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BRITISH RAILWAY MODELLING

BRM

SEPTEMBER 2023

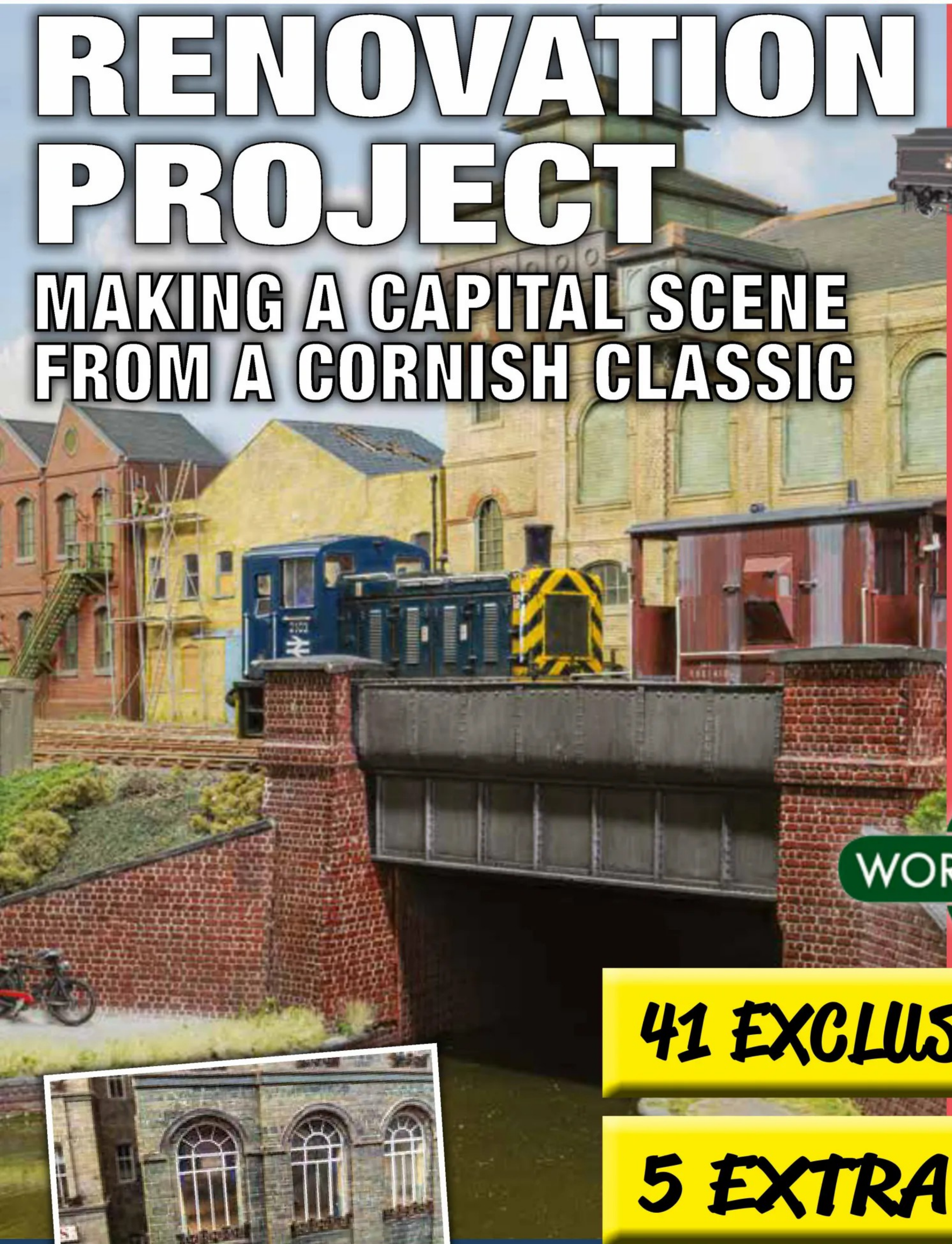
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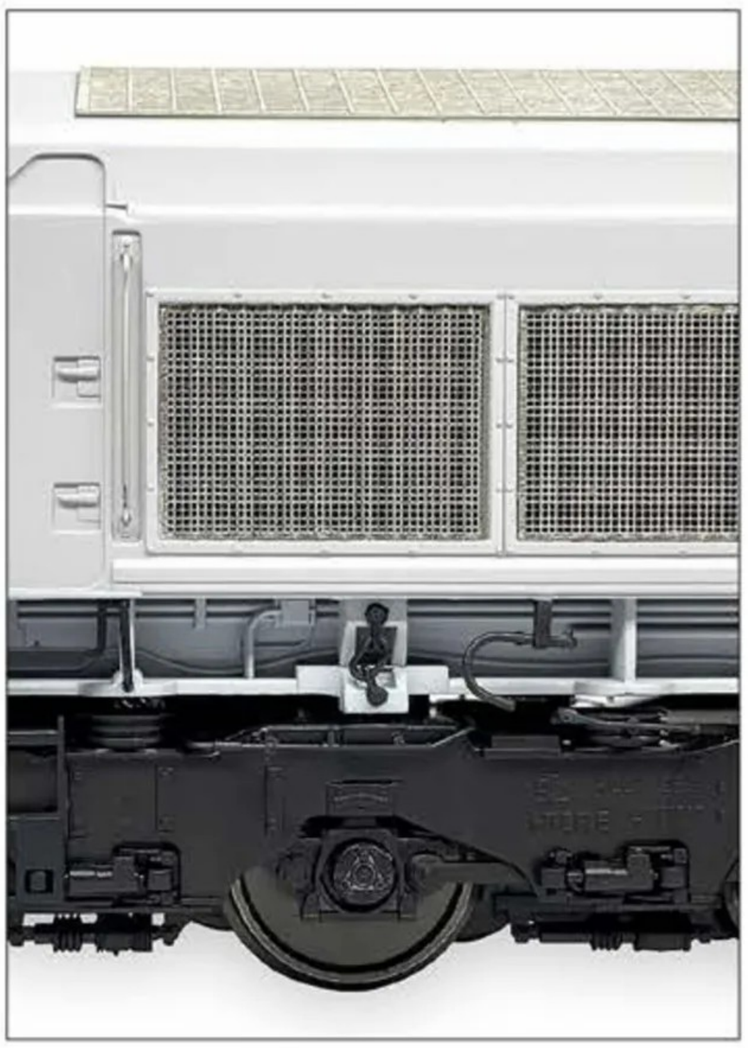
All models shown are pre-production samples and are subject to refinement and alteration

SHED HEAVEN!

Taking on the Hattons Originals Award Winning Class 66 'Sheds' gave us an excellent platform to build the ultimate Class 66 in 4mm/00. Our first run consists of six different liveries and numbers whilst updating the tooling in line with the rest of our range. These models will cover all the major and some of the more subtle variations of the class depicting their successful 25 year career.







All Class 66 models feature

- High level of detail
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- Enhancing the model with redesigned axle boxes for the smoothest running
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- Revised lighting to give access to day, night and yard mode under DCC
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- Cab access step and handrails have been moved from body mount to chassis mount to allow for breakage free access to chassis
- Cab Front Handrails now have the option of 5 point or 7 point mounting with correct round profile handrail mounts
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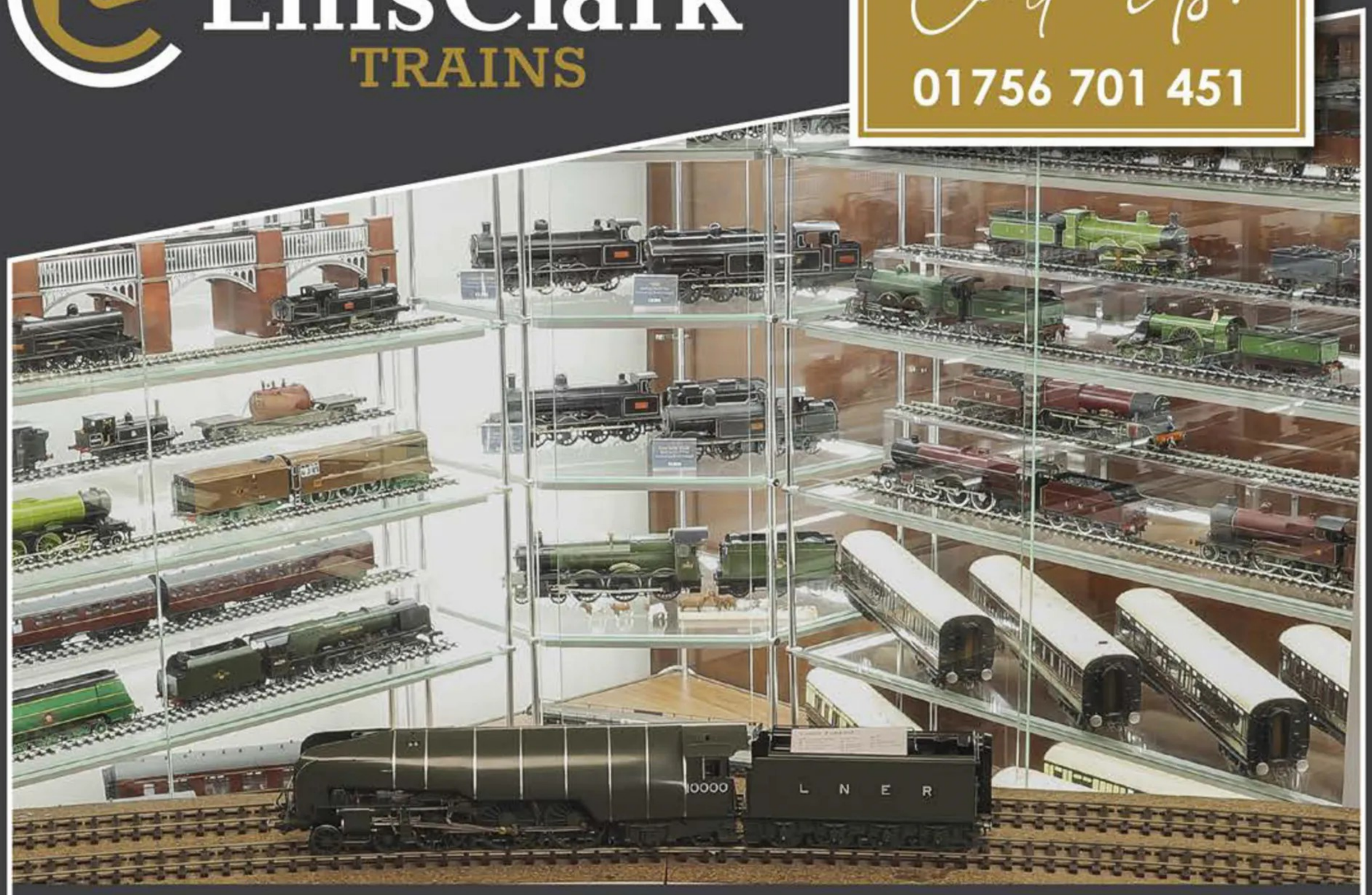
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Panel Mounted Controllers
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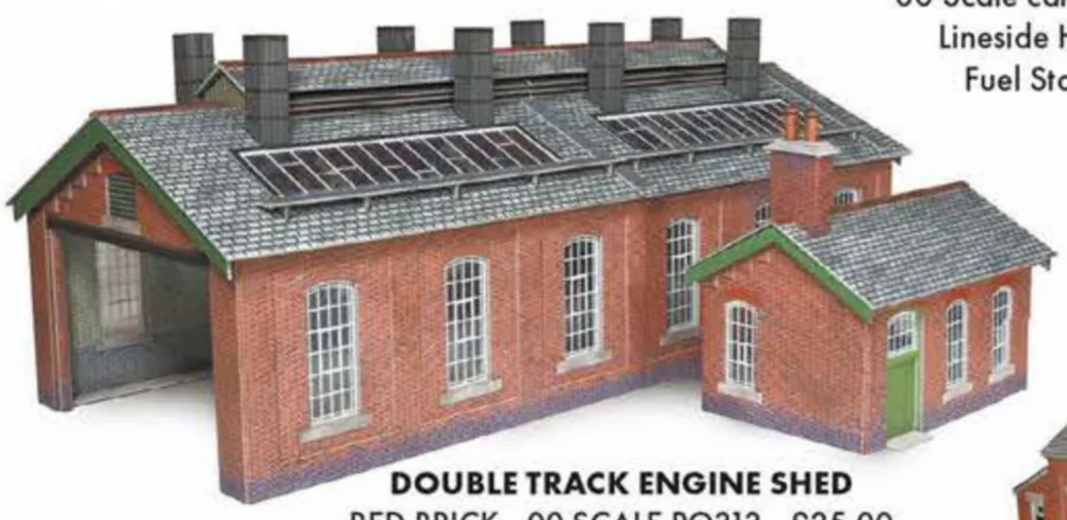


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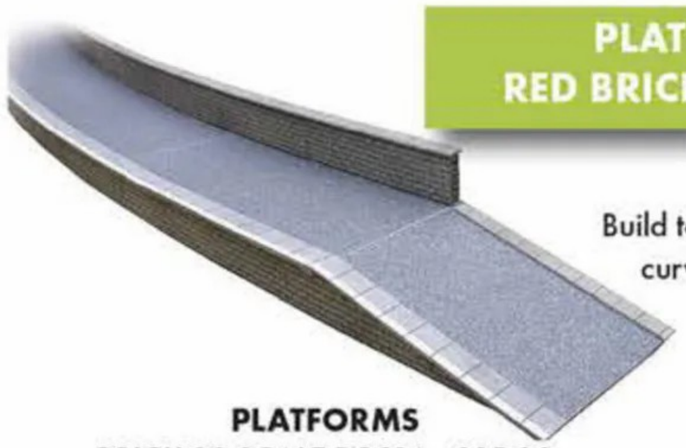
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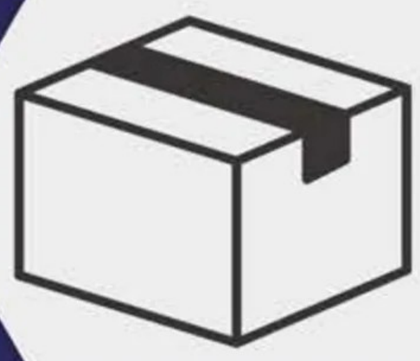
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LMR 'Lion' 0-4-2
Due: Aug 2023
Price: from £152.96
Digital: 18-pin



LBSCR E1 0-6-0T
Due: TBC 2023
Price: from £140.21
Digital: 18-pin



Class 15xx 0-6-0PT
Due: Q3 2023
Price: from £127.50
Digital: 18-pin



HR 'Jones Goods' 4-6-0
Due: TBC 2023
Price: from £186.96
Digital: 21-pin

OO Gauge Diesel & Electrics

accurascale



Class 31
Due: Q4 2023
Price: from £169.99
Digital: 21-pin



Class 50
Due: Q4 2023
Price: from £169.99
Digital: 21-pin



Class 66
Due: Q1 2024
Price: from £169.99
Digital: 21-pin

HELJAN



BR NBL Prototype 10800
Due: Q3 2023
Price: from £216.71
Digital: 21-pin



Class 02 Shunter
Due: Q4 2023
Price: from £143.65
Digital: 18-pin



Class 26/1
Due: Q4 2023
Price: from £177.65
Digital: 21-pin



Class 47
Due: Q4 2023
Price: from £212.46
Digital: 21-pin



Class 57
Due: Oct 2023
Price: from £160.65
Digital: 21-pin



Class 86/2
Due: Q1 2024
Price: from £216.71
Digital: 21-pin

HORNBY



Ruston 88DS Shunter
Due: Jun 2023
Price: £102.59
Digital: 6-pin



Class 04 Shunter
Due: TBC
Price: TBC
Digital: TBC

OO Gauge Multiple Units

HELJAN



W&M 4-wheel Railbus
Due: Q3 2023
Price: from £169.15
Digital: 21-pin



GWR AEC Parcels Railcar
Due: Sep 2023
Price: from £198.90
Digital: 21-pin



Class 104
Due: TBC 2023
Price: from £330.65
Digital: 21-pin

HORNBY



Class 423 4-VEP EMU
Due: Q3 2023
Price: £326.69
Digital: 21-pin



Class 755 FLIRT BiMU
Due: 2023/ 2024
Price: £326.69
Digital: 21-pin

OO Gauge Coaches & Wagons

accurascale



BR Mk1 Suburbans
Due: Q3 2023
Price: £64.95
Digital: N/A



BR Mk2B & Mk2Cs
Due: Q3 2023 & Q1 2024
Price: £59.95
Digital: N/A



NER 20t Hoppers
Due: Q1 2024
Price: £84.95 (3pk)
Digital: N/A



SR 10 ton Banana Vans
Due: Q4 2023
Price: £84.95 (3pk)
Digital: N/A

dapol



14 ton Air Ministry Tanks
Due: Q3 2023
Price: £32.13 each
Digital: N/A



JHA P&D Hoppers
Due: Q3 2023
Price: from £46.75
Digital: 6-pin (Taillamps)



GWR Toplight City Coaches
Due: Q3 2023
Price: £55.08 each
Digital: 6-pin



GWR Churchward Autocoach
Due: Q1 2024
Price: from £68
Digital: 21-pin

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TCV Car Transporters
Due: Q3 2023
Price: £194.65 (3pk)
Digital: N/A

HORNBY



TTA Tank Wagons
Due: Q3 2023
Price: £31.49 each
Digital: N/A



YMO/ YMA Salmon Flats
Due: Q2 2024
Price: £34.64 each
Digital: N/A



Wisbech & Upwell Tramcar
Due: Q3 2023
Price: £63.71
Digital: N/A



GWR B-Set Coaches
Due: Q4 2023
Price: £144.45 (2pk)
Digital: N/A



LMS 5-Plank Wagons
Due: Aug 2023
Price: £28.01 each
Digital: N/A



RCH 1907 Plank Wagons
Due: TBC 2024
Price: £28.50 each
Digital: N/A



GWR 5-Plank Wagons
Due: TBC 2024
Price: £28.01 each
Digital: N/A



GWR Mink A Vans
Due: Q1 2024
Price: £28.01 each
Digital: N/A

Revolution



TEA 100t Tanks
Due: Q3 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locos

dapol



LMS Class 2MT 2-6-2T
Due: Q3 2023
Price: from £93.50
Digital: PCB Swap required



GWR 63xx Mogul 2-6-0
Due: Q1 2024
Price: from £156.06
Digital: 18-pin



LNER Class B17 4-6-0
Due: Q3 2023
Price: from £128.52
Digital: 6-pin



SR Light Pacific 4-6-2
Due: Q4 2023
Price: from £189.98
Digital: 18-pin

N Gauge Diesel & Electrics

dapol



Class 33
Due: Q3 2023
Price: from £133.11
Digital: 18-pin



Class 43 HST (Updated)
Due: Q3 2023
Price: from £156.06
Digital: 18-pin



Class 59
Due: Q4 2023
Price: from £146.88
Digital: 18-pin



Class 66 (New Tool)
Due: Q2 2024
Price: from £146.88
Digital: 18-pin



Class 86
Due: Q3 2023
Price: from £110.16
Digital: 18-pin



Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

N Gauge Multiple Units

dapol



Class 153 Sprinter
Due: Q3 2023
Price: from £119.30
Digital: 18-pin



Class 156 Super Sprinter
Due: Q3 2023
Price: from £146.88
Digital: 18-pin



Class 221 Super Voyager
Due: Q3 2023
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

dapol



Mk3 Packs & DVTs
Due: Q2 2023
Price: Prices vary
Digital: 18-pin



Grampus Open Wagons
Due: TBC 2023
Price: £16.48 each
Digital: N/A



LNER Dynamometer Car
Due: TBC 2023
Price: £84.95
Digital: N/A



OAA Open Wagons
Due: TBC 2023
Price: £59.45 each
Digital: N/A



SECR Freight Packs
Due: TBC 2023
Price: £84.96 (4pk)
Digital: N/A



SECR 5 & 7 Plank Wagons
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A



SECR 10t Covered Vans
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A

Revolution



FNA-D Nuclear Flasks
Due: Q3 2023
Price: £32.95 each
Digital: N/A

O Gauge Steam Locos

dapol



Class J94 Austerity 0-6-0ST
Due: Q3 2023
Price: from £229.50
Digital: 21-pin



BR Standard 3MT 2-6-2T
Due: Q3 2023
Price: from £527.85
Digital: 21-pin



GWR Class 55xx 2-6-2T
Due: 2024
Price: from £435.48
Digital: 21-pin

O Gauge Diesel & Electrics

dapol



Class 08/ 09 Shunters
Due: Q3/ Q4 2023
Price: from £213.78
Digital: 21-pin



Class 66
Due: TBC
Price: from £308.30
Digital: 21-pin

HELJAN



Class 02 Shunter
Due: Q3 2023
Price: from £330.65
Digital: 21-pin



Class 37/0
Due: Q4 2023
Price: from £568.65
Digital: ESU XL



Class 45 Peak
Due: Q1 2024
Price: from £568.65
Digital: ESU XL



Class 55 Deltic
Due: Q4 2023
Price: from £619.65
Digital: ESU XL



Class 58
Due: Jul 2023
Price: from £619.65
Digital: ESU XL



Class 73 Electrodiesel
Due: Q3 2023
Price: from £662.15
Digital: ESU L

O Gauge Multiple Units

HELJAN



Class 117 DMU
Due: Q4 2023
Price: from £594.15
Digital: ESU L

O Gauge Coaches & Wagons

dapol



TTA Tank Wagons
Due: Q3 2023
Price: £78.03 each
Digital: N/A



12 ton Goods Vans
Due: Q3 2023
Price: £47.18 each
Digital: N/A

Including LMS, GWR & SR 12t Goods Vans as well as GWR Mogo & Fruit A Vans



14t Slope Sided Open
Due: Q4 2023
Price: £51 each
Digital: N/A



24t Iron Ore Hopper
Due: Q4 2023
Price: £59.50 each
Digital: N/A



GWR Toad Brake Van
Due: Q4 2023
Price: £86.29
Digital: N/A



HIA Aggregate Hoppers
Due: TBC 2023
Price: £68
Digital: N/A

HELJAN



LMS Inspection Saloon
Due: Q4 2023
Price: TBC
Digital: 21-pin



BR Mk2/ Mk2A Coaches
Due: Q4 2023
Price: from £254.15
Digital: N/A



SR CCT/ PMV Vans
Due: Q1 2024
Price: from £211.65
Digital: N/A



35t Class B Tanks
Due: Oct 2023
Price: from £105.40
Digital: N/A

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OO Gauge (1:76 Scale)

Steam locos



R30233 Liverpool & Manchester Railway 0-4-2 No.58 'Tiger' Train Pack three granite wagons (Hor) £206.99

Diesel locos



1401 Class 14 14029 in BR Blue - as preserved (Hel) (RRP £199). . . . . BARGAIN. . . £160



1417 Class 14 D9524 in British Petroleum light green (Hel) (RRP £199) . . . . . BARGAIN. . . . £136



R3880 Class 31/1 31147 'Floreat Salopia' in Civil Engineers 'Dutch' grey and yellow (Hor) (RRP £217.99)BARGAIN . £129



R30186 Class 47/8 47803 in Infrastructure yellow and white - Railroad Plus range (Hor) NEW £87.29



4D-005-001 Class 59/1 59103 "Village of Mells" in ARC (Dap) (RRP £173.20) . . . . . BARGAIN. £129.95



4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power (Dap) (RRP £173.20) . . BARGAIN. £129.95



R3943 Ruston 48DS 235511 in Express Dairy Co. Ltd blue (Hor) (RRP £111.49) . . . . . BARGAIN. . . . £81

HSTs



R30219 Pair of Class 43 HST Power Cars 43049 "Neville Hill" and 43060 in East Midlands Trains (Hor) . . . £326.69

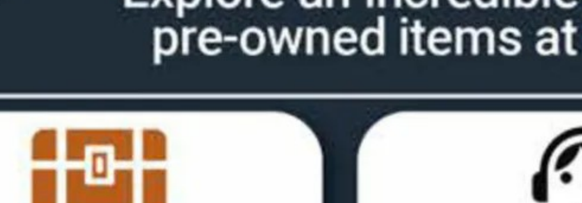


R30099 Pair of Class 43 HST Power Cars 43314 and 43315 in East Coast Trains (Hor) £326.69



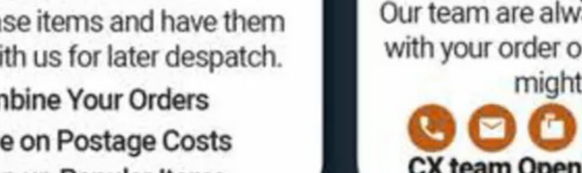
R30218 Pair of Class 43 HST Power Cars 43400 and 43484 in RailAdventure (Hor) £326.69

DMUs



R30011 Class 153 single-car DMU 153377 in ScotRail Highlands (Hor) NEW £137.24
R30146 Class 153 single-car DMU 153305 in ScotRail Highlands (Hor) £137.24

EMUs



R30229 Class 370 APT 7 car pack 370003 & 370004 in Intercity APT black window surrounds (Hor) NEW £528.29

Train sets - analogue



R1283M Royal Scot trainset in Hornby-Dublo style packaging LMS coronation loco, two coaches, and oval of track (Hor) (RRP £429.99) . . . . . BARGAIN. . . . £310

Coaches



R4879A Collett 57' 'Bow ended' non-corridor composite (Right-hand) W6242W in BR crimson (Hor) (RRP £59.49)BARGAIN £25



R40006 ex-Mk1 SK Ballast cleaner train staff coach DB 975805 in BR departmental olive green (Hor) (RRP £42.49)BARGAIN £19
R40008 ex-Mk1 SK Ballast Cleaner Train Staff Coach DB 975804 in BR departmental olive green (Hor) (RRP £42.49) . . . . . BARGAIN £19



R40102 Liverpool and Manchester Railway 4 wheel third class open coaches - pack of 3 (Hor) (RRP £84.99)BARGAIN. £60



R40020 Mk1 BCK brake composite corridor in Intercity white roof - 21274 (Hor) (RRP £42.49). .BARGAIN. £19



R40214 Mk1 BSK research vehicle "Test Coach Mercury" in BR research department red and blue - RDB975280 (Hor) . . . £40.49



R40342 Mk1 FO research vehicle "Laboratory 2" in BR research department red and blue - 975606 (Hor). . £40.49



R4974 Mk1 RB restaurant buffet IC1667 in Intercity Executive (Hor) (RRP £42.49). . . . . BARGAIN. £19
R4974A Mk1 RB restaurant buffet IC1653 in Intercity Executive (Hor) (RRP £42.49). . . . . BARGAIN £19

Public Service vehicles



76VEO001 Volvo FL Emergency One Pump Ladder in West Yorkshire Fire & Rescue red (Oxf) £26

Commercial vehicles



76SNG002 Scania S Series Curtainside in Pollock Ltd red and blue (Oxf) NEW £25.50



76SEN001 Sentinel Flatbed in LMS maroon (Oxf) NEW £15

OO9 Narrow Gauge

Steam locos



51-251-F Ffestiniog 'Small England' 0-4-0TT 1 "Princess" in Ffestiniog Railway green (Pec) (RRP £150)BARGAIN. . . £125



51-251-A Ffestiniog 'Small England' 0-4-0TT 1 "Princess" in Ffestiniog Railway maroon (Pec) £135

Coaches



GR-550 4-wheel Ffestiniog 'Bug Box' first class coach in FR victorian plum and cream (Pec) £32.18

O Gauge (1:43 Scale)

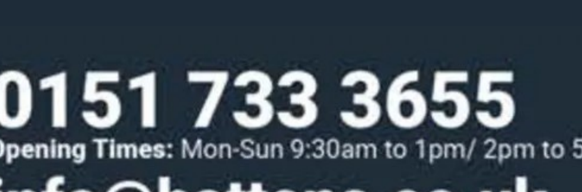
Diesel locos



1753 Class 17 'Clayton' D8607 in BR green small yellow panels - weathered (Hel) (RRP £569) . .BARGAIN. . . . £349



1750 Class 17 'Clayton' in BR green small yellow panels - unnumbered (Hel) (RRP £569). . . . . .BARGAIN. . . . £387



2683 Class 26/1 26025 in BR railfreight red stripe orange cantrail stripe and Eastfield dog logo - weathered (Hel) (RRP £669). . . . . .BARGAIN. . . . £512



2681 Class 26/1 in BR Railfreight red stripe white cantrail stripe - unnumbered (Hel) (RRP £649) .BARGAIN. £496.50



2777 Class 27 27032 in BR blue Highland Rail stag emblems - weathered (Hel) (RRP £669) BARGAIN. . . . £455



2775 Class 27 D5382 in BR two-tone green small yellow panels (Hel) (RRP £649) . . . . . .BARGAIN. . . . £442



5296 Class 52 'Western' D1000 "Western Enterprise" in BR desert sand small yellow panels (Hel) £560.15



5295Hel Class 52 'Western' D1015 "Western Champion" in BR golden ochre small yellow panels (Hel). . . . £560.15



5294Hel Class 52 'Western' D1031 "Western Rifleman" in BR blue full yellow ends - weathered (Hel) £577.15

DMUs



7D-011-005 Streamlined Railcar W8W in BR lined carmine and cream (Dap) (RRP £378) . . . . . .BARGAIN. . . . £300

Coaches



7P-001-502 Mk1 BSK Brake Second Corridor in BR blue and grey window beading - W34153 (Dap) NEW . . £189.07



7P-020-100 Stroudley 4 wheel suburban oil lit third in LBSCR varnished mahogany 861 (Dap) (RRP £122.96)BARGAIN. . . . £84
7P-020-001L Stroudley 4 wheel suburban oil lit brake third in LBSCR varnished mahogany 917 - Light bar fitted (Dap) (RRP £150.90) . . . . BARGAIN. . . . £103

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BACHMANN OO

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DAPOL OO

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4D-003-020 Class 52 No. D1033 "Western Trooper" BR Blue.....£160.95



4D-003-021 Class 52 No. D1009 "Western Invader" BR Maroon.....£160.95
4D-003-023 Class 52 No. D1015 "Western Champion" Golden Ochre.....£160.95
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R30104 Class 370 Advanced Passenger Train 5 Car Pack.....£430.99
R30105 Class 370 Advanced Passenger Train NDM No. 49002 Intercity.....£120.99
R30179 Railroad Plus Class 47 Co-Co Diesel No. 47 656 BR Large Logo Blue.....£87.99



R30181 Railroad Plus Class 57 Co-Co Diesel 57 603 "Tintagel Castle" GWR Green.£87.99



R30186 Railroad Plus Class 47 Co-Co Diesel Locomotive No. 47 803 Infrastructure..£87.99
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R40211 BR Class 370 Advanced Passenger Train 2 Car TU Coach Pack.....£98.99
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R40212 BR Class 370 Advanced Passenger Train 2 Car TF Coach Pack.....£98.99
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OXFORD DIECAST OO

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PECO OO

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RAPIDO OO

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918001 GWR Dia.AA20 Toad Brake Van No. 114756 GW Grey Hereford Barton.....£35.95
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918003 GWR Dia.AA20 Toad Brake Van No. 68784 GW Grey East Depot.....£35.95
918004 GWR Dia.AA20 Toad Brake Van No. 17295 GW Grey - small lettering.....£35.95
918005 GWR Dia.AA20 Toad Brake Van No. 68764 GW Grey - small lettering.....£35.95
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918007 GWR Dia.AA20 Toad Brake Van No. W114751 BR Grey Worcester RU.....£35.95
918008 GWR Dia.AA20 Toad Brake Van No. W114764 BR Grey Yeovil Pen Mill RU..£35.95
918009 GWR Dia.AA20 Toad Brake Van No. DW17247 BR Grey Departmental.....£35.95



918010 GWR Dia.AA20 Toad Brake Van No. DW17244 BR Engineers Yellow.....£35.95

LATEST ARRIVALS / OO-9

BACHMANN OO-9

77207 Thomas and Friends Brake Van - Red.....£33.95
77208 Thomas and Friends Box Van - Blue.....£33.95
77209 Thomas and Friends Box Van - Red.....£33.95

PECO OO-9

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BACHMANN N

58791 Thomas The Tank Engine.....£94.95
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GRAHAM FARISH N



371-016SD Class 08 Diesel Shunter 08 908 "Ivan Stephenson" East Midlands Trains.£119.99



371-017RJ Class 08 Diesel Shunter No. 08 761.....£119.99



371-020DB Class 08 Diesel Shunter No. 08 601 Spectre.....£119.99
371-029 Class 20/0 Diesel Loco No. 20 064 "River Sheaf" BR Green, Red Solebar.£135.99
371-042 Class 20/0 Diesel Locomotive No. 20 172 "Redmire" BR Blue, Red Solebar.£135.99



371-135DB Class 31/4 Diesel Locomotive No. 31 423.....£149.99
371-135DBSF Class 31/4 Diesel Locomotive No. 31 423. DCC Sound Fitted.....£234.99



371-136RJ Class 31/1 Diesel No. 31 130 "Calder Hall Power Station" BR Railfreight.£149.99
371-136RJSF Class 31/1 Diesel No. 31 130 "Calder Hall Power Station". DCC Sound.£234.99



371-137SD Class 31/4 Diesel Locomotive No. 31 466 EWS.....£149.99
371-137SDSF Class 31/4 Diesel Locomotive No. 31 466 EWS. DCC Sound.....£234.99
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377-001C YGH Sea-Lion Bogie Hopper Wagon DB982684 BR Engineers Grey & Yellow.£50.99
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377-005 BR YGB Bogie Hopper Wagon No. DB982648 Mainline Blue.....£50.99
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KATO N

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HELJAN O

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NAVIGATION ROAD

Taking this layout under their wings, Sarum Finescale Club explains the changes they made, reflecting its new London setting.

Words: Michael Hitchen **Photography:** Jamie Warne

FACTFILE

SCALE/GAUGE: 4mm:1ft scale/18.2mm gauge/EM
SIZE: 8ft x 1ft 9in
ERA/REGION: BR(E) 1971
LAYOUT TYPE: Fiddleyard to fiddleyard

A Class 37 with a grain working crosses the canal bridge that gave the layout its name. The layout runs on an embankment for half its length, which gives the viewer an interesting perspective.

After the Sarum Finescale Club completed work on a P4 challenge layout some years ago, it was considering new projects to focus group efforts. The membership contains both P4 and EM modellers, though EM was preferred as more stock was readily available.

Inspiration came with an offer of an EM gauge layout by one of our members. The layout was largely completed to a stage where all track was in place to a very high standard and the majority ballasted, some elements of the scenery were underway, but no buildings were available.

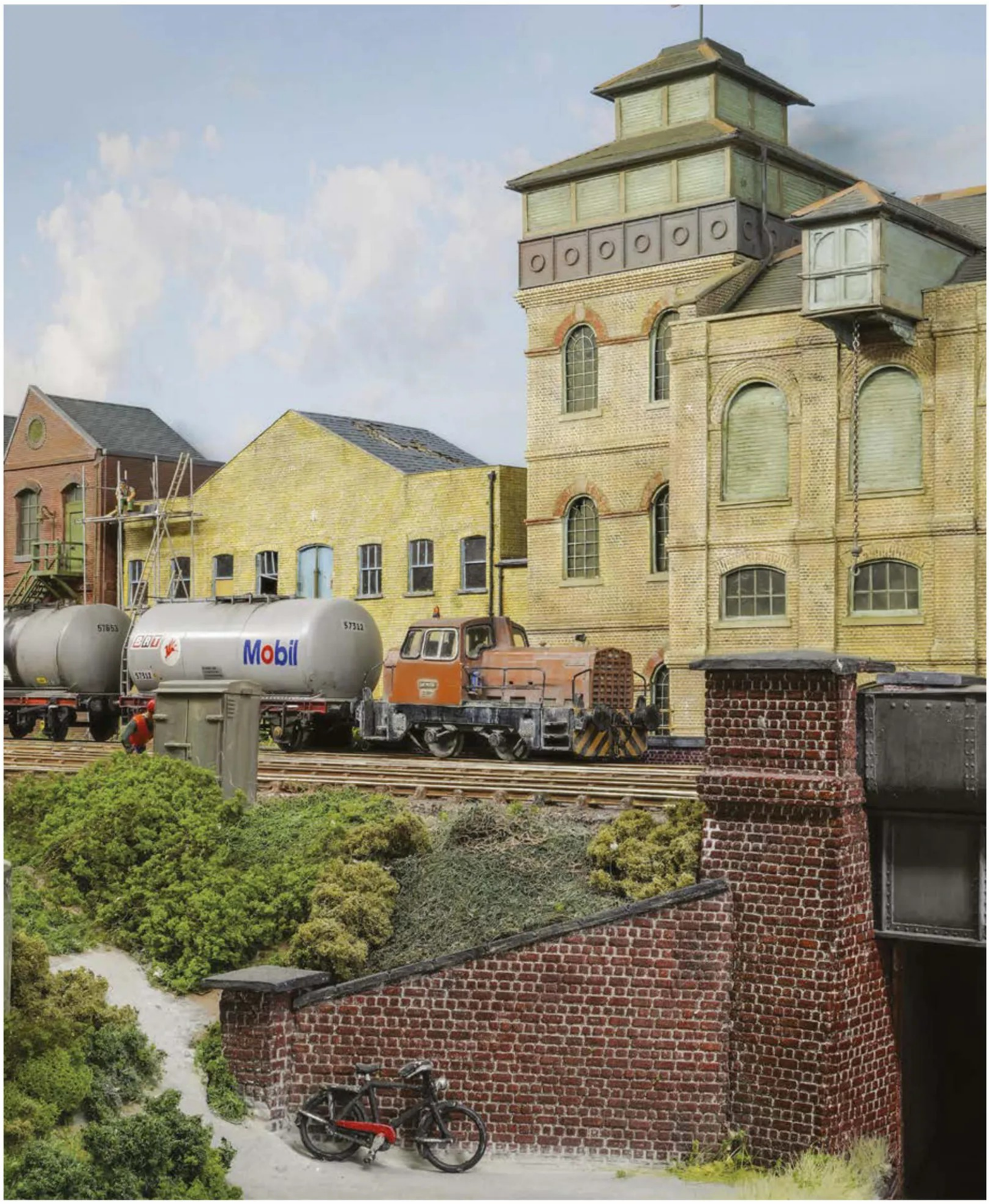
As conceived, the builder had planned an industrial diesel-era layout, set in West Country, with a small diesel depot and a backdrop of industrial premises, served by private sidings, reflecting china clay and other Cornish activities.

We decided to reset the layout into an earlier era of the early 1970s, and set it in North East London; this was to prototypically allow a large variety of locomotives from all four British Rail English Regions, as could be observed on any day along the North London Line at that time.

Industrial backdrop

Several features were already integral to the design, including two underbridges and an inspection pit for the one road depot. The layout was designed to fit in a particular space and ran from a cassette fiddle yard to a one-road swinging sector plate.

We decided to keep the depot area as originally



LEFT: A Sentinel industrial shunter built from a kit draws a rake of tank wagons out of the dock branch. Behind is the disused brewery building, based on a prototype in London. These two buildings were both finished in yellow London brick to help with the placement of the layout.

RIGHT: The small one-road inspection building and one siding make up the stabling point, a Class 03 and 04 stand in between duties. This was a feature of the original layout, which was retained as the inspection pit had been already modelled. Note the disused GE signal box in the background.

> “The backdrop would eventually consist of two factories, one with its own engine shed for its internal shunters, a disused brewery and a warehouse.”

conceived and finish the larger underbridge (which would cross a partly-completed canal), and the second bridge would be road access to a factory. The baseboard work presented most of the track on an embankment, which is visually interesting.

With its North London setting agreed, we decided on an entirely industrial backdrop, with individual members taking sections for the construction of low-relief buildings. Buildings in the foreground would be limited to a small canal cottage and the diesel depot, so as not to obscure the viewing of the layout. The backdrop would eventually consist of two factories, one with its own engine shed for its internal shunters, a disused brewery and a warehouse.

To assist in the vernacular, the warehouse was finished in London yellow brick and the brewery was based on a structure in West London. The two larger facilities sited either end of the layout represent factories, one a steel finisher, complete with an office block and low-relief workshop, the other an impressive red brick Victorian structure; which, incidentally, is the only commercially-bought building, based on Skytrex resin components, modified and suitably detailed.

All scratch-built structures are constructed using usual methods of embossed brick Plastikard on a cardboard or similar base. Other structures include a one-road diesel stabling shed (based on Westbury/Kings Lynn prototypes, this was built with a ventilation gap running the entire length of the roof, as Westbury had when new). The model was built around a number of arched supports, made using a jig to ensure the structure was not distorted when complete. A disused former Great Eastern signal box and a lock keeper's cottage complete the scene.

The canal running under the railway is a popular feature at exhibitions. It is simply a carefully-painted base, using enamel paint to get the desired shade, though care must be taken to avoid dust or hairs. It was then covered with clear varnish, applying several separate coats, again avoiding any objects in the varnish.

The scenery consists mainly of overgrown embankment foliage, using Heki tree products, grass mats from whiteboard rubbers, and finished with bits of rubbish so often seen in these locations.

Rolling stock

As originally constructed, all stock was returned onto the scenic section from one end from a single line sector plate, though early on we added a hidden return line, which runs inside the low relief industrial structures, hidden from the viewer, for the length of the layout. This assists operating by reducing the amount of stock handling. The layout was presented in this form at a few exhibitions, though we found this single road sector plate restricted operational flexibility, so that end was later reconstructed with a new five-line sector plate







TOP FAR LEFT: A Ruston 48DS shunter that serves the steel works stands outside the company's small engine shed. Behind is the office block that serves the large industrial works.

BOTTOM FAR LEFT: A new Ford Capri receives an admiring look under the bonnet on the road that serves the steel fabrication works. The layout only has a small number of figures, arranged in cameos for interest.

TOP LEFT: The former brewery warehouse has lost its siding and is falling into disrepair – a sight common in the era. Modelling buildings in this condition requires extra work, with internal rooms visible through holes in the roof and additional details not usually required.

LEFT: The rest of the steel fabricators is seen beyond the running line. There are three lines in front of the factory store, the furthest two both extend onto the hidden cassette area, and the running line leaves the layout to the right. All these buildings are scratch-built.

– this work involved a new baseboard and some changes to the track geometry. This change also allowed a new road overbridge to be incorporated to allow a scenic break.

The rolling stock represents what could be seen coming off the North London line onto the Eastern Region circa 1970, so shunters are provided by Stratford depot, but main line locomotives come from all four regions surrounding the Capital. The passenger service is limited by the hidden section lengths, so first generation DMUs in sets up to four cars are the maximum available.

Good stock reflects the general mixed goods so common in the era, with steel-carrying types for the factory and four-wheeled vans for the entrance to the docks behind the signal box. These include banana vans, which were still in use.

To allow hands-free shunting, Sprat and Winkle couplings are fitted to certain wagons. We use the 3mm scale couplings as these are slightly smaller and hopefully less conspicuous. These are activated by electro magnets concealed under the track. Operation is by two hand-held controllers, one for the main line and one for the industrial tracks, with a switchable section between the two, using a track panel connected to Tortoise point motors, standard DC isolation sections, and the push button uncoupling magnet controls.

BELOW: A Class 73 hauls an inter-regional freight. This variety seen on the North London line in the 1970s inspired the supposed location of the layout. Many locomotive types could be seen together prototypically.

A BR trackworker watches a Southern Region locomotive pass by on its way to Temple Mills Yard. Simple details such as the inclusion of a rubbish skip required research to find when this common place item was introduced.

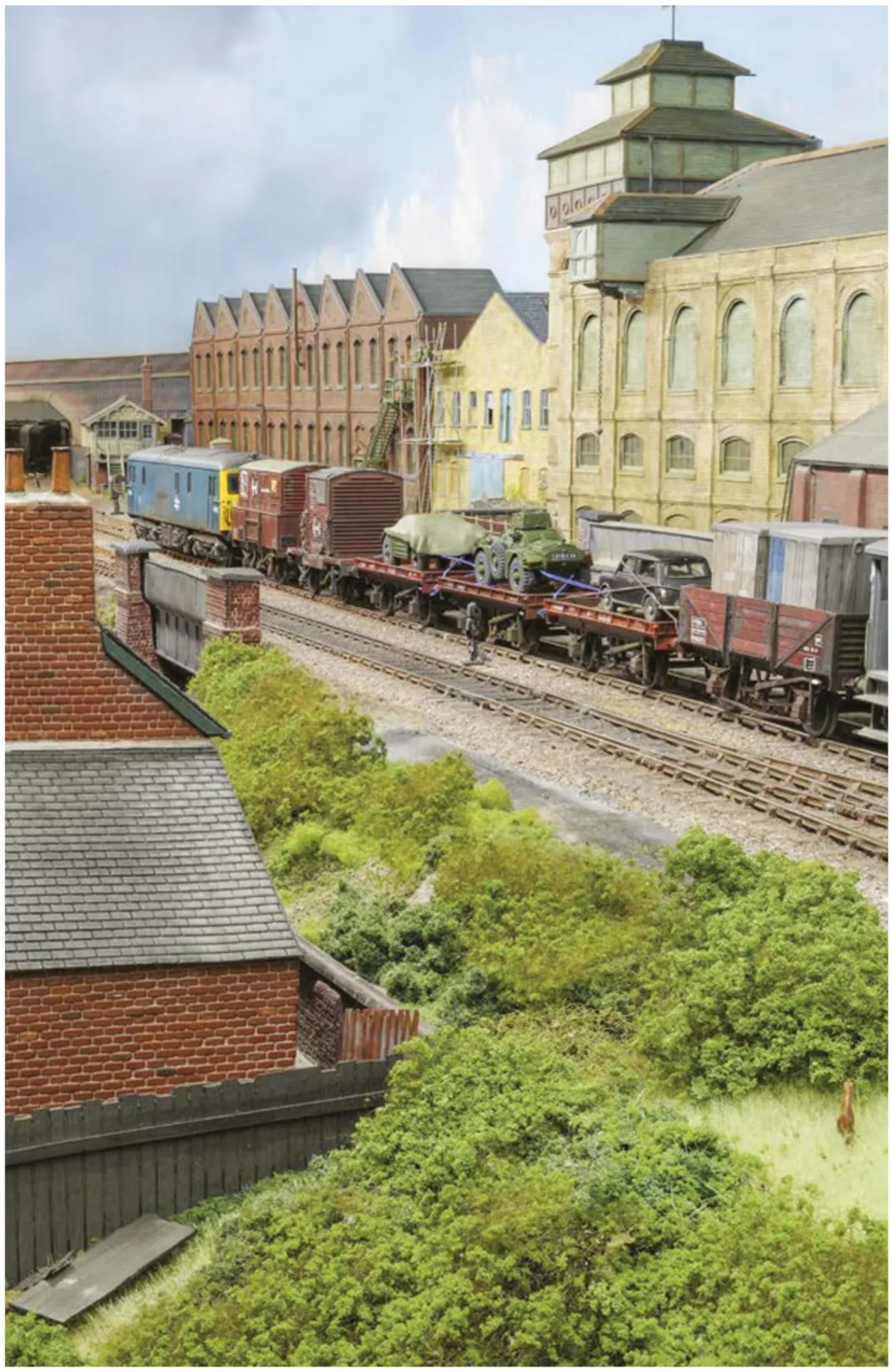
A 'Baby Deltic' works a parcel train past the small brick-built industrial engine shed. This structure is modified from an American kit, with details added to the rear, including a small oil tank.

Final thoughts

The layout is presented in a theatrical way, being viewed as a stage with a wood surround that hides all off-scene activity and supports the integral lighting. The presentation height was decided after much debate, so it is viewed at eye level. Hopefully, this is more realistic than looking down. The layout is basically complete, though some minor scenery and scenic repairs continue, with new stock being added as appropriate.

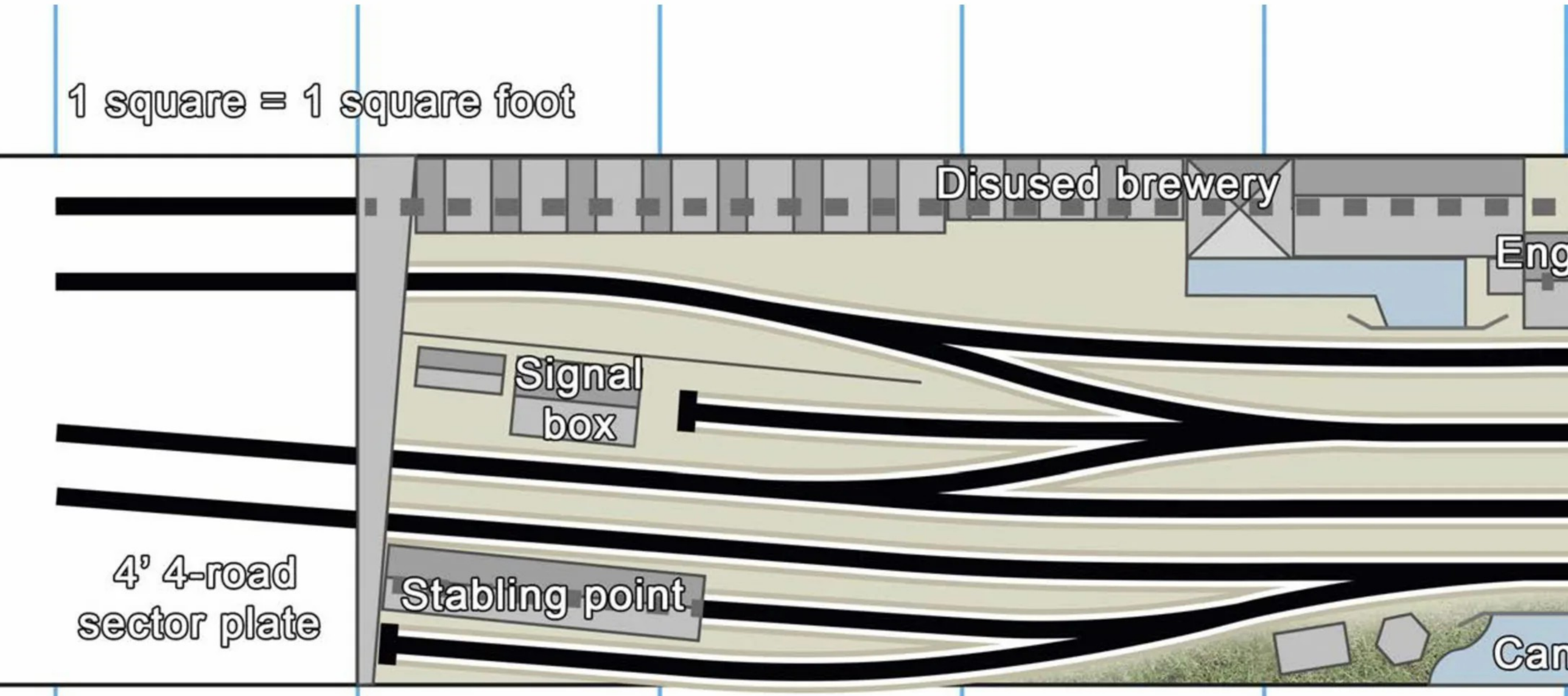
Model railway clubs operate in many ways, the combined knowledge and experience being a positive influence on fellow modellers. Our club allows work undertaken away from meetings to be brought together as a combined effort, which not only makes the most of our various skills but allows projects to be completed, perhaps beyond the scope of a single modeller.

We will continue to attend exhibitions with 'Navigation Road' while we build the next club layout, which we hope to be available to show in the next few years. ■

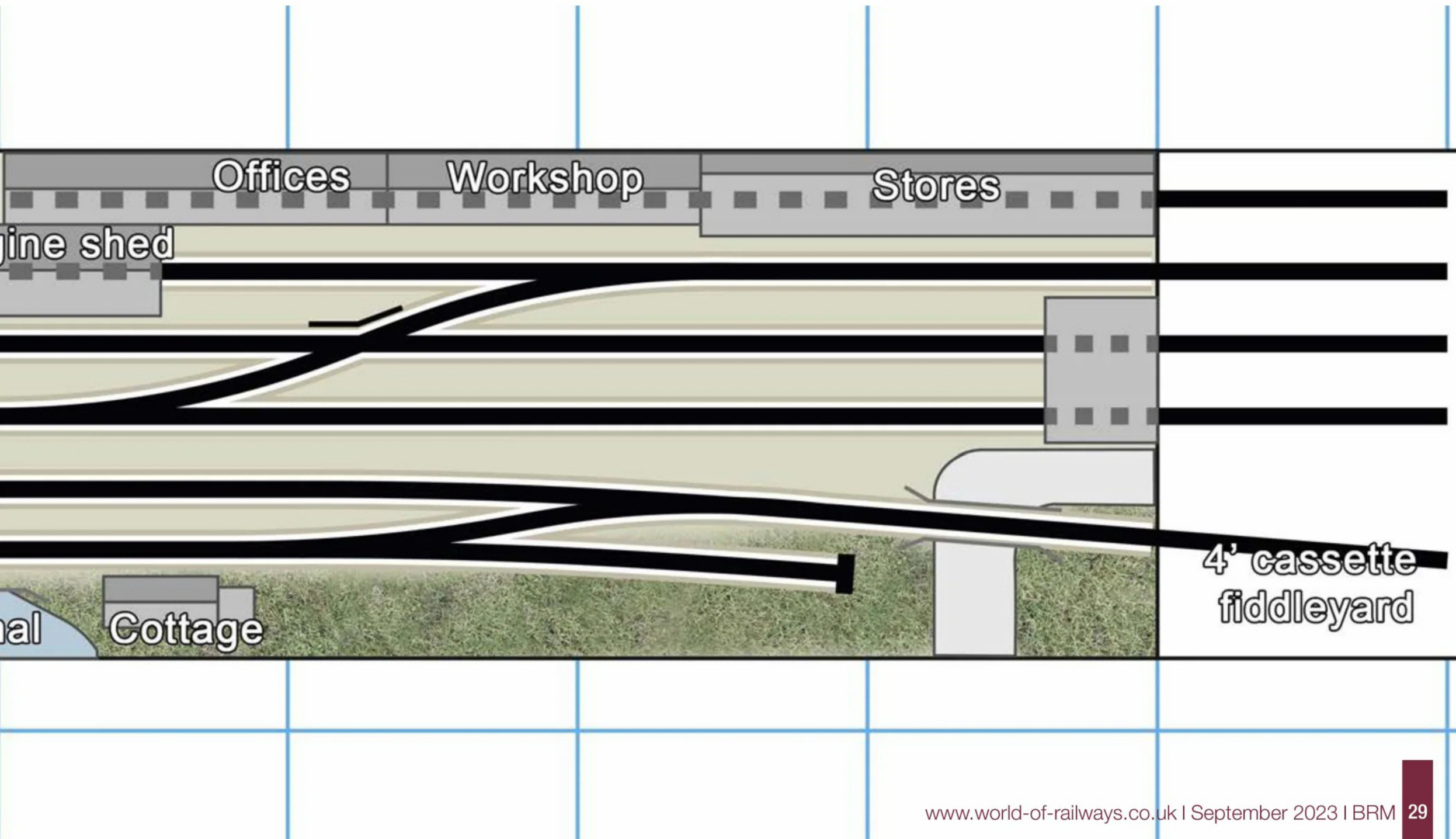


RIGHT: A short, fitted train includes a load of MOD (Army) vehicles. The cassettes limit the length of the rakes, so interesting types compensate for the lack of long rakes.

FAR RIGHT: The British Waterways' lock keeper's cottage is disturbed by a passing Class 37. This little building is inspired by a structure in the West Midlands, again scratch-built, it would have pre-dated the railway and is tucked into the railway embankment.






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COMMUNITY

WEEKEND PLANS...

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Inverness Model Railway Show

If you're in the North and looking for weekend jaunt this summer, the Inverness and District Model Railway Club is hosting its annual show this August. Held at the Leonardo Hotel (formerly Jurys Inn), Millburn Road, IV2 3TR, visitors can expect to see layouts and trade stands. Tickets cost just £5 per adult and £2 per child.

August 19-20
Saturday 10.00 – 17.00
Sunday 10.00-16.00

Cambridge Model Railway Exhibition

In September, we see the return of the Cambridge Model Railway Exhibition, which will be taking place at the Comberton Village College on West Street in Cambridge. The one-day event will feature 13 layouts, around 10 trade stands, plus plenty of modelling demonstrations and societies. Ticket prices are set at £3 for children, with adults paying £7.

Saturday, September 9,
10.00 – 16.00



The Loughborough Model Railway Exhibition

This year marks the Soar Valley Model Railway Club's exhibition's 40th anniversary and will take place at the Loughborough Grammar School. There will be a free show guide, free parking, plus numerous layouts, trade stands and societies in attendance. Adult tickets cost £10, with children under 16 at £5.

August 12-13,
Saturday 10.00-17.00,
Sunday 10.00-16.00

A FITTING SOLUTION

At 84, after a lifetime of model-making, I found that my layout just didn't need any more buildings. My hands hated being idle, so I decided to tackle the church from Scalescenes just for fun. When it was finished, I thought how nice it would be to fit lights inside, so I started looking around for LEDs. My knowledge of electricals is skimpy, so I didn't get very far until I saw Michael's article. Aha! If these kits are easy to fit to a coach, why not in the nave of my church? And so it proved, a Hornby Maglight kit for a six-wheeled coach worked beautifully. I can't send a photo, because the effect is quite subtle and the windows wouldn't look lit up. Thank you Michael, and BRM!

Tony Wilmore

LETTER OF THE MONTH



I need a powerful N-scale engine to pull a "parade" down a pathway that is roughly 4-7ft long into a loop at both end, like a parade at Disneyland/ Disney World. I have a holiday display that was designed by me and my two boys in 2006, and it has taken me this long to get the parade ready to start. We had to wait for some pieces to be put out by Lemax and Dept. 56 and others. It has been fun and now that it has outgrown the front room of any normal house, I now take it out on public display so everyone could enjoy it.

I tried it on three or four N-scale flat cars just with the marching band (each row had four or five band members and each car had rows of band members) and the engine couldn't pull them. I have an HO scale trolley that goes on the main street, and I need to keep the parade small so that's why the N- scale idea.

Any ideas on how I can do this? There will be an additional 12 "floats" behind the three or four for the marching band, so there will be some weight, but not much.

The picture shows the marching band coming down the main street with Santa in the rear, so in between the band and Santa, would be the additional floats.

David Cunningham

CLUBS CORNER: A NEW LAYOUT PROJECT



World of Railways has begun a new layout project in TT:120, working in partnership with Market Deeping Model Railway Club. It's to be documented throughout the build with regular updates on World of Railways, with aspects of the build also covered in BRM. There are several challenges facing the team as new techniques are trialled in this scale.

With Hornby, Peco and smaller suppliers producing new model ranges for TT:120, this will be a great opportunity to test existing and forthcoming products, while introducing more to the market to suit our needs.

Designed to be as light as possible, baseboards are to make use of polyisocyanurate (PIR) insulation boards, as used by the construction industry, renowned for their relative strength vs. weight, though fragile edges are to be bonded to a thin ply carcass. Atop, sun, sand and sea are to combine, as we aim to represent a sunny day in the late-1980s and early-1990s, along the Cornish coastline, between the Parsons and Clerk tunnels. It is to be an ideal location for Hornby's forthcoming HSTs, Class 50s, and Class 47s to 'snake' their way along the coastline.

With a trackplan nearing completion as this issue went to press, initial thoughts are to keep all wiring and control 'above board', maintaining the 'Table Top' credentials of this scale. The insulation board allows levels to be built up or lowered easily, carving it to suit the topography of the location. With a scale cliff face in excess of 1ft high to model, it is hoped that the lightweight nature of boards will be beneficial when transporting them to exhibitions.

The scale is chosen, the scene has been set, the build started, and the pressure is on to complete the build in a timely manner. We're eager to see how a model railway build in this scale will attract members old and new to the hobby. If you'd like to influence the build, either by suggesting products you'd like to see us test, or naming the layout, get in touch with us at brm@warnersgroup.co.uk – we're eager to hear your thoughts!

Watch progress to date on the model at world-of-railways.co.uk.

COMMUNITY

Inspirational modelling with RMweb



"Sir Who? Never met him, lads,". **RMweb user: Right Away**



The sounds of summer birds' song in the valley were disturbed by the early morning PW train heading off from the yard over the girder bridge. **RMweb user: John Besley**

Get involved and visit rmweb.co.uk/topic/156891-show-us-yours-realistic-modelling/ and post your pictures



Sunday shunt with 08623. **RMweb user: Nick G**



A3 No. 60100 *Spearmint* climbs away from Riccarton on a very chilly winter morning. **RMweb user: JonathonAG**



I'm having fun mixing diorama combinations to create different scenes before introducing daylight. **RMweb user: brylonscamel**



My Scottish Whisky Distillery. **RMweb user: Northmoor MPD**

TRENDING ON SOCIAL

We've started a new layout project – introducing the model of Dawlish in TT:120. Trouble is, we can't think of a name for it. Any ideas?

Glasgow and South Western Railway Association proposes 'Austrian Goods'. This will be an interesting kit for 7mm:1ft...

Which modelling task do you least enjoy when building a model railway or diorama? We've been wondering ourselves...

Network Rail volunteers pick up tools for essential track maintenance on heritage railway.

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Modelling Dawlish in TT:120: Part 1

World of Railways partners with Market Deeping Model Railway Club to build an innovative exhibition layout. Howard Smith introduces the team...

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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.

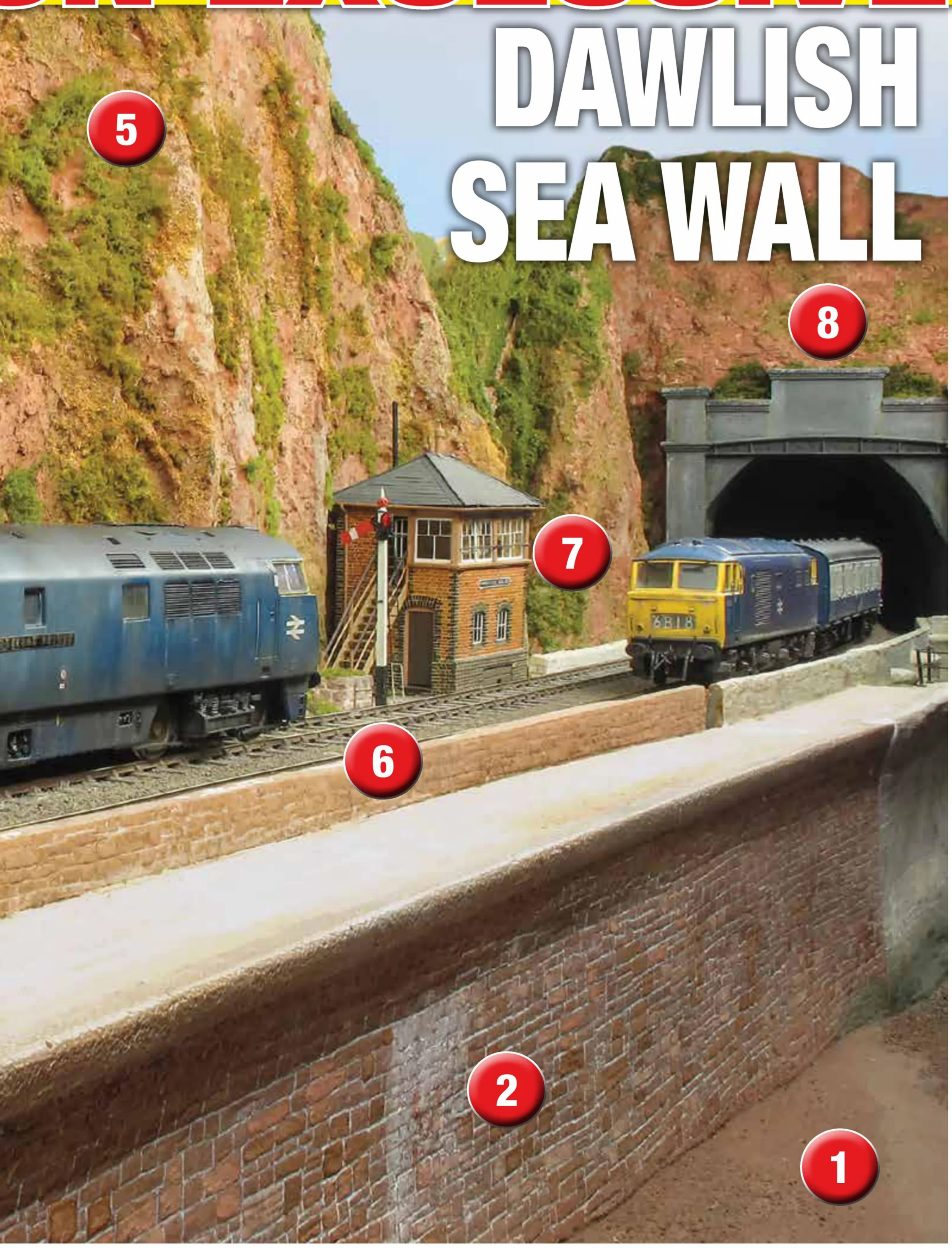
7 Signal boxes varied between railway companies, but for the classic GWR box, your simplest option is the Ratio plastic kit.

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.



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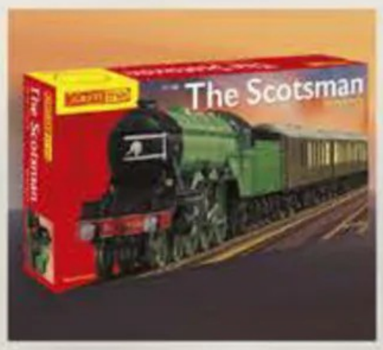
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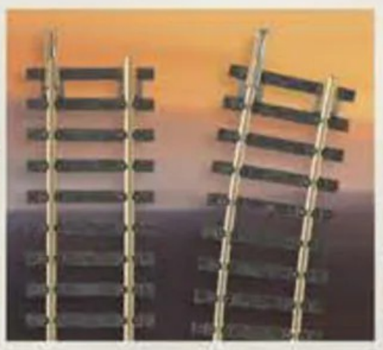
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FACTFILE

SCALE/GAUGE: 4mm:1ft scale/16.5mm gauge/OO
SIZE: 24ft x 10ft
ERA/REGION: 1948-1964, BR(M)
LAYOUT TYPE: Continuous loop

OLNEY STATION

Alongside factual information on the prototype, Barrie Trinder explains how this layout, combining techniques old and new, came to be.

Words: Barrie Trinder Photography: Tony Wright

East of Olney station trains crossed a substantial bridge over the River Great Ouse. The model, with its guard rails, was scratch-built by two members skilled in shaping metal. The water and bushes were from Woodland Scenics and the reeds are bristles from old paint brushes. Here, the bridge is crossed by a freight train headed by 3F Class 0-6-0, 43474. Timber from the mill at nearby Yardley Hastings was once a regular cargo from the goods depot at Olney.

More than 60 years have passed since the Buckinghamshire town of Olney enjoyed a passenger train service, and no freight trains have delivered coal to local merchants since 1964. Olney's station buildings have long been demolished and the railway estate is now covered by housing.

The Olney Model Railway Club has built a layout that revives the memories of the town's older inhabitants who commuted to and from Bedford or took day returns on Saturdays to watch the Saints or the Cobblers in Northampton.

Olney station lay on the Bedford & Northampton Railway, which linked the Midland Railway main line north of Bedford with St John's station in Northampton and opened on June 10, 1872. The B&NR amalgamated with the Midland Railway with effect from January 1, 1886. At first sight, its route of 71¾ miles from Northampton to St Pancras might appear competitive, with the 65½-miles to Euston via Roade, but the branch was cheaply laid with gradients that were severe for lowland England. Trains leaving Olney for Northampton had to climb 1¼ miles at 1-in-70 and then two miles at 1-in-75. The line was never seriously used as a diversionary route when the WCML was blocked. St John's station closed in 1939 after which trains from Bedford ran into Castle station.

Olney would have remained a wayside station on a not particularly important branch line were it not for the opening on April 13, 1891, of the Stratford-upon-Avon, Towcester & Midland Junction Railway (formerly the Easton Neston Mineral and Towcester, Roade & Olney Junction Railway) from Towcester to Ravenstone Wood Junction three miles west of Olney on the B&NR. At Towcester, the line joined East & West Junction Railway and the Northampton & Banbury Junction Railway, which came together in 1910 to form the Stratford & Midland Junction Railway, which became part of the LMSR in 1923 and of British Railways after nationalisation in 1948. The MR and its successors used the SMJR as a route between Bristol and London and built a small engine shed at Olney whose facilities were used until the late 1950s, when the line was severed by the M1 Motorway.

> "The layout is set in the post-Nationalisation period, when the passenger service was busiest."

A Class 8F 2-8-0 with a Class H minerals train passing Olney signal box and some of the coaches stored on the Bedford-Northampton line during its last years of operation.



OLNEY STATION

It was evident at the beginning of the project that no kits, such as those by Metcalfe, would match any of the station buildings, but the stonework of the Olney Centre (a former board school built five years after the station) appeared to be identical with that of the station and ScaleScenes agreed to produce an A4 jpeg file from photographs of the stonework. Consequently, it was agreed that all the buildings would be constructed of card with printed paper coverings. Fortunately, Turvey station, which remains intact three miles east of Olney, followed an identical plan, although it is constructed with different material. The owner allowed the club member responsible for buildings to visit the site while building work was in progress, and the builders agreed to measure some inaccessible areas.

A general arrangement sketch was prepared with all site dimensions. In addition, large prints of digital photographs were made with a scale factor marked on to allow direct scaling. These dimensions were transferred to 1.5mm card on the member's drawing board. The stonework and roofing papers were then applied to each element. Windows were drawn onto a CAD system and printed on transparent sheets designed for inkjet printers. The model was sprayed with anti-fade matt spray to fix the coloured inks and several coats of matt acrylics to protect them from dampness.
Similar processes were used for the refuge, the goods shed and the signal box on which Brassmasters windows were used to give strength, and a kit provided the internal details.



The stonework on the buildings is based on that observed in the almost contemporary former board school (now the Olney Centre) on the town's High Street. The dimensions of the station building were determined by fieldwork at the surviving station at nearby Turvey, identical in plan, but of brick construction. The footbridge is an Alan Gibson kit. The rooms to the left of the porch were the home of the stationmaster and remained occupied for several years after train services ceased.




OLNEY

Recreating history

The club resolved to build the layout in 2011, and a computer-generated trackplan was adopted, based on the station as it was in the years before closure, although minor changes were required to enable the layout to fit within the 24ft x 10ft (7.4m X 3.1m) space available in the clubroom. With hindsight, the club acknowledges that a co-ordinator should have been appointed when the project began, but this did not happen, and design specifications were frequently changed leading to slow progress. At the end of 2015, several work streams were identified and made the responsibility of individual members, which accelerated progress.

The partially completed layout was shown at the club's September exhibitions in 2017, 2018 and 2019, but the pandemic followed. It was originally intended that the layout would be portable, enabling it to be taken to exhibitions, but it was decided in August 2021 to renew the baseboard trestles, rework the baseboard connectors, and refurbish some of the trackwork. The layout would no longer be portable but was so arranged that it could be viewed by visitors on exhibition days, as it was in 2022, and, potentially, on other occasions.

Crowd pleaser

The layout is a straightened circuit with the station, engine shed and goods yard on one side, easily visible to visitors, and a fiddle yard on the other.

The line headed south-east from the station and the landscape falls away towards a bridge over the River Great Ouse crossing steep embankments. These were reproduced by using thick card or wooden formers, closely set with the aid of a hot glue gun to create the desired contour and to balance the weight of the elevated section. Cornflake packaging cut into short strips covered the formers to form a latticework, which was coated with neat PVA. Finally, this was covered with newspaper, cut into small squares and applied with a 50:50 PVA/water mix in several layers that were allowed to dry before being painted an earth colour and then covered with Gaugemaster grass matting. The track sides were acrylic-painted in a mild rust colour, and, after the ballast was laid, were sprayed with an aerosol sleeper grime and were further weathered when necessary. Woodlands Scenic products were used for bushes, and water and riverside reeds were made from old paintbrush bristles.

The size of the water tank was known since the LMSR standard panels were known to be 4ft x 3ft. The size and materials of the engine shed had to be assumed. The footbridge is an Alan Gibson kit, and the grounded coach on the main platform a Hornby 4-wheeler, heavily weathered. The buildings are held in place by a system of magnets, which enables them to be readily removed for repair.

After much discussion and some false starts, it was decided to use Peco Code 75 track and to power

RIGHT: The goods shed with a 3F Class 0-6-0 about to remove some empty vans. Freight handled in the 1950s included skins for a tannery and fertiliser for local farmers. The crane was occasionally used in the 1950s to unload farm machinery. In the background on the right is the engine shed.

BELOW: A photograph by P T Waylett, taken on April 5, 1958, enables us to replicate a typical eastbound freight train from the SMJR, the 10.35 ex-Clifford Sidings to Olney class H, made up of seven coal wagons (of which at least the first four were loaded) – two Lowmacs, two vans and an ex-LMSR brake van.




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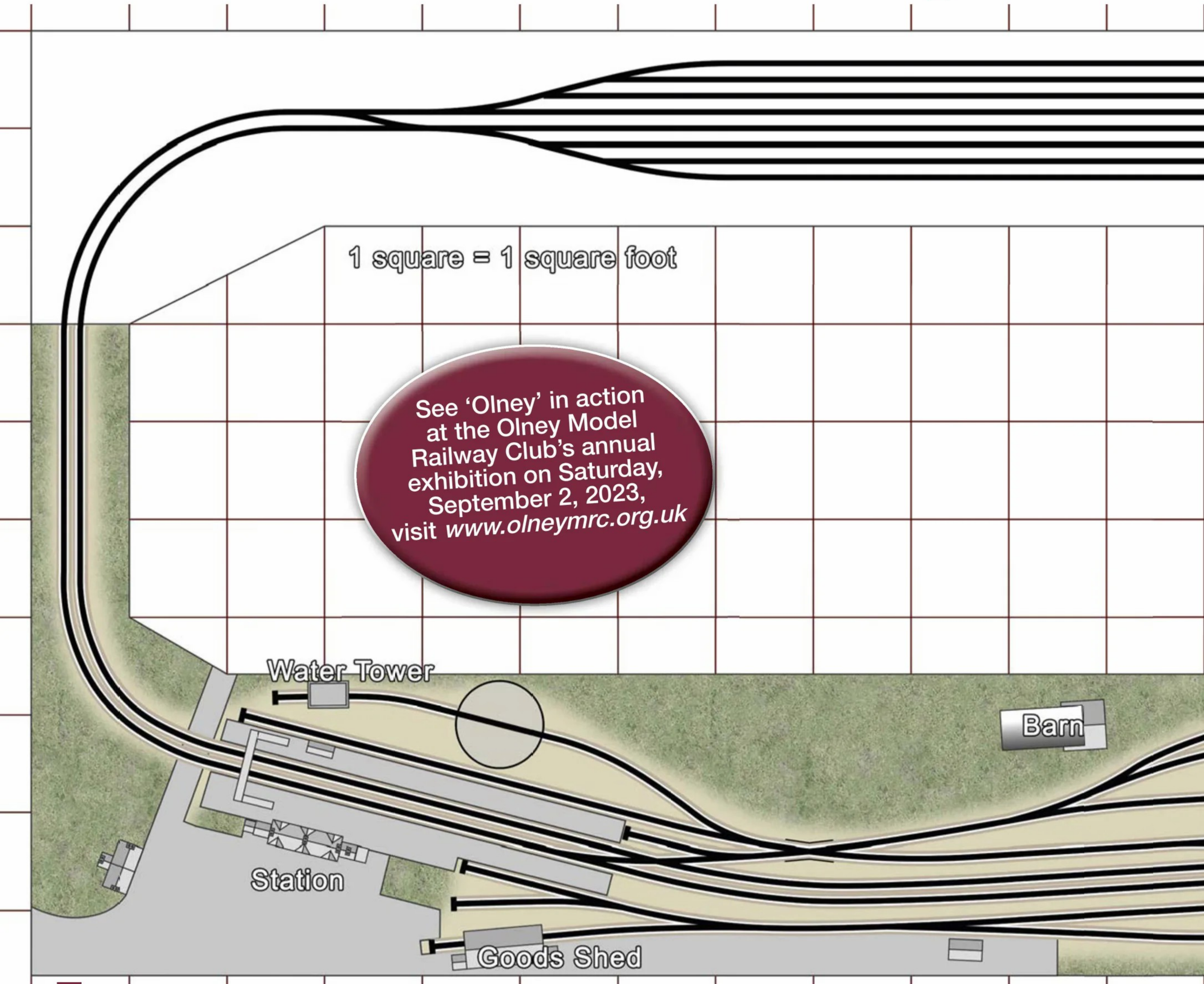
the layout with a DCC system using NCE PowerCab PRO controllers delivering 5A. The 50 sets of points are controlled by a MERG 'C Bus' Control Area Network on which routes can be set.

Olney traffic

The layout is set in the post-Nationalisation period, when the passenger service was busiest, but it would be possible to use it to demonstrate workings during WWII or earlier. The passenger service in BR days was mostly operated by Ivatt class 2MT 2-6-2Ts with two-coach push-and-pull sets of Stanier-designed steel-bodied coaches. The daily pick-up goods was usually brought in by a Class 3F 0-6-0 from Bedford, and for a time included Presflo wagons with cement for the construction of the M1 motorway, while Class 4F 0-6-0s handled the three daily freights that usually arrived from the SMJ line. Coal trains from Wellingborough via Bedford to the SMJ line were usually brought to Olney by Class 8F 2-8-0s, which also powered a northbound load of track panels late on Friday afternoons and roused the neighbourhood as they tackled the gradient out of the station. Troop specials with recently-recruited National Service personnel from RAF Cardington on the Bedford-Hitchin line to West Kirby or Bridgnorth passed through in the charge of 4Fs or 'Black Five' 4-6-0s, but on October 23, 1955, with Midland Compound 41186. For some years in the 1950s, summer Saturday trains from Portsmouth and Hastings to Coventry via Luton passed along the line. On Easter Monday's, there were excursions from St Pancras for the race meetings at Towcester. Other workings that can be demonstrated on the layout include the passage of an ex-GWR streamlined diesel railcar taking the Solihull Society of Arts to St Pancras on October 23, 1953, and a special taking Northampton Town supporters to an FA cup tie at Luton on January 4, 1961, double-headed by a 4F and un-rebuilt 'Patriot' 45533 *Lord Rathmore*.

There remains much scope for the Club to extend the range of prototypically authentic operations on the layout.

RIGHT: Most freight workings on the Bedford-Northampton line and on the Olney section of the SMJR were handled in the post-nationalisation period by ex-LMSR Class 3F and 4F locomotives from the sheds at Northampton, Wellingborough, Stratford-upon-Avon, and Gloucester. Locomotives from the SMJR line and those handling SMJR freights east of Olney continued to be turned and to take on water and coal at the engine shed until June 1958.





Olney MRC

The club is constitutionally restricted to 24 members on account of the size of its premises, but draws on many talents. It includes members skilled in electronics, in shaping metal, and in modelling landscapes and buildings, as well as an historian who has written extensively about railways and a member who worked at the station during its final four years.



PICTURED: Some members of the Olney Model Railway Club responsible for the layout (left to right): Dave Croft (operations), Chris Toyer (scenery), Peter Marler (buildings), John Hancon (electronics), Malcolm Haynes (Club Secretary).

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Getting practical with...

TOOL of the MONTH

When handling small parts while working on a model, fat fingers simply won't do the job. This is when it's time to turn to one of the many sets of tweezers. For such a simple tool, they come in a wide variety of shapes. The simplest are straight, but we find ones with angled tips handier. Wide, flat tips are great for positioning windows inside card kits, and when soldering, a set with ceramic ends are idea as they don't 'steal' the heat. Buy several, and there will always be at least one set handy.



Ask Phil

Where do you buy real coal from?

Last month, I showed how to add a realistic load to a wagon, but appreciate that not everyone has access to the black stuff. My sack was bought in the car park of a model engineering show 10 years ago, when prices were lower, and will last me for life. For more sensible amounts, a quick search on eBay for 'Welsh Steam Coal' will bring up a number of sellers, although with greater quantities than most people require. Perhaps share a purchase with other modelling friends?



New on the workbench

Vallejo Brush Restorer

Every time I start a new paintbrush, with its clean bristles and neat point, I promise myself I'll look after it properly. But, no matter how carefully I clean and dry them, it pretty soon looks tatty, so I'm a sucker for brush renovation products, the latest of which is from the Spanish firm Vallejo. The instructions say to leave the brush sitting in the blue liquid for a few minutes and then clean it. I tried this with the brushes used on the N gauge lorry adjacent. It was a bit cleaner, but it's still not magic. Perhaps enamels are too tough, and it works better on acrylics?




Michael Russell


Jesse Sim

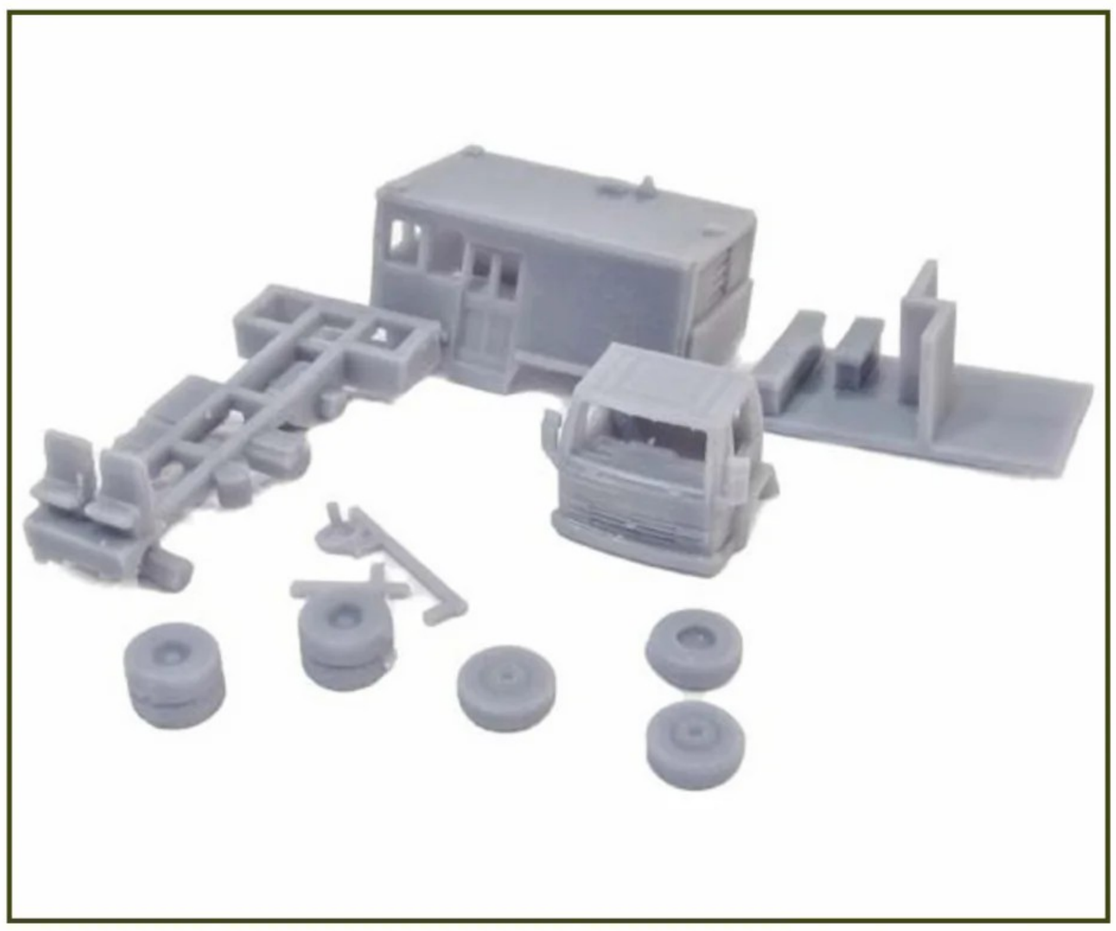

Phil Parker

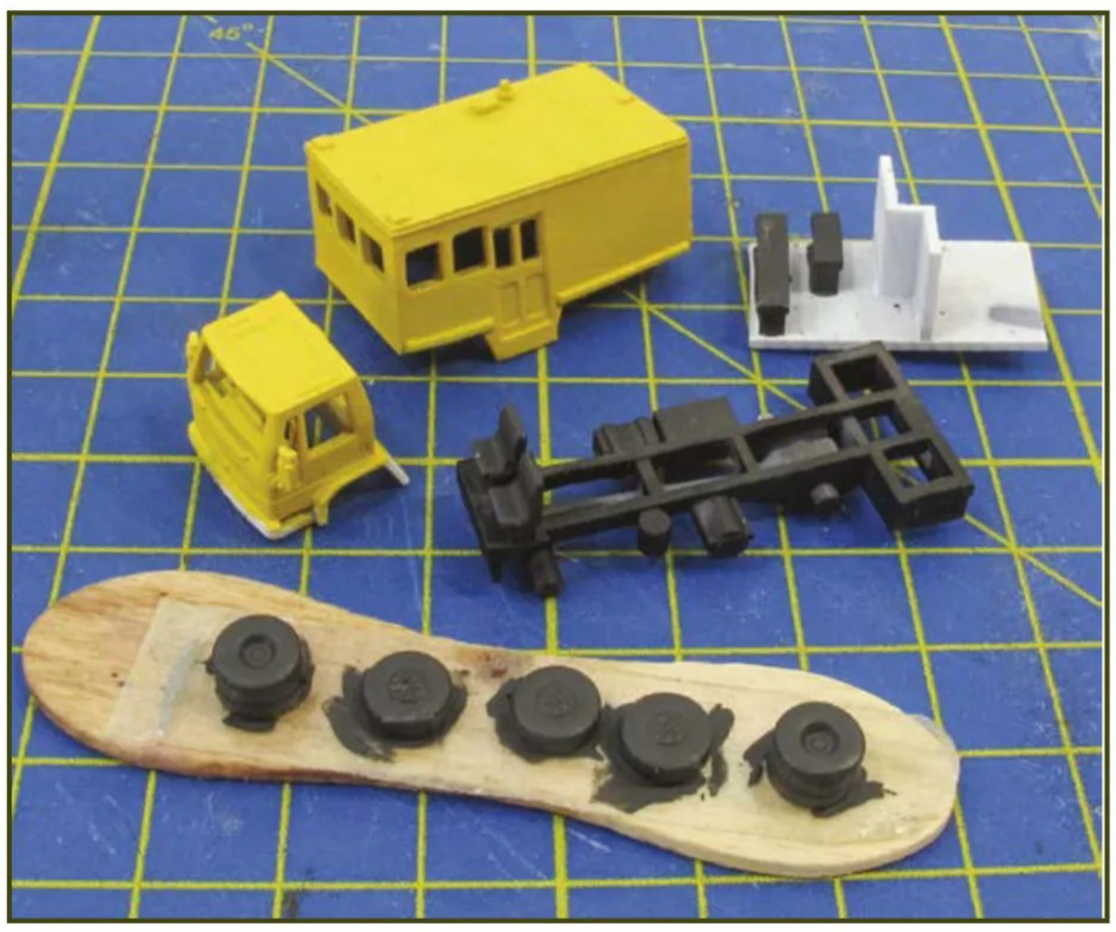

Michael Scott

BEGINNERS

Building an N gauge workshop van

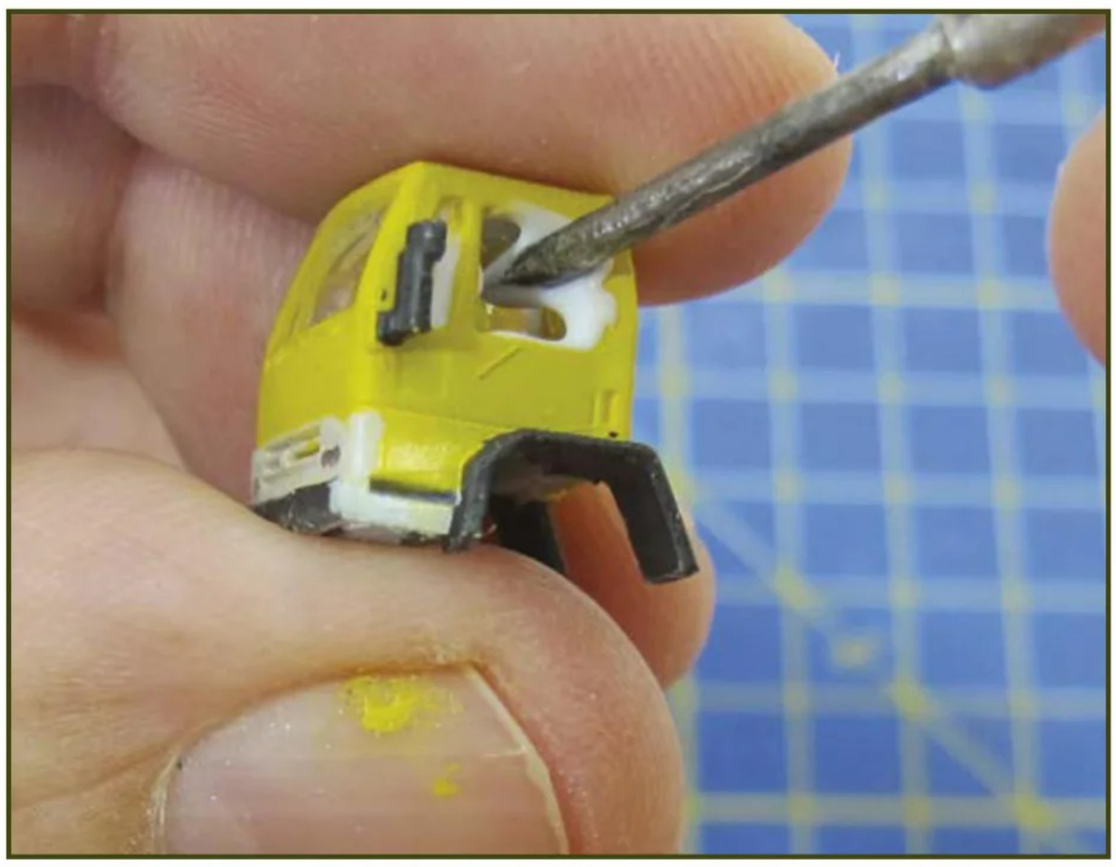

Phil Parker





1 Produced by N'Tastic Scale Models, this is a resin 3D-printed Ford Cargo, BR workshop van, as seen in the 1980s. All parts are freed from their supports and ready to use. Limited instructions are provided, but it's a simple kit and shouldn't cause problems. If you aren't sure, try a glue-free dry-run to get a feel for the model.

2 With such small parts, it makes sense to pre-paint everything. Yellow is more difficult to brush-paint as you need many coats to build up the depth of colour. Spraying with white primer first makes the job much easier. Also, stick tiny parts, such as the wheels, to a piece of wood with double-sided tape rather than trying to hold them.





3 No glazing is provided, and I don't like empty windows. Deluxe Materials Glue'n'Glaze is perfect for the job. Pick up a drop on a screwdriver, waggle it around in the window to form a skin across the hole, and leave to dry. Support the model so the window is horizontal while it does this, or the liquid will slump to the bottom.

4 The final construction is with small spots of superglue. Put a little pool on some plastic, and pick up drops with a screwdriver or cocktail stick. Don't apply it from the tube or bottle, you'll almost certainly flood the model and stick your fingers to it! There are a few hours in this build, plus drying time, but don't rush for best results.

BUILDING A SCOTTISH COTTAGE



Phil Parker

The Broons has appeared in The Sunday Post newspaper since 1936 and follows the lives of a large Scottish family called the Browns. They live in a tenement flat at 10 Glebe Street in the fictional Scottish town of Auchenshoogle. I enjoyed the cartoon, which I always preferred to Oor Wullie in the same paper.

I'm not building a tenement this month, though. The Broons own a small holiday cottage, or But'n'Ben, and often go there for the weekend.

The moment the nice people at Petite Properties handed me their latest kit, "The Croft", I was reminded of the cartoon. But'n'Ben's were common in Scotland, so it's not a daft connection. This one is slightly grander than most as it's gained a small extension at the rear, and a wooden one on the side, too, but it still follows the format of a traditional two-room crofter's cottage.

One feature I was keen to replicate was a thatched roof. We've all seen photos of the superb thatching at Pendon, but it's not a technique I've ever tried before. If I'm honest, I was a little nervous, as it didn't look like a simple job. The saving grace is that Highland thatch isn't as tidy as English thatch judging by the photos I found.

The material used, Plumber's Hemp, isn't one that will be familiar to many modellers. It's a beige and fibrous material. A bit like sisal string, but much more flexible. As well as thatching, it makes excellent corn fields if cut to the right length. It's years since I bought any and wasn't sure if it was still sold since plumbers have found more modern products, but happily, hemp is still readily available from several sources. Better still, as well as hanks of it, which are tricky to handle, it can be supplied in a dispenser, in which form, it's perfect for our purposes.

This isn't a project you can rush, just planting the roof took the best part of two hours, but the end results look nice, and since these buildings tended to be scattered in the scenery, one will be enough for most layouts.





WHAT YOU NEED

Petite Properties
The Croft

scalemodelscenery.com
Roof slates/tiles

Screwfix
Plumber's hemp



1 Petite Properties kits all follow the same format – laser-cut MDF and card components, with comprehensive assembly instructions. The surface finish is left to the modeller, so each building will be different. Working out what you are going to do before you start is a good idea, in case finishes need to be applied during construction.



2 The basic carcass goes together with PVA glue. Part fit is excellent, but it pays to spend time checking the corners, I didn't, and a couple needed a little filler for a smooth finish. The instructions tell you all the steps, and it's not a bad idea to assemble the model without glue (a "dry-fit") to get a feel for the assembly.



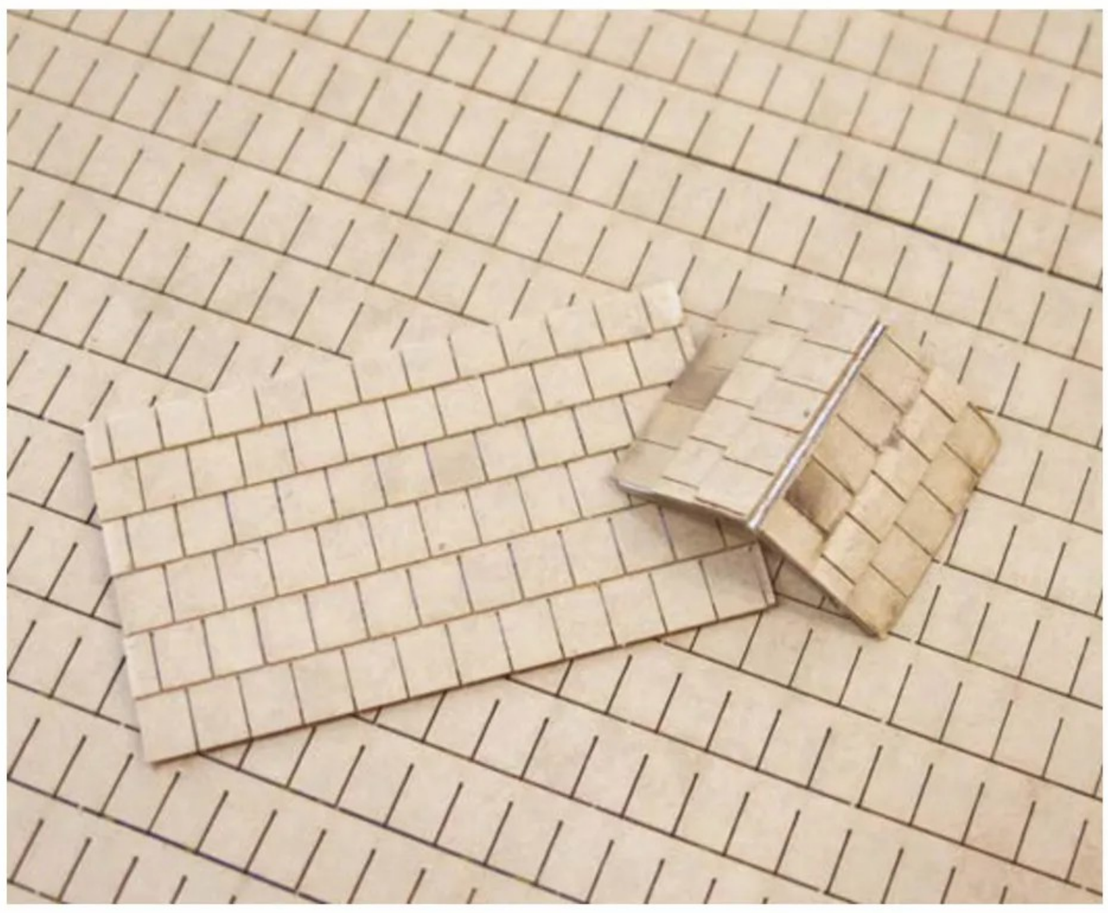
3 I'm going for a rendered finish, which should be slightly rougher than the smooth MDF will deliver. Spraying high-build car primer is a start, especially if you hold the can further away than the instructions suggest so the filler has dried very slightly before it hits the model.



4 For the chimneys, I make a couple of external stacks with foamboard, wrapped in very thin cardboard. The size is based on the kit stacks, designed to fit on the top of the roof. A spray of white primer, again with the can held a foot from the model, provides a nice base colour.



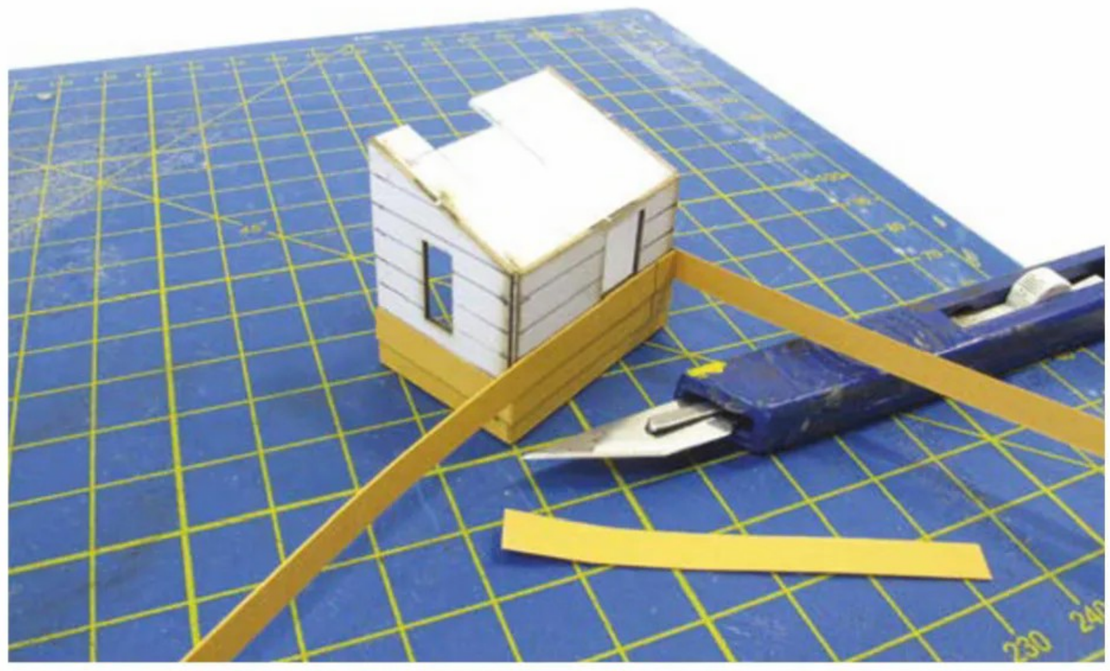
5 Weathering is kept simple – just a wash of Humbrol 147 Pale Grey enamel. By varying the amount applied, a variety of different shades can be achieved, producing a subtle effect.



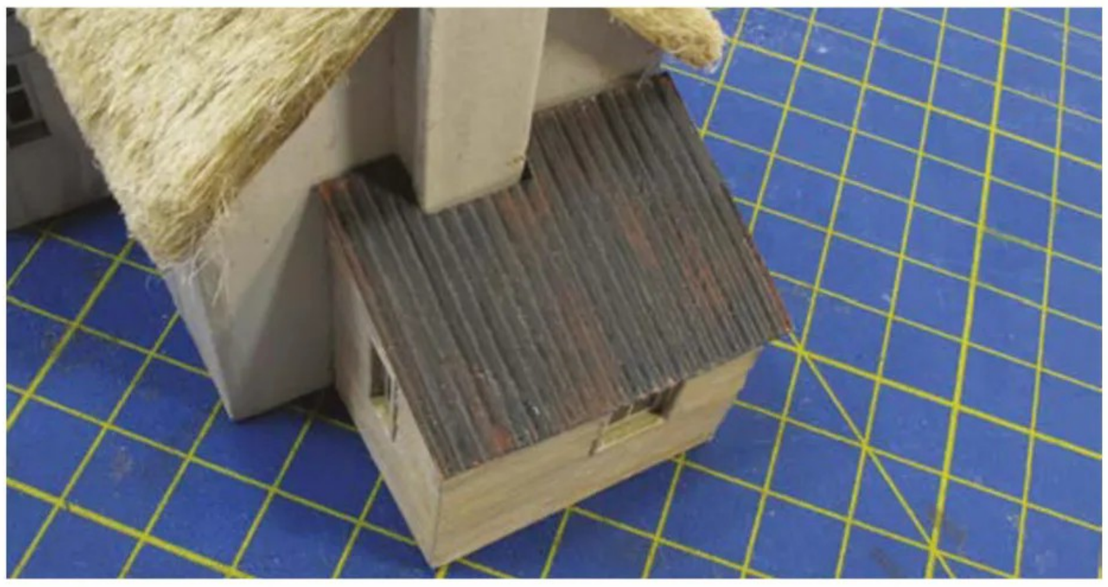
6 I'm assuming the porch and rear extension are later additions to the cottage, so they would be more likely roofed with slates. Slates are from a scalemodelscenery sheet and laid with a small overlap.



7 Windows have to be fitted before the roof goes on as you can't get at the inside through the floor. Once fixed in place, I used Deluxe Materials Speedbond as it dries clear, curtains are added using strips of Rizla cigarette paper.



8 On one end, there is a lean-to extension. To add variety to the model, I clad it with weatherboard made from 5mm wide card strips, each one overlapping the one below by 1mm. Lines drawn on the sides help keep this level and straight.



9 This extension is a bit more "home spun" than the one at the back, so it's got a nice "wiggly tin" roof. In model form, this is a piece of corrugated plastic from South Eastern Finecast. A coat of rust-coloured paint, is heavily dry-brushed with black while it's still tacky for an instant worn look.



10 The perfect material for model thatch is Plumber's Hemp, used for packing pipe threads. It's the right texture and colour. Handily, you can also get it in dispenser, which is much easier to work with than a hank of the stuff.



11 Start by cutting 15mm(ish) lengths with sharp scissors. I cut about 20 at a time and then move on to the next stage.



12 Dip one end of each bundle in some neat PVA. You are aiming to get it no more than 2-3mm up the fibres. Then stick this onto the roof, with the bundle leaning at 45 degrees. Pack them tightly to avoid holes in the thatch later.



13 This is the end result. Not very attractive at this stage, but we can fix that. Leave the glue to dry hard, ideally overnight, as we want the fibres firmly in place. The roof is sitting on a couple of iron angles, but anything to put the bend in it will do.



14 Time for a haircut. You can use scissors for this job, and a pair is handy for basic shaping, but the best tool is a set of hair clippers. Work down the roof, taking many, many strokes, removing a short length of hemp with each pass.



15 To remove the lines left by the clippers, take a stiff paintbrush, and brush the hemp downwards. This needs to be done several times, followed by more work with the clippers. This is a gradual process. It takes time, but don't rush it, or you'll pull hemp out and leave bald patches.

TEST PIECE

Thatching is a new technique for me, so I cut a piece of formboard and tested the techniques on that. My first attempt is on the right. There are "steps" in the thatch because I've glued the bundles almost flat on the sheet with 10mm gaps, which is what I thought the instructions told me to do.

The second go, on the left, saw the bundles sticking up more and looked much closer to the prototype.





Modelling Trackside

Most model railways have a station, and here we look at how to model the trackside in these areas using some of the latest kits available. A pre-cut diorama baseboard is employed, and these can be recommended for speeding up build times. The track used is a basic item from Hornby, but this can be made quite realistic with some work on the painting and weathering front.

Cable hangers should be used in sizeable station locations or busy junctions where power-operated points, electric lighting and suchlike are employed. The London Underground is probably the best example of their usage. They were most frequently used on embankment and tunnel sides, but can be freestanding, too.

There are many other trackside kits available and it's interesting to explore these and see what items you can add to your layout.



Michael Russell

WHAT YOU NEED

Hornby
(R601) Double Straight
(R7168) Ballast Basaltic Rock

Scalemodelscenery
(LX281-OO) Lineside Cable Hangers
(TX263-OO) English Bond Dirty Red Brick paper
(BB012) Diorama Baseboard 400x200mm
(LX064-OO) Laser-cut Trackside Drainage

Natural Scenics
Cork track pre-cuts straight (CTPC-NSC600-1)

Deluxe Materials
(AD-74) Ballast Magic

Slaters Plastikard
(0660) 0.060in plastic rod

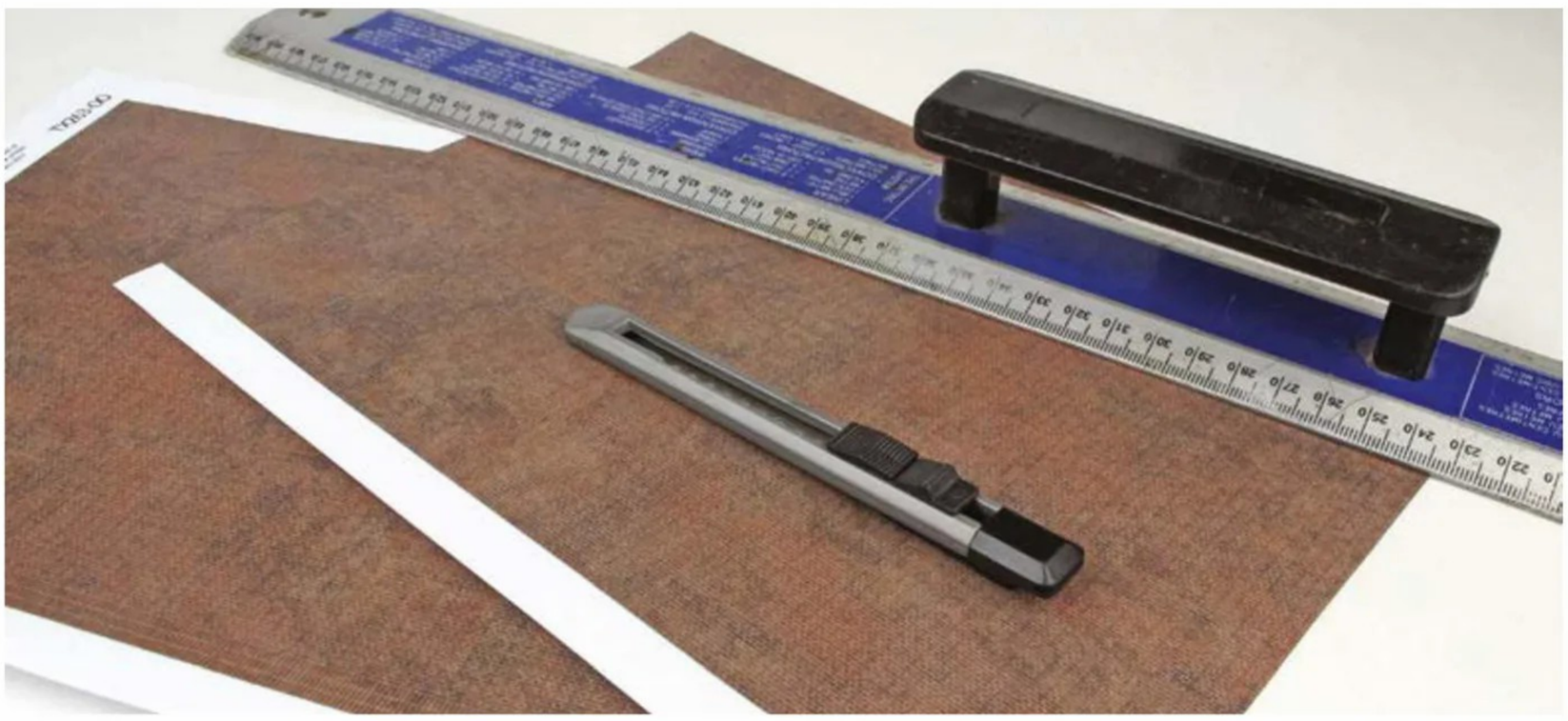
Peco
(SL36) Peco 6ft Way Gauge

Humbrol
Liquid Poly
Model Filler
Acrylic paint: white, light rust, dark brown, grey, silver/ gunmetal

Expo Tools
Quickshade strong tone
2.5mm heat shrink tubing
black wire
superglue
250ml Expo Fast Set

Plus
Wallpaper paste
DIY/craft black acrylic paint
DIY masking tape
Etching primer
IPA

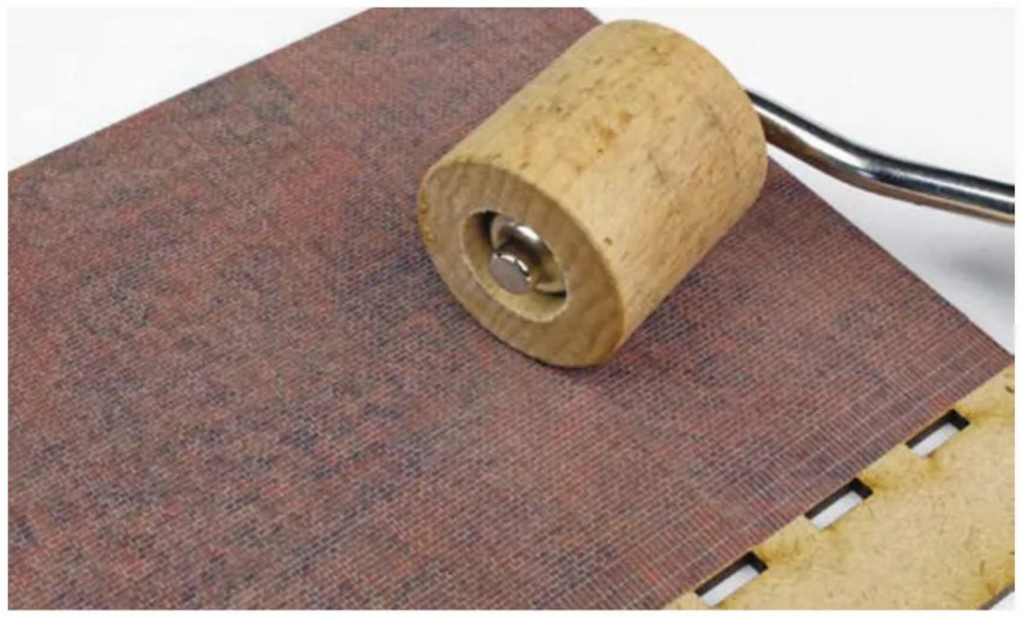




1 Cut the white surrounds from the bottom and sides of the brick paper using a sharp knife and a rule. I prefer to use a large DIY rule with a substantial handle to keep my fingers away from the cutting action.



2 Cut the brick paper to allow an overlap of 2cm at the top of the backscene. Mix up some wallpaper paste and apply this to the back of the brick paper. You will be able to position the paper before you fix it in place, but be aware that it is very fragile when wet.



3 When happy with the placement, use a seam roller to press the paper into place. Butt up any extra pieces to the first until all the backscene is covered. Clean the pasting area after pasting each piece to stop contamination of the next.



4 Fold the paper over the back of the backscene and use the seam roller to fix in place, applying more glue as necessary. This will give a more durable finish than cutting the paper to the exact size of the backscene.



5 Paint the baseboard top a dark colour. I used black acrylic paint. This looks better and also gives you some leeway when adding further layers as any gaps won't show as a stark light area.



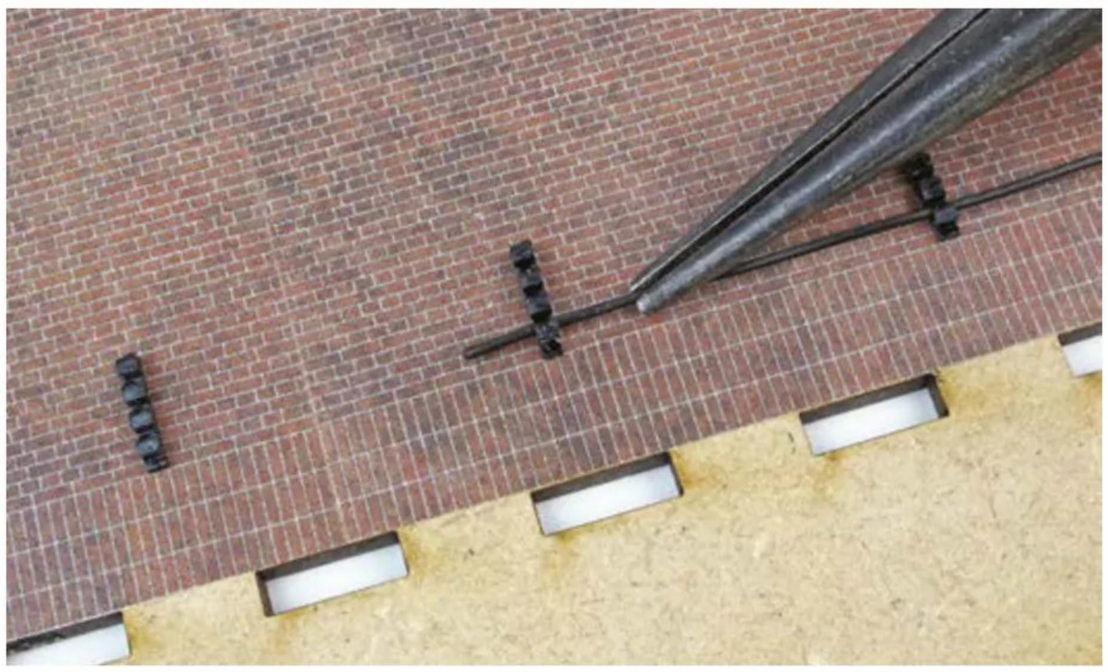
6 Cut the hangers out from the runners using a sharp knife. You will need to push the centres out afterwards with a blunt instrument. Put the hangers in a small container as they are easy to lose.



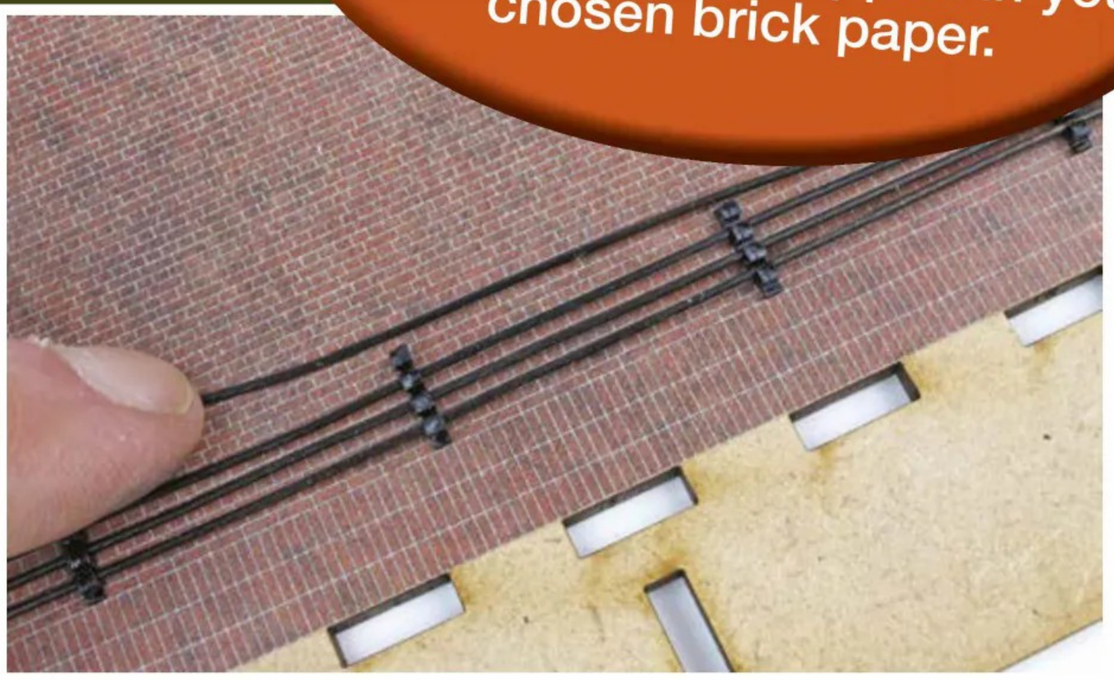
7 It is easier to fit the hangers before the backscene is mounted in place. Glue them with superglue, but be careful as it grabs very quickly. I used a spacing of 3cm between hangers, use the brick pattern to help align.

Getting practical

If the joints between your brick paper are poor, cover them up by adding buttresses using a former, wrapped in your chosen brick paper.



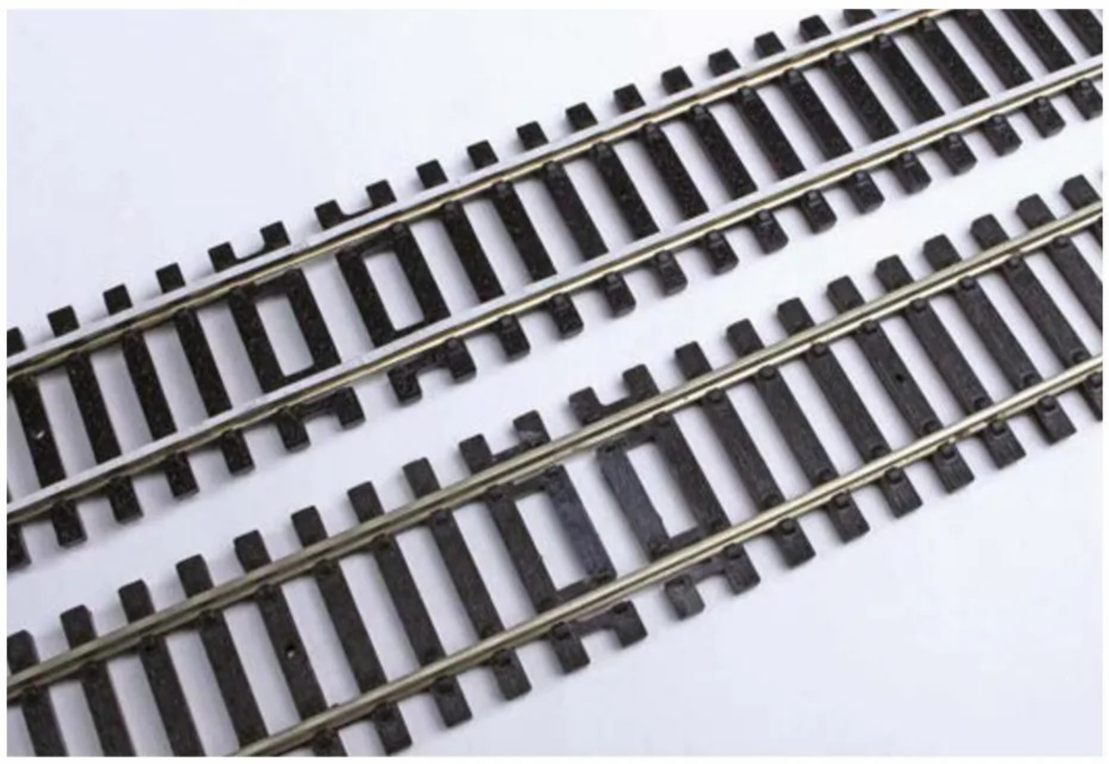
8 Fit the cable to the hangers by sliding it in from one side and use pliers to move it along between hangers. I didn't use any glue to hold the cable in place, as it is a good fit. This makes things much easier.



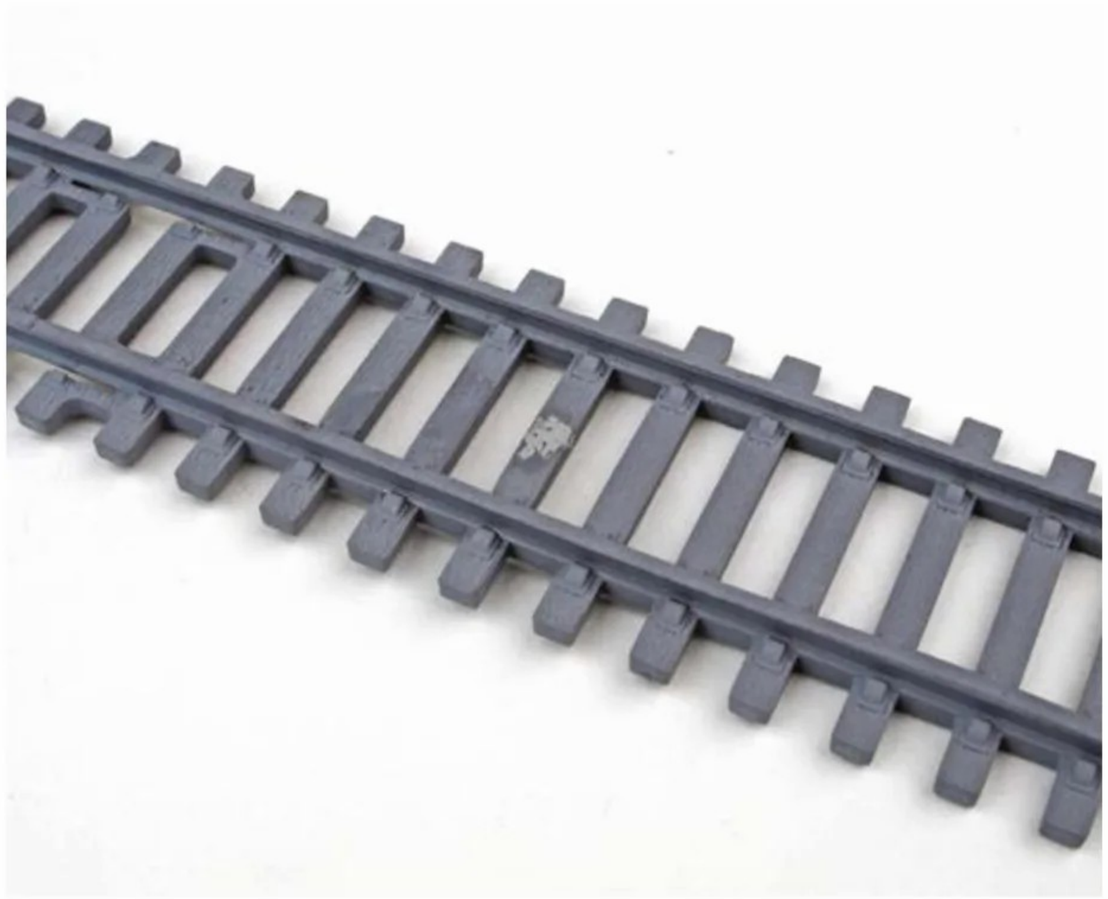
9 The top row is easy to populate because you can just press the cable in from above. Don't feel compelled to fill all four hanger positions. You can also fit two hangers, one above the other, to fit up to eight cables.



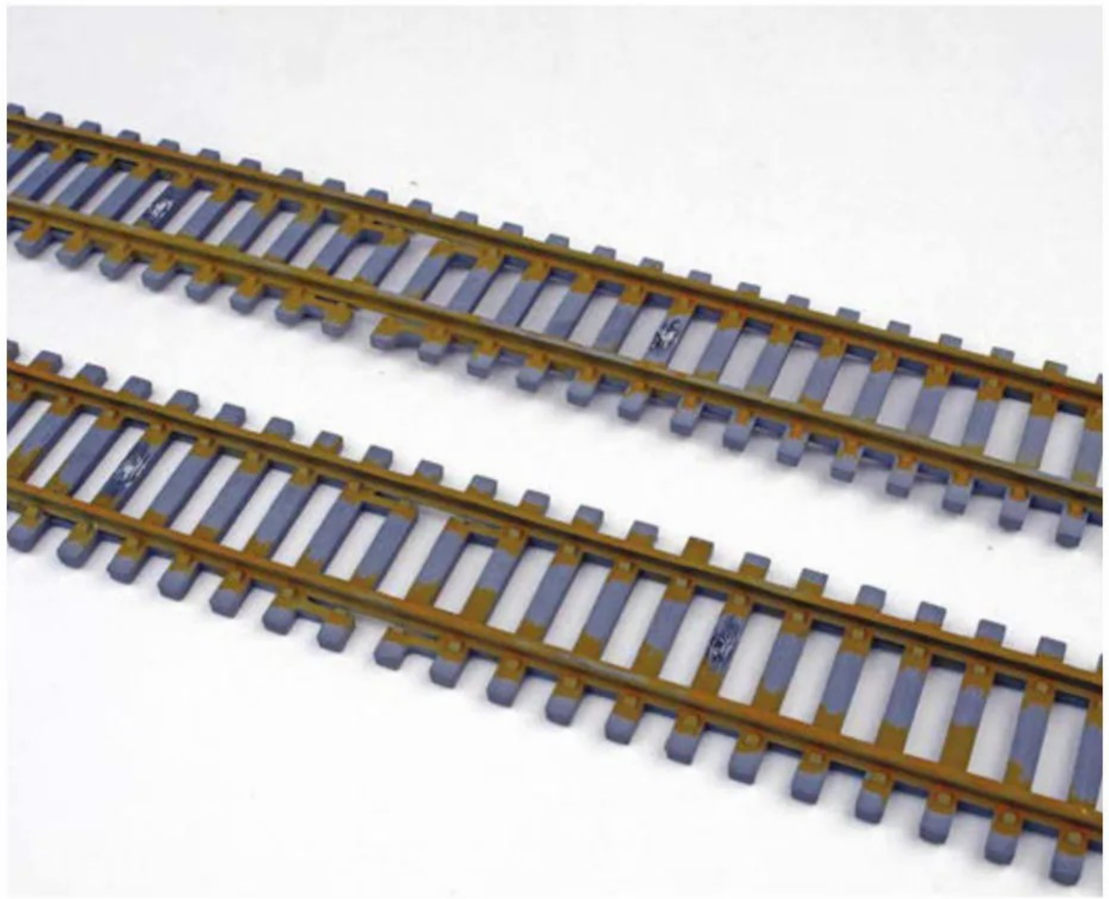
10 At the end of the run, the cable can be bent over to enter the ground. To make things easier, I used a piece of heat shrink tubing to gather all four ends together. Use a hair dryer to shrink the tubing so it stays in place.



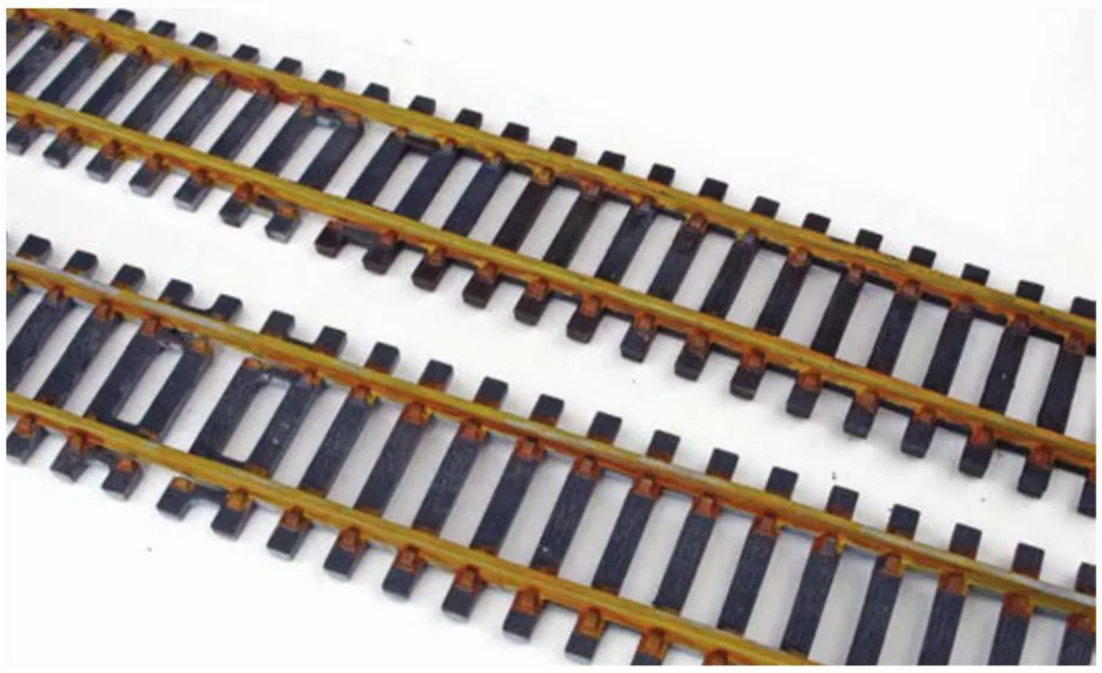
11 Mask the top of the rails with masking tape, cut into 1mm strips. Spray the track with an etching primer, ensuring that the sides of all the rails are covered.



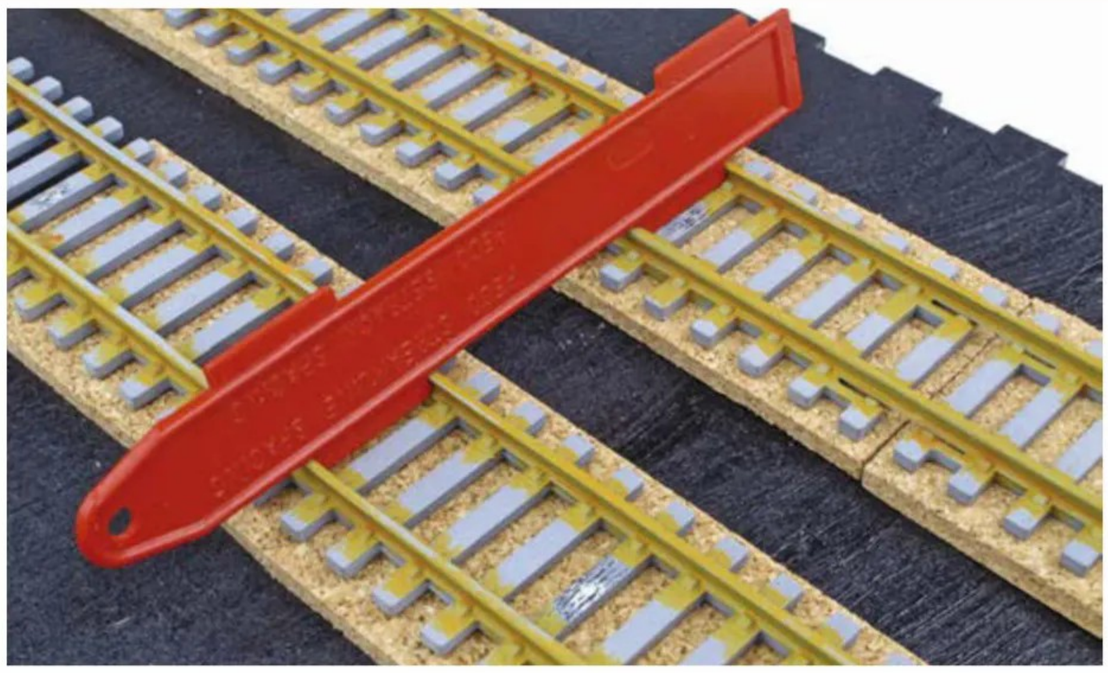
12 Use 1.5mm plastic rod to fill in the nail holes in the sleepers. Stick in place with liquid poly and cut off flush with the sleeper tops. Fill gaps with model filler.



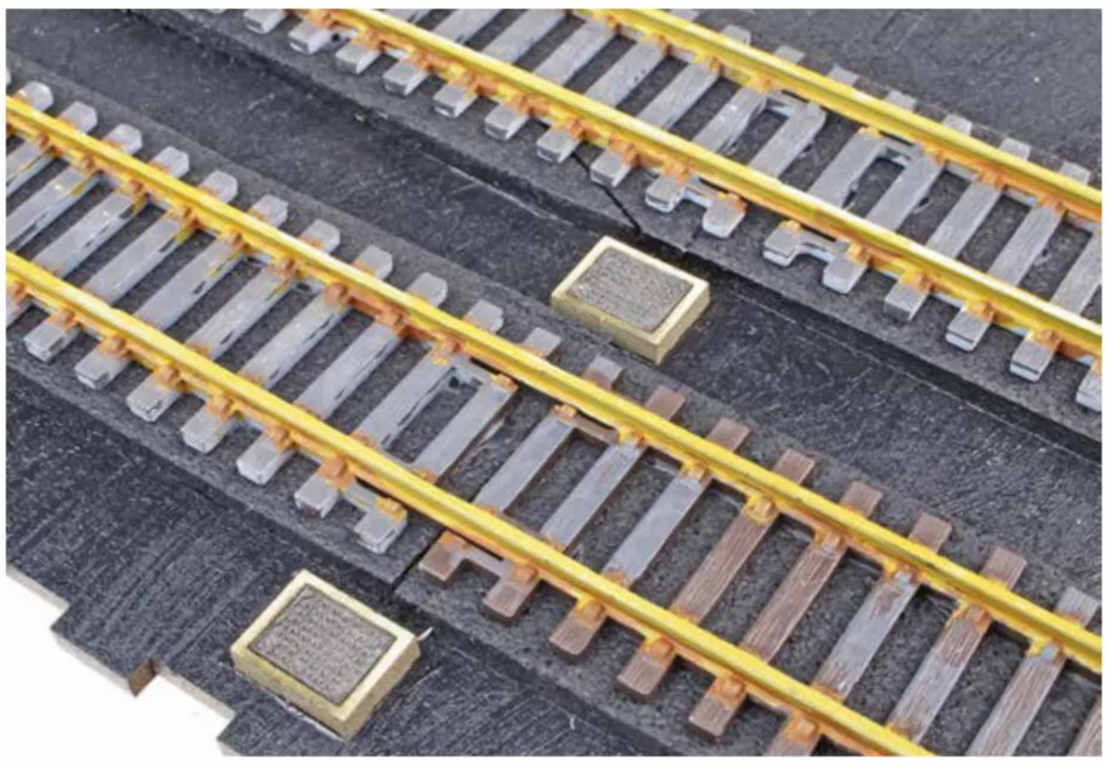
13 Paint the rails and chairs first. You can be messy here as any excess on the sleepers can be painted over later. I used a light rust colour to indicate newly-laid rail.



14 Paint the sleepers with a dark brown and grey mix. Dry-brush a lighter shade of the same mix when the first has dried.



15 To decide where to glue the cork, temporarily place the track on top and use the Peco spacer gauge to get the distance between the double track correct. Then stick the cork down using PVA glue and paint with black acrylic.



16 Glue the track in place using PVA glue and hold it with heavy objects, such as books, until the glue has set. Glue the concrete bases of the inspection drains and the covers with PVA, after painting the latter with a mix of dark brown and gunmetal.



17 Add the ballast and, when in place, spray with water and leave it to set for a few hours. Peel off the masking tape from the rail tops and polish with a cloth dampened in IPA to clean them. Job complete!



Quick and easy wagon weathering

Creating a smudged heap of mess with some paint and powders does sound rather daunting, and weathering is perceived as requiring quite a lot of skills to achieve. Hopefully, I can change your mind with enamel paints and cotton buds...

Weathering is a very time-consuming task, especially with trains of up to 40 wagons in length, so it's always a priority to work around time constraints. I hope to show you a few methods to get you off to a flying start. The process is quite repetitive for each stage (light, medium and heavy weathering), so I have added three extra tips you can use respectively. I am not saying this is the right or only way of weathering, but it's a time-effective method that works best for me.



Jesse Sim



WHAT YOU NEED

Humbrol
Enamels 62, 64, 33 & Metalcote 27004
Enamel Thinners

Tamiya
Weathering Master set B

White pencil

BEFORE

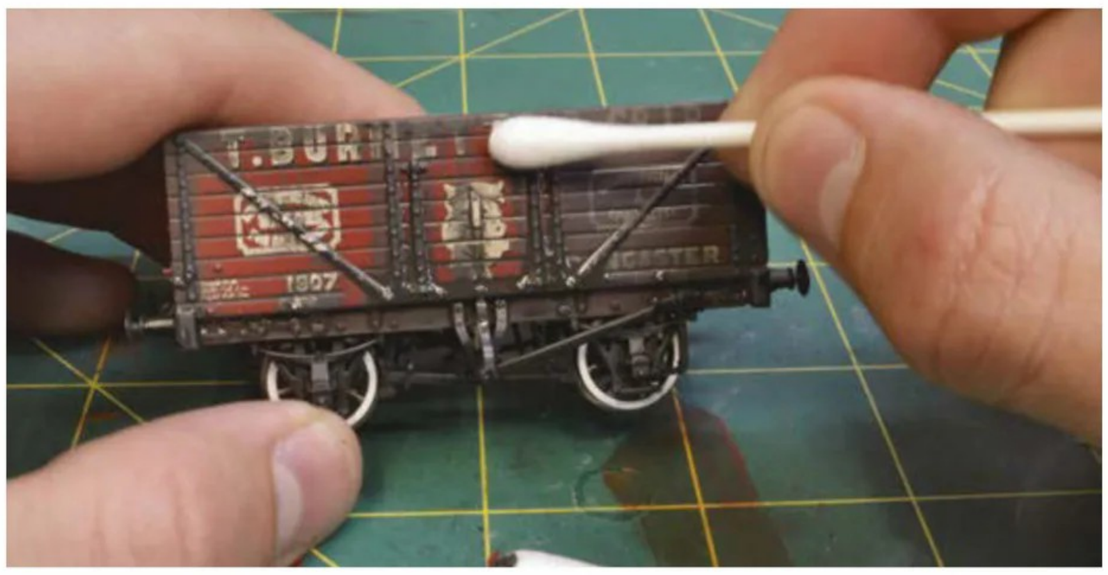




1 To begin the weathering process, you will want to mix all four Humbrol paints evenly, then thin the mix down. You want a dark grey mix and want the paint to flow into the planks easily, not too thin or too thick, it comes down to personal preference. I use a separate wagon to test on.



2 The weathering process is similar and repetitive for all my stock. However, the three main differences are the light, medium and heavy effects. Let's start with heavy weathering. First of all, you'll need to coat the wagon in the mixed paint; I focus on one side and one end at a time.



3 Let the paint dry, then go straight in with the cotton buds, rubbing the wagon in a vertical motion, not too hard, but enough to remove some of the paint leaving a streaking effect. You will be leaving the majority of the paint on the model, removing enough to create a build-up in the corners and between the planks.



4 Move down below the underframe, onto the axle boxes and brake gear. Using the same mix of paint, wipe off excess on a kitchen towel and work what's left into the wagon details. This will remove the factory shine finish.



5 Once you have left the wagon to dry overnight, you can move on to using powders. As I am weathering a coal wagon here, I use 'Soot' from the Tamiya Weathering Master set B, and give the body a dusting with the supplied sponge brush. I tend to do different levels of dirt on different wagons, so they don't look too uniform.



6 The next wagon to go through the weathering process is a D&S ex-GNR ventilated van. I chose this wagon specifically to show how weathering can help you disguise repairs or horrible paint jobs (I know I'm guilty of the latter).



7 I soldered the wagon back together and, using different etches and white metal parts, completed it. I kept the original transfers and patch-painted the bodywork. If there are discrepancies, weathering will hide them.



8 Go in again and coat the model, working on one side and one end at a time – this time, letting the weathering mix set for a few minutes, depending on the temperature in the room.

Getting practical

See more from Jesse on RMweb (Simo's Workbench) or Facebook (Weathering by Jesse Sim) or Instagram (LNER1472)



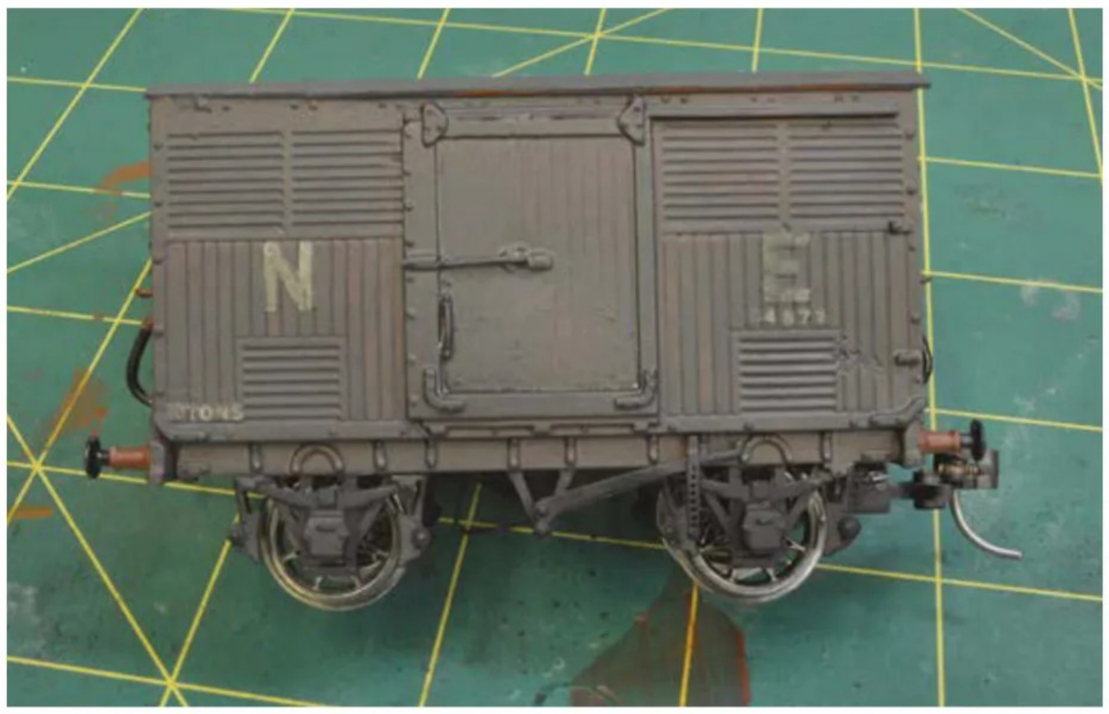
9 Repeat the vertical movements, this time dipping the cotton bud into the enamel thinners and gently rubbing off some of the weathering mix. You will be wanting to achieve a dirty effect, but the red oxide paint job is still shining through. The underframe needs a light coating too.



10 Once the wagon has dried overnight, you can add finishing touches. Using the white pencil, you can begin to write/draw chalk markings. Keep the pencil sharpened down to a point and keep it sharpened after every use to keep the letters/numbers crisp.



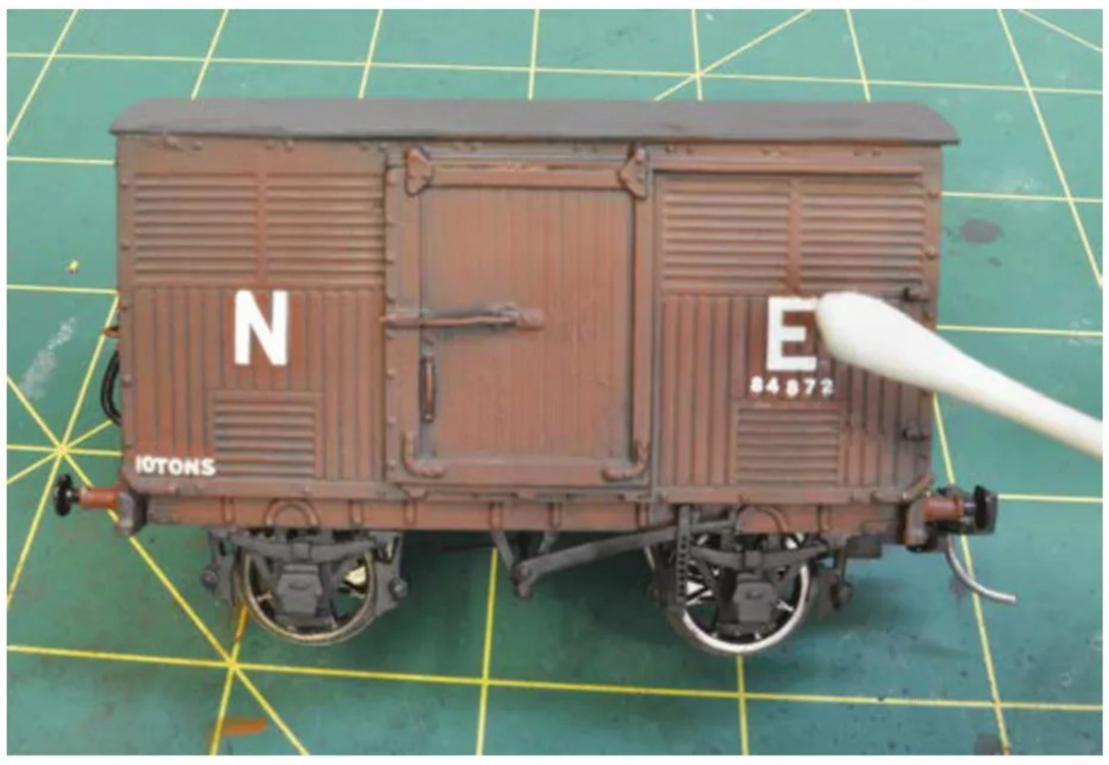
11 The final wagon to get the works is a D&S whitemetal LNER 12T Perishables van. It is marshalled at the front of a milk train next to some tankers that have been modelled quite filthy. I wanted this wagon to be quite clean so it's not lost in a sea of muck! To complete, we repeat the previous steps.



12 There's nothing quite like spending hours painting and lettering to coat your new model in a black weathering mix... Your wagon should look like this – leave it for about 15 minutes depending on the temperature at the time of modelling. This will allow the mix to harden in the planks, and door hinges.



13 You'll be repeating the same process using the cotton buds. However, remove all the mix off the side of the wagon. You will be left with the hardened remnants of the mix in all the 'nooks and crannies', which show a wagon that has recently been cleaned or ex-works, but the muck is starting to pile on again.



14 As the wagon is ex-works, or has been recently cleaned, I do not weather the underframe. Using a cotton bud, dip the end in the thinners and carefully wipe down the large NE lettering in a circular motion. This gives off the effect that someone has attempted to clean the numbers – this works wonders for cab side or buffer beam numbers.

Diary with a 3D printer: Test run



Michael Russell



Before you can start using the 3D printer, some setting up is required. The first job is to level the print platform. This is attached to the Z-axis and so moves in the vertical plane. At each corner of the platform is an adjustment screw to raise or lower that edge of the platform. A piece of paper, which is about 0.1mm in height, is used as a feeler gauge. The printer positions the print head over each corner in turn so that you can adjust that particular screw manually to get an interference fit between the head and the paper.

The next job is to set the Z-axis height, and again you do this using paper as a feeler gauge using control keys to raise or lower the platform using the stepper motor this time, with the printhead in the central position. My printer also performed automatic platform levelling by taking sample measurements across the platform to take into account the fact that the platform might not be truly flat. It then uses the data to adjust the print head Z-axis height in real-time while printing.

It is now time to start printing and assess the print quality. A benchmark project is used for this, much like when we might print out a test page to check out an inkjet printer. I used a project called Benchy, which basically prints out a small boat that contains challenging shapes and contours. I moved the file to the printer using an SD card, but you could also use a cable or even Wi-Fi connection. You can find these benchmark files by using the word as a search term on repository sites such as *www.thingiverse.com*.

My test print came out pretty well. The first layer of the print was a bit squashed (called elephant's foot in the industry), indicating that the Z-axis needed to be raised. This is a juggling act to get right. If the height is too great, the extruded material drops on the platform and cools too much and doesn't stick. If too low, the first layer gets squashed. So you will probably need to adjust the Z-axis height a number of times until you hit the 'sweet spot'. Don't print anything of consequence out until this is sorted. Once you've found the correct height, make a note of the setting and use it for all future prints. You can't use someone else's measurements; they are unique to each printer, so this may take some time. This is frustrating if you want to get started on a serious project, but it is essential.

Removing the print from the print platform was challenging. The upper layer of the print platform is a plate held in place by magnetism. Taking this off was easy, but the print stuck to the plate tenaciously. Bending the plate didn't help (it is designed to flex), so I had to resort to using the scraper provided by the manufacturer. It is possible to buy third-party replacement plates that are more non-stick, although again, this is something of a balancing act as you don't want the print moving at all during the printing process.

What I have learned this time is that there are a number of variables affecting print quality that take time to set up. This isn't a simple subject and you do need to learn quite a bit, even to print out other people's designs.

Next month, Michael explores CAD and slicer software to hopefully print something of his own design.

HOW TO...
3D PRINT ROLLING STOCK

Words & photography: Chris Mead



World War Two posed some of the greatest challenges to Britain's railways that it had ever faced. In addition to the pressures on the system, it also gave rise to the creation of many specialist vehicles and equipment, either designed from new, or adapted from existing rolling stock. An example of the latter were the Mobile Electrical Sub-station sets of the LNER.

They have been on my 'to do' list for many years (15, to be precise), but all attempts to build them to an acceptable standard led to nothing. However, with help and information from the Military Railway Study Group, a visit to the Mangapps Railway Museum where one wagon is preserved, together with the purchase of a 3D resin printer, I have at last been able to create models that I'm happy with. Here's how I designed and made the models.

The prototype

Originally appearing in the 'Railways' Magazine of November 1943, the article describes their purpose 'To supply electricity to the main locomotive, carriage and wagon works, and for general railway purposes in the event of air raid interference with local substations', and, 'stationed at strategic points, they are ready for use at a moment's notice.'

The sets consisted of three adapted standard NE 12T covered vans. One contained a transformer, and another, a pair of rectifiers. These two vans were semi-permanently coupled together with 19 electrical cables between them. The third van provided storage for the all the various cables, boxes and jointing materials necessary to make emergency connections. The last-mentioned appears relatively unaltered from its original form, benefitting only from the addition of ventilation louvres to the bottom of each door, whereas the other two underwent a number of extensive visible modifications. These included strengthening the floors for the electrical equipment, raising their roofs, adding ventilations louvres to the sides, and installing the cable sockets in the van ends.

Little is known of their service history, but at least one of the rectifier vans ended up in the hands of the British Rail Engineering Department, serving as an electrical spares van at Norwich (it may also have spent time at Colchester). By this time, the LNER blue had been replaced with BR engineering red, and the screw-link couplings replaced by the three-link variety. But, it was still marked to the left of the van sides with 'CM&EE's Rectifier Set No. 2' and below, 'Rectifier Van'. By the 1970s, it occupied the end of a siding at Bolton and Paul's in Norwich.

There it languished until it was acquired by the Mangapps Railway Museum near Burnham-on-Crouch Essex. By that time, the metal louvres on one side had decayed away to nothing, and the electrical sockets had been scavenged for scrap. However, the volunteers got to it just in time. What remained has now been preserved and restored, and can be found in the main hall of the Museum.

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Creating CAD models

1



I think this is where the combination of easy-to-use CAD tools and 3D printing proves really valuable to create multiple subjects that share many characteristics, while also having unique features of their own.

As described earlier, the original vans were based on standard 12T covered wagons, which were modified, and I followed a similar approach for creating the CAD files. The first part created was the end of a standard van. This was used for both ends of the cable stores van.

2



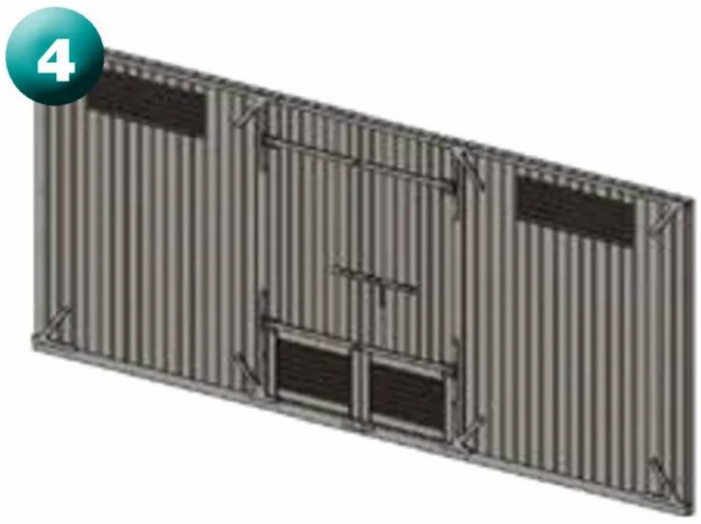
To this were added the raised roof arrangement present on the rectifier and transformer van. Each had an end like this.

3



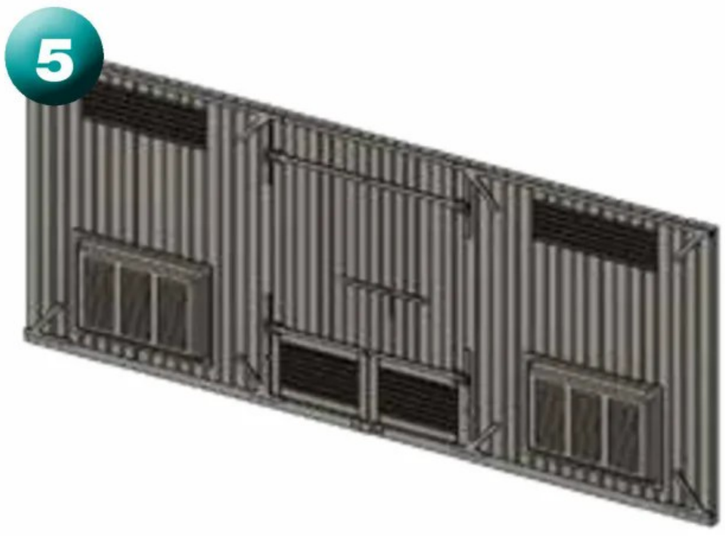
The remaining ends for these vehicles were created by adding the cable sockets to produce the third variant.

4



A similar approach was taken to drawing up the van sides, starting with a standard side and incorporating louvres to the doors for the stores van. Top grilles were added for the Rectifier van and extra diagonal strapping for the Transformer van.

5



The set of side variations was completed by the addition of pressed steel grilles. I only had a photograph of this side of the rectifier van, but assumed it was also common to the transformer van.

6



The sides and ends for each van were assembled together in 3D and the roofs drawn on.

7



Strengthening features were built in underneath and inside to reduce possible bowing or distortion during printing and curing. Locating lugs help position the chassis during assembly.

8



The chassis was built in a similar fashion from sub components such as the main frame, buffers, axle boxes and springs. Working this way means you can gradually build up your own catalogue of components to re-use on future projects.

9



Once in situ, the brake gear, plates and other details were added. There was a final 'virtual' fitment check of the parts for each van before printing commenced.

QUICK TIP

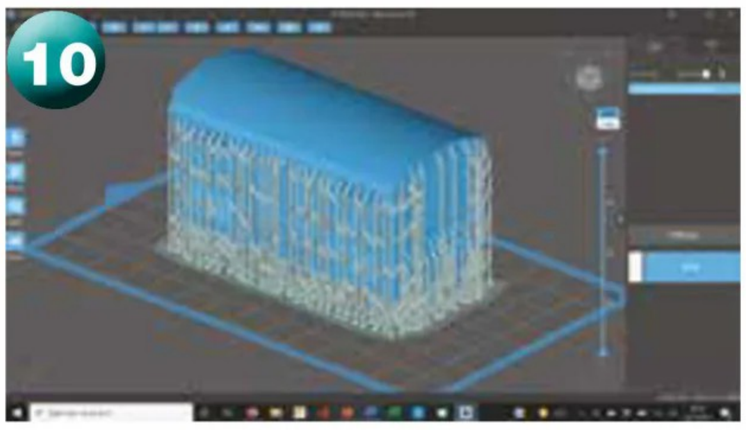
The Military Railway Study Group

The Group exists to 'promote the publication of information about the railways of any combatant country, in any era and in civil or military use. This involves the collection and exchange of factual information'. Originally founded in 1989 as the World War Two Rail Study Group, its original purpose was to capture and record the memories and information from those who worked on railways throughout the world during this great conflict. As a result, it has an extensive collection of archive and reference material covering this time. However, the material in its possession extends from as early as World War One almost up to present day. As a result, it has recently changed its name to reflect this.

Members are updated with a bi-monthly bulletin of articles covering all aspects of the past and present impact of railways in use for military purposes. It was one such article in their November 2006 issue that started my interest in the mobile sub-stations. Apart from pieces written specifically for them, the bulletins also include news and information on any related publications or modelling matters such as new releases – or even articles such as this.

If you are interested, or have information or memories you would like to share, please visit the Group's website *www.ww2rsg.org.uk* for further details.

Printing the models



The files were loaded to the printer slicing software, and the supports added. On the settings I use, the van bodies took about six hours each to print, the chassis, four hours.

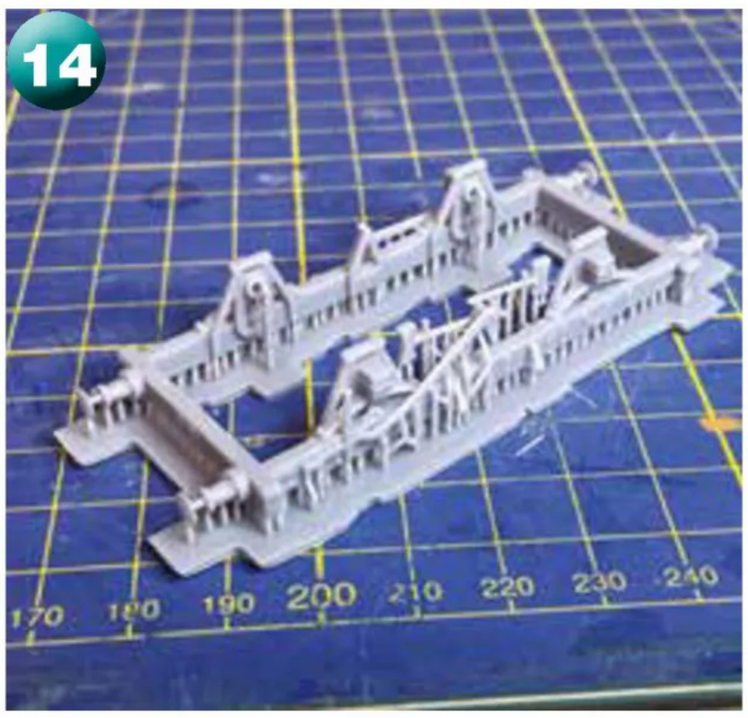
Assembly



Floors were added to the inside lip of the van body using cyanoacrylate superglue. A blob of Blu-Tak on a drill bit helped locate the floor into the van and hold it in place while setting.



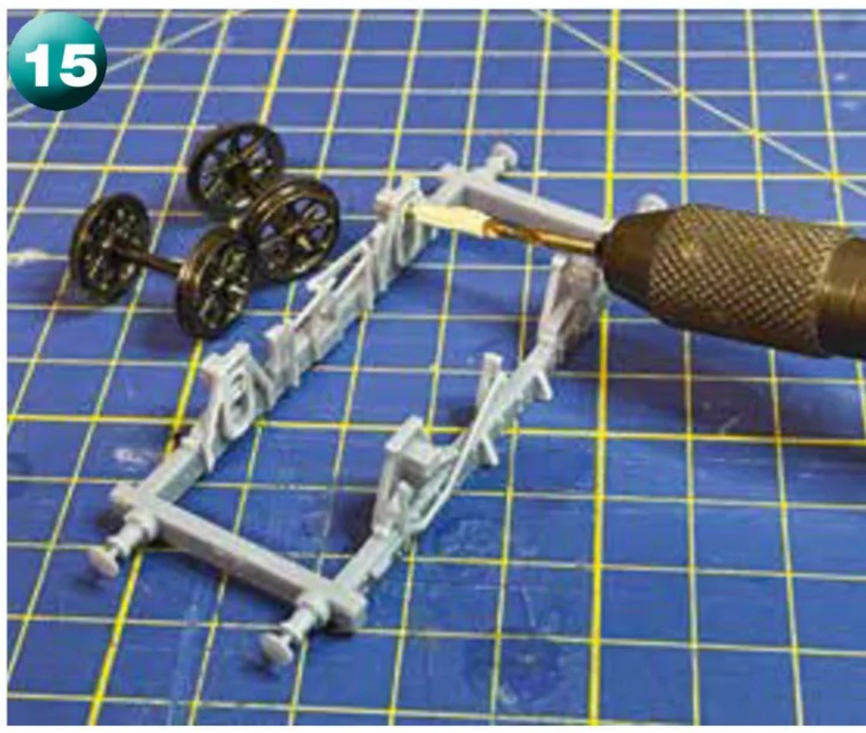
After printing, the supports were removed and the van body separated from its base. Just as important as the external supports to the van, are the internal ones to the roof, which prevent sagging or bowing during printing. I probably add too many supports, but I feel it is better to be safe than sorry.



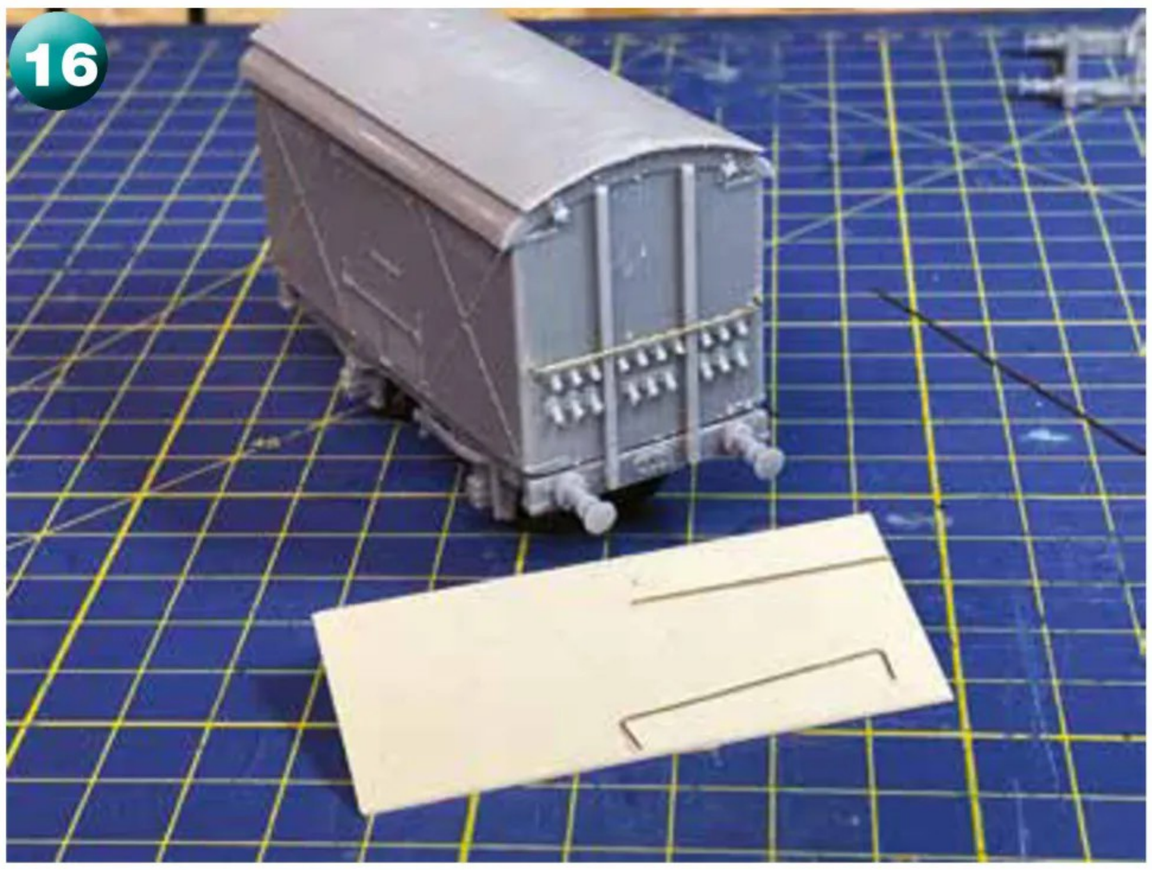
The chassis were deliberately produced separately to minimise the risk of failure either during the printing or clean up process. If any damage occurred, I would only need to run off another chassis rather than a complete van.



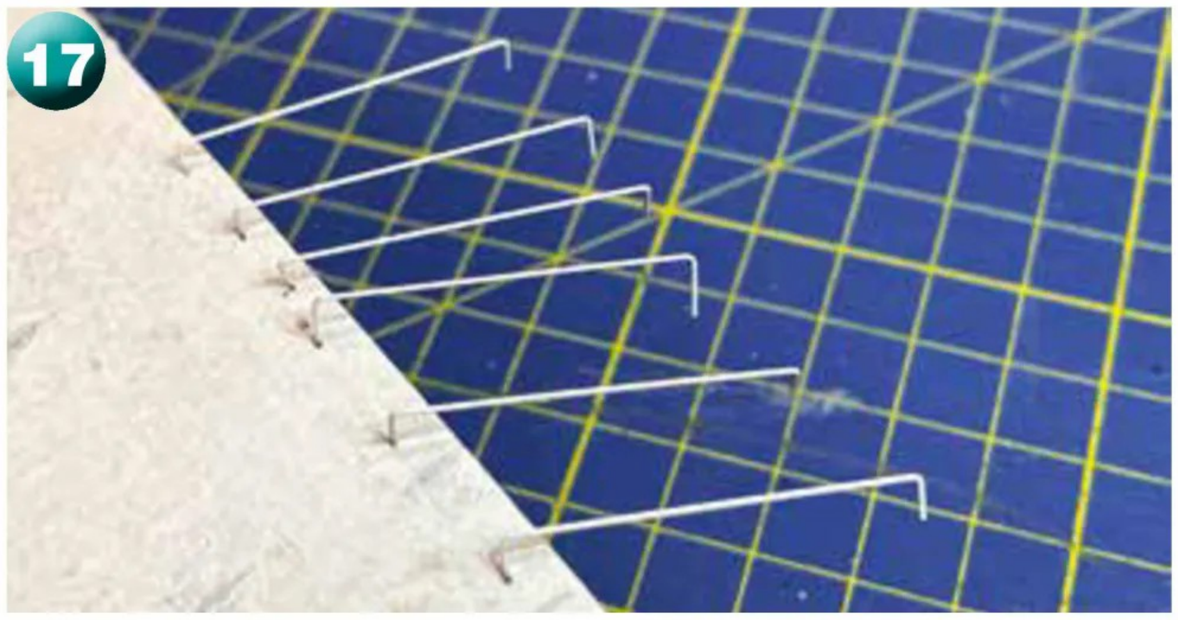
The model must be cured under ultraviolet light. The body was put on end on the turntable to allow the inside and outside to be 'cooked' at an even rate.



After the chassis were printed and cured, the axle boxes were drilled out for the wheels (in this case Hornby 12mm split spoke). The tape on the drill bit is my crude way of ensuring I drill to the correct depth and don't go straight through the axle box!



Apart from the cable sockets, a notable feature of all the van ends are the hand rails. Small pilot holes were incorporated into the CAD model, and these were drilled out after printing. The handrails were made from 0.45 mm brass wire. As there were six to do, they were bent to the correct length using a simple fixture made from a piece of Plastikard with a hole drilled in it at the appropriate distance from the card's edge. The process was to first bend the end of the wire 90 degrees, insert it into the hole, and bend the remainder over the edge of the card.



They were then pushed into a piece of soft wood and sprayed with white primer to await final assembly.

Chris's 3D Printing Top Tips

- Any 'complicated' model can be broken down into a number of simple ones. The first step is to identify what they are.
- Find the simple shapes from which they are made;
- wagon planks are rectangles;
- a bolt head is a hexagon;
- a rivet head is a hemisphere;
- a buffer is basically a collection of different sized circles extended into different length tubes.
- Create these and then put them together to make the complete model.
- Save the lower-level models for re-use on later projects

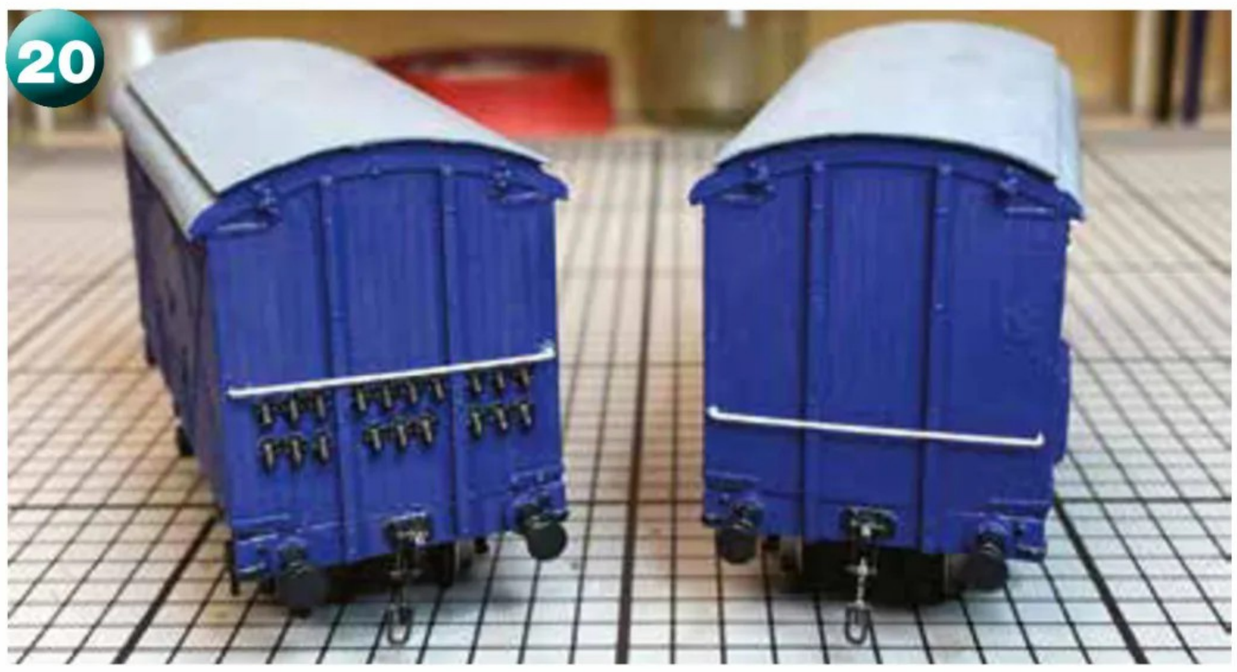
ON EXCLUSIVE



The bodies and chassis were cleaned up and assembled, again with superglue. As the original vans only had brakes on one side, it was important to assemble them the right way round. The first pair ended up in the bin because they weren't!



A spray of acrylic primer prepared the vans for the final finish of LNER Engineering blue. The grey paint really shows the level of detail that can be achieved by the affordable resin printers of today.



The vans were finished off with grey paint to the roofs, and black to the metalwork. The handrails were fitted to the ends, along with the screw-link couplings to the buffer beams (another useful Hornby accessory). The correct lettering will unfortunately have to wait until I can find an appropriate source.

Conclusion

It has been very satisfying to have eventually been able to complete a project like this after so many years of frustration and abortive attempts. Not only that, but my understanding of the capabilities of the equipment increases with each new challenge. For example, this time around, I printed the wagon body whole, instead of individual parts as I did for my first – a Warwell 'B'.

More importantly, is the growing confidence in my ability to create an effective CAD model worthy of printing. Again, as with many things, this comes with practice and experience, as well as a few failures along the way.

I often hear people say they feel they would not be able to use CAD software and printers to make their own models as they think it's too difficult to learn. This is not the case, it only seems difficult from the outside. I would thoroughly encourage anyone thinking about creating and printing their own models to take the plunge.







THE STICKY LABEL METHOD



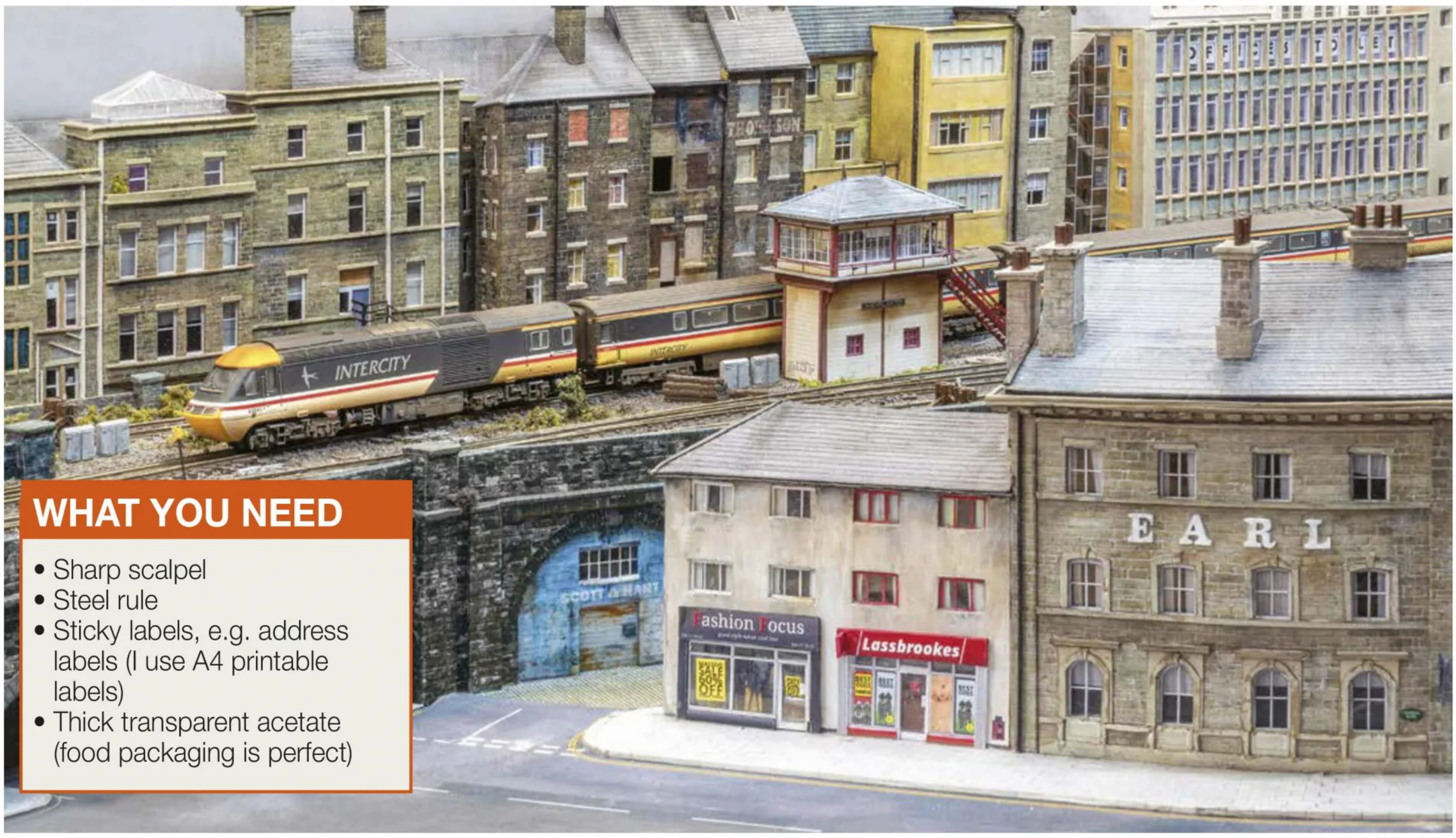
Michael Scott

There are approximately 500 windows and pieces of glazing on my N gauge layout, 'Chandwell', and they are all different in style, shape, and size. With this many windows to make, and with this much variation in style, I need to use a cheap, quick, but overall effective method to make window frames for my buildings.

I read about the 'Sticky Label Method' three years ago and I've never looked back. It may not be as finescale as etched brass or laser-cut components, and it may not be as 3D-like as a 3D print, but using only a sticky label and a bit of food packaging, it certainly is accessible and affordable.

This step-by-step guide shows the technique for a few simple windows, then talks a little about how you can modify the technique to give more colour, more depth, or more interesting non-rectangular frames.

The method can take a bit of practice to get right – it's easy to cut all the way through the acetate or to make the frames too thin. But with a little practice, almost any frame that you can imagine can be made using these simple materials and to a very much acceptable (to my eyes at least) standard.



WHAT YOU NEED

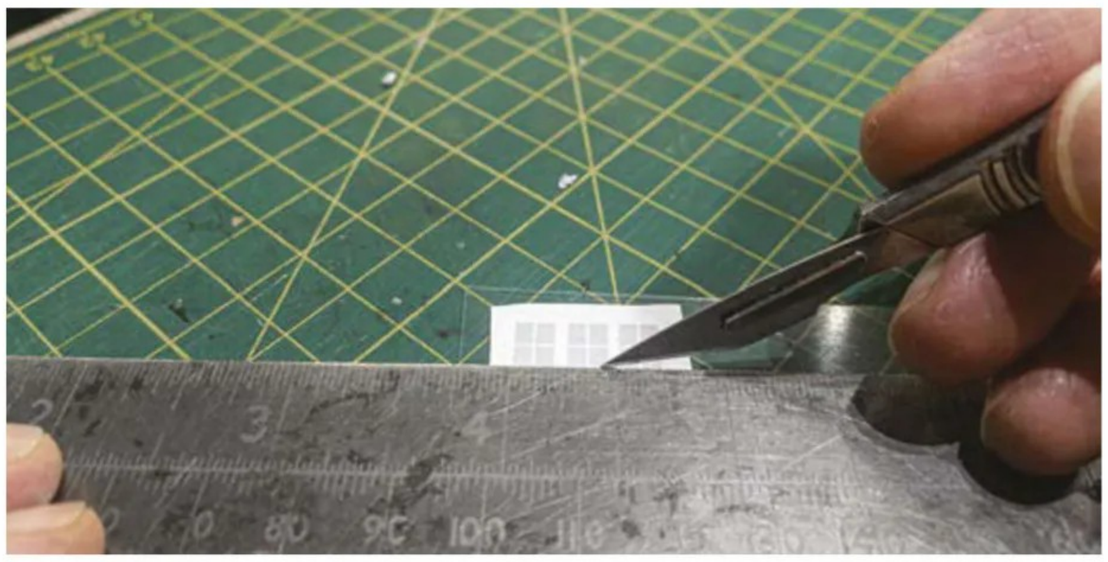
- Sharp scalpel
- Steel rule
- Sticky labels, e.g. address labels (I use A4 printable labels)
- Thick transparent acetate (food packaging is perfect)



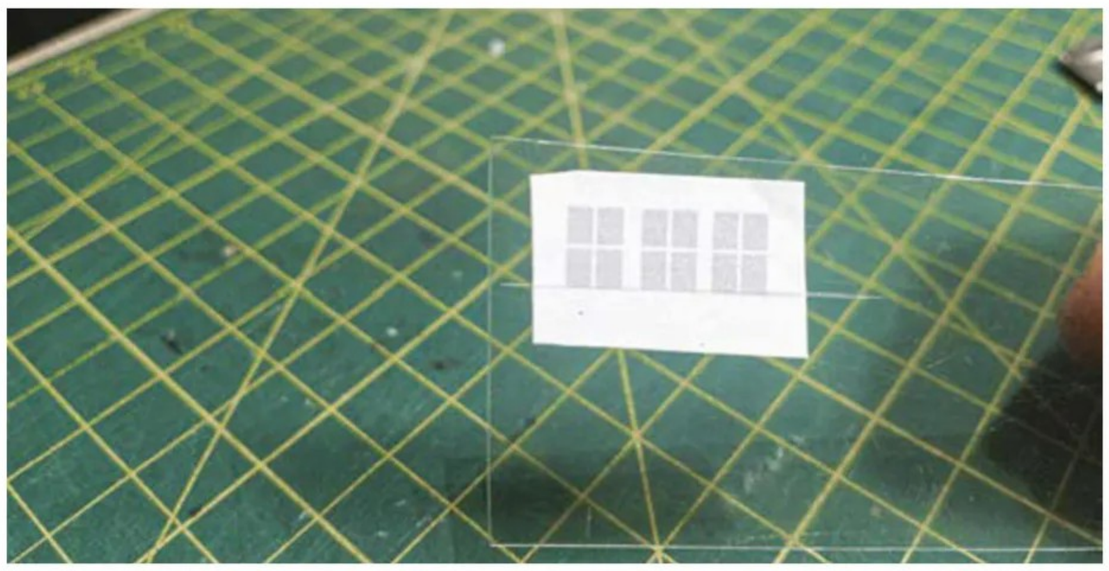
1 I'm using the tray from some prosciutto. For my basic N-scale windows, I draw the outer frame 0.7mm smaller on each side than the window aperture in the building. I then draw the cross-bars of the frame somewhere between 0.25mm and 0.6mm wide, depending on the style.



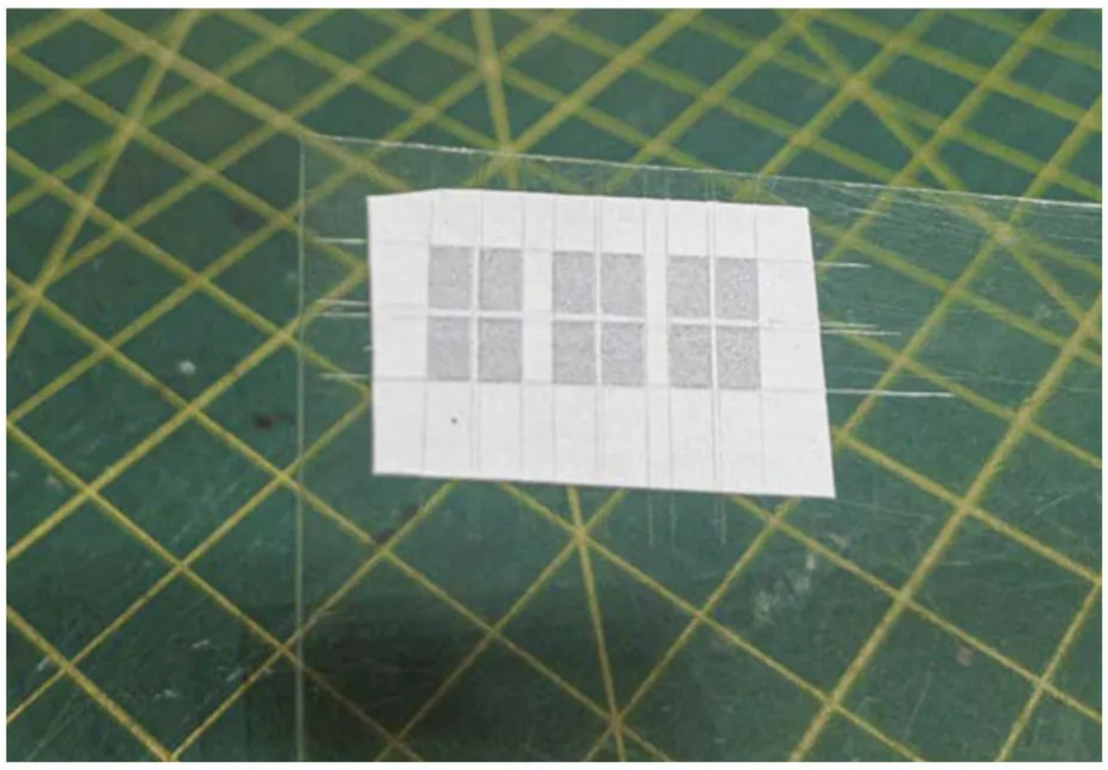
2 Roughly cut out a few windows, peel them from the backing, and stick to a piece of acetate. Smooth the label down so that it is well stuck. Work in small batches because the longer the label is stuck to the acetate, the harder it is to peel the glazed parts away cleanly.



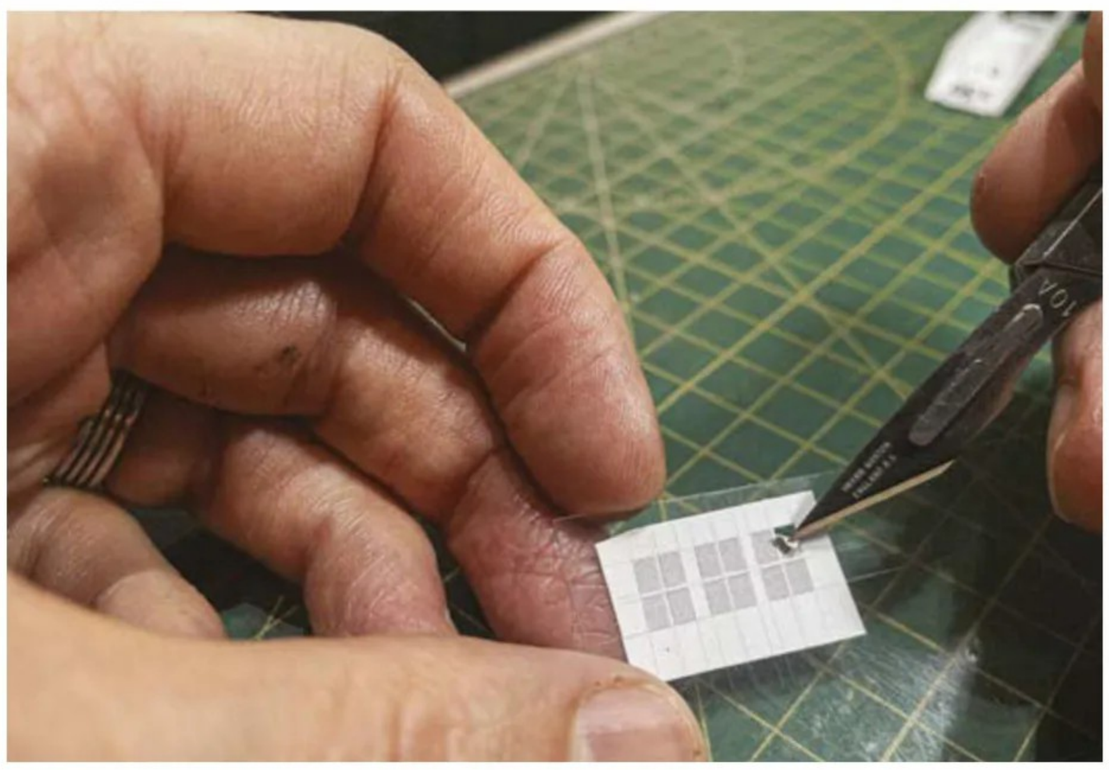
3 Put the steel rule along the first horizontal part of the frame. You are cutting the line where you will peel the glazing from later, so keep the rule over the window frame and cut the edge of the glazing. You need to cut all the way from one side of the label to the other – don't worry about the corners – just go in one long line.



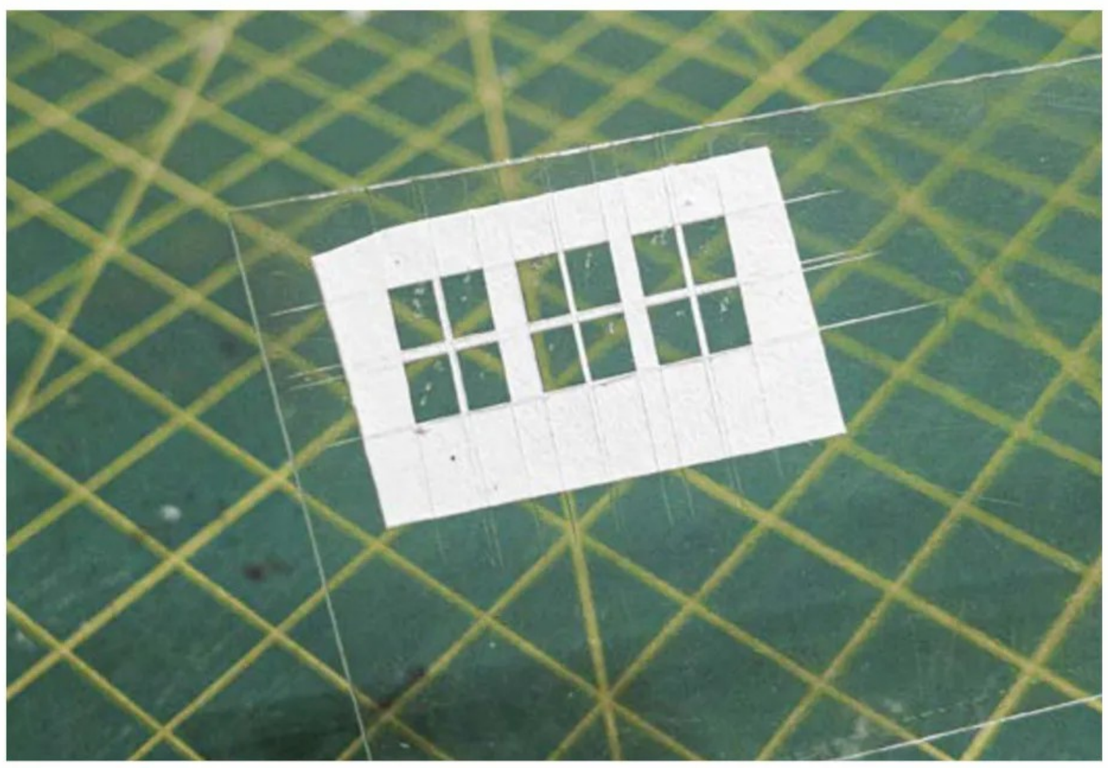
4 Keep only the lightest of pressure on the scalpel. You need to cut through the paper, but not the acetate. It usually takes two or three strokes to get through the paper. With practice you will learn to feel and hear when the knife is through the paper and just grazing the acetate.



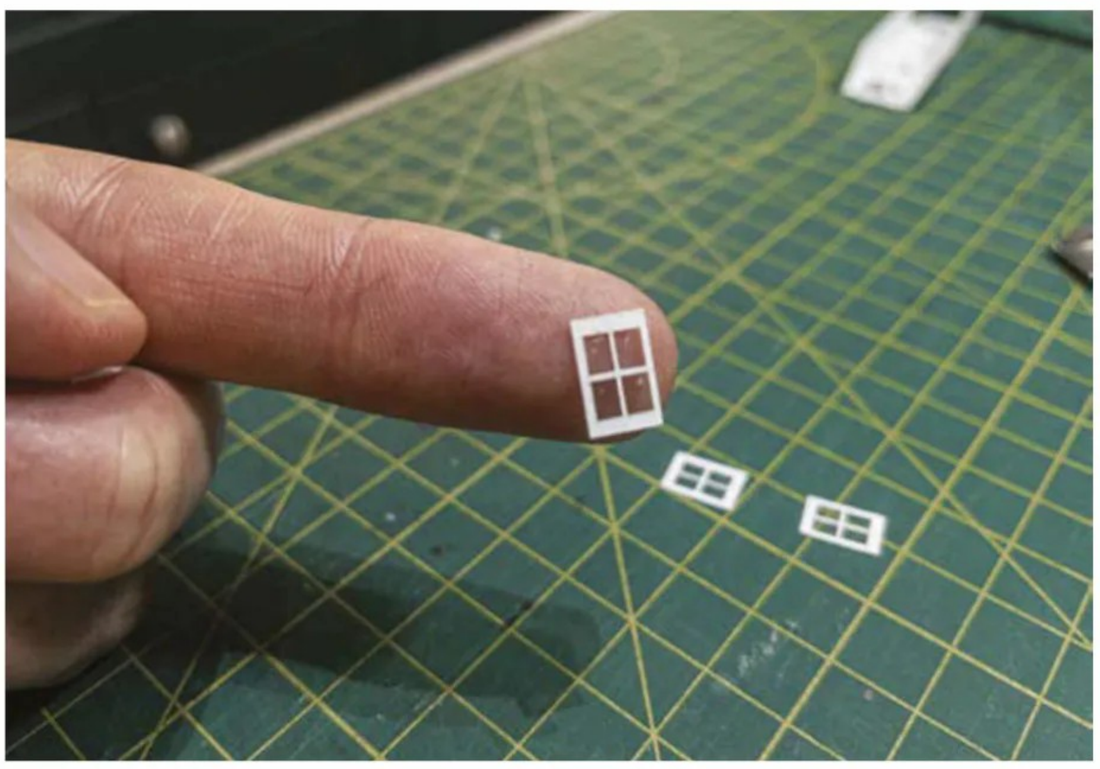
5 Repeat the same thing for all of the rest of the horizontal cuts. Remember that you're cutting along the edges of the glazing rather than cutting out the glazing or the frames. Cut along the top and bottom of each piece of glazing, rotate by 90 degrees and repeat for all the vertical lines. You will be left with a crisscross of incredibly thin intersecting lines all across the window.



6 This is the fun part. Use the tip of your scalpel to nick the corner of one of the glazed pieces. Then, ever-so-gently peel away the printed label. If all of your cuts have gone through the paper, it will come away cleanly. You will be left with super-fine frames ready to be trimmed and added to your model.



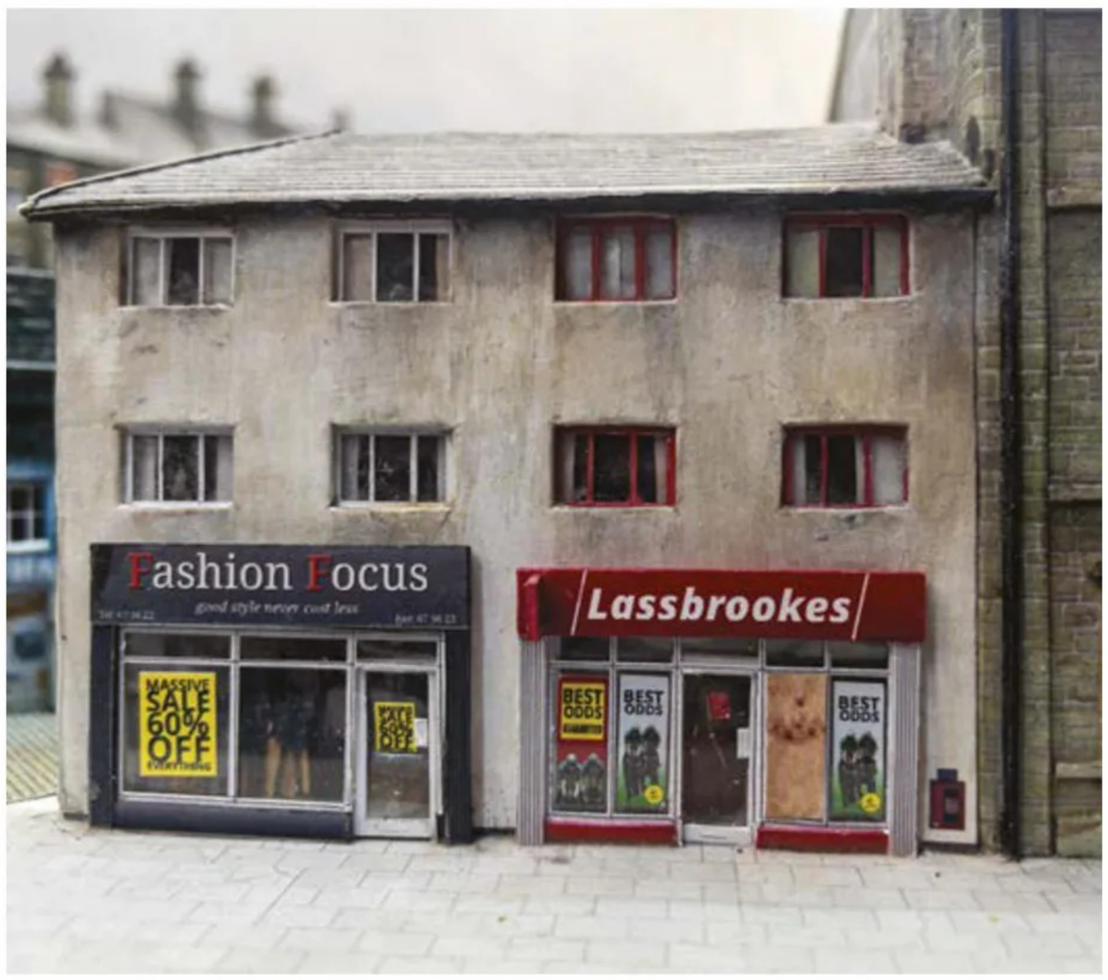
7 When printing the window, try to make the piece you cut away a dark enough colour so you can see it, but light enough so that if you under-cut by a tiny amount, you are not left with dark lines on your frames.



8 A quick trim and the window is ready. You will be surprised at how quickly you can make these, and just how fine the frames are. It seems unbelievable at first that you can hand-cut window frame bars only a quarter of a millimetre wide, but it really is possible.

TAKING IT A STEP FURTHER...

The basic method is just the start. Here are some ways you can take it further. The most important thing is to take your time, practice, practice, practice, use your imagination, and, most importantly – have fun!



PAINTING

Colour the frames to match the branding of a shop. Print fine lines down the frames to represent engraving, or multi-layered metal frames. Don't be afraid to model a little plywood to cover up mistakes!

The best paints to use to colour the frames are simple watercolours. These are ideal as they flow easily, and are absorbed slightly into the sticky label. This means that the top and bottom surfaces of the frames easily get colour, as well as the front surface. There are no resulting white bits.

Should paint get onto the glazing, it just dabs off with a little damp toilet paper, so it's a really simple approach.



MULTI-PART FRAMES

Make your frames in two parts. You can cut right through the acetate to leave a large hole in the top layer.

When you mount this on top of a lower layer, the hole is lost into the overall frame and it gives a lovely 3D-effect.

You can combine this technique with using two, three, or even four layers of sticky label on top of each other to give even more definition to the frames. This is good in scales larger than N. For this particular building, I coloured the frames black and used tissue paper behind the glazing to represent the partially-obscured windows of a cheesy nightclub.



OFFICE BLOCK

Use large sheets of acetate to represent the glazing found in old 1960s office buildings or external stair-wells. Use multiple layers to represent interior secondary double-glazing. You could also cut some parts of the frames thicker than others to represent the opening parts of metal-framed windows.

To model some windows in an open position, use the 'hole' technique described earlier to model a window partially-open.



CURVED FRAMES

It is easy to adapt the method to cope with curved frames. Just carefully free-hand cut around the edge of the glazing to join up with the rule-made straight cuts. I find it easiest to try to do this in one cut rather than multiple light strokes. It's easy to cut too far and go right through the acetate, but with care, the curved glazed part will just peel right off and leave you with a lovely curved frame. Make the frames two or even three layers of sticky label thick before you cut them to give a deeper feel to the glazing.

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PLAY

Building a 009 wagon kit



Phil Parker

With more ready-to-run 009 locomotives and rolling stock appearing on model shop shelves, there has been a growth in interest in modelling narrow gauge lines. It's not cheap though, with a tiny 009 wagon costing as much as a OO one. Time to look at cutting your spending and building a few kits perhaps?

Dundas Models 4-wheel Vale of Rheidol railway wagon comes in at just over a tenner; less than half the price of a ready-to-run model, but how hard is it to build?

Let's start with a quick look at the prototype. This wagon, built by Bagnall, originated on the Plynlimon and Hafan Tramway. When sold to the VoR on the tramway's closure in 1899, they were re-gauged to 1' 11 1/2" and have run ever since on this. All this is important to modellers, because rolling stock moved between lines – allowing us to use what we like and still remain authentic.

Dundas' kit is plastic, and so isn't hard to build if you take things slowly, checking each stage as you go. Test each step without glue first to ensure everything fits, and you won't go far wrong. Wagon building is fun, and with practice, you get faster. A single evening will see at least one kit built, so you'll soon have a train of them on the layout.

WHAT YOU NEED

Dundas Models
DM36 4-Wheel, end door, open wagon.

Humbrol
64 Light Grey enamel paint

Revell
No 9 enamel paint
Contacta cement

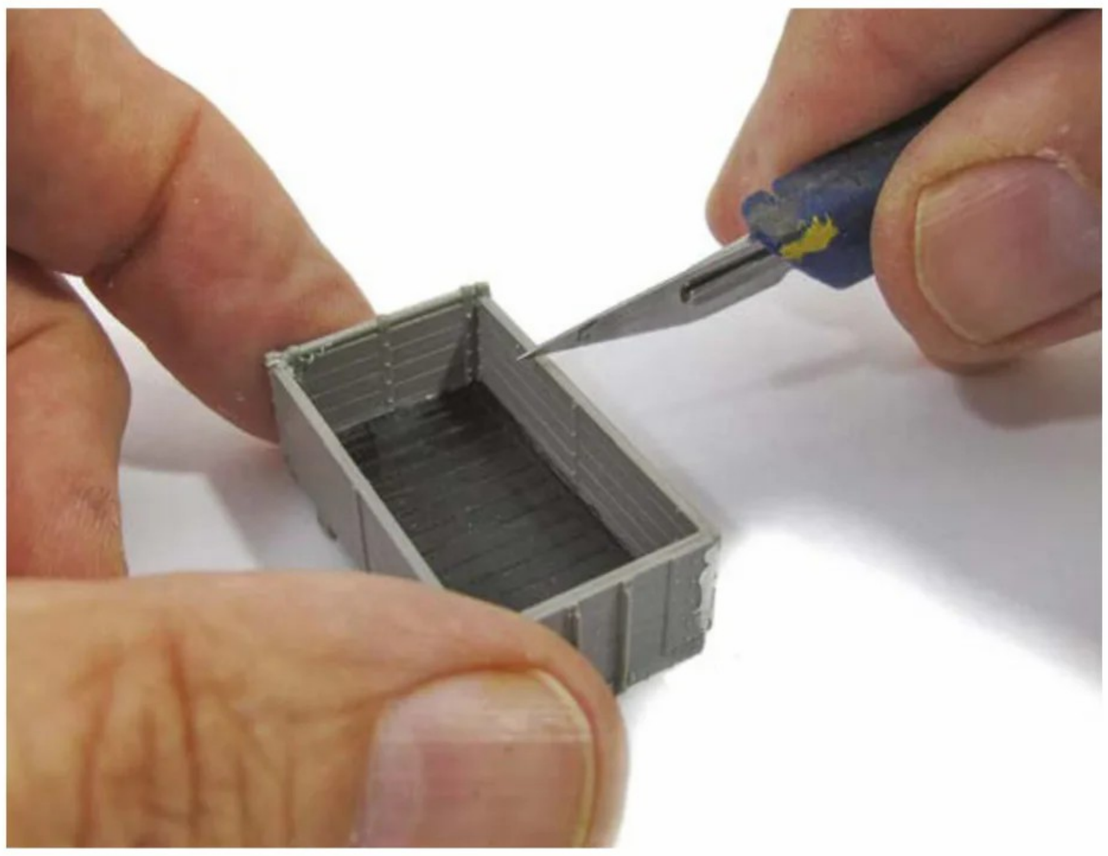
Slater's Plastikard
Mek-Pak



1 Dundas Models' kit is injection moulded plastic with some very nice metal wheels. The builder needs to supply glue, paint and suitable couplings. I used Revell Contacta cement and Slater's Mek-Pak.



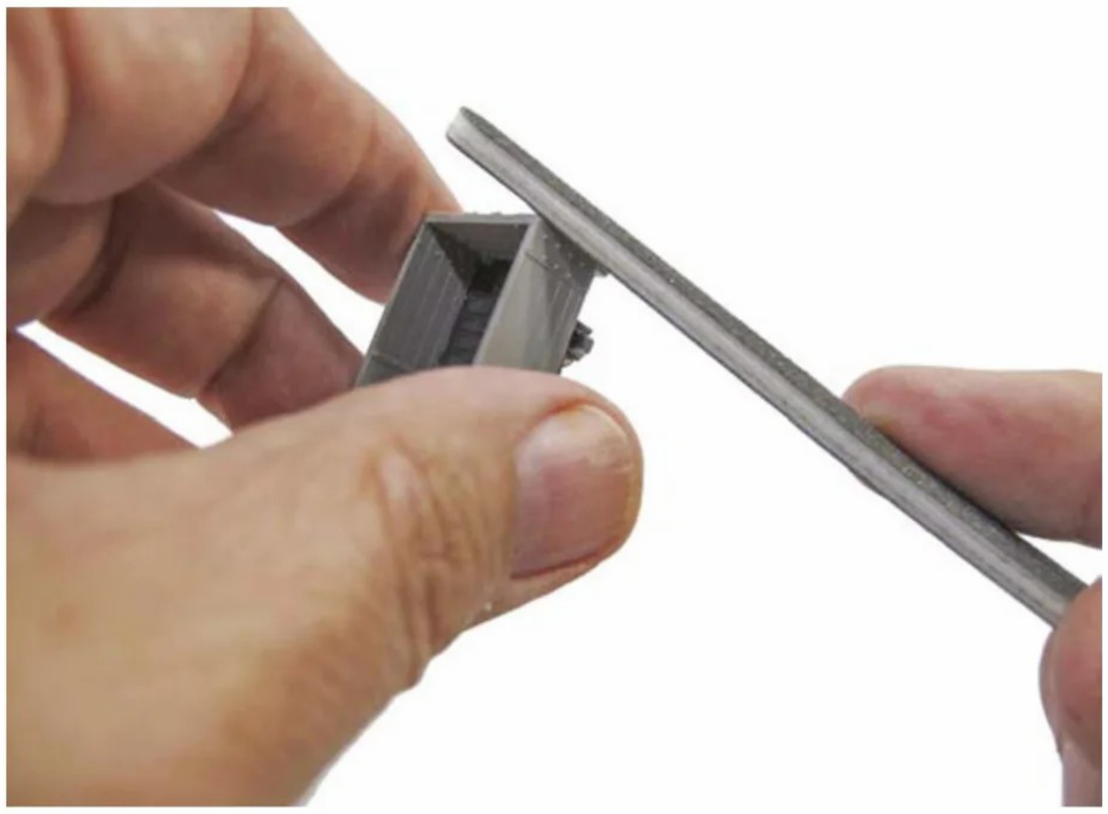
2 It's important to read the instructions. Crucially, check whether the sides overlap the ends or vice versa. Also, check where the floor should come. Here it's at the bottom of the sides, but that's not always the case.



3 Along the top of the sides is a mould line. I could sand it away, but scraping a knife blade along it works better, leaving a lovely, clean and flat surface. I pinched this technique from military modellers, who use it to refine swords!



4 Test fit the solebars; both needed shortening very slightly for a good fit. Fix one in place and let the glue harden. Then fit the other, checking the wheels spin freely. If not, make sure the axles are at right angles to the sides, sliding the solebar back and forth until all is free.



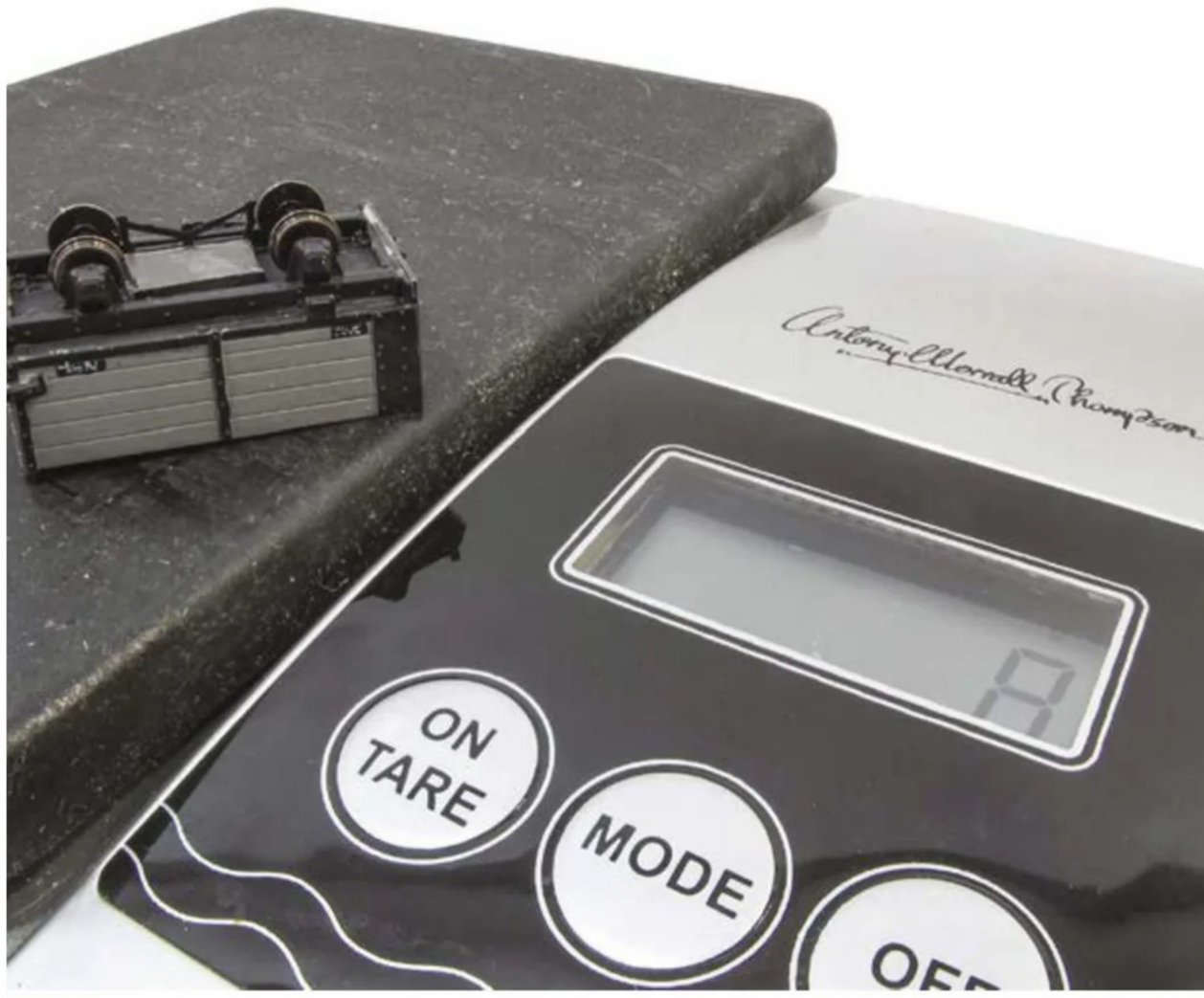
5 In real life, the big corner plates are bent pieces of metal, so fill any tiny gaps and then gently sand the sharp corner away so they look like one piece.



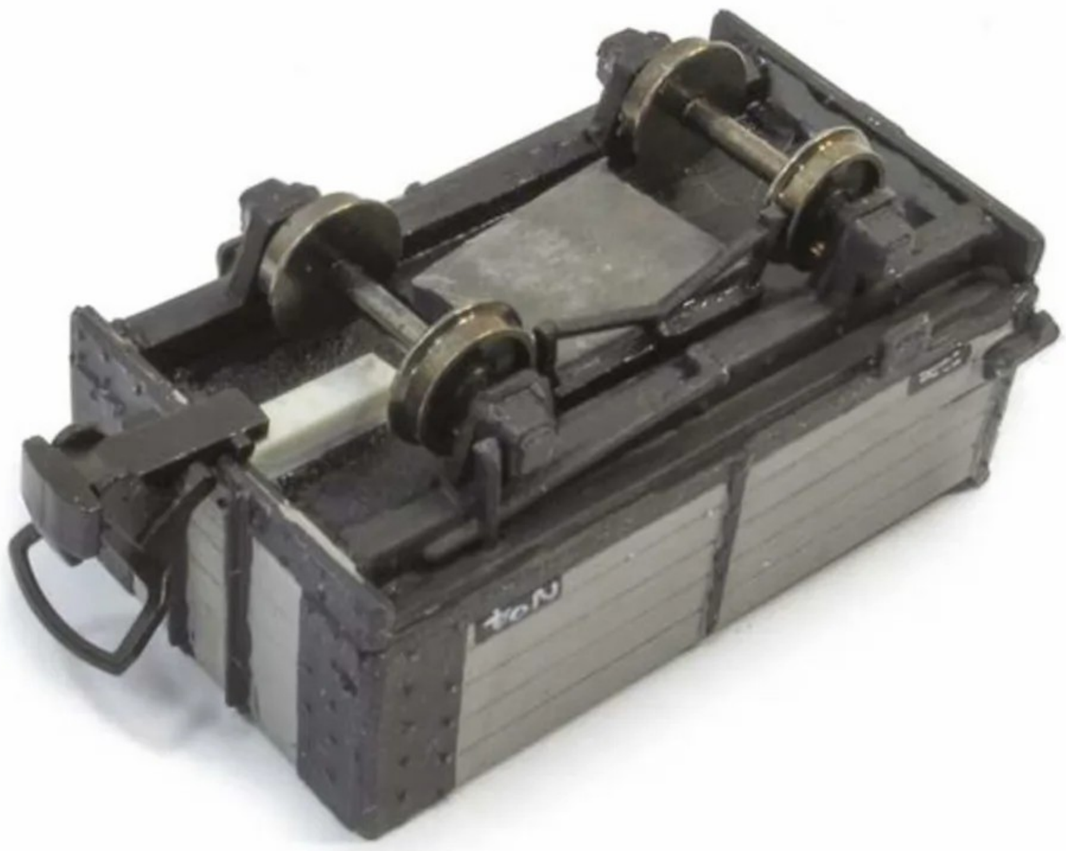
6 The VoR livery is grey with black ironwork. My hand-painting, with Humbrol 64 and Revell 9 enamels, isn't a patch on RTR decoration, but at normal viewing distances, and with a bit of weathering, it looks good enough.



7 Rather than buy transfers, I used a mapping pen and white ink to hand-letter the wagon number on the right-hand side of the wagon side. The left has “Tare 2T” above “Load 5T”, which would be miniscule, so I make do with some dots, and a bit more dirt later. If you prefer, Old Time Workshop produces a set of transfers.



8 On its own, the plastic kit is a bit light, so I bring it up to 8g (comparable to Peco wagons I have to hand) with a tiny piece of lead flashing glued under the floor. It just hides behind the solebars.



9 No provision is made for couplings, but a standard Bemo can be fitted by building up the floor to the bottom of the bufferbeam, and carefully supergluing it in place. Use the glue sparingly, as it’s easy to gum up the coupling pivot, as I’ve found out in the past.



10 A plastic coal load is included. It needs to be shortened very slightly to drop into the wagon, and then covered with real coal, or at least painted for realism.

Next Month: We replace the chunky Bemo couplings with something better looking.

Steam reigns supreme at Auction

Warwick and Warwick's latest model railway auction saw competitive bidding.

Auctions always generate a buzz and the latest one from Warwick & Warwick, held on Wednesday, July 19, generated some big bids, with the model railway total hammer for the day at £35,180.

Hornby Dublo continues to be popular, with lot 422 (comprising of Hornby Dublo models and some accessories) sold for £1,150, with an estimated price of £450, and lot 423 (another Hornby Dublo collection) had an estimated value of £400 and sold for a fantastic £1,250, one of the largest returns for the day and contained 46 items of rolling stock, plus accessories.

During this auction, the OO gauge section saw mixed lots selling well, with lot 369 (a collection of boxed and kit-built locomotives from a variety of manufacturers) selling for £600, with an estimate value of £500, lot 370 (comprising of locomotives from Hornby Bachmann and United Provinces) had an estimate of £470 and sold for £525 and lot 380 (a collection of 59 boxed wagons, including Bachmann, Dapol, Oxford Die Cast, Lima, and Hornby) sold for £470 with an estimate of £300.

Hornby is always likely to sell well, alongside Bachmann products. In the last few years, Wrenn has become more sought-after. It's not just model locomotives that sell well, but coaches and wagons, too.

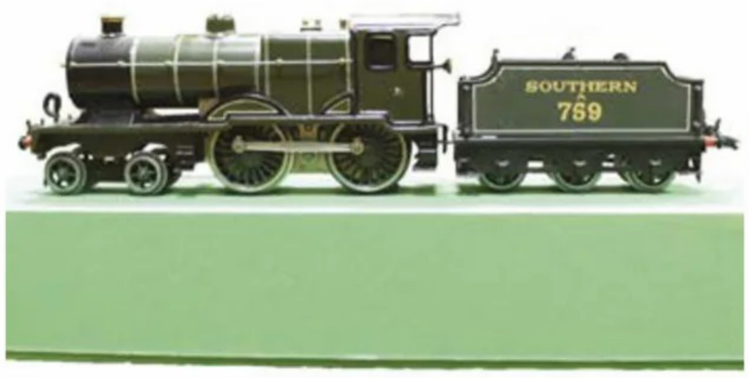
N gauge remains popular, especially Graham Farish products, and Kato has also increased in popularity over recent years. On the day, lot 361 (a collection of over 100 items, including locomotives, wagons, track and coaches) sold for £1000, with an estimate of £600, and lot 362 (another 100+ item collection with locomotives, coaches, wagons and track) sold for £525, with an estimate of £270.

For Wednesday's sale, there were around 210 live bidders and 50 Auctioneer-approved bidders, which includes absentee and phone bidders.

To see more lots and valuations, head to the Warwick & Warwick website.

FETCH THE BEST PRICE FOR YOUR MODELS

- Keep the box
- Keep instructions, tissue paper and packing rings
- Re-painting and touch-ups are not advised, unless they are done to a high standard
- Never open, touch, or unpack the item as it helps the value
- Keeping the collection away from a light source or damp will help its longevity and the box will not unevenly discolour. The condition of the box is significant in its overall value.



O gauge Southern 4-4-0 No. 759, sold for £360, with an estimate of £200.



O gauge LMS 4-4-0 1185 sold with tender for £310, with an estimate of £180.



Star lot – in reproduction box, Schools class *Eton* 4-4-0 No. 900 with tender sold for £400, with an estimate of £140.

Warwick & Warwick
AUCTIONEERS

The next Warwick & Warwick Toys, Postcards and Cigarette Cards auction will be held on Wednesday, September 20, 2023.
Head to www.warwickandwarwick.com for more information.

FACTFILE

SCALE/GAUGE: 2mm:1ft scale/9mm gauge/N
SIZE: 8ftx15in
ERA/REGION: 1960-1970s Eastern Region (some Western Region locomotives)
LAYOUT TYPE: End-to-end

ALDERGROVE

Though named after a Canadian location, this N gauge layout firmly represents the author's love for British Rail blue.

Words: Martin Austin Photography: Phil Parker

37038 passes the signal box in 'Aldergrove' with a three-coach portion of a train from London, split from the main train back down the line. The Metcalfe brewery in the background is named ‘Blake’s Brewery’ after my grandson.

With my son and daughter flying the nest, I finally had a bit of space where I could build a small layout. I'd had a basic trackplan in my mind for a long time, it was just a question of getting around to doing something about it.

I wanted a layout that resembled a setting that could have been a real place and it needed to be interesting to operate, so a terminus station with a run around and goods depot with shunting was essential.

I was struggling to come up with a name for the layout until I was returning from visiting my extended family in Canada, so I decided to name the layout after the area where they live in Greater Vancouver, Aldergrove (about 40 miles east of the city).

The theory is that 'Aldergrove' was formerly a through station. Come the 'Beeching Axe', the line beyond 'Aldergrove' was closed, together with a small branch to the coast, which is now a public footpath.

Construction journey

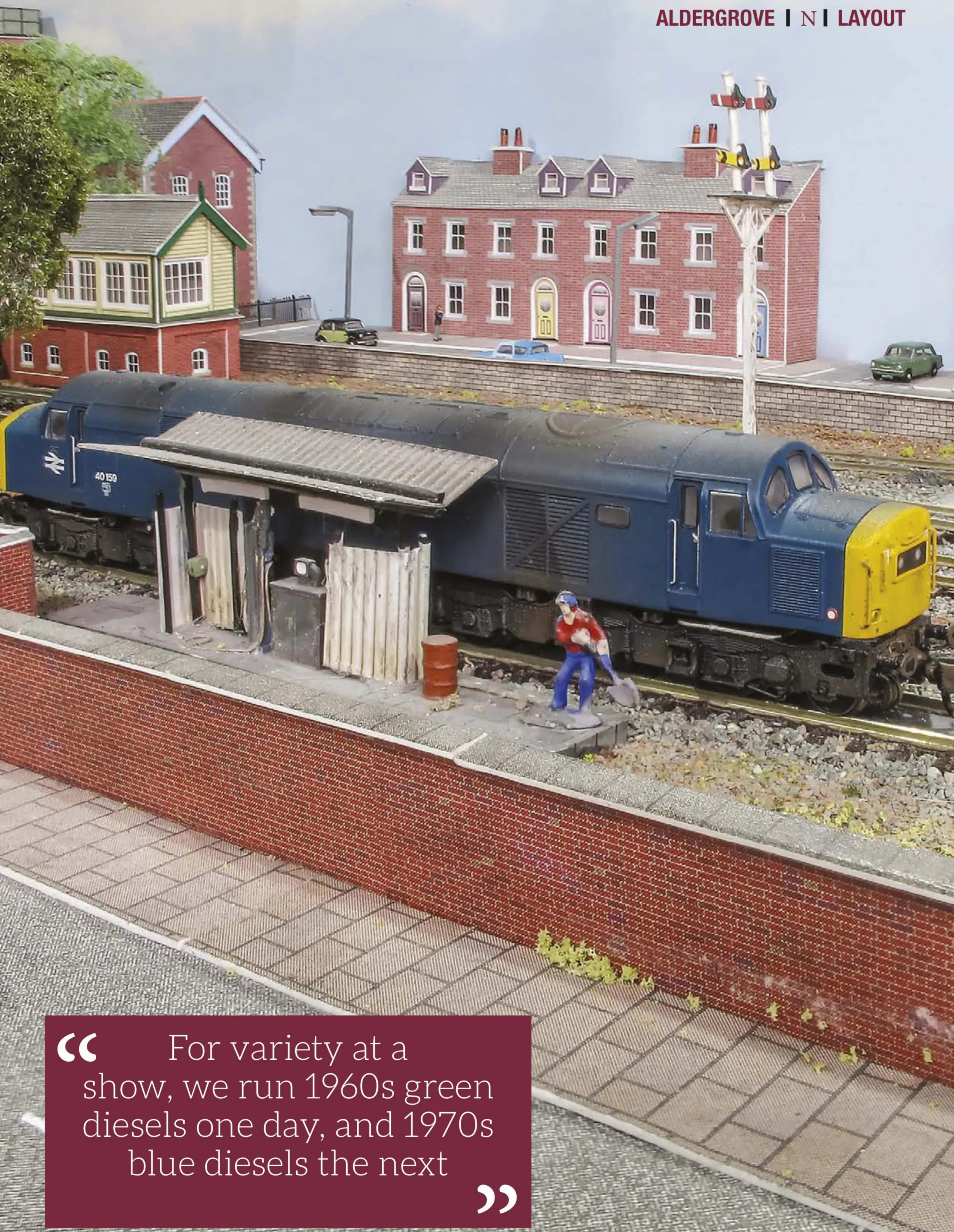
The layout is 8ft long and 15in wide and is permanently set up in the small box bedroom with the scenic side facing a wall; the advantage of this being that sun from the window hits the rear of the backscene, so does not fade the main scenery.

The layout is free-standing, which is important if it's to be portable for exhibiting at exhibitions. Our club layout has legs that fold up underneath the boards and this is something I have incorporated into 'Aldergrove'. Having never done this before, I made drawings of the club layout



LEFT: A trio of trains awaiting their next move. A local Metro-Cammel (Class 101) DMU on a stopping service, 47436 with the return coaches for the London train and a Class 20 just arrived having dropped off wagons in the goods yard. A row of terraced houses dominates the background.

RIGHT: Class 40 40159 takes on fuel before its next turn of duty. This locomotive has been realistically weathered by my friend, Martin Litchfield.



“For variety at a show, we run 1960s green diesels one day, and 1970s blue diesels the next”



design and copied it. All built from 2ft x 1ft timber, it works well. At exhibitions, we can be set up in 15 minutes and be away as quickly at the end of the show.

Originally, 'Aldergrove' was built with standard DC control including several sections and isolating switches. Then, at our club summer show in 2018, I saw a layout belonging to a relatively new club member. This was 'Wardwood' by Ian Woodward, a OO gauge layout but similar in proportion to my N gauge layout. The big difference was 'Wardwood' was DCC-controlled with sound-fitted locomotives. After watching 'Wardwood' for a while, I was hooked.

I spent the next few weeks investigating the various DCC systems but finally settled on the NCE system as it seemed to be very straightforward and suited my small layout. I soon altered the wiring on 'Aldergrove' and was up and running in DCC in no time at all. I've not regretted the decision and would recommend DCC to anyone, especially if just starting out in the hobby.

Almost all the buildings are card kits by Metcalfe Models. I am no great modeller and often struggle to paint plastic kits to a satisfactory standard, but I find the Metcalfe kits easy to make and I think they look reasonably good if placed in the right situation on a layout. I think it's important to place them in groups to look as realistic as possible. Metcalfe kits allow you to alter them easily to fit those awkward gaps and complete the scene you want.

Roadways and pavements were made using Metcalfe tarmac and paving sheets cut to size and glued in position.

The road bridge in the centre of the layout provides a scenic break to hide the fiddleyard and is scratch-built from Metcalfe brick card sheet with homemade Plastikard plate girder sides. In other places, including the allotments, much use has been made of scatter materials to give the required effect.

Figures on the layout come from a mixture of sources including Farish, Merit, Peco and some I found in a box from previous attempts at layouts from years ago!

Trees are from the Model Tree company and those around the station building are alder trees to fit in with the name of the layout.

ABOVE: A scene looking down the main street at the end of the layout towards the level crossing. A Class 40 is about to cross the road while running round its train. The cinema is showing 'Oliver', which may give a clue to the date.

ABOVE RIGHT: The Railway Inn and a Morris Minor stopping to let a pedestrian cross. The Zebra crossing was printed at home using a Microsoft Excel spreadsheet. Note the telephone box by the pub – Hull has its own telephone network and cream telephone boxes.







A Class 25 heads its train under the road bridge and into the goods yard alongside the local allotments. Crops are growing well and the chickens seem happy.

Rolling stock

The stock on 'Aldergrove' is ready-to-run from either Graham Farish or Dapol. All locomotives and DMUs are fitted with DCC decoders and about half of them are sound-fitted. Many locomotives have been weathered by my good friend Martin Litchfield, and I am very impressed with the work he has done – the weathering makes a world of difference.

My favourite era is BR Blue around the mid-'70s. However, for variety at a show, we run 1960s green diesels one day and 1970s blue diesels the next. Occasionally, I go forwards to the Sectorisation period with a few Railfreight diesels.

As with many small layouts, there are only a few moves you can make. There are usually two of us at a show, and we take it in turns to do an hour on and an hour off.

Operating 'Aldergrove'

DMUs shuttle back and forth between the fiddle yard and the bay platform of the station. Locomotive-hauled trains arrive at the main platform and uncouple before the locomotive runs forward over the level crossing. It then runs around its train and couples up ready for the return journey. Occasionally, the locomotive will

D2383, owned by Chris Berry, shunts wagons at the warehouse. The trees are all from The Model Tree Company.

A general view of 'Aldergrove Station' complex. The Class 20 moves onto the fuelling point, while in the background, 25225 rests in the depot waiting for its next turn of duty. The DMU has just arrived on a local train and the Class 47 is about to depart.

run into the depot and be replaced by a different one for the return.

Local freight also appears from the fiddeyard and reverses back under the bridge into the goods yard. A brake van is uncoupled into the far siding and then the train pulls forward again before reversing into the main siding alongside the warehouse. The locomotive again uncouples and runs to the depot, sometimes for refuelling.

Uncoupling is done using Dapol Easi-shunt couplings and magnets strategically placed in the track. The position of the magnets is marked by placing figures in the scenery. For example, a boy scout is leaning on the fence looking into the goods yard, so he marks the position of the magnets in the yard. Similarly, a passenger on the platform marks the spot where a locomotive stops to uncouple from its coaches.

Final thoughts

The layout has now attended nine exhibitions, the 10th will be the Scarborough Model Railway Club's exhibition to be held in Pickering on August 19-20, 2023.

I've had many really nice comments about the layout and met some nice people along the way.

Thanks must go to Chris Berry and Graham Armstrong for their help at exhibitions and members of the Hull Miniature Railway Society for their advice and encouragement over the years.

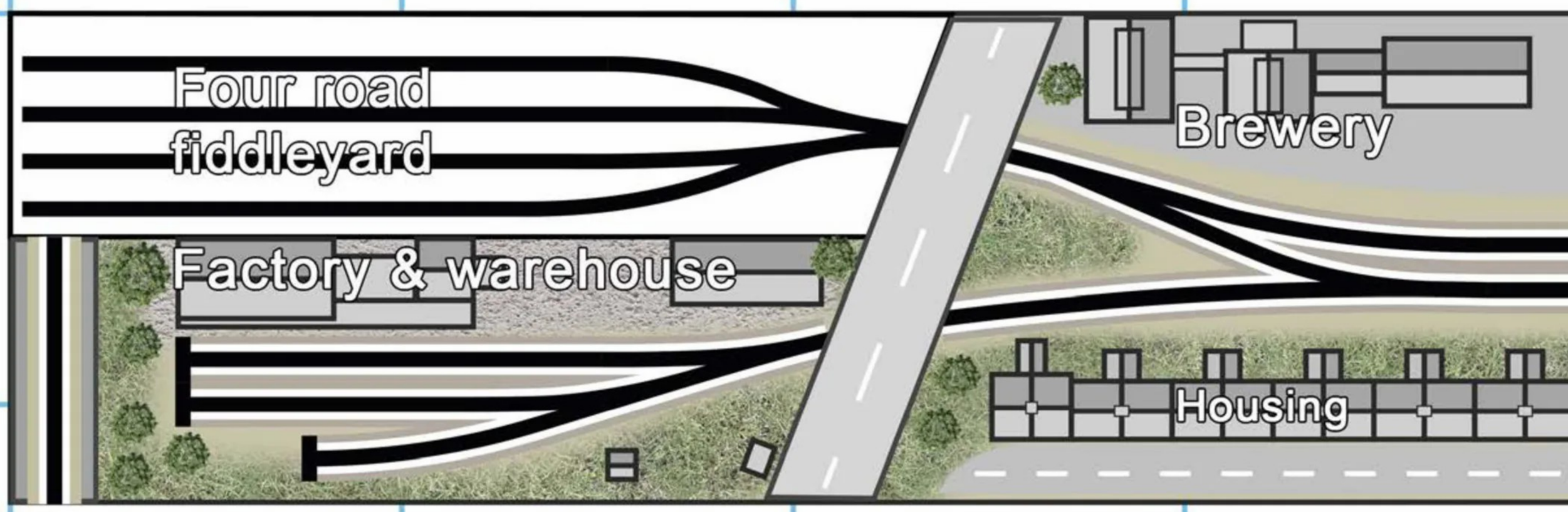
ABOUT THE MODELLER

Name: Martin Austin
Age: 65
Number of years modelling: Around 50
First layout: 'Ashleigh' (never went out of the house) a 6ft x 1ft plus short fiddle yard OO gauge end-to-end layout
Favourite era: Blue diesel
Favourite locomotive: No particular favourite, but I have travelled several thousand miles behind Class 47s as a steward on charter trains

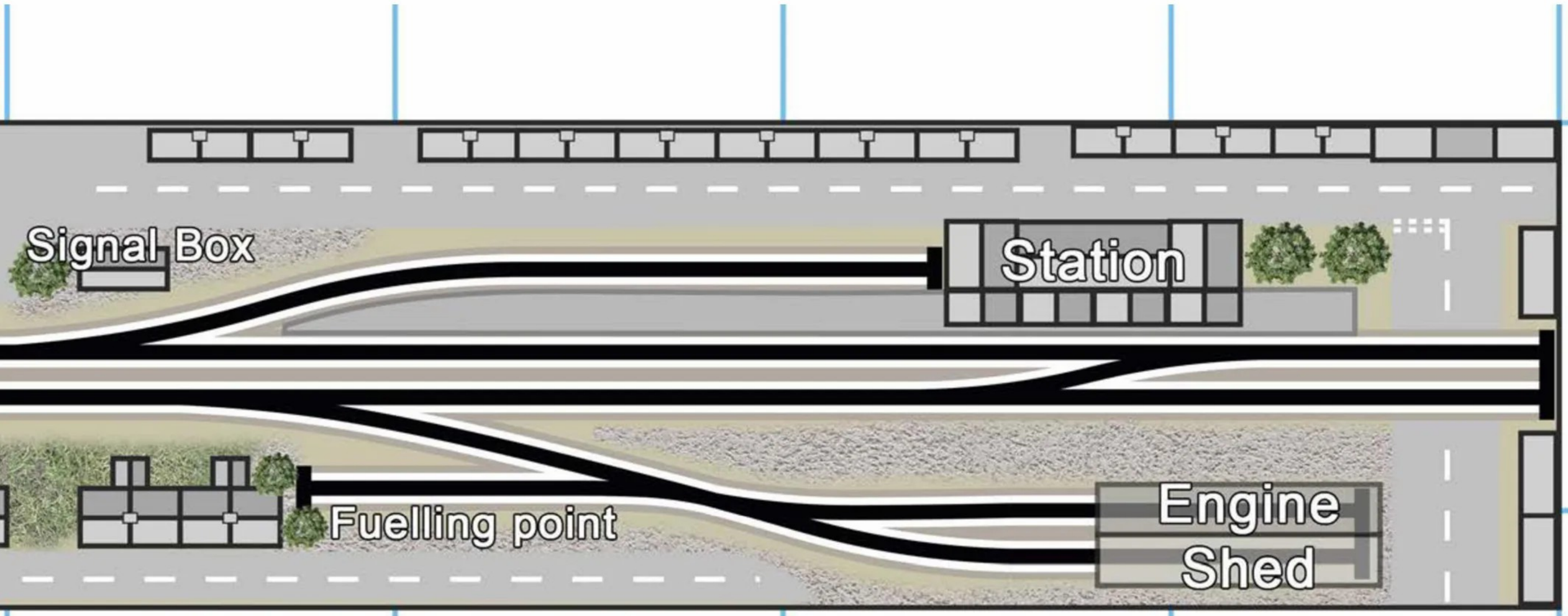
I have always wanted to build a layout that was capable of being exhibited at a show, but never really achieved that standard before. I have been a member of Hull Miniature Railway Society for many years and helped build and operate club layouts and enjoyed that experience, but they were never my layouts and that is what I wanted. After watching other club members and taking advice from them, I finally decided to get on with the job.

I have lived all my life in Kingston upon Hull, East Yorkshire, which has often been described as being 30 miles up a railway siding! I've no idea where my interest in railways came from or when it started – maybe it's something in the genes!





Another view of the allotments with 31154 coupling up to its train of Railfrieght vans. On the far left, near the sunflowers, is a boy scout leaning on the fence, he is the guide as to the location of magnets buried in the track for magnetic uncoupling of wagons.



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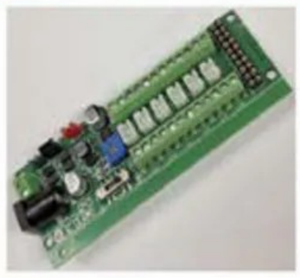
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QUEENS STREET YARD

For the sheer pleasure of livery variety – and running his collection of kit-built locomotives – Gerald Maher's pre-Grouping layout ticked every box.

Words: Gerald Maher Photography: Phil Parker

I have always had an interest in pre-Grouping railways. They were very individual and consequently had great variety in styles; hence why I was building earlier types of locomotives and rolling stock, which subsequently led to the layout being as it is. A main criterion was to avoid the typical country branch line terminus type of layout of which there are hundreds to choose from on the exhibition circuit. I have numerous books containing many photographs of early goods yards and canal depots, which were cramped and cluttered, just the sort of atmosphere I was hoping to create on this very small baseboard. I also like the idea of a layout being enclosed within its own space with lighting incorporated as if looking into a theatre set.

Space has always been at a premium, as many modellers would know, but in the last few years, I have been lucky enough to have a spare bedroom to use as a modelling workshop. This does, however, preclude erecting the layout, but it can be stored there between exhibitions. The main use is to house other projects and worktable space for locomotive construction. One important criterion for model building is having good lighting – this room is south-facing, which maximises the available light. Again, good artificial light over the work area is essential.

BELOW: A Great Eastern Railway 'Coffee Pot' 0-4-0ST shunts a GER teak-finished sundries van into the warehouse platform. Both are built from Ragstone Models etched brass kits. They are finished with car spray can paints. The van had several coats of satin mahogany wood stain applied to achieve the look of teak wood.



The GER 0-4-0ST is entering the yard propelling a GER fitted 10T van. These vans, if fitted for running in high-speed freight trains, had their ends painted a dark grey colour and the last panels of the sides painted in a brick red to help the yard staff identify them when shunting.

FACTFILE

SCALE/GAUGE: 7mm:1ft scale/32.5mm gauge/O
SIZE: 7ft x 2ft
ERA/REGION: Pre-grouping (Edwardian) 1900s
LAYOUT TYPE: Fiddleyard to fiddleyard

Layout evolution

The layout has evolved from a simple test track on a flat board to the fully scenic layout it is now. I set out to build a test track for the locomotives and rolling stock I was building that had curves and turnouts incorporated, not just a straight length of plain track and not a scenic exhibitable layout! A suggestion was made to me to develop the design from a simple test board into a 'proper' layout. I used mainly 5mm and 9mm thick plywood to form the main structure, the backscene and the end panels. The underside of the base and the corners of the backscene were braced with 20mm square timber to stiffen the whole piece. However, this has resulted in a rather heavy unit that does not dismantle for transportation.

The layout has its own lighting in the form of self-adhesive strips of LED lights fixed to the underside of the front fascia.

I have stuck with traditional analogue wiring and controls on this layout as it is so small and mostly operates on the one engine in steam principle. The design was always meant to be operated from the front of the layout, so a small control panel is located on the front of the fiddle yard, alongside the section switches and a socket for the hand-held controller plug. With a small intimate layout of this nature, I find operating at the front puts you among viewers who will be looking closely and asking questions rather than the layout becoming a barrier between you and the audience, which many larger layouts tend to do. The two turnouts are operated manually by the wire in a tube system, switched by sliding electrical switches that also change the polarity of the crossing frogs – much simpler than it sounds.

All the track on the main board was built in-situ on the board with copper-clad sleepers and Peco Code 125 rail. The fiddle yard has a mixture of whatever was to hand. The fiddle yard has a sector plate that is pivoted to allow the plate to swing and line up with the two exit lines, all very basic and simple but reliable. The control panel has a switch that controls the fiddle yard to allow it to be isolated if necessary.

Buildings and scenery

The low profile backscene structures are all built from 5mm foam board, faced with embossed plastic sheet. Foam board is a versatile and low-cost material that is simple to work with. However, you must be careful with the adhesives you use to construct joints as some will dissolve the foam core, weakening the board considerably! The small office building and the engine shed are built from laser-cut kits of thin MDF material. These are easy to build as they are so accurately cut and can be assembled with any type of superglue. Other structures are scratch-built from plastic sheet and odd castings from the ubiquitous spares box. The cranes in the yard and the locomotive shed are built from whitemetal kits.

A LNWR 2-4-0 'Chopper' tank is coupled to a North British implement wagon, loaded with an Aveling and Porter traction engine. Both are etched brass kits. The traction engine is a white-metal kit from the Andy Duncan range. Through the open doors of the warehouse, are stacks of packing cases ready for shipment – these were found on the internet and printed off in A4-sized sheets, then cut to fit. The coaling stage is largely scratch-built from my spares box with paper posters cribbed from the same source.



> “One other aspect of modelling this period and especially an inner-city environment is colours – nothing should be vivid or bright.”

All the scenic elements are painted using enamel paints and weathered down with a mixture of materials. I find that acrylic paints dry too quickly and are not so forgiving to use, but that is a personal choice.

I wanted to create an inner-city atmosphere to the layout, so I decided to utilise a pre-printed town backscene, but from a range of 4mm:1ft scale products, not 7mm:1ft scale. This has given the illusion of some depth to what is a very narrow board. To make things more complicated, I didn't like the sky element of the backscene sheet – it was far too bright, so I cut around all the skyline buildings on the sheet and pasted this onto the back boards after I had painted my own version of the sky! I utilised emulsion paint tester pots from various DIY warehouses for this because they are cheap and easy to mix and blend together.

The various detail items are all from whitemetal castings or scratch-built from plastic sheet, brass off-cuts, or balsa wood. The stone sets between the tracks and in the yard area are from a range of embossed card products on A3-size sheets that you can cut to suit your own needs. I usually make use of low-cost PVA glues for the scenery because it is versatile and dries with a clear finish. The ground cover is all the usual types of scenic scatter materials. I used 4mm:1ft scale ballast for the track because I think most ballast in the 'appropriate' scale is too large and can look like beach pebbles! This was fixed in the usual manner with PVA.

Research is key

As I said initially, I have a liking for earlier pre-grouping railways because of their style and variety. This model is set about the time of WWI, when the railways were probably at their peak. Again, as before, I like industrial settings because they give great scope for modelling with all the clutter and detritus of an old goods yard, albeit a very small one!

As my wife will confirm, I have a weakness for collecting books, especially of the reference type. Hence, I have a bookcase groaning under the weight of railway books that have proved an invaluable research tool for this layout and previous unfinished projects. When building locomotives, a reference source of this sort is invaluable. It is surprising

RIGHT: A GER 0-4-0 tram locomotive enters the yard to carry out shunting. These were built for the Wisbech and Upwell Tramway and had skirts and cowcatchers fitted as some of the line ran along public roads. This model is from the Connoisseur Models range of etched brass kits and, despite its small size, is quite a complex model to build. It has all the boiler and firebox assembly inside, although it is nearly impossible to see it!

The earliest locomotive in use – an LNWR Ramsbottom saddle tank. These were built around 1875, specifically for use within the Crewe Locomotive Works. This model is a Gladiator kit, as originally built with an open cab and a top-hinged smokebox door. The chassis and cab are etched brass, but the boiler and saddle tank are cast resin mouldings, which required much work to fit properly. The locomotive is coupled to a Midland Railway sleeper wagon built from a Slater's plastic kit.





how many variations there can be on even a small class of locomotives and someone is bound to spot an error and take great delight in pointing it out to you!

One other aspect of modelling this period and especially an inner-city environment is colours – nothing should be vivid or bright. Unlike today, everything was coal-powered and, as a consequence, suffered the effects of smoke, grime and soot. I have been careful not to overdo the weathering because it can easily look wrong and too much. You can always add more, but it's not so easy to remove it.

There isn't a running session for the layout as, when I am at a show, I find the layout is too small to have a set pattern to run to, and also I find that many people want to ask questions, so any programme is interrupted.

Lessons learnt

There are several aspects of the layout I would review if starting again, firstly the weight! It needs to be much lighter – the main baseboard requires two people to manoeuvre it and to load and unload from the car. The fiddle yard is easier to handle. I have constructed the scenic board as a complete unit with the proportions of a coffin! Lighter plywood would make a difference and greater disassembly would need less storage and transport space. The aim would be to make it manageable for one person.

Wiring is my nemesis; everything works as it is supposed to, but I think it could be a great deal simpler. The biggest mistake I made was to wire the original test board on the top surface of the baseboard. When I developed the layout, I should have rewired everything to go under the surface and be accessible. Now all the wiring is buried under the scenery never to be seen again!

When first built, the layout had its own fold-up legs with adjustable feet and bracing system built into the main board, which worked very well but could be a little unsteady if the floor of a venue was not perfectly level. This prompted a change to using decorator's trestles purchased from eBay. While these have proved more stable and adjustable, they are now another separate item to fit in the car when exhibiting. Another review is required!

I have thought of several ways to extend this layout to create a run-through scene, but that would require another board, which will not fit in the car for transportation. I think this layout will remain unchanged. I am, however, developing plans for a new layout based in East Anglia, possibly the Suffolk area, much more rural in its setting and also utilising diesels! A complete change, but still in 7mm:1ft scale. This will incorporate all the lessons learnt with this layout and be more user-friendly!

ABOUT THE MODELLER

Name: Gerald Maher
Number of years modelling: A lifetime
Favourite era: Pre-grouping
Favourite locomotive: Midland Railway locomotives designed by Johnson

I have lived in the Cirencester area of Gloucestershire for the last 30+ years, but lived in York when first married. I have long had an interest in railways and been a lifelong modeller, whether flying model aircraft, slot car racing, RC aircraft and boats, plastic kits, I have tried them all over the years. I am staying with model railways now and have long been on the exhibition circuit and know many people within the fraternity.

I built my first exhibitable layout, 'Canalside', in O-16.5 scale about 30 years ago, which proved to be popular on the exhibition circuit. Numerous other false starts have been made and abandoned.

I have long been an admirer of Gordon and Maggie Gravett's modelling, especially their current layout 'Arun Quay'. I have learnt a great deal from utilising some of their techniques and methods. One of my current favourite layouts is 'Laramie Engine Terminal' built by Peter Kirmond, an outstanding cameo type layout, albeit not a small one!

I was lucky enough a few years ago to be approached by Peco to build some display models from their Parkside range for their promotional stand.

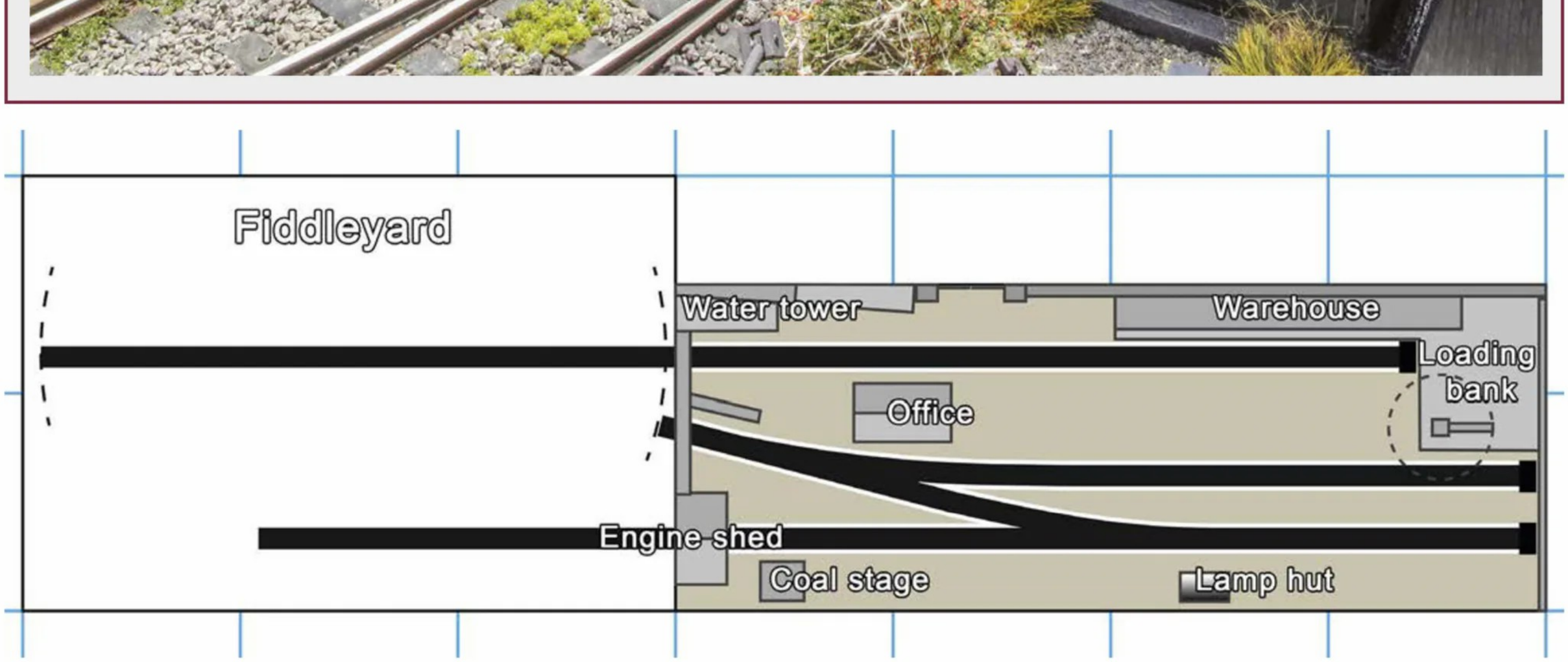


RIGHT: The Ramsbottom tank engine leaves the yard. This shows the harsh working conditions for the footplate crew with no weather protection and a very cramped cab area. You can also see the Dingham type of coupling used on all the rolling stock on the layout.

ROLLING STOCK

Building locomotives and rolling stock is my main modelling interest. The locomotives are brass kit-built models from different manufacturers, of small tank types, mainly LNWR, although I have begun building some GER engines. I have built many other locomotive types over the years, but they were unsuitable for this layout. Locomotives are all built using photographs of specific ones with additional scratch-built details. Wagons used on the layout are built in a similar way, although from more varied materials – brass, plastic and resin. All the locomotives and wagons are of the correct period and finished in their original pre-grouping paint schemes. Locomotives are finished with spray can car paints, and all rolling stock with enamel paints. All are weathered to a degree to show age and general wear and tear.





The Chopper tank is heading out of the yard with its loaded implement wagon. The traction engine is correctly chained down to the wagon with wooden stop blocks under the wheels and screw couplings in the lengths of chain. These were used to tension the chains and maintain the load's stability. In the foreground, you can see the accumulated scrap and odd items that litter small yards, also the unkempt weed and grass taking hold. A rummage through the spares box found all these bits and bobs eventually.

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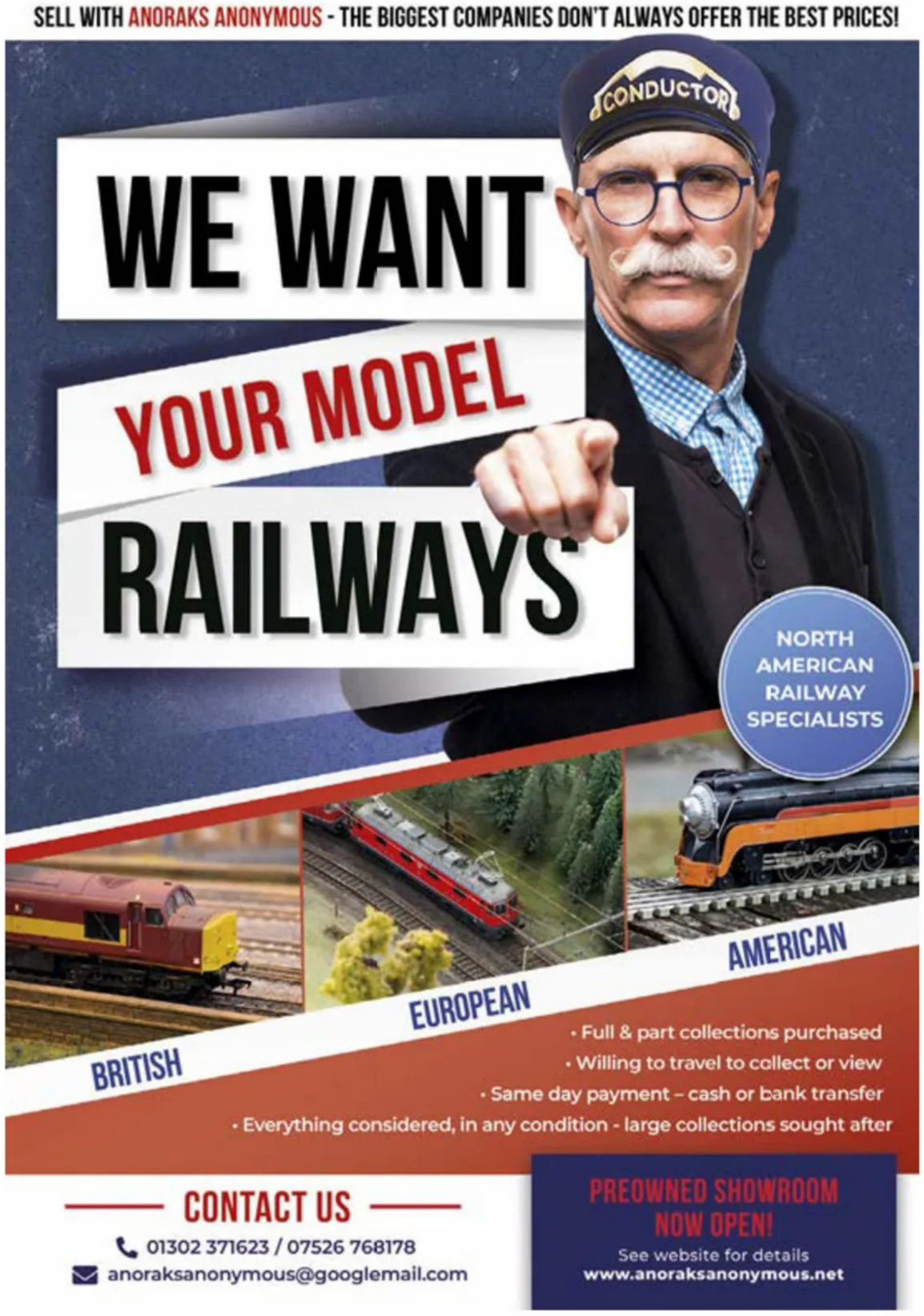
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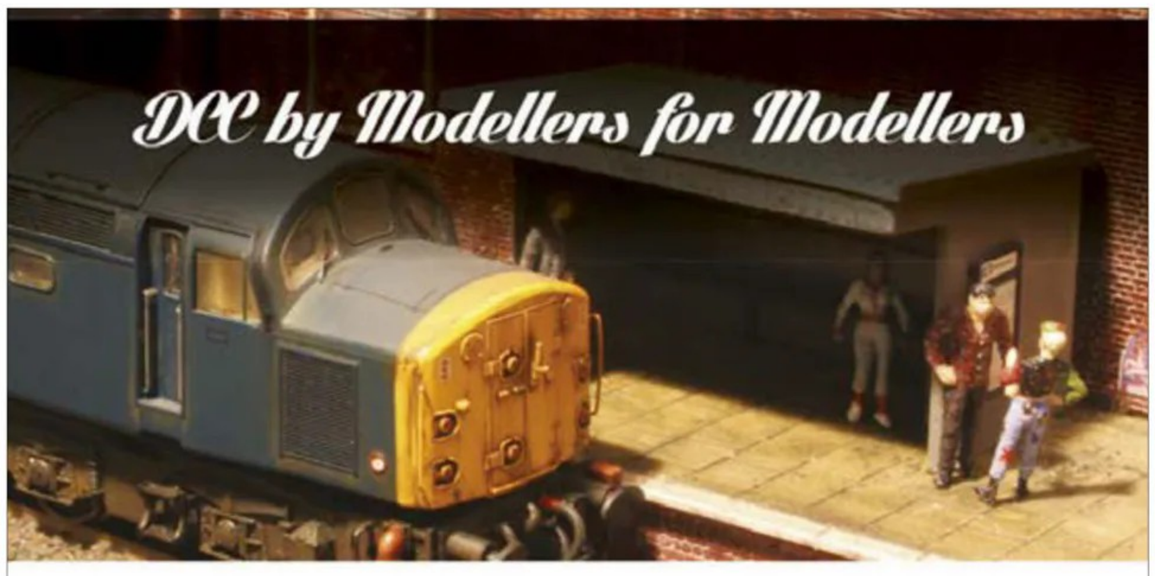
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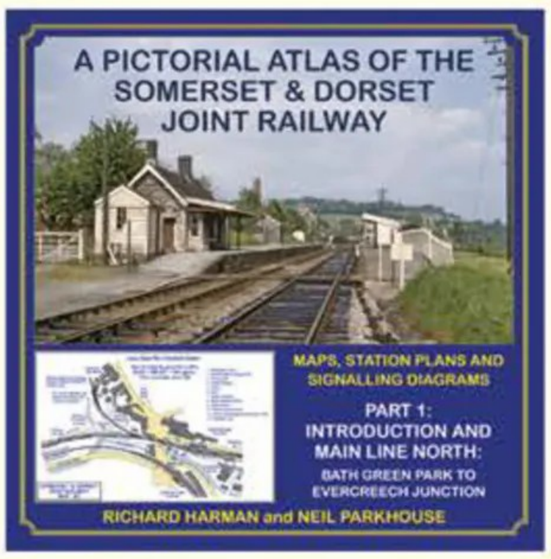
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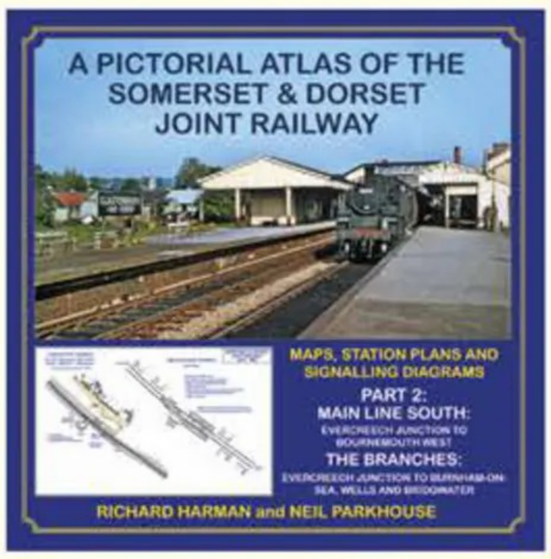
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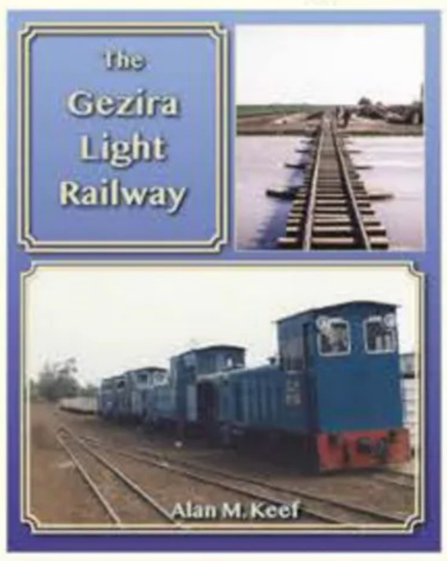


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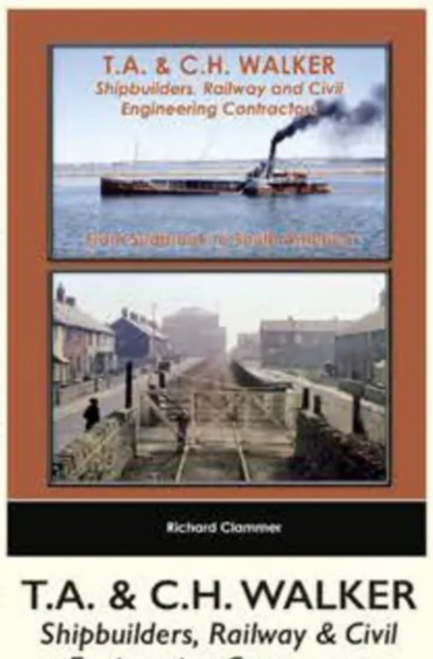
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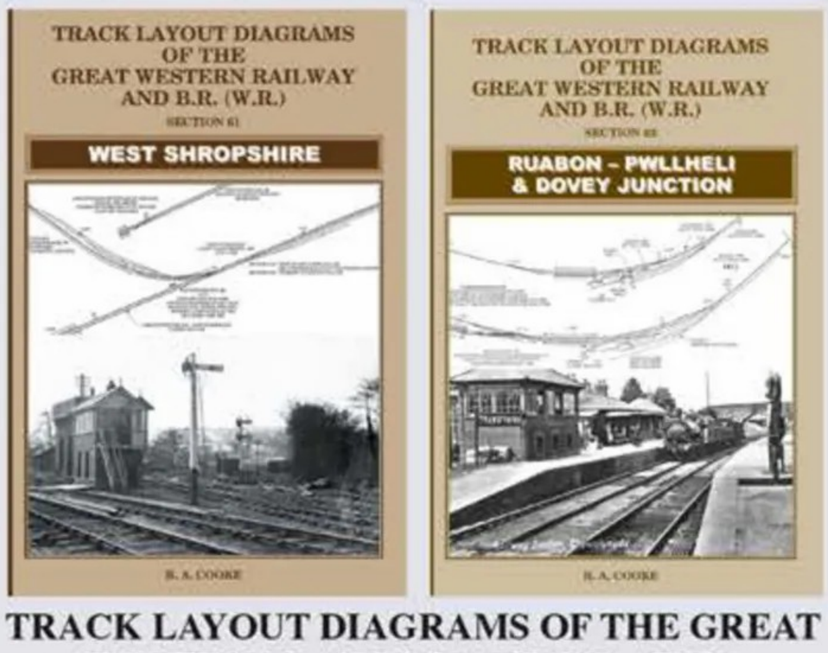
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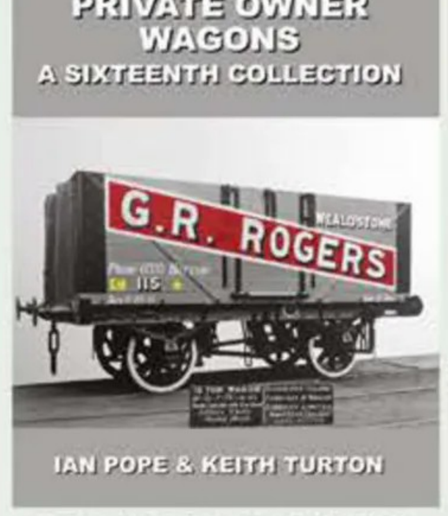
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THE LATEST HEADLINES

World of Railways teams up with Rapido Trains for new wagon

World of Railways has partnered with Rapido Trains to launch four limited-edition national coal wagons, now available to pre-order.

The wagons are branded with characteristic 'National Coal Board' internal user markings, with large white crosses clearly denoting they are for use on colliery networks and sidings away from the main line. This makes them a 'must-have' for those modelling collieries or their sidings in the post-WWII period, ideally suited to the healthy number of industrial locomotives that have come to market in recent years in colliery liveries.

Rapido's models feature the highest standard of injection-moulded parts, married with etched components and superbly free-running wheels in brass bearings. Supplied with tension-lock couplings in NEM pockets, these may be easily removed if you wish to use more accurate couplings.

There are four individual wagons available to purchase at ***https://worldofrailways.hooluh.co.uk***, plus a pack of four. Models are limited to 60 of each.



Souvenir wagons for Locomotion

Locomotion Models has revealed a trio of new wagons available for customers to order now, with specific models available in OO, N and O.

The first is its fourth exclusive souvenir OO gauge souvenir wagon – a salt van produced by Dapol. The wagon features metal wheels and NEM coupling pockets, allowing modellers to fit an alternative coupling if they wish. 400 of the OO gauge salt vans will be available, retailing at £17.50.

The N gauge 21T hopper wagon has a "highly-detailed" body and is sold with a load. The 100 wagons produced are available for £17.50 each.

Complete with a three-link coupling chain and coupling hook, only 25 of the O gauge seven-plank souvenir wagons have been produced, retailing at £55.00.



Class 88 planned for ‘OO’

Models of the Class 88 electro-diesel locomotive have been revealed for OO gauge by Rails of Sheffield. To be manufactured by Dapol – which already has models of the Class 68 in its range for the scale – models are said to be “well advanced”, with the first EP sample already being received and evaluated at Dapol. Models are to arrive late Q2, 2024.

Four models are being produced in the initial batch, available DCC-ready (£199.95), DCC-fitted £249.95 and DCC sound-fitted (£329.95). DCC-fitted and DCC sound-fitted versions are to feature a working pantograph, too.

The versions announced are as follows:

- (4D-088-001) Class 88001 *Revolution* in DRS livery
- (4D-088-002) Class 88003 *Genesis* in DRS livery
- (4D-088-003) Class 88007 *Electra* in DRS livery
- (4D-088-004) Class 88010 *Aurora* in DRS Refrigerated Rail livery

Models can be pre-ordered today with a £30 deposit.



Hawthorn Leslie 0-4-0STs for ‘OO’ – first samples shown

Dapol’s 4mm:1ft scale models of the Hawthorn Leslie and Company’s 0-4-0ST locomotives have taken a step closer to completion with the reveal of decorated samples.

Its models are based on the 0-4-0 locomotives built between 1899 and 1924, produced in large numbers and continued in a variety of industrial uses (including Iron Works, collieries and power stations) until the early- to mid-1970s.

More than 10 locomotives have made it into various states of preservation, providing modellers with options for heritage railway scenes, too.

Models are due for delivery in Q4, 2023, available in nine liveries (read the full specification on World of Railways), with RRPs of £126.36 for DCC ready, £164.16 for DCC fitted, and £266.36 for DCC sound-fitted models. See more of the livery samples on World of Railways. Models can be pre-ordered at your Dapol stockist.



WORLD OF RAILWAYS

Visit *www.world-of-railways.co.uk* to enjoy the following videos, interviews and features:



From humble early beginnings building kits to bespoke complex prototype builds for clients in more recent times, Duncan Howarth is no stranger to model-making. In an exclusive interview, Howard Smith discovers what the future holds for the Model Art Miniatures brand.



Tony Wright describes his methods when kit-bashing an O4/8 locomotive. Key to creating this heavy freight locomotive for ‘OO’ was sourcing parts from kits, existing models and his collection of spares. Tony shows us how in this latest video.



The hobby of model-building is to be enjoyed, but some aspects are more enjoyable than others. We asked our social media followers for their least-favourite subject when creating a model railway. The results are in and appeared pretty clear cut....

EXCLUSIVE INTERVIEW: PETE WATERMAN

Between July 26 and September 2, another giant OO gauge model railway is to appear as a semi-permanent exhibit at Chester Cathedral.

Making Tracks 3, the brainchild of Pete Waterman and his dedicated team of volunteers, affectionately known as the 'Railnuts', sees a depiction of Milton Keynes station with little scale compromise on public display. With its impressively-sized modern architectural surroundings, and more model cars than you could possibly imagine, we caught up with Pete to discuss the build…

Howard: So, what's different this time? You've opted for a station with relative high-speed running… is that for entertainment?

Pete: It was far more complex than we could possibly have imagined this time. Because of the overhead catenary at Milton Keynes, it was a mammoth task that we didn't envisage. It's things like the difference between BR and UK1 OHLE – it's so different, it's so much more work.

The criticism we had from a lot of people [about Making Tracks 1 and 2] was "there's not a station" and "it can't be a model railway if it doesn't have a station", not that I believe in that philosophy at all. Milton Keynes fits perfectly into our idea of what we envisaged as a model railway exhibition – fast trains, lots of trains running all the time, and giving the public our tablets so that they could run the trains.

The public really love trains passing at speed – for kids, it's absolutely amazing, they get all excited, so I thought, what if four trains all pass at the same time?

H: So, you've been building this in your barn at home, and I suppose it's handy to wander across and spend a few hours, but do you have regular team meets, or are you quite happy to work on your own at times?

P: We only get 34 weeks, and we only meet on Thursdays and Sundays. Normally, by the time we've had a cup of tea and finished putting the world to rights, we're probably modelling in truth for a maximum of five hours – there are about six or seven of us. In fact, we usually find that the more of us there are, the worse the job is, as we're too busy talking. And then, you come to May/June, and I'm in there probably 14 to 20 hours a week. Dave, who's on the baseboards, is in there seven days a week, Phil, who's on the electronics, is on there, probably five days a week. So, although technically we have only 32 weeks, in that, we're probably working 120 hours among three of us, every week. Without that, you just wouldn't get it done.

H: The layout has impressively-sized buildings – the station is a work of art, so how were those made?

P: We made them by scaling-down from



Google Earth and from field trips. It's a big job, but we have three laser printers – Phil and I have big machines, so that's not a problem. We all have 3D printers these days, and we've always said that if someone wants our OHLE, they should just ask – it's only the press of a button.

H: What happens to these layouts after the exhibit? Are they dismantled with parts re-used?

P: Making Tracks 4 will see all three previous layouts put together. We know they should all fit, but we've not yet put all three together. For instance, you can't see the other person operating at the other end of the layout. You've got to have headsets, for a start, because you can't see 155ft away...

Watch Making Tracks 2 for the September 2022 episode WOR TV, available to watch and read as a digital back-issue from World of Railways. Plus, watch our full interview with Pete Waterman on World of Railways.



HST prototype heralds new range

Locomotion Models and Rails of Sheffield have partnered to introduce the 'Railway Icons' model brand, which is set to release models of the prototype High Speed power car, 41001 (later 43001), part of the National Collection. Models are being produced exclusively for Railway Icons by Bachmann Europe Plc. The single power car is available for pre-order from either Locomotion Models or Rails of Sheffield, and can be reserved either with a £30 deposit payment or the full £199.99 balance payment.

The prototype High Speed Diesel Train (HSDT), British Rail Class 252, was devised by staff at the Railway Technical Centre in Derby. The prototype power cars were built at British Rail Engineering Limited at Crewe Works in 1972 with the Mk. 3 coaches constructed at BREL Derby Litchurch Lane. After extensive trials on the Western Region, the production versions of the trains consisting of 197 power cars (with redesigned cab fronts), entered service in 1977. Models can be ordered from the Locomotion Models and Rails of Sheffield websites.



Hornby partners with Trainmaster

Hornby has revealed a new partnership with Trainmaster, a children's train-themed entertainment provider. Founded in 2018, Trainmaster has quickly established itself as a beloved franchise that caters to families seeking immersive train-themed entertainment.

Today, Trainmaster operates in 25 counties across the UK, through its extensive network of franchises. Recently, it has integrated Hornby's Playtrains products, a popular range of products amongst young children from ages 3+, into its events and parties nationwide.

Children will have the opportunity to see and interact with Playtrains in person, immersing themselves in the exciting world of model railways.



Rolling stock for Metropolitan ‘E Class’ announced



Since the announcement of its Metropolitan E Class locomotives, Rapido Trains claims it has been inundated with requests to produce some suitable rolling stock.

Research discovered that the Met had several five-plank open wagons close to Rapido’s private owner wagon tooling. These vehicles had a long life and were subsequently repainted into different liveries, both of which will be offered by Rapido:

- (967022) MET 554 in grey livery with single-sided brakes.
- (967023) London Transport A945 in grey livery with double-sided brakes.

Both will be available through retailers or direct from the Rapido Trains website at an RRP of £32.95. Orders are being accepted until August 14.

New models from Revolution Trains and Rails of Sheffield



Revolution Trains and Rails of Sheffield have teamed up to release three new models in N gauge, set to arrive next year.

Network Rail’s 313121 test train in yellow livery, Southern’s 313201 in revised BR blue and a twin-pack containing the Arlington Fleet Services T7 vehicles used as translators for multiple unit moves are announced.

Models feature working tightlock couplers at the cab ends and standard N gauge couplers, with working directional red tail lights, at non-cab ends.

Models are expected to ship in Q1-2, 2024.

TT:120 vehicles join Osborn’s range

Osborn’s Models has ventured into 2.5mm:1ft scale with a new range of 3D-printed vehicles for TT:120 scale layout and diorama builders.

Designed and made in-house by the model shop, its (A3DTT070) Dennis Fire engine at £18.95 is a fully-finished and glazed ready-to-plant model, while its popular decorated and ready-to-plant Ransomes and Rapier mobile yard crane (A3DTT091) is also rescaled at £17.95.



‘Austrian Goods’ kit for ‘O’



The Glasgow and South Western Railway Association, in conjunction with Taff Vale Models, is to introduce a 7mm:1ft scale brass kit of the G&SWR Class 403 2-6-0 ‘Austrian Goods’. Though full details are yet to be revealed, the GSWR said: “It is hoped that kits will be available to buy from early 2024, at a price around £460, excluding wheels and motor/gears.” The GSWR is to open its deposit book shortly to secure kits for £80 each.

New Mk. 1 coaches from Graham Farish

Bachmann's summer announcement Mk. 1 coach models for 'N' are arriving with stockists with a substantial range of livery and number options. N gauge modellers have been keen to see more of Graham Farish's coaches produced as second-hand prices were deemed rare and expensive.

Liveries cover crimson and cream liveries with Scottish or Eastern prefixed numbers across Trailer Second Open, Second Corridor, Composite Corridor, Brake Composite Corridor, Brake Second Corridor, Restaurant Miniature Buffet and Brake Gangwayed types. Similar variety is available for Western Region chocolate and cream livery, maroon-liveried Eastern and Midland models with Scottish- and Midland-numbered models in blue/grey. Other liveries include Southern Region green for the RMB, Motorail GUV, Sealink SK and BSK, Intercity Executive RMB, Network Rail BCK and BG, Royal Mail Letters BG and West Coast Railway Company RMB, BSK and TSO for charter operations.

This is the widest range of Mk. 1 coaches that have been available at the same time from Graham Farish.

A selection of the range is available in weathered form. Check the Bachmann Europe website for full information and individual numbers.



New UK stockist for Kato OO/HO Unitrack

Train Trax UK, is to stock the range of OO/HO Unitrack from Kato from this summer. Made in Japan, Unitrack has a plastic base and uses Code 83 rail, and is compatible with most HO and OO gauge trains.

Train Trax UK will be stocking a variety of Unitrack products, including straight track, curved track, points/turnouts, and accessories. The company is to also offer a variety of track packs and starter sets, designed to make it easier for beginners to get started.



Drewry shunter joins Connoisseur range

Connoisseur Models has extended its 7mm:1ft scale model range, by offering an etched kit for the Drewry-built 0-6-0, 204hp, diesel-mechanical shunter, classed as 04 under British Railways. Priced at £280.00, the kits are available to order via its website.

Alternative parts are included to enable the modelling of a BR Class 04 for main line and tramway working, or a locomotive supplied direct for industrial operation.



KR Models confirms Clayton DHP1

Decorated samples of the OO gauge Clayton diesel-hydraulic prototype (DHP1) have arrived, with estimated delivery expected before the end of the year. Available in DCC-ready (£160.00), DCC-fitted (£190.00), and DCC sound-fitted (£260.00) variations, DHP1 will be supplied in three liveries: prototype red, BR green, and BR blue.



WORLD OF RAILWAYS TV

DIGITAL EDITION EXCLUSIVE

Making Tracks 3: Interview with Pete Waterman

Howard Smith discovers what Pete Waterman and the 'Railnuts' team have in store for their summer exhibit at Chester Cathedral from July 26 – September 2, 2023.

WATCH THE VIDEOS HERE

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

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WORLD OF RAILWAYS TV

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Quickview:
Amtech tools from Golden Valley Hobbies

Howard Smith previews a selection of tools newly stocked and distributed via Golden Valley Hobbies in the UK.

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00 gauge | 2-5 | £199.95+

Rails of Sheffield SE&CR D1 Class



Andy York



There is a subtle satin shade to the black of the review model equal to that which would be applied by a quality craftsman's paint finish.

As with Maunsell's rebuild of 21 of the D Class of 1901, Rails of Sheffield's D1 Class owes its roots to the earlier model from two years ago with improved performance and, dare I say it, better looks. The model has been exclusively produced for Rails by Dapol, and the same quality, if not better, is evident throughout. The tender and chassis, with improvements in running due to the absence of traction tyres and excellent weight balance are married to an all-new locomotive body, which matches the style and appearance of the prototype very well.

Liveries, across six different models, date from introduction in South Eastern & Chatham Railway grey for a locomotive rebuilt before grouping, through the Southern Railway era in Maunsell's olive green with black and white lining on to British Railways grey and red-lined liveries in early and late crest form to take the range through its 40-year life. Our review sample is that of the last-mentioned; initially, I thought there was an error on the driver's side of the tender as the lion is forward, rather than left-facing, but this is a faithful recreation of the erroneous crest that Ashford Works applied to the tender, which is backed up by image references.

Variations across the life of the class are catered for with two frame variations (to include early D Class conversions), two cab types, two chimney types, two smokebox door types, three dome types (with/without top feed and plated), two safety valve types (Ross-pop and Ramsbottom), with and without snifter valves, high-capacity tenders and manual and automatic lubricators. Unfortunately, the model of 1741 possesses both

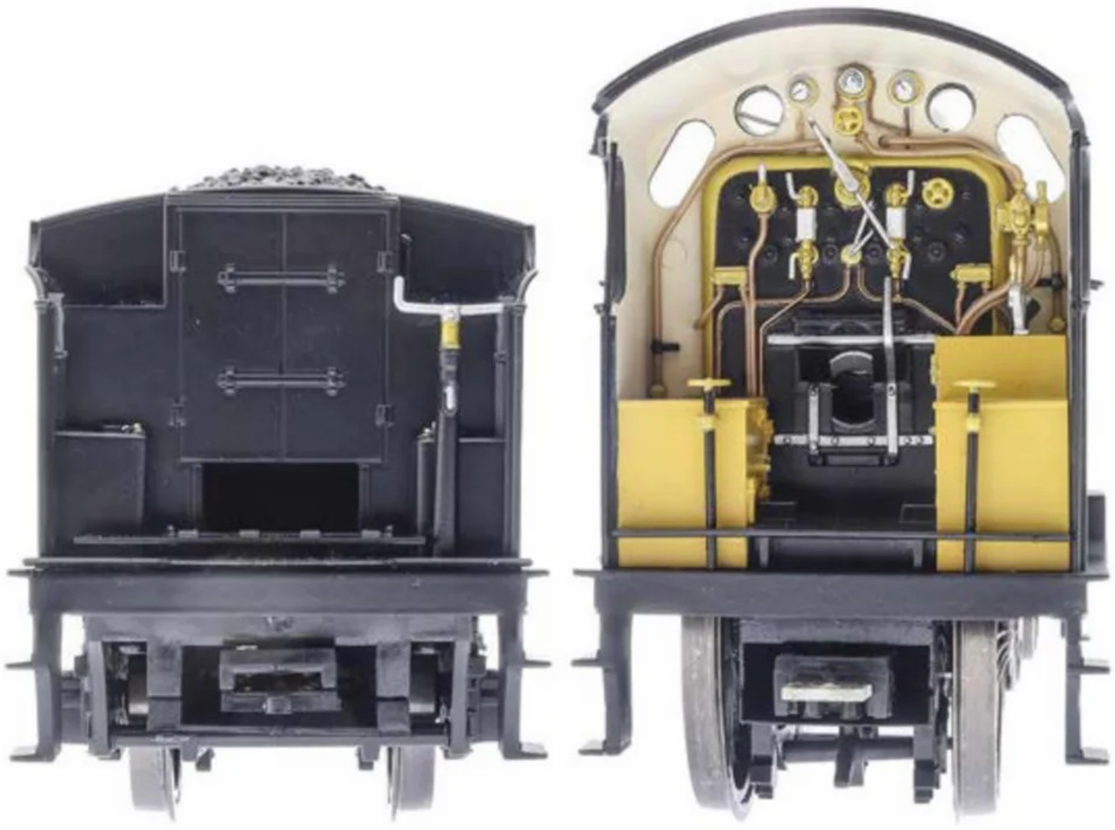


The connection between the footplate and tender is easy, neat and robust.





Open the smokebox door, pull out the circuit board and fit your decoder and speaker – a two-minute job.



The quality of the interior decoration of the backhead detail is very noticeable.

top and side feed feeds, which would necessitate removal of the side feed valve and pipe for accuracy.

Overall, the model has a beautiful finish with well-printed livery details matched with some superb running characteristics from the five-pole motor; smooth, silent and superbly balanced with the centre of gravity sitting between the main drivers, thanks to the die-cast chassis, which leaves the space beneath the boiler open to include cosmetic internal valve motion, which is picked out in red. On test, the model capably managed eight Mk. 1 coaches, so long as a gentle hand is applied to the regulator on starting. It's a reasonable match for what would have been expected in service on express services on the Chatham section of the Southern.

A small detail that caught my eye is the separately-fitted smokebox numberplate mounted proud of the door – excellent. The useful Owner's Manual refers to fitting cab doors; this is a carry-over from the D Class instructions as cab doors are not included with the D1.

Dapol's 'snap-fit' locomotive to tender connection is present on this model – if only all manufacturers adopted something so simple and robust. Another feature of excellence is the ease of fitting a Next18 decoder onto the smokebox plug-in circuit board with the speaker beneath; these are all things that make a model a pleasure to own. The analogue DCC-ready version of the model retails for £199.95, but each livery has the option of a sound-fitted version for £324.95.

FACTFILE

Model: (4S-028-005) 31246 in BR black late crest livery
Body: Injection-moulded plastic
Chassis: die-cast metal
Weight: 253g
Minimum curve radius: R2 (1028mm)
Accessories: Vacuum pipes, guard irons, pony truck crossmember

WHAT WE LIKE

- ✔ Excellent decoration and attention to detail
- ✔ Ease of decoder and sound fitting
- ✔ Locomotive to tender connection
- ✔ Multiple differences to variants
- ✔ Good balance

00 gauge | 7 | £259.99

Accurascale Class 37/0



Andy York



The second delivery of Accurascale 37s are mainly about the style of nose front, but the differences go beyond that.

Mid-1980s West Highland layouts are very popular with modellers and Accurascale has brought us a peach with the distinctive but short-lived treatment of 37027 in BR blue with an Eastfield-applied white lower body stripe.

This delivery of Accurascale's wide range of Class 37 variants features the split headcode style of nose with centre doors, harking back to the earliest deliveries of the Class, but with plated headcode box covers with near flush marker lights, which are superbly dim in use. Before the square high-intensity headlight became ubiquitous, Eastfield and Inverness depots began installing what was basically a car headlamp on a bracket to their steam-heat '37s' to improve visibility at ungated/farm crossings when working to Fort William/Mallaig/Oban and the West Highland and Far North lines, and Accurascale's portrayal of this in LED form is scale-sized and seemingly scale brightness i.e., not actually very bright which, for me, makes it better than most locomotive lighting.

Returning to that nose, it's evident there is no joint to the body on this model, which features the cut-back bufferbeam fairings, and time should be taken to fit the fine and straightforward bufferbeam detail securely. This includes two approaches to the snowploughs with a combined part or three separate pieces dependent on what coupling you wish to retain. There is a separate bag containing the etched name and maker's plates, which are already cut from their sprues. The lift-off roof panel section features the round port boiler exhaust on this version, and is a very easy removal for 21-pin decoder fitting. Inside our review model is the Accurathrash bass speaker, which sounds magnificent with the 37/0 model, including cold start-up rather than the flange squeal on the 37/4.

This is a model where the more you look, the more you will see. Until reviewing this model, I hadn't realised the backs of the wheels feature detail as well as the outward face. Look back at our June 2023 review of the 37/4 for more information on the detail Accurascale has gone to. Don't just put it on the layout, sit it on the desk for a while and admire the quality we are now seeing at comparatively good prices.



1980s lights that don't dazzle – excellent! Especially that 'car' headlamp.



The bogie design says 'goodbye' to visible gaps between it and the body and 'hello' to magnificent detail.





FACTFILE

Model: (ACC230537027) 37027 *Loch Eil*
Livery: BR blue with Eastfield white stripe and 'Westie'
Chassis: die-cast
Body: plastic with etched details
Weight: 690g
Minimum curve radius: R2 (438mm)
DCC socket: 21-pin
Accessory pack: Bufferbeam detailing, etched plates and screw-link couplings

WHAT WE LIKE

- ✔ Livery application and sharpness of print
- ✔ Design of bogie securing chains
- ✔ Roof panel and handle detail
- ✔ Sprung buffers with detail to rear of buffer heads
- ✔ Lighting colour and brightness levels
- ✔ A deep bass to engine sounds
- ✔ Value for money

FURTHER INFORMATION

Other products in this batch:
37026 *Shapfell* Railfreight Distribution
37043 *Loch Lomond* BR blue large logo

00 gauge | 7 | £586.99

Hornby APT 14-car set



Howard Smith

If it's the 'wow' factor your West Coast Main Line layout of the 1970s to early-1980s needs, here's a solution... With minor revisions – a mini re-boot so to speak – the new five- and seven-car train packs of the APT have arrived from Hornby. We gave its earlier 2022 release a little criticism in our April 2022 issue for its features vs. value for money. These new arrivals seek to address some of the points highlighted, feedback from customers playing a large part, no doubt.

Kindly sent for review, we find the seven-car pack comprising DTS 48103, TBF 48603, NDM 49003 *City of Derby*, NDM49004, APT-U development vehicle 48204, TBF 48604 and DTS 48104. For completeness of the 14-car set, you'll need (R40212A) comprising TF coaches 48503 and 48504, (R40211A) with TU coaches 48303 and 48304, (R40210A) with TRBS coaches 48403 and 48404, plus (R40209A) comprising TS coaches 48203 and 48204. When running the 14-car set, the APT-U development coach from the seven-car set isn't required. It's a very impressive sight on a layout, provided you have enough scenery to witness a full-length train. You'll need an additional £435.96 RRP for the four two-coach packs, too. Despite inflationary pressures, retail prices remain the same as last year.

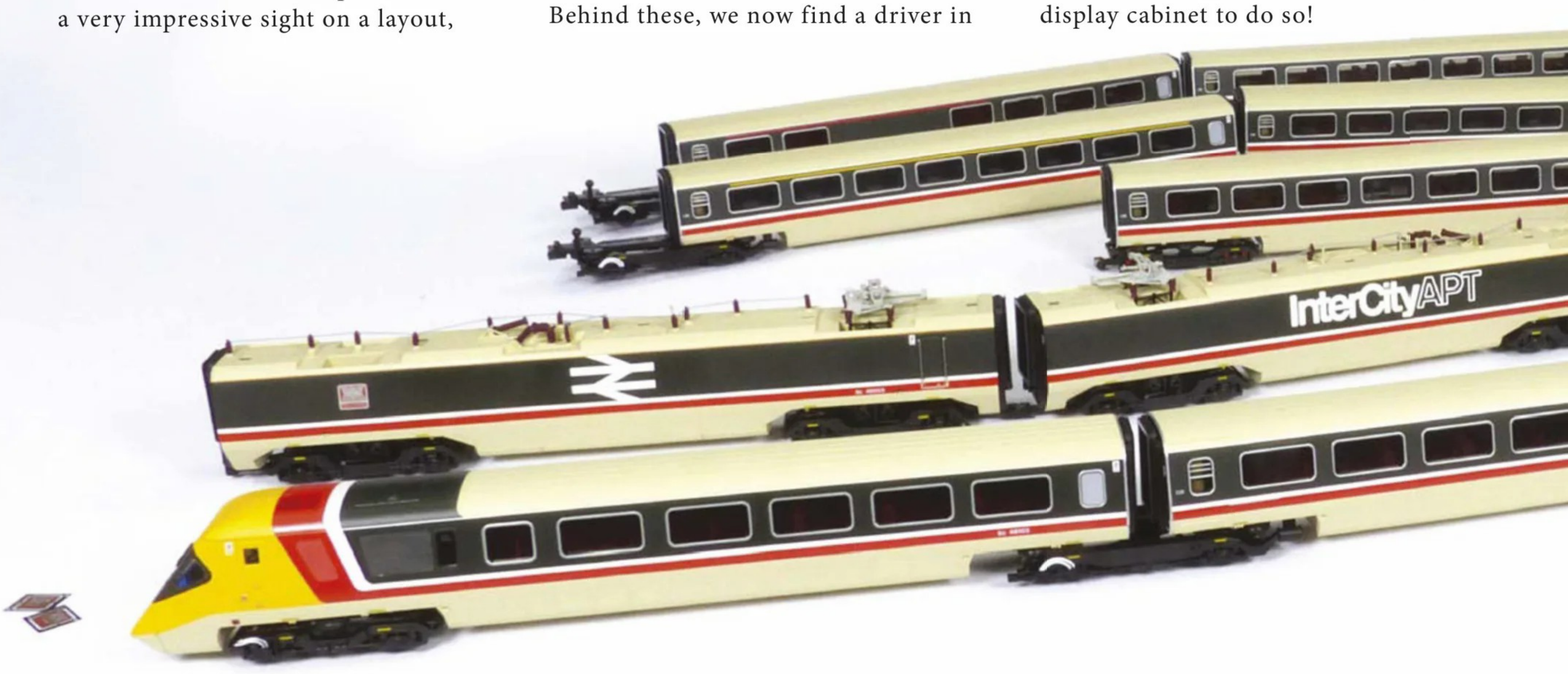
Hornby has revised the weight of its Non-Driving Motor cars – these now tip the scales at 453g, up from last year's model release at 365g. It's not only useful, but vital when running the 14-car set. Oddly, the unpowered NDM retains the chassis weight of its powered cousin, adding drag to the set. It's the powered NDM that appears to have seen the most revision, with improved motor pivot mounts yielding smoother operation. Hornby is said to have revised the strength of the pantograph, too. Injection-moulded in plastic, and a very fair representation of the Stone-Faively design, the somewhat forgiving design – should it be knocked – still wasn't for staying in the raised position.

Turning attention to the cab of the Driving Trailer Seconds, the cab windows are noticeably better, the glazing being a better flush finish within frames than its previous release. Behind these, we now find a driver in suitable attire, hand on the regulator, ready for departure.

The livery applied to the cars is immaculate, the silver window frames around tinted glazing really looking the part. Peer at the smaller leading window of the cabin on the DTS, and you'll find the destination board, displaying 'London, Preston, Glasgow'. Very high quality etched nameplates for NDM 49003 are included. Inside all cars, the lighting PCB has been redesigned, to allow for a smaller, more discreet capacitor – the previous iteration irked some modellers as it 'dangled' at window level.

The powered and non-powered NDMs now benefit from screw-mounted magnetic couplings making life easier when assembling a rake – no longer must vehicles be placed on their sides to couple cars together. As such, the beautiful liveries applied to these vehicles have a better chance of remaining so, scratch-free.

Though a brilliant sight on a layout, preferably at speed, it's also sure to make a fabulous display for the collector, though you'll need a lengthy display cabinet to do so!



The cab interior and glazing of last year's release has been changed, turning it from one of its weakest to its strongest assets. It's proof that there's much to be gained from interim model revisions over costly new tooling to better satisfy the needs of present-day modellers. Hornby – can we look forward to more interim tooling updates to other classes, too, perhaps?

FACTFILE

Models: (R30229) BR Class 370 APT 7-car train pack, (R40211A) 2-car TU coach pack, (R40209A) 2-car TS coach pack, (R40212A) 2-car TF coach pack, (R40210A) 2-car TRBS coach pack
Chassis and body: Injection-moulded plastic, power car chassis – die-cast
Weight: power car – 453g, coaches – 150g (approx.)
Minimum curve radius: R2 (438mm)
Accessories: Etched nameplates

WHAT WE LIKE

- ✔ Revised model to improve on previous weak points
- ✔ 'Wow' factor guaranteed
- ✔ Livery pin-sharp, enhanced by etched plates

WHAT WE NOTICED

Pantographs still reluctant to stay in raised position

WORLD OF RAILWAYS TV

DIGITAL EDITION EXCLUSIVE

Hornby APT on test

Reviewed for the October 2023 issue of BRM, we put this model of a railway icon to the test.

WATCH THE VIDEOS HERE

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

PLAY

00 gauge

6

£ 229.95
DCC ready

Bachmann Class 40



Andy York



Disc headcode Class 40s were synonymous with the North West areas, so it's great to see Bachmann's latest models covering that heritage.

The latest iteration of Bachmann's Class 40 arrived in 2014, with substantial visual and detail improvements from its predecessor, and the latest model arriving with stockists now features several upgrades with a Plux22 DCC decoder interface. Each model is now pre-fitted with two speakers for simple sound installation and each version is also available with sound decoder fitted at an RRP of £329.95.

D292 supplied for review depicts the earliest version of the English Electric Type 4, as they were then known, in green livery with cream bodyside stripe, disc headcodes and an accessory pack, which includes nose ladders and frost grilles.

The locomotive was delivered to Crewe North shed in 1960s and by 1963 had lost the nose ladders and acquired electrification warning signs with the start of 25kV electrification in the area.

This batch of releases also include 40097 in similar disc headcode form in BR blue, which, as with D292, was a London Midland Region locomotive, which was allocated to Carlisle Kingmoor in this guise. At the other end of the long life of the Class 40, (32-487) is Bachmann's model showing D213 *Andania* in its main line running form in preservation with a high-intensity headlamp fixed for its return in 2018. Completing this batch is (32-490) showing 40063, a Scottish Region locomotive, with a squared-off centre four-character headcode box.

The looks and lines of the Class 40 are all there as it's still a good rendition, and while the model is a welcome technological step forward, the old bogie frames are retained, which lack depth to the springing and axleboxes.

The all-over green livery draws attention to the seam line around the nose due to that being a separately-tooled item to cover variants, but this is less of an issue in any livery with full yellow ends, while the silver decoration of the sprung buffers draws attention to the chunky profile.

The performance of the model is superb, capably managing 20 Mk. 1 coaches while being quiet and smooth through the speed range. I still have a soft spot for these models.

FACTFILE

Model: (32-488) D292 BR green late crest
Livery: BR green late crest
Construction: Die-cast chassis, plastic body with etched detailing parts
Weight: 631g
Minimum curves: Radius 2 (438mm)
DCC socket: Plux22
Accessory pack: Brake piping, disc headcodes, nose ladders, frost grilles

WHAT WE LIKE

- ✔ Solidity and durability
- ✔ Running qualities and performance
- ✔ Livery application and printing definition

Rainbow Railways 51T TUA tank



Andy York



Revolution Trains' exclusive model for Rainbow Railways is available in three distinct liveries, with a multitude of numbering and branding variations.

Standard Wagon Co. of Heywood produced 28 51T TUA wagons to design TU013A for Tiger Rail, who leased these to ICI for conveying caustic soda from its Mond Works in Runcorn via Speedlink services to destinations from the South Coast to Scotland, and are therefore of interest to modellers portraying the late-1970s scene onwards.

Revolution Trains', model produced exclusively for Rainbow Railways of Linlithgow, is an accurate creation of these distinctively-branded models available in ICI's original dark transport blue with eight different numbers preceding the neutral grey of the later TIGER livery. In later life, 12 of the wagons were dedicated to English China Clay's operations from Burngullow in its vibrant blue livery, which worked between Cornwall and Aberdeen.

The models run well with a respectable 52g of mass on pinpoint axles, and there's plenty of space within to allow for fitting of EM/P4 wheelsets. The base colour and orange solebars are very good, but some of the decoration, while well defined, is a little thin in density, particularly the ICI logo, and the review model pictured shows signs of a TLG sticker beneath the TRL branding; if that's intentional, it's well executed.

The Gloucester pedestal suspension is well-modelled, with the prominent springs settled into an in-service height and the tank body has pleasantly-subtle weld seams, plus the photo-etched walkway around the tank-top fillers is superb. The buffers are sprung and the coupling hook feels sufficiently robust to hold prototypical couplings. Air pipes are included in the accessory bag, but a little opening of the bufferbeam holes might be necessary to fit these.

Overall, the model is a welcome addition to form a specific and distinctive traffic flow, which has not been previously offered.

FACTFILE

Model: (OO-TUA-001) Tiger (blacked out ICI)
Liveries: ICI Blue, Tiger Grey, ECC blue
Era: 1977-1990s
Body and chassis: injection-moulded plastic with metal weights
Weight: 52g
Minimum curves: Radius 2 (438mm)
Accessories: Brake pipes

WHAT WE LIKE

- ✔ Decoration variations
- ✔ Etched tank-top walkway



00 gauge | 10-11 | £62.46 – twin pack

Accurascale FNA-D ‘New Generation’ Nuclear Flask Carrier



Andy York

Following the massive KUA and the diminutive PFA, Accurascale is continuing its range of ‘OO’ gauge nuclear wagons with the FNA-D ‘New Generation’ flask carrier, used between power stations and the facility at Sellafield for reprocessing or storage. A total of 40 wagons were built by WH Davis between 2014 and 2019 and used for carrying spent fuel from nuclear power stations and sites undergoing decommissioning to the facility at Sellafield for reprocessing or storage.

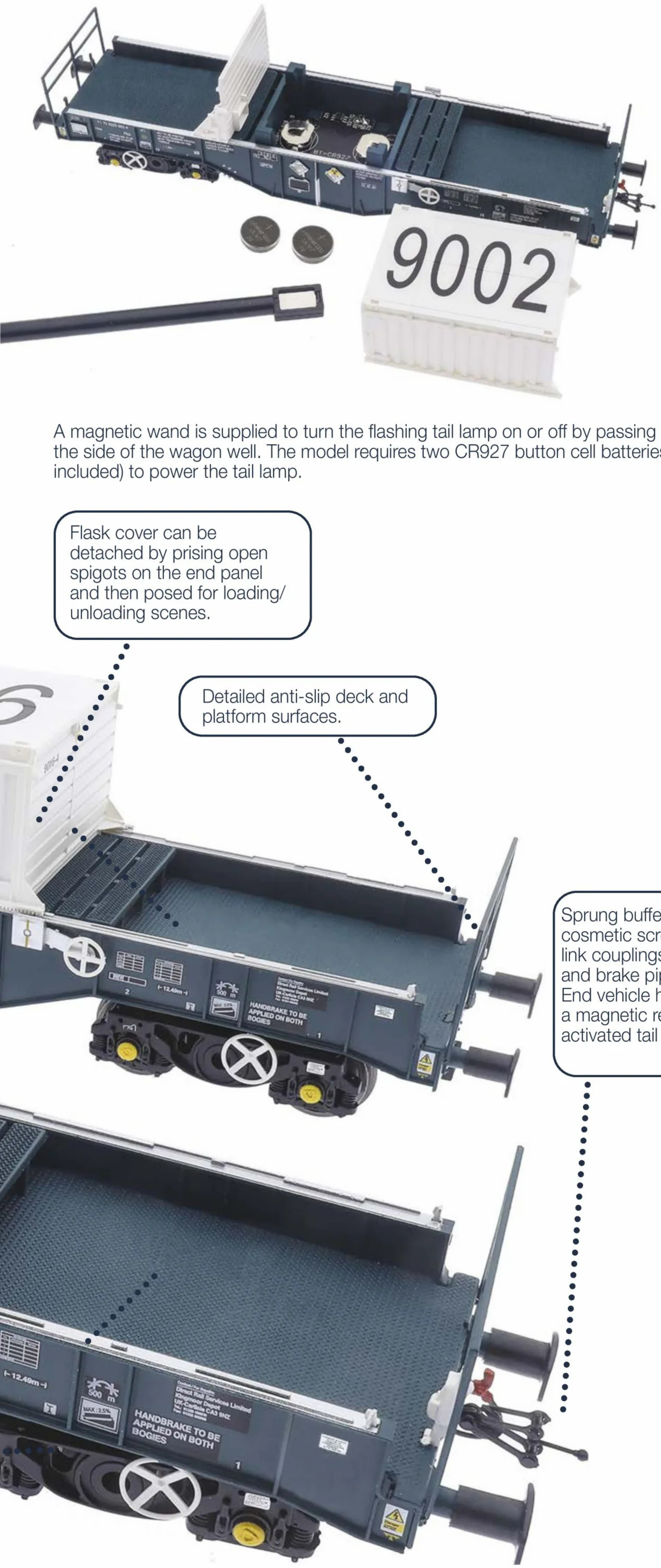
The wagons, which also carry the UIC code ‘Uas’ are a like-for-like replacement for the iconic fleet of BR and Procor-built FNA nuclear flask wagons that were built between 1976 and 1988, now all scrapped. The major updates are bodysides with exposed framing and the distinctive Barber BER22.5 ‘Easy Ride’ low track force bogies. Internally, the vessel support structures are designed to carry a wider range of flask designs. The FNA-D wagons can still be seen over much of the UK, usually between one and five wagons behind a pair of Direct Rail Services (DRS) locomotives. These operational sites are Hartlepool, Heysham 1 & 2, Torness and Sizewell B.

Five packs of two wagons, differently numbered, and a selection of flask cover numbers.

Robust etched end handrails and lamp brackets.

Accurate and clearly legible data panels and warning signs.

Excellent Barber BER22.5 ‘Easy Ride’ bogies with rotating axleboxes with RP25-110 profile OO gauge wheels with space to fit EM (18.2mm) or P4 (18.83mm) wheels if desired. The bogie design says goodbye to visible gaps between it and the body and hello to magnificent detail.



A magnetic wand is supplied to turn the flashing tail lamp on or off by passing over the side of the wagon well. The model requires two CR927 button cell batteries (not included) to power the tail lamp.

FACTFILE

Models:
ACC1115 FNA-D - Twin Pack A 9002/9016
ACC1116 FNA-D - Twin Pack B 9004/9025
ACC1117 FNA-D - Twin Pack C 9007/9028
ACC1118 FNA-D - Twin Pack D 9011/9034
ACC1119 FNA-D - Twin Pack E 9012/9040
Livery: Teal blue with white flask
Construction: Diecast chassis, plastic body with etched detailing parts
Weight: 128g per wagon
Minimum curves: Radius 2 (438mm)
Accessory pack: Bufferbeam detailing, cosmetic screw-link couplings, magnetic wand where applicable

WHAT WE LIKE

- ✔ Livery application and sharpness of print
- ✔ Posable flask hood
- ✔ Bogie detail
- ✔ Finescale wheelset provision
- ✔ Underframe detail
- ✔ Rotating axleboxes
- ✔ Value for money

00 gauge | 3 – present | £ 39.95

Rapido GW 'Toad' brake van



Andy York



We have seen several manufacturers produce Great Western (GW) 'Toad' brake vans before, but none has been to this specific Diagram AA20 form, even if some of the differences may be visually minor such as the height of the footboards, position of the brake stanchion on the verandah and roof rainstrips. What sets Rapido's model apart and substantially ahead of others, happens behind closed doors.

Lifting the magnetically-attached roof off the model, an extraordinary amount of detail can be seen with the stove, bench boxes and sand boxes with planked walls and floor and even a fully-detailed interior, with the panelled door including a lock and bolt. RMweb users have been discussing whether this is a step too far, but it is the Rapido way. This attention to detail becomes more visible on the verandah with the brake handle and sandbox fillers in the corner, with an excellent representation of the handle for operating the sanders extending through a conduit inside the guard's accommodation. This leads nicely to the portrayal of the sanding pipe to the outside of each wheel underneath the wagon. There, beneath, lies even more detail that will rarely be seen while the model is in service.

Having gone to those extremes, it's reassuring to know that the same diligence has been paid to the visible exterior detail, with tidy white handrails that were made from old gas piping on the real vans. The lamp irons to the ends and each side of the van are separate parts, which would benefit from fitting lamps. The model is typically, for Rapido, free-running, with brass bearings within the axleboxes. The decoration, although minimal, is well executed, and the model range spans the life of the vans from introduction in GW grey with large, and later small, lettering through to the time of our review sample, which is still in GWR grey after nationalisation showing its BR(W) number and allocated to Leamington. BR unfitted grey liveries had a variety of allocations and extended through to their departmental use, with many of the models being suitable for heritage line usage.

Overall, this is a welcome addition to the brake van armoury of the late GW and BR(W) modeller.

FACTFILE

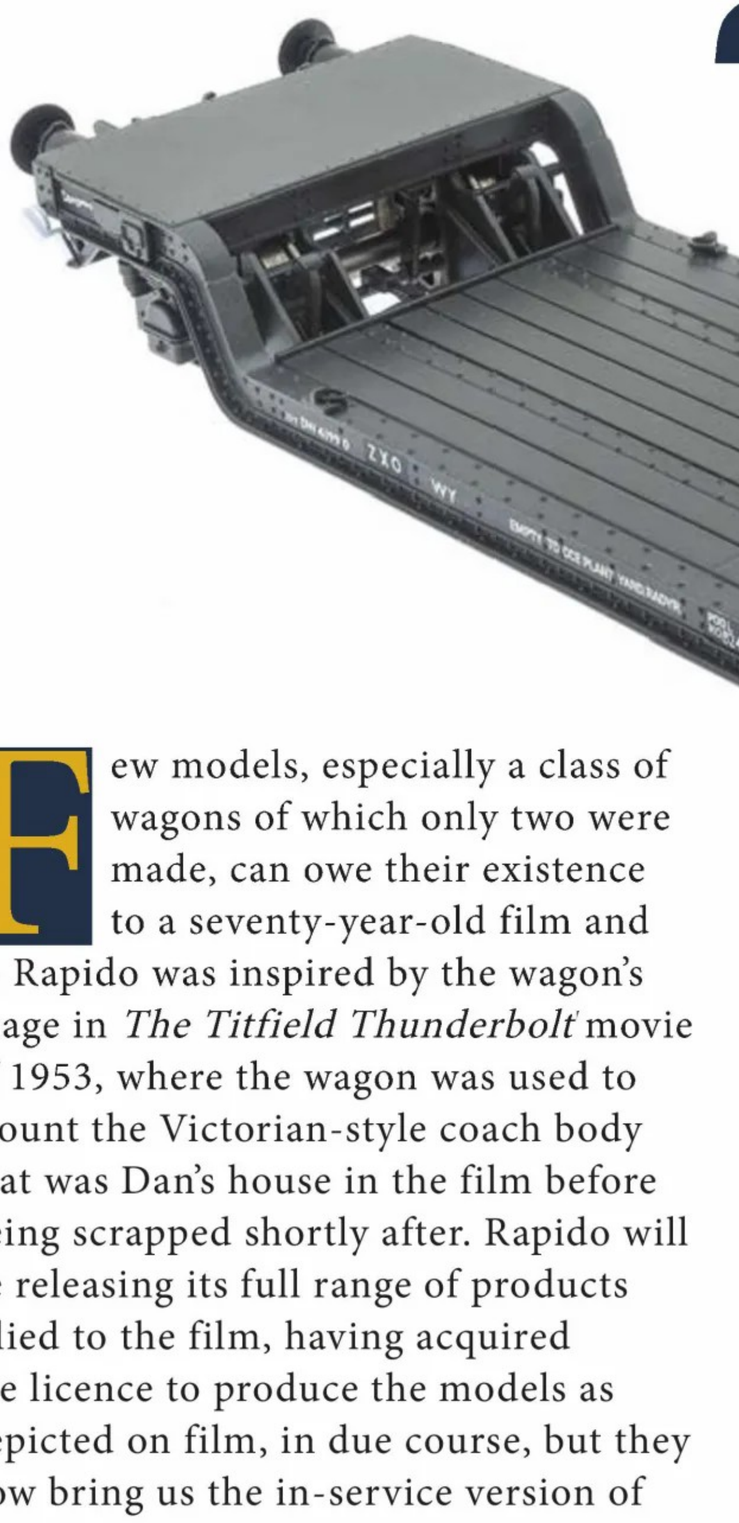
Model:
(918006) W68868, Leamington, WR grey with BR number 18
Liveries: GW grey, BR unfitted grey and departmental liveries
Body: injection-moulded plastic
Chassis: weighted injection-moulded plastic
Weight: 45g
Minimum curve radius: R1 (371mm)

WHAT WE LIKE

- ✔ Interior detail
- ✔ Underframe detail
- ✔ Detailed roof underside
- ✔ Print quality
- ✔ Variety of liveries and numbers

00 gauge | 3 – present | £39.95

Rapido GW Dia. G39 ‘Loriot Y’





Andy York

Rapido’s model features as much detail as possible, as the view into the axle area reveals.

Few models, especially a class of wagons of which only two were made, can owe their existence to a seventy-year-old film and so Rapido was inspired by the wagon’s usage in *The Titfield Thunderbolt* movie of 1953, where the wagon was used to mount the Victorian-style coach body that was Dan’s house in the film before being scrapped shortly after. Rapido will be releasing its full range of products allied to the film, having acquired the licence to produce the models as depicted on film, in due course, but they now bring us the in-service version of the Loriot ‘Y’.

The GWR allocated the code ‘Loriot’ to flat wagons designed to move earth-moving and plant machinery. One new ‘Loriot’ was built in 1937 to Diagram G39 and coded ‘Loriot Y’ as it didn’t look like the rest of the ‘Loriot’ family, which were built with rolled beams as opposed to the I-beams of this wagon, hence a separate nomenclature. Both were painted with instructions that, when empty, they must be returned to Swindon – a superb detail on the GW model. They would have run over large areas of the GWR’s network, moving excavators and other plant, particularly during WWII.

Out of the class of two, one wagon had a shortened life, as mentioned, but sister ‘Loriot Y’ 41990 fared better. It remained in revenue-earning service until at least 1990 at Radyr Engineers’ Yard.

Eventually, as DW41990 coded ‘ZXP’ on TOPS and as portrayed in our review sample, it moved to Bescot from where it was condemned in 1994. Saved at the 11th hour, it moved to the Severn Valley Railway where it remains today, meaning the model is suitable for heritage usage, too.

The model displays an array of fine detail, both above and below, with fine planking and bolt detail on top and views through to the frames and braking mechanism beneath. One of the remarkable details is the additional tie-down points fitted to the deck and bufferbeams, which move in their mounts. The full I-beam detail is shown below and it can be noted that, because of limited clearances, there are no NEM pockets for the couplings, but the mountings for these can be removed by a small screw behind the coupling beneath. Injection-moulded additional weight is yielded by die-cast elements to the chassis, leading to smooth and stable running with brass wheel bearings.

It may be niche, but it’s a great addition to the range.

FACTFILE

Model:
(917003) BR Departmental No. DW41990
Livery: BR departmental grey
Body: Injection-moulded plastic body and weighted chassis
Weight: 26g
Minimum curve: R1 (371mm)

WHAT WE LIKE

- ✔ Superb decoration on GW livery
- ✔ Underframe detail
- ✔ Tie-down points

18+

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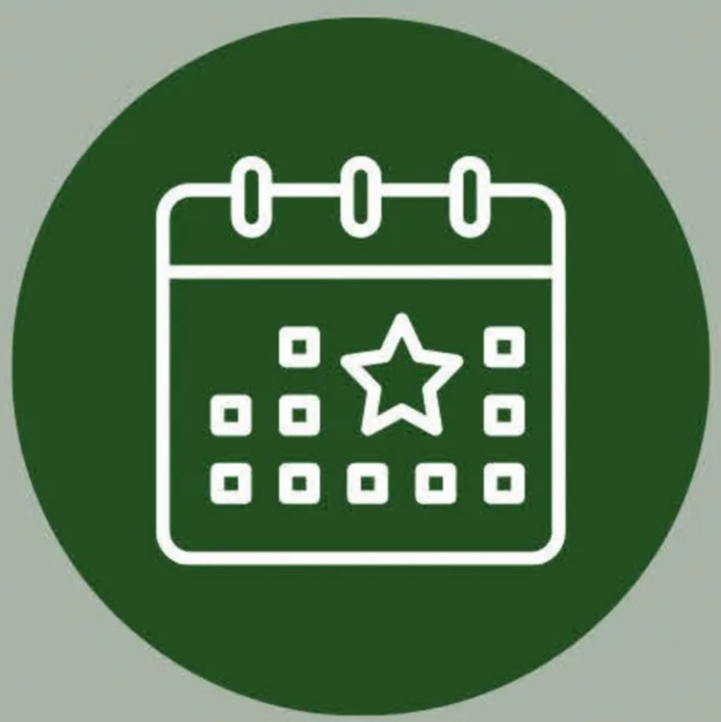
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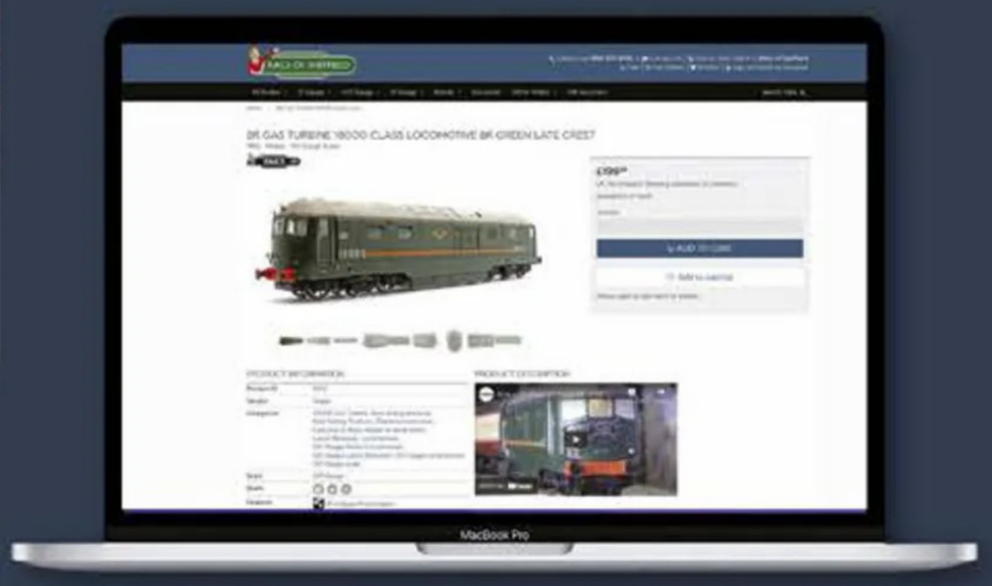
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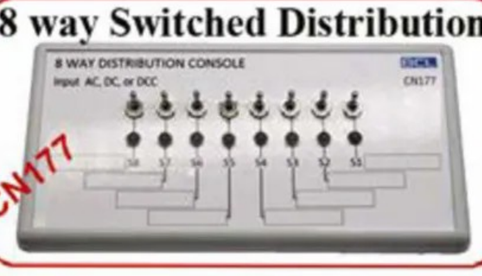
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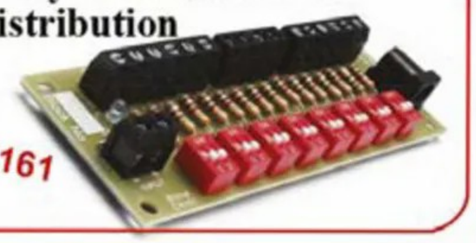


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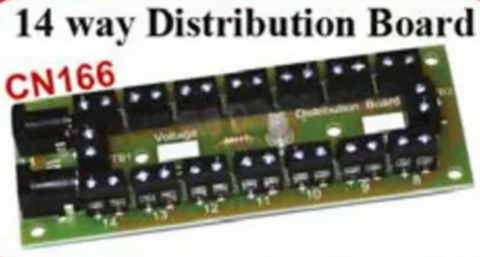
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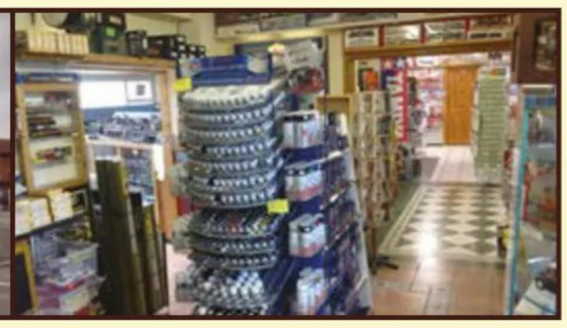
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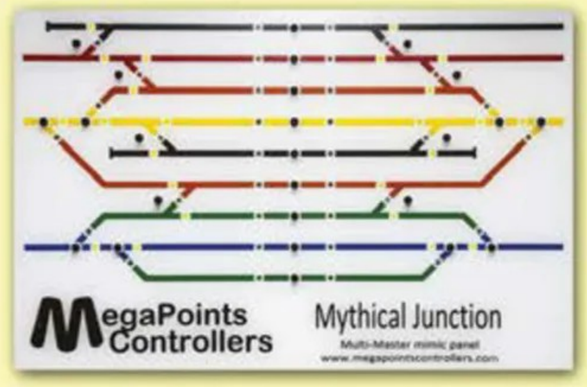
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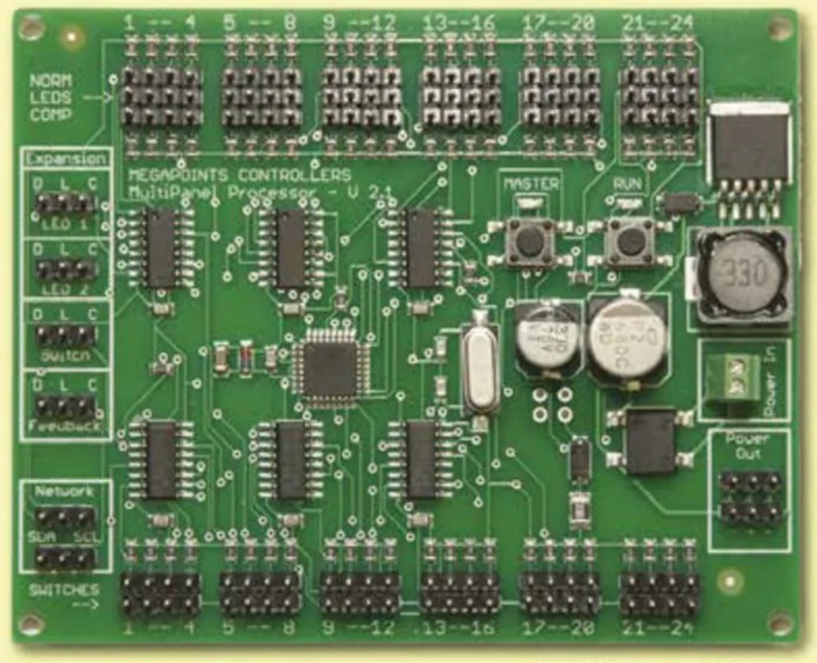
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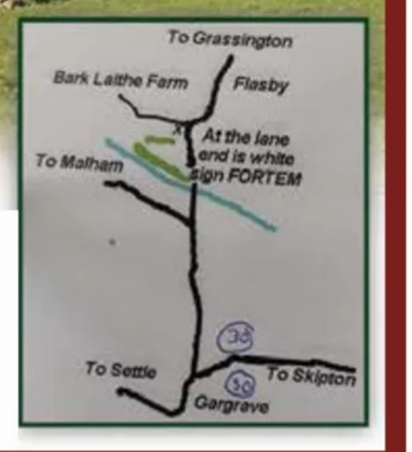
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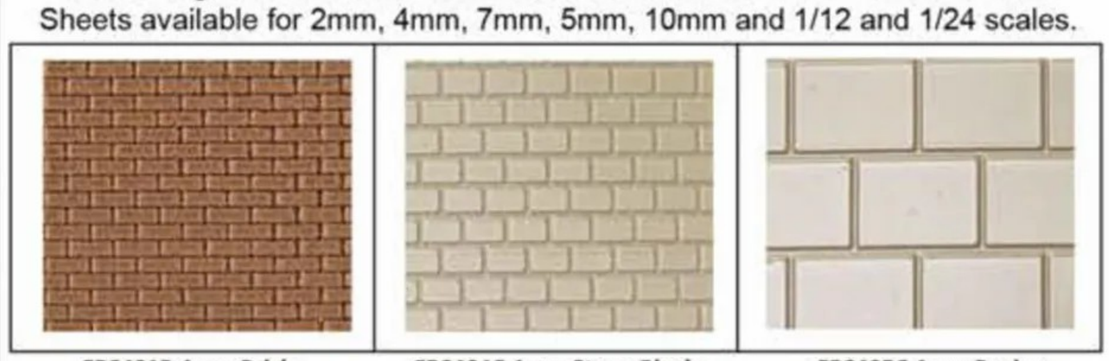
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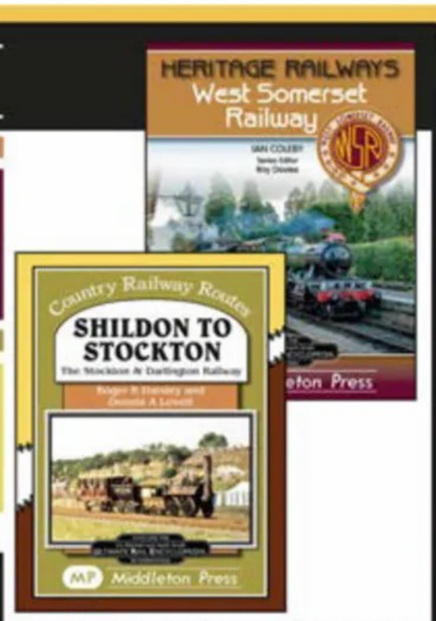
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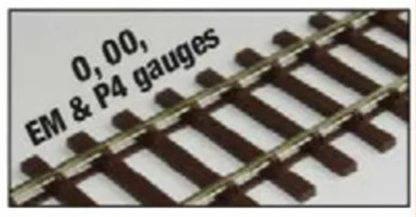
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Exhibitions & Events Diary 2024

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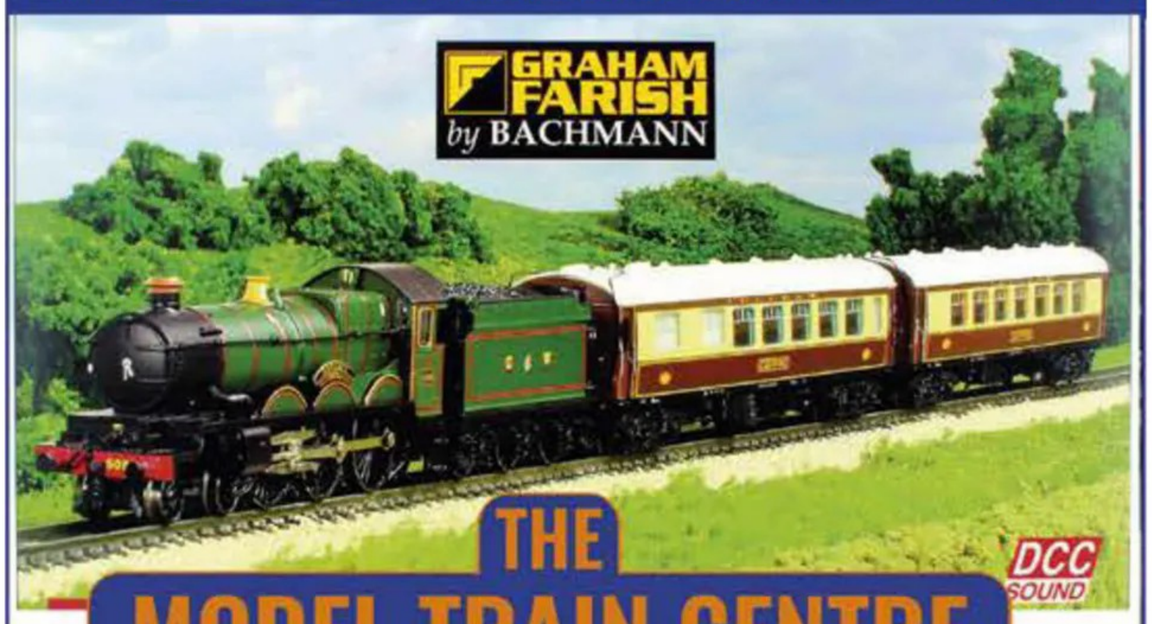
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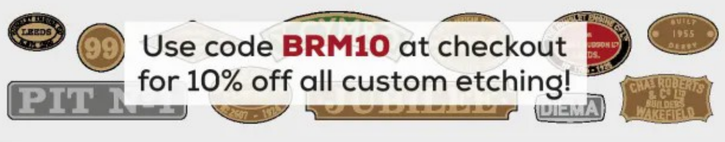
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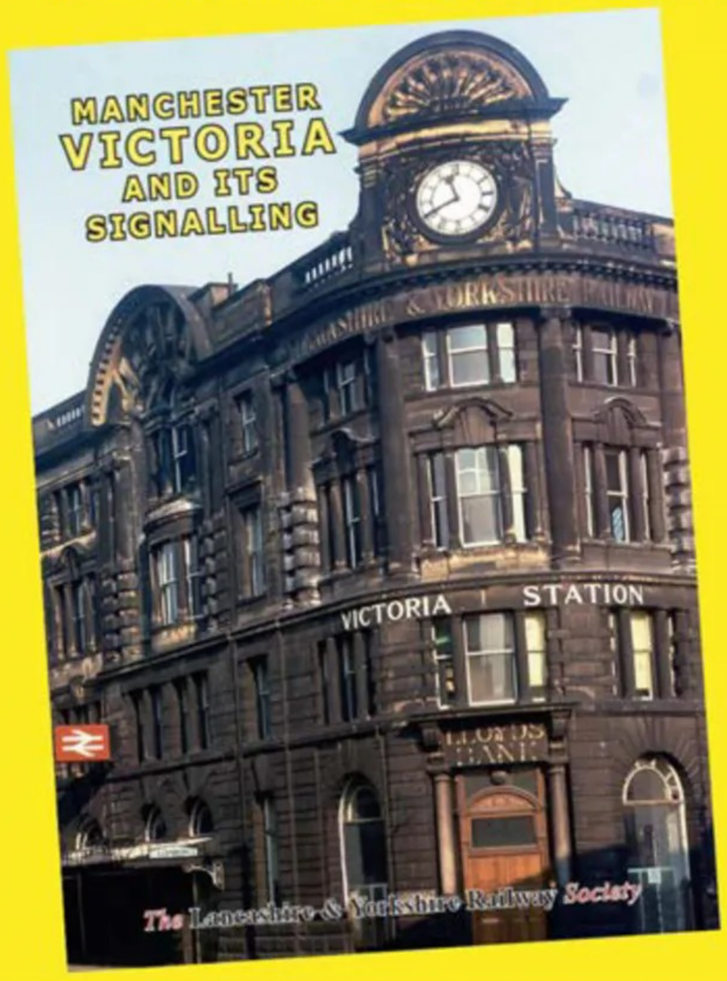
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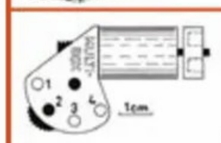
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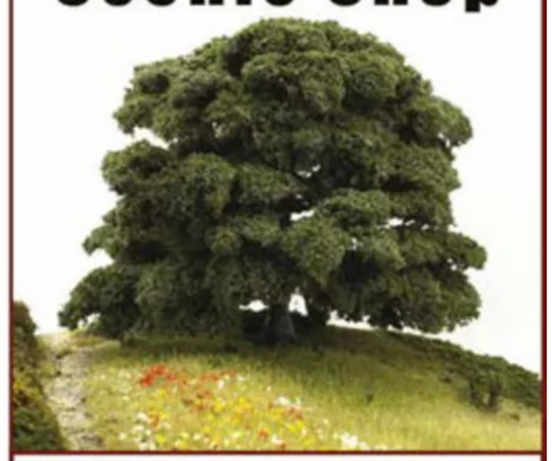


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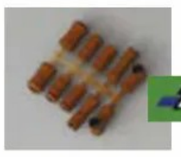
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WHITEACRES

Stafford Railway Circle's flagship 00 layout returns to the limelight.

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Buffer Stop

Internal use



A new challenge for us this month – launching our first limited-edition, ready-to-run wagon.

Easy enough, you might think. All we needed was a popular prototype that enjoyed a long life and could be found in as many places as possible. Oh, and one no-one else has released. No pressure then.

Andy rose to the challenge, and yes; he came up with something he'd buy. So that's one pack sold.

The rationale is simple. Many modellers and collectors have small industrial locomotives and micro layouts to run this rolling stock on. Many have histories in the mining industry, so it was obvious – internal user wagons lend more credibility to pits. We haven't offered just one, but a variety. Yes, we've seen similar before, but not to the standard of Rapido Train's offerings, and the 1907 RCH wagon range fits the bill perfectly.

By avoiding a specific pit, and sticking with a generic NCB branding, we hope the models will appeal to as many modellers and collectors as possible – which has turned out to be the case. Early comments have been very positive. At least Andy won't have to buy all of them, then...

Orders can be placed at ***https://worldofrailways.hooluh.co.uk***, with your questions answered via the dedicated topic in the Rapido forum on RMweb.

It's time to go back to school - which lesson did you dread?

Andy: Chemistry, in one ear and out the other.

Debbie: Home economics at secondary school - I still don't enjoy cooking or sewing.

Howard: Literature – the irony!

Phil: PE. My lack of talent always meant I was the last one picked for a team.

Ruth: Maths. You can keep your Pythagoras' Theorem, I much prefer pie!

This month inpictures...



And then Andy got home to find the layout operator managed to turn their mic off.



So, what makes you think you'd be a good moderator on RMweb?



A magnificent selection of locomotives spotted at a recent open garden event.



Something different on Phil's workbench, a G scale tractor.

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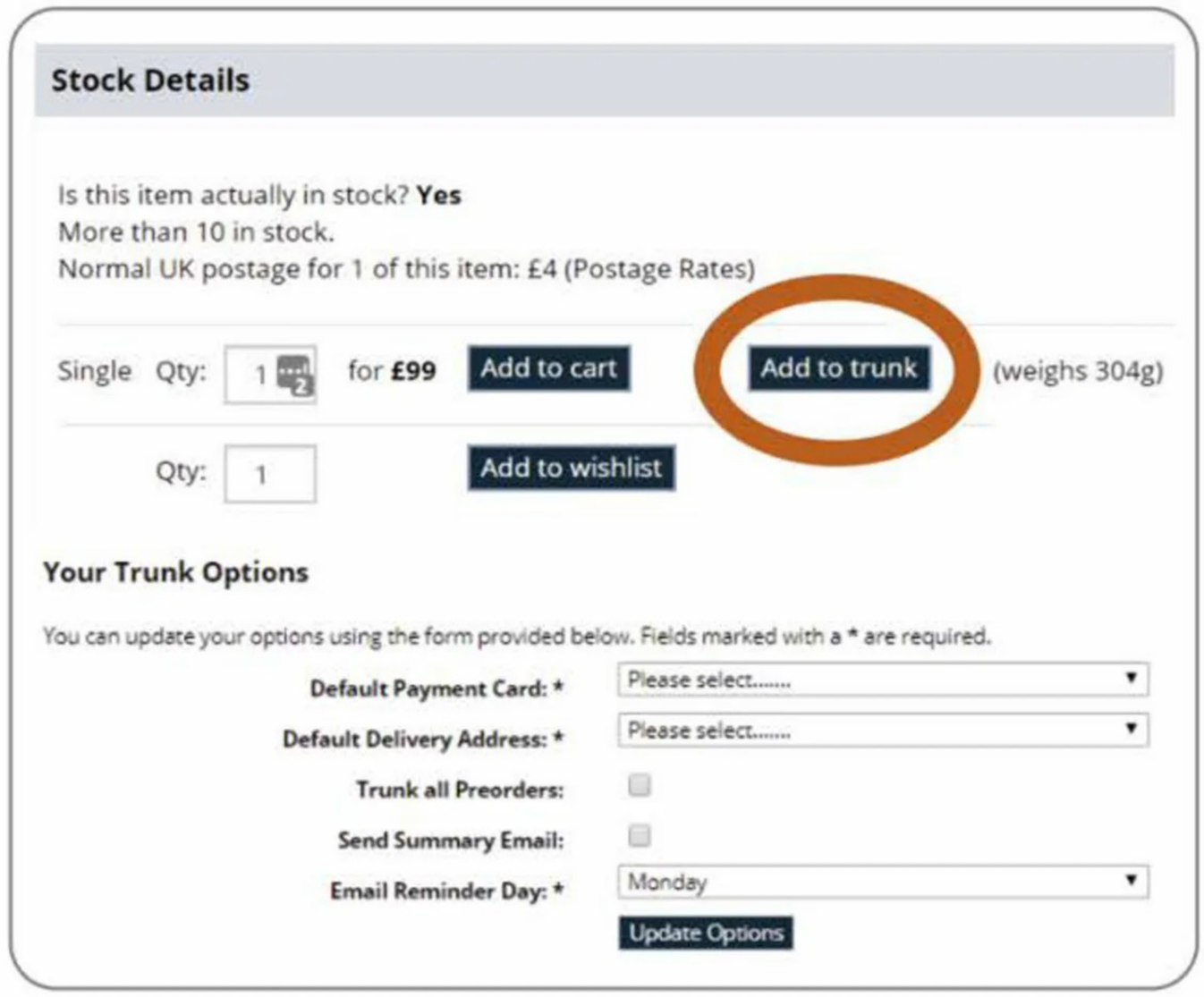
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