb, we've collated our favourites images of inspirational modelling.

Is a photograph worth a thousand words? In a hobby with a visual presence that's so important, we believe so. With little to do and few places to go, lockdown saw a surge in railway modelling. Looking to see your creations, we turned to our forum

RMweb, and asked if you could share images of your most inspiring and realistic modelling.

The response has been excellent and we've found it a great way to spread a positive message about the hobby. It's been

a fabulous visual showcase on what the modelling community has been creating. We've allocated a prize for stand-out entries, too. Here's our selection, each with a description by its author. At times, it's hard to discern whether it's a model, or real life!

Last train of the day



At Brasted Station in Kent on the Westerham Valley Railway, the last train of the day arrives. In her Ford Popular car outside, the wife of a commuter from London waits to chauffeur her husband home to Brasted village, some distance away. It's too far to walk after a busy day in the city.

Adrian Prime (RMweb username: westerhamstation)

Fancy taking part? Visit www.brmm.ag/YourModelling and post your modelling pictures for a chance to win!

Like this radio-controlled model? Download the digital edition of BRM to watch it in action

God's Wonderful Railway



'Warren Branch' is my first attempt at a layout, but with help from members on RMweb and the 'how to' articles in BRM, I'd like to think I'm on my way to producing something that's a feasible representation of a branch line in the 1930s.

Chris Nicholls (RMweb username: Chuffinghell)

Radio-controlled



Winner

This Aveling Porter road locomotive in 7mm:1ft scale was built as a working radio-controlled model, adapted from a Duncan Models white metal kit. It has scratch-built working top motion, which drives the crankshaft and flywheel, with laser-cut acrylic gears running down to drive the main wheels. The motor is transverse in the firebox, the steering servo is mounted in the tender, and the battery is under the canopy.

Giles Favell (RMweb username: Giles)



Side street

My aim is to make everything look as realistic as possible. The trick is to model normal things that strike a chord in the viewer's mind, like the newspapers in the rack, the bent shop sign, the casual pose of figures, not forgetting tired and weathered areas. The camera and lighting should also be well considered.

Kevin Phare (RMweb username: KNP)



Rural retreat

'Tyteford Halte' needed to be informative and interesting enough to be worthy of posting updates on RMweb. My brief was to construct a single test track or photographic plank to P4 standards, which was compact and portable during the construction stage, plus create a platform to experiment with different types of scenery and modelling techniques. I started construction in January this year and it has preserved my sanity during these strange times.

Mark Purle (RMweb username: MAP66)



Smoke screen

Although built purely for function over form, without aesthetic considerations, for me the War Department 2-8-0 'Dub Dee' is the most iconic locomotive for the depiction of the grimy, gritty and smoky world of the steam locomotive shed. The Bachmann incarnation is a superb model that accurately captures the prototype and gives you a sporting chance of taking realistic photographs. You can really go to town with the weathering too, as they were rarely, if ever, cleaned.

Michael Russell (RMweb username: cactustrain)



Back alley

These cottage backs will form part of a 3D backscene on my P4 layout 'Callow Lane' and were made by modifying a Howard Scenics card kit. I've always liked the soft, mellow brickpaper, which is glued to 1.5mm Daler board. Some details such as the sash windows, gates and drainpipes were scratch-built. The kits are now available from Freestone Model Accessories and are relatively straightforward to assemble. 'Callow Lane' is on a fictitious Midland Railway freight-only line, set in South Gloucestershire in the 1960s.

Tim Maddocks (RMweb username: Captain Kernow)



Heavy oil

Passing the Haymarket Depot section on this layout of Edinburgh Waverley Station, a Class 56 hauls a lengthy rake of 100T bogie tankers, suitably weathered. Note the pre-fabricated architecture to the right and portacabin, elements that highlight the post-1970s era of the layout.

David Segar (RMweb username: Waverley West)



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A closer look at the 7mm scale radio controlled
Traction Engine by Giles Favell.

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- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

DCC02 Prodigy Advance2 Starter Package
Most Suited to HO/OO/N Scale Layouts



BEST FOR
General Layouts

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- OUTPUT: DCC Signal with 14.5v amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY

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Most Suited to OO/HO/N Scale Layouts



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The Prodigy WiFi is also available as a starter pack, combined with a Prodigy Express under part number DCC06.

See our website for articles showing how to use the two apps which are compatible with the Prodigy WiFi on your specific operating system. Android: JMRI Engine Driver
iOS: WiThrottle

DCC40 Auto Reverse Module

This useful module allows digital modellers to overcome a problem that faces most railway modellers at some point: how to operate a reverse loop or turntable on their layout without needing to change the polarity on the track.



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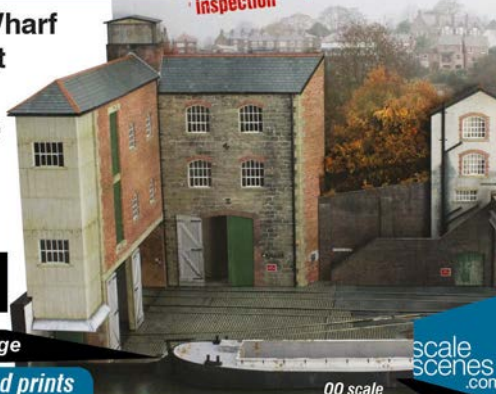
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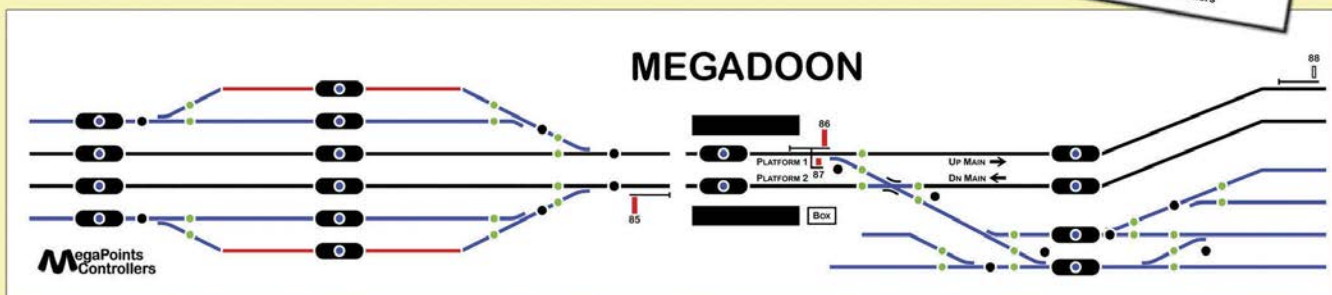
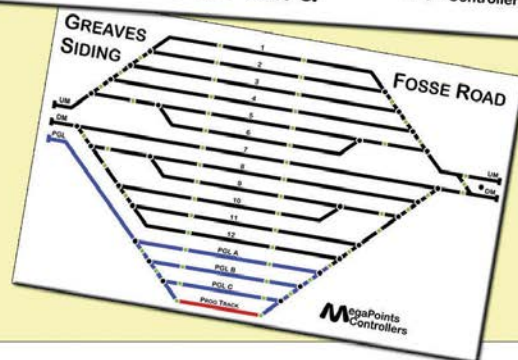
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The architectural kit specialist is offering a range of new high-resolution 3D-printed signs and station name boards with raised lettering for modellers. Custom-made to your requirements, hence suitable for any scale, the maximum size for each piece printed is 25mm x 65mm. Serif and sans serif typefaces are offered. Ideal for adding the finishing touches to your station or signal box. Prices vary depending on the size of the sign to be printed. For more images, visit the website.

Price: from £5.00

W: www.dexterscove.com



ACCURASCALE HUO HOPPER TRIPLE-PACK

00

Accurascale has produced a new run of its 24.5T coal hopper wagons, which later received the TOPs code 'HUO'. Produced in pre-TOPS condition, with new running numbers and identities, four new packs, each containing three pre-TOPS wagons with new running numbers, are available. For the first time, the models are available through trade, as well as its website. Introduced in 12 separate batches between 1954 and 1965, a total of 5,263 of these 24.5T capacity hoppers were built for British Railways, with 11 of the batches constructed at the company's Shildon wagon works. For pack options, visit the Accurascale website.

Price: £69.95 (per three-pack)

W: www.accurascale.co.uk



WAR WORLD SCENICS PRO GRASS DETAILER

Tired of getting static grass fibres where you don't want them? The new Pro Grass Detailer Applicator from War World Scenics is designed to be used in smaller spaces where detail counts. Ideal for creating small patches of grass or detailed static fibre effects on shrubs or trees, the applicator is powered by a 9V battery (not included), has an interchangeable nozzle and can be used with fibres up to 6mm in length. For best results, the manufacturer recommends using it with its basing glue or layering spray.

Price: £63.74

W: www.wwsenics.com



JS MODELS LASER-CUT MODULAR WAREHOUSE BUILDINGS

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JSModels is offering a selection of industrial buildings, in laser-cut kit form. Cut from 2mm thick MDF, and supplied with 3mm thick MDF detailing, 220gsm card roofing slates, and acetate glazing, the buildings are ideal for placing adjacent to a canal, wharf, or dock. Windows are separate from the main structure, allowing the frames to be painted before fitting. Doors can be modelled open or closed. All buildings share a common architecture and dimensions, allowing modellers to 'kit-bash' them to different configurations.

Price: Canal Warehouse Front (JSM13): £35.00

W: www.jsmodels.co.uk

N



STEADFAST MODELS (N-JNAGR001) INFRASTRUCTURE WAGON GRAFFITI PACKS

Introduced by this small-scale manufacturing newcomer and joining its range of N scale transfers are these graffiti and infrastructure engineer markings suitable for Dapol's JNA 'Falcon' permanent way wagon. Modelled from photographs, the pack covers five wagons and is supplied with an instruction sheet highlighting placement and patches of yellow to be painted before applying transfers.

Price: £5.00

W: steadfastmodels.wordpress.com

BUSCH (7588) SMOKE WOOL

Looking to depict smoke on your layout or diorama, without the smell and oily mess left by a smoke generator?

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Price: £2.72

W: www.goldenvalleyhobbies.com



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HORNBY (R6964) CDA AND (R6963) HOPPER WAGON TRIPLE-PACKS

Arriving with Hornby stockists this month, the manufacturer has applied new liveries to its two-axle 'merry-go-round' coal hopper, with and without hoods to create two three-wagon packs. Its National Wagon Preservation Group pack sees three of the preserved wagons owned by the group bundled together in their current condition, less-weathering and rust, with post-2001 warning flashes. Another three-pack of hoppers represents the CDA-covered types, as run by English China Clays International from Goonbarrow or Burngullow to the docks at Fowey in Cornwall. The fleet once totalled 139 wagons, replacing the hooded china clay wagons by February 1988, though significant in-roads to the fleet have been made since.

Price: £66.99 (per pack)

W: www.hornby.com



GAUGEMASTER (GM576) FINGER CRAFT KNIFE

Supplied with two spare No. 11 blades, this finger knife is an ergonomic alternative to using a craft knife, offering more dexterity than that of a scalpel. Ideal for fine angle cuts, carving, etching, scraping, scribing and trimming. The ergonomic ring handle design makes it easier to apply pressure using your hand, leaving fingers free to steer. The design improves visibility when cutting and provides close-up control and comfort. Suitable for left- and right-handed use.

Price: £4.00

W: www.gaugemaster.com

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Now available via RTR model aftermarket parts specialist, Peter's Spares, are copper replacement chimney caps (PS111) as commonly used on Hornby 0-4-0 models, square hole versions of Bachmann axle sets to fit most models (PS117) and large plastic round buffers (PS110) for Hornby models with parts X8134 (L6187) such as the Lima/Hornby Class 25, 47 and 91.

Price: PS110: £3.99, PS111: £3.99, PS117: £9.99

W: www.petersspares.com



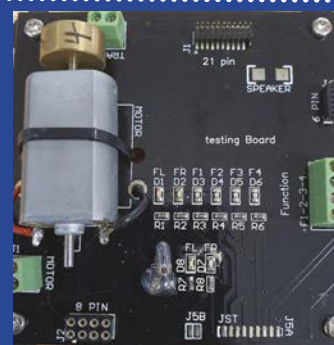
00 HORNBY (R3849) 0-6-0T A1/A1X 'TERRIER' COLLECTORS CLUB EXCLUSIVE

Hornby's A1/A1X 0-6-0T 'Terrier' is now offered in a new livery, available exclusively to members of its Collectors Club. Its locomotive has seen the application of Stroudley's 'improved engine green', embellished with large 'Brighton Works' lettering. The strikingly-liveried locomotive served as Brighton Works' showpiece locomotive and first appeared in this guise in June 1947. The locomotive was absorbed into British Railways' stock from January 1948, where it would carry the number 32635. From 1959, it was transferred from service stock to the Motive Power Department at Brighton Works, where it would remain in service until its withdrawal in March 1963.

Price: £84.99

W: www.hornby.com

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DMG ELECTECH SIX, EIGHT AND 21-PIN DECODER TEST BOARD

Test the functions of your DCC decoder with this 'Decoder Test Board' from the former Andy Lowe Electronics range, now retailed by DMG Electech. Simply plug your six, eight or 21-pin decoder (or nine-pin JST connector) to the board to test and program the decoder before inserting it into the locomotive. Ideal for troubleshooting whether it's your DCC decoder or locomotive at fault, or for configuring a decoder for optimum performance outside its chassis. The board supports six function outputs and has connections for an external speaker.

Price: without motor: £27.99, with motor: £28.99

W: www.dmgselectech.co.uk

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W: www.dexterscove.com



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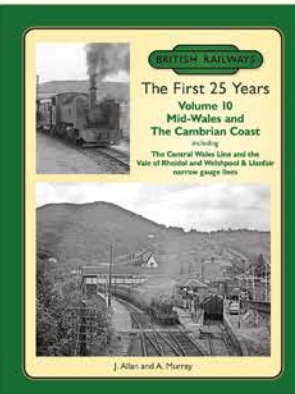
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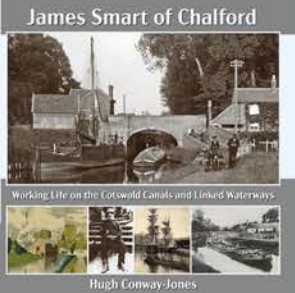
This volume covers the lines in mid-Wales, from Oswestry out to the Cambrian Coast. We start at Ruabon, following the line to Bala Junction, taking the branch to Blaenau Ffestiniog before resuming our journey west. Forking north at Barmouth Junction (Morfa Mawddach) to Barmouth itself we go up the coast to Portmadoc and on to the terminus at Pwllheli. Returning to Barmouth Junction we turn south to Aberdovey and reach Dovey Junction where we take the line to Aberystwyth to allow a visit to the Vale of Rhedol narrow-gauge line. We return to Dovey Junction and go east through Machynlleth to Moat Lane Junction and diverting onto the former Mid-Wales Railway down to Three Cocks Junction. This line crossed the former L&NWR Central Wales line at Builth and so we cover the part of that line in Mid-Wales, from Craven Arms as far south as Llandoverly. Resuming our journey at Moat Lane Junction we stop at Welshpool to visit another narrow-gauge line, the Welshpool & Llanfair, before our final leg to Oswestry, pausing briefly along the way to travel down the short branch to Llanfyllin. Oswestry was the headquarters of the Cambrian Railways and we end with a visit to the depot and works there. Ex-Cambrian, GWR, L&NWR, LM&SR and BR 'Standard' classes all feature.

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Working Life on the Cotswold Canals and Linked Waterways
Hugh Conway-Jones

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James Smart of Chalford
Working Life on the Cotswold Canals and Linked Waterways
Hugh Conway-Jones

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HORNBY SLIDING DOOR MK. 3

Words: Howard Smith Photography: Tony Wright

A legacy of British Rail, its Mk. 3 coach design was the last to emerge from Britain's nationalised railways. Constructed between 1975 and 1988, 848 units were produced at British Rail Engineering Ltd's Derby Litchurch Lane Works. As with BR's previous Mk. 1 and Mk. 2 rolling stock, designs evolved subtly, to better suit the needs of the network. Main differences are the Mk. 3 prototypes and standard HST stock without buffers, the Mk. 3A locomotive-hauled coaches with buffers constructed between 1975 and 1984 and the later Mk. 3B variants, with upgraded interior lighting and seats, as introduced between 1985 and 1988. Of steel monocoque construction – akin to similar developments within the car industry at the time – the coaches would offer passengers unrivalled space and a smoother ride thanks to bogie innovation within British Rail's research division. It was the age of the train...

Like many items of rolling stock on the network, throughout their lives, modifications have been necessary to maintain or improve levels of comfort expected by passengers on intermediate and long-distance travel. Since the privatisation

of BR, the interior refurbishment of the coaches has been under the responsibility of the train operating companies (TOCs) and their desire to attract passengers – first-class interiors with high-backed seating and curtains seeing the 'swishest' of make-overs.

Interior lighting has also been upgraded to LEDs across many of the coaches that remain in service. With the large-scale withdrawal of the HST fleet, many Mk. 3 coaches have been retired from service, but GWR, Arriva Cross Country, and ScotRail have upgraded their fleets. The most significant changes recently made by these TOCs has been the fitting of sliding doors to meet Persons with Reduced Mobility regulations, in favour of passenger-operated types and adding retention tanks for the toilets to comply with modern pollution regulations.

Fleet status

GWR operates four, four-coach 'Castle' sets, each sandwiched between two HST power cars, mostly on services between Cardiff and Bristol or Taunton and between Exeter and Penzance. Any HST power car in GWR green can be used with these coaches, but

the celebrity pair of 43002 and 43185 weren't fitted with door controls to operate the automatic doors fitted to the sets.

Cross Country by Arriva operates seven sets with seven, or occasionally eight, coaches between two power cars. These are often seen on services between Plymouth and Leeds or Newcastle, although there have been variations such as a Thursday-only Penzance starter.

ScotRail operates five five-coach sets between two power cars. Branded as Inter7City, these coaches operate on services between Glasgow and Edinburgh, to Inverness and Aberdeen, in addition to



End detail and inscriptions are crisp and well-observed.

Lengthy vehicles, but wallet-friendly for the modeller given the short formations in which these vehicles run. An ideal alternative to multiple units for the current scene layout, available in three attractive liveries to suit the manufacturer's already-released HST power cars.



services between Aberdeen and Inverness.

Living by numbers

When Hornby announced its models, formations for ScotRail's anticipated five-car sets hadn't been confirmed, the TOC expecting Wabtec to deliver four-car TGFB/TSD/TS/TSL sets, then producing the seventeen extra TSLs on a separate production line to be inserted into the service sets once completed. Vehicle numbers hadn't been allocated at that stage and with the TS vehicles potentially emerging from Wabtec as TS, TSL or TSDs, the fifth vehicles for set HA25 and HA26 could have been converted into TSDs. Hornby numbered the extra two vehicles as the TSLs from Sets HA23 and HA24 that were in works at the time.

Since May 2019, when artwork for the three operators was completed, based on the train diagrams and vehicle numbers in service at the time, the diagrams have changed, with coaches being swapped between sets as the TOC's operating requirements have altered. All three TOCs having changed vehicle numbers within their sets over the last twelve months. Though it has worked against Hornby for creating sets that continue in service unchanged, it highlights the fast-paced nature of train diagramming.

Scaling down

Kindly sent for review by the manufacturer are samples of TFD 41195 (R4942A) and TS 42342 (R4940) in Cross Country by Arriva livery with grey bodyside, maroon roof, black window surrounds and 'hot pink' doors. The liveries applied by the three TOCs to their sliding door Mk. 3 coaches are more subtle than the early years of privatisation, and far easier on the eye in full-size and subsequent model form.

Livery application across the model is to a high standard, with crisp edges to paint colour overlays, a multitude of warning signs dotted around the bodysides and ends and authentic logos, faithfully miniaturised. The maroon applied to the ends and roof was found to be a little thin on the sample of the TS, the undercoat partially showing through to the roof ridges and ends, but appeared fine on the sample of the TFD. Not an issue as such, but the only noteworthy observation of an otherwise outstanding livery effort by the factory.

Form and function

Shape-wise, thanks to CAD design and extensive research by Hornby, the coach is – as expected – a faithful copy. The manufacturer regularly shares progress reports and site visits with its customers via the Engine Shed blog on its website. Despite all coaches having the same scale 75ft 6in wheelbase, window and roof details vary. TS 41195 has three flat roof ventilators at each end, TFD 42342 has one large centrally-located raised square with rivet detail to each end. Roof access panels have a realistic raised edge, again with rivet detail, though the fine grab handles have been represented in a more simplistic form as a part of the injection-moulded plastic. Modellers seeking finer detail could look to replace these with thin bent wire equivalents for better realism.

Through the tinted windows of these coaches, little can be seen of the seating and compartmental dividers between the toilet cubicle and main seating area, but they are quite sufficient for average viewing. Access to the coach interior is very simple and doesn't require tools – the body top can be separated from the chassis easily. As with most model coaches, the unpainted interiors can be enhanced by painting seat backs

datafile

BASICS

Manufacturer: Hornby Plc

CATALOGUE REFS:

(R4942A) Cross Country Mk. 3 sliding door TFD 41195

(R4940) Cross Country Mk. 3 sliding door TS 42342

RRP: £34.99

Gauge/scale: 16.5mm gauge, 1:76 scale 00

Era: 11

Company/Operator: Arriva Cross Country

Weight: 154g

Body and chassis: injection-moulded plastic

Minimum Curve Radius: 438mm (R2)

Couplings: NEM-mounted tension-locks

Accessories: Close couplings

grey and adding figures, more so if interior lighting is a consideration.

At chassis level, the bogies are well-detailed, being more accurate copies of the BT10 variant than those fitted to its previous non-sliding door Mk. 3 coaches. The location of the spring and dampers looks 'right', though I'm not as keen on the large wheel flanges, despite the wheel faces offering disc brake detail. The application of the yellow paint to the springs appears a little 'rushed' – an easy rectification for the most discerning of modellers, though I'm sure most will leave them be. Opposing corners of the bogies have wheel slip gear fitted, boxes and pipes being picked out in orange paint – an excellent detail that's worthy of note.

The sliding doors are realistic, and the observant modeller might spot the small grab handle, present at the bottom of the doors. Underneath, the steps are well-moulded – crisp, without flash, as are the three-phase electrical sockets. The latter are moulded in orange plastic rather than painted – hardly noticeable, even less so if weathered as per the prototypes.

In summary

Numerous wagons are being produced by smaller manufacturers for current-scene modellers, which makes modelling the present day more achievable for the average modeller. Hornby has delivered a suite of excellent new coaches to complement its already available HST power cars, and with the Mk. 3 conversions being recent, it's likely these vehicles will last beyond the next decade, perhaps seeing yet more liveries? A highly-recommended set of models.



BACHMANN AND GRAHAM FARISH HKA BOGIE HOPPER

Words & photography: Andy York



Evidence of Bachmann Europe's move towards shorter lead times between announcement and delivery of models is emerging. These newly-tooled HKA bogie hopper wagons, simultaneously available in OO and N scale under Bachmann Branchline and Graham Farish labels, were announced in January 2019 and are now reaching retailers.

The HKA hopper is a derivation of the JMA hopper wagon of the mid-nineties built for National Power's transportation of coal and limestone to Drax Power Station. The casual observer will note that there's a similarity to the HHA hopper, which was a later batch built for Freightliner. From 2002, selected JMA wagons were re-coded to

HKA with subsequent conversion to outer (HKA-O) and inner (HKA-I) wagons and new bogies with most of the work being carried out by Marcroft in Stoke. From this point, the wagons were solely categorised for coal transport.

In the early 1990s, National Power was developing plans to run its own coal trains to Drax Power Station. Trials had taken place during the autumn of 1992 using Tiphook KPA bogie hopper wagons. To realise its plans, National Power ordered five locomotives along with a batch of 85 hopper wagons. The first wagons were delivered in May 1995 and they soon received the TOPS code JMA. In 1998, National Power sold its rail operations to national freight operator

EWS. While much of the fleet was stored out of service, in early-2009, those JMAs that were still in service were fitted with new bogies, receiving the TOPS code HKA. As is often the case with freight stock, the wagons were not repainted and many still carried National Power branding. In more recent years, DB Schenker, faced with a shortage of hopper wagons, began a programme to refurbish several of the JMAs that were previously in storage.

For both the Branchline and Farish versions of this product, each wagon can be modeled as an outer or inner wagon. An outer wagon has the rectangular buffer, drawbar hook and screw-link coupling, while the inner end of an outer wagon has



The National Power-branded version of the wagon displays very fine lining and lettering. The bogies have good definition in the pale grey.



The DB Schenker livery is striking and in 2mm:1ft scale, it displays incredibly small lettering, with pinpoint accuracy.

a buckeye coupling and buckeye coupling lever (in white). The detailing pack also includes the appropriate air and main reservoir pipes and a cosmetic tail lamp. The fitting of these is straightforward, dependent on coupling clearances, in both scales enabling the modeller to create the appropriate formations.

There is plenty of captivating detail on the wagons, especially below solebar level and underneath. Aside from compromises for tooling, there's little difference in the level of detail in each scale, which is a compliment to the N scale product. The later DB Schenker livery, as worn by our Farish review sample, from 2014 onwards (when a further batch were converted by Axiom Rail including an additional UIC number for Mountsorrel Quarry aggregate traffic) gives them more widespread network use.

The decoration of both wagons is typical of Bachmann's high standard, especially the National Power livery, which is available in pristine and de-branded weathered versions in both scales. There is an anomaly in pricing between the different versions, with the National Power examples being slightly higher. This has arisen from a coding issue between Bachmann and the factory, which should have related to weathered versions. The weathered effect is achieved by the use of faded paint tones rather than additional layering, and is a very pleasing interpretation.

With the multitude of Class 66 locomotives now available, there can't be a shortage of customers who fancy a rake of large hoppers to hang behind them, surely?

Inside the wagon the load dividers are accurately captured. Looking at photographs of the real wagons, these always seem to be dented and torn by loading mechanisms and loads.



Beneath the wagon, detail continues that is rarely seen, including a braking mechanism and the hopper unloading trapdoors.



datafile

BASICS

Manufacturer: Bachmann Branchline

CATALOGUE REFS:

(38-036) HKA hopper 'National Power'

(38-037) HKA hopper 'National Power' (de-branded), weathered

(38-038) HKA hopper DB Schenker

RRP: £61.95 DBS, £66.95 National Power
Gauge/scale: 16.5mm gauge / 1:76 scale / 00

Era: 9

Company/Operator: National Power, EWS, DB Schenker

Weight: 150g

Body and chassis: Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension-locks

Accessories: Cosmetic screw-link couplings for outer ends and dummy buckeyes for inner ends, buckeye uncoupling mechanism, pipe detailing and tail lamp.

datafile

BASICS

Manufacturer: Graham Farish

CATALOGUE REFS:

(373-811) HKA hopper 'National Power' blue

(373-812) HKA hopper debranded 'National Power' blue, weathered

(373-813) HKA hopper DB Schenker

RRP: £45.95 DBS, £49.95 National Power

Gauge/scale: 9mm gauge / 1:148 scale / N

Era: 9

Company/Operator: National Power, EWS, DB Schenker

Weight: 30g

Body and chassis: Plastic

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido

Accessories: Cosmetic screw-link couplings for outer ends and dummy buckeyes for inner ends, buckeye uncoupling mechanism, pipe detailing and tail lamp.

IRM 42FT FLAT SPOIL WAGONS

Words & photography: Andy York

Irish Railway Models continues the development of its 'Project 42' wagons based on the same platform as its preceding fertilizer and keg wagons.

It's not just Network Rail that utilises yellow as a livery for infrastructure workings. These bright yellow wagons were converted from earlier 42ft bogie platforms to create dedicated spoil wagons to work on infrastructure trains. Such services have been seen across the IE system for almost 10 years now. A total of 24 wagons were converted at Limerick Works to replace the aging former barytes wagons on this duty and they debuted in traffic in September 2011. Footage can be seen of lengthy rakes on re-ballasting work for the delivery of new or cleaned stone and removal from the site of waste ballast. Loading and unloading is carried out via plant equipment rather than having any discharge facilities.

Four twin-packs of wagons are available from Irish Railway Models website, each with different wagon numbering and markings and two 20ft spoil containers, again with different numbers and markings to make up a lengthy eight-wagon rake, usually found behind an 071 Class locomotive or occasional 201 Class, but more often found in a yard for loading or unloading.

The decoration is up to the usual high standard, but in common with virtually every other yellow wagon on the market, regardless of country of origin, the main

body can look a little plasticky and really needs a touch of weathering to take that cleanliness away. On the outer end of the container, there is a removable run-off guard to save loose ballast accumulating on the ends of the wagons, although most footage of the wagons seems to show the guard absent. In addition to this, a triangular raised guard channels stray spoil into one container or the other. These wagons feature a high specification including sprung buffers, close coupling mechanism with optional coupling bars, rotating axle bearing caps and intricate detail for the rodding and linkages on the underside of the wagon.

Hidden gems

As ever, all of the detail is accurate and well-executed, with the detail beneath the underframe comprising pipe runs and gear linkages being particularly pleasing, even if they will be rarely seen. The axle ends feature rotating axle boxes as with the flat wagons. As the width of the bogies is dimensionally accurate, there is capacity to fit scale-width axles and wheelsets for those modelling the network in accurate 5ft 3in gauge. Further detailing is provided in the pack with a choice of tension-lock or rigid bar couplings to mount into the NEM pockets, vacuum brake pipes for the bufferbeam, and the locking bar mechanism for each end of the sides if there is sufficient bogie clearance on layout curves.

datafile

BASICS

Manufacturer: Irish Railway Models

CATALOGUE REFS:

(IRM1070A) CIÉ/IR 42ft Flat - Twin Pack A - Spoil Wagons

(IRM1071B) CIÉ/IR 42ft Flat - Twin Pack B - Spoil Wagons

(IRM1072C) CIÉ/IR 42ft Flat - Twin Pack C - Spoil Wagons

(IRM1073D) CIÉ/IR 42ft Flat - Twin Pack D - Spoil Wagons

RRP: €100.00

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

Era: 2010 - current

Company/Operator: CIE/Irish Rail

Weight: 130g per wagon

Body and chassis: Plastic

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido and rigid bar options

Accessories: Vacuum pipes and locking bars

These wagons were not set up for pre-order, but are now in stock and selling very quickly.

Priced at €100.00 for a pair, the models are available directly from *irishrailwaymodels.com*, the price reflecting the lower quantity production runs, which are appropriate to the smaller Irish marketplace. Soon to arrive, utilising the same 42ft platform, will be the weed-spraying train sets – they look really appealing!



IRM WAGON ACCESSORY PACKS

Words & photography: Andy York

I mentioned in the reviews of IRM's fertilizer and keg wagons (BRM August 2020) that it would be useful to see the fitted loads available separately. These accessories are of wider use than just those modelling the Irish scene and could be utilised imaginatively.

The recently reviewed Guinness keg wagons included five differently-numbered crates with removable stacks of kegs. The kegs aren't branded, so could usefully form containers for beer of your choice in modern brewery scenes or dray loads.

Córas Iompair Éireann uses a standard 20ft container for the transportation of

equipment and materials, which can be found on engineering trains and lorries, but more usually around yards for storage. Never mind that you don't model the Irish scene, a couple of these could be used around any industry or business for storage, suitably repainted – a different touch with their side-opening doors.

The fertilizer wagons contained stacks of palletted bags and the pack features six stacks, four large and two smaller loads, which could be used creatively around any business producing or using bagged loads of construction materials or as transport loads.

Useful extras from the team at IRM!

datafile

BASICS

Manufacturer: Irish Railway Models

CATALOGUE REFS:

(IRM1090KEG) 5 Cages of Guinness Kegs
(IRM1091CIE20) CIE 20ft container twin pack

(IRM1092FERT) Fertiliser Pallet Loads – six pallets of fertiliser bags

RRP: €12.95 – Containers, €9.95 – Fertiliser and Keg loads

Gauge/scale: 1:76 scale / OO

Company/Operator: CIE/Irish Rail

Material: Plastic



CIE's bright orange container livery should weather nicely, though could be resprayed if you wanted a different colour.



Four fixed stacks of four pallets and four single pallets make a useful load for placing around factory yards.



The crates are over-sized for normal stillages, but still have their use. The keg stacks will add interest around breweries and on drays.



EFE RAIL CLASS 17

Words & photography: Andy York



The Class 17 'Clayton' is arguably one of the most distinctive diesels that appeared on the network with its central cab, all round windows and low bonnets. Their profile and interest extends way beyond their former operational area of the North East and Scotland. It has been an absentee from the range of N gauge locomotives for too long and it's sure to have some appreciative purchasers.

The EFE Rail brand brings less widely available models to the majority of retailers' shelves through Bachmann's nationwide distribution, although the Clayton hadn't

yet been produced. Originally designed for DJ Models, the vendor in China possessed a partially-developed project. Kernow Model Rail Centre secured its production, to be distributed via the EFE Rail brand. The aim is to bring quality collectable models to modellers and this project provides something that might not have otherwise materialised.

There's a new style of packaging to look for on the shelves now in the smart dark and pale blue design. The 'Clayton' arrives in a strong Farish-like acetate box with foam surround giving good protection. Unboxing

the model, the initial impression is how well the shape has been captured overall and it scales out accurately against drawings.

The two-tone green livery always looked well on the 'Clayton', naturally suiting the locomotive's distinctive lines. Our review model of D8594 carries it well, with small yellow warning panels, as introduced in July, 1964, and allocated to Gateshead shed through to 1971; by which time it would have been repainted into corporate blue livery.

The type was designed by Clayton Equipment Company in the Derbyshire

From all angles the model captures the Clayton's good looks.





Inside the cab, the dashboard can be seen but most of the interior is blacked out to hide the motor and drive system.

village of Tutbury, with D8500-D8587 manufactured there between September 1962 and February 1965, and the balance of the 117 locomotives, D8588-D8616, manufactured by Beyer Peacock in Manchester under sub-contract between March 1964 and April 1965. Due to the central cab design, the locomotive was powered by two Paxman engines apart from D8586/7, the last of the Tutbury batch, which received Rolls-Royce engines. The Clayton-manufactured locomotives were initially allocated to Polmadie and Haymarket sheds, and the Beyer Peacock batch were allocated to Thornaby, Gateshead and Tinsley and the final locomotive, D8616 to Barrow Hill. Later years saw wider allocations to include Carlisle Kingmoor, Preston Division and Barrow Hill.

Reliability woes

Although I feel the locomotives looked the part, they had a disappointing operational life. British Railways placed faith in this as its future Type 1 unit with improved visibility beyond the pilot scheme locomotives. Poor engine reliability and reduced local freight workings hastened their withdrawal by 1971. One locomotive, D8568, survived into industrial use with Ribblesdale at Clitheroe, before entering preservation in 1982. Often seen in pairs to give Type 2 performances and capabilities, the 'Claytons' offer a time stamp for a layout based in the North East of England or southern half of Scotland.

Up close

The shape and dimensions are very good. However, the model starts to fall down a little with the exaggerated definition of the engine compartment doors, gaps above and below the exhaust assembly between the cab windows, the smoothed edges of the tablet

catcher equipment recess and the slightly too short 'toolboxes' on the running plate. Most of these are the result of looking at the model under great magnification and they don't offend from normal viewing distances with the naked eye. At least the detail is visible. One element that does jar at normal viewing distance, however, is the headcode glazing. Owing to the bevelling, or shape of the glazing, this gives a rounded appearance, creating the illusion that the train identifier blinds are on a cylinder.

Accessories galore

There is an amazing detailing pack with the model, including everything from snowploughs, to buffer beam detailing with lamp irons (which I found difficult to fit) and end steps, which can be fitted if your curves are sufficiently relaxed. How far the modeller wants to go is down to them, but it's a rewarding challenge.

What is simple and commendable is the easy unclipping of the fuel tank beneath the cab to access the Next18 decoder socket, making DCC fitting less than a minute task.



datafile

BASICS

Manufacturer: EFE Rail

CATALOGUE REF:

(E84502) Class 17 D8594 BR green with small yellow panels

RRP: £119.95 pristine, £129.95 weathered

Gauge/scale: 9mm gauge, 1:148 scale, N

Era: 5-6 plus industrial and preservation

Company/Operator: BR, industrial

Weight: 45g

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

Minimum Curve Radius: 263.5mm (R2)

Couplings: NEM-mounted Rapido

Accessories: Buffer beam detailing, snowploughs, lamp irons, steps

However, I have been unable to get inside the body to identify if there is space to fit a speaker and how the motor and gearing is arranged.

On test, the model performs very well, capably managing eight Mk. 1 coaches smoothly and with little motor or gear noise. The directional lighting of headcodes and tail lamps is good, if perhaps a little bright on DC at normal train speeds.

The launch products include both green- and blue-liveried models suited to both Scottish and English Regions in both pristine and nicely-weathered versions, plus the Ribble Cement industrial livery. The execution of all elements within the livery is commendably precise.

Although I have expressed some points, there is nothing that would stop me buying one if I were in the market for it; Kernow and EFE rail are to be applauded for including this within their launch range.

The fine wheels with pinpoint axle contacts can be seen along with the decoder socket once the fuel tank is unclipped.

EFE RAIL

J94 'AUSTERITY'

Words & photography: Andy York



datafile

BASICS

Manufacturer: Bachmann Branchline

CATALOGUE REF:

(E85003) J94 saddle tank No. 19 NCB blue & yellow

RRP: £149.95 pristine, £169.95 weathered

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

Era: 3 to 5 plus industry and preservation

Company/Operator: LNER, BR, NCB, private

Weight: 155g

Body: Diecast **Chassis:** Plastic

Minimum Curve Radius: 438mm (R2)

Wheel Profile: RP25

Couplings: NEM-mounted tension locks

Accessories: Dummy coupling hook, brake pipes (not applicable to this locomotive) and inside motion plate to fit beneath the boiler

This J94/Hunslet Austerity model was originally released in 2016 by DJ Models. With the liquidation of that business in 2019, the tooling, which was still owned by the factory in China, has been used by Kernow Model Rail Centre to produce additional models that will be distributed to Bachmann stockists under a new brand, known as EFE Rail. An initial selection of BR, industrial and military liveries has been produced, including the attractive Longmoor Military Railway livery, the previous version of which sold quickly.

This is the same model, with all of its strengths retained and some of its weaknesses addressed. The inclusion of a better-quality coreless motor and a different circuit board offers the ease of a Next18 decoder socket, which can be accessed by opening the smokebox door.

Significant permutations within the tooling allow for many variants to be produced to cover the main line and industrial locomotives with the potential for different bunker styles, cab spectacle windows, chimney styles, smokebox doors and steps. The models in the launch of the EFE Rail range have the same style of

bunker, cab windows and chimney. The BR-liveried 68075 has central steps to the running plate in front of the centre driving wheels.

Our review model is that of an NCB-owned locomotive from Comrie Colliery, halfway between Alloa and Dunfermline in Fife. It's a striking livery, which was carried until 1982. It's distinctive and makes me wonder if someone had tried to paint it in the style of an NCB lorry with a yellow cab. Yellows on models can look insipid or plasticky, but there is a good density to all areas, with a fine reproduction of No. 19 on both bufferbeams. The bufferbeams have holes for pipe fittings, though this locomotive had no train braking, so the modeller could fill these. The only significant detail difference of No. 19 is the trapezoidal plating to the rear face of the bunker and removal of the top lip. It's not something we could expect the tooling to cater for.

An inherited visual weakness of the model is the overly thick ejector pipe, which is moulded with the cab steps. Removal and replacement with wire would improve its appearance.

On test, the model exhibits a little gear and motor noise but runs smoothly after running-in over a variety of pointwork. Reports from some users of the original DJM model identified a problem where play in the gear drive could lead to uneven running on downward slopes when a tail load exerted force on the locomotive. I've tried to replicate the issue over slopes from 1 to 5 degrees with varying train loads and have not been able to reproduce the issue with the EFE model. Hopefully, the improved coreless motor has overcome this weakness. For future reference, a handy way to distinguish any chassis between the two production runs is that either 'Kernow' or 'DJ Models' is printed on the chassis beneath the cab door.

Overall, the fact that the use of the original tooling has been secured is a good thing because there are many more permutations and liveries that could be produced in the near future. Recommended.

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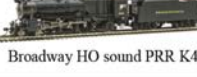
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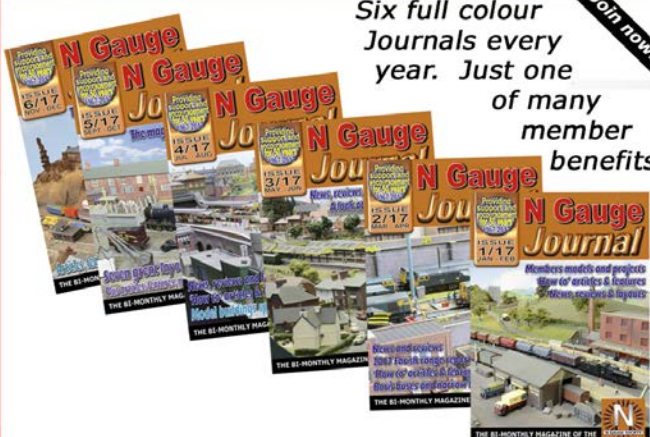
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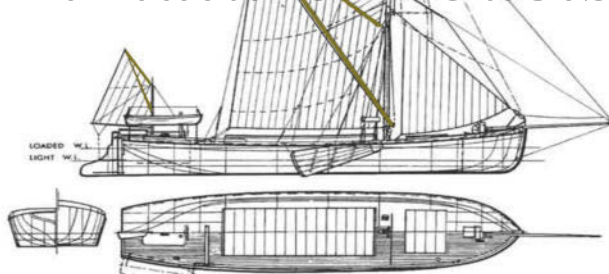
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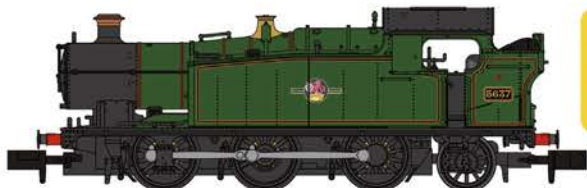
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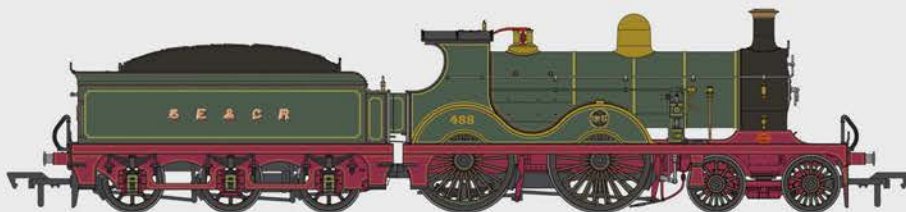
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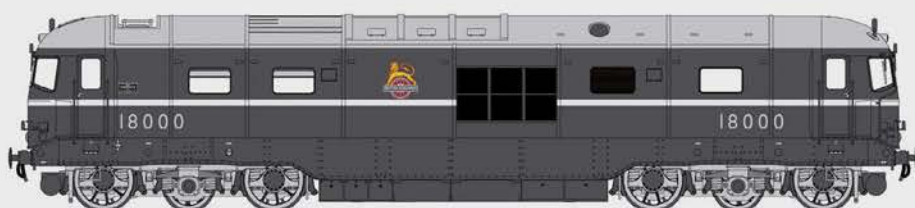
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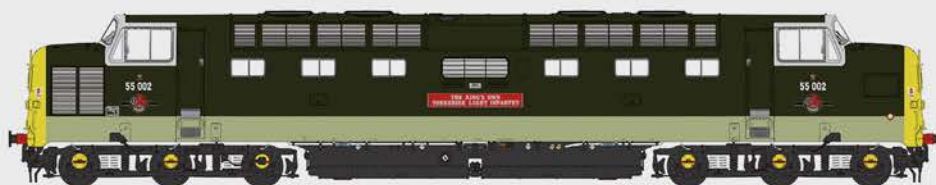
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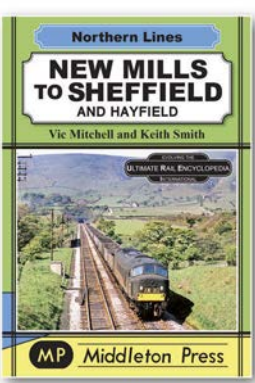
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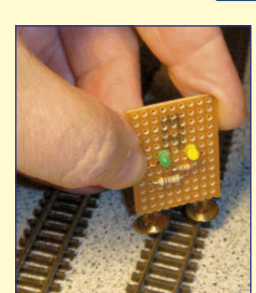
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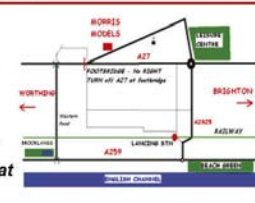
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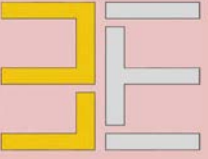
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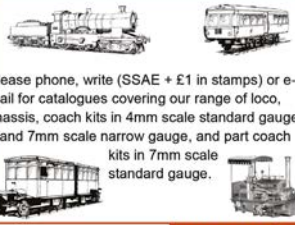


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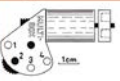
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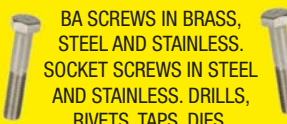
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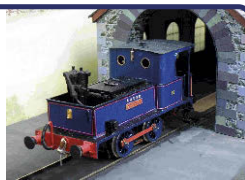
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NEXT ISSUE

SEASIDE SPLENDOUR

This BRM reader built St. Ives to recall days of building sandcastles while watching the trains.

ON-SALE
FROM
OCTOBER 8

LAYOUTS INSIDE:

St. Ives (00)
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- Scratch-building a Great Northern station
- How to model Old Oak Common – trackplan and tips inside
- Step-by-step guide on weathering a salt wagon
- A guide to miniaturising fire in its many forms
- Building bridges for your layout explored



Buffer Stop

Time for a new project?

Autumn is often considered the opening of the traditional modelling season. The nights are drawing in, it's too cold to be out in the garden, so we seek indoor activities. What could be better than working on your model railway? (Stop sniggering at the back).

2020 has been a weird year and sadly, since lockdown, all the shows that fill our weekends with inspiration and encouragement (while emptying our wallets), have been cancelled or postponed.

This doesn't mean the season is off though, quite the opposite. Our Inbox has been inundated with photographs of models you've been building. You've been a very productive bunch, proving our hobby is in excellent health.

So, if we can't get out, perhaps all that extra modelling time means we can turn our daydreams into brand new models. Abandon those armchairs, make some baseboards and let's see a new selection of layouts – possibly for when exhibitions start again.

Our advertisers are ready to supply you with all those essential materials. www.world-of-railways.co.uk and www.RMweb.co.uk are open for advice, and of course, **BRM** magazine will bring you inspiration 13 times a year.

The **BRM** team has new projects in progress, but we'd also love to hear about yours.

Burning Question...

Where is the best place to build a railway layout?

Andy: Office, studio, workshop and layout space combined in a big shed - the modellers' man cave.

Phil: Out in the garden, of course!

Howard: In a workshop or large shed – it's mess-free when the door is shut. Or, next to Ruth's desk...

Debbie: Since train sets in our house are from Brio, the living room carpet is popular.

Ruth: I really enjoyed having our Christmas layout in the office, once Howard had tidied up, anyway.



This month in pictures...



It seems that you simply can't avoid the jokes when your new live steam locomotive is called *Willi*.



We're a hands-on bunch at BRM. After three years work, Howard has finally completed his nut and bolt restoration of his TVR.



Away from the railway, Capt'n Phil has built a new 1:50 scale tugboat to sail as soon as it stops raining.



Mrs York is used to packages arriving at odd times, but an anniversary cream tea made a nice change from model trains.

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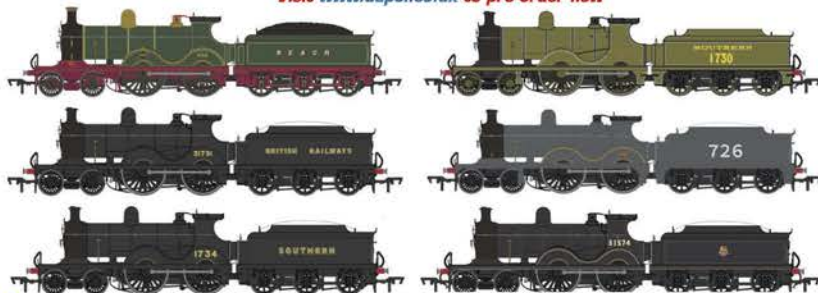
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MODELU CATALOGUE

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AUTUMN 2020

index

MODELU CATALOGUE

autumn 2020

Welcome to the latest Modelu catalogue. We've been operating from home for the duration of lockdown which has been the busiest time ever for Modelu. Huge thanks to our customers who have been so patient and understanding during this challenging experience for us all.

Time has been put to good use developing new products featured in this new Autumn 2020 catalogue. The architectural details range now includes long awaited guttering and associated fittings, chimney pots and more.

We hope you enjoy the new catalogue and please remember to check online for the latest development news and product announcements.

Stay safe and happy modelling!



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Pendon
Collection

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Railway &
Lineside

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about us

finescale figures

Using 3D Body Scanning, natural poses and authentic uniforms, MODELU's 3D printed figures deliver outstanding levels of realism.

Created with assistance from Heritage Railway volunteers, the range includes Loco Crew, Signalmen and Station Staff, Military Personnel and Civilians.

Many figures are available in a left or right orientation and a wide selection of popular modelling scales.

how it works



STRIKE YOUR POSE

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HOLD IT FOR A FEW MINUTES

The 3D scan takes about 3-4 minutes and during this time you'll have to remain as still as possible



YOUR 3D SCAN IS CAPTURED

Once the scan is completed you'll be able to see it on screen in full colour



CHOOSE YOUR FIGURE SCALE

You can choose any scale between N gauge up to 1:12th scale. You can also purchase the scan file to print on your own 3D printer!



YOUR FIGURE IS 3D PRINTED

Back at the Modelu studio your scan is edited, cleaned up and 3D printed



YOUR FIGURE IS DELIVERED

Your figure is packaged up and shipped out to you. All scans are kept on file, making it possible to have reprints or prints in other scales

3D BODY SCANNING

If you've ever wanted a unique miniature figure of yourself, Modelu's portable 3D scanning equipment can make this possible. Using the latest high resolution 3D printing we can recreate your likeness in high levels of detail.

where to find us

EXHIBITIONS

When restrictions allow it and exhibitions return to the calendar you will be able to find our stand at exhibitions around the country

MODELU STUDIO

You can visit our 3D scanning studio in Bristol for a more personal experience

GROUP BOOKINGS

If you are interested in a group booking of 10 or more scans, we may be able to come to you!

workbench

HOW ARE THE FIGURES MADE?

Modelu figures are 3D scanned from real people and 3D printed using a high resolution resin printer.

DO THE FIGURES NEED CLEANING?

The figures have been cleaned in isopropyl using an ultrasonic cleaner to remove any uncured resin from the prints. If there is a slight tackiness to the prints, this can be removed by carefully washing the figure in warm water and washing up liquid.

ARE THE FIGURES PAINTED?

The figures are not painted, details of painting services are on the next pages, 8-9.

WHAT TOOLS ARE NEEDED?

Before the figures can be painted the 3D printing support sprues need removing.

EILEEN'S EMPORIUM have put together a handy tool kit for this task including the following tools:

- SIDE CUTTERS for thin, medium and thick diameter supports.
- TWEEZERS or SCALPEL for fine supports.
- SANDING STICKS for cleaning up sprue marks.

TYPES OF SPRUE

- FINE 0.2mm diameter - used for very fine details on N, OO and O gauge figures
- THIN 0.5mm diameter - for detail on OO and fine detail on O gauge figures. Also used to attach N and OO figures to the base
- MEDIUM 0.7mm diameter - for detail on O to 1/32nd figures
- THICK 1mm diameter - for attaching O figures to the base

preparing your figures



removing sprues



O
GAUGE



OO
GAUGE



N
GAUGE

Using a pair of flat sided cutters, carefully remove the support sprues, leaving the base sprues intact. The sprues can either be removed from the tip, or sniped at the base and prised away using the cutters or your fingers.



O
GAUGE



OO
GAUGE



O
GAUGE

Medium and thin sprues can also carefully be removed using your fingers.

Fine sprues can be prised away using a pair of tweezers or a scalpel.

Any marks left by sprues can be cleaned up using a sanding stick or scalpel



O
GAUGE



OO
GAUGE



O
GAUGE

Base supports can be kept on to assist with clamping when painting. Remove from the base using a pair of side cutters.

If required the base of the feet can be sanded flat with a sanding stick.



modelu recommends

CLAUDIA'S FIGURE PAINTING

Do you want to have figures on your layout or diorama but don't have time to paint them yourself? Claudia offers a professional painting service including full preparation, priming and painting to your specification.

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See Claudia's comprehensive how to guide in the April 2018 issue of BRM Magazine

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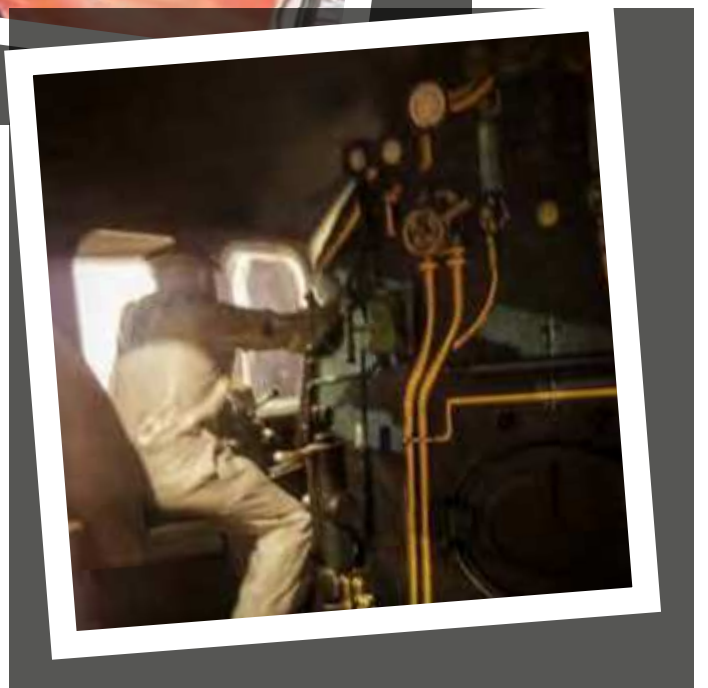
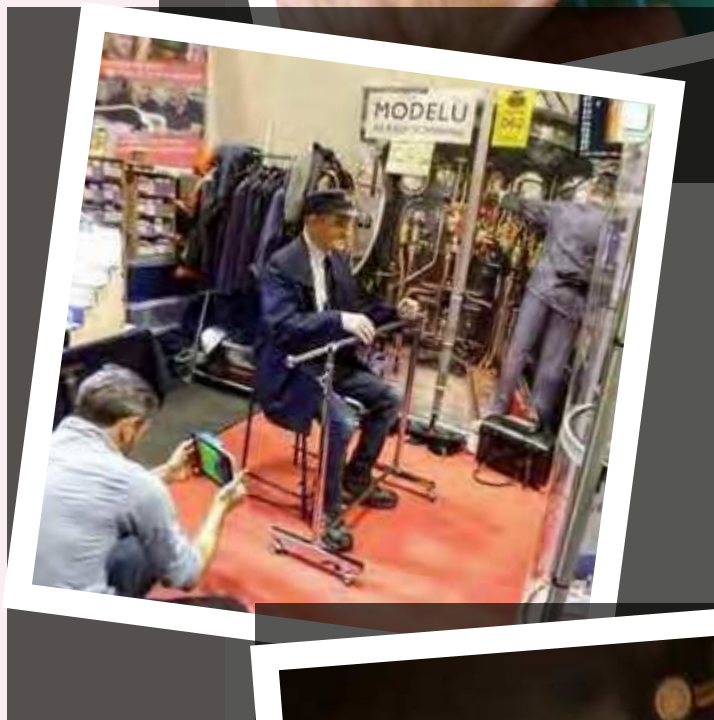
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what's new

autumn 2020

ARCHITECTURAL FITTINGS

Modelu's range of architectural details has been expanded to include guttering, chimneys and square pipe fittings.

This system of components is designed to work with the existing range of rain-water goods and comprises of guttering packs, stop ends, outlets and corners.

To see the full range, turn to pages 86-89 in the Detailing section.



DAN EVASON
4MM / OO GAUGE

NEW GUTTERING RANGE

The new products include half round and ogee profile gutters, outlets and 90 or 135 degree corners.

This Petite Properties worker cottage in the process of being built by Dan Evason, uses Modelu products 2955 Half Round Guttering and 2959 Half Round 90deg Corners.

NEW!



DAN EVASON
4MM / OO GAUGE

NEW CHIMNEY POT RANGE

10 new chimney pot packs are now available in scales from N to 16mm. These include standard and decorative types used across the UK.

This Petite Properties Marshalswick House, also built by Dan Evason, uses the new Modelu chimney products 2960 and 2961, and the guttering products 2901, 2955, 2913 and 2909.

If you have a chimney design that you'd like commissioning for your project, please get in touch.

what's new

autumn 2020

MODELU MILITARY

Modelu Military is a new brand dedicated to Modelu's military figurines.

This new range will initially include British and American Second World War personnel, along with the existing British First World War range of infantry and sappers.

The first 5 figures for the new US range have been launched and feature in this superb diorama of a US M10 Tank Destroyer created by George Haylock.

More releases are scheduled for the forthcoming months, so if you are interested please check out the Modelu Military Facebook and Instagram

www.facebook.com/modelumilitary
www.instagram.com/modelu_military/

NEW!



WOLFF SCALE MODELS
1:56TH / 28MM

1900 US ARMY PERSONNEL

WWII US Army recon crew and infantry feature in this work-in-progress diorama by Wolff Scale Models.

GEORGE HAYLOCK
1:56TH / 28MM



KEVIN PHARE
4MM / OO GAUGE

PENDON COLLECTION

Produced in collaboration with the Pendon Museum, the Pendon Collection has been specifically designed for the Vale Scene. The range features general population, labourers, gardeners, farmers and children. Seated people suited for coaches and benches are the latest addition to the range



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0120

WORKMAN KNEELING

LABOURERS



0123

WORKMAN LEANING

LABOURERS



0124

WORKMAN WITH
SHOVEL

LABOURERS



0127

MAN SWEEPING

LABOURERS



0129

CARPENTER

LABOURERS



0130

SHOPKEEPER

LABOURERS



0134

MAN WITH SPADE

LABOURERS



0138

MAN WITH BROOM

LABOURERS



0140

MAN WITH PAINT
BRUSH

LABOURERS



0144

MAN WITH TEA

LABOURERS



0148

WORKMAN KNEELING

LABOURERS



TIM PEACOCK
4MM / P4 GAUGE



PEOPLE IN
CONVERSATION



0104

MAN IN
CONVERSATION - 1

PEOPLE IN CONVERSATION



0105

MAN IN
CONVERSATION - 2

PEOPLE IN CONVERSATION



0106

MAN IN
CONVERSATION - 3

PEOPLE IN CONVERSATION



0107

WOMAN IN
CONVERSATION - 4

PEOPLE IN CONVERSATION



0109

MAN IN
CONVERSATION - 7

PEOPLE IN CONVERSATION



0111

VICAR

PEOPLE IN CONVERSATION



0112

WOMAN IN
CONVERSATION - 1

PEOPLE IN CONVERSATION



0113

WOMAN IN
CONVERSATION - 2

PEOPLE IN CONVERSATION



0121

MAN IN
CONVERSATION - 4

PEOPLE IN CONVERSATION



0122

MAN IN
CONVERSATION - 5

PEOPLE IN CONVERSATION



0125

MAN IN
CONVERSATION - 6

PEOPLE IN CONVERSATION



0128

MAN LEANING WITH
PAPER

PEOPLE IN CONVERSATION



0130

SHOPKEEPER

PEOPLE IN CONVERSATION



0131

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0132

WOMAN IN
CONVERSATION - 6

PEOPLE IN CONVERSATION



0136

DISTRICT NURSE

PEOPLE IN CONVERSATION



0137

MAN WITH JACKET

PEOPLE IN CONVERSATION



0138

MAN WITH BROOM

PEOPLE IN CONVERSATION



0139

TONY & TOMMY

PEOPLE IN CONVERSATION



0141

WOMAN IN
CONVERSATION - 7

PEOPLE IN CONVERSATION



0142

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0143

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0144

MAN WITH TEA

PEOPLE IN CONVERSATION



0146

MAN READING
NEWSPAPER

PEOPLE IN CONVERSATION



0147

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0148

MAN KNEELING

PEOPLE IN CONVERSATION

JOHN PHILLIPS
7MM / O GAUGE



CHILDREN



0150

GIRL - 1

CHILDREN



0151

GIRL - 2

CHILDREN



0152

GIRL - 3

CHILDREN



0160

BOY WITH BOOK - 1

CHILDREN



0161

BOY WITH BOOK - 2

CHILDREN



0162

BOY LEANING - 1

CHILDREN



0163

BOY LEANING - 2

CHILDREN



0164

BOY - 1

CHILDREN



0165

BOY - 2

CHILDREN



0166

BOY - 3

CHILDREN



0167

BOY - 4

CHILDREN



0191

SEATED BOY - 1

CHILDREN



0190

SEATED GIRL - 1

CHILDREN



0192

SEATED GIRL - 2

CHILDREN



0193

SEATED BOY - 2

CHILDREN



FARM WORKERS

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



**WORKMAN WITH
PITCHFORK**

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



GARDENERS

GARDENERS



MAN WITH SPADE

GARDENERS



MAN WITH SICKLE

GARDENERS



WOMAN WITH TRUG

GARDENERS



MAN KNEELING

GARDENERS



MICK BONWICK
4MM / OO GAUGE



PEOPLE
SHOPPING



0101

WOMAN SHOPPING - 1
PEOPLE SHOPPING



0102

WOMAN SHOPPING - 2
PEOPLE SHOPPING



0103

WOMAN SHOPPING - 3
PEOPLE SHOPPING



0108

WOMAN SHOPPING - 4
PEOPLE SHOPPING



0126

WOMAN SHOPPING - 5
PEOPLE SHOPPING



0130

SHOPKEEPER
PEOPLE SHOPPING



0132

WOMAN SHOPPING - 6
PEOPLE SHOPPING



0141

WOMAN SHOPPING - 7
PEOPLE SHOPPING



0144

MAN WITH TEA
PEOPLE SHOPPING



JAMES SIMPSON
4MM / OO GAUGE



SEATED PEOPLE



0170

SEATED MAN - 1

SEATED PEOPLE



0171

SEATED WOMAN - 1

SEATED PEOPLE



0172

SEATED WOMAN - 2

SEATED PEOPLE



0173

SEATED MAN - 2

SEATED PEOPLE



0174

SEATED WOMAN - 3

SEATED PEOPLE



0175

SEATED MAN - 3

SEATED PEOPLE



0176

SEATED MAN - 4

SEATED PEOPLE



0177

SEATED MAN - 5

SEATED PEOPLE



0178

SEATED WOMAN - 4

SEATED PEOPLE



0179

SEATED MAN - 6

SEATED PEOPLE



0180

SEATED MAN - 7

SEATED PEOPLE



0181

SEATED MAN - 8

SEATED PEOPLE



0182

SEATED WOMAN - 5

SEATED PEOPLE



0183

SEATED WOMAN - 6

SEATED PEOPLE



0184

SEATED MAN - 9

SEATED PEOPLE



THE GREAT MODEL RAILWAY CHALLENGE

MODELU featured on the series 2 final of The Great Model Railway Challenge, 3D scanning and 3D Printing the judges and presenters. Figures produced for the final challenge are available along with scans of the judges, Kathy and Steve.



0250

JAMES RICHARDSON

GREAT MODEL RAILWAY CHALLENGE



0251

TIM SHAW

GREAT MODEL RAILWAY CHALLENGE



0252

STEVE FLINT

GREAT MODEL RAILWAY CHALLENGE



0253

KATHY MILLAT

GREAT MODEL RAILWAY CHALLENGE



0254

JAMES

WHO'S COUNTING RIVETS

GREAT MODEL RAILWAY CHALLENGE



0255

TIM

WHO'S COUNTING RIVETS

GREAT MODEL RAILWAY CHALLENGE



0256

JAMES

THE RAILMEN OF KENT

GREAT MODEL RAILWAY CHALLENGE



0257

TIM

THE RAILMEN OF KENT

GREAT MODEL RAILWAY CHALLENGE



0258

JAMES

TEAM GRANTHAM

GREAT MODEL RAILWAY CHALLENGE



0259

TIM

TEAM GRANTHAM

GREAT MODEL RAILWAY CHALLENGE



0260

JAMES

TEAM RAIL RIDERS

GREAT MODEL RAILWAY CHALLENGE



0261

TIM

TEAM RAIL RIDERS

GREAT MODEL RAILWAY CHALLENGE





SYLVIA WARNER
1/48TH SCALE

THE RAGGED VICTORIANS

The 'Ragged Victorians - The Great Unwashed' are an award winning living history group, re-enacting the lower classes of Victorian England c1851. We had the great pleasure of scanning many of the group after an event at the SS Great Britain in October 2019.



0300

BILY BOY
RAT CATCHER



0301

ADAM
RAG COLLECTOR



0302

SLOGGER ROSE
ORANGE SELLER



0303

CHARLOTTE
THE HARLOT



POPPY

0304



0305

MR B
LONG SONG SELLER



0306

BUTCH



0307

JONESY



0308

CARRIE
PIE SELLER



0309

KITTY & HARRIET



0310

BUNKER
DRUNKEN SAILOR

0311

ROSE
MUSSELL SELLER

0312

BECK
MUFFIN MAN

0313

EMILY
MILK MAID

0314

ROB
GUN SMITH

0315

ROSE
FLITHERS GIRL

0316

HARRIET
STREET URCHIN

0317

PC JORDAN



0318

STICKY
WALKING STICK SELLER



0319

THOMAS ARCHER



0320

MAMA WAG



0321

JEM



0322

PC JORDAN & SALTBOX



0323

JEM
BROAD SHEET SELLER



0324

GREGG & MISHA



0325

GREGG



0326

MISHA



CHRIS KLEIN
7MM / O GAUGE

RAILWAY & LINESIDE

1922-1947 GROUPING

GWR figures 3D scanned on site at Didcot with kind assistance from Kevin Dare and the Great Western Society.



0900



0901



0902

GWR FIREMAN LEANING WITH
SHOVEL
GWR LOCO CREW

GWR DRIVER ON REGULATOR
LEANING
GWR LOCO CREW

GWR DRIVER LEANING CAB-
SIDE
GWR LOCO CREW



0903



0904



0905

GWR DRIVER SEATED ON
REGULATOR
GWR LOCO CREW

GWR DRIVER ON REGULATOR
GWR LOCO CREW

GWR FIREMAN LEANING
FORWARD
GWR LOCO CREW



0906



0907



1010

GWR FIREMAN LOOKING AT
INJECTORS
GWR LOCO CREW

GWR FIREMAN LOOKING
FORWARD
GWR LOCO CREW

GWR LOCO CREW PACK
GWR LOCO CREW



JONATHAN NEWTON
7MM / OO GAUGE

RAILWAY & LINESIDE

1948-1968 BRITISH RAILWAYS

new for autumn 2020



1005

SEATED LOCO CREW POURING DRINK
RAILWAY & LINESIDE



1097

LOCO DRIVER USING REGULATOR
RAILWAY & LINESIDE



1098

LOCO CREW FIREMAN
RAILWAY & LINESIDE



1099

LOCO CREW FIREMAN
RAILWAY & LINESIDE



LOCO CREW / DRIVERS



LOCO CREW DRIVER

LEFT & RIGHT ORIENTATION

DRIVERS



LOCO CREW DRIVER

LEFT & RIGHT ORIENTATION

DRIVERS



LOCO CREW DRIVER

LEFT & RIGHT ORIENTATION

DRIVERS



LOCO CREW DRIVER

DRIVERS



LOCO CREW DRIVER

LEFT & RIGHT ORIENTATION

DRIVERS



LOCO CREW DRIVER

DRIVERS



LOCO CREW

LEFT & RIGHT ORIENTATION

DRIVERS



LOCO CREW DRIVER

LEFT & RIGHT ORIENTATION

DRIVERS



BR STANDARD SEATED DRIVER

DRIVERS



BR STANDARD SEATED DRIVER

DRIVERS



LOCO CREW DRIVER

LEFT & RIGHT ORIENTATION

DRIVERS



LOCO DRIVER USING REGULATOR

LEFT & RIGHT ORIENTATION

DRIVERS



JONATHAN NEWTON
7MM / O GAUGE



LOCO CREW / FIREMEN



1057

LOCO CREW FIREMAN

FIREMEN



1069

LOCO CREW FIREMAN

FIREMEN



1070

LOCO CREW FIREMAN

LEFT & RIGHT ORIENTATION
FIREMEN



1072

LOCO CREW FIREMAN

LEFT & RIGHT ORIENTATION
FIREMEN



1086

LOCO CREW FIREMAN

FIREMEN



1098

LOCO CREW FIREMAN

LEFT & RIGHT ORIENTATION
FIREMEN



1099

LOCO CREW FIREMAN

FIREMEN



CREW PACKS



1010

WESTERN LOCO CREW PACK

CREW PACKS



1011

MIDLAND LOCO CREW PACK

CREW PACKS



1012

EASTERN LOCO CREW PACK

CREW PACKS



1013

SOUTHERN LOCO CREW PACK

CREW PACKS



GEOFF TAYLOR
4MM / OO GAUGE



**LOCO CREW /
LEANING**



1052

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1054

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1058

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1059

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1062

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1063

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1064

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1067

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1068

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1081

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1082

LOCO CREW LEANING

LOCO CREW LEANING



1089

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1096

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



PAUL MARSHALL-POTTER
4MM / OO GAUGE



**LOCO CREW /
CREW AT REST**



1005

**SEATED LOCO CREW
POURING DRINK**

LOCO CREW AT REST



1053

LOCO CREW

LOCO CREW AT REST



1056

LOCO CREW

LOCO CREW AT REST



1060

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1065

LOCO CREW

LOCO CREW AT REST



1066

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1071

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1083

LOCO CREW LEANING

LOCO CREW AT REST



1084

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1087

LOCO CREW

LOCO CREW AT REST



1088

LOCO CREW

LOCO CREW AT REST



1092

**SEATED LOCO CREW
ROLLING CIGARETTE**

LOCO CREW AT REST



1093

**LOCO CREW ROLLING
CIGARETTE**

LOCO CREW AT REST



1094

**LOCO CREW SMOKING
CIGARETTE**

LOCO CREW AT REST



LOCO CREW /
SHED STAFF



1000

FITTER
SHED STAFF



1001

FITTER
SHED STAFF



1002

CLEANER
SHED STAFF



1003

CLEANER
SHED STAFF



1055

LOCO CREW OILING
SHED STAFF



1061

LOCO CREW OILING
SHED STAFF



1079

FOOTPLATE
INSPECTOR
SHED STAFF



SHUNTERS



1017

SHUNTER LEANING
ON POINT LEVER
SHUNTERS



1018

SHUNTER
LEFT OR RIGHT ORIENTATION
SHUNTERS



1019

SHUNTER
LEFT OR RIGHT ORIENTATION
SHUNTERS



1021

PW GANG
SHUNTERS



1027

SHUNTER
SHUNTERS



1047

SHUNTER
SHUNTERS



1048

SHUNTER
SHUNTERS



GUARDS



1025

GUARD

GUARDS



1033

GUARD

LOCO CREW LEANING



1034

GUARD

GUARDS



1035

GOODS GUARD

GUARDS



1036

GOODS GUARD

GUARDS



1037

GOODS GUARD

GUARDS



1045

GWR GUARD

GUARDS



PERMANENT WAY



1014

PW GANG WITH FISHPLATE SPANNER

PERMANENT WAY



1015

PW GANG WITH KEY HAMMER

PERMANENT WAY



1020

PW GANG

PERMANENT WAY



1021

PW GANG

PERMANENT WAY



1022

PW LOOKOUT

PERMANENT WAY



JAMES SIMPSON
4MM / OO GAUGE



STATION STAFF



1023

INSPECTOR

STATION STAFF



1024

GUARD

STATION STAFF



1026

GUARD

STATION STAFF



1028

PORTER

STATION STAFF



1029

PORTER

STATION STAFF



1030

PORTER

STATION STAFF



1031

PORTER

STATION STAFF



1032

PORTER

STATION STAFF



1046

PORTER

STATION STAFF



1051

STATION MASTER

STATION STAFF



PENDON MUSEUM
4MM / P4 GAUGE



SIGNALMEN

SIGNALMEN



1016

SIGNALMAN

SIGNALMEN



1038

SIGNALMAN

SIGNALMEN



1039

SIGNALMAN LEANING

SIGNALMEN



1040

SIGNALMAN

SIGNALMEN



1041

SIGNALMAN

SIGNALMEN



1042

SIGNALMAN

SIGNALMEN



1043

**SIGNALMAN OPERATING
BLOCK INSTRUMENTS**

SIGNALMEN



1044

SIGNALMAN

SIGNALMEN



1049

**SIGNALMAN HOLDING
TABLET POUCH**

SIGNALMEN



1050

SIGNALMAN LEANING

SIGNALMEN



2801

**WING BACKED
ARMCHAIR**

SIGNALMEN



BRIAN MCCULLOCH
4MM / OO GAUGE



RICHARD SLATE
4MM / OO GAUGE

RAILWAY & LINESIDE

1968-1996 BRITISH RAILWAYS

new for autumn 2020



1130

SHUNTER LEANING IN HIGH-VIS BIB
RAILWAY & LINESIDE



1132

BR LOCO CREW WITH DRINK
RAILWAY & LINESIDE



1160

CLASS 20, 37, 47, 50
DRIVER
LOCO DRIVERS



1161

CLASS 20, 37, 47, 50
DRIVER
LOCO DRIVERS



GUARDS



1139

BR GUARD

GUARDS



1140

BR GUARD

GUARDS



1141

BR GUARD

GUARDS



1142

BR GUARD

GUARDS

GC WEATHERING
4MM / OO GAUGE

LOCO CREW



1118

LOCO CREW

LOCO CREW



1119

LOCO CREW

LOCO CREW



1120

LOCO CREW

LOCO CREW



1121

LOCO CREW

LOCO CREW



1122

LOCO CREW

LOCO CREW



1131

BR LOCO CREW WITH
BAG

LOCO CREW



1132

BR LOCO CREW WITH
DRINK

LOCO CREW



LOCO DRIVERS



1105

SEATED DRIVER

LOCO DRIVERS



1126

SEATED DRIVER

LOCO DRIVERS



1129

SEATED DRIVER IN BR
UNIFORM

LOCO DRIVERS



LOCO SPECIFIC
DRIVERS



1127

CLASS 24 DRIVER

LOCO DRIVERS



1160

CLASS 20, 37, 47, 50
DRIVER

LOCO DRIVERS



1161

CLASS 20, 37, 47, 50
DRIVER

LOCO DRIVERS



1130

SHUNTERS



1130

SHUNTER LEANING IN
HIGH-VIS BIB

SHUNTERS



IAN GODFREY
7MM / O GAUGE



WEST HILL WAGON WORKS
4MM / OO GAUGE

RAILWAY & LINESIDE

1996-PRESENT - POST PRIVATISATION

new for autumn 2020



DRIVER WITH SHIRT & TIE
CLASS 20, 37, 47, 50, 60, 68

LOCO SPECIFIC DRIVERS



DRIVER WITH HI-VIS
CLASS 20, 37, 47, 50, 60, 68

LOCO SPECIFIC DRIVERS



HST DRIVER

LOCO SPECIFIC DRIVERS



CLASS 66 DRIVER

LOCO SPECIFIC DRIVERS



CLASS 66 DRIVER RELAXED

LOCO SPECIFIC DRIVERS



LINE POSSESSION
WORKING



LOCO CREW
RECLINING

LINE POSSESSION WORKING



TRACK WORKER

LINE POSSESSION WORKING



TRACK WORKER

LINE POSSESSION WORKING



LOCO CREW WITH
MUG OF TEA

LINE POSSESSION WORKING



LOCO CREW
RECLINING

LINE POSSESSION WORKING



MAN IN HIGH-VIS
USING PHONE

LINE POSSESSION WORKING



SURVEY ENGINEER

LINE POSSESSION WORKING



ENGINEER KNEELING

LINE POSSESSION WORKING



ENGINEER WORKING
IN A CABINET

LINE POSSESSION WORKING



ENGINEER WITH ARMS
FOLDED

LINE POSSESSION WORKING



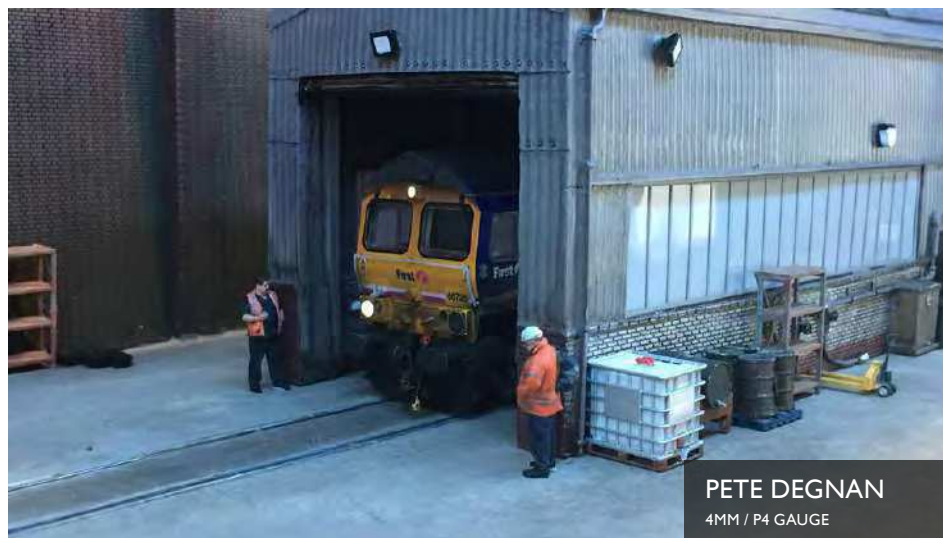
ENGINEER LEANING

LINE POSSESSION WORKING



ENGINEER WITH TAIL
LAMP

LINE POSSESSION WORKING



PETE DEGNAN
4MM / P4 GAUGE



LOCO CREW



LOCO CREW WITH
RUCKSACK

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



SHUNTERS



SHUNTER LEANING

SHUNTERS



SHUNTER

SHUNTERS



SHUNTER

SHUNTERS



SHUNTER

SHUNTERS



GC WEATHERING
4MM / OO GAUGE



LOCO DRIVERS



LOCO CREW DRIVER

LOCO DRIVERS



SEATED DRIVER

LOCO DRIVERS



LOCO CREW LEANING

LOCO DRIVERS



SEATED DRIVER

LOCO DRIVERS

SEATED DRIVER IN
HIGH-VIS

LOCO DRIVERS

RELAXED DRIVER IN
HIGH-VIS

LOCO DRIVERS

SEATED DRIVER IN
POLO SHIRT

LOCO DRIVERS

RELAXED DRIVER IN
POLO SHIRT

LOCO DRIVERS

SEATED DRIVER IN
SHIRT & TIE

LOCO DRIVERS

SEATED DRIVER IN
SHIRT & HIGH-VIS

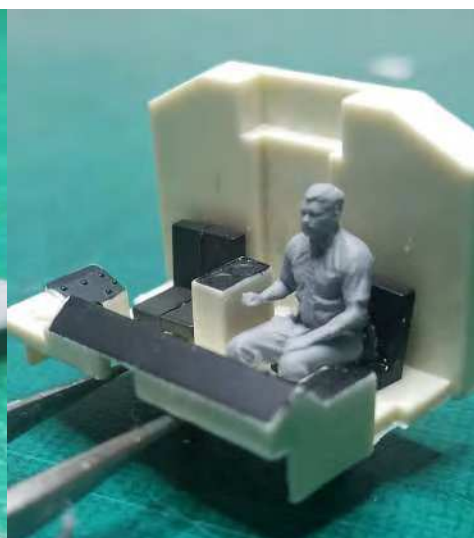
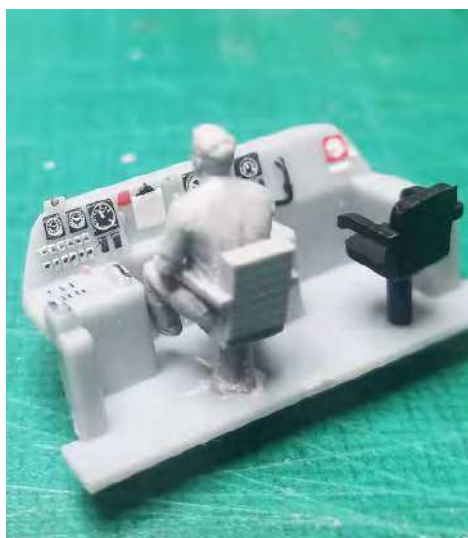
LOCO DRIVERS

SECOND MAN IN POLO
SHIRT

LOCO DRIVERS

SECOND MAN
RELAXING

LOCO DRIVERS





LOCO SPECIFIC DRIVERS



1128

LOCO DRIVER
CLASS 20, 37, 47, 50, 60, 68
LOCO SPECIFIC DRIVERS



1162

LOCO DRIVER
CLASS 20, 37, 47, 50, 60, 68
LOCO SPECIFIC DRIVERS



1163

LOCO DRIVER HI-VIS
CLASS 20, 37, 47, 50, 60, 68
LOCO SPECIFIC DRIVERS



1165

HST DRIVER
LOCO SPECIFIC DRIVERS



1166

LOCO DRIVER HI-VIS
CLASS 66
LOCO SPECIFIC DRIVERS



1167

LOCO DRIVER RELAXED
CLASS 66
LOCO SPECIFIC DRIVERS



1168

LOCO DRIVER RELAXED
CLASS 66
LOCO SPECIFIC DRIVERS





CHRIS KLEIN
7MM / O GAUGE

RAILWAY & LINESIDE

1804-1870 PIONEERING

1870-1922 PRE-GROUPING

new for autumn 2020



0800



0801



0802

LOCO DRIVER

LOCO CREW

FIREMAN LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



0803



0804



0860

LOCO CREW WITH PIPE

LOCO CREW

LOCO DRIVER LEANING

LOCO CREW

STATION MASTER

RAILWAY STAFF



**LOCO CREW
ON FOOTPLATE**



1201

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1203

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1204

FIREMAN

LOCO CREW ON FOOTPLATE



1205

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1208

FIREMAN

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1209

FIREMAN

LOCO CREW ON FOOTPLATE



1211

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1212

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1213

FIREMAN

LOCO CREW ON FOOTPLATE



1214

FIREMAN

LOCO CREW ON FOOTPLATE



1215

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1216

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1217

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1218

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1219

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



LOCO CREW
ON SHED



1220

PRODUCT NAME
SUB CATEGORY
VARIANT



1221

PRODUCT NAME
SUB CATEGORY
VARIANT



STATION STAFF



1260

STATION MASTER
STATION STAFF



1261

STATION MASTER
STATION STAFF



1264

PORTER
STATION STAFF



1265

PORTER
STATION STAFF



1269

RAILWAY
CONTROLLER
STATION STAFF



1270

GUARD WITH LAMP
STATION STAFF



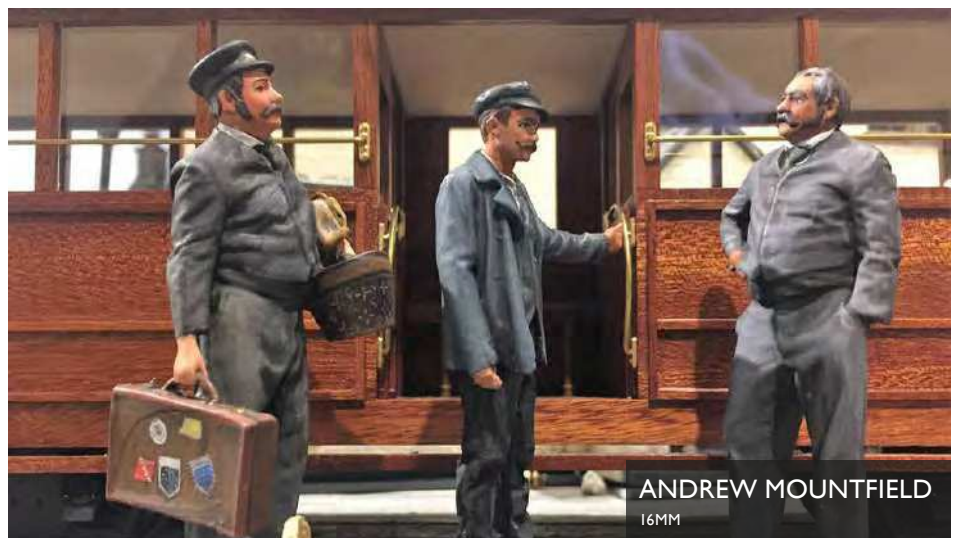
1272

GUARD LEANING
STATION STAFF



1275

SHUNTER
STATION STAFF



ANDREW MOUNTFIELD
16MM



KEITH GUMBLEY-REEVES
4MM / OO GAUGE

TRADE & SERVICES

1922-1948 GROUPING

1948-1968 BRITISH RAILWAYS



BUS CREW



1300

BUS DRIVER

BUS CREW



1301

BUS DRIVER

BUS CREW



1302

BUS CONDUCTOR

BUS CREW



POLICE



1320

POLICEMAN

POLICE



1321

POLICEMAN

POLICE



1322

**POLICEMAN TAKING
NOTES**

POLICE



1323

POLICEMAN IN CAPE

POLICE



1324

**POLICEMAN HOLDING
BIKE**

POLICE



1325

**POLICEMAN HOLDING
BIKE**

POLICE



NURSING



1330

DISTRICT NURSE

NURSING



1331

**DISTRICT NURSE
HOLDING BIKE**

NURSING



CHRIS KLEIN
7MM / O GAUGE

INDUSTRIAL

1870-1922 PRE-GROUPING
1922-1948 GROUPING



LOCO CREW



1421

FIREMAN

LOCO CREW



1422

LOCO DRIVER

LOCO CREW



1423

FIREMAN LEANING

LOCO CREW



1424

LOCO DRIVER

LOCO CREW



1425

FIREMAN

LOCO CREW



1426

LOCO DRIVER

LOCO CREW



1427

LOCO CREW

LOCO CREW



1428

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1429

LOCO CREW

LOCO CREW



CLAUDIA EVERETT
4MM / OO GAUGE



WORKMEN



I400

WORKMAN WITH
SPADE

WORKMEN



I401

WORKMAN

WORKMEN



I402

WORKMAN

WORKMEN



I403

WORKMAN WITH
SPADE

WORKMEN



I404

WORKMAN

WORKMEN



I405

WORKMAN

WORKMEN



I406

WORKMAN SEATED

WORKMEN



I407

WORKMAN SEATED

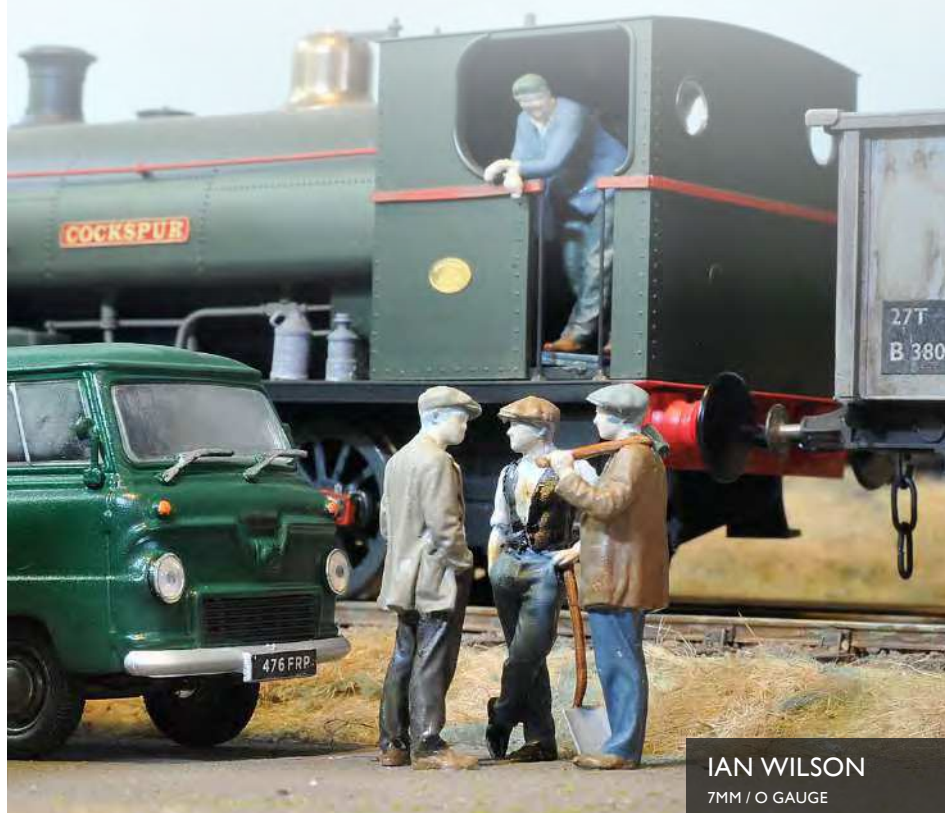
WORKMEN



I408

WORKMAN SEATED

WORKMEN

IAN WILSON
7MM / O GAUGE

PORTFOLIO FOCUS

SKY ARTS: XTC THIS IS POP

XTC: This is Pop is a 2017 documentary film directed by Charlie Thomas and Roger Penny about the English rock band XTC. Production company Special Treats commissioned Modelu to create 3D printed figurines of the band along with their instruments, including Andy Partridge, Colin Moulding, Dave Gregory and Terry Chambers. Scans of the band members were 3D printed in 1:76th scale, professionally painted and filmed in the Vale Scene at Pendon Museum.

First aired in the UK on Sky Arts October 2017 and in North America on Showtime January 2018



CLIENT

SPECIAL TREATS

<http://www.specialtreats.co.uk/>

SKILLS

3D SCANNING

3D PRINTING



ALEX ROUGHSEGE
4MM / OO GAUGE

INDUSTRIAL

1948-1968 BRITISH RAILWAYS



LOCO CREW



1460

LOCO CREW LEANING

LOCO CREW



1461

LOCO CREW LEANING

LOCO CREW



1462

LOCO CREW LEANING

LOCO CREW



1463

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



1464

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1465

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1466

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1467

FIREMAN

LOCO CREW



1468

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



1469

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1470

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



1471

FIREMAN

LOCO CREW



DAN EVASON
4MM / OO GAUGE



WORKMEN



1430

WORKMAN

WORKMEN



1431

WORKMAN WITH BAG

WORKMEN



1432

WORKMAN

WORKMEN



1433

WORKMAN LEANING

WORKMEN



1434

WORKMAN WITH SANDWICH

WORKMEN



1435

WORKMAN WITH SANDWICH

WORKMEN



1436

WORKMAN

WORKMEN





1437

WORKMAN LEANING

WORKMEN



1438

WORKMAN

WORKMEN



1439

WORKMAN

WORKMEN



1440

SHUNTER

WORKMEN



1441

WORKMAN

WORKMEN



1442

WORKMAN WITH TEA

WORKMEN



1480

SHUNTER WITH HARD
HAT

WORKMEN



1481

SHUNTER ON STEPS

WORKMEN



1482

MINER WITH TEA

WORKMEN



1483

MINER

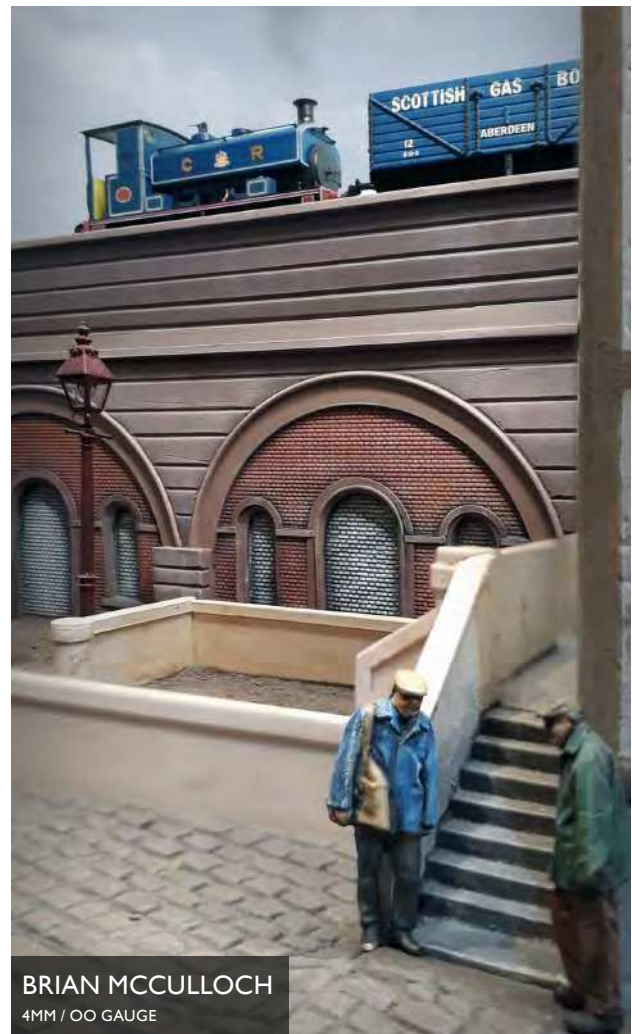
WORKMEN



1484

MINER

WORKMEN



BRIAN MCCULLOCH
4MM / OO GAUGE



DAVID IRVING
4MM / OO GAUGE

TOWN & COUNTRY

1870-1922 PRE-GROUPING
1922-1947 GROUPING



1500

WOMAN WITH BAG
TOWN & COUNTRY



1501

WOMAN WITH PURSE
TOWN & COUNTRY



1502

SEATED WOMAN
TOWN & COUNTRY



1503

SEATED WOMAN WITH BAG
TOWN & COUNTRY



JOHN PHILLIPS
7MM / O GAUGE

TOWN & COUNTRY

1948-1968 BRITISH RAILWAYS

new for autumn 2020



1602

WOMAN WEARING HEADSCARF
TOWN & COUNTRY



1659

MAN WEARING FLAT CAP
TOWN & COUNTRY



1660

SHOP KEEPER
TOWN & COUNTRY



1661

WORKMAN WITH TOOLBOX
TOWN & COUNTRY



GENERAL
PUBLIC



1600

1950S LADY
GENERAL PUBLIC



1601

SEATED LADY
GENERAL PUBLIC



1602

WOMAN WEARING
HEADSCARF
GENERAL PUBLIC



1649

COUPLE
GENERAL PUBLIC



1650

GENTLEMAN WITH
UMBRELLA
GENERAL PUBLIC



1651

GENTLEMAN WITH
MUG
GENERAL PUBLIC



1652

GENTLEMAN WITH
COAT AND UMBRELLA
GENERAL PUBLIC



1653

SEATED GENTLEMAN
GENERAL PUBLIC



1654

GENTLEMAN WITH
COAT AND BRIEFCASE
GENERAL PUBLIC



1655

GENTLEMAN IN
DEMOB SUIT
GENERAL PUBLIC



1657

GENTLEMAN WITH
SUITCASE
GENERAL PUBLIC



1658

CITY GENTLEMAN
GENERAL PUBLIC



1659

MAN WEARING FLAT
CAP
GENERAL PUBLIC



1660

SHOP KEEPER
GENERAL PUBLIC

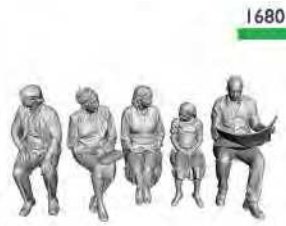


1661

WORKMAN WITH
TOOLBOX
GENERAL PUBLIC



**PASSENGER
PACKS**



PASSENGER PACK A
TOWN & COUNTRY



PASSENGER PACK B
TOWN & COUNTRY



PASSENGER PACK C
TOWN & COUNTRY



PASSENGER PACK D
TOWN & COUNTRY



MUSICIANS



RECORDER PLAYER
MUSICIANS



ACCORDIAN PLAYER
MUSICIANS



ACCORDIAN PLAYER
MUSICIANS



VIOLIN PLAYER
MUSICIANS



VIOLIN PLAYER
MUSICIANS



CONCERTINA PLAYER
MUSICIANS



CONCERTINA PLAYER
MUSICIANS



DAVID ILLINGWORTH
7MM / O GAUGE

TOWN & COUNTRY

1996-PRESENT - POST PRIVATISATION



**GENERAL
PUBLIC**



1703

WOMAN WITH BAG
GENERAL PUBLIC



1704

COUPLE
GENERAL PUBLIC



1705

**MAN WITH
NEWSPAPER**
GENERAL PUBLIC



1706

COUPLE
GENERAL PUBLIC



1707

MAN WITH BAG
GENERAL PUBLIC



1708

WOMAN
GENERAL PUBLIC



1709

**MAN WITH HANDS
BEHIND BACK**
GENERAL PUBLIC



1710

FATHER AND SON
GENERAL PUBLIC



1711

**MAN WITH HANDS IN
POCKETS**
GENERAL PUBLIC



1713

BOY
GENERAL PUBLIC



1714

MAN
GENERAL PUBLIC



1715

**WOMAN LEANING ON
COUNTER**
GENERAL PUBLIC



1750

FOOTBALL SUPPORTER
GENERAL PUBLIC



1760

**GENTLEMAN WITH
UMBRELLA**
GENERAL PUBLIC



1762

**GENTLEMAN WITH
BRIEFCASE**
GENERAL PUBLIC



PEOPLE USING
DEVICES



1742

MAN TAKING PICTURE
PEOPLE USING DEVICES



1743

MAN TAKING PICTURE
PEOPLE USING DEVICES



1744

MAN TAKING PICTURE
PEOPLE USING DEVICES



1745

MAN WITH PHONE
AND CUP

PEOPLE USING DEVICES



1746

WOMAN USING
PHONE

PEOPLE USING DEVICES



1761

MAN USING PHONE

PEOPLE USING DEVICES



PHOTOGRAPHERS



1740

PHOTOGRAPHER

PHOTOGRAPHERS



1741

PHOTOGRAPHER

PHOTOGRAPHERS



1747

PHOTOGRAPHER

PHOTOGRAPHERS



SEATED PEOPLE



1770

SEATED GIRL WITH BOOK

SEATED PEOPLE



1771

SEATED MAN

SEATED PEOPLE



1772

SEATED MAN WITH NOTEPAD AND PEN

SEATED PEOPLE



1773

SEATED WOMAN

SEATED PEOPLE



1774

SEATED MAN

SEATED PEOPLE



1775

SEATED MAN

SEATED PEOPLE



1776

SEATED WOMAN

SEATED PEOPLE



MIKE BUICK
4MM / OO GAUGE



CHRIS HOPPER
16MM / PECO/CM
PHOTO BY IAN MANDERSON

MILITARY

FIRST WORLD WAR

BRITISH EMPIRE



BRITISH
INFANTRY



1800

REST ON YOUR ARMS
REVERSED



1830

NURSE AND PATIENT



1831

NURSE



1832

INFANTRY ON LEAVE



1850

SERGEANT



1851

LIEUTENANT



1852

MAJOR



1853

LIEUTENANT COLONEL



1854

LIEUTENANT COLONEL



DAVID ILLINGWORTH
7MM / O GAUGE



ROYAL
ENGINEERS



1801

ROD LOCO CREW



1802

SAPPER



1803

SAPPER



1804

SAPPER



1805

SAPPER



1806

SAPPER



1807

SAPPER



1810

SAPPER WITH SHELL



1812

SAPPER



1813

SAPPER KNEELING



1814

SAPPER WITH PIPE



1815

SAPPER LEANING



1816

SAPPER BRAKEMAN



1820

ROD LOCO CREW



1821

ROD FIREMAN

PORTFOLIO FOCUS

BBC 2: BRITAIN IN BLOOM

JUNE 27th 2018

Commissioned by Andy Honour to produce a 3D scan of a First World War memorial statue. With the kind assistance of Jack Arthur Shaw, the pose was recreated and 3D scanned, processed and reproduced by Andy in 1:1 scale from 288 laminated sheets of 6mm lasercut plywood.

The statue is part of Amersham's entry into the Britain in bloom competition, on display in the Memorial gardens in The Broadway, Old Amersham HP7 0LH. Footage of the statue was aired on BBC2's Britain in Bloom in July 2019.



CLIENT

HONOUR DESIGN
www.honourdesign.co.uk

SKILLS

3D SCANNING

LOCATION

The Broadway
Old Amersham
HP7 0LH



ALEX ROUGHSEGE
4MM / OO GAUGE

DETAILING COMPONENTS



LOCO SHED DETAILS



2703

LARGE OIL SUPPLY CAN X2

LOCO SHED DETAILS



2704

LOCO OIL SUPPLY CANS X6

LOCO SHED DETAILS



2706

SLIDE JACKS X2

LOCO SHED DETAILS



2710

STANDPIPES X2

LOCO SHED DETAILS



2711

FIRE HOSE CABINETS X2

LOCO SHED DETAILS



2720

LOCO BREAK BLOCKS STACKED

LOCO SHED DETAILS



2722

OIL DRUM (BATTERED) X2

LOCO SHED DETAILS



2748

SHUNTERS POLES X3

LOCO SHED DETAILS



2749

DRIVERS BAGS X2

LOCO SHED DETAILS



2760

LOCO CREW DETAIL PACK

LOCO SHED DETAILS



2761

INDUSTRIAL CREW DETAIL PACK

LOCO SHED DETAILS



2751

LOCO CREW JACKETS X2

LOCO SHED DETAILS



TIM WATSON
7MM / O GAUGE



TAIL LAMPS



2059

LNER BR (E) TAIL LAMPS

TAIL LAMPS



2062

BR (E) TAIL LAMPS

TAIL LAMPS



2067

LMS TAIL LAMPS

TAIL LAMPS



2072

BR TAIL LAMPS

TAIL LAMPS



2076

GWR BR (W) TAIL LAMPS

TAIL LAMPS



2080

BR MK3 BATTERY TAIL LAMPS

TAIL LAMPS



2081

BR BATTERY TAIL LAMP MK2 X5

TAIL LAMPS



SIDE LAMPS



2068

LMS SIDE LAMPS

SIDE LAMPS



2069

SR BR (S) SIDE LAMPS

SIDE LAMPS



2071

BR SIDE LAMPS

SIDE LAMPS



2077

GWR BR (W) SIDE LAMPS

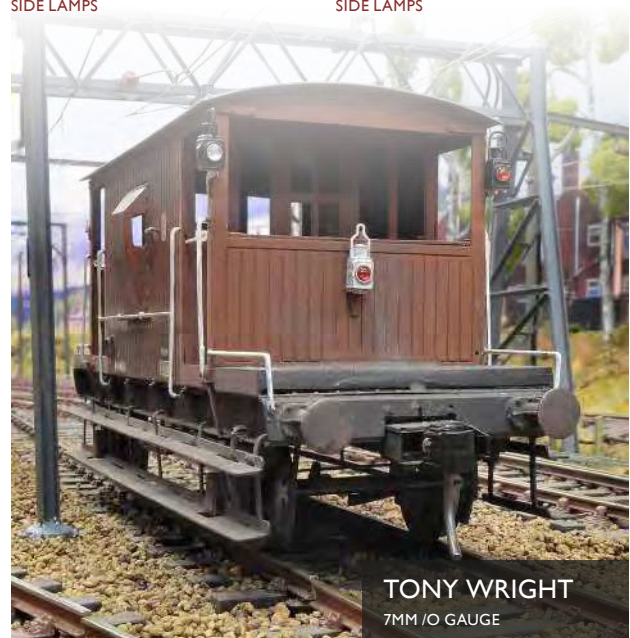
SIDE LAMPS



2061

LNER BR (E) SIDE LAMPS

SIDE LAMPS



TONY WRIGHT
7MM / O GAUGE



LOCO HEAD LAMPS



2056



2057



2058

PRE-GROUPING LOCO
HEAD LAMPS
LOCO HEAD LAMPS

CAMBRIAN LOCO LAMPS
LOCO HEAD LAMPS

TAFF VALE LOCO LAMPS
LOCO HEAD LAMPS
VARIANT



2060



2064



2065



2066

LNWR BR (E) LOCO
LAMPS
LOCO HEAD LAMPS

LNWR LOCO LAMPS
LOCO HEAD LAMPS

BR (W) LOCO LAMPS
LOCO HEAD LAMPS

LMS BR (M) LOCO
LAMPS
LOCO HEAD LAMPS



2073



2074



2075



2078

INDUSTRIAL LOCO
LAMPS
LOCO HEAD LAMPS

SR BR (S) LOCO LAMPS
LOCO HEAD LAMPS

GWR BR (W) LOCO
LAMPS
LOCO HEAD LAMPS

INDUSTRIAL LOCO
LAMPS
LOCO HEAD LAMPS



TOM FOSTER
4MM / OO GAUGE



**ARCHITECTURAL
DETAILING
(ROUND)**

**ROUND CAST IRON
HOLDERBAT**

ARCHITECTURAL DETAILING

**FLUTED HOPPER
LARGE**

ARCHITECTURAL DETAILING

**FLUTED HOPPER SMALL
ROUND**

ARCHITECTURAL DETAILING



**RECTANGULAR
HOPPER**

ARCHITECTURAL DETAILING



**CAST IRON SHOES
WITH BRACKET**

ARCHITECTURAL DETAILING



ASSORTED FITTINGS

135 DEGREES, 2X OFF EACH

ARCHITECTURAL DETAILING



PIPE BENDS

135, 112.5 AND 90° 2X OFF EACH

ARCHITECTURAL DETAILING



PIPE BRANCHES

135, 112.5 AND 90° 2X OFF EACH

ARCHITECTURAL DETAILING



PIPE OFFSETS

135° PIPE OFFSETS X6 ARCHITECTURAL

DETAILING



PIPE OFFSETS

135° OFFSETS X5 PROJECTION LENGTHS

ARCHITECTURAL DETAILING



DOUBLE PIPE BRANCH

135° X6

ARCHITECTURAL DETAILING

modelu recommends...

EILEENS EMPORIUM

For round and square drain pipe rod and tubing.

See page 94 for details.





**ARCHITECTURAL
DETAILING
(SQUARE)**



**SQUARE CAST IRON
HOLDERBAT**
ARCHITECTURAL DETAILING



**FLUTED HOPPER
LARGE**
ARCHITECTURAL DETAILING



**FLUTED HOPPER SMALL
ROUND**
ARCHITECTURAL DETAILING



**RECTANGULAR
HOPPER**
ARCHITECTURAL DETAILING



**CAST IRON SHOES
WITH BRACKET**
ARCHITECTURAL DETAILING



ASSORTED FITTINGS
135 DEGREES, 2X OFF EACH
ARCHITECTURAL DETAILING



PIPE BENDS
135, 112.5 AND 90° 2X OFF EACH
ARCHITECTURAL DETAILING



PIPE BRANCHES
135, 112.5 AND 90° 2X OFF EACH
ARCHITECTURAL DETAILING



PIPE OFFSETS
135° PIPE OFFSETS X6
ARCHITECTURAL DETAILING



PIPE OFFSETS
135° OFFSETS X5
ARCHITECTURAL DETAILING



DOUBLE PIPE BRANCH
135° X6
ARCHITECTURAL DETAILING





CHIMNEYS



2960

CROWN CHIMNEY
POTS

CHIMNEYS



2961

LOUVRED CHIMNEY
POTS

CHIMNEYS



2962

FLANGED TOP
CHIMNEY POTS

CHIMNEYS



2963

OCTAGONAL
CHIMNEY POTS

CHIMNEYS



2964

ROUND CORONET
CHIMNEY POTS

CHIMNEYS



2965

SQUARE SPIKED
CHIMNEY POTS

CHIMNEYS



2966

CANNON HEAD
CHIMNEY POTS

CHIMNEYS



2967

ROUND HOODED
CHIMNEY POTS

CHIMNEYS



2968

SQUARE CHIMNEY
POTS

CHIMNEYS



2969

SQUARE BASE ROUND
CHIMNEY POTS

CHIMNEYS



2970

CHIMNEY HOOD
INSERTS

CHIMNEYS





GUTTERING



OGEE GUTTERING



OGEE OUTLETS



OGEE STOP ENDS



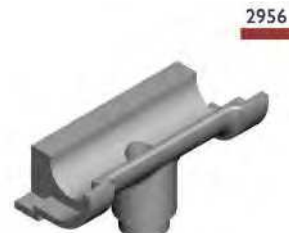
OGEE 135° CORNERS



OGEE 90° CORNERS



HALF ROUND GUTTERING



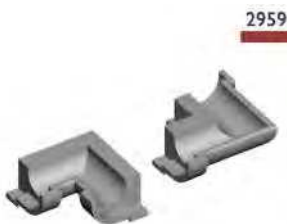
HALF ROUND OUTLETS



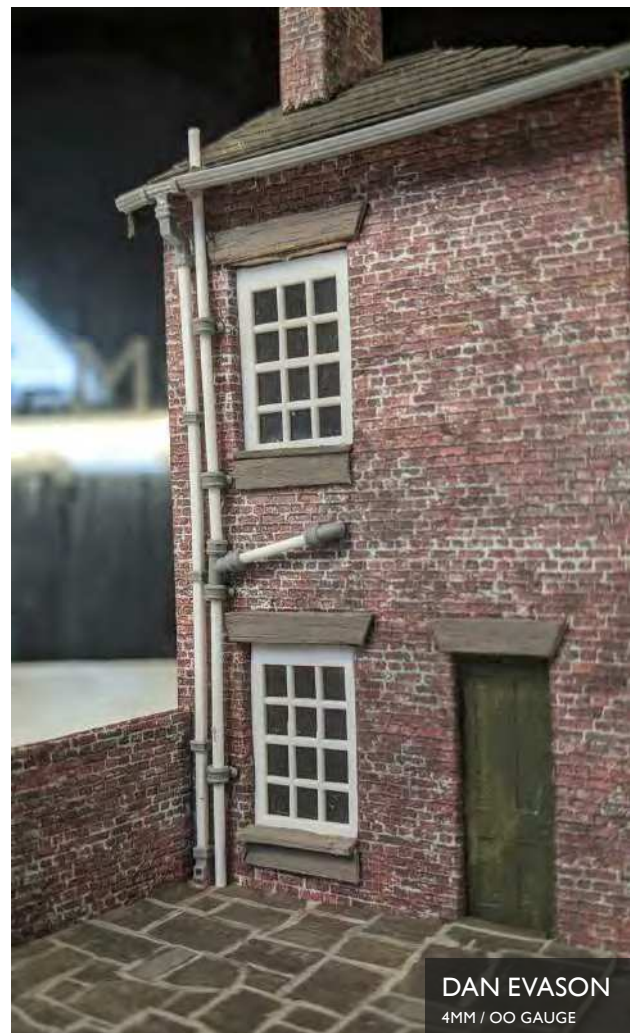
HALF ROUND STOP ENDS



HALF ROUND 135° CORNERS



HALF ROUND 90° CORNERS



DAN EVASON
4MM / OO GAUGE



**PERMANENT
WAY**



**GWR POINT RODDING
SQUARE**

POINT RODDING



**GWR POINT RODDING
ROUND**

POINT RODDING



**BR / LMS POINT
RODDING STOOLS**

POINT RODDING



**LNWR POINT
RODDING STOOLS**

POINT RODDING



**LSWR POINT
RODDING STOOLS**

POINT RODDING



**L&Y POINT RODDING
STOOLS**

POINT RODDING



**MR POINT RODDING
STOOLS**

POINT RODDING



**POINT RODDING
STARTER PACK**

POINT RODDING



BR CONCRETE BLOCK

POINT RODDING



**GWR CONCRETE POT
SLEEPERS**

PERMANENT WAY



GWR SLIDE CHAIRS

PERMANENT WAY



BR CRANK FRAMES

POINT RODDING



JOHN CHIVERS
4MM / EM GAUGE



DIESEL DEPOT DETAILS



2750

HI VIS JACKETS
DIESEL DEPOT DETAILS



2752

HI VIS BIBS
DIESEL DEPOT DETAILS



2753

RUCKSACKS X2
DIESEL DEPOT DETAILS



2754

HARD HATS
DIESEL DEPOT DETAILS



2763

**BR DIESEL CREW
DETAIL PACK**
DIESEL DEPOT DETAILS



2764

**FREIGHT DRIVER
DETAIL PACK**
DIESEL DEPOT DETAILS



**TOWN &
COUNTRY**



2090

**ROAD WORK LAMPS
X3**
TOWN & COUNTRY



2801

**WING BACKED
ARMCHAIR**
TOWN & COUNTRY



**PLATFORM
ACCESSORIES**



2671

**17 GAL MILK CHURNS
X3**
PLATFORM ACCESSORIES



2690

**CAMBRIAN RAILWAYS
BENCH SUPPORTS**
PLATFORM ACCESSORIES



SIGNALLING



2030

GWR SIGNAL LAMP
WITH BACKLIGHT

SIGNALLING



2031

GWR SIGNAL LAMP
SHUNT

SIGNALLING



2032

GWR SIGNAL LAMP
WITHOUT BACKLIGHT

SIGNALLING



2033

GWR SQUARE SHUNT
SIGNAL LAMP

SIGNALLING



2034

GWR CROSSING LAMP

SIGNALLING



2035

ADLAKE LMS NO22
SIGNAL LAMP

SIGNALLING



2036

ADLAKE LMS NO55
SIGNAL LAMP

SIGNALLING



2040

GWR SIGNAL FINIAL
ROUND POST

SIGNALLING



2041

GWR SIGNAL FINIAL
SQUARE POST

SIGNALLING



2050

SDJR CRUCIFORM
FINIAL

SIGNALLING



2051

LSWR CRUCIFORM
FINIAL

SIGNALLING



2052

L&Y EARLY FINIAL

SIGNALLING



2053

L&Y RSC FINIAL

SIGNALLING



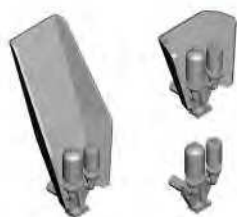
2054

L&Y CRUCIFORM FINIAL

SIGNALLING



2201



2202



2203



LOCO & ROLLING STOCK DETAILS

GWR WHISTLES

LOCO & ROLLING STOCK DETAILS

GWR 90XX SAND BOXES

LOCO & ROLLING STOCK DETAILS

GWR 90XX TOP FEED

LOCO & ROLLING STOCK DETAILS



2251



2279



2280



2301

CLASS 26-27-33 ROOF VENTS

LOCO & ROLLING STOCK DETAILS

GT3 CRANK BEARING COVERS

LOCO & ROLLING STOCK DETAILS

BR STANDARD 9F CYLINDER COVERS X2

LOCO & ROLLING STOCK DETAILS

CEMFLO BRAKE CYLINDERS (GLOUCESTER)

LOCO & ROLLING STOCK DETAILS



JON FITNESS
7MM / O GAUGE

modelu recommends

INTENTIO

Intentio Model railways supply multi media kits, fully finished buildings, sleepers, brick sheets and bespoke items for all scales of model railways and railroads. Get in touch if you'd like to talk about your bespoke requirements.

EMAIL: phil@intentio.co.uk

WEB: www.intentio.co.uk

FACEBOOK: www.facebook.com/lasercutbuildings

PHONE: +44 7730 412592



JINTY'S RAILWAYS

Jinty's Railways offer a range of services to 7mm scale modellers. Services include weathering, repaints, renumbering and DCC sound fitting. Please e-mail for a quote for what you may want on your models.

EMAIL: chrise39540is@gmail.com

WEB: www.jintys-railways.com



TOM FOSTER WEATHERING

Offering a bespoke weathering service of model railway
locomotives and rolling stock.

EMAIL: tomfoosterweathering@gmail.com

WEB: tomfoosterweathering.wordpress.com



TUNNEL LANE MODEL RAILWAYS

by Dan Evason

Offering a range of services from baseboards, dioramas,
full layout commissions and weathering services.

EMAIL: tunnellanemodelrailways@outlook.com

PHONE: 07917764931

WEB: www.facebook.com/groups/tunnellanemodelrailways/



modelu recommends

EILEENS EMPORIUM

We are suppliers of a wide range of tools, equipment and materials needed by all model makers, whatever their level of experience or expertise. Many of these products are also useful for other activities including Antiques Restoration, Clock Making, Craft and Beading etc.

EMAIL: sales@eileensemporium.com

WEB: www.eileensemporium.com

PHONE: +44 1531 828009



WEST HILL WAGON WORKS

Hunt Couplings, ready painted loco crews, DCC accessories, lighting kits and more

EMAIL: huntcouplings@outlook.com

FACEBOOK: www.facebook.com/WestHillWagonWorks

WEB: www.westhillwagonworks.co.uk

PHONE: +44 7391 216729



DETAILED MINIATURES

Detailed Miniatures supply professionally painted resin figures in O gauge, 7mm scale, principally for model railway enthusiasts. Please contact us with your requirements, in the knowledge that you will receive a reasonably priced, personal service.

EMAIL: detailedminiatures@btinternet.com

PHONE: 01732 521474 (Office hours only)

WEB: www.detailedminiatures.co.uk



STEPHEN FREEMAN FINESCALE TRACKWORK & SIGNALS

I build bespoke signals in 2mm to 7mm scales, utilising a variety of parts from Modelu, Wizard Models and others as appropriate, with operation by servo motor and working lights in all the mentioned scales as options.

EMAIL: stephen.r.freeman@gmail.com

WEB: www.borgrail.com

PHONE: +44 1270 488954



ROBIN SWEET / A NOD TO BRENT
4MM / OO GAUGE

get in touch

If you have any questions about our services, or if you require assistance with preparing your design for 3D printing, we'd be happy to chat via any of the methods listed below.

Please note the figures do not come painted, details of high quality painting services we recommend are on pages 8-9.

If you'd like to see what we do in person, then check the diary on the website to see if we are attending a show or exhibition near you, it's always nice to put a face to a name!

EMAIL: info@modelu3d.co.uk

WEB: www.modelu3d.co.uk

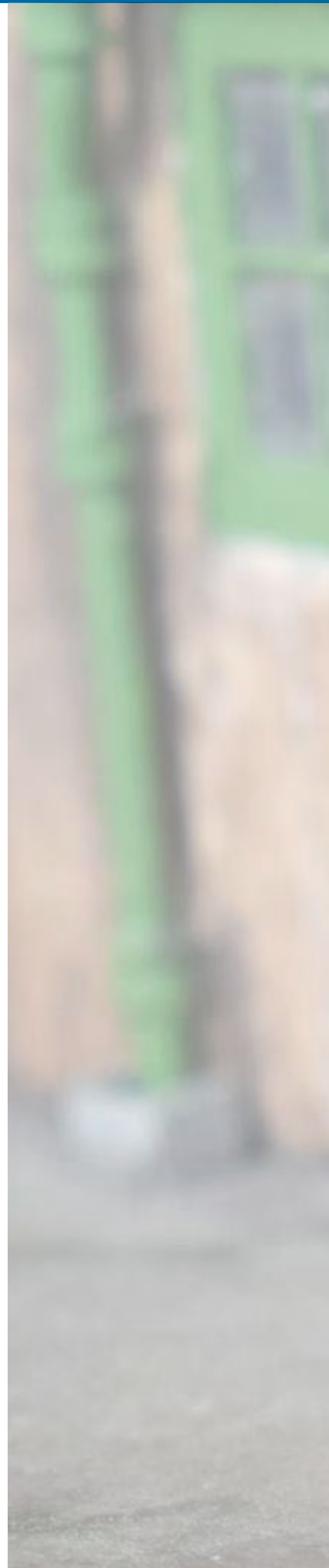
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INSTAGRAM: www.instagram.com/modelu3d

PHONE: +44 7887 803737

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MODELU
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TOM FOSTER
4MM / OO GAUGE

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