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OCTOBER 2020
ISSUE 314

Rail



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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
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KEEP CALM AND BUILD MODELS

The fallout from Covid 19 rumbles on with the latest sad news about one of our events.

Already postponed to November, the National Garden Railway show has had to move again and is now scheduled for Saturday 26th June 2021.

While an understandable decision, and not one taken lightly, it's the sensible move. No organiser can afford to risk putting on an event that could be closed down the night before due to a local virus flare-up.

The new date should allow the 16mm Association some breathing space and as the event approaches, we should have greater clarity on how this will all work out.

All this has driven modellers back to their layouts. **Garden Rail** has been inundated

Spare time hasn't been in great supply at the Editorial workbench, but I have managed to knock up a couple of little 45mm gauge flat wagons based on Binnie Engineering chassis.



Full details can be found in the "Techniques" section of www.world-of-railways.co.uk. I'll explain why I needed them next month.

CONTENTS

P3 VIEW FROM THE END OF THE PLATFORM

P6 RUSH HOUR ON THE LITTLE ANGEL by Andy Taylor

P14 REGAUGING HOGWARTS EXPRESS by Ben Bucki

P18 BUILDING A DREWERY RAILMOTOR by John Mileson

P20 GETTING ALL FIRED UP by Mark Thatcher

P24 THE WOODLAND COTTAGE GARDEN RAILWAY by Dave Skertchly

P30 A MERRY TIME AT MERRIVALE by Mark Thatcher

P32 BEESTON CASTLE FROM THERMALITE BLOCKS by Rik Bennett

P36 THE LYME REGIS RADIALS by Alan Macfarlane

P41 PRODUCT NEWS

P44 MAILBOX

P49 DIARY DATES/NEXT MONTH

P50 JUST WHAT THE VICAR ORDERED by Vaughan Collier

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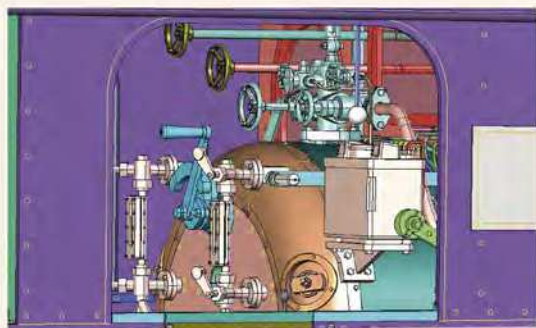
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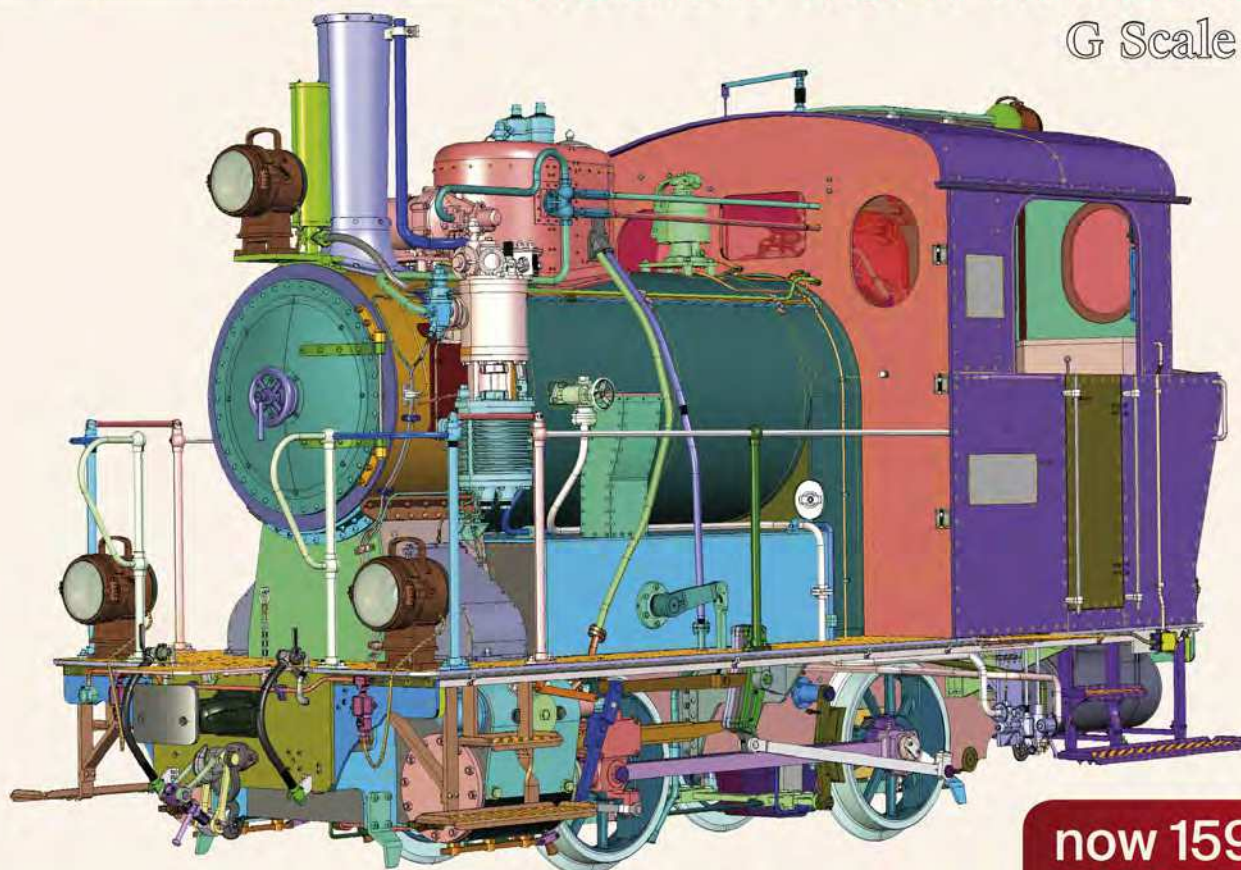
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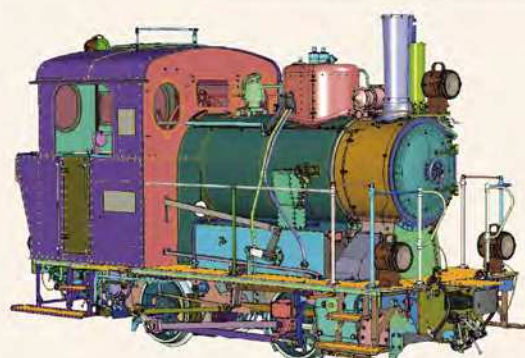
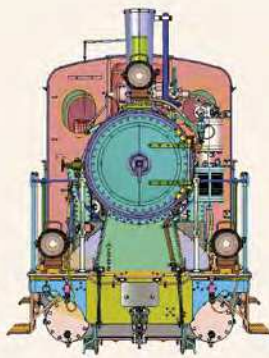
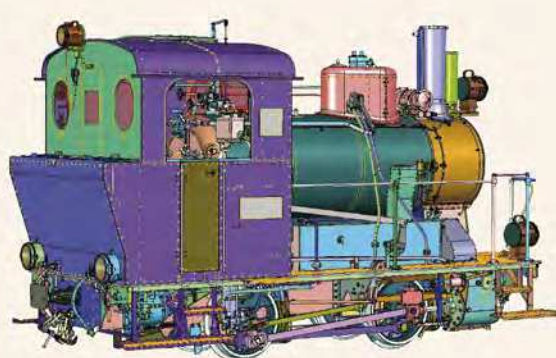
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During the Little Angel Rush Hour event, The Manx Angel stands at Bass Lake (for Castletown). Headboards beautifully built and painted by David Archer are a big part of all special transport events in the Isle of Man. This miniature version was built by Phil Sixsmith. David has made a full-sized one.

Rush Hour on the Little Angel

With so many full-size events cancelled this year, we have to enjoy miniature replacements. Andy Taylor decides to run the famous Manx “Rush Hour” celebration on his own line.

Not many people know this, but I have heard that the Isle of Man Steam Railway is actually very loosely based on my small garden line known as the Little Angel, so I find it advisable now and again to nip over to the island just to make sure they are still getting things right. As I write these notes, such a visit is impossible, because unbelievably the Isle of Man is closed. It is against the backdrop of this extraordinary state of affairs that what follows happened.

I have recently had a difficult few months following a bit of a health scare. So, my wife and I were really looking forward to our first trip to the island this year - the regular Easter treat ‘Rush Hour on the Railways’.

The Isle of Man is a beautiful place, peaceful, quiet and very friendly. It feels like one might have hitched a lift backwards in time in the Tardis. Lots of people try and preserve that feeling, including a small army of determined volunteers.

Not confined to the steam railway, all the government-run lines are involved in Rush Hour, as well as some private ones, and it is great fun. Nothing is too much trouble when it comes to pleasing the visiting enthusiasts. For example, they will sometimes turn a loco to face the wrong way to offer new photo opportunities. Locomotives, normally face south towards Port Erin, on the Little Angel they face south towards Creek. Copying us again! Sadly, the Easter event was one of the many pandemic casualties.

I may have told a few of the steam railway’s Heritage Group Volunteers that our Rush Hour would not be cancelled because of some pesky old virus. It might just be Carol and I, but with the weather set fair and a nice bottle of Merlot or a G&T in hand, we could pretend we were sat under a palm tree on Santon station in the sunshine, watching one of the elderly Beyer Peacocks rush past.

How was I to know the cunning plan forming in the minds of these devious and dastardly folk in the heritage group? It was

decided there was a way that a virtual Rush Hour could still take place over Easter. There were just too many brilliant things going on to fit into the limited space I have here, but many of the events were given the virtual treatment, with tremendous results.

Heritage group coordinator, Mike Buttell, who I had previously thought to be a reasonable man, pointed out that as the Little Angel would be running anyway, a nice way to finish the virtual Rush Hour would be with a film of the miniature one.

At first, this idea seemed devoid of all reason. Traditionally, after New Year, the Little Angel takes a winter break. Just before Easter my good friend Stewart Briscoe will pop over and help me awaken the sleeping railway, fixing niggling permanent way problems that have crept in such as clearing any debris clogging the pointwork, not to mention the odd bit of levelling and general repairs. It never fails to irritate me that the

very accessible sprung points still spring, while the ones you have to crawl on your hands and knees through vicious rose bushes won’t spring at all. Once all that is done, a gentle but undemanding early season service can operate while any remaining issues are dealt with.

This year, there was to be no help for Carol and I, unless you count the cats. However, the end result you will see shows, not a gentle and undemanding service, but quite the opposite, a full-on and very busy Little Angel doing Rush Hour. Our film was to premiere as the last big event on the weekend. The devilish Mr Buttell suggested I thought of it as my Freddy Mercury moment. I wondered if there might be a few small challenges ahead!

The Little Angel tries hard to operate as close to the real thing as possible, albeit with a degree of poetic licence. On a typical day, services require a couple of sets of coaches



Ard Aalin, “Beautiful Height” in Manx, backs over the bridge.



Despite being very early in the season, after much work on the garden planting, things are starting to look very pretty.

and two or three locomotives. At busier times, the demand on resources can be much greater.

A Rush Hour event requires pretty much everything with wheels to be running. This is asking for trouble when nothing has moved for three months and two live steam engines and a couple of railcars are rather inconveniently locked down in the Conway Valley!

To be fair, there were also some things in our favour. Since the last article (*GR* Nov 2018) was published, the garden has had much work done, although the layout of the railway has not changed at all. Much of the planting has been tidied up, dramatically reducing the maintenance required to keep trains running, particularly in the autumn and early winter. The result is a brighter, tidier garden, with new places to sit and watch trains go by.

My first objective was to persuade trains to run without falling off. A couple of days were spent levelling points and persuading the springs to work, tidying up buildings and trying to make the railway as attractive as is possible at such short notice.

I then took a cold hard look at some of the most typical Rush Hour events we could recreate in miniature. First, a Travelling Post Office Special is easy, it's usually just one of the service trains.

We wanted a double header, of course, they are always impressive. The Peel and Ramsey trains often left Douglas combined, with two locos on the front. On arrival at St John's, the trains would be split. The portion for Peel and the portion for Ramsey were not necessarily timed to leave simultaneous-

ly, but more often than not they did. The crews may not have been racing each other, but to the casual onlooker, it certainly looks like they might have been.

Recreating this spectacle is always popular and often involves a number of run pasts for enthusiasts. So, we decided that, as well as a double headed train, we would have some parallel running. The double header was the easiest to do, using two of the battery-powered locomotives, but the parallel run pasts looked much better with live steam. Because of where we planned to film, we had to

turn an engine round the wrong way so that ticked another Rush Hour box. On the island, they do that just for fun!

Goods and mixed trains had to be a part of the event, a great way of showing off my growing collection of Manx goods stock. There also had to be an evening photo opportunity of engines shunting around the station and yard to delight all the photographers. The steam railway does this so well, the Little Angel must not let the side down.

To do it properly, I needed a headboard like the ones David Archer makes for these events. Enter good old Phil Sixsmith, who took a break from constructing the Little Angel dining train to make a replica. He had less than a week and it arrived in the post just in time.

I sometimes wish for the sake of posterity that we had kept a few more of the outtakes. I cannot for the life of me see what is funny about me falling off a rockery, but others seem to. For most of the filming I balanced on a small rock or squeezed into awkward corners of the garden, or both, never once grumbling or getting grumpy!

I didn't even get cross on the 100th take of the first train of the day crossing the bridge on the Creek line, the shot I had been trying to get perfect all morning, apart from the giant cat who had decided at the last minute to come and help. During the double header sequence, which was, I think about the only time I was driving and Carol filming, if you watch very carefully you will see my cat, Miss Amelia, being beamed up to the mother ship.



Kissack departs Angel with a down train. She has been turned to face the wrong way for the Rush Hour event.

Carol did almost all the driving and was brilliant. All the locos, even the battery-powered ones, have their own character and they are not always as delightful to drive as one might have liked them to be. The live steam engines can be particularly quirky. Often, Carol would have two locomotives in steam together, but for the evening photography event, all three available engines needed to be in steam.

Inevitably, the engines never seem to behave as you hope they might when performing for the public. At a critical point in filming, one of the most complicated bits of the whole thing, with three steam engines all in steam and battery-powered number 4 "Loch" proudly sporting the new head-board, the gas on "Caledonia" went out for absolutely no reason. Despite all our efforts, Caley flatly refused to light again. There was no spare engine so Caledonia simply had to work.

In the end, thanks to IT boffin Nigel's brilliant editing and Carol's brilliant driving,



Later in the Rush Hour event "Hutchinson" was given the honour of working the Manx Angel. Number 12 is seen standing by the water tower at Creek.



A busy Rush Hour scene at Bass shed with Loch and live steam locomotives Caley, Kissack and Mannin on shed with the Wickham.

we got ourselves a movie. I hope it does the Little Angel justice. I also hope it complements all the other fantastic events the Heritage Group Volunteers put on, as well as the fantastic contribution made by our friends on the other Manx railways. My thanks to everyone who helped, especially the cats.

Interestingly, good things often come out of adversity. It is not clear when we will next be able to pop over to the Isle of Man for a visit. The virtual Rush Hour and even our daft little movie were two tiny examples of the fantastic stuff people are doing to keep us all smiling.

I dedicated our daft little film to the NHS and to all frontline workers who are looking after the rest of us so well. I know that everybody is doing that just now, which is good, but this daft little movie would never have been made without the Doctors and Nurses of the NHS. Thank you. ■

Watch Rush Hour on the Little Angel

Part 1 – www.youtube.com/watch?v=Sbz6N8JIYYo

Part 2 – www.youtube.com/watch?v=55hPpVi8DXY



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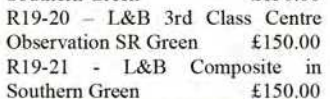
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HOGWARTS EXPRESS RE-GAUGING

Ben Bucki waves his magic hammer over Hornby's large scale train set.

Harry Potter rushed through the barrier at Kings Cross Station and emerged excited, onto the flagstones of Platform 9 and three-quarters to join his friends. His joy at the prospect of another year at Hogwarts turned to alarm when he quickly realised there was no sign of the gleaming scarlet steam locomotive, with its snaking train of carriages, that should have been waiting to whisk them away to the school.

"But Hermione!" Harry exclaimed. "Where's the Hogwarts Express?"

She sighed and replied grumpily 'apparently, and for no terribly good reason, the locomotive and its coaches have been privatised to an American company and were supplied this year with out-of-gauge wheelsets, and won't run on British tracks.'

A passing member of staff cut in, snapping 'a most annoying circumstance that we are attempting to rectify!' With a flamboyant sweep of his robed sleeve, he pointed back towards the world of the Muggles.

"Back to the entrance, young Witches and Wizards!", he cried dramatically. "I

hope you've bought many spellbooks to keep you occupied for the next 18 hours of your journey... For this year, you use the Hogwarts Replacement Bus Service!"

Grumbling and cursing, Harry, Ron, and Hermione picked up their luggage and slumped back through the barrier. "Next year we're booking an Uber", Ron muttered.

OK, poor Fan Fiction aside; the Hogwarts Express train set, by Lionel in the USA, and distributed here in the UK by Hornby, is a lovely toy. When I bought a set to review for this esteemed tome last month, my three Foster Daughters loved playing with it; it runs well, responds nicely to the radio control handset, has entertaining sound effects, and is a pleasantly robust train.

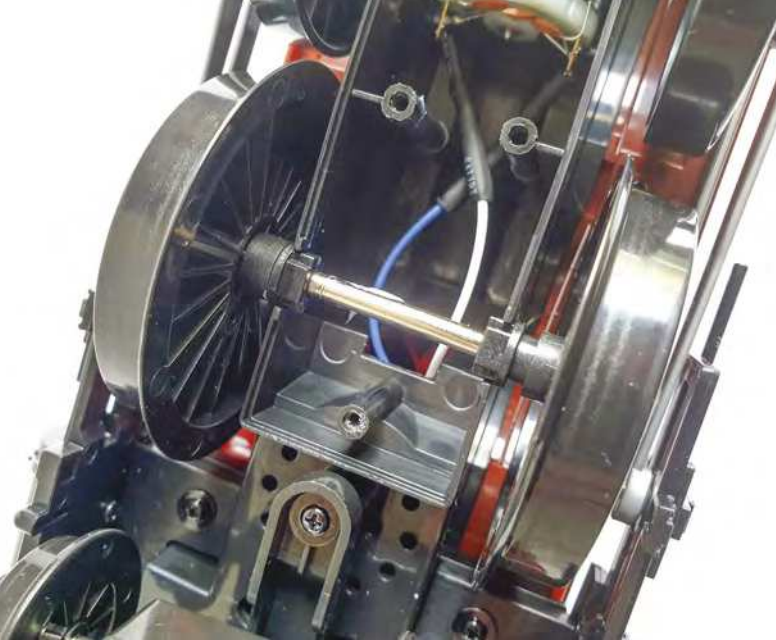
The problem is that once upon a time, Lionel made these trains to run on G-gauge tracks, but now they've modified their 'Ready To Play' starter range to run on a slightly-wider gauge of their own devising. I've heard, off the record, several plausible and irritating reasons for this, but to save antagonising the notoriously litigation-hap-

py Americans I'll refrain from putting them in print.

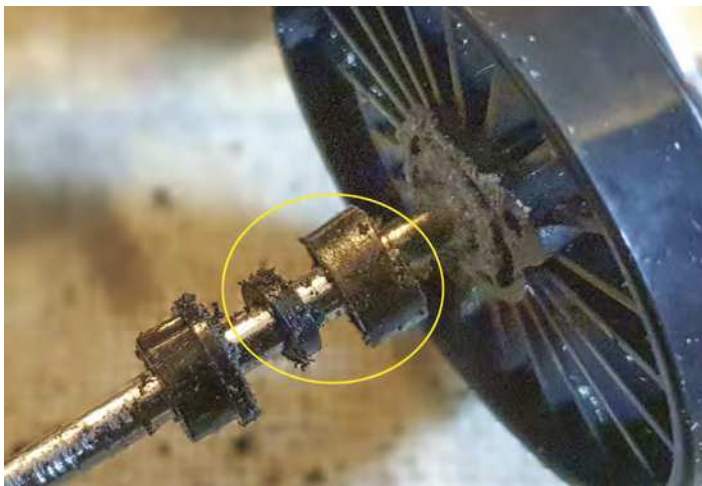
I'd spoken to a couple of garden railroaders over in the US who've already had a look at converting the sets, indicating it was do-able, so it was time to book the Hogwarts Express into the sheds for a major overhaul and rebuild. Out with the hacksaw and hammer then... ■



The starting point to the process, showing the gauge of this toy is just wider than G. From this angle, it doesn't look like too big a job, does it? Somewhat belies the increasingly complex and frustrating task to come...



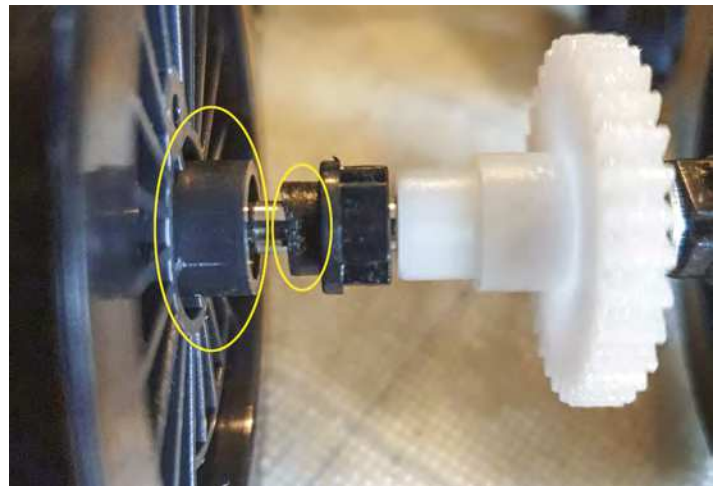
Unscrewing the plastic baseplate reveals the mechanical gubbins within. The metal axles sit within plastic bushes that engage with sockets in the backs of the wheels. The genuine G scale origins of the loco mean the gauge has been widened via longer axles and these bushes/sockets will need cutting down. Happily, the frames are still narrow enough to allow the wheels to be narrowed.



The process is a tad messy and involved a lot of plastic swarf that needs cleaning up, so nothing risks ending up in the motor. The bits circled in yellow need removing from the axles after they've been cut free. Trying to get a smooth surface, particularly on the back of the wheel, was tricky and involved a lot of filing afterwards.



Drilling out the solid centres on the ends of the wheels is a bit tricky; trying to keep a right-angle is do-able with a hand drill, but it would be a lot easier with a pillar drill. I used a 3.5mm drill bit for this and drilled down until I hit the metal of the axle, then pushed-on a little bit to expose the full width of the axle. Any hope the wheel, with the ends thus exposed, would easily move along the axles were quickly dashed, however.



A little plastic surgery is therefore required - the axle bushings need the small plastic lip on the wheel-end removing, and the cylindrical socket needs removing from the rear face of the wheel. I did this with a fine-tooth razor saw, after removing the whole wheelset assembly out from under the loco (the cylinders just need unscrewing from the underside of the loco body).



Now is where things start to get frustrating. A problem to overcome is that the ends of the wheels are solid and need to be opened out so the wheels can be slid in along the axle rods. This sounds a nice and simple sentence, doesn't it?



This coach wheelset demonstrates the major problem with the re-gauging - note the size of the metal ridges on the axle. These bond the wheels on so tightly that moving the wheels risks stripping out a lot of plastic, and they take a great deal of energy to move at all.



A shot from below showing the bracing of the opposite ends of the wheel you're working on; you need a good solid surface to brace the wheels against when you're sliding them along the axles, or else the whole lot risks damage. Normally, I'd brace it against a solid surface, but with the coupling rods being equally unremovable, it wouldn't sit flat, so I ended up with this inelegant compromise. A pair of small G-clamps and a metal set square were attached to the wheel opposite the one being hammered downwards. There was significant risk to the plastic cracking, but then the wheels were so tightly fit on their axles, any work at all risked damaging them, and by this point, I was getting so frustrated I was trying to fight the urge to see if a model of a magical train could survive being 'levitated' out of a second-floor window.



Something to watch out for, and the reason you cannot remove the motion gear to work on the axle ends. It turns out the same over-zealous methods used to force the plastic wheels onto the metal axles also applies to the metal pins holding the motion in place, where the plastic shatters before the pins move. After inventing some new swear words, I decided I didn't want to risk a glued joint between the snapped plastic cylinder and the wheel, so the eventual replacement involved a small bolt through the coupling rods, the snapped plastic cylinder all secured with a nut on the inside of the wheel. Feel free to skip this step by a) not trying to remove the motion at all, b) not being a buffoon, like me, and c) buying an LGB Starter Set instead.



The last stage of re-gauging the loco is the pony truck, and my hopes that this would be easier were quickly dashed by spotting how the bogie box had been assembled. It turns out that it's held in place by an internal screw rendered somewhat inaccessible without dismantling the loco body. I resorted to the tried and tested 'Hammer Method' to slide the wheels in on the axles. Trimming the ends down is less important except from an aesthetic point of view, as the exposed axles don't foul anything.



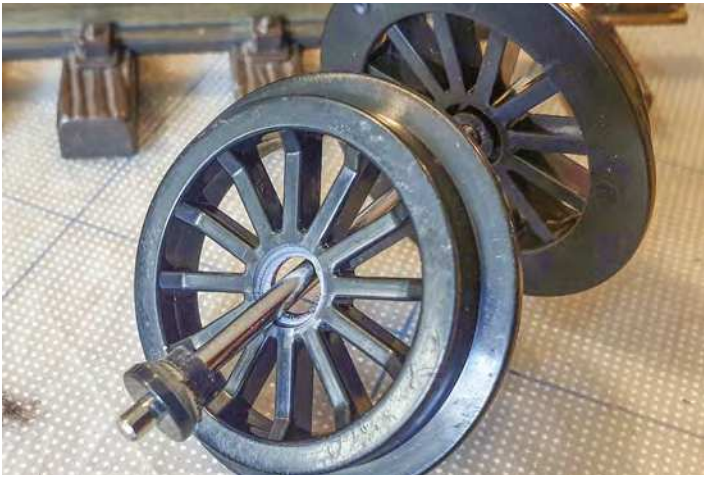
Moving the wheels inward along the axles was a tricky process and required a great deal of force. In the end, I braced the far wheel on a solid surface and used an extension piece for a screwdriver (the hollow end of the cylinder directly over the axle-end) and tapped it down with a hammer. Not the ideal method perhaps as a proper axle puller tool might have been better had I been able to acquire one, and it's a fine line between hammering the wheel hard enough to slide it along the axle, and risking damaging the plastic, while also trying to make sure I kept the gauge and didn't muck-up the gearing inside the frames.



With the wheels (finally) slid along their axles and re-gauged for G tracks, the axle end needed trimming down so the coupling rods spin- I'd recommend a Dremel with a slitting disc. However, due to lockdown-related reasons, I was working in a kitchen at one end of a table that contained several home-schooling children and felt the authorities would take a dim view of me using power tools and peppering the youths with fast-moving shards of metal shrapnel, hence why I resorted to a razor saw instead. Less elegant, but got the job done.



Moving onto the tender, where the wheelsets run in axle boxes in the frames; despite feeling loose, these axle boxes are in fact clipped-in, and won't shift. You have to gently lever the frames apart to release the wheels, being careful not to snap the plastic. I found removing the chassis from the tender body made it fractionally easier. As with the loco, the centre set is unflanged, and, being less important to the running of the model, I found it the best one to start with. Even then, the wheels were dispiritingly mounted so tightly onto the metal that moving them stripped out some plastic and made them a bit wonky on their axles. Being flangeless doesn't affect the running, but it annoys me.



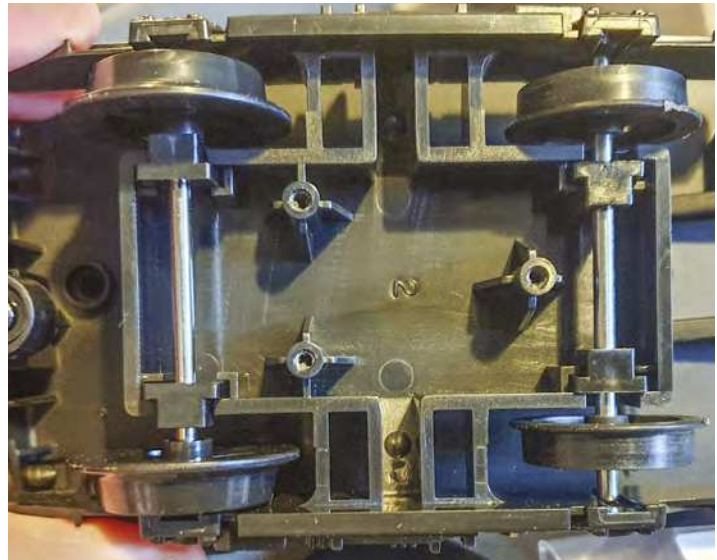
Whereas the faces of the loco wheels are flat (and so the opposite end to the one you're working on can be braced against a solid surface when you're hammering the wheelsets together), no such flat surface exists on the tender wheels, as the spokes are inset. Without bracing them, the inevitable happened when I was tapping the opposite wheel inwards. I know I sound like a broken record moaning about how these wheels are fitted so tightly onto the metal axle rods, but even tricks like leaving it in the freezer overnight to try and shrink the metal wouldn't allow that stubborn plastic wheel centre to move on the axle. Bracing the metal rod in a vice, and about 15 minutes hammering away eventually moved it about 3mm along the axle. Furthermore, the design of the tender chassis baseplate means dropping in replacement wheelsets would be tricky, and require axle lengths exactly the same as the Lionel originals.



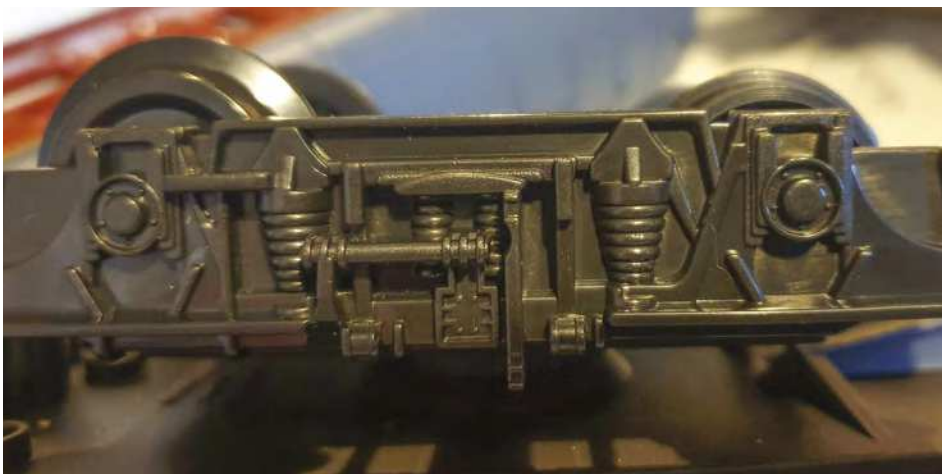
I foolishly got my hopes up that the coaches might be a bit easier to re-gauge, having found the axle box covers unscrewed easily, but then reality bit. I really shouldn't have been surprised that the coach wheels were an even tighter fit. 10 minutes of trying to slide one wheel inwards, and realising there were a great many to go, I finally snapped and placed an order with Binnie Engineering for a replacement batch of wheels and axles.



At least the axle-ends are exposed, making this next stage easier than with the loco wheels; I realised I'd need to re-use the axle blocks that hold the original Lionel wheels into the bogie box (see next pic), so after trying to pry the Lionel wheels off the axles, I decided to use a centre punch and a hammer to knock the axles out, with the wheelsets mounted in a workbench. Even this method required a fair bit of force with the hammer.



Comparison between the original Lionel wheels on the left, and the replacements from Binnie on the right; note the T-shaped plastic mounting blocks that act as bearings within the bogie boxes. Reversing these, so the plastic flanges are on the outer edges nearest the wheels, allows the narrowed wheelsets to slot neatly back into the boxes.



Partially re-wheeled bogie. The Binnie wheels are noticeably smaller, but the next size up would have risked fouled the plastic in the bogie moulding and meant a couple of internal strengthening ribs would have needed cutting, a lot of work for both coaches. It does mean the MK.1's sit a little low compared to the loco, but then this is a toy and not exactly the sort of thing that makes it into the MRJ. Subsequent tests show that if you can knock both Lionel wheels off the axles without damaging them, they can be fit onto the Binnie axles meaning you don't need replacement wheels at all, but a couple of my Lionel wheels had been damaged and thus ran somewhat wonkily, hence why I went with using Binnie wheels throughout.



Building a Drewery railmotor

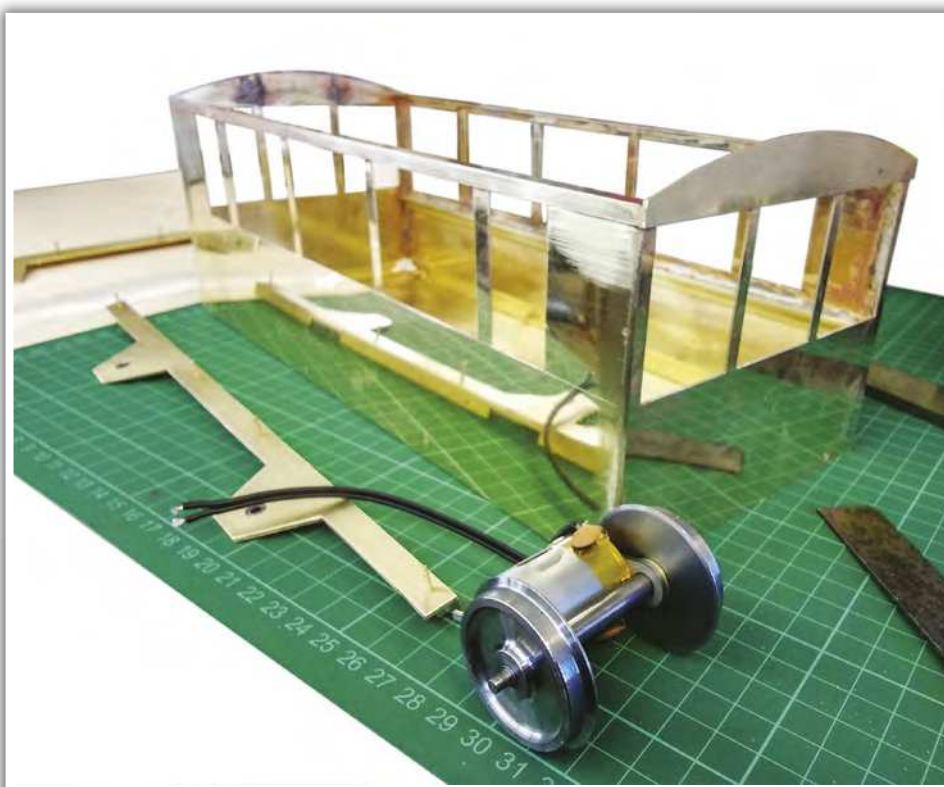
John Mileson builds a useful vehicle for any 16mm scale line.

Ramshackle, quaint, well used, second-hand. All words synonymous, probably unfairly, with Holman Fred Stephens. Better known as Colonel Stephens, following a distinguished military career, he was involved with not only constructing and operating light railways but was often consulted in the operation of many other well-known lines. Unfortunately, most had very short operational lives.

Most locomotives and rolling stock he acquired were previously owned, although a few, including the Drewry Railmotor, were purchased new – this example in 1921. The original, ordered through Drewry, was built by Baguley Cars Ltd. and was powered by a 4-cylinder, water-cooled Baguley engine.

Inspiration for my model came from my reading Messrs Janes and Shimmon's book, *Colonel Stephens and his Railmotors*, published by Lightmoor Press. While no drawings were available, a number of reasonable quality photographs illustrated sufficient detail for a model to be made.

Knowing the overall dimensions to have



The basic 'box' body, side frames and motorised axle.



One end of the Drewry with exhaust pipe in place.



A panelling effect is created by sticking strips of wood onto the brass using superglue. The surface of the brass body is 'roughed' up to aid paint adhesion.

been 19 feet long and 8 feet wide, with a little bit of guesswork, other dimensions could be estimated from the photographs, after all, it is just a box on wheels. This is a part of its charm for the modeller, for it could easily be scratch-built from Plastikard, plywood, or, in my case, brass (only because I had neither of the former available). Scaled to 16mm to the foot, I proposed running it on 45mm gauge track.

The model was scratch-built, save for the wheels, electric motor, and radio control equipment. These were purchased from Steve Foster at 'Fosworks'. The starting point was making a very basic chassis with wheels/motor being attached to the bottom of the 'box', the floor of the Railmotor. Just a cautionary note here – always cut and drill the chassis side frames as a pair, and fit either brass top hat bearings or, as in this case, ball bearings. At this stage, an 8mm diameter hole was drilled through the 'floor' to allow any future wiring to be fitted for radio control.

So far, so good. Now comes the interesting bit. Obviously, the original railmotor was built as economically as possible. Just slab sides with no tumblehome to worry about, therefore, just a box with windows. Chassis side members and floor are 1.7mm brass and the body from 0.7mm. If making from Plastikard, I would use 2mm thick to give adequate strength to the vehicle.

The panel strips on the outside of the

body were made from strips of plywood/ obeche stuck on to the brass using superglue. Apart from sticking my fingers together a couple of times, the wood does seem to have stuck satisfactorily. The fuel tank was made from central heating fittings and the ladders were soldered together from brass strip and rod.

The prototype was believed to have been dark green, and, quite by chance, I happened to have some half-full spray cans of B.R. Loco Green, all about five years old. Quite why I decided to use these up I don't know, since I have a rule never to use old spray cans of paint, or indeed old tins of paint. The trouble was, the cans of spray paint spat the paint out in inconsistent blobs onto the body. I should have stopped, but no, I thought it would get better the more I used.

The first coat turned out a blotchy mess. Not to be defeated, for the subsequent coats I resorted to different old cans of spray paint. Of course, the same thing happened. Now, you would think I would give up at this stage, but the logic I used was that for each subsequent coat the blotches may join up to give a decent finish. Not so. Therefore, after five or six coats, plus several runs, all I could claim was the body was blotchy green.

The buffer beams, which are quite a large feature on the model, were brush painted using, yes, you've guessed, an old can of paint, which would have been better applied with a trowel. The overriding folly of this saga was the model was built during lockdown, when obtaining a small can of paint, spray or otherwise, was difficult.

For glazing, I bonded 2mm picture glass to the inside panels using silicon. The seats were made from off-cuts of wood filed to approximate seating shapes. These were glued to a plywood tray. This tray can lift out of the body and is raised up from the original floor to give sufficient space for the eight rechargeable batteries to be located.

The roof is easy to make from card or plywood but less easy in brass. It was formed over a gallon emulsion paint can and then manhandled into shape. About an hour-long struggle! The original railmotor was fitted with a roof luggage rack and a perimeter rail. Quite understandably, this was apparently rarely used. While a bit fiddly to solder some brass rod together, it is probably worth the effort to add character.

Radio control is, to me, a black art. I have no idea how it works and quite honestly, little desire to find out. But I know a man who does. The bits are supplied pre-assembled and just have to be connected to the battery pack. You may recall the batteries are located under the seating tray.

The electronics, including the on/off switch and battery charging socket, are located beneath the floor. These are kept in place with double-sided tape (the thicker spongy type), and aluminium self-adhesive clips for tidying up the wires.

What do we end up with? Well, it's unusual, easy to construct, and at about £65, relatively inexpensive. How could it be improved? The addition of some passengers, some luggage on the roof and, as was often used with the prototype, a crude wagon that was often used for carrying milk churns. So, there's another simple project.

What did I learn? It would have been a lot easier to build in Plastikard, and never, never use time expired spray cans! ■



The seating tray located in the body.



The underside showing the motorised wheel-set and electronics.

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Getting all fired up

Mark Thatcher builds a 7/8th's scale ammunitions wagon from Bole Laser Craft.



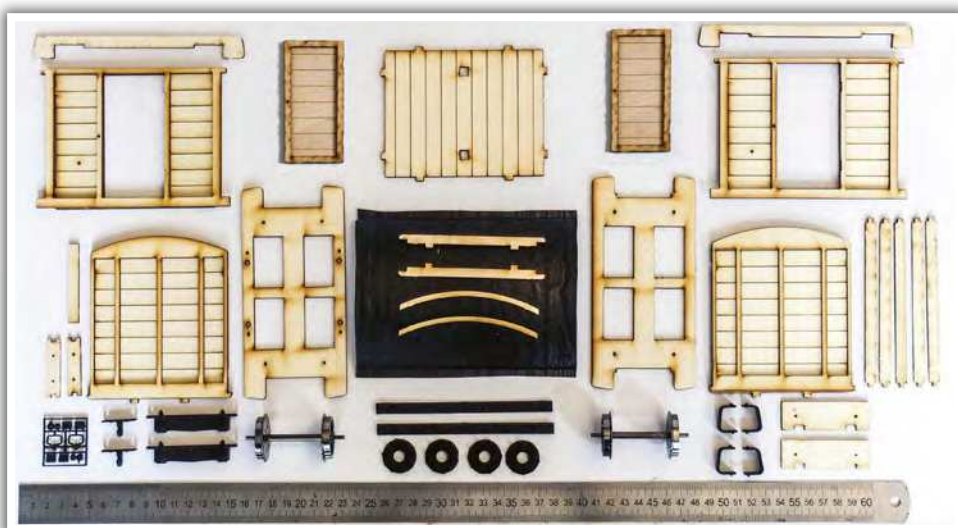
The prototype for this model resides at the Conwyn museum and is the only one of its type to survive. Woolwich Arsenal Railway itself was based in South London and construction started in 1824. By 1859, it had become a standard gauge railway and by 1871 had a permanent way extending to over 50 miles. The final trains ran on the WAR in 1996, when there was over 120 miles of track. However, the prototype for this kit is pre-standard gauge times and would have run on 18" gauge track.

Right from the start, I could see this kit would not be too challenging to fit together. The instructions are very good with a colour reference photo on the front page of the manual. Apart from the overall quality of the wood parts, there are other nice touches including separate buffers, door handles and hinges, riveted solebar detail, a vacuum-formed roof, two axle boxes, and two hooks and chains.

You also get either a set of 32 or 45mm wheelsets. I opted for 45mm, and the wheels in my kit came from Accucraft. Also supplied are circular overlays that slot over the axles to cover the outside of the wheels

up to the rims. These are a very good representation of the prototype. A lot of these detail parts have been SLS-printed and the quality is excellent.

The kit builds up into two sub-assemblies:



This is what you will get in the kit (plus 10 small screws not shown). Note: some of the parts have been removed from the frets prior to this shot.



After adding the third and final layer, the chassis is ready for paint and wheels.



Sandwiching the first two layers of the chassis together using cocktail sticks pushed through the laser-cut holes to help align the layers.

the chassis and body. This is useful as I opted to spray the chassis black and hand-paint the body red, at least initially.

Starting with the chassis, some of the parts needed to be carefully removed from their frets. Make sure you cut from the back of the fret, which is the side that you can see the components are more firmly attached to. It is difficult to explain but will be obvious when you buy the kit.

The chassis is basically a three-layer sandwich. The base layer has locating holes cut into it to locate the axle boxes. The next layer is aligned by cutting down the supplied brass rod into roughly 1cm lengths and pushing them through the holes in the chassis to keep everything square. I found the rod supplied a little too thin for this job, so put that aside and used cocktail sticks instead.

The 3D-printed axle boxes came on one sprue. Make sure that, when separating each axle box from each other, you leave the locating pips on them. These pips locate in the holes on the underside of the chassis and the axle boxes are then held in place with two small screws located on either side of the pips.

Once the wooden layers of the chassis were built up, it was time for a quick spray of satin black before I added the buffers, solebars and hooks. There is a right and wrong way up when fitting the solebars,

A collection of sub-assemblies for the body. All the parts build up straight and true.





I used an elastic band to make sure the sides were firmly in contact with the ends prior to gluing them together.



The internal roof straighteners and SLS-printed hinges and handles have now been added.



The finished rolling chassis
– notice the prototypical wheel inserts.

but this is pointed out in the instructions. It is far easier to add the three-link coupling chains to the hooks before you locate them on the chassis. These hooks are also secured with two small screws, just like the axle boxes. I elected not to paint these parts as they had a great rough cast finish to them and were moulded in black already.

Once painted and detailed, I added the axle boxes and wheelsets and in a couple of hours work, I had a very nice looking rolling chassis to admire. I wonder if this could be the basis for other models as different free-lance bodies could be easily added.

Flipping over to the body now, it was an easy job to add the four overlays to the wagon sides and ends. Then, when these were dry, I opted to add the completed wagon ends to the floor. It is a good idea to use a set square to ensure the ends are exactly 90 degrees to the floor at this point.

Next, I added the sides of the wagon. These are such a good push-fit between the ends, they hardly needing gluing, but I elected to push them into place, put an elastic band around the whole body and drizzle glue down the inside edges. That way, there is no risk of glue contamination on the outside surfaces of the model.

The final stage in this assembly was to add the central doors and overlays into the remaining gaps on the wagon sides and glue on the door hinges, door bolts and fixings.

I decided to blow over an undercoat of dark grey etching primer. Then I under-coated the entire body with matt white primer as I find red goes over white better. Some people think a grey primer-coat works better - the choice is yours. Not having the right shade of red paint in stock, I used the reference colour of the photograph of the wagon in the instructions as a guide. Even this is not infallible, as, for some reason, I always struggle with red paint – oh and also painting wasp stripes on buffer beams in yellow too!

According to the photograph, the wagon looked quite red, so I opted for Valspar's matt Scarlet Tanager that I had to hand as it is quite a challenge getting paint mixed currently. It did not look right at all and was far too bright.

Handy tip: If you are not sure about a colour, try it out on the underside of the model rather than somewhere it will be more noticeable.

So, I scrapped that idea and went back to a Halfords rattle can red oxide primer instead, which I think is closer to the original.

Thanks to John Candy, who was a massive help getting the decals made for this model to finish it off nicely.

The roof does need to be trimmed to size. I opted to cut along the sides with it away from the model, then trim the ends when it was attached to the body. That way there is less chance of getting the measurements wrong.

This was a simple and fun kit to build and really only took a couple of evenings to finish. The rate-limiting factor was waiting for the glue to dry, and I am sure if you used Superglue, it could easily be built in an evening. I personally did not want to risk that as it is easier to remove wood glue if it gets in the wrong place and I prefer the PVA bond, too. The separate chassis and body made for an easy paint job as well. So maybe this is one model you should put in your own arsenal – boom-boom! ■



Lots of small clips ensured the roof remained in the right place while the PVA set.

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The Woodland Cottage garden railway

Dave Skertchly creates a Woodland Cottage garden to hide an old garden fence.

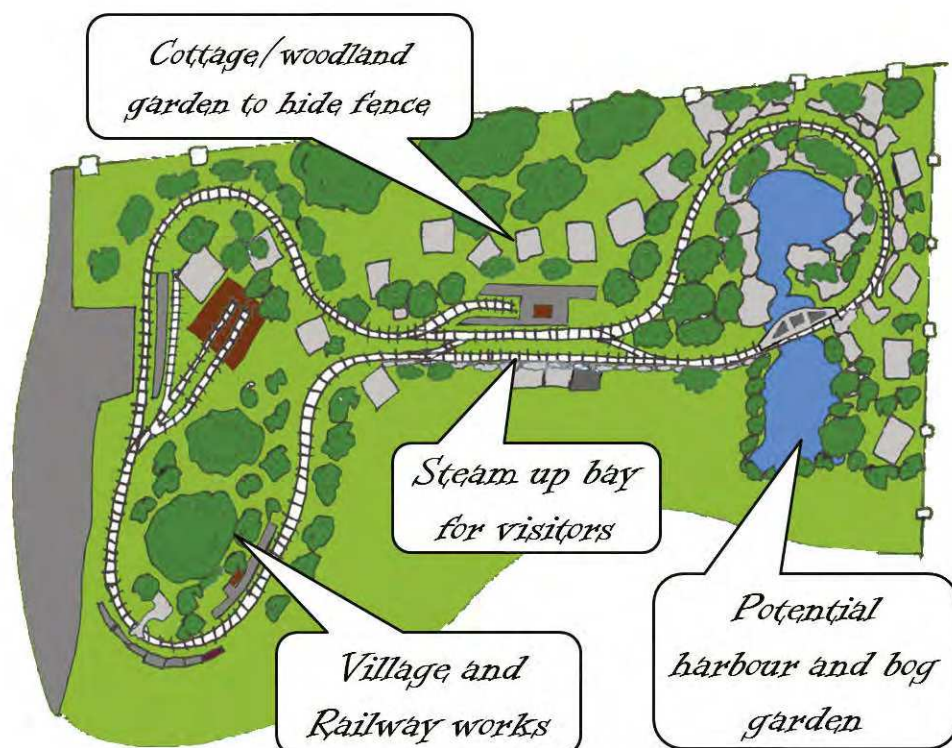
My garden railway is mostly in a shady woodland. Mosses and “mind your own business” invade the tracks and my favourite ferns provide a luscious background. Despite appearances, this did not happen by accident.

A dog bone form layout was chosen to give me planting space behind the railway, the hope being that carefully chosen shrubs and climbers would cover the fence. Now it is finished, so far as any garden is ever finished, it provides a depth of scenery that shows off locomotives, carriages, buildings and lineside accessories to great effect. Before we continue maybe it is best, as they say, to start at the beginning:

The cottage garden with its apparently chaotic mixture of plants is actually anything but chaotic. Like Scottish country dancing, it owes its existence to Victorian nostalgia for an age in which they believed



One of the early exponents of the Cottage Garden was none other than Beatrix Potter, the author of those charming children's bunny books, and her garden at Hilltop is a benchmark for cottage gardeners.



Even a small garden railway has a number of different environments and gardening opportunities.

handsome peasants and buxom milkmaids lived a life of simple comforts. They would reside, it was thought, in a delightful thatched cottage surrounded by a colourful garden packed with flowers, healthy vegetables and beehives.

This, of course, was no more than a deluded attempt to hide from the reality of the filth, starvation, squalor, and exploitation of Victorian England, which is obvious to us as we model the very industrial railways built at the time.

That aside, one of the early exponents of the Cottage Garden was none other than Beatrix Potter, the author of those charming children's bunny books. Originally from a wealthy family, she made her fortune writing and drawing and even married her lawyer to protect her wealth. Her inheritance, which was left to the nation, was so much more than bunny books. Her properties are displayed for us all to enjoy and her cottage garden at Hilltop in the Lake District is a benchmark for gardeners.

Strangely, I really enjoyed Beatrix Potter's *Gardening Life* by Martha McDowell, in which it was revealed that she scrounged, swapped and spotted plants for her garden. Now, that's my kind of gardener.

When we examine Beatrix Potter's cottage garden we can see a structure in the flower beds. There are large plants, even trees and climbers at the back, shrubs in the middle and smaller shrubs, and ground cover plants towards the front overrunning the path. I first decided to use this cottage garden structure to hide that ugly fence at the bottom of my garden, it is just a small part of my very small railway, but it now works quite well.

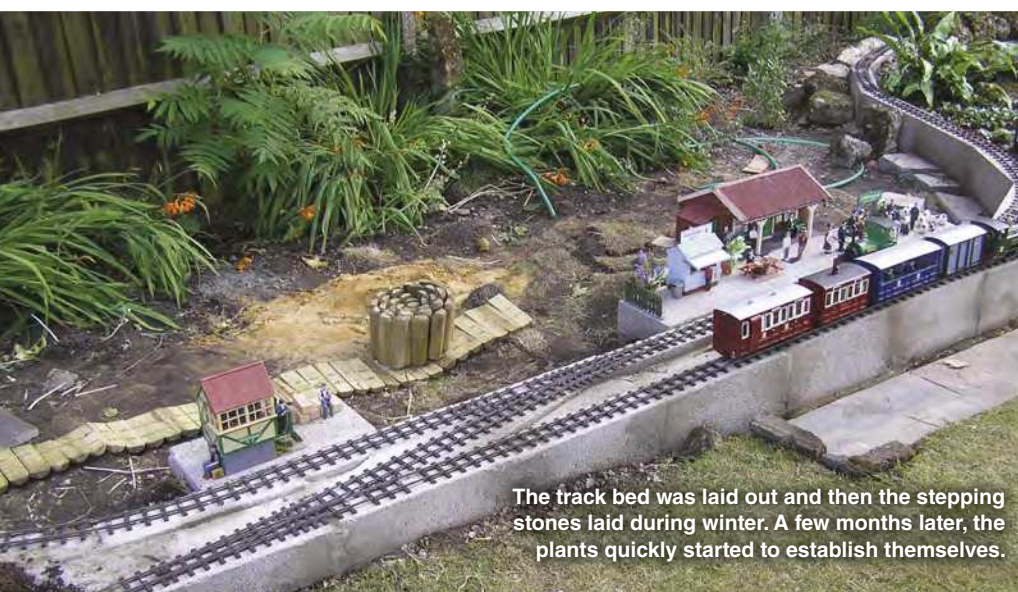
Planning for this planting started at the very earliest stages of the design. The dog bone layout, unlike a simple circuit, creates a space between the railway and the fence where the plants can be grown. Just how much space was a bit of a guess, but is actually 1.8m, about 6ft in old money.

Using the drawing, the track bed was laid

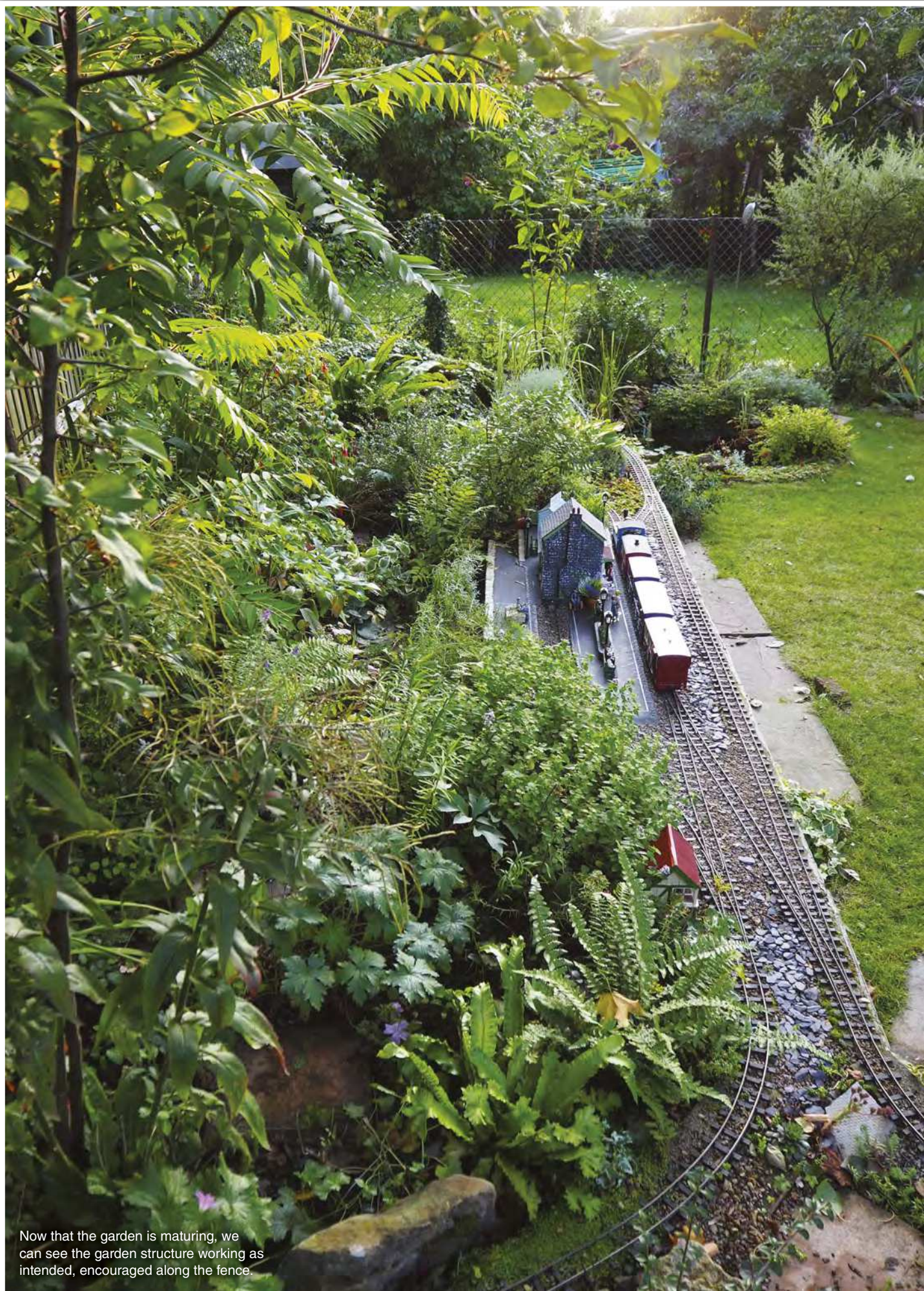


On the drawing you can see the plants I have used;

- 1) At the back against the fence, the climbers such as Clematis and Virginia creeper climb the fence and up some trellis, I am hoping that it will climb up the ugly lamp post too.
- 2) In front of this, there is an ornamental tree called a *Rhus typhina*, which grows quickly and looks great, but it does need chopping down ruthlessly.
- 3) Every spring, I spread a packet of woodland plant seeds throughout my cottage garden, although I think the Foxgloves self-seed now.
- 4) Some large ferns look great in the shady woodland spot.
- 5) A Peony looks great and, as you can see, we are lowering the height of the plants as we approach the stepping stones.
- 6) At the end of the station, we can still have some larger shrubs acting as structural plants, which frame the station in a sort of picture frame, in this case, a *Hebe*, a root of which was dug out of a pavement on the Isle of Wight.
- 7) A *Hosta*, which has grown from its humble beginnings in the half-dead half-price box in the local garden centre.
- 8) Some smaller ferns are grown against the station edge to hide the glass fibre structure and create a street effect with the stepping stones passing by.
- 9) Dead nettle is a useful little plant that continues to look good in winter.



The track bed was laid out and then the stepping stones laid during winter. A few months later, the plants quickly started to establish themselves.



Now that the garden is maturing, we can see the garden structure working as intended, encouraged along the fence.



The Mind Your Own Business needs regular thinning out by reference to the track gauge. Alan Titchmarsh has staff to do this sort of thing.

out from blocks and in the pictures, we can see that the *Rhus typhina* tree has already been planted. The track was laid and a steam upheld before the stepping stones were laid. This helped me find the correct positions for the slabs, just look for the footprints!

During the subsequent winter, things started to settle in. Many plants don't stop growing, they just do it underground. Quite quickly the plants became established.

The graded structure can now be seen quite clearly, although some of the climbers need still to be encouraged along the fence.

The Hosta is in line with the station tracks, which curve past it facilitating that framing effect, at least that is until it dies down every autumn.

Even my tiny garden railway has a number of different environments and gardening opportunities. Picking the plants to suit each planting opportunity is the fun of both gardening and model railways; to create those pictures of our favourite locomotives, and you can always learn, so nowadays I really enjoy visiting gardens.

I do not expect to grow the type of plants that might be regarded as to scale, which is with tiny leaves and a bushy habit. These are mostly alpines, which require quite specific dry sunny conditions that don't exist in the damp and dingy end of my garden. Maybe one day I will be allowed to extend into the sun to a spot nearer to the house, but until then, I must innovate. I noticed recently that there is a small display at RHS Wisley in which a rock garden has plants growing on a shady north-facing wall, which looks interesting.

The garden railway is intended to feature trains pushing their way along overgrown tracks weaving between real plants. The trains are mostly hidden from view.

There is one other spot worthy of

mention. The cottage garden principles of planting have been observed at the over-bridge approaching Rainbow Rock. This area is destined one day to become a village, but for the time being it is a riot of woodland plants including various weeds and lots of *Achillea*. The mind your own business or *Soleirolia soleirolii* creeps all over the place. It is invasive and a bit of problem if it gets in the lawn but it does look so good in the cutting, giving the impression of an impoverished railway disappearing into the undergrowth.

There are some plants definitely to avoid, even though they would look very good. Hedge bindweed or Bellbind would certainly cover the fence but the roots go up to 5m down into the soil and spread rapidly,

There is one other area where cottage garden design has been adopted and that is the grubby cutting approaching Rainbow Rock station.



up to 2m in a single season, even the tiniest bit of root left in the ground will create a new plant.

Mare's tails look so delicate and cute, but they are just as invasive and will spread quickly to form a dense carpet of foliage, which seems to be just what we want, but again the smallest bit of root can form a new plant, and the roots go down 2m into the soil.

The garden has lots of *vinca* or Periwinkle, which spreads all over the place and is a very useful ground cover plant, along with variegated ivy leftover from the hanging baskets. Unlike Bellbind and mares tails, it is easy to dig out. It does however spread onto the tracks quickly so those daily track inspections are vital.

Although I wanted my railway to look as though it has happened almost by chance, in reality, we can see now that it is an illusion based on Victorian nostalgia. The layout was designed to accommodate the planting and to achieve specific objectives, the first was to hide the wooden fence and now it is a joy to behold.

As I sit on my rustic park bench outside the Sheep Shearers Arms, I sip at my pint of Fine Auld Phagbutt and worry that there is another tension in my life. However, I have only space for a workshop or a greenhouse, which should I choose? I think I will go for the workshop...cheers! ■



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A Merry time at Merrivale

Mark Thatcher pays a visit to Merrivale Model Village.



As lockdown finally started to ease from the 4th of July, while hotels and guest houses were not yet open, campsites were, so I threw the tent into the back of the car and headed to the Norfolk Broads for a few days. I was pleased to be out and about once again, and although certain activities were still off-limits, Merrivale Model Village was one attraction that had been able to open for a belated start to its 2020 season. I was one of the first guests through the doors!

Merrivale Model Village has been around since 1961 and boasts a prime position on the Great Yarmouth seafront promenade. The village stretches over approximately one and a half acres. The current owners are heading into their fourth season of operation and have worked tirelessly with a relatively small full-time team, plus many volunteers, to get the village open again with all appropriate COVID-19 protections in

place. Social distancing markers are clearly stencilled on the pavements and a one-way system is now implemented as you meander through the village itself.

Dotted around the village are a number of interactive push-and-play buttons, which generate the sounds of village life. There are some amazing structures, too. The bridge is one of the three that stood out for me. It has a span of around 30 feet and it is very impressive to see a G scale loco and rake of carriages make their way across the twin tracks on the permanent way.

The second building that you cannot fail to notice is the castle, which pretty-much occupies centre stage in the middle of the village. Wherever you look you will appreciate the rise and fall of the terrain, which really adds to this immersive experience and places you firmly in this Lilliputian landscape.

The third must-see building is the church.

Rather over-scale for G scale, as are many of the buildings are, it is nevertheless an impressive building, which is weathering in nicely with the surrounding landscape.

One other detail that grabbed my attention was the staggering number of model people within Merrivale. I gather there are over 2000 miniature folk, all of whom have been hand-sculpted on site. I always say that model figures really bring a garden railway to life and several cameos prove this to be the point here.

Of course, my real interest in visiting was to check out their own G scale railway, which winds around the village and really binds the scene together. Prior to the current incumbents taking over the running of the village in 2017, it last changed hands in 2004, a tired 2 1/2" gauge three-rail railway was becoming impractical to operate. The owners turned to garden railway consultant, David Pratt, for advice. He struck up a deal



The DB BR218 diesel on a platform. All the rolling stock lives outside all year round protected by canopies or tunnels. As you can see, it holds up well despite the lack of cossetting.

with LGB and a line was constructed using 45mm track and completed by Easter 2005.

At that time, David & Valerie Pratt also owned British Outline Buildings: a company specialising in G scale resin building kits, so, as you can imagine, a number of these buildings grace the line. These buildings are now being sold through Garden Railway Specialists.

The railway itself covers around a third of the model village. There is around 350 metres of track and plenty of locos in regular use all-year-round. None of these locos are shelf queens and they, together with the rolling stock, stay on the line 365 days a year, albeit in protective culverts or areas with canopies. Now, this may horrify the garden railwayist. For example, I spied a rare 125th anniversary LGB Class Ge 4/4 costing upwards of £900 left outside exposed to the elements, but you have to remember, Merrivale works around the clock all year. It would take hours to place all this stock on the tracks and remove them afterwards on a daily basis.

The 45mm railway skirts around this detailed high street scene. One advantage model makers have over most of us is the sheer space available. I doubt many could accommodate a building this large at home.



The layout is electrically-powered but, while conductivity seems not to be a problem, wind can be. Despite its relatively secluded location, the high winds from off-shore have been known to topple locos and carriages off the rails in the past. So, if you want to see the trains in action, try to pick a calm day, just in case.

There are around 28 locos available 'on shed' here. I spied a PIKO German DB BR218 (Epoch IV) diesel loco with a nice rake of LGB RhB green Pullman coaches, a PIKO yellow BR181 Taurus, and a PIKO Amtrak locomotive, too. I am sure when things get up and running there will be more locos and rolling stock on offer as my visit was on the first day of opening.

All-in-all I spent a leisurely couple of hours meandering through the village and around each corner there was a new vista to discover. As my particular interest is in railway buildings and structures, there was an awful lot to take in. Two things made a lasting impression. Firstly, any cameos could be lifted away from the village and

win awards in their own right. But secondly, Merrivale Model Village is more about balance. All the scenes work symbiotically and there is no one part of the village that sticks out like a sore thumb as if it does not belong.

As for the scale purists: well the railway is scaled at 1:22.5 and many of the buildings are considerably larger than 1/19th scale. But this works and the end result is not only pleasing on the eye, but brim-full of detail too. Even planting out the many raised flower beds with this season's chosen annual plants must be a labour of love and cost a small fortune.

In these challenging times, I was keen to unlock myself in a responsible way and start to support ventures such as Merrivale Model Village as soon as I was safely able to do so. The hard economic truth is that places like this now need to generate a year's worth of revenue in the three or four sunny months this year. I doubt the owners of Merrivale will achieve this, but certainly, if we don't increase our trips out to these great venues, they certainly won't. So, I would urge anyone who can to pay Merrivale Model Village a visit to do just that. ■



One very nice touch is, as you enter, you may have your picture taken against a green screen background, which allows guests to be super-imposed against a choice of eight different views of the village. I chose the fabulous suspension bridge as the background for my photo. I was trying to strike a thumbs-up pose, but due to my own over-excesses during lockdown, I look more like King Kong ready to pounce!

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The DB BR218 (Epoch IV) diesel with a rake of RhB Pullman carriages
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Beeston Castle from Thermalite blocks

Last month, Rik Bennett took us to The Peckforton Light Railway. One of the outstanding features is the castle on the hill, whose construction is far from medieval.



At the Eastern end of my line lies Beeston Castle, a medieval edifice rising above the surrounding landscape on a sandstone crag. It has been a tourist attraction since Victorian times and inevitably, the builders of the PLR positioned a station immediately in front of the gateway.

For the first 12 years of the PLR's life, the castle ruins were portrayed by a few chunks of sandstone haphazardly cemented together until I worked out that Thermalite was the UK equivalent of the "Hebel" blocks used by my mate, Greg Hunter, in Australia to create a curved viaduct, church, station building, goods shed, abandoned tin mine and various platforms on his Sandstone and Termite Railway. I decided that castle ruins



The starting point – a standard-sized Thermalite block (larger blocks are available if your model needs to be of epic proportions).



Foundations were laid for the castle walls. A 4-inch deep trench was filled with a 1-inch layer of crushed rubble, followed by a 3-inch fill of concrete (3:3:1 mix – sand:gravel:cement) or Postcrete would suffice.



The main sections of the castle walls were roughly sawn with an old, pensioned-off panel saw.



The sections were shaped to fit their intended locations and mortar courses scribed on with a flat-bladed screwdriver and a pad-saw blade.



A card template for the semi-circular towers was used to mark the tops of the blocks, which were then roughly cut with the panel saw and finished off with a rasp and a flat file.

might be a good starting point for my first venture into Thermalite structural carving – after all, I could hardly make a mess of a ruin, could I?

A quick trip to my local builders' merchants resulted in the purchase of two standard sized 8.5" x 4" x 17" (215mm x 100mm x 440mm) blocks for just under £1.50 each.

I was surprised at how easy the blocks were to carve, considering they are a housebuilding material. Sculpting the shapes proved to be very therapeutic and the reverse of normal modelling techniques where structures are built-up rather than whittled away.

The castle has now been in situ for two years and survived a few frosts. I did wonder if the porous nature of the blocks might result in frost damage but so far, so good.

Though I say it myself, I think the ruins look quite impressive towering over the station. I did once calculate how tall the



The battlements were made by marking the tops at roughly 1-inch intervals and then drilling into the block vertically and horizontally with a masonry bit.



The stone blocks were then coloured with various shades of brown, red, yellow and black cement dyes – though watered-down acrylic paints could have been used.

crag would have to be to provide a scale representation of the castle and its environs, but decided that a structure taller than our two-storey house might compromise planning laws – not to mention the goodwill of my neighbours! ■



For more information about Greg Hunter's Sandstone and Termite Railway structures, visit: www.members.optusnet.com.au/satr/hebel.htm



The battlements were then tidied up with the rasp and a flat file. Arrow slits were made with the drill bit and the mortar courses scribed on.



The sections were then assembled – a 3:1 (sand:cement) concrete mix being used to fix them to the foundations and exterior PVA used to join the sections together.



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The Lyme Regis Radials

Alan Macfarlane asks if Accucraft's G1 model is just another steam locomotive.



The LSWR 415 class had an iconic position similar to the Terriers of Hayling Island. After working the designed traffic of the London suburbs, The Radials were sent to The Lyme Regis branch, where they reigned supreme.

Why? The power, the short wheel-base, and the rear axle being allowed to move in the frames with the radial axle boxes. The Lyme Regis branch was steep and had significant curves, which made the radial tanks ideal. Many words and books have been written about the line and The Radials, most of this can be found online, there's no need to repeat it here.

When Accucraft announced the production of a LSWR Class 415 4-4-2 tank, it looked good. My wife was looking over my shoulder, and said, "That looks lovely!". So it came to be delivered to Scotland where the prototype was born and built.

Accucraft has produced a lovely model that has the style and presence of the era. The long and slender boiler and well-balanced and spaced wheels just look the part. I do not count rivets or require a loco to be mm correct. To build a live steam locomotive that looks the part as it glides around a track is a skill Accucraft has perfected with the radial.

I decided to get the one in original condition, fully-lined in Adams green, it's stunning in the sun, from the chimney all the way down to the makers plate.

First impressions

A single fire tube gas boiler is fairly standard for Accucraft. It has a water gauge with blowdown valve, Enots filling valve as standard, pressure gauge, and steam oil is set in a side tank.

The controls are standard too: reverser, regulator, and the obvious gas tank and

control. These controls allow for extended runs by being able to fill and monitor the boiler water level. As the gas tank is in the bunker, she has been supplied with a much-needed water bath, more on this later.

There are plenty of little things that take a steam engine to the level of a model able to sit happily on the living room mantelpiece. Those small details make it pop: lamp brackets, brass castings for the oil boxes, screw couplings, vacuum pipes, brass framing on the rectangular windows, and the sanding operating levers.

Packing

For the people who have received their model direct from Accucraft, the packaging is great and takes time and effort to open up. We start with the inner box, with its heavy card and the Velcro straps. Once inside, the tissue wrapping keeps the paintwork pristine. Unwrapping is like

playing pass the parcel, where the winner is in no doubt, me!

When she is unpacked, there is only one part to fit (to mine), the Ramsbottom safety valve lever. A pack of syringes, some tools, and a few screws are in the box, the white gloves are also a welcome addition.

Closer inspection

Time to examine the engineering and operational bits. For a start, the water gauge blowdown is hidden behind the left side cab step and cannot be seen, a good bit of design.

As the loco has inside motion, a lot of the oiling points are accessed from below. I use a servicing cradle from SM Models, they also supplied the loco box for my Adams. The cradle holds the loco, allowing you to inspect and oil round easily. When upside down, always oil, always inspect and always check for loose, bent, twisted, or damaged parts. This is standard maintenance man attitude. Once a maintenance man always a maintenance man. Being new, there is little oil on the parts so oil them, move them, inspect them and oil again.

Look at the movement of the rear axle. It may not have radial boxes, but it has more than enough movement to get round my track. Watching this rear axle as it goes through crossings is great to see.

The piston valves are operated by the eccentrics fitted to the leading driver. The direction is by the third valve in the block. I would find it insulting if someone said she was simple, sound design can look good as



The cab roof flips off in the usual Accucraft style.

well as being effective.

On the track

Looking good is one thing, running well is another, does she do this?

The operating instructions are clear, and worth a read, even for experienced runners. Gas, oil, water and we are ready to go. The water level needs to be over half a glass to ensure the top of the burner tube is covered.

On rollers, the smoke box door was opened, gas was turned on and the satisfying pop of the burner heard. She got the burner stable with the very first application of a lighter. At this stage, I hadn't put warm water in the gas tank bath.

The pressure was rising but very slowly. On a first steaming, this is good. Forcing a boiler by a high gas flame is not a good way to do it. From experience, the speed the pressure was rising was slow, very slow. I decided to pour some tap warm water in the bath. The change was instant, the burner started to roar. The burner had to be turned down. The pressure came up satisfyingly nicely.

Into forward gear, and with the regulator open after a couple of spluttering turns of the drivers, she started to run. A little lumpy but OK. She ran and cleared the water from the cylinders and settled down. The run was 20 mins on the gas - the time from first lighting to gas out and gone.

When trying to go in reverse she was very lumpy. After a call to Accucraft, the procedure for checking the reversing valve was given, it is on the website too. This adjustment was easy and the small locomotive changed to a smooth and

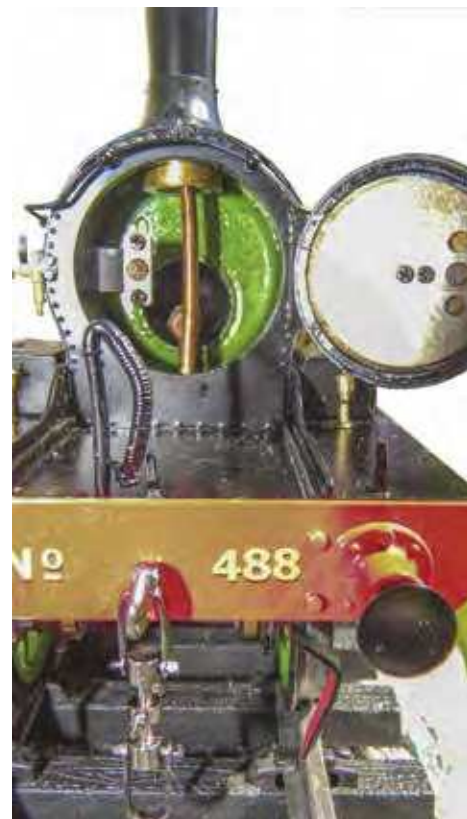
energetic runner. After the first couple of runs, although little steam oil looked as if it had been used, a quantity was found round the cylinders when turned upside down. This means "gas and go" can be done without worrying about steam oil usage, within reason of course. In addition, the steam oil is not splattered up the chimney and on the bonnie paintwork, a bonus!

The run on the track was to be next. The first run she was pulling a Mk1 BSK that looked OK. I have a heavy director's saloon, of the right era that looked right.

No. 488 ran like a long-distance runner, big wheels eating up the track. Running slow enough to be watchable yet fast enough to show she has the capacity to do some racing. The first runs are getting to know her. This didn't take long as she responds well to the regulator and gas.

The second run was with a 10 wagon goods train of 20 axles. Typical of the era with a train that "could have been". The regulator not far open, the pressure way below full working pressure, she will move off shed with 15 to 20psi, then go on to run a train at 30 40psi. You don't need her blowing off to haul a train. This was just a great run and getting her to the sweet spot is the top.

You don't need an express passenger loco to get a big smile on your face. She has enough power to climb the short inclines. Slow enough not to worry as she runs downhill and snakes through the reverse curve. I feel she could haul a lot of stock with ease. A mate of mine has six Mk I's, I look forward to seeing her with all six on the hook. It will be recorded, I promise.



A magnetic catch holds the smokebox door closed.



Looking under the model at the valve gear.

Getting any loco to the sweet spot is good, but getting a new loco into that point after basically a couple of runs shows how balanced the controls and design are.

There will be RTR coaching stock available from Accucraft to complement the loco in any of the available liveries. When researching rolling stock, someone commented four came to work in Scotland during WW1. So not only the model but the real thing returned home to Scotland. That pleases me, no end.

The good points

Style, size and look. The ability to run slow with a typical load. Even with a light load she can run slowly. Handles curves (on my line) with ease, just like the real thing, and she is very controllable.

Minor issues with the loco

The handrails on the left side cover the steam oil cap. The handrail can be pulled out to the front, or you could cut it at the last handrail support. I decided to bend the handrail. With having a set of wire bending pliers, this made the job easy(ish). Or the handrail can just be pushed out the way for filling. This is cosmetic, not an operational issue.

The cosmetic safety valve easing bar is just pushed into the safety valve cover. When first testing the loco and checking and verifying the setting of the safety valves, which were set correctly, the steam blew the handle off. With being red, I found it again and have a plan to extend the handle into the cab. Again, a cosmetic thing, not an operational issue.

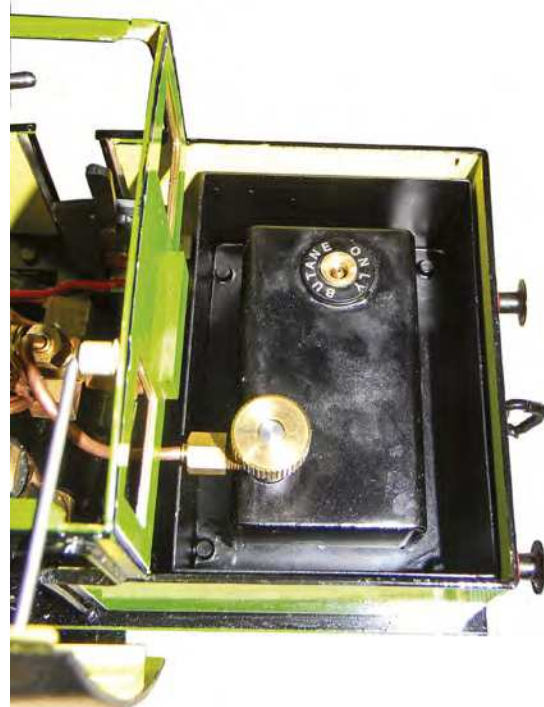
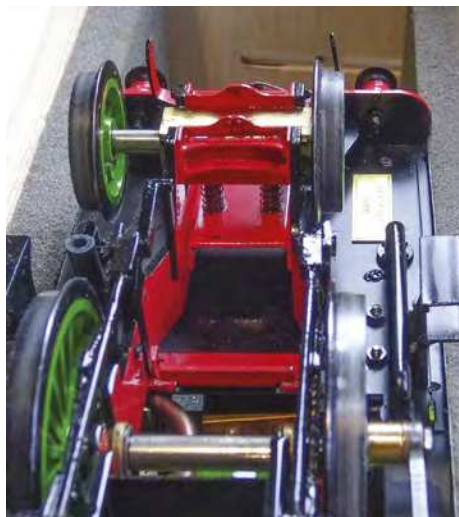
The reversing valve was not adjusted correctly. A call to Accucraft gave more than enough information to adjust this and make her run much better. Good customer care there.

One of the prototypes still exists on the

Bluebell railway. The class lasted a long time covering many eras as the iconic Lyme Regis branch loco.

Disclaimer - I have no connection to anyone mentioned in this article, except as a happy customer. All items were purchased by myself. ■

Although the model doesn't have a radial truck, the rear pony arrangement works very well.



The gas tank and water bath in the bunker.

Adams Radial Specification

Gauge: 45mm
Length over buffers: 360mm (14½ inches)
Width: 90mm (3½ inches)
Height: 119mm (4¾ inches)
Min Radius: 1.8m (5'6")
Boiler: Centre Flue
Working Pressure: 60psi
Valve Gear: Piston valves, two cylinders
Fuel: Butane Gas
Boiler Fittings: Safety valve(s), pressure gauge, water gauge.
Cab Controls: Steam regulator, gas regulator, reverse lever, lubricator
Construction: Copper boiler, Brass boiler jacket, Brass cab, Etched brass bodywork, Steel drivers

Garden Rail Resource

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POSTPONED!

In light of on-going uncertainty
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Note : The April 2021 Show is Cancelled.

Normal service is expected to resume in April 2022

Full details as they become available will be posted on the show website.

www.nationalgardenrailwayshow.org.uk

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ACCUCRAFT UK

Gauge One GWR 43XX

The GWR 43XX 2-6-0 'Moguls' were a product of Churchward's standardisation policy at Swindon and owe their origin to the 'family' of locomotives he developed at the beginning of the 20th century.

The class was built in a series of batches from 1911 until 1923, with Collett adding further examples (with a side-window cab) between 1925 and 1932. A total of 342 of these useful mixed traffic locomotives were built, they were at home with passenger trains at 60mph as with moderately-heavy goods trains.

The class served all over the Great Western and operated to destinations as diverse as Tonbridge, Andover and Liverpool and 11 examples from the 53XX series were sent to France to serve with the Railways Operating Division (ROD) during WW1.

Two survive, No. 5322, now at Didcot Railway Centre, and Collett example No. 9303 at the Severn Valley Railway.

Accucraft's model is built to 1:32 scale for 45mm gauge track, gas-fired with a single flue boiler. The chassis is constructed from stainless steel, the wheels are un-insulated. The boiler is copper, the cab and bodywork are constructed from etched brass. The gas tank is in a water bath in the tender.

The model will run round 4' 6" radius curves and is happy on code 332 or code 250 track, however, they do not recommend running through LGB code 332 pointwork.

Price: Target UK RRP £2,500.00
(subject to the usual provisos)



SPECIFICATION:

Scale: 1:32

Gauge: 45mm

Length over buffers: 580mm (22½ inches)

Width: 90mm (3½ inches)

Height: 119mm (4¾ inches)

Min Radius: 1.3m (4'-6")

Boiler: Centre Flue, superheater

Working Pressure: 60psi

Valve Gear: Piston valves, two cylinders

Fuel: Butane Gas

Boiler Fittings: Safety valve, pressure gauge, water gauge.

Cab Controls: Steam regulator, gas regulator, reverse lever, lubricator

Construction: Copper boiler, Brass boiler jacket, Brass cab, Etched brass bodywork, Steel drivers



Liveries available subject to production batch:

S32-16A – Unlined GWR green 'Great Western'

S32-16B – Unlined GWR green 'GWR'

S32-16C – Unlined BR black with early emblem

S32-16D – Unlined BR black with late crest

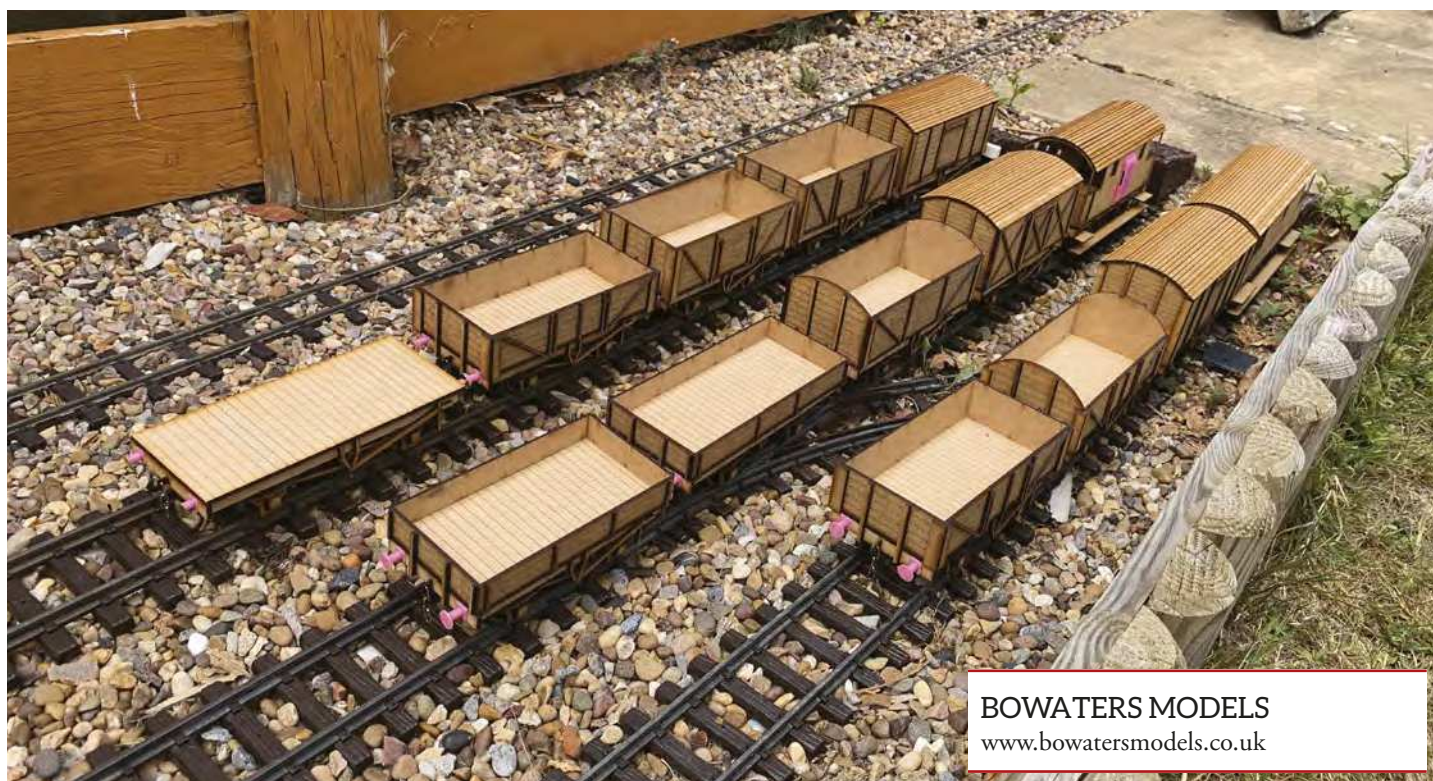
S32-16E – Lined BR green with early emblem

S32-16F – Lined BR green with late crest

S32-16R – Unlined ROD black, No. 5322 (TBC)

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- BMGW-001 LSWR 15ft Ballast Wagon
- BMGW-002 LSWR 18ft Ballast Wagon
- BMGW-003 LSWR Grain Wagon
- BMGW-004 LSWR Box Van
- BMGW-101 LB&SCR 5 Plank Wagon
- BMGW-102 LB&SCR Box Van
- BMGW-103 LB&SCR A Wagon
- BMGW-201 SECR 5 Plank Wagon
- BMGW-202 SECR 7 Plank Wagon
- BMGW-203 SECR 8 Plank Wagon
- BMGW-204 SECR Box Van

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Brake vans - £70 in MDF (£80 in Plywood)

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RESURGAM ROLLING STOCK

1:19 South African Railways 'NG V-5' Brake Van

Built by South African Railways in 1957, these 2ft gauge brake vans were initially allocated to the Avontuur and Otavi lines. When the latter line was re-gauged in the early 1960s, its allocation of V-5s was transferred to Natal. As such, these vans could be found just about anywhere on the SAR 2ft gauge system and were a common sight on all manner of workings.

Visually interesting, with the asymmetric placement of the guard's doors as well as the body being mounted above the chassis on rubber blocks with a visible gap between the two. These are just some of the details that have been carefully represented on this latest laser cut kit from Resurgam Rolling Stock.

Available in Plywood or MDF to suit individual preference, it features proven hidden slot and tab construction for easy and accurate assembly, along with individual glazing panels. All visible interior spaces are fully detailed; they are shown in the accompanying photographs with the seats trimmed in green leather (leather not supplied).

The bodyshell can be fixed in place on the chassis, or left removable for access. Naturally ideal for those modelling SAR, this van would also look at home with any of the larger generic locomotives in general circulation.

Resurgam Rolling Stock SAR kits are currently not supplied with wheelsets, but they are supplied with the correct pattern bogie frames, now complete with bronze bearings. The latter is available with 2mm, 3mm or 1/8in journals to customer specification and provides compatibility with most commercially available wheelsets. All bogie frames are supplied with stretchers for both 32 and 45mm gauge as standard.

It only then remains for the customer to supply vacuum pipes, couplings and decals of choice to complete a fully prototypical model.

Prices: (+P&P):

MDF: £90.00

Plywood: £100.00



LINESIDE HUT

16mm scale Hollycombe coach kitst

Hollycombe coaches, formally the Ramsgate tunnel coaches, were originally built to connect tourist attractions and shops near Ramsgate Harbour with the main line railway station at Dumpton Park. The tunnel railway was constructed in the disused main line tunnel in 1936, which was re-laid with two-foot narrow gauge track, motive power was provided by two 400v dc trolley locos.

The line operated until closure in 1965, where the carriages were sold off and found their way to Holycombe Steam Museum, where they now have been restored and run on their two-foot line pulled by Quarry Hunslet (Jerry M).

The coaches ran as a set of four coaches, each coach has some slight differences, with one having a guard's compartment. The guard's compartment is unique as from here the whole train was controlled, the kits are available in either 32mm or 45mm complete with bogies.

The tunnel coaches originally ran in sets and photos suggest that one set was in canary yellow, while the other was in Marlboro red.

Prices:

£46 each including wheels

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Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor: phil.parker@warnersgroup.co.uk or post to The Editor, **Garden Rail Magazine**, Warners Group Publications, West Street, Bourne, Lincolnshire, PE10 9PH

BURSLEDON BRAKE VAN

A good friend messaged me about an item in the latest edition of **Garden Rail** magazine relating to a model of a Bursledon brake van. I downloaded a digital copy and was fascinated and interested in it as I built the original brake van that the model is based on.

A couple of points mentioned in the article I can add a bit of information. First, the chassis and wheels are from an old carriage bogie, possibly European.

The chassis frame was originally designed as an open wagon with drop-down side panels. When it arrived at Bursledon, I took on the project and thought it would make a good brake van as the chassis was quite heavy, but we kept those little side doors in it.

I have included some photographs showing the chassis before and during the build. It has given me a bit of a 'buzz' that someone thought it was worthy of a model.

Ron Bristow (ex HNGRT)



DOLGOCH

I too have an Accucraft Dolgoch. If Geoff Loynes looks at the base of the gas tank, he will find two threaded studs there. These are M3 ones. The gas tank can be manoeuvred a little so that these go through two holes in the footplate. He can then attach M3 nuts to the studs and the gas tank will be firmly attached.

Chris Dowlen

Editor: Our reviewer mentioned the moving gas tank, Accucraft has said it has a supply of castellated nuts for this and have sent these to as many owners as possible. If you've missed out, get in touch with them and they will help.

THE MOSTYN MOTOR WORKS



Until a few days ago, I thought I was handling the imposed recluse lifestyle rather well. I do look forward to the gentle sound of the singing postman as **Garden Rail** drops on the doormat, but I fear that all is not as well as I may be becoming a bit of pedant with too much spare time.

Now I know Garden Rail is just that and not a motor magazine, but I did enjoy reading about the products of the Llangoblin works, the Mostyn 7.

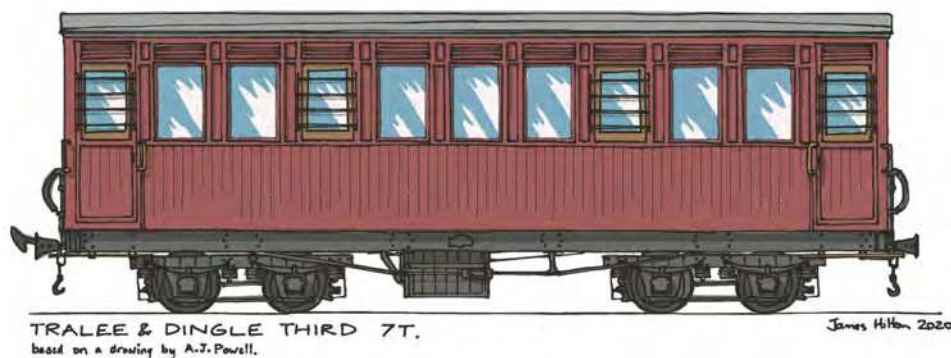
I have no doubt other interested readers may, like me, be wondering why the writer did not mention the company's sports car, the famous sprite out of the Goblin factory, which developed into the Mostyn Ely. Then wasn't there a Mostyn Ambridge? A robust saloon car much loved and desired by everyday country folk? Perhaps I have the timelines wrong and they are later builds outside the remit of the article.

They must have been well-known machines because on checking the web I found the names had been plagiarised by the same company Dave Skertchley refers to. I did contact that company's fan group but they said they weren't able to provide the kind of help I clearly needed.

By the way, is Phagbutts not available as off-sales in bottles? It's quite dreadful that Dave had to resort to pale imitations of good ale.

Chris Ash

TRALEE AND DINGLE LIGHT RAILWAY CARRIAGE



I am based on the Cavan and Leitrim Railway at Dromod, Co. Leitrim, and we are embarking on our most ambitious project to date. Namely, the restoration to steam of Kerr Stuart 0-4-2T "Dromad" (formerly Sir Murray Morrison) and the restoration to operational standards of former Tralee and Dingle Light Railway 3rd class carriage 7T of 1890.

We would appeal to anyone if they would be willing to make a 15mm scale version or two of 7T, purely so we could display it at the station or perhaps sell one with proceeds going to the appeal.

Feel free to contact me dingletrain53@gmail.com or Facebook @CavanandLeitrimRailway. We know Worsley Works do sides and ends, but it's somewhat beyond my skills to do it justice!

Darragh Connolly



If he's hauling all the bricks over like that we'll be months on this job.

Barbara Martin

South African Railways 'NG-V5' Brake Van
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ADVERTISERS' INDEX		
ACCUCRAFT UK51	GAUGE 1 MRA.....40	MY LOCO SOUND35
AIRFRAMED46	GAUGEMASTER.....4	NORTH PILTON WORKS.....48
ANYTHING NARROW GAUGE...11	HARECROFT46	OLD MILL FARMHOUSE.....46
BARRETT STEAM MODELS35	HATTON'S.....12 & 13	P & S HOBBIES & MODELS.....48
BOLE LASER CRAFT35	I P ENGINEERING40	RAILS OF SHEFFIELD34
BOWATERS MODELS40	JACKSON'S MINIATURES35	RESURGAM ROLLING STOCK...46
CAMBRIAN MODEL RAIL39	JOHN SUTTON MODELS.....35	ROUNDHOUSE.....11
COACH & WAGON WORKS.....46	KENT GARDEN RAILWAYS.....10	SMALLBROOK STUDIO39
MICRON RADIO CONTROL.....40	KM1 MODELLBAU5	STRIKALITE46
DREAM STEAM2	MALC'S MODELS46	TEE PUBLISHING.....49
ELLIS CLARK TRAINS.....28	MAXITRAK23	ASSOCIATION OF 16MM39
GARDEN RAIL OUTLET46	MBV SCHUG.....23	THE G SCALE SOCIETY39
GARDEN RAIL SPECIALISTS52	MIKE'S MODELS48	TONY GREEN STEAM MODELS 29
GARDEN RAIL LTD.....39	MODEL TOWN48	WOOD VALLEY WORKS46

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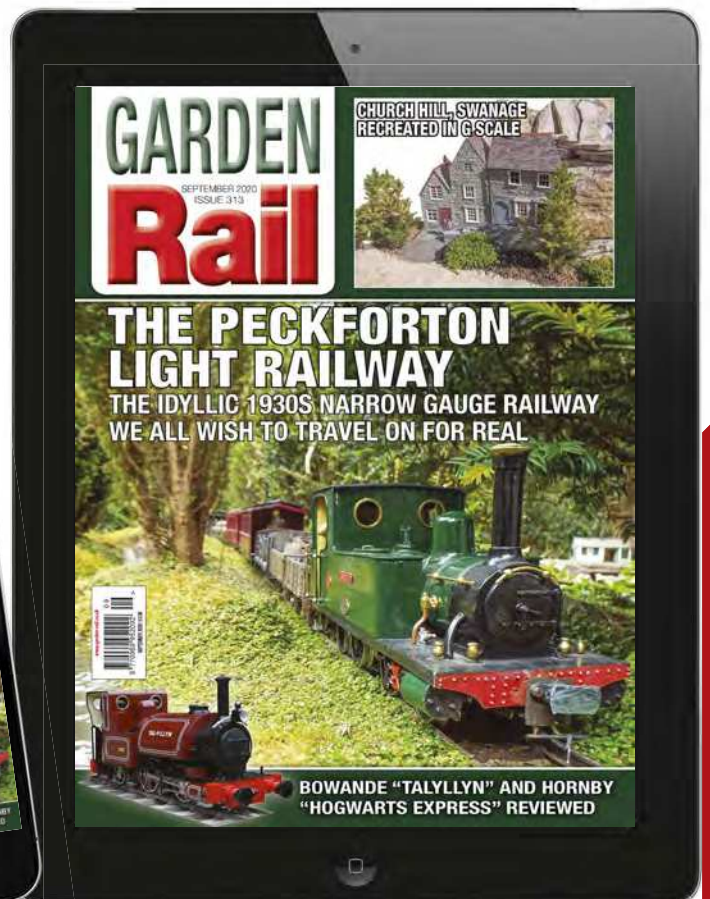
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7/8



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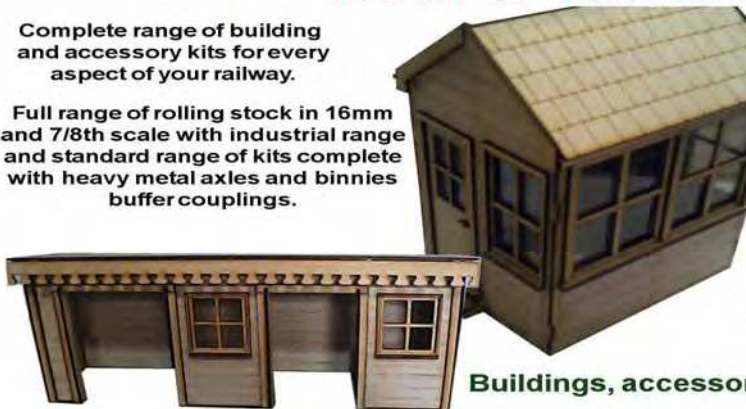
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DIARY DATES

Date: 15 May 2021

Event: Llangollen Garden Railway Festival

Venue: Llangollen Royal International Pavilion, LL20 8SW

Times: 10am to 4:30pm

Admission: £7. Accompanied children under 16 free.

Web: www.lgrf.co.uk

Additional info: 10 layouts, over 50 traders, heritage railway displays and modelling associations information stands. Free car parking for 300 cars, Cafe and separate Bar. Flat site with Disabled toilets available.

All events are published in good faith.

In light of current events, please check with the organisers before travelling a significant distance as **Garden Rail** cannot be responsible for changes or cancellations. Please be aware that travel restrictions issued by the Government may also impact your journey.

To submit an event for publication, please e-mail phil.parker@warnersgroup.co.uk.

Date: 26 June 2021

Event: National Garden railway Show

Venue: Peterborough Arena, East of England Showground, Peterborough PE2 6XE

Times: 10am to 5pm

Admission: £12.50 on the door (under 18's and carers admitted free), however buying in advance will save you £2.00 per ticket.

Organiser: The Association of 16mm Narrow Gauge Modellers

Web: www.nationalgardenrailwayshow.org.uk

SUBMISSION NOTES

Garden Rail welcomes articles submitted via posted disc, e-mail, Dropbox (or other large file sending systems online). Please ensure that your name, e-mail address, telephone number and postal address for payment on publication is included. Send to: phil.parker@warnersgroup.co.uk or to the contact address on the Contents page.

Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic nature will be accepted. Captions for all photos should be included as part of the submission. You must own copyright to any material submitted and not have submitted it to other publications.

**GARDEN
Rail**

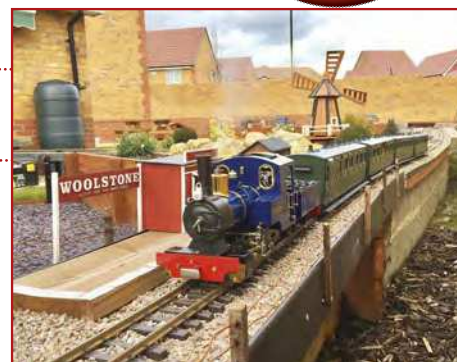
NEXT MONTH

All this
and more...
On Sale
17th
September



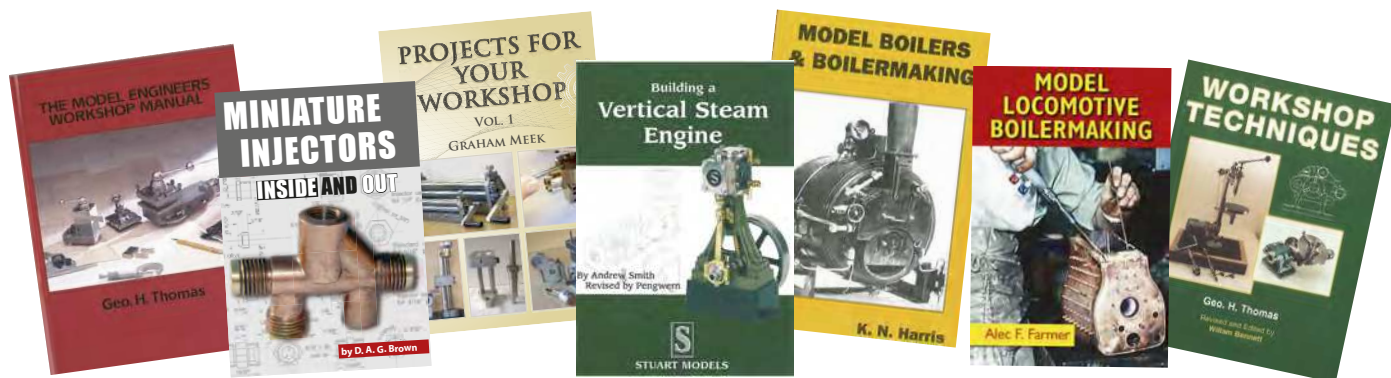
Jon Potter starts a new series on his Vale of the White Horse railway.

Tag Gorton is back, personalising an Accucraft "Talegarth".



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Publishing Ltd



Just what the vicar ordered

What to do when shielding for 12 weeks? Vaughan Collier filled a gap on his railway.

With no projects to finish, no kits to build and the railway stock thoroughly cleaned, oiled, and spruced up for running, I was at a loss. So, I turned to some back copies of **Garden Rail** and from November 2019, found Mark Thatcher's article "Time flies when you are having fun!" There on the next page was my inspiration for a scratch-build – Stuart Currie's chapel from 1998.

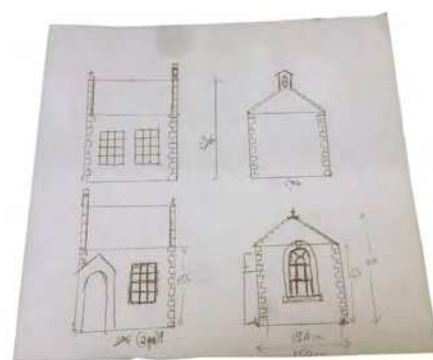
My "Audley Castle" G scale railway has a range of kit and scratch-built buildings, a station, two signal boxes, a large engine shed, a toilet, a water tower, a castle, and a line side hut, but no church. The next project was ordained.

Finding the calculation of measuring to scale confusing but wanting the chapel to look the 'right size' with my other models, I decided to base my building on the measurements of the Castle signal box plan from Jackson's Miniatures, constructed two seasons ago, with design adjustments for a porch, a belfry and a crucifix on the roof.

The main consideration in lockdown is the availability of supplies. I had just sufficient 'layered stone,' 'weatherboarding' and 'roofing' plastic sheeting, some spare plywood pieces, glue and some windows, but the real challenge was to be the stone blocks for the roof and the corners of the structure. Architects call them 'quoins', but they are just posh blocks.

With no suitable blocks to be found on the Internet, I painstakingly measured and cut out 168 soft wood pieces either 9mm by 9mm, or 9mm by 13mm. Very fiddly but, of course, I had plenty of time to produce the stones.

Twelve weeks later, I'm very pleased with the chapel. My time in between 'home duties' and operating the railway has been spent productively and the layout has been enhanced with a place of worship. You may spot that the bell comes from a favourite Easter Rabbit chocolate. I just need to locate a few pews, an altar and a pulpit! ■



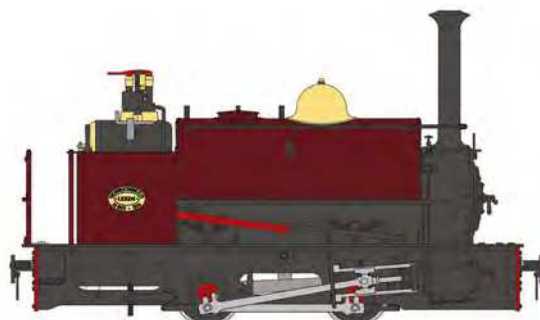
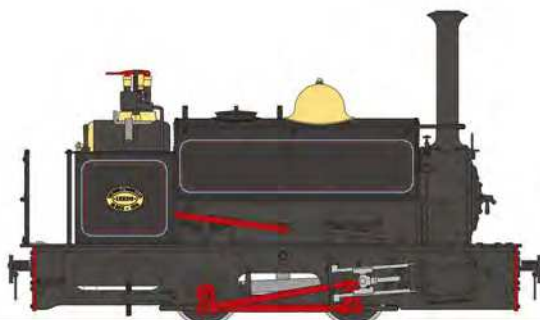
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NEW FOR 2020! 1:19 SCALE QUARRY HUNSLET

As soon as we had a chance to run *Dolgoch* last March we realised that the design brief for this small locomotive had produced an almost perfect balance of performance and duration and, having instinctively avoided some of the smaller designs, the possibilities for new engines were now numerous. With Talyllyn No.1 designed and signed off we immediately re-drew our 7/8ths" Quarry Hunslet as a 16mm model, a design whose characteristics will be much the same as the TR models and should prove to be a real crowd-pleaser.

The more generous proportions of the 'Large' type Quarry Hunslets will prove beneficial to the locomotive's run-time although to avoid compromising the look of the model we will only be offering it in 32mm gauge. The model is gas-fired and fitted with a water top up valve, water check valve, miniature pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty. The anticipated UK RRP is £1595.00 (subject to the usual provisos), available Q4 2020.



I.O.M. 'E' Van



I.O.M. 4 Wheel Coaches



L&B Howard Van



L&E Bogie Van



1:13.7 KS Wren 0-4-0ST



TR No. 1 Talyllyn



I.O.M. 'Mona' 2-4-0T



1:32 'Victory' 0-6-0T



1:32 BR Mk1 Coaches



1:32 Oil Tanker



1:32 Mineral Wagon



1:32 7 Plank Wagon



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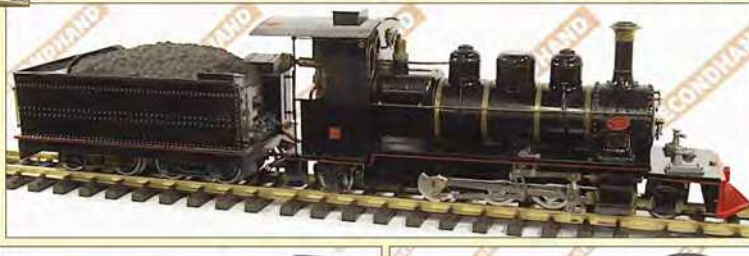
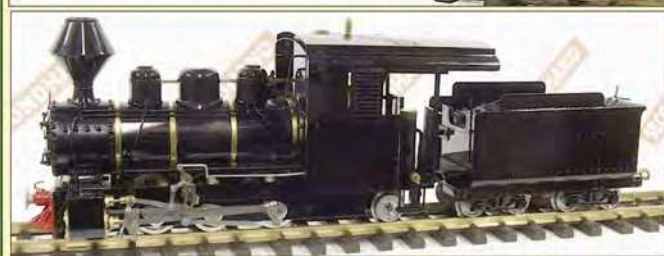
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MODELU CATALOGUE

FINESCALE FIGURES AND ACCESSORIES



www.modelu3d.co.uk

AUTUMN 2020

index

MODELU CATALOGUE

autumn 2020

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

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

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

Stay safe and happy modelling!



About us 04

Workbench 06

What's New 12

Pendon Collection 16

Great Model Railway Challenge 24

Ragged Victorians 26

Railway & Lineside 30

Industrial 58

Town & Country 64

Military 76

Detailing Components 80

Pendon
Collection

Page

16

Railway &
Lineside

Page

30

Industrial

Page

58

Detailing
Components

Page

80

about us

finescale figures

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

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

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

how it works



STRIKE YOUR POSE

Choose from our selection of vintage clothing or bring your own along. Remember, the more natural your pose, the better!



HOLD IT FOR A FEW MINUTES

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



YOUR 3D SCAN IS CAPTURED

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



CHOOSE YOUR FIGURE SCALE

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



YOUR FIGURE IS 3D PRINTED

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



YOUR FIGURE IS DELIVERED

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

3D BODY SCANNING

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

where to find us

EXHIBITIONS

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

MODELU STUDIO

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

GROUP BOOKINGS

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

workbench

HOW ARE THE FIGURES MADE?

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

DO THE FIGURES NEED CLEANING?

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

ARE THE FIGURES PAINTED?

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

WHAT TOOLS ARE NEEDED?

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

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

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

TYPES OF SPRUE

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

preparing your figures



removing sprues



O
GAUGE



OO
GAUGE



N
GAUGE

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



O
GAUGE



OO
GAUGE



O
GAUGE

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

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

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



O
GAUGE



OO
GAUGE



O
GAUGE

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

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



modelu recommends

CLAUDIA'S FIGURE PAINTING

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

contact Claudia

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artcice@gmail.com





HOW TO PAINT MINIATURES

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

join us

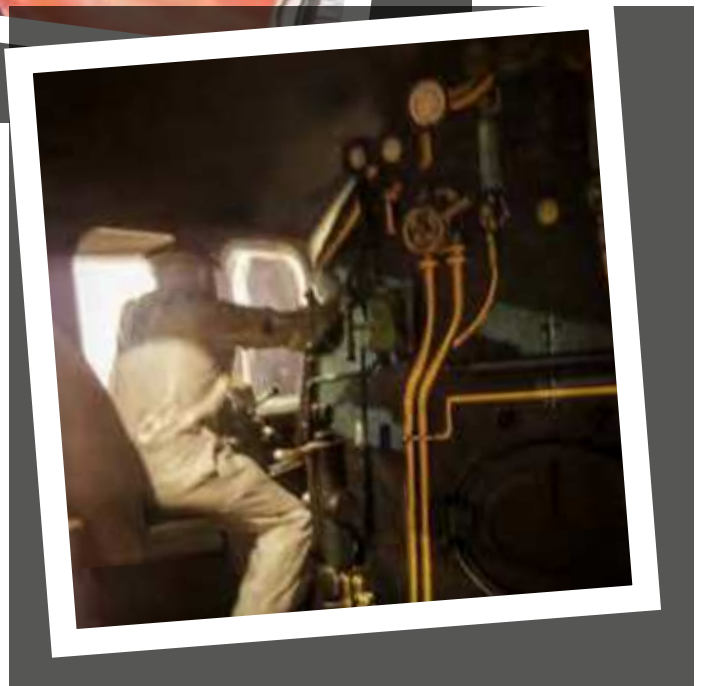
MODELU MODELLERS

Join the Modelu Modellers Facebook group to share your creations, discuss techniques, request advice and get inspired!



join the discussion at
facebook/groups/modelu





what's new

autumn 2020

ARCHITECTURAL FITTINGS

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

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

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



DAN EVASON
4MM / OO GAUGE

NEW GUTTERING RANGE

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

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

NEW!



DAN EVASON
4MM / OO GAUGE

NEW CHIMNEY POT RANGE

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

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

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

what's new

autumn 2020

MODELU MILITARY

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

This new range will initially include British and American Second World War personnel, along with the existing British First World War range of infantry and sappers.

The first 5 figures for the new US range have been launched and feature in this superb diorama of a US M10 Tank Destroyer created by George Haylock.

More releases are scheduled for the forthcoming months, so if you are interested please check out the Modelu Military Facebook and Instagram

www.facebook.com/modelumilitary
www.instagram.com/modelu_military/

NEW!



WOLFF SCALE MODELS
1:56TH / 28MM

1900 US ARMY PERSONNEL

WWII US Army recon crew and infantry feature in this work-in-progress diorama by Wolff Scale Models.

GEORGE HAYLOCK
1:56TH / 28MM



KEVIN PHARE
4MM / OO GAUGE

PENDON COLLECTION

Produced in collaboration with the Pendon Museum, the Pendon Collection has been specifically designed for the Vale Scene. The range features general population, labourers, gardeners, farmers and children. Seated people suited for coaches and benches are the latest addition to the range



LABOURERS



0110

WORKMAN

LABOURERS



0120

WORKMAN KNEELING

LABOURERS



0123

WORKMAN LEANING

LABOURERS



0124

WORKMAN WITH
SHOVEL

LABOURERS



0127

MAN SWEEPING

LABOURERS



0129

CARPENTER

LABOURERS



0130

SHOPKEEPER

LABOURERS



0134

MAN WITH SPADE

LABOURERS



0138

MAN WITH BROOM

LABOURERS



0140

MAN WITH PAINT
BRUSH

LABOURERS



0144

MAN WITH TEA

LABOURERS



0148

WORKMAN KNEELING

LABOURERS



TIM PEACOCK
4MM / P4 GAUGE



PEOPLE IN
CONVERSATION



0104

MAN IN
CONVERSATION - 1

PEOPLE IN CONVERSATION



0105

MAN IN
CONVERSATION - 2

PEOPLE IN CONVERSATION



0106

MAN IN
CONVERSATION - 3

PEOPLE IN CONVERSATION



0107

WOMAN IN
CONVERSATION - 4

PEOPLE IN CONVERSATION



0109

MAN IN
CONVERSATION - 7

PEOPLE IN CONVERSATION



0111

VICAR

PEOPLE IN CONVERSATION



0112

WOMAN IN
CONVERSATION - 1

PEOPLE IN CONVERSATION



0113

WOMAN IN
CONVERSATION - 2

PEOPLE IN CONVERSATION



0121

MAN IN
CONVERSATION - 4

PEOPLE IN CONVERSATION



0122

MAN IN
CONVERSATION - 5

PEOPLE IN CONVERSATION



0125

MAN IN
CONVERSATION - 6

PEOPLE IN CONVERSATION



0128

MAN LEANING WITH
PAPER

PEOPLE IN CONVERSATION



0130

SHOPKEEPER

PEOPLE IN CONVERSATION



0131

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0132

WOMAN IN
CONVERSATION - 6

PEOPLE IN CONVERSATION



0136

DISTRICT NURSE

PEOPLE IN CONVERSATION



0137

MAN WITH JACKET

PEOPLE IN CONVERSATION



0138

MAN WITH BROOM

PEOPLE IN CONVERSATION



0139

TONY & TOMMY

PEOPLE IN CONVERSATION



0141

WOMAN IN
CONVERSATION - 7

PEOPLE IN CONVERSATION



0142

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0143

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0144

MAN WITH TEA

PEOPLE IN CONVERSATION



0146

MAN READING
NEWSPAPER

PEOPLE IN CONVERSATION



0147

MAN IN
CONVERSATION

PEOPLE IN CONVERSATION



0148

MAN KNEELING

PEOPLE IN CONVERSATION

JOHN PHILLIPS
7MM / O GAUGE



CHILDREN

GIRL - 1
CHILDRENGIRL - 2
CHILDRENGIRL - 3
CHILDRENBOY WITH BOOK - 1
CHILDRENBOY WITH BOOK - 2
CHILDRENBOY LEANING - 1
CHILDRENBOY LEANING - 2
CHILDRENBOY - 1
CHILDRENBOY - 2
CHILDRENBOY - 3
CHILDRENBOY - 4
CHILDRENSEATED BOY - 1
CHILDRENSEATED GIRL - 1
CHILDRENSEATED GIRL - 2
CHILDRENSEATED BOY - 2
CHILDREN



FARM WORKERS

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



**WORKMAN WITH
PITCHFORK**

FARM WORKERS



FARM WORKER

FARM WORKERS



FARM WORKER

FARM WORKERS



GARDENERS

MAN KNEELING

GARDENERS



MAN WITH SPADE

GARDENERS



MAN WITH SICKLE

GARDENERS



WOMAN WITH TRUG

GARDENERS



MAN KNEELING

GARDENERS



MICK BONWICK
4MM / OO GAUGE



PEOPLE SHOPPING



0101

WOMAN SHOPPING - 1
PEOPLE SHOPPING



0102

WOMAN SHOPPING - 2
PEOPLE SHOPPING



0103

WOMAN SHOPPING - 3
PEOPLE SHOPPING



0108

WOMAN SHOPPING - 4
PEOPLE SHOPPING



0126

WOMAN SHOPPING - 5
PEOPLE SHOPPING



0130

SHOPKEEPER
PEOPLE SHOPPING



0132

WOMAN SHOPPING - 6
PEOPLE SHOPPING



0141

WOMAN SHOPPING - 7
PEOPLE SHOPPING



0144

MAN WITH TEA
PEOPLE SHOPPING



JAMES SIMPSON
4MM / OO GAUGE



SEATED PEOPLE



0170

SEATED MAN - 1

SEATED PEOPLE



0171

SEATED WOMAN - 1

SEATED PEOPLE



0172

SEATED WOMAN - 2

SEATED PEOPLE



0173

SEATED MAN - 2

SEATED PEOPLE



0174

SEATED WOMAN - 3

SEATED PEOPLE



0175

SEATED MAN - 3

SEATED PEOPLE



0176

SEATED MAN - 4

SEATED PEOPLE



0177

SEATED MAN - 5

SEATED PEOPLE



0178

SEATED WOMAN - 4

SEATED PEOPLE



0179

SEATED MAN - 6

SEATED PEOPLE



0180

SEATED MAN - 7

SEATED PEOPLE



0181

SEATED MAN - 8

SEATED PEOPLE



0182

SEATED WOMAN - 5

SEATED PEOPLE



0183

SEATED WOMAN - 6

SEATED PEOPLE



0184

SEATED MAN - 9

SEATED PEOPLE



THE GREAT MODEL RAILWAY CHALLENGE

MODELU featured on the series 2 final of The Great Model Railway Challenge, 3D scanning and 3D Printing the judges and presenters. Figures produced for the final challenge are available along with scans of the judges, Kathy and Steve.



0250

JAMES RICHARDSON

GREAT MODEL RAILWAY CHALLENGE



0251

TIM SHAW

GREAT MODEL RAILWAY CHALLENGE



0252

STEVE FLINT

GREAT MODEL RAILWAY CHALLENGE



0253

KATHY MILLAT

GREAT MODEL RAILWAY CHALLENGE



0254

JAMES

WHO'S COUNTING RIVETS

GREAT MODEL RAILWAY CHALLENGE



0255

TIM

WHO'S COUNTING RIVETS

GREAT MODEL RAILWAY CHALLENGE



0256

JAMES

THE RAILMEN OF KENT

GREAT MODEL RAILWAY CHALLENGE



0257

TIM

THE RAILMEN OF KENT

GREAT MODEL RAILWAY CHALLENGE



0258

JAMES

TEAM GRANTHAM

GREAT MODEL RAILWAY CHALLENGE



0259

TIM

TEAM GRANTHAM

GREAT MODEL RAILWAY CHALLENGE



0260

JAMES

TEAM RAIL RIDERS

GREAT MODEL RAILWAY CHALLENGE



0261

TIM

TEAM RAIL RIDERS

GREAT MODEL RAILWAY CHALLENGE





SYLVIA WARNER
1/48TH SCALE

THE RAGGED VICTORIANS

The 'Ragged Victorians - The Great Unwashed' are an award winning living history group, re-enacting the lower classes of Victorian England c1851. We had the great pleasure of scanning many of the group after an event at the SS Great Britain in October 2019.



0300

BILY BOY
RAT CATCHER



0301

ADAM
RAG COLLECTOR



0302

SLOGGER ROSE
ORANGE SELLER



0303

CHARLOTTE
THE HARLOT



POPPY



0304

MR B
LONG SONG SELLER



0306

BUTCH



0307

JONESY



0308

CARRIE
PIE SELLER



0309

KITTY & HARRIET



0310

BUNKER
DRUNKEN SAILOR

0311

ROSE
MUSSELL SELLER

0312

BECK
MUFFIN MAN

0313

EMILY
MILK MAID

0314

ROB
GUN SMITH

0315

ROSE
FLITHERS GIRL

0316

HARRIET
STREET URCHIN

0317

PC JORDAN



0318

STICKY
WALKING STICK SELLER



0319

THOMAS ARCHER



0320

MAMA WAG



0321

JEM



0322

PC JORDAN & SALTBOX



0323

JEM
BROAD SHEET SELLER



0324

GREGG & MISHA



0325

GREGG



0326

MISHA



CHRIS KLEIN
7MM / O GAUGE

RAILWAY & LINESIDE

1922-1947 GROUPING

GWR figures 3D scanned on site at Didcot with kind assistance from Kevin Dare and the Great Western Society.



0900



0901



0902

GWR FIREMAN LEANING WITH
SHOVEL
GWR LOCO CREW

GWR DRIVER ON REGULATOR
LEANING
GWR LOCO CREW

GWR DRIVER LEANING CAB-
SIDE
GWR LOCO CREW



0903



0904



0905

GWR DRIVER SEATED ON
REGULATOR
GWR LOCO CREW

GWR DRIVER ON REGULATOR
GWR LOCO CREW

GWR FIREMAN LEANING
FORWARD
GWR LOCO CREW



0906



0907



1010

GWR FIREMAN LOOKING AT
INJECTORS
GWR LOCO CREW

GWR FIREMAN LOOKING
FORWARD
GWR LOCO CREW

GWR LOCO CREW PACK
GWR LOCO CREW



JONATHAN NEWTON
7MM / OO GAUGE

RAILWAY & LINESIDE

1948-1968 BRITISH RAILWAYS

new for autumn 2020



1005

SEATED LOCO CREW POURING DRINK
RAILWAY & LINESIDE



1097

LOCO DRIVER USING REGULATOR
RAILWAY & LINESIDE



1098

LOCO CREW FIREMAN
RAILWAY & LINESIDE



1099

LOCO CREW FIREMAN
RAILWAY & LINESIDE



LOCO CREW /
DRIVERS



LOCO CREW DRIVER
LEFT & RIGHT ORIENTATION
DRIVERS



LOCO CREW DRIVER
LEFT & RIGHT ORIENTATION
DRIVERS



LOCO CREW DRIVER
LEFT & RIGHT ORIENTATION
DRIVERS



LOCO CREW DRIVER
DRIVERS



LOCO CREW DRIVER
LEFT & RIGHT ORIENTATION
DRIVERS



LOCO CREW DRIVER
DRIVERS



LOCO CREW
LEFT & RIGHT ORIENTATION
DRIVERS



LOCO CREW DRIVER
LEFT & RIGHT ORIENTATION
DRIVERS



BR STANDARD SEATED
DRIVER
DRIVERS



BR STANDARD SEATED
DRIVER
DRIVERS



LOCO CREW DRIVER
LEFT & RIGHT ORIENTATION
DRIVERS



LOCO DRIVER USING
REGULATOR
LEFT & RIGHT ORIENTATION
DRIVERS



JONATHAN NEWTON
7MM / O GAUGE



LOCO CREW / FIREMEN



1057

LOCO CREW FIREMAN

FIREMEN



1069

LOCO CREW FIREMAN

FIREMEN



1070

LOCO CREW FIREMAN

LEFT & RIGHT ORIENTATION
FIREMEN



1072

LOCO CREW FIREMAN

LEFT & RIGHT ORIENTATION
FIREMEN



1086

LOCO CREW FIREMAN

FIREMEN



1098

LOCO CREW FIREMAN

LEFT & RIGHT ORIENTATION
FIREMEN



1099

LOCO CREW FIREMAN

FIREMEN



CREW PACKS



1010

WESTERN LOCO CREW PACK

CREW PACKS



1011

MIDLAND LOCO CREW PACK

CREW PACKS



1012

EASTERN LOCO CREW PACK

CREW PACKS



1013

SOUTHERN LOCO CREW PACK

CREW PACKS



GEOFF TAYLOR
4MM / OO GAUGE



**LOCO CREW /
LEANING**



1052

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1054

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1058

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1059

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1062

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1063

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1064

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1067

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1068

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1081

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1082

LOCO CREW LEANING

LOCO CREW LEANING



1089

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



1096

LOCO CREW LEANING

LEFT & RIGHT ORIENTATION

LOCO CREW LEANING



PAUL MARSHALL-POTTER
4MM / OO GAUGE



**LOCO CREW /
CREW AT REST**



1005

**SEATED LOCO CREW
POURING DRINK**

LOCO CREW AT REST



1053

LOCO CREW

LOCO CREW AT REST



1056

LOCO CREW

LOCO CREW AT REST



1060

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1065

LOCO CREW

LOCO CREW AT REST



1066

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1071

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1083

LOCO CREW LEANING

LOCO CREW AT REST



1084

**LOCO CREW
DRINKING**

LOCO CREW AT REST



1087

LOCO CREW

LOCO CREW AT REST



1088

LOCO CREW

LOCO CREW AT REST



1092

**SEATED LOCO CREW
ROLLING CIGARETTE**

LOCO CREW AT REST



1093

**LOCO CREW ROLLING
CIGARETTE**

LOCO CREW AT REST



1094

**LOCO CREW SMOKING
CIGARETTE**

LOCO CREW AT REST



LOCO CREW /
SHED STAFF



1000

FITTER
SHED STAFF



1001

FITTER
SHED STAFF



1002

CLEANER
SHED STAFF



1003

CLEANER
SHED STAFF



1055

LOCO CREW OILING
SHED STAFF



1061

LOCO CREW OILING
SHED STAFF



1079

FOOTPLATE
INSPECTOR
SHED STAFF



SHUNTERS



1017

SHUNTER LEANING
ON POINT LEVER
SHUNTERS



1018

SHUNTER
LEFT OR RIGHT ORIENTATION
SHUNTERS



1019

SHUNTER
LEFT OR RIGHT ORIENTATION
SHUNTERS



1021

PW GANG
SHUNTERS



1027

SHUNTER
SHUNTERS



1047

SHUNTER
SHUNTERS



1048

SHUNTER
SHUNTERS



GUARDS



1025

GUARD

GUARDS



1033

GUARD

LOCO CREW LEANING



1034

GUARD

GUARDS



1035

GOODS GUARD

GUARDS



1036

GOODS GUARD

GUARDS



1037

GOODS GUARD

GUARDS



1045

GWR GUARD

GUARDS



1014

**PERMANENT
WAY**



1014

**PW GANG WITH
FISHPLATE SPANNER**

PERMANENT WAY



1015

**PW GANG WITH KEY
HAMMER**

PERMANENT WAY



1020

PW GANG

PERMANENT WAY



1021

PW GANG

PERMANENT WAY



1022

PW LOOKOUT

PERMANENT WAY



JAMES SIMPSON
4MM / OO GAUGE



STATION STAFF



1023

INSPECTOR

STATION STAFF



1024

GUARD

STATION STAFF



1026

GUARD

STATION STAFF



1028

PORTER

STATION STAFF



1029

PORTER

STATION STAFF



1030

PORTER

STATION STAFF



1031

PORTER

STATION STAFF



1032

PORTER

STATION STAFF



1046

PORTER

STATION STAFF



1051

STATION MASTER

STATION STAFF





SIGNALMEN

SIGNALMEN



1016

SIGNALMAN

SIGNALMEN



1038

SIGNALMAN

SIGNALMEN



1039

SIGNALMAN LEANING

SIGNALMEN



1040

SIGNALMAN

SIGNALMEN



1041

SIGNALMAN

SIGNALMEN



1042

SIGNALMAN

SIGNALMEN



1043

**SIGNALMAN OPERATING
BLOCK INSTRUMENTS**

SIGNALMEN



1044

SIGNALMAN

SIGNALMEN



1049

**SIGNALMAN HOLDING
TABLET POUCH**

SIGNALMEN



1050

SIGNALMAN LEANING

SIGNALMEN



2801

**WING BACKED
ARMCHAIR**

SIGNALMEN



BRIAN MCCULLOCH
4MM / OO GAUGE



RICHARD SLATE
4MM / OO GAUGE

RAILWAY & LINESIDE

1968-1996 BRITISH RAILWAYS

new for autumn 2020



1130

SHUNTER LEANING IN HIGH-VIS BIB
RAILWAY & LINESIDE



1132

BR LOCO CREW WITH DRINK
RAILWAY & LINESIDE



1160

CLASS 20, 37, 47, 50
DRIVER
LOCO DRIVERS



1161

CLASS 20, 37, 47, 50
DRIVER
LOCO DRIVERS



GUARDS



1139

BR GUARD

GUARDS



1140

BR GUARD

GUARDS



1141

BR GUARD

GUARDS



1142

BR GUARD

GUARDS

GC WEATHERING
4MM / OO GAUGE

LOCO CREW



1118

LOCO CREW

LOCO CREW



1119

LOCO CREW

LOCO CREW



1120

LOCO CREW

LOCO CREW



1121

LOCO CREW

LOCO CREW



1122

LOCO CREW

LOCO CREW



1131

BR LOCO CREW WITH
BAG

LOCO CREW



1132

BR LOCO CREW WITH
DRINK

LOCO CREW



LOCO DRIVERS



SEATED DRIVER
LOCO DRIVERS



SEATED DRIVER
LOCO DRIVERS



SEATED DRIVER IN BR
UNIFORM
LOCO DRIVERS



LOCO SPECIFIC
DRIVERS



CLASS 24 DRIVER
LOCO DRIVERS



CLASS 20, 37, 47, 50
DRIVER
LOCO DRIVERS



CLASS 20, 37, 47, 50
DRIVER
LOCO DRIVERS



SHUNTERS



SHUNTER LEANING IN
HIGH-VIS BIB
SHUNTERS





WEST HILL WAGON WORKS
4MM / OO GAUGE

RAILWAY & LINESIDE

1996-PRESENT - POST PRIVATISATION

new for autumn 2020



DRIVER WITH SHIRT & TIE
CLASS 20, 37, 47, 50, 60, 68

LOCO SPECIFIC DRIVERS



DRIVER WITH HI-VIS
CLASS 20, 37, 47, 50, 60, 68

LOCO SPECIFIC DRIVERS



HST DRIVER

LOCO SPECIFIC DRIVERS



CLASS 66 DRIVER

LOCO SPECIFIC DRIVERS



CLASS 66 DRIVER RELAXED

LOCO SPECIFIC DRIVERS



LINE POSSESSION WORKING



LOCO CREW RECLINING

LINE POSSESSION WORKING



TRACK WORKER

LINE POSSESSION WORKING



TRACK WORKER

LINE POSSESSION WORKING



LOCO CREW WITH MUG OF TEA

LINE POSSESSION WORKING



LOCO CREW RECLINING

LINE POSSESSION WORKING



MAN IN HIGH-VIS USING PHONE

LINE POSSESSION WORKING



SURVEY ENGINEER

LINE POSSESSION WORKING



ENGINEER KNEELING

LINE POSSESSION WORKING



ENGINEER WORKING IN A CABINET

LINE POSSESSION WORKING



ENGINEER WITH ARMS FOLDED

LINE POSSESSION WORKING



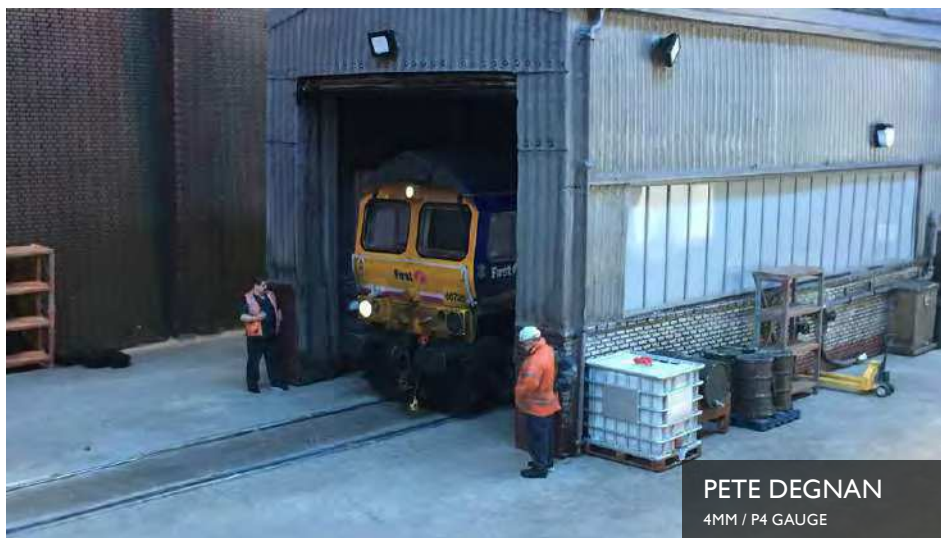
ENGINEER LEANING

LINE POSSESSION WORKING



ENGINEER WITH TAIL LAMP

LINE POSSESSION WORKING



PETE DEGNAN
4MM / P4 GAUGE



LOCO CREW



LOCO CREW WITH
RUCKSACK

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



LOCO CREW

LOCO CREW



SHUNTERS



SHUNTER LEANING

SHUNTERS



SHUNTER

SHUNTERS



SHUNTER

SHUNTERS



SHUNTER

SHUNTERS



GC WEATHERING
4MM / OO GAUGE



LOCO DRIVERS



LOCO CREW DRIVER

LOCO DRIVERS



SEATED DRIVER

LOCO DRIVERS



LOCO CREW LEANING

LOCO DRIVERS



SEATED DRIVER

LOCO DRIVERS



SEATED DRIVER IN
HIGH-VIS

LOCO DRIVERS



RELAXED DRIVER IN
HIGH-VIS

LOCO DRIVERS



SEATED DRIVER IN
POLO SHIRT

LOCO DRIVERS



RELAXED DRIVER IN
POLO SHIRT

LOCO DRIVERS



SEATED DRIVER IN
SHIRT & TIE

LOCO DRIVERS



SEATED DRIVER IN
SHIRT & HIGH-VIS

LOCO DRIVERS



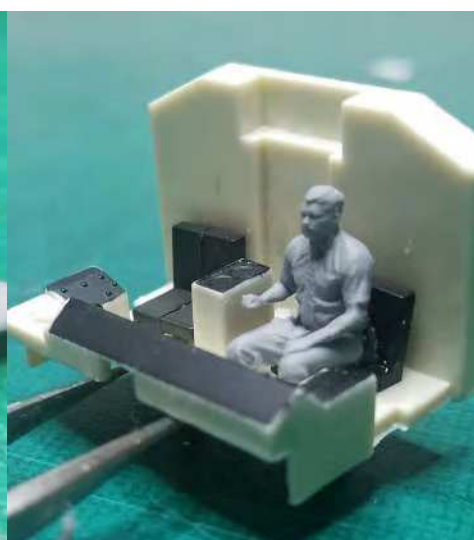
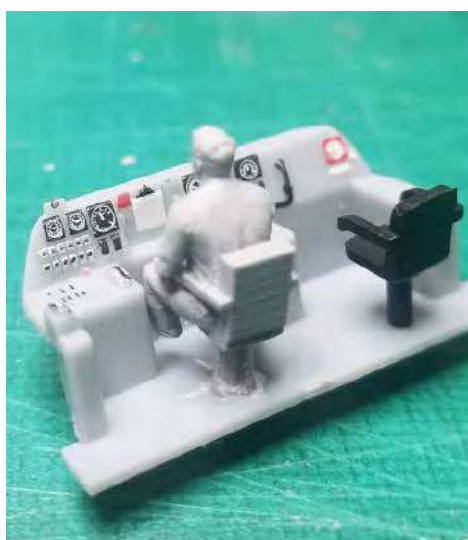
SECOND MAN IN POLO
SHIRT

LOCO DRIVERS



SECOND MAN
RELAXING

LOCO DRIVERS





LOCO SPECIFIC DRIVERS



1128

LOCO DRIVER
CLASS 20, 37, 47, 50, 60, 68
LOCO SPECIFIC DRIVERS



1162

LOCO DRIVER
CLASS 20, 37, 47, 50, 60, 68
LOCO SPECIFIC DRIVERS



1163

LOCO DRIVER HI-VIS
CLASS 20, 37, 47, 50, 60, 68
LOCO SPECIFIC DRIVERS



1165

HST DRIVER
LOCO SPECIFIC DRIVERS



1166

LOCO DRIVER HI-VIS
CLASS 66
LOCO SPECIFIC DRIVERS



1167

LOCO DRIVER RELAXED
CLASS 66
LOCO SPECIFIC DRIVERS



1168

LOCO DRIVER RELAXED
CLASS 66
LOCO SPECIFIC DRIVERS





CHRIS KLEIN
7MM / O GAUGE

RAILWAY & LINESIDE

1804-1870 PIONEERING

1870-1922 PRE-GROUPING

new for autumn 2020



0800



0801



0802

LOCO DRIVER

LOCO CREW

FIREMAN LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



0803



0804



0860

LOCO CREW WITH PIPE

LOCO CREW

LOCO DRIVER LEANING

LOCO CREW

STATION MASTER

RAILWAY STAFF



**LOCO CREW
ON FOOTPLATE**



1201

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1203

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1204

FIREMAN

LOCO CREW ON FOOTPLATE



1205

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1208

FIREMAN

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1209

FIREMAN

LOCO CREW ON FOOTPLATE



1211

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1212

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1213

FIREMAN

LOCO CREW ON FOOTPLATE



1214

FIREMAN

LOCO CREW ON FOOTPLATE



1215

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1216

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1217

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1218

LOCO DRIVER

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



1219

LOCO CREW LEANING

LOCO CREW ON FOOTPLATE

LEFT OR RIGHT ORIENTATION



LOCO CREW
ON SHED



1220

PRODUCT NAME
SUB CATEGORY
VARIANT



1221

PRODUCT NAME
SUB CATEGORY
VARIANT



STATION STAFF



1260

STATION MASTER
STATION STAFF



1261

STATION MASTER
STATION STAFF



1264

PORTER
STATION STAFF



1265

PORTER
STATION STAFF



1269

RAILWAY
CONTROLLER
STATION STAFF



1270

GUARD WITH LAMP
STATION STAFF



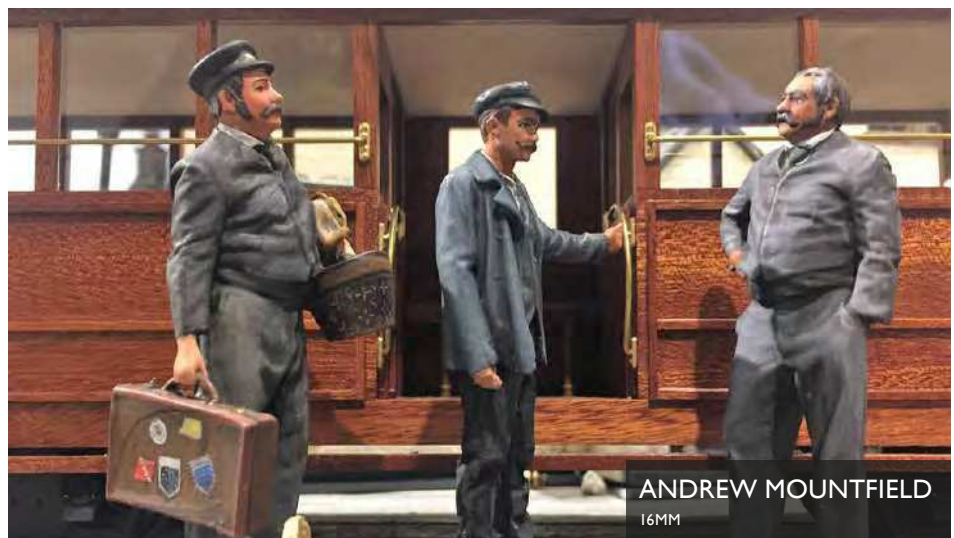
1272

GUARD LEANING
STATION STAFF



1275

SHUNTER
STATION STAFF



ANDREW MOUNTFIELD
16MM



KEITH GUMBLEY-REEVES
4MM / OO GAUGE

TRADE & SERVICES

1922-1948 GROUPING

1948-1968 BRITISH RAILWAYS



BUS CREW



1300

BUS DRIVER

BUS CREW



1301

BUS DRIVER

BUS CREW



1302

BUS CONDUCTOR

BUS CREW



POLICE



1320

POLICEMAN

POLICE



1321

POLICEMAN

POLICE



1322

**POLICEMAN TAKING
NOTES**

POLICE



1323

POLICEMAN IN CAPE

POLICE



1324

**POLICEMAN HOLDING
BIKE**

POLICE



1325

**POLICEMAN HOLDING
BIKE**

POLICE



NURSING



1330

DISTRICT NURSE

NURSING



1331

**DISTRICT NURSE
HOLDING BIKE**

NURSING



CHRIS KLEIN
7MM / O GAUGE

INDUSTRIAL

1870-1922 PRE-GROUPING
1922-1948 GROUPING



LOCO CREW



1421

FIREMAN

LOCO CREW



1422

LOCO DRIVER

LOCO CREW



1423

FIREMAN LEANING

LOCO CREW



1424

LOCO DRIVER

LOCO CREW



1425

FIREMAN

LOCO CREW



1426

LOCO DRIVER

LOCO CREW



1427

LOCO CREW

LOCO CREW



1428

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1429

LOCO CREW

LOCO CREW



CLAUDIA EVERETT
4MM / OO GAUGE



WORKMEN



I400

WORKMAN WITH
SPADE

WORKMEN



I401

WORKMAN

WORKMEN



I402

WORKMAN

WORKMEN



I403

WORKMAN WITH
SPADE

WORKMEN



I404

WORKMAN

WORKMEN



I405

WORKMAN

WORKMEN



I406

WORKMAN SEATED

WORKMEN



I407

WORKMAN SEATED

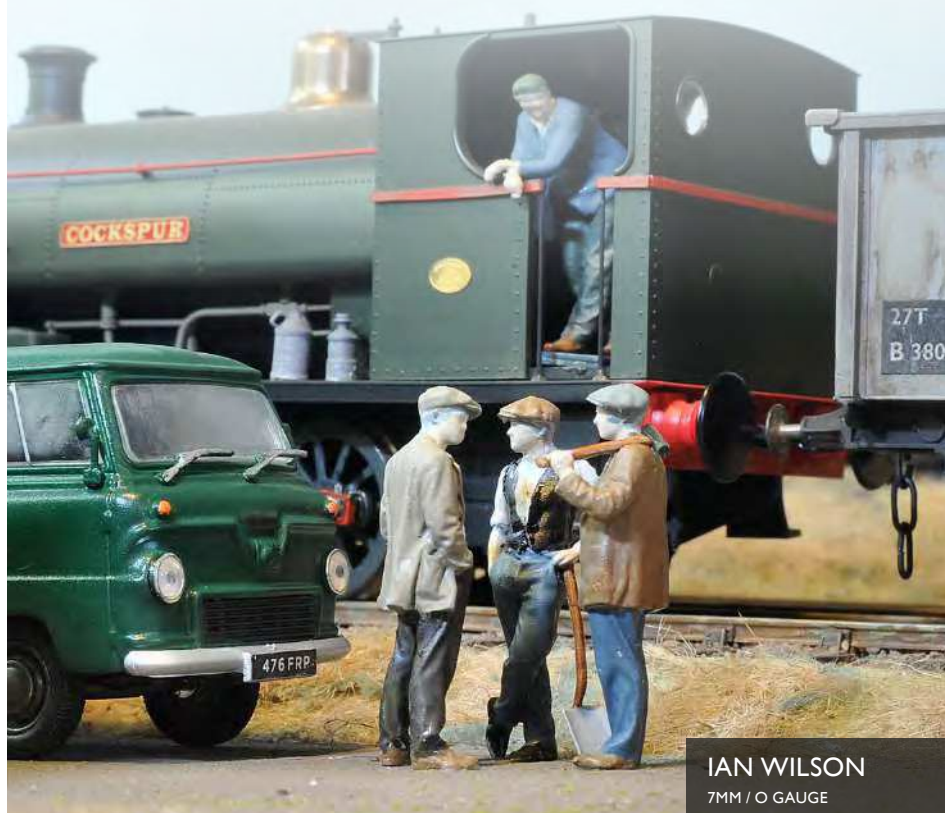
WORKMEN



I408

WORKMAN SEATED

WORKMEN

IAN WILSON
7MM / O GAUGE

PORTFOLIO FOCUS

SKY ARTS: XTC THIS IS POP

XTC: This is Pop is a 2017 documentary film directed by Charlie Thomas and Roger Penny about the English rock band XTC. Production company Special Treats commissioned Modelu to create 3D printed figurines of the band along with their instruments, including Andy Partridge, Colin Moulding, Dave Gregory and Terry Chambers. Scans of the band members were 3D printed in 1:76th scale, professionally painted and filmed in the Vale Scene at Pendon Museum.

First aired in the UK on Sky Arts October 2017 and in North America on Showtime January 2018



CLIENT

SPECIAL TREATS

<http://www.specialtreats.co.uk/>

SKILLS

3D SCANNING

3D PRINTING



ALEX ROUGHSEGE
4MM / OO GAUGE

INDUSTRIAL

1948-1968 BRITISH RAILWAYS



LOCO CREW



1460

LOCO CREW LEANING

LOCO CREW



1461

LOCO CREW LEANING

LOCO CREW



1462

LOCO CREW LEANING

LOCO CREW



1463

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



1464

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1465

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1466

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1467

FIREMAN

LOCO CREW



1468

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



1469

LOCO CREW LEANING

LOCO CREW

LEFT OR RIGHT ORIENTATION



1470

LOCO DRIVER

LOCO CREW

LEFT OR RIGHT ORIENTATION



1471

FIREMAN

LOCO CREW



DAN EVASON
4MM / OO GAUGE



WORKMEN



1430

WORKMAN

WORKMEN



1431

WORKMAN WITH BAG

WORKMEN



1432

WORKMAN

WORKMEN



1433

WORKMAN LEANING

WORKMEN



1434

WORKMAN WITH SANDWICH

WORKMEN



1435

WORKMAN WITH SANDWICH

WORKMEN



1436

WORKMAN

WORKMEN





1437

WORKMAN LEANING

WORKMEN



1438

WORKMAN

WORKMEN



1439

WORKMAN

WORKMEN



1440

SHUNTER

WORKMEN



1441

WORKMAN

WORKMEN



1442

WORKMAN WITH TEA

WORKMEN



1480

SHUNTER WITH HARD
HAT

WORKMEN



1481

SHUNTER ON STEPS

WORKMEN



1482

MINER WITH TEA

WORKMEN



1483

MINER

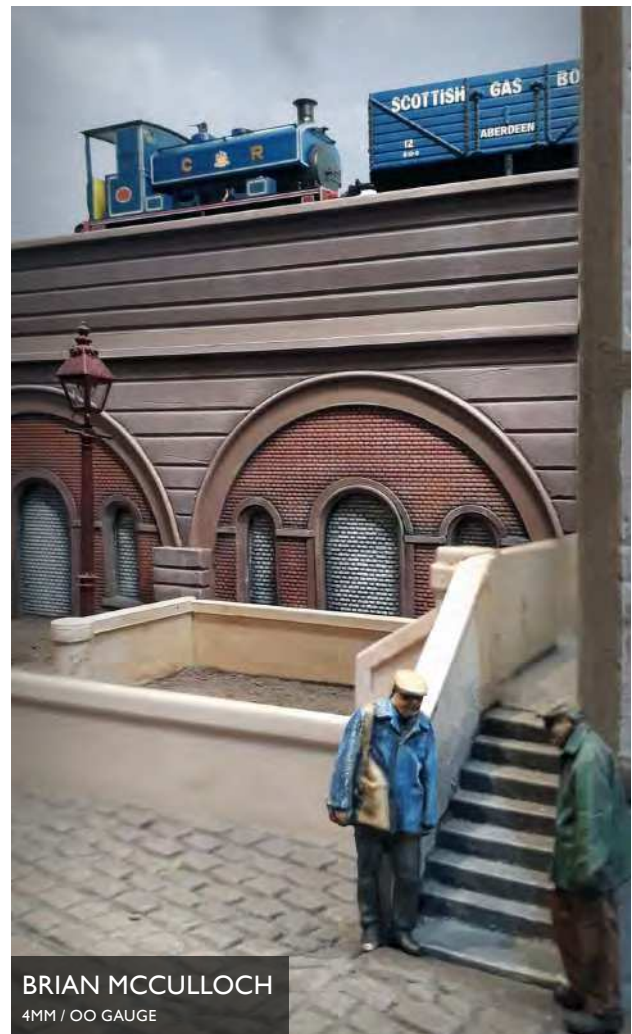
WORKMEN



1484

MINER

WORKMEN



BRIAN MCCULLOCH
4MM / OO GAUGE



DAVID IRVING
4MM / OO GAUGE

TOWN & COUNTRY

1870-1922 PRE-GROUPING
1922-1947 GROUPING



1500

WOMAN WITH BAG
TOWN & COUNTRY



1501

WOMAN WITH PURSE
TOWN & COUNTRY



1502

SEATED WOMAN
TOWN & COUNTRY



1503

SEATED WOMAN WITH BAG
TOWN & COUNTRY



JOHN PHILLIPS
7MM / O GAUGE

TOWN & COUNTRY

1948-1968 BRITISH RAILWAYS

new for autumn 2020



1602

WOMAN WEARING HEADSCARF
TOWN & COUNTRY



1659

MAN WEARING FLAT CAP
TOWN & COUNTRY



1660

SHOP KEEPER
TOWN & COUNTRY



1661

WORKMAN WITH TOOLBOX
TOWN & COUNTRY



GENERAL
PUBLIC



1600

1950S LADY
GENERAL PUBLIC



1601

SEATED LADY
GENERAL PUBLIC



1602

WOMAN WEARING
HEADSCARF
GENERAL PUBLIC



1649

COUPLE
GENERAL PUBLIC



1650

GENTLEMAN WITH
UMBRELLA
GENERAL PUBLIC



1651

GENTLEMAN WITH
MUG
GENERAL PUBLIC



1652

GENTLEMAN WITH
COAT AND UMBRELLA
GENERAL PUBLIC



1653

SEATED GENTLEMAN
GENERAL PUBLIC



1654

GENTLEMAN WITH
COAT AND BRIEFCASE
GENERAL PUBLIC



1655

GENTLEMAN IN
DEMOB SUIT
GENERAL PUBLIC



1657

GENTLEMAN WITH
SUITCASE
GENERAL PUBLIC



1658

CITY GENTLEMAN
GENERAL PUBLIC



1659

MAN WEARING FLAT
CAP
GENERAL PUBLIC



1660

SHOP KEEPER
GENERAL PUBLIC

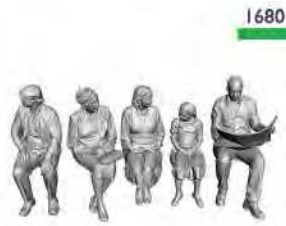


1661

WORKMAN WITH
TOOLBOX
GENERAL PUBLIC



**PASSENGER
PACKS**



PASSENGER PACK A
TOWN & COUNTRY



PASSENGER PACK B
TOWN & COUNTRY



PASSENGER PACK C
TOWN & COUNTRY



PASSENGER PACK D
TOWN & COUNTRY



DANIEL CABANE
HO GAUGE



MUSICIANS



RECORDER PLAYER
MUSICIANS



ACCORDIAN PLAYER
MUSICIANS



ACCORDIAN PLAYER
MUSICIANS



VIOLIN PLAYER
MUSICIANS



VIOLIN PLAYER
MUSICIANS



CONCERTINA PLAYER
MUSICIANS



CONCERTINA PLAYER
MUSICIANS



DAVID ILLINGWORTH
7MM / O GAUGE

TOWN & COUNTRY

1996-PRESENT - POST PRIVATISATION



GENERAL
PUBLIC



1703

WOMAN WITH BAG
GENERAL PUBLIC



1704

COUPLE
GENERAL PUBLIC



1705

MAN WITH
NEWSPAPER
GENERAL PUBLIC



1706

COUPLE
GENERAL PUBLIC



1707

MAN WITH BAG
GENERAL PUBLIC



1708

WOMAN
GENERAL PUBLIC



1709

MAN WITH HANDS
BEHIND BACK
GENERAL PUBLIC



1710

FATHER AND SON
GENERAL PUBLIC



1711

MAN WITH HANDS IN
POCKETS
GENERAL PUBLIC



1713

BOY
GENERAL PUBLIC



1714

MAN
GENERAL PUBLIC



1715

WOMAN LEANING ON
COUNTER
GENERAL PUBLIC



1750

FOOTBALL SUPPORTER
GENERAL PUBLIC



1760

GENTLEMAN WITH
UMBRELLA
GENERAL PUBLIC



1762

GENTLEMAN WITH
BRIEFCASE
GENERAL PUBLIC



PEOPLE USING
DEVICES



1742

MAN TAKING PICTURE
PEOPLE USING DEVICES



1743

MAN TAKING PICTURE
PEOPLE USING DEVICES



1744

MAN TAKING PICTURE
PEOPLE USING DEVICES



1745

MAN WITH PHONE
AND CUP
PEOPLE USING DEVICES



1746

WOMAN USING
PHONE
PEOPLE USING DEVICES



1761

MAN USING PHONE
PEOPLE USING DEVICES



PHOTOGRAPHERS



1740

PHOTOGRAPHER
PHOTOGRAPHERS



1741

PHOTOGRAPHER
PHOTOGRAPHERS



1747

PHOTOGRAPHER
PHOTOGRAPHERS



SEATED PEOPLE



1770

SEATED GIRL WITH BOOK

SEATED PEOPLE



1771

SEATED MAN

SEATED PEOPLE



1772

SEATED MAN WITH NOTEPAD AND PEN

SEATED PEOPLE



1773

SEATED WOMAN

SEATED PEOPLE



1774

SEATED MAN

SEATED PEOPLE



1775

SEATED MAN

SEATED PEOPLE



1776

SEATED WOMAN

SEATED PEOPLE



MIKE BUICK
4MM / OO GAUGE



CHRIS HOPPER
16MM / PECO/CM
PHOTO BY IAN MANDERSON

MILITARY

FIRST WORLD WAR

BRITISH EMPIRE



BRITISH
INFANTRY



1800

REST ON YOUR ARMS
REVERSED



1830

NURSE AND PATIENT



1831

NURSE



1832

INFANTRY ON LEAVE



1850

SERGEANT



1851

LIEUTENANT



1852

MAJOR



1853

LIEUTENANT COLONEL



1854

LIEUTENANT COLONEL



DAVID ILLINGWORTH
7MM / O GAUGE



ROYAL
ENGINEERS



1801

ROD LOCO CREW



1802

SAPPER



1803

SAPPER



1804

SAPPER



1805

SAPPER



1806

SAPPER



1807

SAPPER



1810

SAPPER WITH SHELL



1812

SAPPER



1813

SAPPER KNEELING



1814

SAPPER WITH PIPE



1815

SAPPER LEANING



1816

SAPPER BRAKEMAN



1820

ROD LOCO CREW



1821

ROD FIREMAN

PORTFOLIO FOCUS

BBC 2: BRITAIN IN BLOOM

JUNE 27th 2018

Commissioned by Andy Honour to produce a 3D scan of a First World War memorial statue. With the kind assistance of Jack Arthur Shaw, the pose was recreated and 3D scanned, processed and reproduced by Andy in 1:1 scale from 288 laminated sheets of 6mm lasercut plywood.

The statue is part of Amersham's entry into the Britain in bloom competition, on display in the Memorial gardens in The Broadway, Old Amersham HP7 0LH. Footage of the statue was aired on BBC2's Britain in Bloom in July 2019.



CLIENT

HONOUR DESIGN
www.honourdesign.co.uk

SKILLS

3D SCANNING

LOCATION

The Broadway
Old Amersham
HP7 0LH



ALEX ROUGHSEGE
4MM / OO GAUGE

DETAILING COMPONENTS



LOCO SHED DETAILS



2703

LARGE OIL SUPPLY CAN X2

LOCO SHED DETAILS



2704

LOCO OIL SUPPLY CANS X6

LOCO SHED DETAILS



2706

SLIDE JACKS X2

LOCO SHED DETAILS



2710

STANDPIPES X2

LOCO SHED DETAILS



2711

FIRE HOSE CABINETS X2

LOCO SHED DETAILS



2720

LOCO BREAK BLOCKS STACKED

LOCO SHED DETAILS



2722

OIL DRUM (BATTERED) X2

LOCO SHED DETAILS



2748

SHUNTERS POLES X3

LOCO SHED DETAILS



2749

DRIVERS BAGS X2

LOCO SHED DETAILS



2760

LOCO CREW DETAIL PACK

LOCO SHED DETAILS



2761

INDUSTRIAL CREW DETAIL PACK

LOCO SHED DETAILS



2751

LOCO CREW JACKETS X2

LOCO SHED DETAILS



TIM WATSON
7MM / O GAUGE



TAIL LAMPS



2059

LNER BR (E) TAIL
LAMPS

TAIL LAMPS



2062

BR (E) TAIL LAMPS

TAIL LAMPS



2067

LMS TAIL LAMPS

TAIL LAMPS



2072

BR TAIL LAMPS

TAIL LAMPS



2076

GWR BR (W) TAIL
LAMPS

TAIL LAMPS



2080

BR MK3 BATTERY TAIL
LAMPS

TAIL LAMPS



2081

BR BATTERY TAIL LAMP
MK2 X5

TAIL LAMPS



SIDE LAMPS



2068

LMS SIDE LAMPS

SIDE LAMPS



2069

SR BR (S) SIDE LAMPS

SIDE LAMPS



2071

BR SIDE LAMPS

SIDE LAMPS



2077

GWR BR (W) SIDE
LAMPS

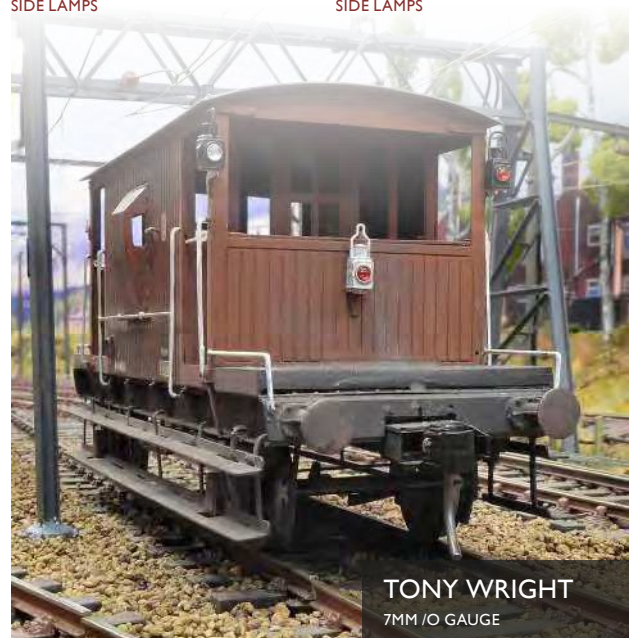
SIDE LAMPS



2061

LNER BR (E) SIDE
LAMPS

SIDE LAMPS

TONY WRIGHT
7MM / O GAUGE



LOCO HEAD LAMPS



2056



2057



2058

PRE-GROUPING LOCO
HEAD LAMPS
LOCO HEAD LAMPS

CAMBRIAN LOCO LAMPS
LOCO HEAD LAMPS

TAFF VALE LOCO LAMPS
LOCO HEAD LAMPS
VARIANT



2060



2064



2065



2066

LNWR BR (E) LOCO
LAMPS
LOCO HEAD LAMPS

LNWR LOCO LAMPS
LOCO HEAD LAMPS

BR (W) LOCO LAMPS
LOCO HEAD LAMPS

LMS BR (M) LOCO
LAMPS
LOCO HEAD LAMPS



2073



2074



2075



2078

INDUSTRIAL LOCO
LAMPS
LOCO HEAD LAMPS

SR BR (S) LOCO LAMPS
LOCO HEAD LAMPS

GWR BR (W) LOCO
LAMPS
LOCO HEAD LAMPS

INDUSTRIAL LOCO
LAMPS
LOCO HEAD LAMPS



TOM FOSTER
4MM / OO GAUGE



**ARCHITECTURAL
DETAILING
(ROUND)**

**ROUND CAST IRON
HOLDERBAT**

ARCHITECTURAL DETAILING



**FLUTED HOPPER
LARGE**

ARCHITECTURAL DETAILING



**FLUTED HOPPER SMALL
ROUND**

ARCHITECTURAL DETAILING



**RECTANGULAR
HOPPER**

ARCHITECTURAL DETAILING



**CAST IRON SHOES
WITH BRACKET**

ARCHITECTURAL DETAILING



ASSORTED FITTINGS

135 DEGREES, 2X OFF EACH

ARCHITECTURAL DETAILING



PIPE BENDS

135, 112.5 AND 90° 2X OFF EACH

ARCHITECTURAL DETAILING



PIPE BRANCHES

135, 112.5 AND 90° 2X OFF EACH

ARCHITECTURAL DETAILING



PIPE OFFSETS

135° PIPE OFFSETS X6 ARCHITECTURAL

DETAILING



PIPE OFFSETS

135° OFFSETS X5 PROJECTION LENGTHS

ARCHITECTURAL DETAILING



DOUBLE PIPE BRANCH

135° X6

ARCHITECTURAL DETAILING

modelu recommends...

EILEENS EMPORIUM

For round and square drain pipe rod
and tubing.

See page 94 for details.





**ARCHITECTURAL
DETAILING
(SQUARE)**



**SQUARE CAST IRON
HOLDERBAT**
ARCHITECTURAL DETAILING



**FLUTED HOPPER
LARGE**
ARCHITECTURAL DETAILING



**FLUTED HOPPER SMALL
ROUND**
ARCHITECTURAL DETAILING



**RECTANGULAR
HOPPER**
ARCHITECTURAL DETAILING



**CAST IRON SHOES
WITH BRACKET**
ARCHITECTURAL DETAILING



ASSORTED FITTINGS
135 DEGREES, 2X OFF EACH
ARCHITECTURAL DETAILING



PIPE BENDS
135, 112.5 AND 90° 2X OFF EACH
ARCHITECTURAL DETAILING



PIPE BRANCHES
135, 112.5 AND 90° 2X OFF EACH
ARCHITECTURAL DETAILING



PIPE OFFSETS
135° PIPE OFFSETS X6
ARCHITECTURAL DETAILING



PIPE OFFSETS
135° OFFSETS X5
ARCHITECTURAL DETAILING



DOUBLE PIPE BRANCH
135° X6
ARCHITECTURAL DETAILING





CHIMNEYS



2960

CROWN CHIMNEY
POTS

CHIMNEYS



2961

LOUVRED CHIMNEY
POTS

CHIMNEYS



2962

FLANGED TOP
CHIMNEY POTS

CHIMNEYS



2963

OCTAGONAL
CHIMNEY POTS

CHIMNEYS



2964

ROUND CORONET
CHIMNEY POTS

CHIMNEYS



2965

SQUARE SPIKED
CHIMNEY POTS

CHIMNEYS



2966

CANNON HEAD
CHIMNEY POTS

CHIMNEYS



2967

ROUND HOODED
CHIMNEY POTS

CHIMNEYS



2968

SQUARE CHIMNEY
POTS

CHIMNEYS



2969

SQUARE BASE ROUND
CHIMNEY POTS

CHIMNEYS



2970

CHIMNEY HOOD
INSERTS

CHIMNEYS





GUTTERING



OGEE GUTTERING

GUTTERING



OGEE OUTLETS

GUTTERING



OGEE STOP ENDS

GUTTERING



OGEE 135° CORNERS

GUTTERING



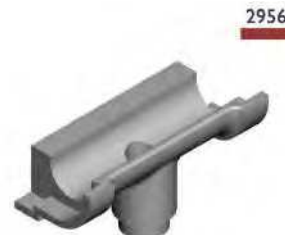
OGEE 90° CORNERS

GUTTERING



HALF ROUND GUTTERING

GUTTERING



HALF ROUND OUTLETS

GUTTERING



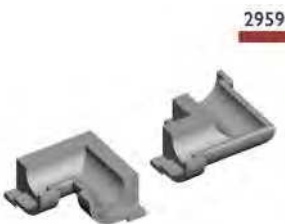
HALF ROUND STOP ENDS

GUTTERING



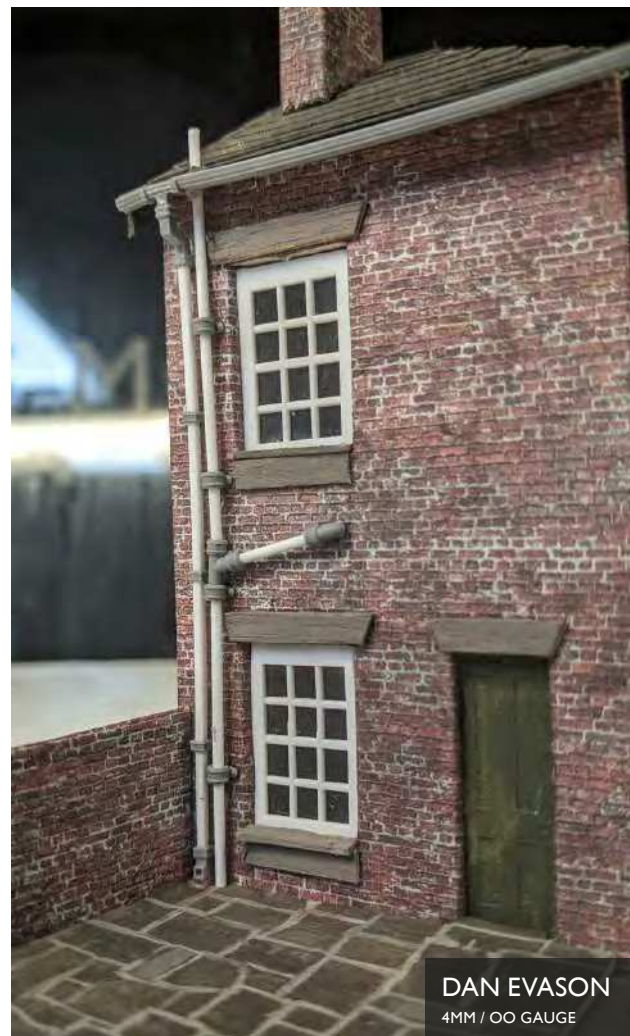
HALF ROUND 135° CORNERS

GUTTERING



HALF ROUND 90° CORNERS

GUTTERING



DAN EVASON
4MM / OO GAUGE



**PERMANENT
WAY**



**GWR POINT RODDING
SQUARE**

POINT RODDING



**GWR POINT RODDING
ROUND**

POINT RODDING



**BR / LMS POINT
RODDING STOOLS**

POINT RODDING



**LNWR POINT
RODDING STOOLS**

POINT RODDING



**LSWR POINT
RODDING STOOLS**

POINT RODDING



**L&Y POINT RODDING
STOOLS**

POINT RODDING



**MR POINT RODDING
STOOLS**

POINT RODDING



**POINT RODDING
STARTER PACK**

POINT RODDING



BR CONCRETE BLOCK

POINT RODDING



**GWR CONCRETE POT
SLEEPERS**

PERMANENT WAY



GWR SLIDE CHAIRS

PERMANENT WAY



BR CRANK FRAMES

POINT RODDING



JOHN CHIVERS
4MM / EM GAUGE



**DIESEL DEPOT
DETAILS**



2750

HI VIS JACKETS
DIESEL DEPOT DETAILS



2752

HI VIS BIBS
DIESEL DEPOT DETAILS



2753

RUCKSACKS X2
DIESEL DEPOT DETAILS



2754

HARD HATS
DIESEL DEPOT DETAILS



2763

**BR DIESEL CREW
DETAIL PACK**
DIESEL DEPOT DETAILS



2764

**FREIGHT DRIVER
DETAIL PACK**
DIESEL DEPOT DETAILS



**TOWN &
COUNTRY**



2090

**ROAD WORK LAMPS
X3**
TOWN & COUNTRY



2801

**WING BACKED
ARMCHAIR**
TOWN & COUNTRY



**PLATFORM
ACCESSORIES**



2671

**17 GAL MILK CHURNS
X3**
PLATFORM ACCESSORIES



2690

**CAMBRIAN RAILWAYS
BENCH SUPPORTS**
PLATFORM ACCESSORIES



SIGNALLING



2030

GWR SIGNAL LAMP
WITH BACKLIGHT

SIGNALLING



2031

GWR SIGNAL LAMP
SHUNT

SIGNALLING



2032

GWR SIGNAL LAMP
WITHOUT BACKLIGHT

SIGNALLING



2033

GWR SQUARE SHUNT
SIGNAL LAMP

SIGNALLING



2034

GWR CROSSING LAMP

SIGNALLING



2035

ADLAKE LMS NO22
SIGNAL LAMP

SIGNALLING



2036

ADLAKE LMS NO55
SIGNAL LAMP

SIGNALLING



2040

GWR SIGNAL FINIAL
ROUND POST

SIGNALLING



2041

GWR SIGNAL FINIAL
SQUARE POST

SIGNALLING



2050

SDJR CRUCIFORM
FINIAL

SIGNALLING



2051

LSWR CRUCIFORM
FINIAL

SIGNALLING



2052

L&Y EARLY FINIAL

SIGNALLING



2053

L&Y RSC FINIAL

SIGNALLING



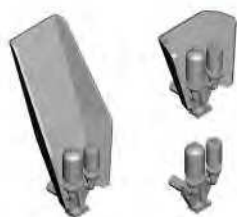
2054

L&Y CRUCIFORM FINIAL

SIGNALLING



2201



2202



2203



LOCO & ROLLING STOCK DETAILS

GWR WHISTLES

LOCO & ROLLING STOCK DETAILS

GWR 90XX SAND BOXES

LOCO & ROLLING STOCK DETAILS

GWR 90XX TOP FEED

LOCO & ROLLING STOCK DETAILS



2251



2279



2280



2301

CLASS 26-27-33 ROOF VENTS

LOCO & ROLLING STOCK DETAILS

GT3 CRANK BEARING COVERS

LOCO & ROLLING STOCK DETAILS

BR STANDARD 9F CYLINDER COVERS X2

LOCO & ROLLING STOCK DETAILS

CEMFLO BRAKE CYLINDERS (GLOUCESTER)

LOCO & ROLLING STOCK DETAILS



JON FITNESS
7MM / O GAUGE

modelu recommends

INTENTIO

Intentio Model railways supply multi media kits, fully finished buildings, sleepers, brick sheets and bespoke items for all scales of model railways and railroads. Get in touch if you'd like to talk about your bespoke requirements.

EMAIL: phil@intentio.co.uk

WEB: www.intentio.co.uk

FACEBOOK: www.facebook.com/lasercutbuildings

PHONE: +44 7730 412592



JINTY'S RAILWAYS

Jinty's Railways offer a range of services to 7mm scale modellers. Services include weathering, repaints, renumbering and DCC sound fitting. Please e-mail for a quote for what you may want on your models.

EMAIL: chrise39540is@gmail.com

WEB: www.jintys-railways.com



TOM FOSTER WEATHERING

Offering a bespoke weathering service of model railway
locomotives and rolling stock.

EMAIL: tomfosterweathering@gmail.com

WEB: tomfosterweathering.wordpress.com



TUNNEL LANE MODEL RAILWAYS

by Dan Evason

Offering a range of services from baseboards, dioramas,
full layout commissions and weathering services.

EMAIL: tunnellanemodelrailways@outlook.com

PHONE: 07917764931

WEB: www.facebook.com/groups/tunnellanemodelrailways/



modelu recommends

EILEENS EMPORIUM

We are suppliers of a wide range of tools, equipment and materials needed by all model makers, whatever their level of experience or expertise. Many of these products are also useful for other activities including Antiques Restoration, Clock Making, Craft and Beading etc.

EMAIL: sales@eileensemporium.com

WEB: www.eileensemporium.com

PHONE: +44 1531 828009



WEST HILL WAGON WORKS

Hunt Couplings, ready painted loco crews, DCC accessories, lighting kits and more

EMAIL: huntcouplings@outlook.com

FACEBOOK: www.facebook.com/WestHillWagonWorks

WEB: www.westhillwagonworks.co.uk

PHONE: +44 7391 216729



DETAILED MINIATURES

Detailed Miniatures supply professionally painted resin figures in O gauge, 7mm scale, principally for model railway enthusiasts. Please contact us with your requirements, in the knowledge that you will receive a reasonably priced, personal service.

EMAIL: detailedminiatures@btinternet.com

PHONE: 01732 521474 (Office hours only)

WEB: www.detailedminiatures.co.uk



STEPHEN FREEMAN FINESCALE TRACKWORK & SIGNALS

I build bespoke signals in 2mm to 7mm scales, utilising a variety of parts from Modelu, Wizard Models and others as appropriate, with operation by servo motor and working lights in all the mentioned scales as options.

EMAIL: stephen.r.freeman@gmail.com

WEB: www.borgrail.com

PHONE: +44 1270 488954



ROBIN SWEET / A NOD TO BRENT
4MM / OO GAUGE

get in touch

If you have any questions about our services, or if you require assistance with preparing your design for 3D printing, we'd be happy to chat via any of the methods listed below.

Please note the figures do not come painted, details of high quality painting services we recommend are on pages 8-9.

If you'd like to see what we do in person, then check the diary on the website to see if we are attending a show or exhibition near you, it's always nice to put a face to a name!

EMAIL: info@modelu3d.co.uk

WEB: www.modelu3d.co.uk

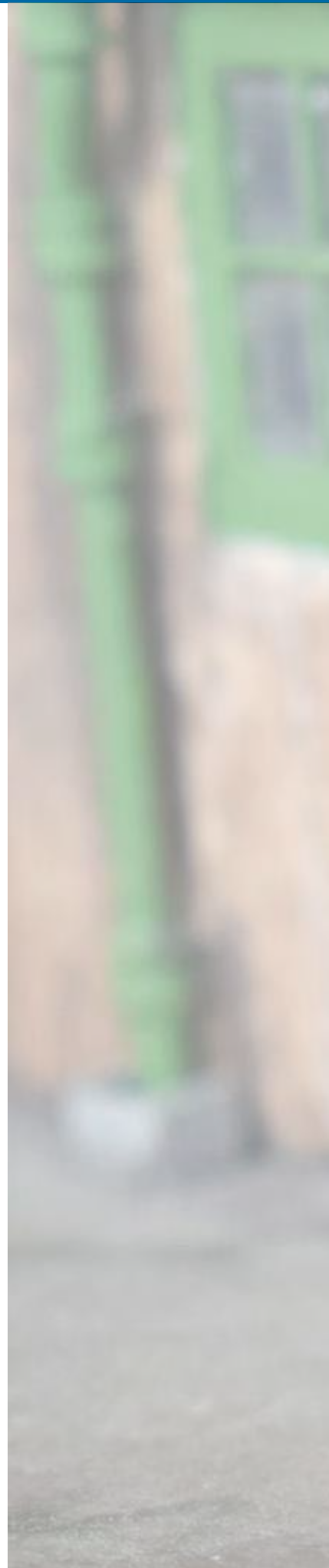
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TOM FOSTER
4MM / OO GAUGE

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