

FREE! TIPS CARDS

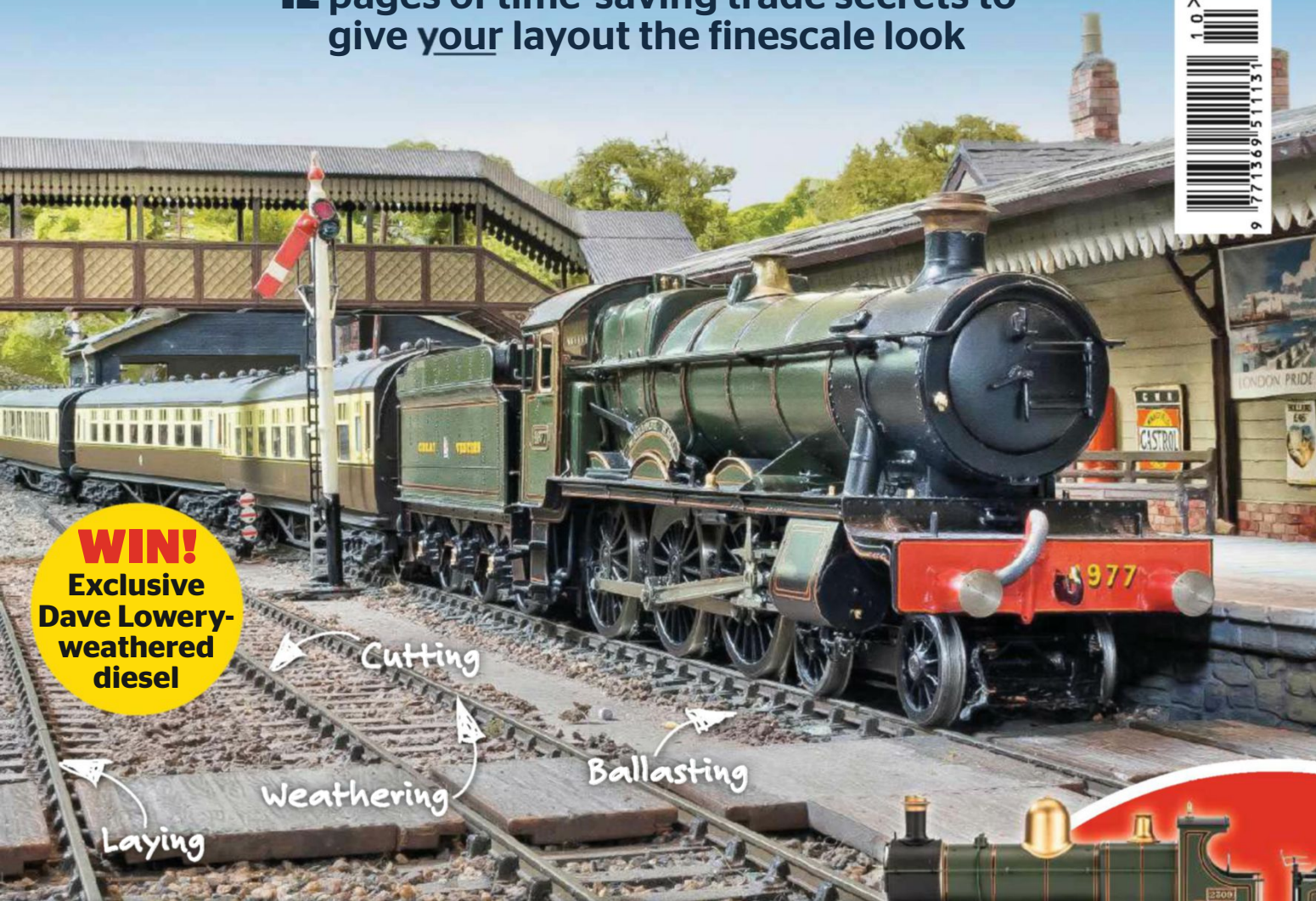


No. 240 October 2017 £4.10

MODEL RAIL

How to create PERFECT TRACK

12 pages of time-saving trade secrets to
give your layout the finescale look



WIN!
Exclusive
Dave Lowery-
weathered
diesel



12 pages of
new models

Oxford Rail's 'Dean Goods'

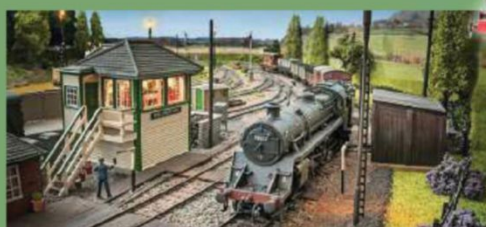


- ◆ Bachmann/Kernow '4-TC'
- ◆ Bachmann Birdcage coaches
- ◆ Oxford Rail 'Carflat'



Layouts in the loft

Get it right with our in-depth guide
PLUS two amazing loft layouts



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MODEL RAIL

brought to you by



Richard Foster

Realised that Forsinard station would make a rather nice layout, even though trains seem to be as rare as hen harriers.



George Dent

George is off again - this time to see Class 37s on the Cumbrian Coast. He's away more often than Peter Marriott!



Chris Leigh

A last minute change meant that Chris went to Dorset, not Canada. Was not impressed with 'T3' No. 563's new home...



Mike Harris

Mike's been inspired by this issue's track theme - we may yet see trains running on his 'Ardennes' project layout.



Chris Nevard

The country's leading model railway photographer, an absolutely superb modeller and top bloke!



Peter Marriott

Has Peter stayed put this month? No, he's been enjoying 760mm gauge diesels on the PinzauBahn in Austria.



Dave Lowery

Professional modeller Dave works on top secret projects for train operators and model manufacturers.



Paul A. Lunn

Paul is full of ideas for innovative and exciting layout designs with almost endless possibilities.



Ben Ando

Ben is a seriously talented modeller and 'N' gauge expert. He's also started making his own RTR models too.

Get in touch: E-mail the magazine at modelrail@bauermedia.co.uk or call on 01733 468000

JACQUES PORTAL



It always seems churlish to pick holes in a modern, ready-to-run model. Standards have been raised to a level that few could have dreamed of, even 20 years ago. Model locomotives and rolling stock all look like the prototype they represent, the

mechanisms are good and they have features like sound and lights (where applicable). What more do we want?

So it may seem as though we're overly harsh towards Oxford Rail's 'Dean Goods'. We all know that any ready-to-run mass-produced model locomotive will have compromises and the 'Dean Goods' is a decent model. In many respects, it's a great leap forward from the old Mainline offering.

But there are just one or two compromises too many that we can't ignore. Yes, it may seem that we're perhaps taking nitpicking to extreme levels, but our philosophy is to bring you the most thorough reviews so that you can always make the most informed choices. Read our assessment on page 94 and make up your own mind about whether you want one to grace your layout.

We'll continue to lavish praise where it's deserved and we'll criticise where it's fair to do so - all in the name of giving you the most unbiased and honest reviews in the business.

Richard Foster Editor

Subscribe now and receive SIX months for £17

Choose from print, digital or a combo deal and get *Model Rail* for less. See p20.

Workbench TIPS CARDS

In this - and the next issue - you'll find four tips cards attached to the cover. Collect them and keep them on your workbench for a bit of expert modelling know-how!

Life's better with *Model Rail*

Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Every issue, we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money.

♦ Don't forget our own range of exclusive models - see p110.

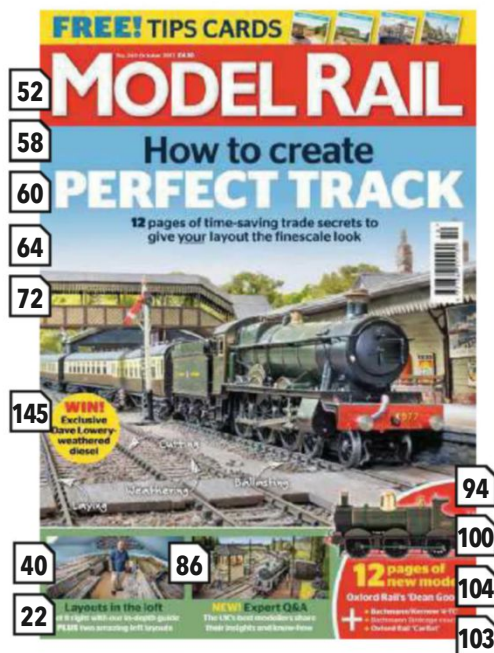
From the archives Issue 24, 2000

It's funny how times change. Back in October 2000, we were really excited by the arrival of our new 'OO' gauge 'Warflat' etched brass kit. Who would have thought that a mere 17 years later, we'd be able to offer THREE exclusive ready-to-run locomotives?

Star review: Dapol offers the old Trix Class 124 DMU
Masterclass: BR Class 20



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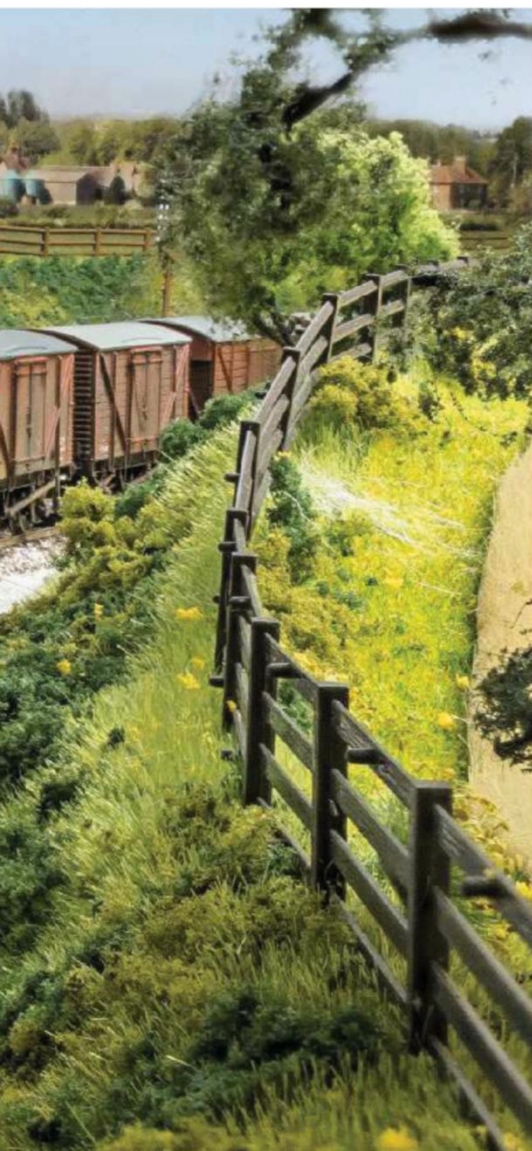
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WIN THIS MODEL
Turn to p145

Opening the box

The latest happenings from the world of model railways



The Big Picture

Welcome to the October 2017 issue of *Model Rail*, featuring Paul Toulmin's 'Exeter Junction'. Turn to page 22 to enjoy this feast of BR blue diesel-hydraulic action.

Photography: CHRIS NEVARD



TOP TEN FACTS

Diesel-hydraulic

1 In hydraulic transmission, the engine turns what is akin to a ship's propeller. This 'propeller' turns oil in the converter, which causes a second 'propeller' to turn; this feeds drive to the axles.

2 A 'Western' has three such converters per engine. Like the gears on a bicycle, the smallest converter is used to power the locomotive at its highest speeds.

3 The Western Region opted for hydraulic transmission as it was deemed more familiar technology than diesel-electric transmission.

4 Only North British in Glasgow held licences to produce both the MAN diesel engines and Voith transmissions. Hence, NBL built the first five 'Warships' (D600-D604).

5 The Western Region's own 'Warship' was a German 'V200', shrunk to fit the reduced British loading gauge. They had Maybach engines and Mekydro transmissions.

6 The WR-designed hydraulics made use of stressed skin construction, whereby the body provides structural strength.

7 Of the seven WR hydraulic designs, only two were completely built at Swindon Works (the Class 14 0-6-0DHs and Class 42 'Warships'). NBL built the Class 41 and 43 'Warships' and Class 22s, Beyer Peacock built the 101 'Hymeks' and 'Western' production was shared between Swindon and Crewe.

8 All the diesel-hydraulics received classifications on BR's TOPS operating system, but none of them lasted long enough to receive TOPS numbers.

9 NBL 'Warship' D601 *Ark Royal* languished at Barry until 1980, D818 *Glory* survived at Swindon until 1985 and Class 22 D6319 was sold into preservation but was scrapped before the buyer could collect it.

10 The only other diesel-hydraulic to receive a TOPS classification is the Class 98/1 - the 1ft 11¼in gauge locomotive built for the Vale of Rheidol in 1987.

Workbench

5 skills you can master this issue

- ◆ Cut rails neatly p54
- ◆ Make a smooth rail joint p54
- ◆ Use track pins effectively p56
- ◆ Make a level crossing p63
- ◆ Create realistic ballast p70

ALL: GEORGE DENT



00
GAUGE

HATTON'S GETS INDUSTRIOUS

Hatton's already extensive range of exclusive, ready-to-run models got bigger during August, but the two new locomotives it unveiled are some of the smallest offered in 'OO': the South Eastern & Chatham Railway 'P' 0-6-OT and an Andrew Barclay 0-4-OST. Development work has been under way for a while, as both models are already at the working sample stage.

The SECR built eight 'Ps' between 1909 and 1910 for branch line and push-pull work, but they found a new calling as shunters. They were withdrawn by BR between 1955 and 1961, but half the class have been preserved (two being purchased by industrial users before they were preserved). The model's 'spec' list is impressive, including 'short' and 'tall' tanks and cabs, different buffers and two different types of rivets on the smokebox.

Hatton's has also tooled two versions of Andrew Barclay's classic 0-4-OST: those with 14in

diameter cylinders and the 16in version, with extended frames. Again, the spec and attention to detail is impressive; Hatton's has tooled different cab profiles, 'short' or 'tall' water tanks, two types of buffers (heads and shanks!) and even two different spring heights.

Both models have five-pole motors and six-pin DCC sockets. However, only the 'P' has enough space for a sound speaker.



00 GAUGE HATTON'S ANDREW BARCLAY 16in 0-4-OST

- What's planned?**
- ◆ H4-AB16-001: No. 2244/47 NCB lined black 'No. 10'
 - ◆ H4-AB16-002: No. 2260/49 NCB green 'No. 23'
 - ◆ H4-AB16-003: No. 2226/47 'Katie', lined maroon
 - ◆ H4-AB16-004: No. 1964/29, CPC UK blue
 - ◆ **Price?** £99.00
 - ◆ **What stage is it at?** Engineering prototype
 - ◆ **When's it due?** Late January 2018
 - ◆ **Where can I find out more?** www.hattons.co.uk/barclay

00 GAUGE HATTON'S SECR 'P' 0-6-OT

- What's planned?**
- ◆ H4-P-01: No. 178, SECR lined green
 - ◆ H4-P-02: No. 753, SECR lined green
 - ◆ H4-P-03: No. 754, SECR wartime grey
 - ◆ H4-P-04: No. A325, Southern 'Maunsell' green
 - ◆ H4-P-05: No. 1555, Southern black
 - ◆ H4-P-06: No. 1558, Southern wartime black
 - ◆ H4-P-07: No. 31027, BR black early emblem
 - ◆ H4-P-08: No. 31323, BR black late emblem
 - ◆ H4-P-09: *Pioneer II* (ex-No. 31178), Bowaters Paper Mill lined green
 - ◆ H4-P-10: *Pride of Sussex* (ex-No. 31556), Hodson's Flour Mill lined green
 - ◆ H4-P-11: No. 27 'Primrose', Bluebell Railway lined black
 - ◆ H4-P-12: No. 323, Bluebell Railway lined blue
 - ◆ **Price?** £99.00
 - ◆ **What stage is it at?** Engineering prototype
 - ◆ **When's it due?** December 2017/January 2018
 - ◆ **Where can I find out more?** www.hattons.co.uk/pclass

00 GAUGE HATTON'S ANDREW BARCLAY 14in 0-4-OST

- What's planned?**
- ◆ H4-AB14-001: No. 2047/37, BR black 'No. 705'
 - ◆ H4-AB14-002: No. 2047/37, GWR green 'No. 705'
 - ◆ H4-AB14-003: No. 2134/42 'Coronation', 1980s lined green 1980s
 - ◆ H4-AB14-004: No. 1863/26 Caledonian Railway blue (as preserved)
 - ◆ H4-AB14-005: No. 2134/42 'W.T.T.', preserved lined green
 - ◆ H4-AB14-006: No. 2069/39 *Little Barford*, Acton Lane Power Station blue
 - ◆ H4-AB14-007: No. 1927/27, Burnley Council Gas Department blue
 - ◆ H4-AB14-008: No. 2134/42, Fina lined blue
 - ◆ **Price?** £99.00
 - ◆ **What stage is it at?** Engineering prototype
 - ◆ **When's it due?** Late January 2018
 - ◆ **Where can I find out more?** www.hattons.co.uk/barclay

DID YOU KNOW?

The 'Ps' were inspired by the LBSCR's 'Terriers', but several key dimensions (mainly the size of the cylinders) were scaled down and the resulting design was nowhere near as powerful.

TURBOT CHARGED



Kernow Model Rail Centre has produced a 'OO' gauge ready-to-run 'Turbot' wagon and it should be in stock by the end of the year. The model has been produced 100% by Kernow and is wholly independent of Dapol's planned version.

Almost 1,000 'Turbots' were created in the 1970s/1980s at Shildon and Swindon works, by fitting 'ballast bodies' to redundant 'Bogie Bolster Es'. Kernow's initial production run covers eight individual wagons, in two liveries (four in EWS maroon and four in

BR engineers' 'Dutch'). Models can be ordered individually (£29.99) or in four-packs (£99.96 - although this is a limited pre-order price).
Availability: Kernow Model Rail Centre. **Tel:** 01209 714099. **Web:** www.kernowmodelrailcentre.com



FLAMES SET AND MATCH

1:87 SCALE

Noch has added three new packs to its extensive range of 1:87 scale figures: there's a pack of five firefighters, plus two ladders (product code 15021), a pack of tennis players,

plus umpire, umpire's chair and ball boy (15880) and a group of modellers with radio controlled planes and boats (15887).
Price: £11.95 each



Availability: Gaugemaster.
Tel: 01903 884488.
Web: www.gaugemaster.com



DARSTAED GOES FINESCALE

Darstaed, best known for its 'retro' tin-plate 'O' gauge models, has unveiled a range of what it calls 'finescale' models for 7mm:1ft scale. The range comprises two wagons - a bogie tank wagon and a well wagon - and BR Mk 1 coaches.

All come with Slater's wheels and bearings, compensated bogies, sprung buffers and three-link couplings. A mixture of materials is used in their construction, with the tank



wagons having die-cast chassis, the well wagon having an ABS plastic body and the Mk 1s with brass sides and plastic ends.

The latter are scale length, have



interior lighting, working gangway connectors and Kadee buck-eye couplers. They will be available in crimson & cream, maroon, Southern Region green, Western Region chocolate & cream, blue/grey and InterCity. Prices start from £189.00 for an individual coach and go up to £750.00 for a set of four.

Both wagon types have an RRP of £69.00 and are due in stock now. The Mk 1s will follow in spring 2018.

Availability: Scale Link. **Tel:** 01747 811817. **Web:** www.scalelink.co.uk or Ellis Clark Trains. **Tel:** 01756 701451. **Web:** www.ellisclarktrains.co.uk

News in brief

TV REPAIR SHOP

BBC2 TV series *The Repair Shop* wants to know if you have an historical model railway in need of restoration. The show's producers are planning a Christmas special and are especially eager to repair model trains that have been damaged over time, as part of the programme.

If you have a precious model railway object you'd like repaired, please e-mail repair@ricochet.co.uk or call 01273 224829.

LEADING LIGHTS

 Train-Tech has produced working 'OO' gauge traffic lights. They can be powered from either a power bus or a 9V battery and are available as either a working single (£25.00) or working pair (£45.00).

Availability: Gaugemaster. **Tel:** 01903 884488.

Web: www.gaugemaster.com

ELECTRIFYING ADDITION

 Electrifying Trains has added a Mk 1 Diagram 116 Corridor First to its range. The FK can be bought as a kit (£185.00) or ready-to-run (£450.00).

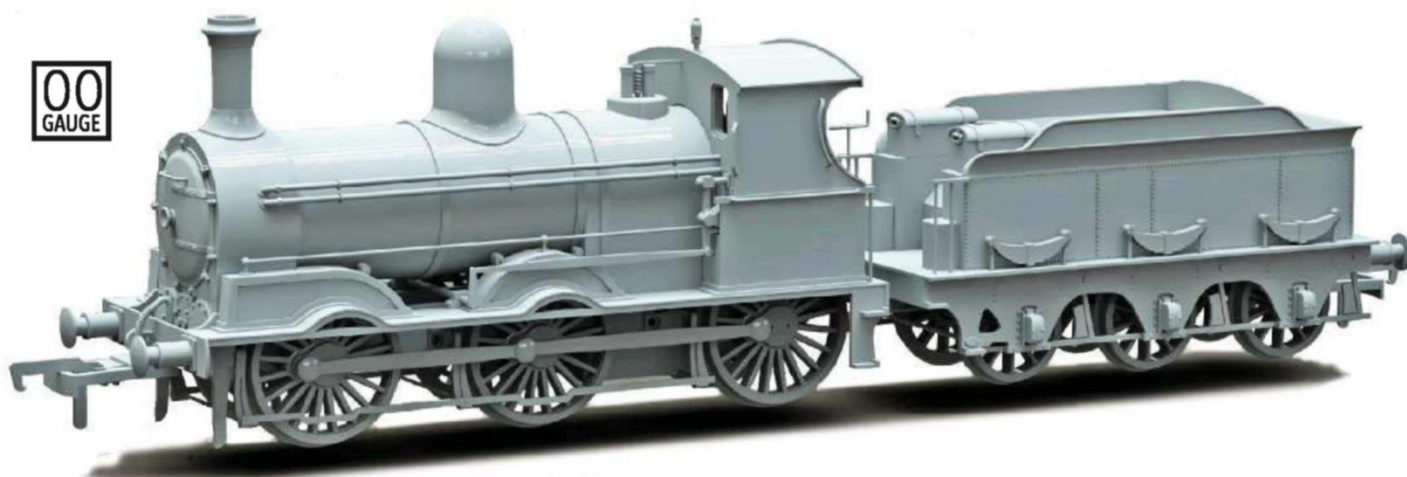
Availability: Electrifying Trains. **Tel:** 0208 440 5918. **Web:** www.electrifyingtrains.co.uk

LYNX EFFECT PENDON FIGURES

Pendon volunteers were immortalised in miniature last year, thanks to ModelU's innovative 3D scanning and printing services. Now, those same figures are available for purchase from the Pendon shop.

Product code: N/A **Price:** £3.00 **Availability:** www.pendonmuseum.com/shop





OO WORKS' IRISH RETURN

OO Works is to produce one of Ireland's best-loved steam locomotives, the Great Southern & Western Railway '101' 0-6-0. Arguably better known by its CIÉ classification 'J15', some 111 '101s' were built between 1866 and 1903, making them the most

numerous Irish locomotive of all time. The last were withdrawn at the end of steam on CIÉ in 1962/63 and two, Nos. 184 and 186, were saved by the Railway Preservation Society of Ireland.

The two survivors are remarkably different: No. 186 is fitted with a superheated boiler and Belpaire firebox and is also

paired with a larger tender; No. 184 sports the early, saturated round-topped boiler and has the smaller, outside frame tender, and it is this version that the OO Works model represents.

The model will have an all-metal body and OO Works' new high-torque M05 coreless

motor. They will be offered in either black or grey livery, with decal sheets supplied with different numbers and logos.

Price: £290.00 plus P&P (black) and £295.00 plus P&P (grey)

Availability: Brendon, Langham Road, Robertsbridge, East Sussex TN32 5DT.

Web: www.ooworks.co.uk

Rolling stock releases The next locomotives and rolling stock arriving soon in your local model shop



OO GAUGE COACH COLOURS

You'll find a full review of Kernow Model Rail Centre's/Bachmann's new '4-TC' four-coach set, in its plain blue livery, on pages 101-102. This was swiftly followed by the two

versions photographed here: set number 410 in Premier Charter Blue with silver embellishments (32-644Z) and 8007 in Railway Technical Centre red and blue (32-646Z).

♦ **Product code:** See text

♦ **Price:** £269.95 each

♦ **Availability:** Kernow Model Rail Centre.

Tel: 01209 714099.

Web: www.kernowmodelrailcentre.com

N GAUGE WEATHERED OPTION

Graham Farish's Ivatt '2MT' 2-6-0 returns as No. 46460 in lined BR black and early emblem, but with a weathered finish.

♦ **Product code:** 372-629

♦ **Price:** £139.95

♦ **Availability:** Bachmann stockists



On the Workbench

MODEL PRISON

German kit manufacturers always seem to offer something just that little bit different, and Faller is no exception... here is a plastic kit of a prison.

Product code: 130808

Price: £47.50

Availability: Gaugemaster. **Tel:** 01903 884488.

Web: www.gaugemaster.com



A CUT ABOVE

Gaugemaster has introduced a pair of modelling scissors that are designed for cutting through paper, card, textiles and even rubber.

Product code: GM637

Price: £5.95

Availability: Gaugemaster.

Tel: 01903 884488.

Web: www.gaugemaster.com



FORDHAMPTON EXPANSION

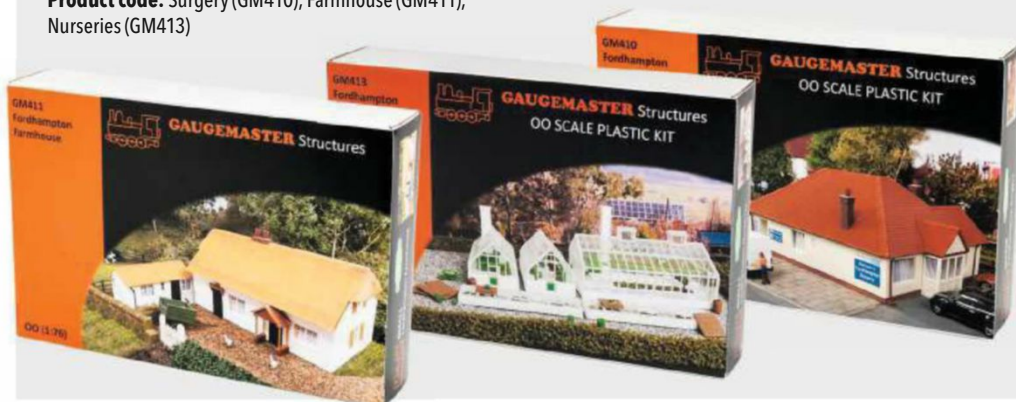
Gaugemaster's 'Fordhampton' range of plastic building kits has expanded by three new items: the farmhouse and bungalow (now offered as a surgery, but both were previously part of the Hornby range) and a pack of nursery greenhouses and coldframes.

Product code: Surgery (GM410), Farmhouse (GM411), Nurseries (GM413)

Price: £15.95 (GM410); £15.95 (GM411); £19.95 (GM413)

Availability: Gaugemaster. **Tel:** 01903 884488.

Web: www.gaugemaster.com



FILL 'ER UP

Although of North American outline, this 'gas station' kit from Busch, which comprises laser-cut timber and plastic parts, could be adapted for a rural British locations.

Product code: 9723

Price: £45.60

Availability: Golden Valley Hobbies.

Tel: 01981 241237. **Web:**

www.goldenvalleyhobbies.com



FIVE OF INDUSTRY



DJModels has added five new liveries to its 'OO' gauge Hunslet 'Austerity' O-6-OST. The new guises are:

- DJMOOJ94-006: Manchester Ship Canal No. 85
- DJMOOJ94-007: No. 12, NCB Kent Area lined black
- DJMOOJ94-008: No. 69, NCB Durham Area black
- DJMOOJ94-009: 'Antwerp', maroon
- DJMOOJ94-010: No. 68049, BR black late emblem

Price: £104.95. **Availability:** DJModels.

Web: www.djmodels.co.uk

On the road

Oxford Diecast has unveiled EIGHT new 1:76 scale vehicles. There are three new offerings from the Land Rover stable: the 88in Series II hardtop, the 101in Forward Control and Range Rover P38. They've been joined by the Willys MB 'Jeep'.

BR blue layouts will benefit from

the Rover SD1 Vitesse and the boxy Volvo 760 saloon, while there are two more modern vehicles at either ends of the speed scale: the Aston Martin V8 Vantage and the Irizar i6 coach in Translink Goldline livery. All are available from Oxford Diecast stockists or direct from www.oxforddiecast.co.uk

News Real What's happening on Britain's railways...

Classroom assistants

Two redundant Class 373 power cars have found new roles as educational aides. Alstom and Eurostar have refurbished 373101 and 373102 for the National College of High Speed Rail campuses at Doncaster and Birmingham, and given them blue and pink colour schemes.

Do more, see more:

Although destined for a static future, there's no reason why a suitably re-painted Hornby or Lima model couldn't bring a splash of colour to your layout.



ALSTOM

New kid on the block

There's a new name on Britain's railways: South Western Railway. SWR took over the South Western franchise from South West Trains - operated by Stagecoach since 1996 - on August 20. SWR is a joint First Group/MTR operation. The first trains were worked by 455702 and 455705 in SWT red/orange/blue, but with SWR lettering. SWR will re-introduce stored Class 442s and will send the new Class 707s off-lease.

Do more, see more: Some Class 707s have entered service. Go for a ride on them while you can (www.southwesternrailway.com).



SOUTH WESTERN RAILWAY



ALEXANDER CROWARTY

Chinook takes to the rails

GBRf has given its 66723 *Chinook* a new look: it's carried the name since 2008, but the locomotive now carries a silhouette of one of the distinctive tandem rotor helicopters on its bodyside and the RAF Ensign on the cabside. The RAF-style serial number on the bodyside is fictitious and combines the 'ZA' of the Chinook fleet and the last three digits of the locomotive's TOPS number.

Do more, see more: As yet, there are no decals available for 66723 - so if you want to model it, you'll need to make your own.

Mk 5s on the move

The first five Mk 5 coaches have moved from CAF's Spanish factory to the Velim test track in the Czech Republic. CAF is building 75 Mk 5 coaches for Caledonian Sleeper to replace the ageing Mk 2 and Mk 3 sleepers currently in use. CAF will build more Mk 5a coaches for TransPennine Express. Caledonian Sleeper's Mk 5s are due to arrive in Britain in November, and the first are due to enter service in April 2018.

Do more, see more: There's nothing like seeing Rannoch Moor early in the morning.



Book your Sleeper ticket at www.sleeper.scot Also, turn

to page 146 for more on the Sleeper.

CALEDONIAN SLEEPER

A touch of the Canadian

Maunsell 'Schools' Repton has returned to steam at the North Yorkshire Moors Railway in Southern Railway olive green, the first time that the locomotive has carried this livery in service since it returned to UK in 1989. To recreate the locomotive, you'll need to deepen the tender raves on the Hornby - or Dapol - model, a modification made when Repton worked in Nova Scotia in the 1970s. Luckily, you don't have to add cowcatchers and buckeye couplers.

Do more, see more: Plan your NYMR visit at www.nymr.co.uk



ANDREW JEFFRIES

Alston's new look

The branch terminus at Alston was known for its trainshed over the run-round loop, which was demolished in the 1960s. Now, the South Tynedale Railway, the 2ft gauge railway built on 4½ miles of the old Haltwhistle-Alston branch - has built a replacement. It's not an exact replica, but it does give the STR a grand headquarters from which to push towards re-opening the whole line.

Do more, see more: Learn more about the branch in SC Jenkins' book *The Alston Branch* (Oakwood Press).



PETER JOHNSON

Jurassic at the park

Ex-Southam Cement Works Peckett 0-6-0ST No. 1008/03 *Jurassic* has returned to steam at the Lincolnshire Coast Light Railway, based in Skegness' Water Leisure Park complex. South Cement Works ordered six of these handsome 1ft 9in gauge locomotives from Peckett between 1903 and 1923, and four survive: *Jurassic*, *Triassic*, *Mesozoic* plus *Liassic*, which took on the name from one of the locomotives scrapped in 1943.

Do more, see more: See www.lclr.co.uk to find out when *Jurassic* is next in action.



DAVID DENEFER

What's going on at



Dave's Place

A sneak peek into the world of the professional model maker...

Just in for painting are two superb telescopic canopy 'O' gauge steel wagons built by John Talbot. He has had the canopies cast in resin, while the rest of the wagon is brass and whitmetal castings - full details will follow.



On the 'N' gauge front, I've just spent hours fitting extra pick-up wires between the two vehicles of Bachmann's recently introduced sound-fitted Class 108. It was lovely to start with, and it's even better now!



Dave's Modelling Tip

With the amount of spraying I do, little accidents are bound to happen. The worst of which was when I dropped a model that had just been sprayed! All sorts of rubbish stuck to the wet paint.

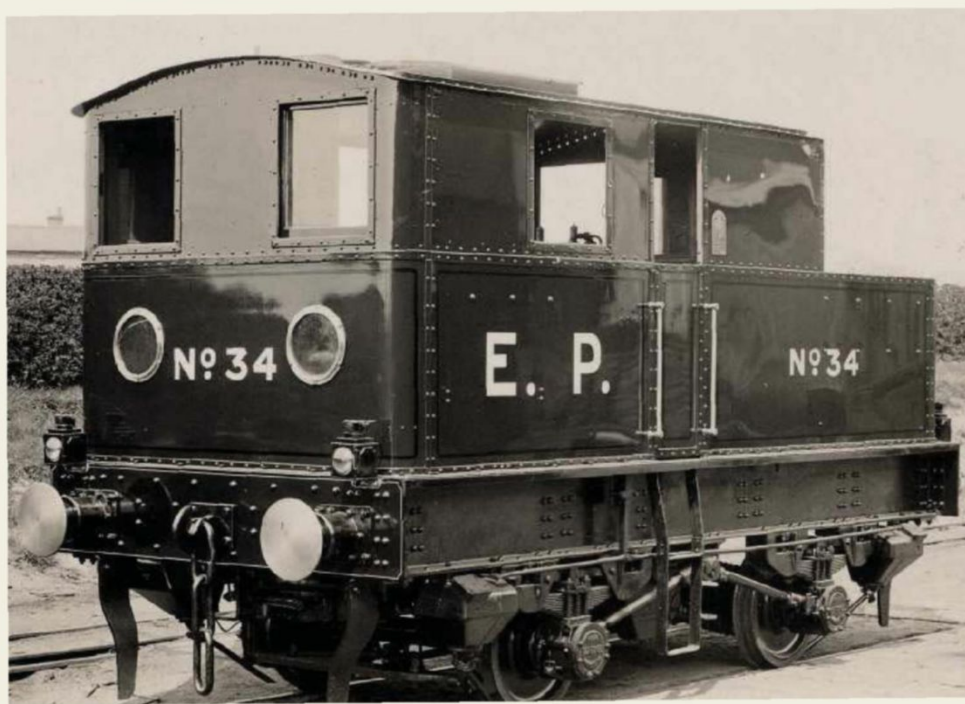
If this happens to you, do not attempt to remedy it straight away. Just put it down and let it dry. When thoroughly dry, remove any bits stuck to it. Any scars on the paint can be rubbed down with fine wet and dry and then resprayed.

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RAIL

NIGEL ATTWOOD COLLECTION



SENTINEL MOLLY - THE FULL STORY

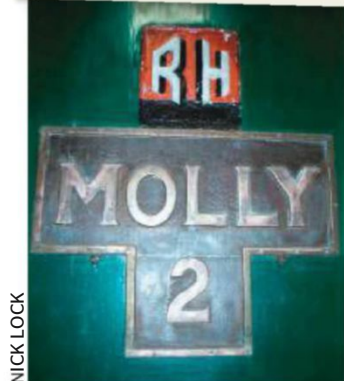
We chose War Department khaki and 'WD' lettering for our limited edition Sentinel 4wVBT *Molly* (MR-017) based on the evidence - or rather lack of it - we had to hand at the time. However, reader Nigel Attwood, who is also the editor of the World War Two Railway Study Group bulletin, has been able to fill in the gaps in *Molly's* story.

Says Nigel, "[*Molly*] was a Sentinel CEDG, a hybrid between the chain-driven 'Y1' and the two-speed shaft-driven 'Y3', and, to further confuse matters, it was built with an 8ft wheelbase, as opposed to the 7ft one used on the LNER series. There are two obvious detail changes, other than the length: the first being the two open hatches at the back of the coal bunkers and the other being that the water tank hatch is rotated through 90°.

"On leaving the works, the colour scheme was dark green gloss with black lining for the body, matt black underframe and gloss black bufferbeams with white lining. You will note that the Army got rid of the lining quite quickly after arrival.

"The WD order states: 'Loco to be painted with two coats Lead colour, two coats approved colour, lined and varnished. Under carriage to be painted Black. Cab etc., Dark Green. The letters 'W.D.' to be painted in letters 1ft in height on either side of the

NICK LOCK COLLECTION



NICK LOCK



Loco in approved position, and the number '1' to be painted 6in in height in four places, i.e. on each side and each end, all in white.'

"An 'add-to', dated March 25 1927, amends the painting details thus: 'Please note that the lettering and numbering instructions given on our 'Add to', dated 22nd January, are now to be considered cancelled. The letters 'E.P.' are now to be painted on each side of the locomotive and the number '34' will appear in four places. All other instructions remain as before.'

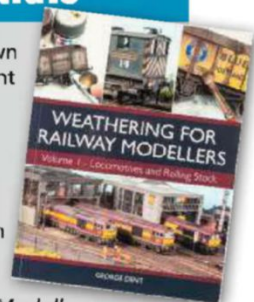
"The 'EP' markings for the civilian-run Equipment Park at Tidworth were carried at least until the start of the Second World War."

Nick Lock of the Alderney Railway Society

Bookshelf essentials

Our very own George Dent has been beaver away on another modelling book, which is out now. *Weathering for Railway Modellers Volume 1* is a superb collection of weathering techniques for locomotives and rolling stock. There's loads of advice for airbrushing - naturally - but it's full of inspiring and accessible projects for those who prefer working with brushes, as well as various ways to distress wagon bodies. There's loads of advice on what to buy too, so it's a must for anyone with an interest in weathering.

ISBN: 987-1-78500-330-1
Price: £18.99
Availability: All good bookshops or direct from www.crowood.com



confirmed that *Molly's* remains are still on the island but, as it's not in the care of the society, it's not a candidate for restoration. *Molly* moved to the island to work on its breakwater. It had its buffing gear modified to work with US side tipper wagons. It was replaced by a Ruston & Hornsby 4wDM, which was christened *Molly 2*. Nick's photograph shows how Sentinel *Molly's* nameplate was modified to suit the new diesel; *Molly 2* is part of the society's collection and is undergoing a full overhaul.

Thanks to both Nigel and Nick for their help in telling *Molly's* story. To order one of our models, turn to page 109.

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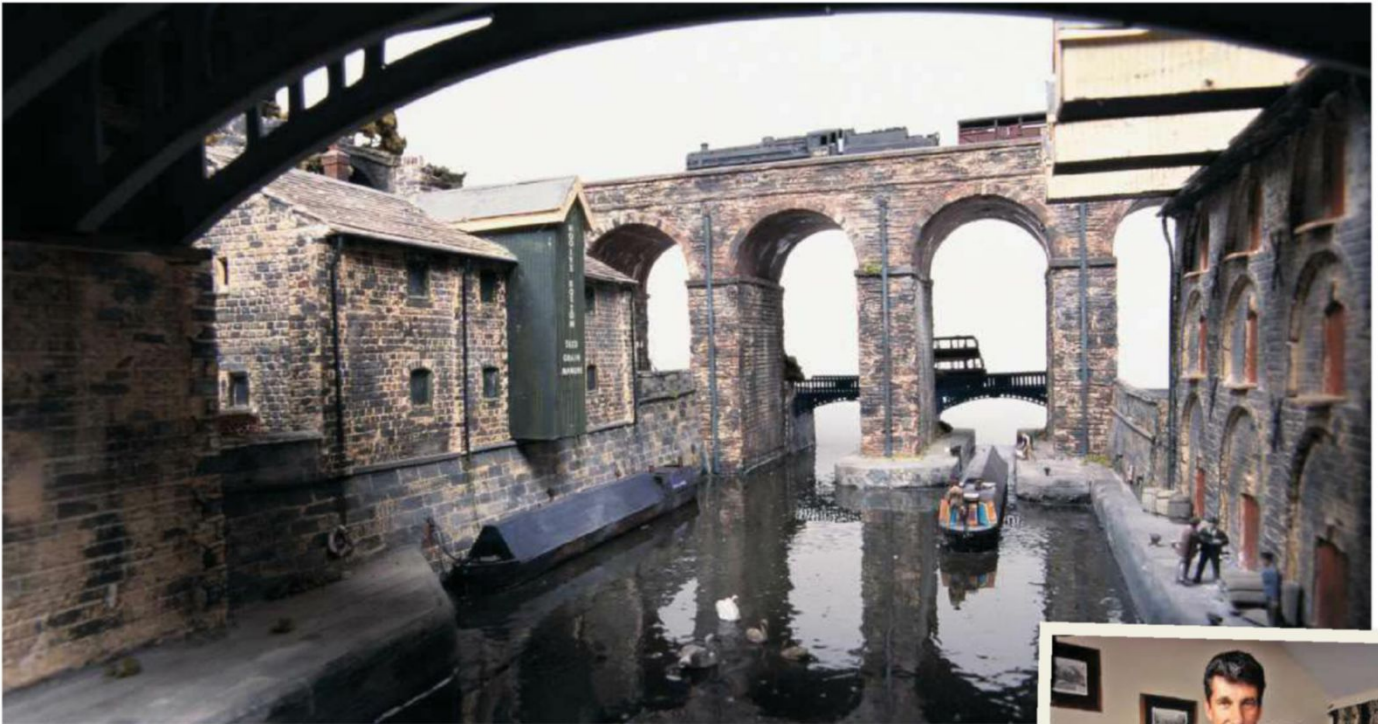
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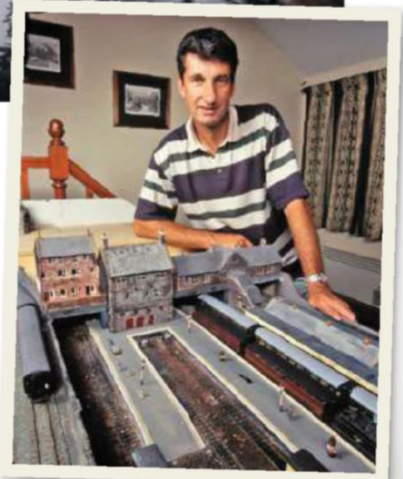
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According to Chris...

As *Model Rail* reaches its 20th birthday, **Chris Leigh** looks back at how it all started, and the first of several model-making superstars who ensured its success.



It's difficult to believe that it has been two decades since we launched *Model Rail* in autumn 1997. Back in the 1980s, the 'big three' model railway magazines had dropped to just two, with the closure of *Model Railway Constructor*, of which I was editor. I then became managing editor of all the Ian Allan magazines but, essentially, I was just a progress chaser. In 1992 I was thrown a lifeline, being invited to Peterborough to edit *Steam World*. But that was only part of the plan. It was my experience in railway modelling that was also of interest.

Fast forward to 1996, and when *RAIL* realigned to the professional segment of the railway market, there was no place for its railway modelling supplement, which Dave Lowery and I had produced for half a dozen issues. Now, as publishers, we had to be either in model railways or out. We wanted to be in. I was given a blank 96-page magazine 'dummy' and asked what I thought modellers would want to see in it.

We drew up ideas and artwork. We were going to break the mould and do things differently to the traditional model railway titles. We took ideas from some of the company's other successful magazines. *Garden Answers*, for instance, had useful 'how to' features illustrated with step-by-step photographs and diagrams. Most magazines were as much about the people as the hardware, but model railway

We didn't take nearly enough photographs on our first visit to 'Tetleys Mills', and in those days they were colour slides. Here's one of the unused alternatives from that original visit.
NEIL HEPWORTH

magazines had always featured models and layouts and made little of the people who built them. By seeking out layouts that never left home, in preference to exhibition layouts, we sought to highlight the people behind them.

Some of the ideas weren't adopted. There was a pretty *avant-garde* piece of cover artwork, and a proposed cover photograph of me holding an 'O' gauge locomotive like it was a prize-winning fish! Well, the company had lots of experience in successful angling magazines, but little in railway modelling.

Quite by chance, a 'copper' from Stamford sent in some pictures of his layout. "I know you don't do a modelling magazine," he wrote, "but I just wondered if my layout might be of interest?" He was the desk sergeant from Stamford 'nick'. His name was Dave Shakespeare and his layout was 'Tetleys Mills'. We featured it as the first 'Layout that never leaves home' in *Model Rail* and kept going back for more.

It's said that only the good die young. That was certainly true in Dave's case as, all too soon, he passed away from cancer. By then, he and his layout were household names and he was recognised as one of the great layout builders. He had certainly helped make that first issue of *Model Rail* a success.

Want more Chris? Visit the Chris Leigh Blog at www.model-rail.co.uk/new-blog/

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4D-011-004/D - Streamlined Railcar 8 Lined Choc & Cream GWR Twin Cities/DCC



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Class 142

ND116A/D - Class 142 Northern Rail 142065/DCC

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Also released this month:

2F-013-057 - Gunpowder Van - Spillers 175

2F-013-058 - Gunpowder Van - Spillers 175 Weathered

4F-030-017 - 16T Steel Mineral - BR Grey M620230

4F-030-018 - 16T Steel Mineral - BR Grey M620230 Weathered

4F-031-029 - 6 Wheel Milk Tank - Co-op 165

4F-031-030 - 6 Wheel Milk Tank - Co-op 165 Weathered

4F-018-023 - Salt Van - Star 103

4F-018-024 - Salt Van - Star 103 Weathered

4F-012-015 - Ventilated Van - Carricks 182

4F-012-016 - Ventilated Van - Carricks 182 Weathered

7F-031-000 - 8 Wheel Milk Tanker - United Dairies

7F-031-001 - 8 Wheel Milk Tanker - Express Dairies

7F-031-002 - 8 Wheel Milk Tanker - CWS Red

7F-031-003 - 8 Wheel Milk Tanker - Milk Marketing Board

7F-031-004 - 8 Wheel Milk Tanker - United Creameries 70351

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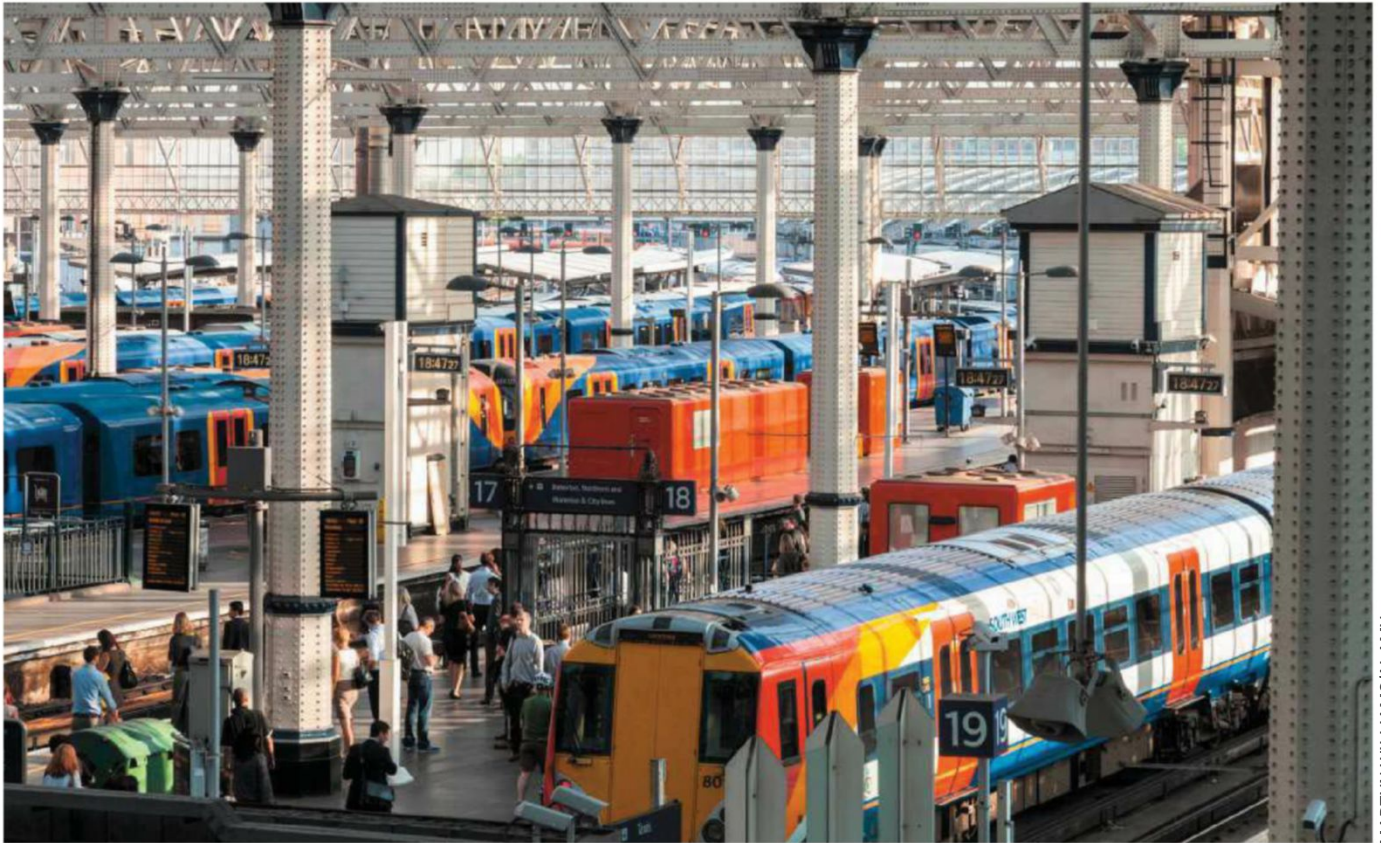
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MODELLING LIVES

Tales from the miniature world.



James Lavery reflects on the joys of hanging around railway stations and watching the world go by.

In the early days of our courtship, my wife-to-be asked what I enjoyed most. Never one for thinking on my feet, I blurted something out about sitting on public benches, watching life go by. Now, things could have gone either way there but, before being branded as a wastrel, I swiftly expanded on my answer, stating how compelling real life can be. That's one of the reasons I still enjoy hanging around railway stations all these years later.

Sure, I like trains, especially grumbly old diesels and shiny steam locomotives. There's also the endless possibilities offered by these travel machines, as they pull up and invitingly open their doors. Who can possibly resist the impulse to jump aboard and head for destinations as intriguing as Ballasalla, Sugar Loaf, Aspatia, Luxulyan or Meols Cop.

Observing people at work is fascinating. Watching railway staff go about their work, small cogs in a vast machine, keeping everything ticking over. Invisible disruptions in far-flung places having knock-on effects hundreds of miles down the line; people trying to get from one place to another, sometimes against the odds.

Then there's the travelling public. Where are they all going? Where have they been? What do they do? Are they happy? Who's waiting for them at the other end?

“At art college, I was taught how to see. Looking for those small details of light, shade, texture and composition. The same skill applies to model railways.”

MODELLER'S CV

James Lavery is a furniture designer, artist and writer. Originally from County Kerry, Ireland, he's now based in Liverpool and has been an active modeller for as long as he can remember.

I sit there with a thousand unasked, unanswered questions. All this idle speculation is great for passing the time. I picked up the habit years ago, commuting from one out-of-the-way place to another, with long waits between connecting trains and buses.

What would drive the impatient mad provided endless inspiration for my 'day job'. It has also proved invaluable for my model-making, too. Art college taught me how to 'see', to look for those small details of light, shade, texture and composition. The same skill applies to models which, after all, are three-dimensional artworks.

Most of the best layouts appear like a snapshot; a moment in time captured forever. Again, it's not just about the trains.

It's the colours and shades. It's the built environment, captured in gritty detail, down to the smallest signs, adverts, litter, newspapers on sale with contemporary headlines. It's also the human aspect: people in believable poses, the right clothes, doing believable things and, above all, looking like they belong there.

It's these little details that are difficult to get right, but they help to create the overall picture. So, next time you're waiting at a station, take a closer look at everyday things we take for granted. Things we see so often that they become invisible. If looking into the past, study photographs that bit more, looking beyond the buildings and the trains, for the smaller, less obvious elements.

Oh, and if you see a big fellow staring at you from a station bench, don't worry. It might just be me watching the world go by. 



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In between **THE RAFTERS**

Paul Toulmin found out that the rafters in his loft space provided the perfect framework around which to build a model railway.

Words: **Mike Harris** Photography: **Chris Nevard**



Big model railways can be difficult to accommodate in our homes, and sometimes we have to adapt the space we have. But it's easy to fall into the trap of putting the job off for years before finally plucking up the courage, time and energy to convert a loft or renovate a spare room. And, all too often, it never happens at all...

If any of that sounds at all familiar (it certainly does to me), then perhaps Paul Toulmin's 'Exeter Junction' can inspire you to finally bite the bullet. Not only is it an attractive layout, it's beautifully

presented within a comfortable and dedicated loft space that Paul converted himself.

IN LOFTS WE TRUSS

"I converted the loft about four years ago," says Paul. "It's 25ft long and took me a year - a real labour of love. I used 75mm insulation board, left a small gap, and then covered it with plasterboard. I've found it to be cool in the summer and warm in the winter - no heating required. ➤

VITAL STATS

Layout:

'Exeter Junction'

Size: 13ft by 25ft

Gauge: 'OO'



2

PLATFORMS

Platforms are a balsawood frame with textured paper covering the sides and surface - secured with a glue stick.



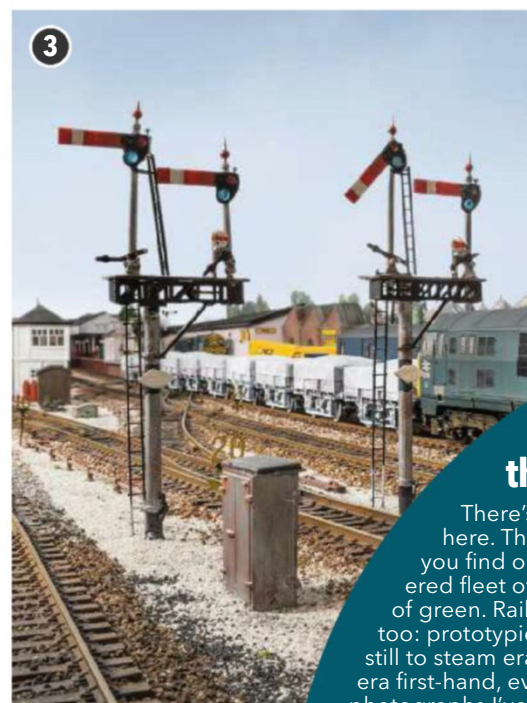


"The only thing I didn't do was fit the loft windows and do the wiring, which was carried out by an electrician." A welcome side effect of renovating the loft was that it made the entire house warmer. As Paul puts it: "It's the perfect excuse!"

Some might have been put off by the centrally positioned trusses, but Paul cleverly used them to his advantage. The layout actually sits across the roof trusses, which have been reinforced with wooden cross members. As Paul says himself: "It's given the layout a really nice height." It also means that virtually all standing space is left clear, with the railway only occupying areas that are too cramped for any other purpose.

MEMORY BANK

'Exeter Junction's' representation of the BR blue era is something of a homage to Paul's memories of the railway as a child. He grew up in the North West and started spotting on the West Coast Main Line in 1974. "I really enjoyed wandering down to the Western Region to watch the diesel-hydraulics," he says. "BR blue is my era, really. I can remember hoping to find 'Western' numberplates at Swindon, only to get chased away by staff!" ➤

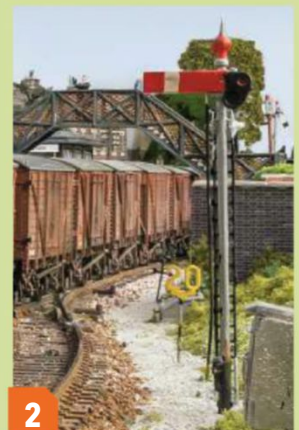


3 things we like



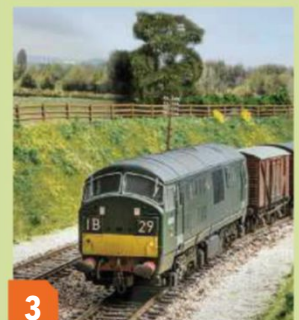
1

Track that carries lots of stationary locomotives has been weathered more.



2

Signal heights vary according to location and type.



3

The backscene blends seamlessly into the model - largely achieved by the accurate matching of colours.

What makes this layout great?



There's a real sense of time and place here. There's no kaleidoscope of colour that you find on some layouts, just a subtly weathered fleet of BR blue, with the last knockings of green. Railway infrastructure is well observed too: prototypical semaphore signals and track still to steam era standards. Not experiencing this era first-hand, everything about this layout matches photographs I've seen of the late 1960s/early 1970s.

The layout itself is freelance, but Paul had devised a concise wish list of requirements before he laid any track. He explains: "I wanted at least two or three through platforms, a bay platform in which to store units and parcel vans, and a small depot. It was a case of mocking up the layout with loose bits of track and buildings until I was happy."

Since the *Model Rail* photo shoot, Paul has extended 'Exeter Junction' into a full oval, and his knack for speedy model making isn't surprising. Paul is a driver for a main line operator, which certainly gives him a head start when it comes to research and real-world observation. On his main line travels, he's paid particular attention to signals.

"I've tried to space them out fairly realistically," he says. "I have paid particular attention to their height; a signal that controls a bay won't be the same height as a signal on the main line."

Operation is something that Paul enjoys and he has spent lots of time formulating a track plan to suit. He explains the process: "I laid all the track - every single piece. Once I was happy with it, and it had been tested, I airbrushed the track. I used Phoenix Paints Rusty Rails (P977), which is a great colour. I airbrushed that over the whole lot before wiping it from the top of the rails."

Operation is kept interesting, thanks to ample opportunity to engage in locomotive changes. ➤



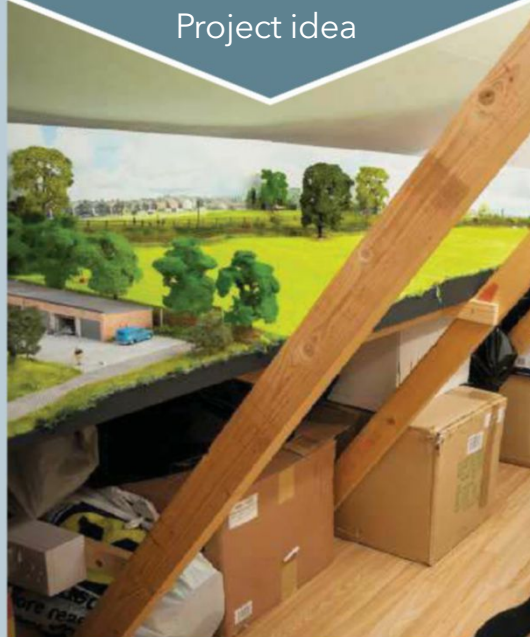
“I USED PHOENIX PAINTS RUSTY RAILS, WHICH IS A GREAT COLOUR. I AIRBRUSHED THAT OVER THE WHOLE LOT BEFORE WIPING IT FROM THE TOP OF THE RAILS”



Points are Code 100, which Paul finds easier to wire. The main line sections are Code 75.

Workbench LOFT BASEBOARDS

Project idea



Central trusses can restrict standing room, but Paul has used them to his advantage. By constructing 'Exeter Junction' on top of the trusses, the obstacle has been turned into an opportunity.

ANY
GAUGE



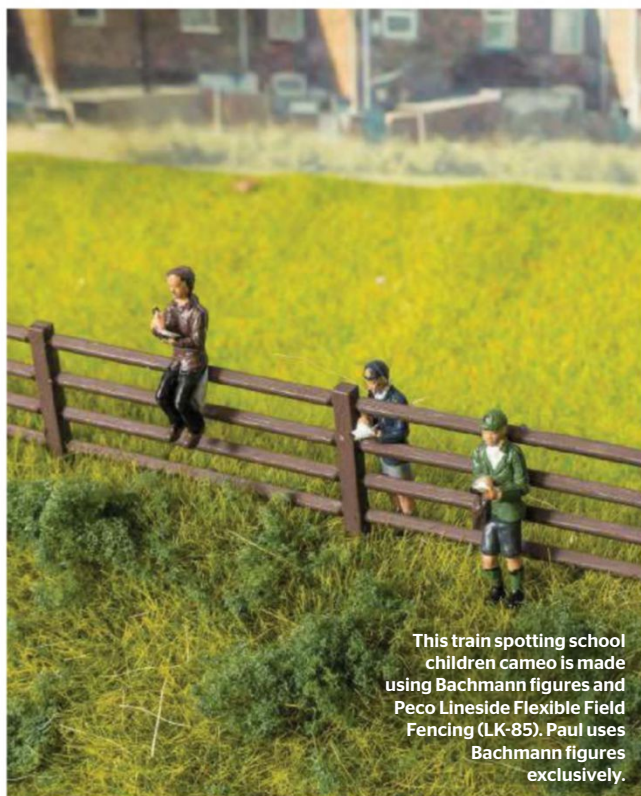
The addition of cross members has strengthened the trusses, while providing the perfect platform on which to create a flat surface with sheets of plywood.



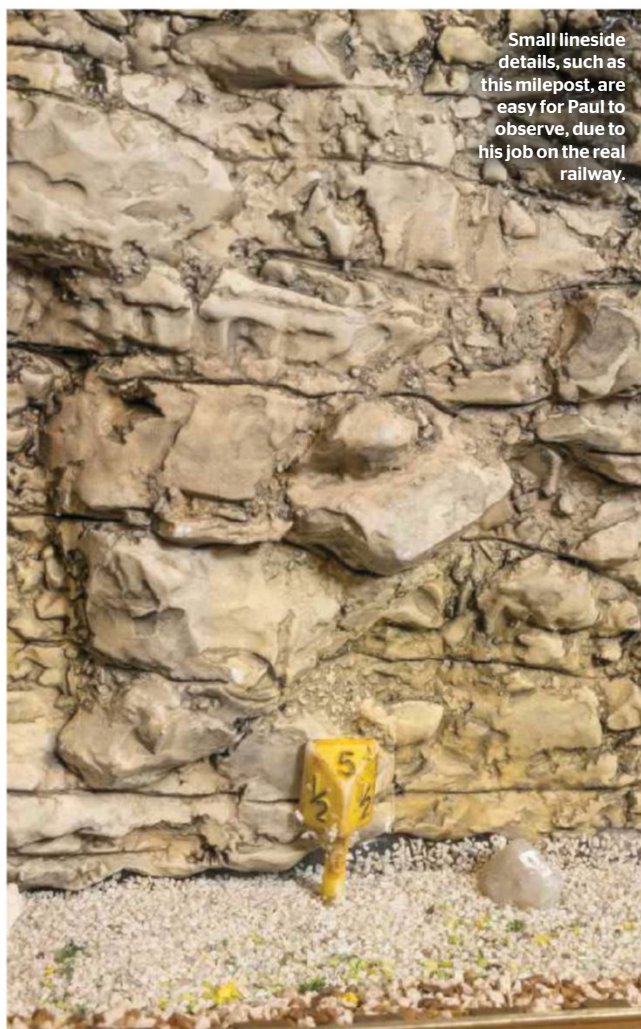
This forms a solid base on which to place baseboards. Best of all, the standing space in front of each truss is kept entirely clear, so you don't actually lose any space and there's ample storage room beneath the layout too.

Workbench section starts on page 51

THINGS YOU MAY HAVE MISSED

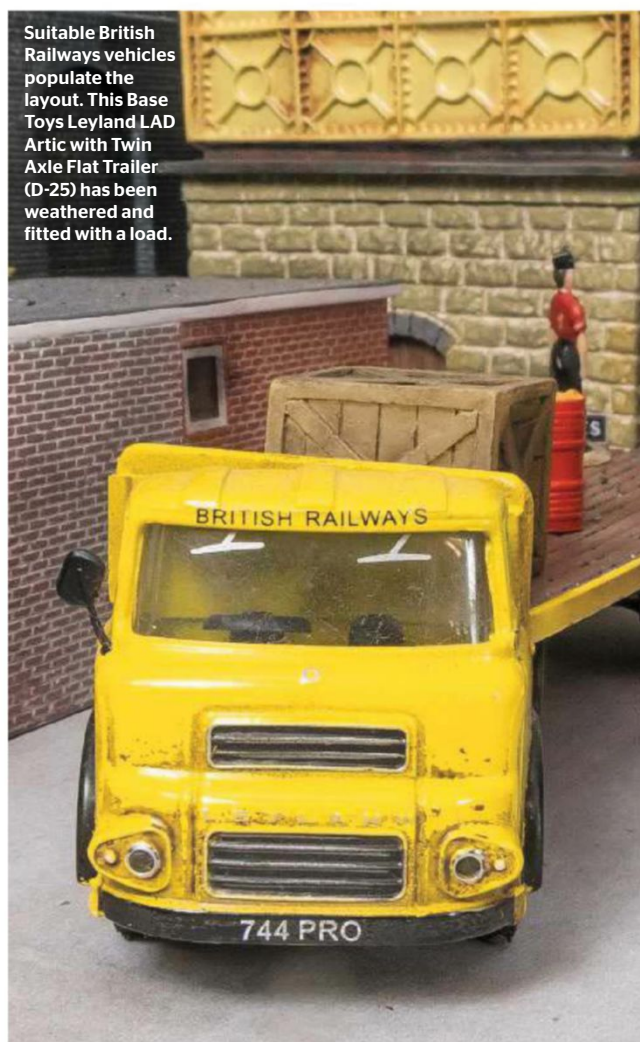


This train spotting school children cameo is made using Bachmann figures and Peco Lineside Flexible Field Fencing (LK-85). Paul uses Bachmann figures exclusively.



Small lineside details, such as this milepost, are easy for Paul to observe, due to his job on the real railway.

Suitable British Railways vehicles populate the layout. This Base Toys Leyland LAD Artic with Twin Axle Flat Trailer (D-25) has been weathered and fitted with a load.



The depot is covered with signs, downloaded from <http://scalescenec.com> and printed at home. Paul notes that the signs can be customised before printing, for added personalisation.



Paul combines
various shades of
ballast to form a mixture
that's based on
observations he's made
from photographs of the
Western Region.

5

I want to rock...

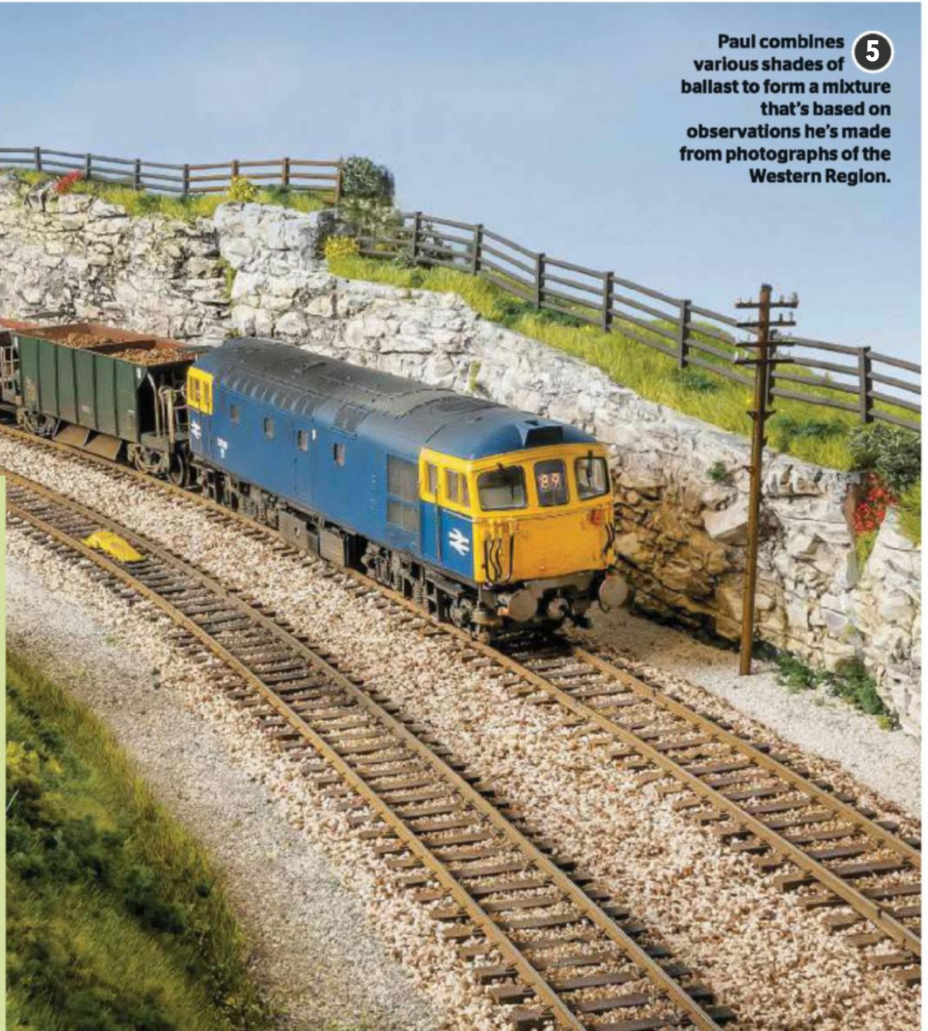
The rock faces were purchased from Woodland Scenics. "They're made of plaster," explains Paul. "I trimmed them down using a small hacksaw to the height I wanted, then I fitted them together."

"I decided to use rocks because I needed to maximise space and didn't have room for a cutting. The added space also allowed for more gentle curves."

Paul secured the rocks using clear silicone and added scatter into some of the crevices and joins to enhance realism.

Web: www.woodlandscenics.com

Above: Class 33 33118, pulling a rake of hoppers, passes close to the rock face.



"The locomotive changes I used to see during my spotting days were really slick," says Paul. "They'd do it in minutes. It's a case of bringing the replacement off-shed and placing it in a good position. The trick is to swap the two locomotives over without any conflicting manoeuvres. The track plan reflects this and allows me to have several locomotives waiting in the wings."

WHATEVER THE WEATHER

'Exeter Junction' is DCC and many of Paul's locomotives are sound-fitted. He's planning to add sound decoders to the rest of his fleet in the future. Each locomotive is ready-to-run and weathered by Paul, who's developed a strict weathering regime.

"I like to take my time and will have sessions with my airbrush and compressor in the garage. I find working in batches works well."

"I also use the Internet for research purposes, before I start any weathering work - finding out as much as I can about the condition of what I'm working on. Weathering is important, I think it would be a shame to go to all that trouble - weathering buildings and adding weeds here and there - only to have shiny, pristine locomotives. And I find it quite therapeutic!"

Despite enjoying it now, Paul does admit that he was a little nervous when he first started weathering. "It was nerve-racking at first," he admits. "I went through my older stock first and, once I got used to the process, moved onto the more expensive models. At some point, you just have to bite the bullet."

Paul is a fan of RailMatch paints, and uses several ➤

6 Paul favours
Gaugemaster's
6mm Meadow Mat for
ground cover, with
scatter material placed
on top for tonal variety.



“IT WAS A CASE OF MOCKING UP THE LAYOUT WITH LOOSE BITS OF TRACK AND BUILDINGS UNTIL I WAS HAPPY”



7 Many of the buildings are Bachmann Scenecraft and Hornby Skaledale, weathered to make them look more realistic.

shades in particular: “I use Sleeper Grime (1406) and Roof Dirt (2403) on the running gear. Then I’ll use Brake Dust (2416) to weather the bogies, which really brings out the detail.”

Observation is certainly key when weathering, and Paul follows one key principle. “Weathering is never flat,” he says. “It’s about using varying shades to bring the model to life. I’m weathering wagons at the moment - you can really go to town on them. I like to

use a little thinner to finish them off, treating the printed details. I’ll also clean up handrails and locomotive doors to portray the wear you get from crew handling and brushing past them.”

MASTER OF MOTIVATION

It’s been four years since Paul started his loft conversion and the hard work has certainly paid off. ‘Exeter Junction’ is housed within a comfortable,



dedicated railway room that will preserve the layout for years.

Converting the loft single-handed might not have been the easiest process in the world but it's almost certainly reduced the number of potential problems Paul will face in the future. And that can only mean one thing: more time playing trains! 



8

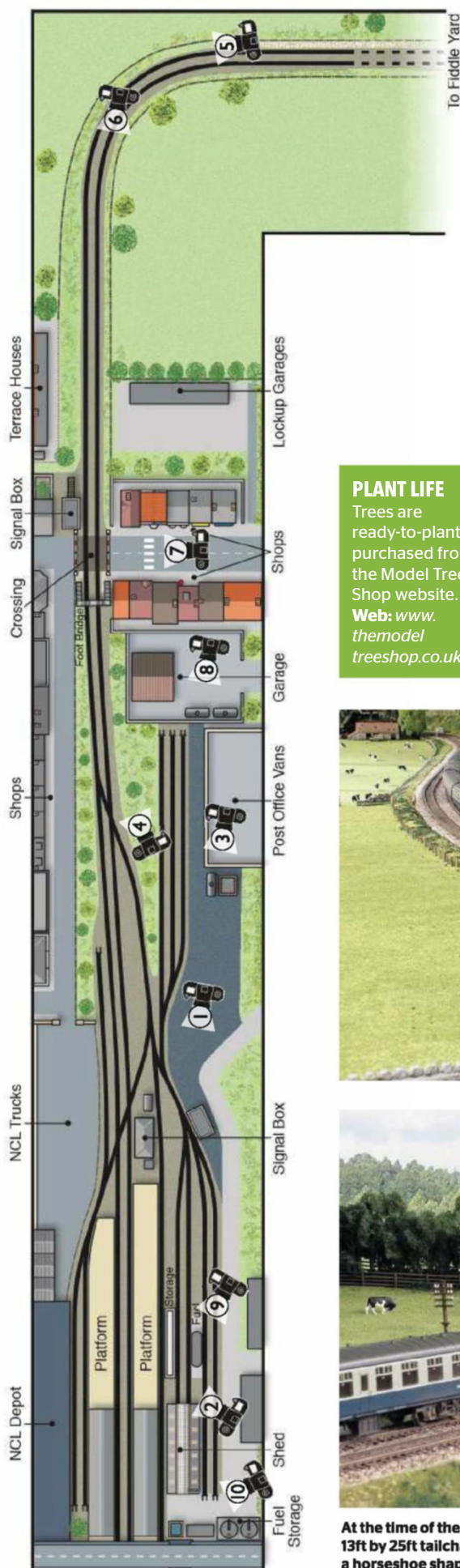
Paul feels that DCC affords him more flexibility in terms of operation, and he enjoys the luxury of sound too.



9



10



PLANT LIFE

Trees are ready-to-plant, purchased from the Model Tree Shop website.

Web: www.themodeltreeshop.co.uk



MODELLER CV: PAUL TOULMIN

I started trainspotting in 1974, with many of my friends. This coincided with the electrification of the West Coast Main Line, so we had school visits from railway staff which furthered my interest. My mother and father bought me a train set when I was 11, which got me interested in model railways. I stopped modelling for around 20 to 25 years, but when I had a little more time and money I got back into it again. I'm a train driver so I've been lucky, as many of my colleagues are modellers - invaluable when looking for advice!



At the time of the *Model Rail* photo shoot, 'Exeter Junction' looked like the trackplan on the left. Now it's a sizeable 13ft by 25ft tailchaser. The extension only took Paul around 15 months to build. The scenic section (above) is now a horseshoe shape, with a fiddleyard bridging the gap.



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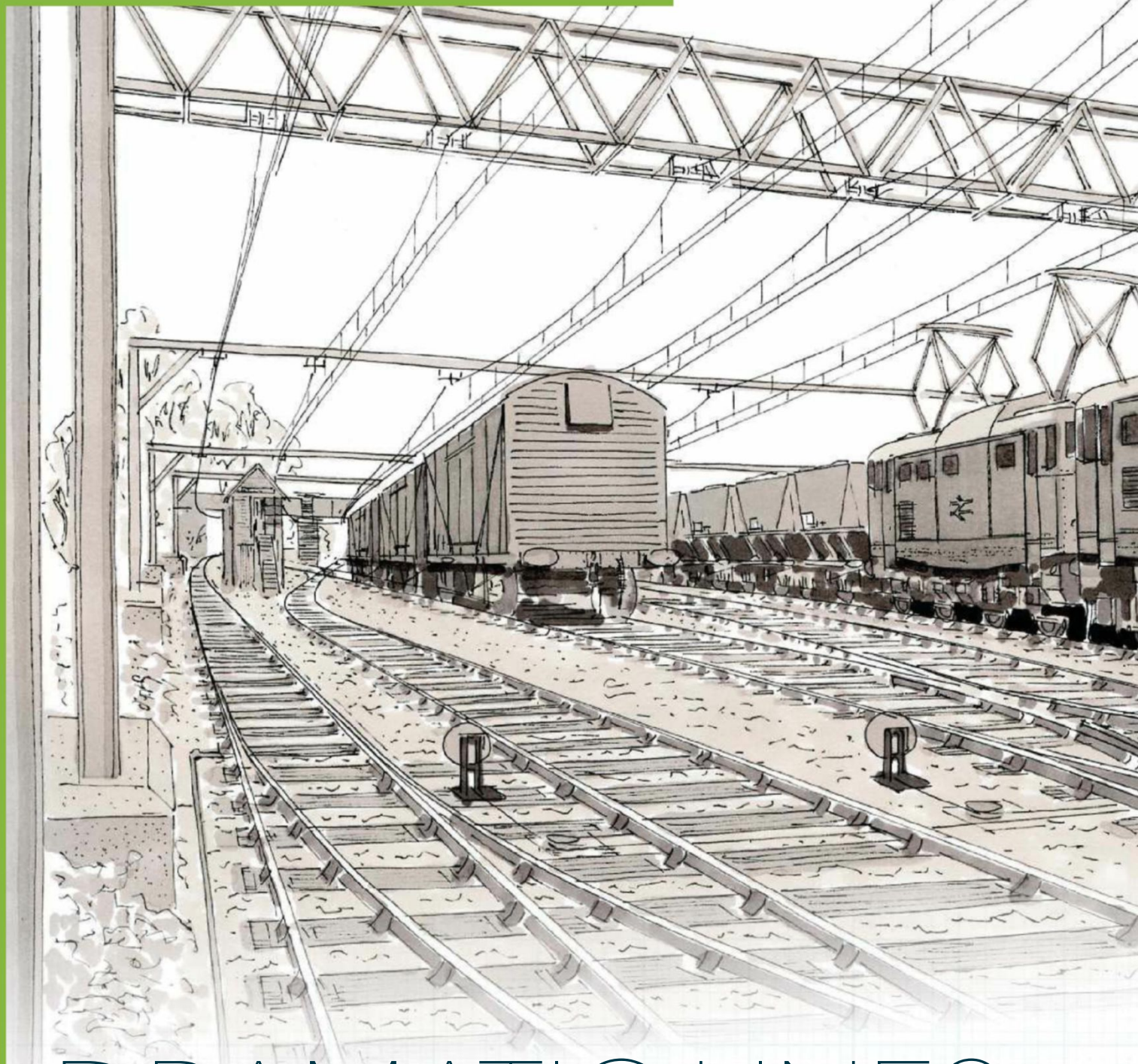
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Masterplan

Two trackplans to get you thinking in three dimensions

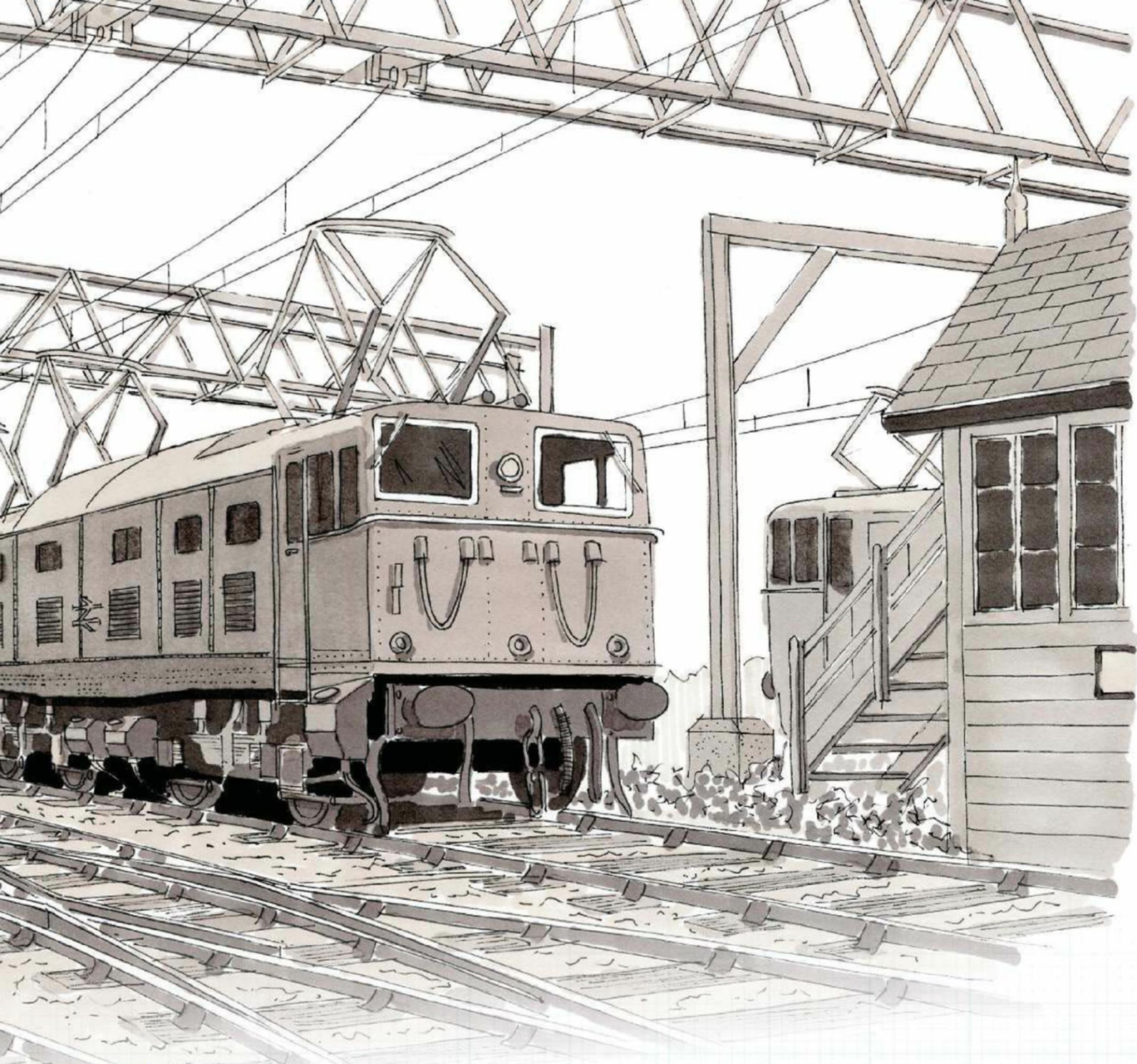


DRAMATIC LINES: **WOODHEAD**

Paul A. Lunn introduces a new series - layout ideas based on some of the most dramatic railways in the British Isles.

Part 1: England

Artwork & photography: **Paul A. Lunn**



The British Isles are blessed with some really stunning scenic vistas, be they natural or even man-made. Over the next few issues, I'm going to bring you some layout designs based on the most dramatic railways in England, Scotland, Wales and Ireland.

We start with England. Crossing the rugged, beautiful Pennines resulted in some incredibly dramatic stretches of railway, and I could have chosen Matlock-Buxton, the Stainmore Route, even the Settle & Carlisle.

Instead, I opted for my personal favourite: the ex-Great Central line from Manchester London Road and Sheffield Victoria, with a further stretch heading north to the large marshalling yards at Wath. It was steeply graded and punched its way through the Pennines with tunnels near the settlement at Woodhead that would give the line its nickname.

Coal traffic was heavy and steam struggled to cope with the line's demands, so the LNER implemented plans to electrify it using the Dutch 1,500V DC system. Work was completed after the Second World War. The line was best known for its 'EM1' Bo+Bos

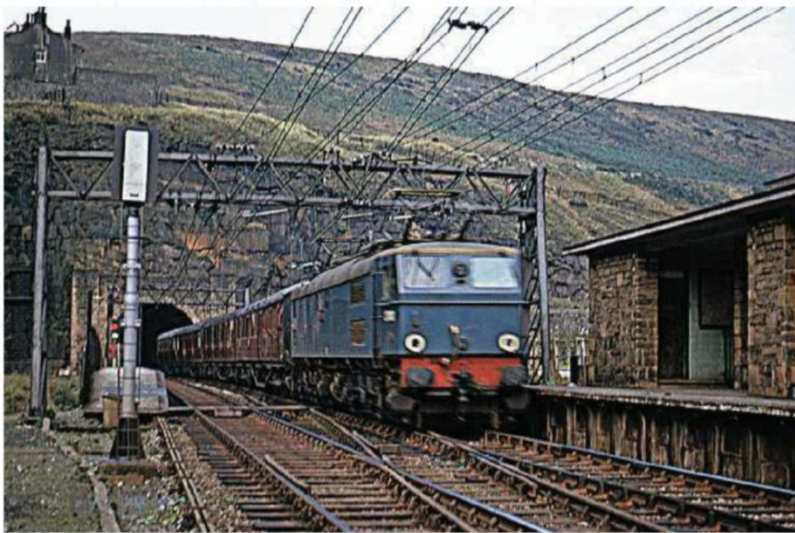
and 'EM2' Co-Cos (later Class 76s and Class 77s).

The Beeching Report proposed its closure, but it was retained as a freight-only line from January 5 1970; the Class 77s used on passenger duties were sold to Nederlandse Spoorwegen. It was the combined age of the 1,500V DC catenary and the Class 76s, together with the fact that BR had standardised on 25kV AC, and compounded by the decline in freight traffic that led to the final closure of the Manchester-Sheffield-Wath electric railway on July 18 1981.

Short sections of the line remain open, including a spur through Deepcar station, near Sheffield, that serves Liberty Speciality Steels' Stocksbridge works. There's also a spur at the Manchester end that terminates at Hadfield, where the original 1,500V DC masts have been converted to carry 25kV AC wires.

Capturing the scenic essence of the line is paramount, and a visit to the now-defunct trackside is recommended, particularly those remote locations where the landscape hasn't changed much. Whatever type of layout you choose, the inclusion of some or all essential Woodhead features will certainly pay dividends.

Above: A pair of 'EM1s', hauling a rake of merry-go-round hoppers, ply their way through the exchange sidings. Foreground tracks lead to the lower, rugged scenic section, whereas those behind the signal box lead up to a fiddleyard. Exchange sidings provide an opportunity for changing motive power from electric to diesel and vice versa, or adding/removing banking locomotives, not to mention a modest amount of shunting.



TRACKPLAN 1

Woodhead starter layout

This is for the first-time Woodhead builder. It measures 6ft by 4ft 4in and has no gradients or dropped sections, with all scenery built upwards from the baseboard.

It comprises two scenes; one inspired by Woodhead, the other a contrived, self-contained industrial facility, with a privately owned shunter, for added operational potential. Contoured hills with rocky outcrops, and conveyors act as a dividing backscene. You will require external access to the tunnel interior. It includes a scenic four-track fiddleyard, which can double as a set of exchange sidings.

'EM2' Co-Co E27002 Aurora speeds through Woodhead station in 1964 with a Sheffield-Manchester passenger service. All seven Class 77s were sold to Dutch railways in 1969. G. PARRY COLLECTION/COLOUR RAIL

Peco track shopping list

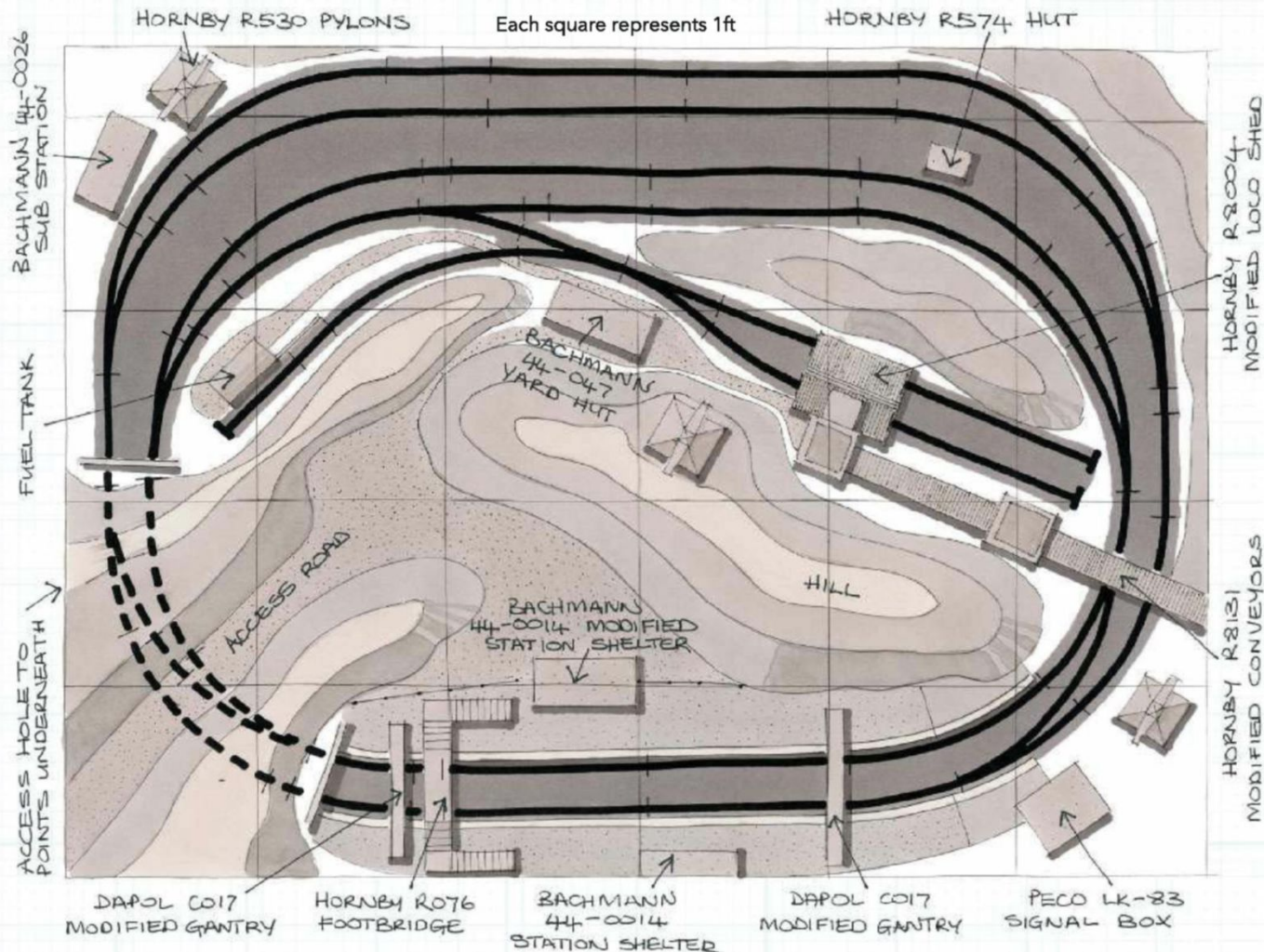
- SL-100 Flexible track x 2 @ £3.70
- ST-200 Standard straight x 6 @ £1.60
- ST-201 Double straight x 14 @ £2.55
- ST-202 Short straight x 1 @ £1.35
- ST-203 Special short straight x 7 @ £1.35
- ST-225 2nd radius curve x 8 @ £2.30
- ST-226 2nd radius double curve x 12 @ £2.95
- ST-227 2nd radius half curve x 8 @ £1.60
- ST-230 3rd radius curve x 1 @ £2.45
- ST-240 R/hand point x 2 @ £9.95
- ST-241 L/hand point x 1 @ £9.95
- ST-244 R/hand curved point x 4 @ £14.95
- ST-245 L/hand curved point x 4 @ £14.95

Total cost: £233.80*

*Price from www.gaugemaster.com

NECESSARY ACCESSORIES

- ◆ Bachmann Scenecraft 44-0014 Post-war Platform Shelter (requires scratchbuilt extended canopy) Bachmann Scenecraft 44-0026 Relay room
- ◆ Dapol C017 Signal Gantry kit x 2 (modified as per below)
- ◆ Hornby R530 Pylons
- ◆ Hornby R8131 Operating Conveyor x 2
- ◆ Hornby R076 Footbridge
- ◆ Hornby R574 hut
- ◆ Peco LK-83 Signal box



Modelling the catenary

One of the reasons why the Woodhead line was special was that it was one of the first main lines to receive overhead wires. Sometimes you can get away with ignoring the catenary, but not in this case. For instant results, modellers might want to use Peco LC-100 or Dapol's OOCAT 1 and OO WIRE1. However, the 1,500V DC system used distinctive portals, so some work is needed to replicate the Woodhead look.

I can't help but feel that Dapol's C017 Signal Gantry would make an ideal multi-track OHLE portal, either on a cosmetic basis or with Peco or Dapol fixings grafted on.

Advanced modellers might opt to build a more accurate version, using the ranges of UK and continental components. Either way, an understanding of the equipment is likely to provide us with a more accurate representation. The British Transport Commission book below is packed with useful information - here are a few examples.

- Overhead line equipment comprises a contact wire suspended by droppers from an auxiliary catenary which itself is hung from a main catenary wire also by droppers. The catenary is supported by insulators attached to steel structures, normally spaced 210ft apart, approximately 33½in in 'OO' gauge, and will require reduction in model form. At curves, and where special track conditions exist, the structure spacing is reduced. One such set of overhead line equipment is provided throughout for each electrified line. At sidings, the auxiliary catenary is



omitted and the contact wire is suspended direct from the main catenary.

- Normal height of the contact wire is 16ft above rail level, a little over 2½in in 'OO' gauge, but is decreased at overbridges and other low structures to 13ft 9in and increased to 18ft at public road level crossings, and to 20ft in certain sidings and at water columns.
- The contact wire is 'staggered' very slightly at overhead structures, on straight track on alternate sides of the centre line, in order to maintain a smooth surface and prevent grooving of the pantograph's contact surface.
- Knuckles are fitted where two overhead lines meet at an angle, such as a point, and allow locomotives to pass smoothly

without interrupting the circuit in the transition from one contact wire to another. Knuckles can be insulated or left bare.

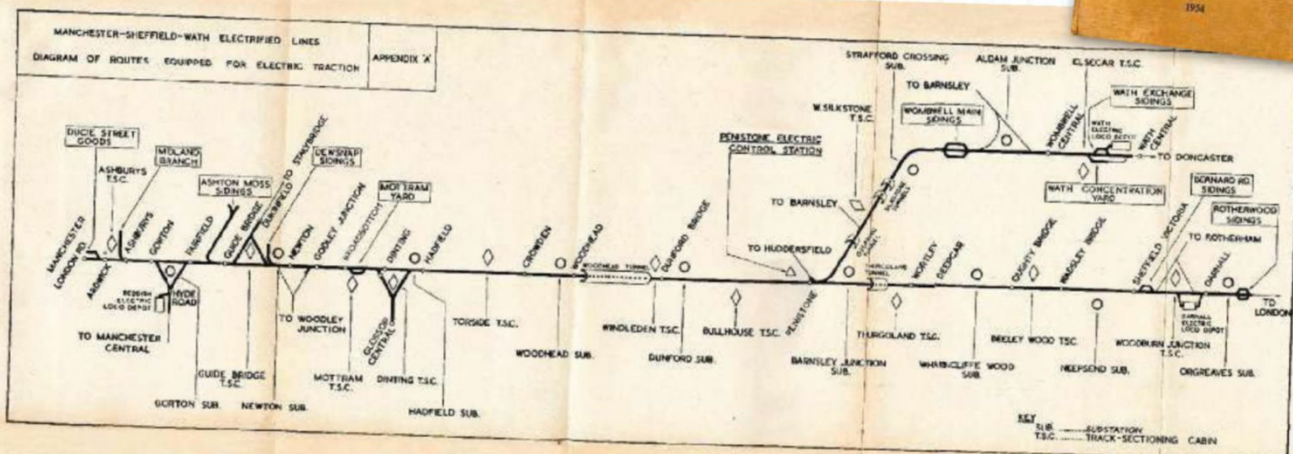
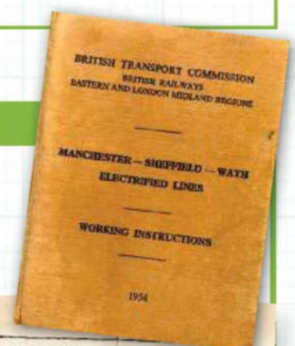
- There are overlapping spans of overhead line equipment between the end of one and the commencement of another over the same track, allowing smooth movement of locomotives from one section to another.
- Sub-stations and track sectioning cabins, mentioned for their scenic value, contain equipment for converting alternating current to direct current and for feeding and isolating the overhead line. Current returns through the locomotive's wheels via the running rails and back to the sub-station through negative feeder cables.

ROUTE LEARNING

This pull-out schematic map from the Working Instructions handbook shows the route and adjoining lines, track sectioning, sub-stations

and location names. Interestingly enough, the notorious Worsborough Incline, sometimes referred to as Worsborough bank, approx-

imately three miles at 1-in-40 from Wentworth Junction at the bottom to West Silkstone Junction at the top, has been omitted!



TRACKPLAN 2

Ultimate Woodhead plan

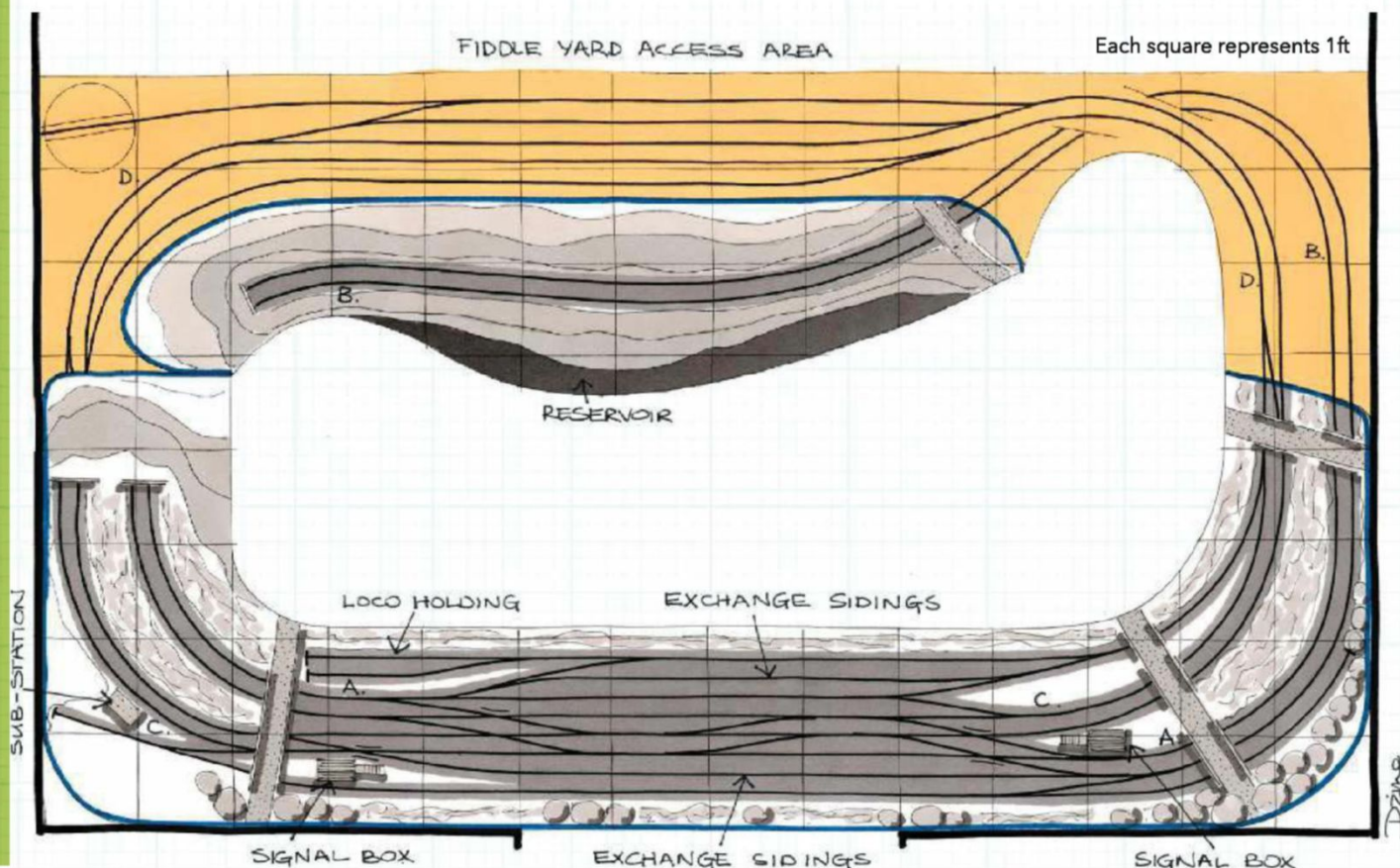
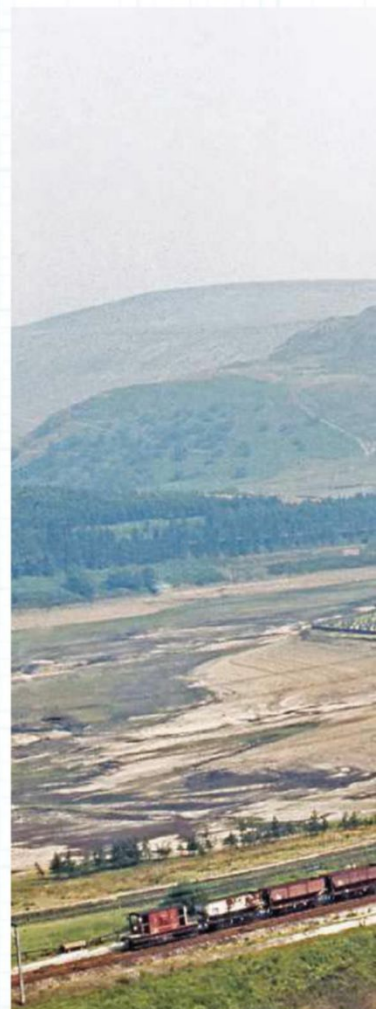
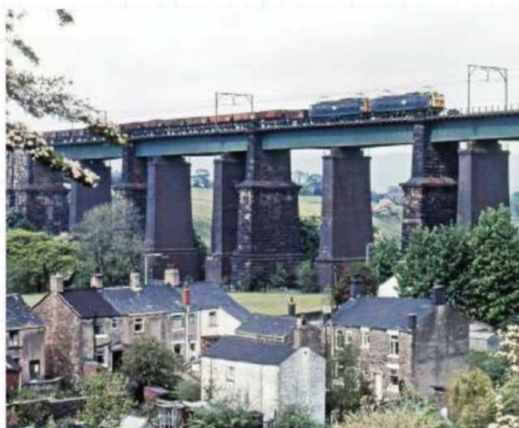
This 14ft by 8ft 'OO' gauge layout features a 'figure of eight' on a layout that would suit a spare room or a loft. It comprises two discrete scenes, including exchange sidings, a scenic stretch, gradients, a tunnel and a fiddleyard. The gradients are as follows; A to B at 1-in-48, dropping 1½in over 6ft and C to D at 1-in-48 (rising 1½in over 6ft to give a clearance of 3in.

The fiddleyard is at a slightly higher level, accessed from behind a removable backscene, which helps when cleaning and carrying out maintenance, or providing additional access to the rear, which will require a minimum walkway of 2ft 6in, so you'll need a room that's actually 10ft 6in wide.

This scheme is for those who want to watch trains in the landscape. Going for DCC would be the best option, particularly for banking and double-headed operations. You could be flexible with your time period, mixing steam and electric together, or going completely modern image. Even with the latter, there's the choice of the immediate post-steam period with both passenger and freight traffic, or opting for purely freight.

Above right: Here's a shot of a rather overlooked, yet equally impressive structure on the Woodhead Route: Dinting Viaduct, near Glossop. Two Class 76s cross with an eastbound freight in June 1980. KEITH LANGSTON/RAIL PHOTOPRINTS

Right: The desolate ambience is just one of many key elements contributing to a dramatic scene. Despite the railway and its infrastructure, I find this photograph, like so many on this particular section, quite eerie. While it's considered to be a freight-only route, the addition of passenger services will give us operational diversity.





BUYING WOODHEAD ELECTRICS

Olivia's Trains, with Heljan, has produced 'OO' gauge ready-to-run Class 76s and Class 77s (www.oliviastrains.com). MSL Hobbies has produced an 'N' gauge Class 76 kit, but this doesn't appear to be available new.

RECOMMENDED READING

■ *On the Woodhead Route* by Alan Whitehouse (Ian Allan Publishing, ISBN: 9780711027848).

■ *An Illustrated History of the Woodhead Route* by Alan Whitehouse (OPC, ISBN: 9780860936350).

Above: How much more dramatic can you get? Two Class 76s climb towards Woodhead as they pass Torside with coal empties in June 1980. KEITH LANGSTON/RAIL PHOTOPRINTS

Below: The most famous location on the railway was Woodhead thanks to its three classic tunnel portals. 76051 heads 'light engine' towards Manchester on June 4 1981. This wonderful stretch of railway closed a few weeks later, on July 18. C. LODDINGTON/COLOUR RAIL



Above: Torside provided inspiration for the rugged scenic section of the larger layout. I want to draw your attention to the pylons, a key feature of the area, and while I've not shown any on the larger plan, their inclusion is essential. In respect of their placement, you have two choices; to the rear of the tracks - more compositionally pleasing and less likely to sustain damage, or to the front of the tracks - more prototypically accurate, yet highly vulnerable!

See it for yourself

Much of the Woodhead Route's trackbed has been turned into footpaths, most notably the Trans Pennine and Longdendale Trails. Four classic Woodhead Route locomotives have been preserved: Class 76 26020 (76020) at the National Railway Museum; Class 77s 27000 *Electra* at the Midland Railway-Butterley, 27001 *Ariadne* at the Museum of Science & Industry in Manchester, and 27003 *Diana*, preserved in the Netherlands by Workgroup Loc 1501.

LAYOUT WEST COAST - SOUTHERN SECTION



This time it's **PERSONAL**

VITAL STATS

Layout: West Coast -
Southern Section

Size: 30ft by 11ft

Gauge: 'N'

After years of club service, **Andy Armitage** started a personal project that would test his decades of modelling experience.

Words: **Mike Harris** Photos: **Chris Nevard**



A

30ft by 11ft layout in 'OO' is a sizeable project, but in 'N' gauge, it's positively gigantic. In fact, Andy Armitage's 'West Coast - Southern Section' ['WC-SS'] is so vast, he's managed to depict three classic West Coast Main Line locations - Watford Junction, Harrow & Wealdstone and Linslade.

Having been very involved in the club scene for a number of years ('Kings Park' *GBMR Vol. 5*), Andy thought it was high time he focused on his own project. But with a 32ft by 11ft loft space, he no longer had to worry about the space restrictions that had plagued his earlier layouts - the very reason he had switched from Hornby Dublo to 'TT' to Minitrix 'N' in the first place.

Andy was originally presented with two feasible options as far as housing 'WC-SS': his loft or garage. He explains why he chose the former: "The garage was a bit damp and I found it to be either too hot or too cold."

The loft was part of a house extension, so Andy had the luxury of overseeing its construction. "I could see its potential as it was being built," he says. "The rafters were positioned well and the builders installed some windows, which made the build even better."

The windows are south-facing, which Andy attributes to the good ventilation during the summer, and the room also contains a radiator, keeping it warm during the winter. Looking back, there's another reason why Andy chose to stick with the loft: "My wife would certainly agree that it keeps the railway out of the household," he laughs. "It's a room that's entirely dedicated to my hobby and is not in anyone's way, so it doesn't get knocked either."

GAME PLAN

'WC-SS' started life as little more than an idea in Andy's head. He first started to realise the project with pen and paper. He explains: "I produced a shortlist of the places I deemed quintessential to the location and era of the layout. By that time, I had already decided the layout would reside in the loft, so I had an idea of the space I was working with."

The unfinished loft extension didn't stop Andy from starting on the layout. He decided to start work on the many buildings he would need. Around 70% of the buildings he had collected from past layouts had been donated to his club's 'Kings Park' project, so he had a lot of work to do.

The time prior to working in the loft proved ➤

AUTOPILOT

Heathcote-Electronics' automated modules operate each main line independently.

Web:

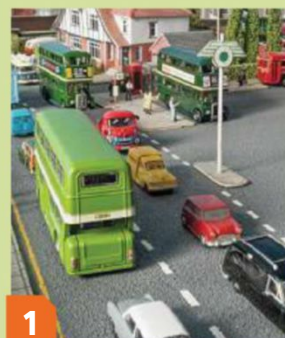
www.heathcote-electronics.co.uk

2 Right: An automated system can run each of the four main lines. This was tested extensively before Andy committed to any scenic details.

3 Below: Buildings are a mixture of plastic card and balsa wood scratchbuilds, Metcalfe card kits, with Kibri and Noch structures, too.

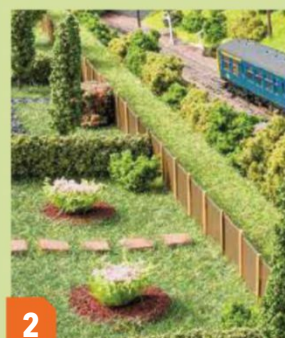


3 things we like



1

The road surface is simply sandpaper painted grey.



2

Gardens make semi-relief buildings appear more '3D' than they really are.



3

The Traction Maintenance Depot is an unidentified kit that spent 20 years in a drawer before Andy decided to finally build it.

What makes this layout great?



Bigger doesn't always mean better, but it's hard not to marvel at 'WC-SS's' size. The fiddleyard alone is a track planning work of art, and that's before you realise that much of it is automated. Perhaps my favourite thing about 'WC-SS' is Andy's love of scratchbuilding stock. It's unusual to see a layout this big that's populated with so many hand-built trains. The layout certainly isn't lacking in character.



fruitful, as Andy managed to build Harrow & Wealdstone station - complete with footbridge - and the station buildings at Watford Junction - including the power signal box.

Despite 'WC-SS's' large size, the decision to model so many locations left Andy with the task of compressing each section accordingly. He explains: "The track plan isn't geographically correct as far as running order is concerned. I've had to fit the stations and surrounding scenery where I could. That said, all trains still run from north to south or south to north, even if they don't traverse exactly the right area."

The Underground sections run independently from the four main lines. "The Underground is laid out in a more prototypical manner," says Andy. "They come from the south, moving through Harrow & Wealdstone station, and then Watford Junction."

Heathcote-Electronics' automated modules operate each main line independently. Connected to the main line is a huge network of sidings, once a train has finished its duties, the automated system will move onto the next siding. This affords Andy the luxury of multiple trains running, without the need for manual operation - perfect when relaxing or focusing on trickier, manual areas of operation.

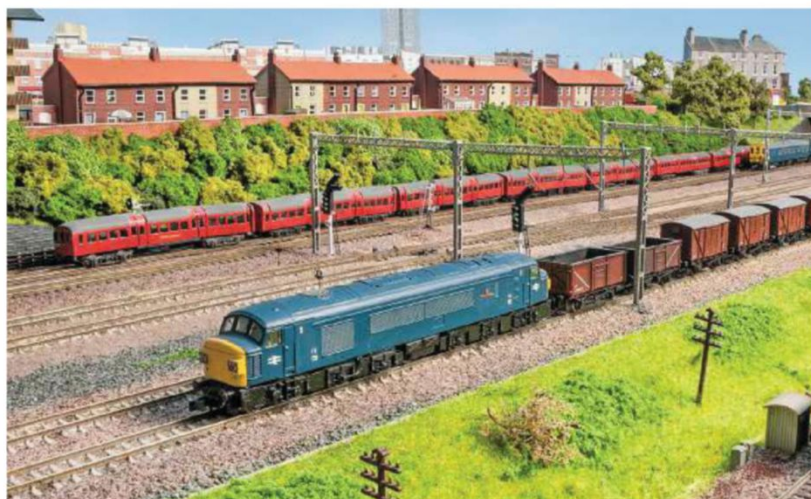
GOING UNDERGROUND

"The Underground section started as a gimmick on one of the 'N' gauge exhibition layouts I was involved in," Andy admits. "I made a 1938 Stock set, which I eventually motorised. This led to the concept of 'Kings Park' and as time went on, I built two more 1938 Stock sets, a 1959 Stock set, and a 1972 Stock set."

Each scratchbuilt Bakerloo Line train is made from plastic card and resin roofs from BH Enterprises. Scratchbuilding stock (especially in such a small scale) can be time consuming and tedious, Andy recalls his method: "I'd mark the windows out, drill a hole in each and then file them individually. It's a long and laborious process."

5 Right: The pylons are over 20 years old and were sourced from a trade stand at a show. Proof that you never know when a seemingly obsolete item will come in handy.

6 Below: Embankments are made using balsawood or card formers and covered with layers of PVA glue and scatter material.





Troubled waters...

The canal water is extremely effective, but Andy happened upon the method completely by chance. "I'd always wanted to build the West Coast Main Line running alongside the Grand Union Canal," says Andy. "I only had about 4ft to fit it in and used a piece of plywood to cut out an inset for the canal bed."

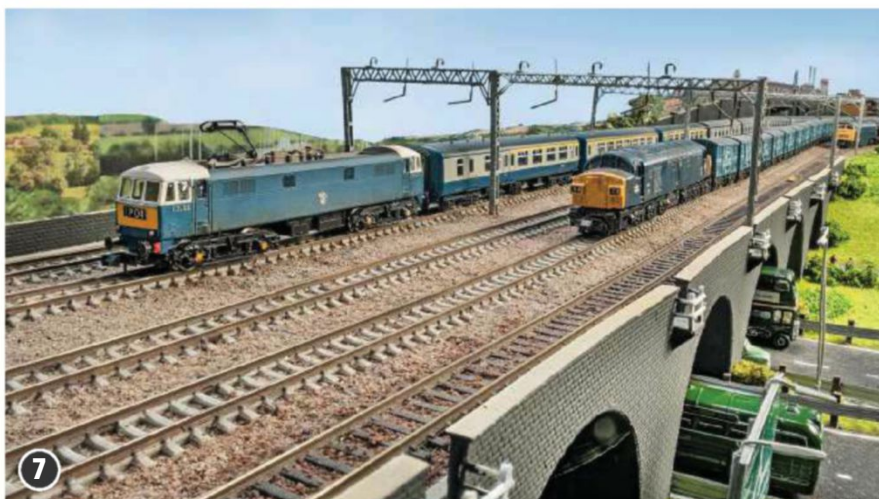
"I filled the space with a layer of coarse, 7mm scale ballast, and painted it various shades of blue. I then built the banks up using balsa wood before adding Woodland Scenics' Realistic Water (C1211)."

The Realistic Water soaked into the ballast and cured to form a slight ripple effect. Andy followed this with a second coating of Realistic Water, but it appeared to dry flat...

"I was happy enough with the result, but remarkably, it conformed to the ripples of the first coat overnight as it cured," says Andy. "When it dried, it looked much better than I ever thought it would, so I was really quite lucky."

Web: www.woodlandscenics.com

Above: The Grand Union Canal and surrounding grassland makes for a welcome change of rural scenery.



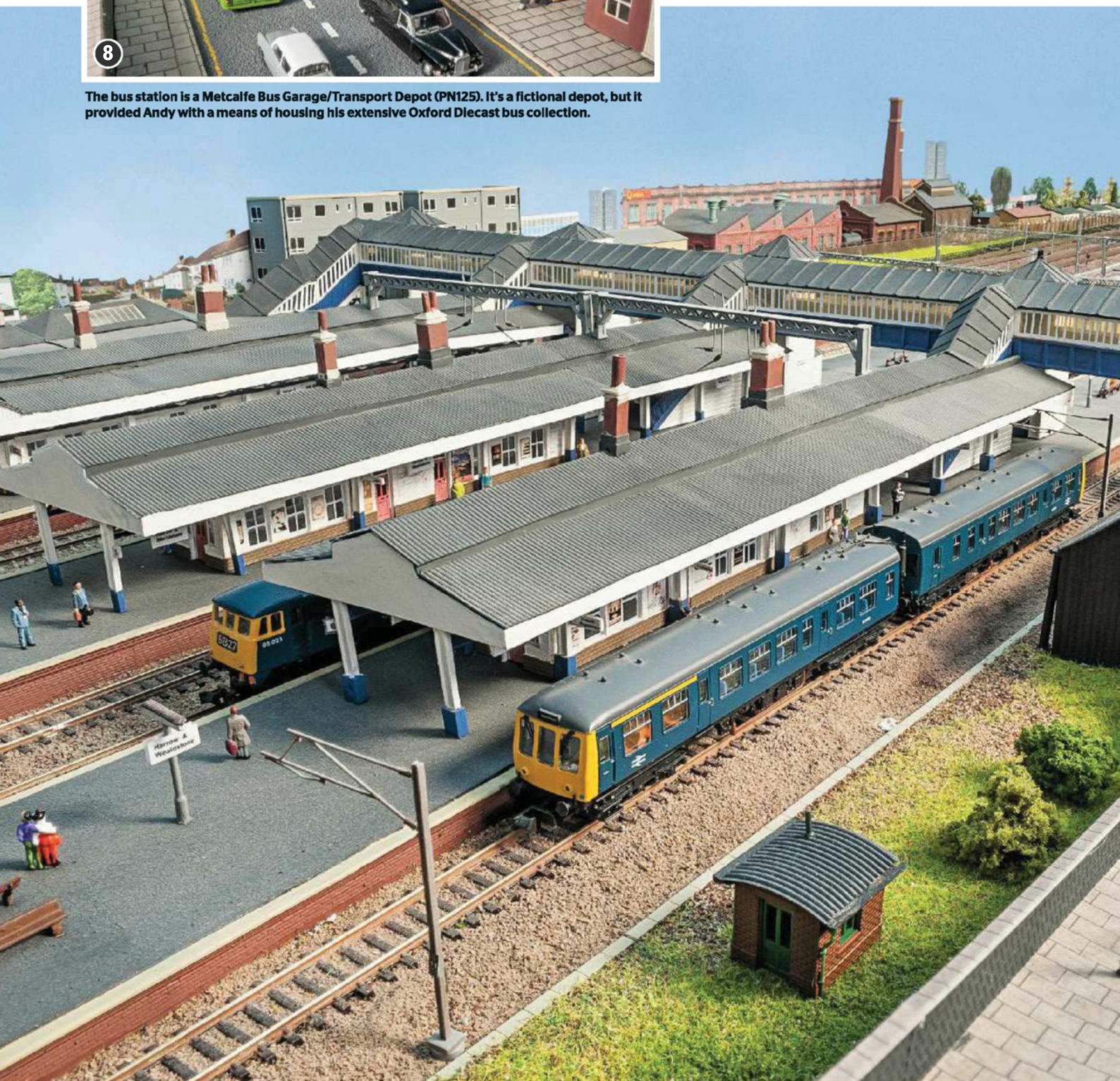
LAYOUT WEST COAST - SOUTHERN SECTION



The bus station is a Metcalfe Bus Garage/Transport Depot (PN125). It's a fictional depot, but it provided Andy with a means of housing his extensive Oxford Diecast bus collection.

It's not just Underground stock that's received the scratchbuild treatment. Andy has built departmental stock, fashioned from brass etched sides and leftover Minitrix coaches. He's also created an AC Electric fleet. "I've built Classes 81 to 85, using Minitrix Type 2 chassis and 'Warship' bogies, with Graham Farish '87' body shells - I used a file to remove the side detail and changed the front ends using plastic card.

'WC-SS' also features several celebrity locomotives, including prototype diesels *Kestrel* and 53 *Falcon*. Andy recalls both builds: "They're resin kits. *Kestrel* was from Silver Fox, I think, and fitted onto a Farish '47' chassis."



LONG TIME COMING

It's been said that a person must commit 10,000 hours in order to *truly* master their hobby. And although Andy has no way of knowing just how many hours he's spent modelling, you need only glance at 'WC-SS' to know that he was in the upper echelons of model making quite some time ago.

From the meticulously planned fiddleyard and automatically operated main lines, to the painstakingly crafted scratchbuilt stock and mind-boggling custom control panels, 'WC-SS' is a showcase of almost every major skill in the hobby. No wonder feline companion Ralph is always waiting to get in on the action! 

Sections of
backscene hide the
fiddleyards and are held in
place using spring clamps
for quick access.



The Stationmaster's cat...

Pets and model railways don't always tend to mix - *Model Rail* editor Richard and his mischievous feline Arthur can both attest to that! But Andy's cat Ralph has displayed remarkable constraint (mostly...) while witnessing tiny locomotives zip around his loft.

"He just wants to be involved," says Andy. "When I was building the layout, he'd come up to the loft and watch what was going on."

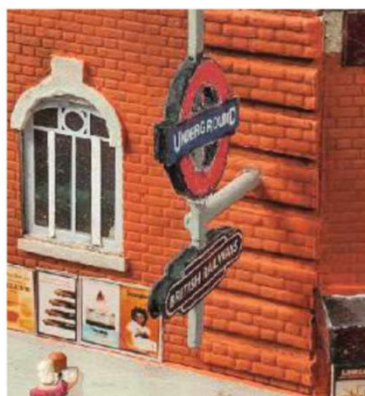
Ralph's interest peaked when Andy started to operate the layout. Andy laughs: "Once the trains start-

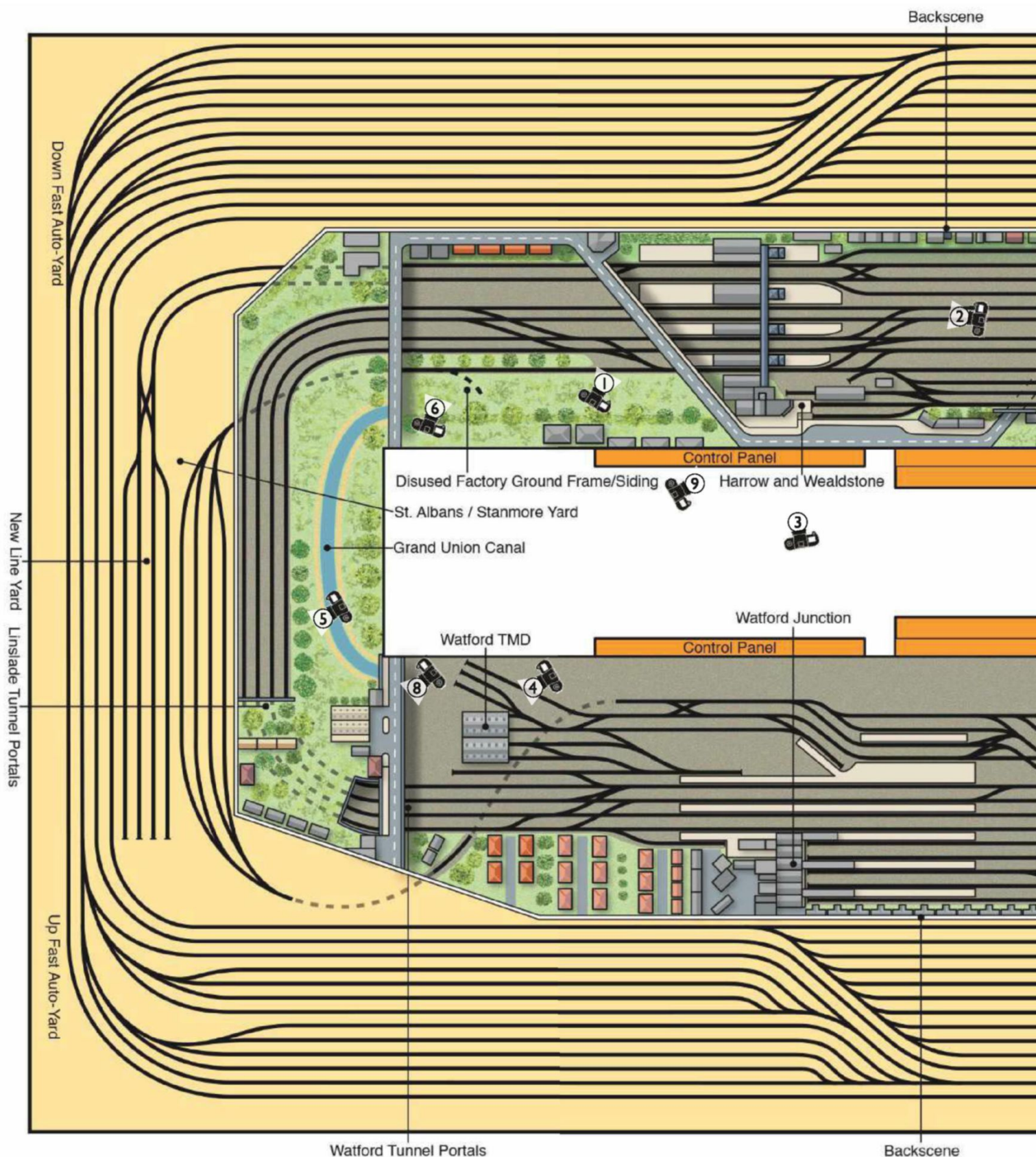
ed to run, he was even more interested. He has his own chair now, which he stands on so he can put his paws up against the side of the layout and watch what's going on.

"He's never actually broken anything, although he has got onto the layout once or twice. That said, he manages to step around anything of importance - leaving only a couple of bent speed restriction signs."

Above: Ralph checks that the signal is indeed green before releasing the train for departure.

THINGS YOU MAY HAVE MISSED



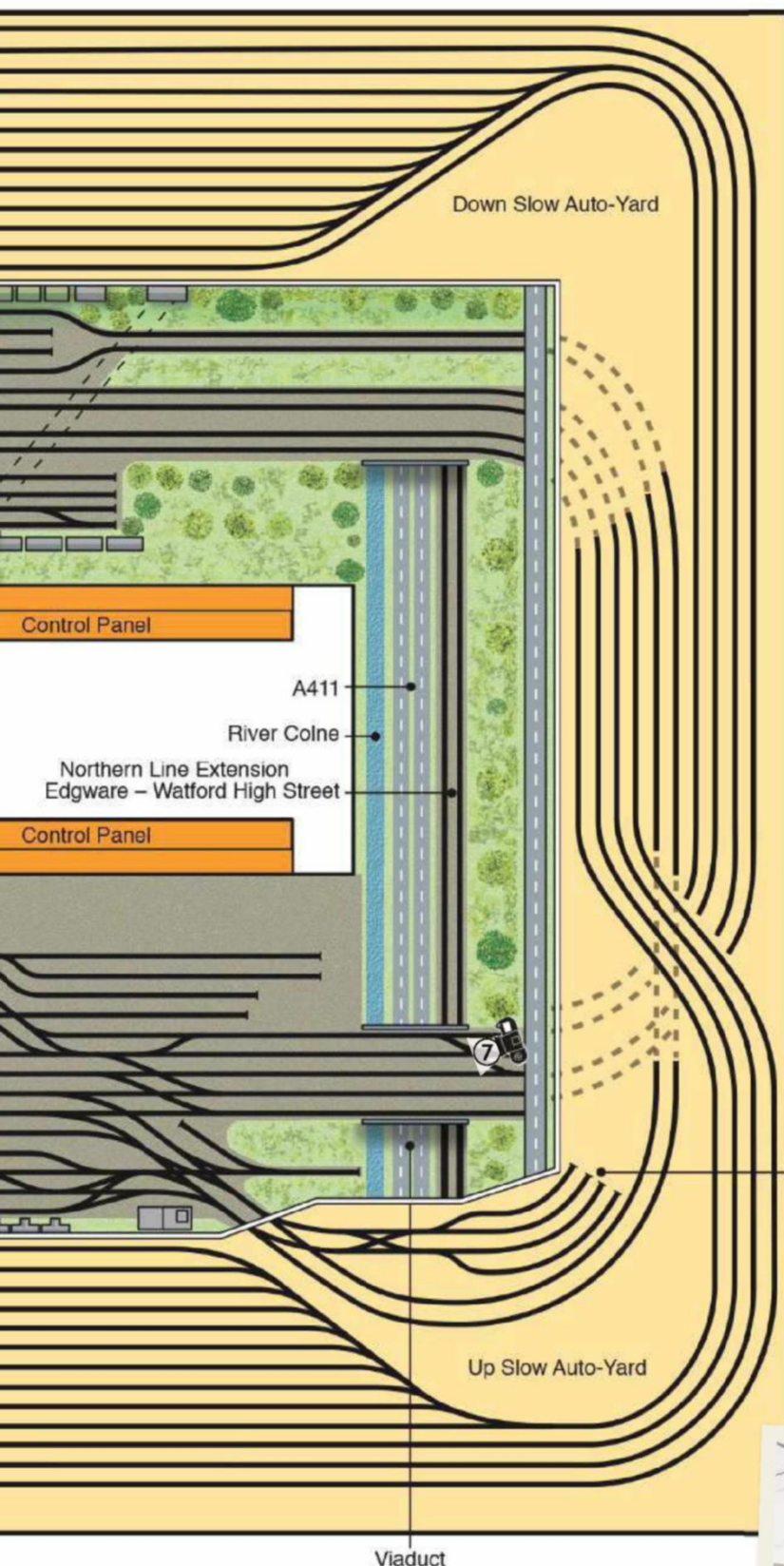


MODELLER CV: ANDY ARMITAGE

I got into railways mainly because I'm a fourth generation railwayman, and railways have always been a part of my life. I was about seven or eight when I started model making in 'OO', and I've been dabbling ever since. There have been periods when I didn't have a layout, but even then I used the time to

scratchbuild locomotives and rolling stock (The five original D600 series 'Warships' (Nos. D600-D604), and various diesel prototypes are my favourites).

In the early 1990s, I got involved in my local N Gauge Society Area Group, which was a great way to learn lots of new



Aylesbury/L.T. Sidings

techniques. I then worked on a layout called 'Redbury' for around six years, where I scratchbuilt many of the station buildings. After that, I was involved in 'Kings Park' for ten years before I got a bit too old to lug baseboards around, and settled into my own project.

Web: newweb.ngaugesociety.com

BEHIND THE SCENES

'WC-SS's' control panels are almost as impressively vast as the layout itself. Andy attributes such attention to detail to first-hand experience.

"I went to work on the real railway in the 1970s," he recalls. "My first job was a 'Box Boy' (doing train announcements from a signal box), which is how I got interested in signalling - I had a magnificent view of London St Pancras!

"The main panels are 2in by 1in timber, I used hardboard for the front and base (painted matt grey). I then outlined the track diagram in pencil before marking it out properly with coloured tape. I then made some labels on the computer, which I printed and stuck to the diagram where desired. To prevent damage, I covered the diagram with clear plastic sheet. Finally, holes were drilled to house switches and LEDs."

Andy notes that the layout features largely four-aspect signals (with the odd two and three-aspect signal). Interestingly, the signal modules were salvaged from a garden layout that he built 30 years ago - not bad going!



With a layout as vast as 'WC-SS', it's no wonder Andy has spent so much time and effort constructing befitting control panels to boot.



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PS49 GWR/BR Mica van.....	£32.85
PS100 SR/BR Banana van.....	£32.85
PS101 SR/BR Meat van.....	£32.85
PS104 BR 21 ton coal hopper.....	£32.85
PS106 SR/BR Cattle truck.....	£32.85
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PS114 LMS/BR Banana van.....	£32.85
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HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
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B.R. Blue with yellow ends
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Last few

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Ltd Edition original green
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Light green with speed whiskers
Dark green with yellow panel
List Price £495.00
SPECIAL OFFER £299.95

NEW HELJAN CLASS 60

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E.W.S. or Loadhaul
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Green with yellow panel
Green full yellow ends
Blue with yellow front
RRP £599.00 OUR PRICE £475.00

HELJAN BR COACHES

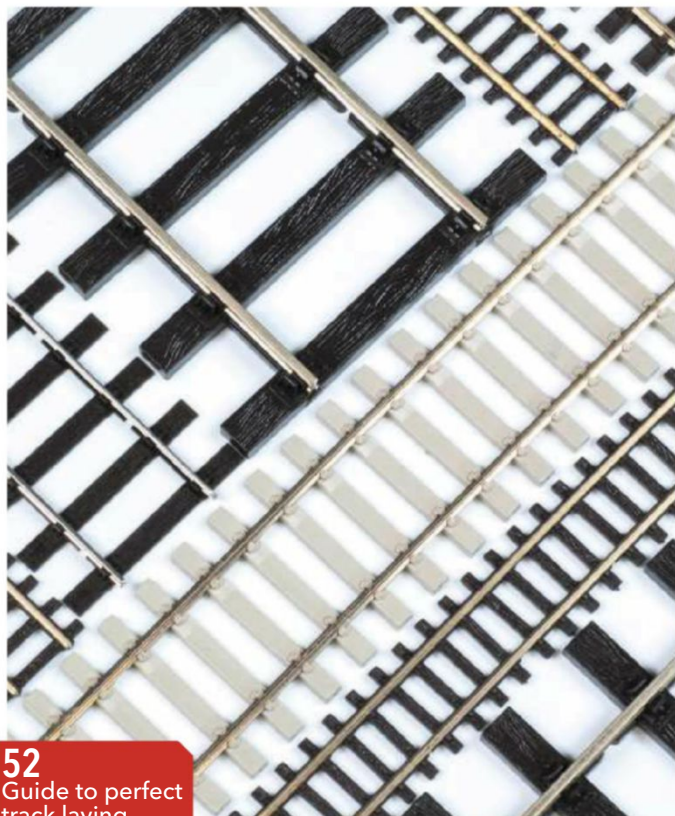
SK second corridor
SO second open
FK first corridor
BG gangwayed brake (parcels)
GVV general utility van
Choice of liveries
RRP £325.00 OUR PRICE £250.00
4 or more pay only £240.00 each
All currently available types in stock

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Heljan Dogfish & Catfish RRP £99.95
OUR PRICE £79.95 or
£75.00 for 5 or more
Heljan Cargo Wagons RRP £189.00
Our price £155.00 each or
£600.00 for any four

HELJAN CLASS 42

WARSHIP



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Guide to perfect track laying



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Tools you need to lay track



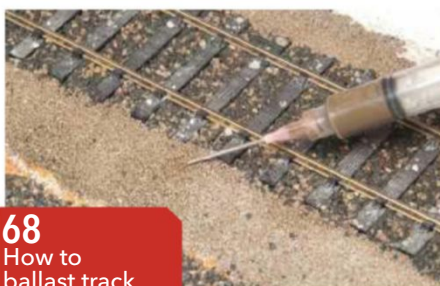
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Lay & detail 'N' gauge track

Workbench

32 pages of projects, advice and top tips that show you how



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How to ballast track



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Recreate different track styles.



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How to prepare a loft for a layout

Meet the *Model Rail* Expert Modellers



George Dent
Learn from one of the country's best modellers.



Paul A. Lunn
It's not just plans - Paul's an accomplished modeller too.

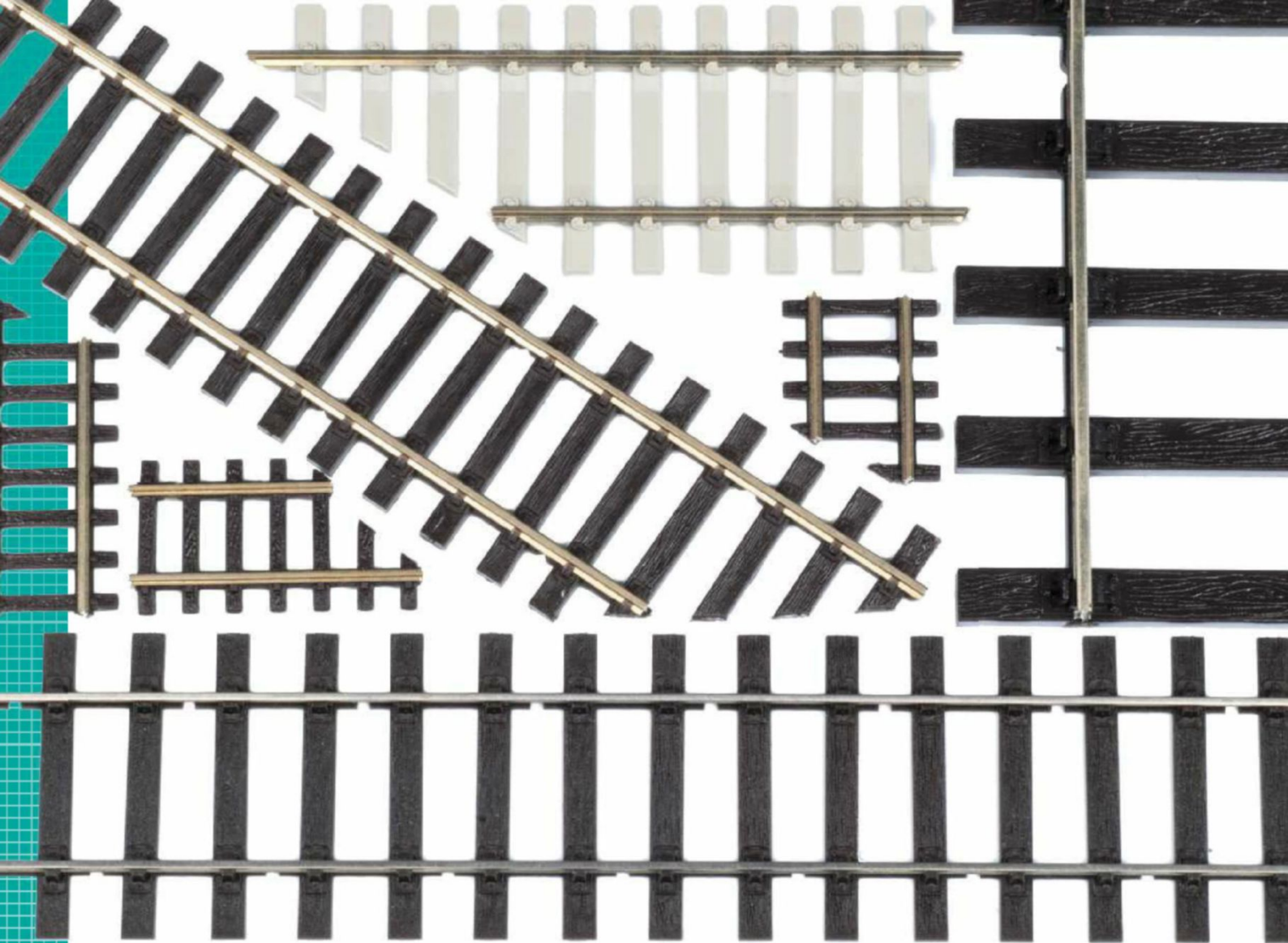


Chris Leigh
Quite simply, what Chris doesn't know isn't worth knowing!



Peter Marriott
Scenic guru! Knows what's available and how to use it.

Project difficulty ranges from easy; one screwdriver, to very hard; five screwdrivers.



TRACK LAYING FUNDAMENTALS

George Dent offers a foundation course in achieving perfect rail joints and the most effective ways of fixing track to the baseboard.

Unless we're building a layout designed around sectional track and turnouts, it's likely that we'll need to cut and join rails. This is a stage in layout building that demands care and accuracy.

Not only must electrical continuity be maintained, but a good-fitting joint will also avoid wear to rolling stock wheels and reduce the build-up of dirt and oxidation on the rails. Smooth rail heads are crucial, as is a square face to the cut rail, allowing the joiner to slide easily onto the rail and to mate successfully with the other length of rail without an unseemly gap.

Special track cutting shears are available and these speed the job along, taking away much of the physical labour involved in



sawing hard metal rails. However, shears must be followed up with a file and abrasive paper to effect a satisfactory edge. A junior hacksaw or razor saw - with a sharp and true blade - are cheaper options, but the rails must be firmly supported while cutting, lest the plastic rail chairs be weakened or broken by the pressure of the saw blade.

Reliable and smooth track requires a patient and methodical approach, and time spent getting this area of a layout right first time will not only save the headaches of later repairs, but will provide a more satisfying model railway to operate.



An important point

When planning your track layout, remember to keep points away from any baseboard cross members if they're to be operated by point motors mounted beneath the boards.

Tools needed

- ◆ Long-nose pliers
- ◆ Knife
- ◆ Straightedge
- ◆ Files
- ◆ Tweezers
- ◆ Pin hammer
- ◆ Rail cutters
- ◆ Drill & bits
- ◆ Abrasives

Laying the foundations

When setting out the full-size track plan, we need to check that adjacent lines have adequate clearance to prevent passing trains from colliding, especially on corners. The typical scale distance between the rails of adjacent tracks is six feet.

However, the bodies of longer vehicles - and those fitted with bogies - tend to swing outwards on curves, creating an overhang in the centre. As a result, curved tracks need to be set slightly further apart.

Ready-made spacing gauges are cheap and freely available (from Peco, for example), or you can make your own from card. A good way of checking the swing and overhang is to take one of your longest carriages and fix one pencil to the centre and another to one end. Push the vehicle around the bend on the inside track, checking that the pencils are describing the necessary clearance profile for this set of rails. Flip the carriage round to draw the swing profile on the other side of the same track.

Now place the carriage on the outer rails, moving the tracks apart until the profile lines remain separate. The same process is useful for checking clearances for platforms, bridges and tunnels.



UNDERLYING ISSUES

While track can be fixed directly to a timber baseboard, it will create a noisy layout as the trains rattle over the rail joints. The layout will also appear rather 'flat', as track is often raised slightly from the surrounding land to ensure efficient drainage.

Therefore, laying track onto a soft underlay both reduces noise and raises the track to a realistic level. Cork has been a popular choice of underlay for decades, although foam board is also suitable. Pre-formed ballast-effect foam underlays are also available to suit proprietary track systems.

STEP BY STEP MAKE A START



Plastic gauges are available to help ensure the correct spacing of adjacent tracks. This red Peco gauge features spacers for straight and curved sections. Homemade alternatives are possible, cut from thick card.



Tracks usually have to be set further apart on curves, especially on tight radii. Tacking a pencil to the centre and end of your longest carriage reveals the degree of swing and overhang on each side. Repeat on each track.



Rolls of thin cork are available from model shops, offering an effective and efficient option. To elevate the tracks further, try cork floor tiles, which are thicker. Tiles are especially useful for 'OO' and 'O' gauge layouts.



Cut the cork strip or tiles with a sharp, stout knife and metal straightedge. Angle the blade to form a chamfered edge on the outside of the track bed, which helps us to form an authentic ballast 'shoulder'.



A feature of post-1960s main lines is higher 'shoulders' of ballast. Replicate this by elevating the track on multiple layers of cork. Cut and chamfer extra strips to sit either side of the tracks to form shoulders and save on ballast.



A quicker solution is the use of pre-coloured, textured foam ballast underlay. This is designed to match commercial track systems by the likes of Peco and Hornby. It can be laid in seconds, with no need for painting or ballasting.

Get connected

Rail joiners - or fishplates - join lengths of track together. They may be pre-fitted to sectional track, but for flexible track and points you'll need to buy packs separately. To make a good, neat joint, it's best to remove one or two moulded chairs from the sleepers, to allow the fishplate to slide into place without pushing the rails upwards.

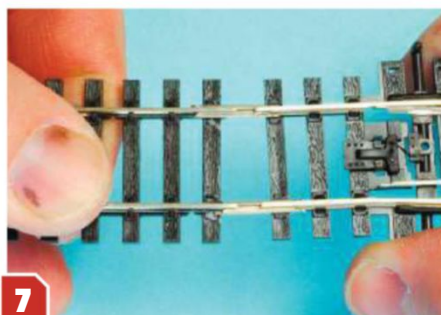
Metal rail joiners are not always 100% reliable where electrical conductivity is concerned, and it may be worth considering soldering the rails into the joiners once the track has been installed and thoroughly tested. Remember to leave a few expansion joints to allow for fluctuations in temperature. Alternatively, install multiple power feeds to each track to ensure continuity of power across the rail joints.

Fish around

Make sure that you choose the right fishplates to match your rails, taking note of the rail code and gauge.



Use a flat needle file to smooth the edge of the rail and remove any burrs. Check that the cut ends are truly vertical before following with fine abrasives to keep the rails smooth and free of rough edges.

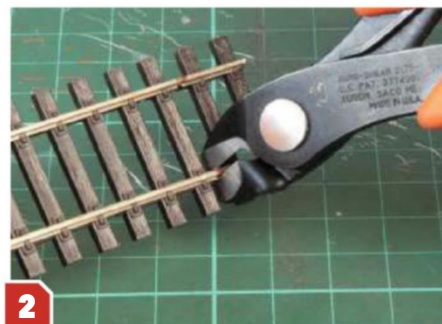


Trim the chair right back to the level of the sleeper and place a rail joiner on alternate rails, either side of the joint. Carefully bring both sections together and check that both rails meet snugly.

STEP BY STEP JOIN RAILS



Once the track layout is finalised, mark where each track section must be cut and jointed with a marker pen. Work on a single interface at a time, ensuring that each section marries up to its neighbour before continuing.



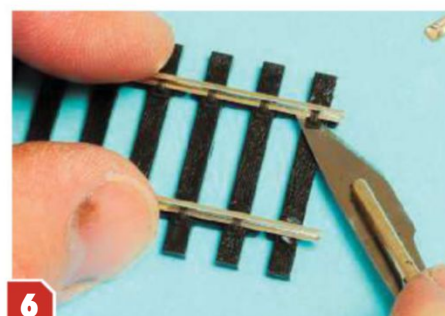
If cutting rails with shears, keep the open edge of the jaws to the waste side and the tool perpendicular to the rails for a clean, square cut. In most cases, the sleeper webbing can be cut at the same time.



If using a saw, a simple rail clamp prevents damage to the plastic sleepers and chairs during cutting. Using a small block of wood, make two parallel saw cuts to match the track gauge, allowing the block to slot onto the rails.



The outer edge of the block also acts as a guide for the saw, promoting a straight, vertical cut. With the rails gripped in the block's grooves, saw through the rails with a razor saw or junior hacksaw. Ensure that the blade is sharp.



While turnouts and track sections are designed to accommodate rail joiners, lengths of flexible track need to be modified. With a sharp blade, cut away the moulded rail chairs from the outer sleepers.

TOP TIP Smooth things over

Fine abrasive pads or wet-and-dry paper will polish the railheads after cutting and fettling, removing any tool marks that will attract dirt. Run a couple of items of rolling stock over the joint, testing for a smooth ride.



It's vital that the rail joiners slot cleanly between the rail and sleeper without disturbing the overall height of the railhead. Place a steel rule along the tops of the rails to make a final check before the track is secured.





TOP TIP

Straight talk

When using flexible track, avoid making joints at the point where the curve begins. It's best to add joints on straight sections wherever possible. Abrupt changes in curvature at rail joints will put pressure on the fishplates and can lead to derailments.

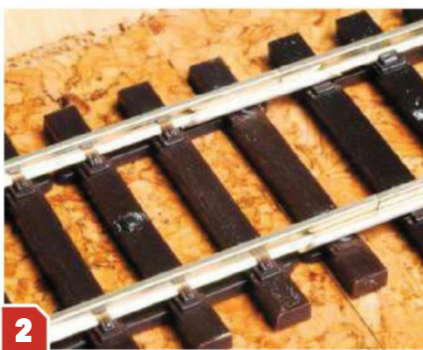


FIX THE TRACK

STEP
BY
STEP



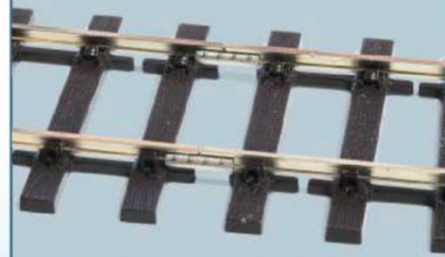
1 Drill mounting holes for track pins, through the sleepers and into the substrate. Hold the pin with a set of long-nose pliers and tap the head lightly with a small hammer. The pliers will help to prevent the pins from bending.



2 Finish driving the pin home gradually to avoid distorting the sleepers. A nail punch helps if the hammer is too wide to fit between the rails. If the pin bends, extract it with pliers, discard safely and try again.

Finescale 'OO' gauge rail

Peco's new bullhead rail track can be mated with regular Peco joiners, or a set of ultra-realistic fishplates, without the need to modify the sleepers. The fishplates are delicate and are best confined to straight sections or very shallow curves.



STEP BY STEP

WHAT ABOUT 'N' GAUGE?



1

'N' gauge track is trickier to join than 'OO', as the rails are partially embedded in the plastic sleepers. Cut the sleepers away completely to allow the joiners to be slid onto the rails of each section.



2

Once the sections are mated, a large gap will appear between the sleepers at the rail joint. However, pairs of sleepers can be cut to fit beneath the rails and joiners. Glue to secure to the track bed, once all of the track has been laid.



Fixing it

Have you ever found yourself cursing as yet another track pin bends under the force of a hammer, or struggled to get a pin to pass through tough plastic sleepers? We're all faced with the chore of fixing track to a baseboard, but this simple job can sometimes lead to frustration and countless wasted pins.

However, by taking a little time to prepare the track, plus the use of a few simple tools, the task can be made all the more straightforward.

Sectional track often has small holes moulded in some of the sleepers for the pins to pass through, but flexible track and points often do not, so a pilot hole ought to be drilled first. Even with the sharpest pins, forcing them through the plastic sleepers will lead to distorted plastic or bent nails.

You can pin the track every 8-10 inches or so on straight sections, although curves will require more pins spaced closer together in order to maintain the desired geometry, especially when using flexible track.

If you intend to ballast your track eventually, there's no need to drive the pins all the way home, leaving them standing proud of the sleepers slightly. They can then be removed with pliers after ballasting, once the glue has cured fully.

Track pins differ in size. Thinner pins are more discreet but liable to distortion.



Joining 'O' gauge track

Peco 'O' gauge track can be joined quickly, using standard metal joiners. The sleepers seldom require modification in the way that 'N' and 'OO' track does. A stronger set of cutting shears is needed, however, or a saw employed to cut the rails to length.



BUYER'S GUIDE

TRACK LAYING TOOLS

George Dent presents 12 essential devices to help you make perfect track.

What? Track cutters

Why? Cutting rails with a saw places undue strain on plastic sleepers and chairs, whereas track cutters offer a quicker and safer alternative. There's also less tidying up to do with files.

Choose a set to match your scale and rail material ('O' gauge track or stainless steel rails need super-strong cutters), with Xuron's tools providing the benchmark of quality and reliability.

Where from?

www.gaugemaster.com



What? Needle files and abrasives

Why? Tidy up rail ends after cutting, ensuring that joiners can slide easily into place. Sanding pads remove any tool marks left by the files, especially on the rail heads.

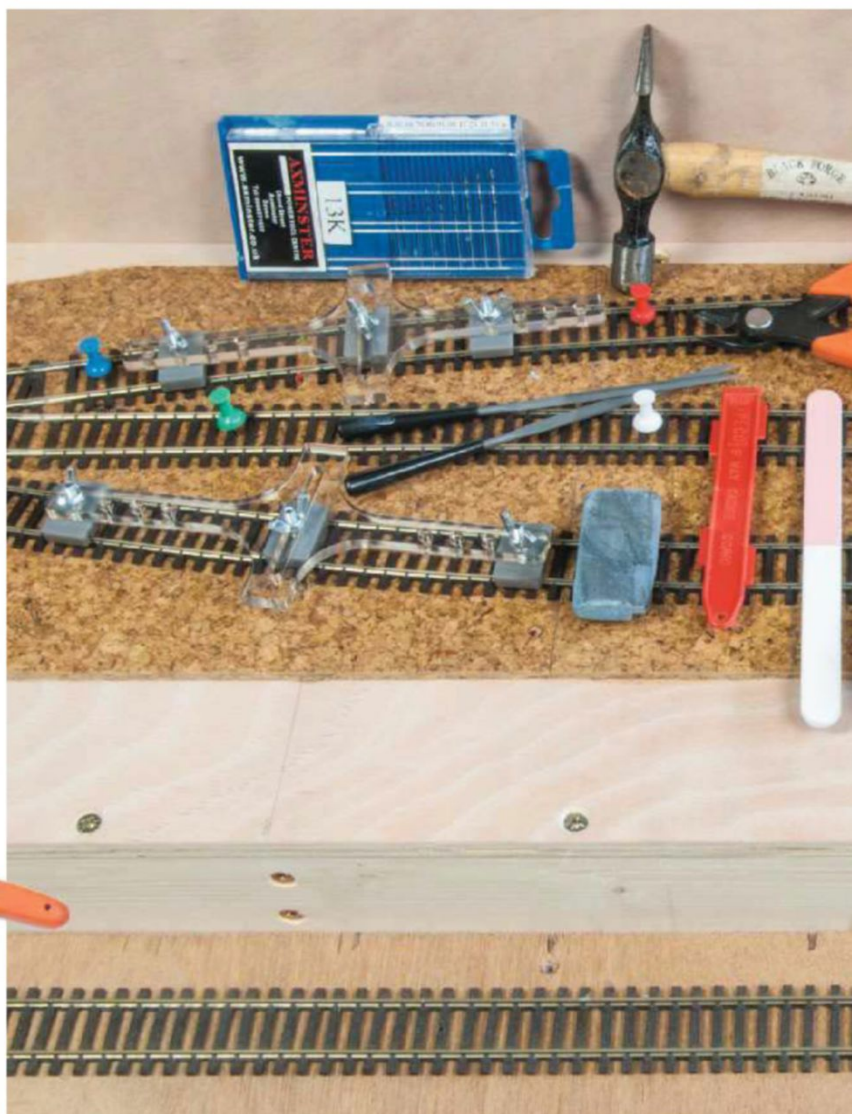
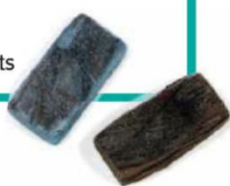
Where from? www.expotools.com
www.albionhobbies.com



What? Track cleaning rubber

Why? Mild abrasive blocks clean away any tarnish, adhesive, paint and stray solder from the rails. They'll also polish away any light scratches on the rail heads.

Where from? Peco/Hornby stockists



What? Antex 25W soldering iron, non-acid flux, 60/40 resin core solder

Why? Ensure reliable solder joints to power feeds and rail joints with a good quality iron. A 25 watt tool is the minimum, but a 50 watt version has more power for quicker joints, although they're about twice the price. Always use a non-acid flux, to aid the soldering process.

Where from? www.antex.co.uk
www.dccsupplies.co.uk



What? Mini power drill and bits

Why? As well as building the base-boards and myriad other jobs, a mini drill is also vital for drilling pilot holes in sleepers for the track pins. Check that the chuck will accept drill bits of less than 1mm, with some tools offering a range of interchangeable collets to suit different diameters.

Where from? www.machinemart.co.uk





Just a dozen or so key tools are required for successful track laying.



What? Stanley knife and extra sharp blades

Why? A stout blade is essential for cutting away plastic chairs, allowing metal joiners to slide between rails and sleepers. Always use a sharp blade - blunt tools are dangerous and can damage the delicate track. But watch those fingers!

Where from? DIY stores



What? Curved, fine-nosed pliers

Why? A small set of pliers is great for fitting joiners onto the rail ends. The angled jaws help you to reach into awkward areas. They're also handy for pushing in or pulling out track pins.

Where from? www.expotools.com



TOP TIP

What? Noticeboard pins

Why? These easy-to-fix pins are great for setting out track plans at an early stage, especially when marking out the track bed and underlay. They allow for easy repositioning and also hold the tracks in place during cutting and soldering.

Where from? Stationery stores

What? Steel rule/straightedge

Why? As well as the obvious use - measuring - steel rules also help us to check that our rails are straight and level, especially at joints. Place on the rail heads to check for any peaks and troughs. Scale rules are also useful for setting out the track and nearby infrastructure, following prototype gauging rules.

Where from? www.expotools.com



What? Track gauges and clamps

Why? Peco's simple plastic Tracksetta gauges make it easy to set out consistent curves. Various radii are available. There are also gauges for spacing adjacent tracks correctly, on straight and curved sections, as well as aids for siting catenary masts.

Alternatively, Proses' track clamps hold flexible rails in the desired curvature while you're fixing them to the baseboard with pins, providing that essential 'third hand'!

Where from? www.gaugemaster.com



What? Pin hammer

Why? Choose a tool with a small head to drive track pins home without damaging the rails.

Where from? www.axminster.co.uk





HOW TO

LAY 'N' GAUGE TRACK

Peter Marriott lays the track and makes the level crossing on his Wisbech & Upwell layout.

This Wisbech & Upwell layout was never going to be anything other than a glorified oval of track with trains passing a wayside depot, based on the one at Boyce's Bridge. I say 'based' because the real location had three loop tracks, but I decided to simplify mine and have two.

Making the track look realistic is one of the challenges of working in 'N'. I've previously used Atlas Code 65 True-Track, with its moulded plastic ballast, and Peco Code 80 Setrack. The Atlas track looked a lot more realistic to me because of the depth of both the rails and sleeper webbing when compared to that of Peco.

As I explained last issue, I've gone for Peco Code 55. The challenge is to not only get it looking good by hiding the excessive thickness of the webbing, but to ensure good connections between pieces of sectional track and refine the look of the pointwork.



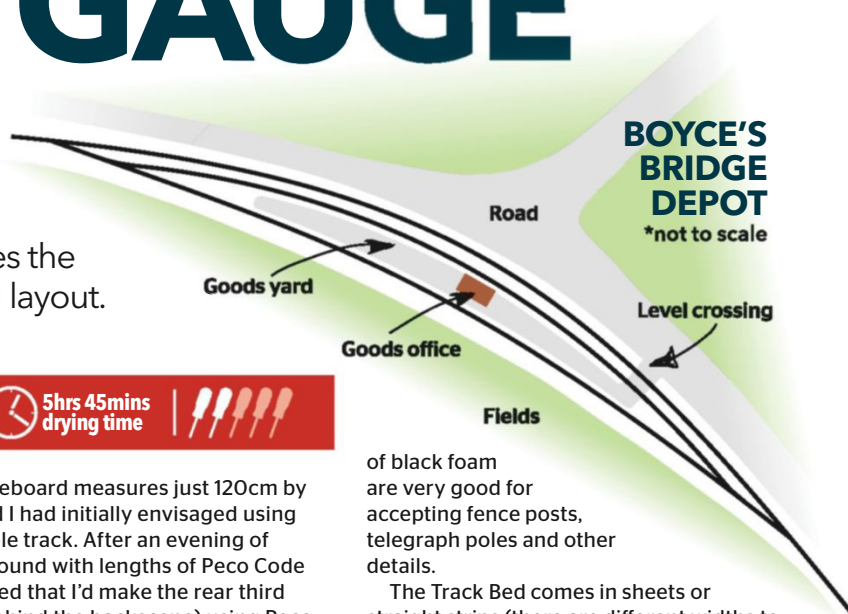
The baseboard measures just 120cm by 80cm, and I had initially envisaged using only flexible track. After an evening of playing around with lengths of Peco Code 55, I decided that I'd make the rear third (hidden behind the backscene) using Peco Code 80 sectional curves. I did this so that the track would maintain its shape on sharp curves and would give me the chance to use more gradual curves on the visible part of the layout. Peco Code 55 and Code 80 track use the same fishplates and the track pieces are interchangeable, although there is a discrepancy in the depth of the rail and sleepers.

I covered the baseboard with Woodland Scenics Track Bed because of how well this suppresses the noise of trains. These sheets

of black foam are very good for accepting fence posts, telegraph poles and other details.

The Track Bed comes in sheets or straight strips (there are different widths to suit 'N', 'OO' and 'O' gauge track). It is easy to cut, sticks with PVA or Woodland Scenics Foam Tack Glue, is compatible with cork sheet and will not dry out or crumble over time, as with other foam underlays.

For tight curves, Woodland Scenics recommends separating its Track Bed along the centre seam and repositioning the two pieces snugly together. On this layout, I cut small triangles from the material to form the inside of the curve. I used the strips in the fiddleyard and sheets on the scenic section.



Before you start



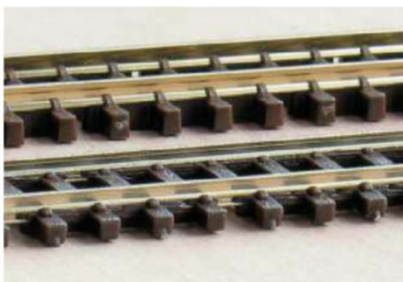
You can download Peco point templates from www.peco-uk.com. They're invaluable for layout planning. Print off several copies and cut them out using a sharp blade and a self-healing cutting mat.



My track laying toolkit: small file, craft knife, small pair of pliers and a pair of Xuron track cutters.



Peco's conducting (metal) and isolating rail joiners (nylon) fishplates are suitable for both its Code 55 and 80 track. Spare sleepers are available too, which are used when connecting flexible track to points.



In the foreground is the Peco Code 55 flexible track, with Code 80 to the rear. Note the deeper sleepers and rails of the Code 80 track.

What you will need

SHOPPING LIST

Deluxe Materials

- ◆ Perfect Plastic Putty, £5.75

Availability: Gaugemaster. Tel: 01903 884488. Web: www.gaugemaster.com

Woodland Scenics

- ◆ Track Bed 24ft continuous roll WST1474, £12.25
- ◆ Track Bed Super Sheet (30.4cm by 60.9cm) WST1477, £42.00
- ◆ Foam Tack Glue WST1444, £11.75
- ◆ Assorted Modelling Sheets WC1177, £8.75
- ◆ Foam Nails WST1432, £6.25

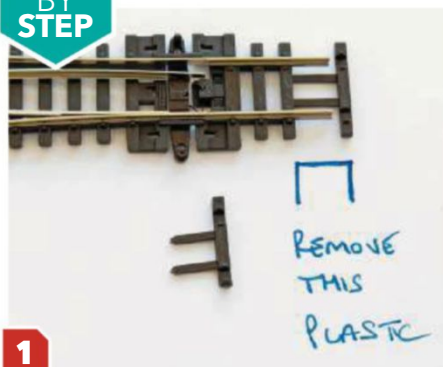
Availability: Bachmann/Woodland Scenics stockists

TOOLS NEEDED

- ◆ Craft knife with fresh blades
- ◆ Self-healing cutting board
- ◆ Steel ruler
- ◆ Small pair of pliers
- ◆ Xuron rail cutters
- ◆ Small file
- ◆ Brown and grey acrylic paints
- ◆ Tamiya finishing paper
- ◆ PVA glue

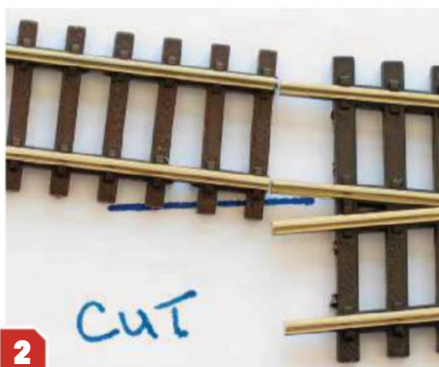
STEP BY STEP

CUT AND CONNECT 'N' GAUGE TRACK



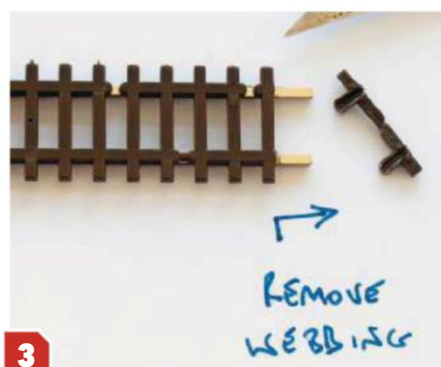
1

Peco's Code 55 points have this extra sleeper attached to what can only be described as an extended sprue. Remove it with a sharp blade and retain the sleeper.



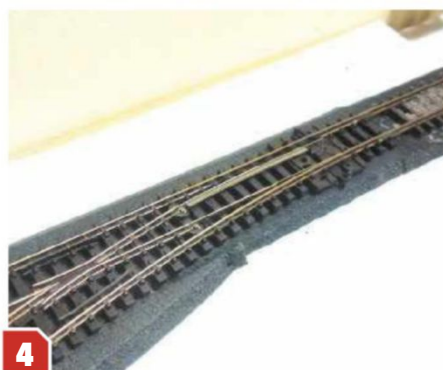
2

When joining tracks to the point's heel, you'll need to remove sleepers from one of the adjoining tracks, otherwise the sleepers will clash.



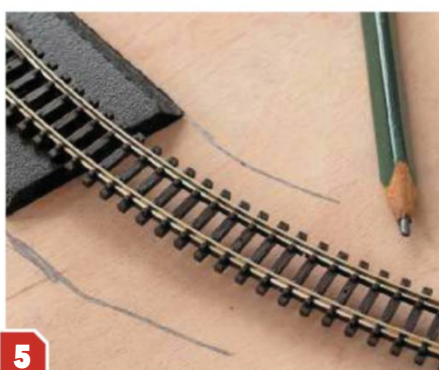
3

Mark how many sleepers you need to remove to clear the adjoining track. Cut through the webbing with a sharp blade. If you've cut the track to length, tidy the ends with a file.



4

Gently push the rail joiners onto the ends of the point. Then, resting on the baseboard or table, push the approach track rails into the joiners to complete the connection.



5

Using a piece of Woodland Scenics Track Bed and Peco Setrack, I drew the track's position onto the baseboard.



6

I cut small triangles of foam from the Track Bed so that it would follow the curve of the track. It took a bit of trial and error with the cutting to achieve an accurate curve.



7

Take the track and foam away and apply adhesive with a paintbrush. Woodland Scenics Foam Tack glue is recommended, but neat PVA - which is what I used - is just as good.



8

I held the Track Bed down on top of the baseboard with Woodland Scenics Foam Nails while the glue dried. The track isn't fixed at this point.



9

Here is the completed fiddleyard section, just awaiting the track. I covered the scenic area in the foreground with Track Bed sheets (they measure 30.4cm by 60.9cm).



10

Run a bead of glue over the foam and position the track. When you're happy that it's in the correct position, hold it down with Foam Nails and wait for the glue to cure.



11

Now test the layout. When you're happy, you can start on the fun stuff - detailing the track. The first stage is to protect the contact between point blade and stock rail.



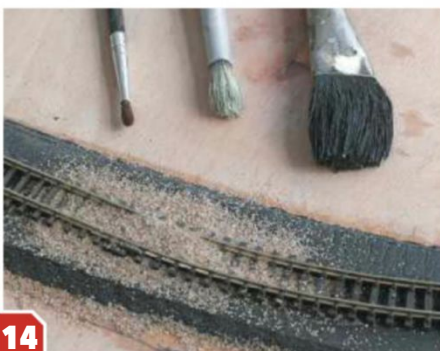
12

Give the track a good covering of Humbrol 29 Dark Brown acrylic aerosol. This will tone down the plastic sleepers while ensuring the rail sides have a good rusty colour.



13

The rear of the tops of the rails have been cleaned with an abrasive block. The rail heads in the lower right of the picture are still covered in paint.



14

I used very fine sand for the ballast. Deposit a heap with a small spoon and tamp it down with the spoon's back, your finger and a stiff paintbrush.



15

Mix water and a drop of washing-up liquid in a Deluxe Materials Ballast Spray Bottle. Mist the mixture over the ballast and then dribble on some Woodland Scenics Cement with a pipette.

Wiring the layout

I used DCCconcepts wire cutters to remove the excess plastic protection from the wire, then soldered the wires to the track. I drilled two small holes through the foam Track Bed and the plywood baseboard to take the wires underneath the baseboard out of sight.



Building up the land

It's easy to fall into the trap of inadvertently creating a ballast shoulder when you just put an underlay under the track. You can see the ballast shoulder on a modern main line, where the deep stone ballast lifts the track above the surroundings to create a very obvious definition between 'the railway' and 'not the railway'.

This isn't an acceptable look for all railways, especially the Wisbech & Upwell. Being a roadside tramway, there was - quite literally - no boundary between the railway and its surroundings.

Covering your baseboard with foam or cork sheet will enable you remove the ballast shoulder effect that laying underlay purely underneath your track will create. However, to create the full W&U effect, I needed to bring the surrounding landscape - especially the roads - to almost the same level as the rail tops. 2mm mount board, available from any art or hobby store, is perfect. I cut some sheets of card to cover the entire landscape on either side of the railway.

At many W&U depots, particularly Boyce's Bridge Depot, access to the goods yard was via a level crossing. My depot certainly needed one, but I didn't think that the grain of real wood (balsawood) would be visible in this scale so I made mine using some Woodland Scenics Assorted Modelling Sheets. Here's how I got on...

STEP BY STEP

MAKE A LEVEL CROSSING



1

To build up the level of the land around the track, I used 2mm mounting card. There's an obvious white edge to the card, so paint it - and cover the rest with acrylics.



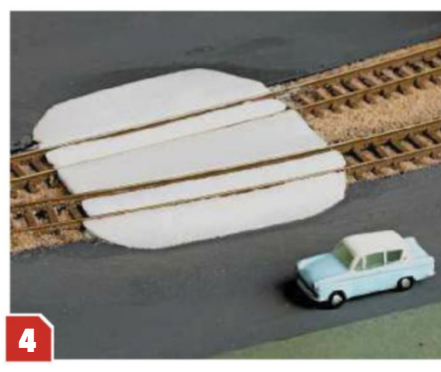
2

The beauty of using a card base is that you can sketch the position of key scenic features onto it with a pen or pencil. Here's the location for the level crossing.



3

I cut the Assorted Modelling Sheets with a Swann-Morton knife and then smoothed the surface with a piece of Tamiya finishing paper to prevent a step next to the road.



4

Here are the five pieces of cut foam sheet roughly *in situ*. I tested both running lines with wagons to ensure that I had left sufficient gap for the wheels to pass.



5

To ensure that there was no sharp edge or step next to the road, I used Deluxe Materials Perfect Plastic Putty to fill the gap. Once dry, smooth it with abrasive paper.



6

I used a dark brown acrylic paint, purchased from Hobbycraft, to paint the white pieces of foam.



7

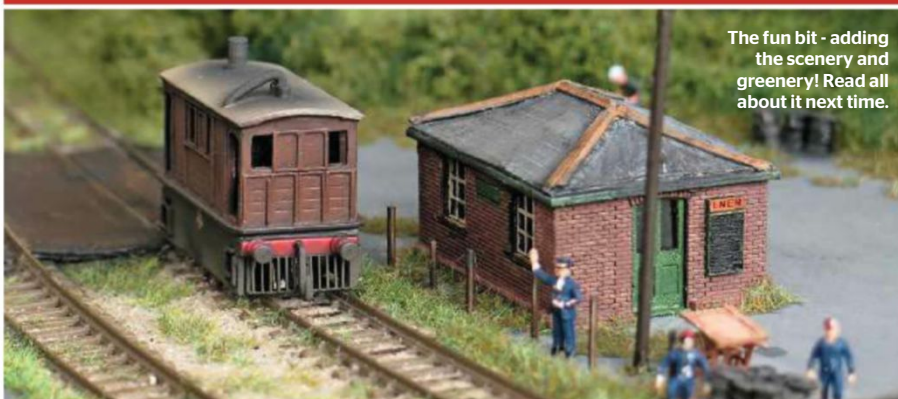
It took two coats of brown acrylic paint to fully cover the white foam pieces. I cleaned any excess paint off the rails after it had dried, using a track rubber.



8

The last job was to paint the road grey, to provide a neat contrast to the wooden level crossing. All that was needed to finish the track was some weeds...

Next issue...



The fun bit - adding the scenery and greenery! Read all about it next time.



HOW TO

CONNECT TRACKS OVER GAPS

Rails at the baseboard ends are prone to damage, especially on portable layouts, as **George Dent** recently discovered.

Like most modellers, I lack the space for a permanent layout at home. Therefore, portable baseboards have been a necessity over the years. With this arrangement, however, comes the need for creating reliable rail joints between boards.

The need for close-fitting rails is important, so that our trains can move safely from one section to another. The other vital factor is resilience. The rails at each end of the baseboard are inevitably exposed to potential



damage, with plastic-sleepered, proprietary track being the most delicate, especially finer scale versions.

Accordingly, I usually replace the end sleepers at each baseboard joint with copper-clad board, with the rails soldered securely. This seems to have been sufficient in the past, although I've usually been assiduous

in building secure wooden crates for storing the baseboards. Recently, however, one of my mini layouts suffered some terrible damage to the tracks. Alas, I was entirely to blame.

Not only was my clumsiness the cause of the broken rails and sleepers, but lack of forethought put them at greater risk in the first place. Having begun life simply as a working diorama, I decided to convert 'Lisburn Lane' into a fully functioning micro layout, with fiddleyards at either end of the 4ft scenic section.



Rails passing across baseboard joints are prone to damage, so they need to be reinforced effectively.

Consigning the building of the fiddleyards for a rainy day, I left the rails overhanging the baseboard ends slightly, knowing that the layout's flimsy MDF shell would soon be encased with a sturdier plywood box, complete with lighting rig. Unfortunately, the strengthening work only occurred after the track at both ends was mangled.

TRICKY REPAIR

The single copper-clad sleeper, soldered to the rails at each end of the baseboard, wasn't enough to protect the Peco Code 75 track from extensive damage, stretching a good six inches inboard. The only option was to cut out the affected rails and dig out the sleepers from the ballasted track bed. With the damaged track sections partly obscured by a bridge and trees, access for repairs proved a little tricky.

But, after taking a deep breath, I set to work and managed to get the track re-laid after a couple of days. Having learned my lesson the hard way, I've adopted a more rigorous approach to securing the tracks the second time around!

What you will need

SHOPPING LIST

- ◆ Copper-clad sleepers ◆ Track gauges **Availability:** C&L Finescale. Tel: 01372 748490 **Web:** www.finescale.org.uk
- ◆ Non-acid flux pen **Availability:** DCC Supplies. Tel: 01905 621999 **Web:** www.dccsupplies.com

TOOLS NEEDED:

- | | | | |
|--------------------------|-----------------------|-----------------|--------------------------------|
| ◆ Knife and fresh blades | ◆ Pliers | ◆ Scratch brush | ◆ Soldering iron and equipment |
| ◆ Xuron rail cutters | ◆ Broad firmer chisel | ◆ Straightedge | |
| ◆ Files and abrasives | ◆ Mini drill and bits | ◆ Multi-meter | |

STEP BY STEP

REPLACE DAMAGED TRACK



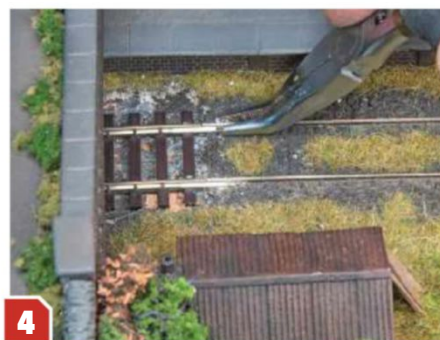
1 Identify the extent of the damage to the track and cut the rails *in situ* with a set of sharp Xuron cutters. Keep the flat edge of the blades to the 'good' side, minimising the need for dressing the ends with files.



2 Remove the scrap rail sections and carefully scrape away the ballast and sleepers with a broad, flat chisel. Work slowly and look out for track pins, which can be plucked out with fine pliers.



3 Vacuum away the loose debris and gently cut away the plastic chairs from the rail ends. This can be tricky in awkward areas, although a small, fresh scalpel blade (such as a Swann-Morton No. 15A) makes the job easier.



4 Cut a new section of track to the required length (slightly longer if bridging a baseboard joint). Use this new section to transfer the rail joiners gently onto the old rails with fine pliers.

Not-so-sticky situation

Extracting the damaged sections of track wasn't as difficult as I'd expected, owing mostly to the adhesive used to fix the ballast. Instead of the traditional diluted PVA glue, which sets rock-hard, I'd used this layout to test Ballast Bond, a liquid glue from Deluxe Materials.

With no need for diluting, Ballast Bond penetrates the stone chippings and forms a secure bond with a clear, matt finish. It remains flexible when dry and can be peeled away easily at any time in the future, without damaging track or points. Any stubborn residues can be removed with warm water.

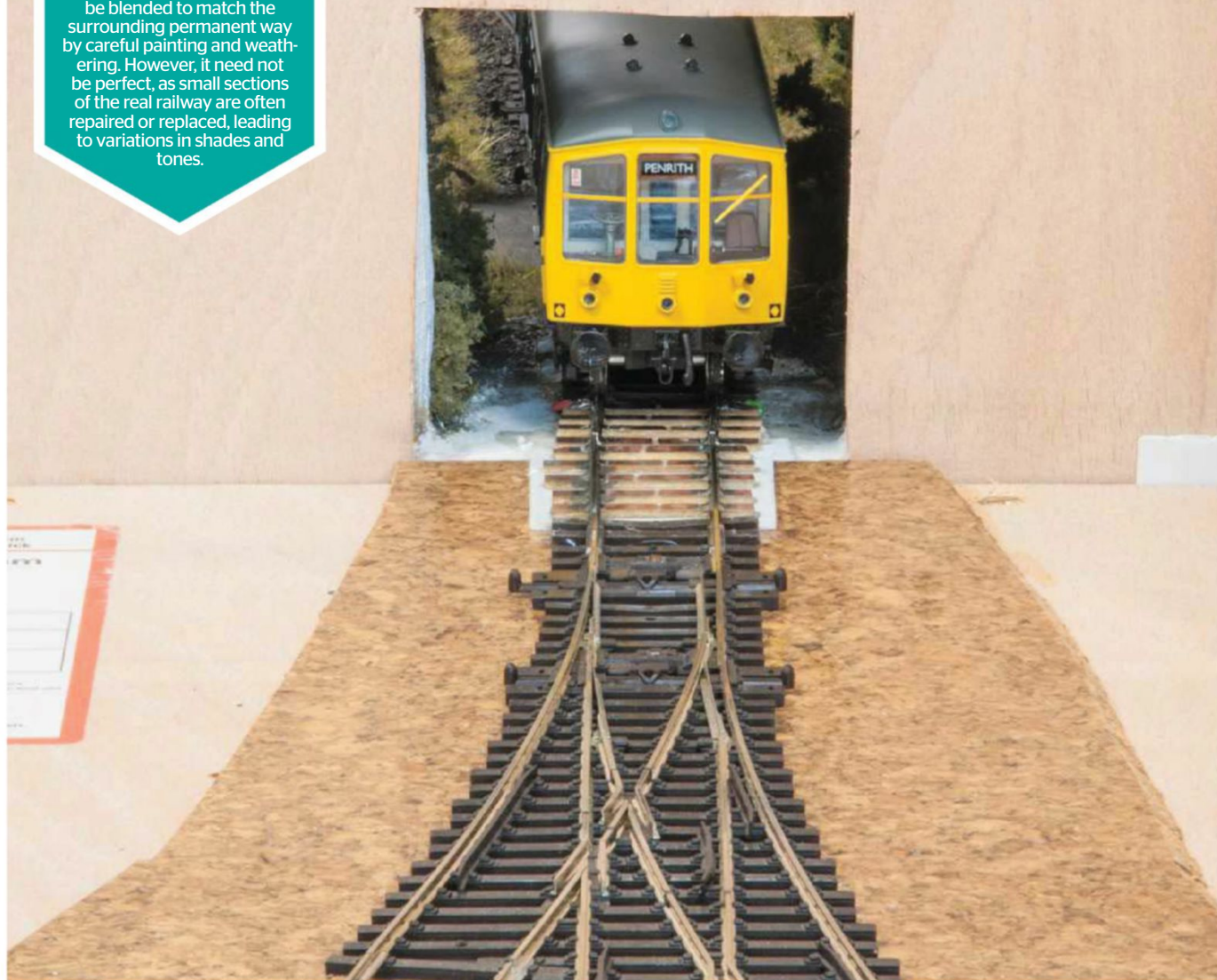


In fact, when lifting the sleepers, the only source of resistance came from the track pins, which needed extracting with fine pliers.

TOP TIP

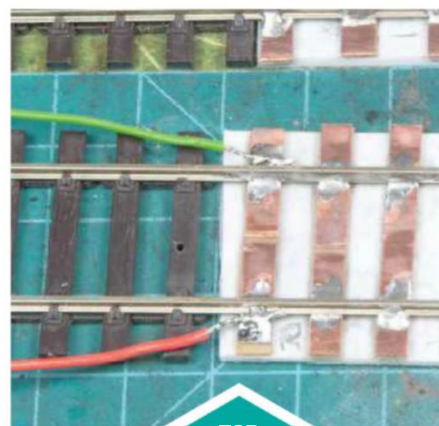
Re-laid sections of track can be blended to match the surrounding permanent way by careful painting and weathering. However, it need not be perfect, as small sections of the real railway are often repaired or replaced, leading to variations in shades and tones.

Soldering rails to copper-clad sleepers, which in turn are glued securely to the baseboard, offers a resilient solution.



GROUND WORKS

If the track bed has been damaged by the removal of track and ballast, level it off with fast-drying repair plaster, sanded smooth once cured.



TOP TIP

Don't forget to reinstate any track power feeds where necessary. As this section will be hidden by an overbridge, I simply soldered the wires to the ends of the copper-clad sleeper.



STEP BY STEP

BRIDGE BASEBOARD JOINTS



1

A handful of copper-clad sleepers replace the original sleepers on each side of the baseboard joint. Add plastic card shims to maintain the correct rail height. Fix the sleepers to the plastic card with cyano or epoxy glue.



2

Insulating slots must be filled into the face of each sleeper to prevent short circuits. Double check with a multi-meter to ensure the conductive coating has been broken completely.



3

In this case, the adjacent track and new sleeper section have been fixed to the baseboard with PVA and left to cure overnight. The rail is then soldered to the copper-clad sleepers, one at a time.



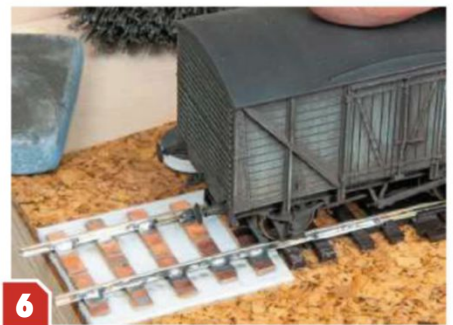
4

Use gauges to maintain alignment while soldering the second rail in position. Use a hot, powerful iron, non-acid flux and avoid getting large lumps of solder on the inside of the rails.



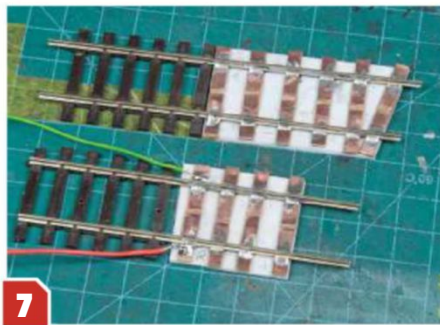
5

Clean the solder joints with damp swabs to remove any traces of flux, followed by a few strokes with a wire brush. Run a track rubber over the rail heads, followed by a polish with a fine abrasive pad.



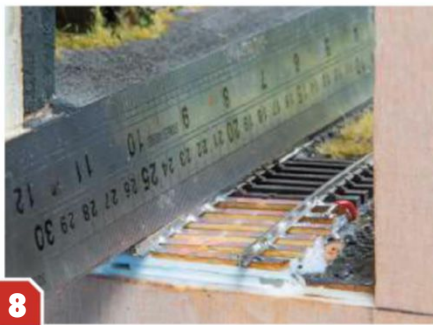
6

Brush or vacuum away any debris and check the track section with items of rolling stock. Look out for wheel flanges catching any lumps of solder, running a file over any offending deposits.



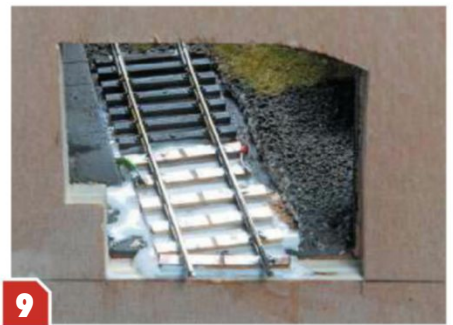
7

For obstructed areas of the scenic layout, construct replacement sections on the workbench. Where tracks cross baseboards at an angle, ensure that the rails are supported as close to the ends as possible.



8

Test-fit the new track sections and check for consistent rail height with a straightedge, creating extra plastic shims if necessary. Also check clearance for platform edges and other lineside structures.



9

Re-drill holes for track pins before laying the track onto a bed of PVA glue. Press the pins into the underlay with pliers, or a hammer if room allows. Make final checks for alignment and leave to cure overnight.



10

Carefully trim the rail ends flush with the baseboard edges with a set of Xuron cutters. Dress with a broad, flat smoothing file, followed by abrasive pads to remove any tool marks.



11

Repeat the dressing of the rail ends on the adjacent baseboard and make any necessary adjustments to the alignment and height of the board joints. Aim for a small gap between the rails of about 0.5-1mm.



12

Make up any power connections and test the layout fully with a variety of rolling stock, before ballasting, painting and weathering the new track sections to blend with the rest of the layout.



HOW TO

BALLAST A TRACK - WITHOUT TEARS!

Where track ballasting is concerned, achievement never matches aspiration for **Chris Leigh**, but why did railways need ballast, and why were the tracks so scrupulously neat?

I used to think ballasting was like Marmite, but it isn't. Some people actually like Marmite, but no one that I've ever met likes ballasting track, in any scale! When I built my 'O' gauge 'The Railway Children' layout, I got my seven-year-old granddaughter, Megan, to do the ballasting work and I just applied the glue. I did the ballasting myself on 'Polwyddelan', but there wasn't much of it and, as it is a modern branch line, it didn't need to be particularly neat.

Now, for my next exercise I've moved to 'N' gauge. I did build a little 'Hayling Island' layout in 'N' gauge a few years ago. I don't remember

much about the ballasting, but the main length of track was on the wooden Langstone Viaduct and that wasn't ballasted. The new project represents the Staines West branch, from the terminus through to Poyle Halt. It used to be a wonderfully rural branch, despite its proximity to Heathrow Airport and the London suburbs.

From Staines West station it passed allotments before heading through a willow copse, up over the Wyardisbury River and the Southern line to Windsor and out onto Staines Moor. After a couple of miles it reached Poyle Halt (for Stanwell Moor) and

entered an area of light industries at the lineside.

I went through my collection of Staines branch photographs and singled out those that cover the section which my layout will depict. Inevitably, a large number of the photographs were taken in the few weeks before the passenger service was withdrawn at the end of March 1965. This was a railway which had been in decline since the end of the Second World War and had been awaiting Beeching's axe for over a year. Yet the track in the photographs is immaculate. Today's main lines are overgrown and neglected by

What does ballast do?

Ballast is the one constant feature of railway track. Brunel's baulk road gave way to cross-sleepers. Timber sleepers gave way to concrete. Bridge and Barlow rails gave way to bullhead and that, in turn, was replaced by flatbottom rail. Fishplates were replaced by continuous welded rail. Only now is slab track replacing ballast, and then only on new builds in tunnels or on high-speed lines.

Ballast, which is crushed rock, provides a consistent, easily levelled bed on which the track is laid. Further ballast is then added and tamped into place

between and around the sleepers. It holds the track in place, supports it evenly and provides drainage.

Today's use of deep ballasting requires less maintenance, and the absence of frequent inspections by men on foot does mean that some of the detailed attention - to weed removal, for instance - is no longer done. While the track is better than ever, in line with higher train speeds, the periphery is less well maintained, with weeds and undergrowth frequently encroaching into the lineside cess, sidings and even station areas.

A Pressed Steel railcar bound for Staines West approaches Poyle Halt in 1964. The branch was only months from closure, yet the ballast is deep and clean, the cess is clearly defined and, apart from some litter, the lineside is well maintained. RCTS LIBRARY



Despite closure to passengers in 1959 and freight in 1965, when the Great Western Society operated autotrains on the Wallingford branch in 1967/8 the track remained in good order with a good ballast shoulder, although grass has encroached over the cess. KEITH JAGGERS



Rebuilt 'West Country' 4-6-2 No. 34013 (formerly Okehampton) heads a long-welded rail train on the Up Slow at Weybridge during the Bournemouth electrification works. The Down Fast has been relaid with concrete sleepers and both Fast lines have fresh ballast, though not the Slow lines. KEITH JAGGERS

comparison, yet this was by no means uncommon on branch lines maintained in the old ways to old-fashioned standards. No wonder Beeching looked so closely at costs.

This was in the days when a 'ganger' patrolled his length on a daily basis, and when there was a prize for the best-kept length; track and cesses were scrupulously maintained. On a branch where there were no heavy freight trains constantly braking, where trains had no toilets discharging onto the track, and where the service was never intensive, there was little to discolour the ballast. An annual visit by the weed-killing

train, with its powerful spraying equipment, was sufficient to keep the cesses clear of vegetation: I well recall the browned and dead leaves of the lineside growth which indicated a recent visit.

If we are modelling a historic time - and my memories of the Staines branch date from 50 years ago - we must model the scene as it looked then, not how we imagine it looked based on our modern viewpoint. The picture at the top of this page shows just how good the track looked and it was that quality of track and ballast maintenance that I wanted my 'N' gauge effort to reflect.

Traditional methods

The traditional method of track maintenance was labour-intensive and involved the 'ganger', or platelayer, walking his allocated length of line and visually inspecting it at close quarters. He would carry his key hammer and drive back into place any wooden keys that had worked loose. He, and the men who worked with him (if any), would attend to such routine tasks like keeping the cess clear of weeds and clearing debris from watercourses or culverts which might otherwise block and flood the line or cause a landslide.

The result of this close attention to detail was a railway so well maintained that there would be annual contests for the best-kept section. Some would even be marked with 'Prize Length' displayed on a board at the lineside. I seem to recall seeing one on the Taunton-Barnstaple line in the mid-1960s. With all this attention, the ballast would not be forgotten and it was often a case of 'not a stone out of place'.



PREISER 10418 TRACK WORKERS WITH TOOLS (PK6) 'HO' GAUGE FIGURES
Code: 10418 RRP: £16.00

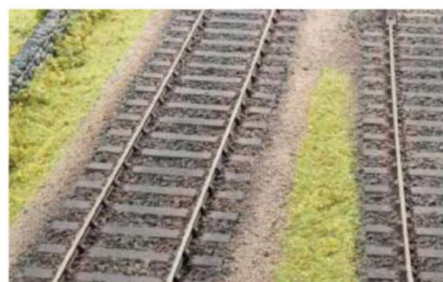
How to ballast track

Ballasting is a necessary chore, but it needn't be too onerous. **George Dent** offers some helpful and simple hints for success.



Ballasting can be achieved surprisingly quickly, with simple methods and very little equipment. We can even 'age' our ballast effectively using a special dye mixed with the adhesive, making it easier to recreate a weathered appearance or fine-tune the shade of stone.

Furthermore, mixing together slightly different shades and grades of ballast before applying the track can also introduce some welcome natural variation. For this demonstration, I combined two slightly different shades of Geoscenics' grey ballast before applying to the track. A much finer, lighter shade was then spread in the 'cess', for that manicured steam era look.



George says...

“For this 'O' gauge track, I've used ballast grades billed for 'OO' and 'N' gauges. Erring on the smaller size, whatever scale you may be working in, often creates superior results”

Tools needed

- ◆ Teaspoon
- ◆ Syringe applicator
- ◆ Mixing bowls
- ◆ PVA adhesive
- ◆ Washing-up liquid
- ◆ Plant mister
- ◆ Paintbrushes



Above: Ballast dye gives the ballast more depth, while airbrushed weathering on the rails and sleepers finishes things off nicely.

Left: A mix of similar ballast grades, with finer material either side of the tracks, makes for a convincing re-creation of steam-era track.

STEP BY STEP



1

With the track pinned down and all electrical connections made, the ballast can be positioned with a teaspoon. Be sure that the chippings are evenly distributed between the sleepers.



2

A dry paintbrush helps spread the ballast and attain a uniform depth, just below the top of the sleepers. Also use the brush to move ballast clear of point blades, tie-bars, crossing vees and any power contacts.



3

Carefully arrange a finer grade of ballast in the cess, on either side of the line. Using a plant mister or airbrush, gently wet the ballast with water or a mild alcohol (IPA) to reduce the surface tension on the porous surface.



4

Mix PVA adhesive, warm water and a few drops of washing-up liquid in a jar, stirring thoroughly to create a water-like viscosity. A few drops of Geoscenics ballast dye can also be added as desired.



5

Dispense the glue mix with a syringe and pin-point needle tip. The pre-wetted ballast will readily absorb the glue. Work on a few square inches at a time, re-wetting the ballast with the mister or airbrush as you go.



6

Work gently to avoid disturbing the ballast, although the back of the teaspoon will flatten any craters left by air bubbles. Once the ballast is flooded with the diluted white glue, leave the surface to dry for a few days.

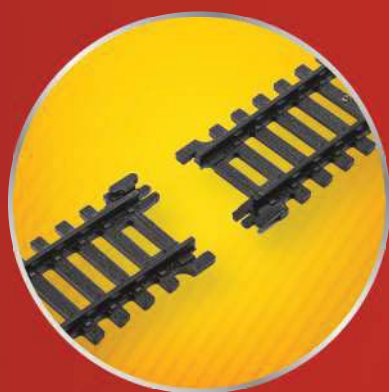


JUNIOR EXPRESS TRAIN

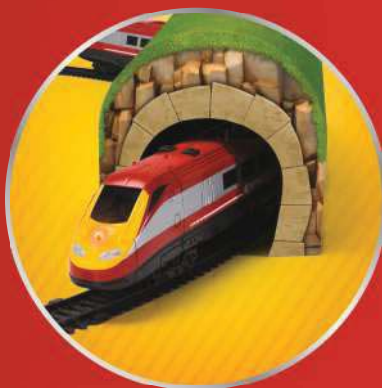


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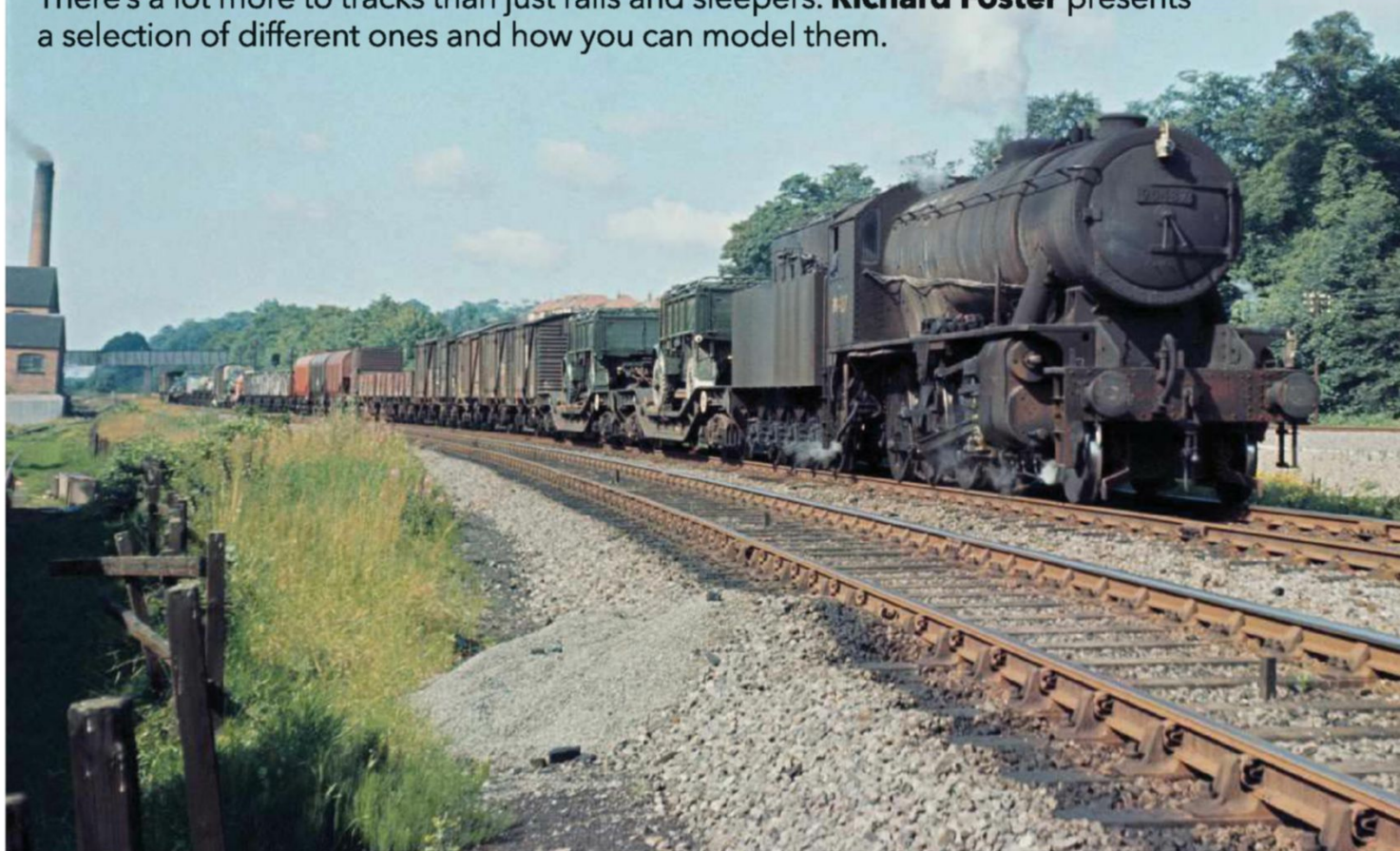
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HOW TO

CREATE REALISTIC TRACK

There's a lot more to tracks than just rails and sleepers. **Richard Foster** presents a selection of different ones and how you can model them.

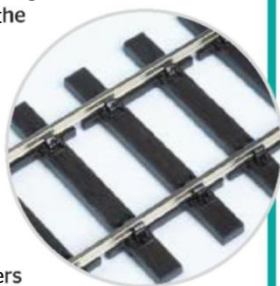


RAIL TRANSITION

Britain's railways have traditionally used bullhead rail, held in chairs that were bolted to wooden sleepers. Keeping this track in good order was a time-consuming process so, during the BR era, flatbottom rail started to become the norm. This view of 'WD' No. 90487 at Colwick, near Nottingham, on July 31 1965 (above) shows the transition taking place: the line in the foreground is of bullhead rail and the far track is flatbottom.

HOW TO GET THE LOOK

'OO': Peco SL-100F Code 75 flatbottom rail on wooden sleepers; Peco SL-700BH bullhead rail on wooden sleepers
'N': British Finescale Finetrax Code 40 bullhead; Peco SL-300F Code 55 flatbottom rail on wooden sleepers



'STEAM ERA' COLOUR

This is Aylestone, just south of Leicester, on the Great Central Railway's London Extension, as '9F' No. 92092 pounds south with a lengthy goods train. The track is in typical 'steam era' condition; the ballast is neat, the embankments are tidy and the whole track is what can only be described as 'lightly weathered'. The use of pale sieved sand will recreate the beige-grey ballast colour, while a light coat of weathering aerosol will add just the right amount of dirt to the sleepers.

HOW TO GET THE LOOK:

Give your track a light coat of RailMatch 1403 Roof Dirt or 1406 Sleeper Grime aerosol spray paint (www.fox-transfers.co.uk) or some Precision Paints P961 Sleeper Grime via an airbrush (www.phoenix-paints.co.uk).





IAN RUTHERFORD/ALAMY



BET ON RED

We instinctively know what colours ballast is: greys and beiges are a safe bet. But what about red? This granite ballast with a red tinge is a familiar sight in Scotland and it's begun to spread to other parts of the UK. It's rather distinctive, especially when freshly laid, as in this photograph of celebrity 'A3' No. 60103 *Flying Scotsman* at work on the new Borders Railway at Galabank on May 15 2016. Luckily, it's easy to replicate.

HOW TO GET THE LOOK: Lay Geoscenics Iron Ore granules as per 'typical' ballast chippings (www.geoscenics.co.uk). This is already a good red shade, but you can bring out the colour with some Modelmates Weathering Spray Dye in Rusty Red, Soot Black and Mud Brown (www.buffermodelrailways.com). Apply with a pipette.



A.G. BELL

PETER WALTON

STEAM RAILWAY COLLECTION



PAINT IT BLACK

We've already said that ballast can be red. But the other colour to consider is black. This photograph of 'Peak' 45039 at Leeds City shows just how black ballast can become. Oil and muck from passing trains mixes with water to form a thick sludge, and it's common on both steam and modern era track. However, it's not often modelled, so here's a simple way to achieve it...

HOW TO GET THE LOOK: Geoscenics offers two products to mimic this black ballast. There's Black Concentrate powder that can be applied to ballast, or an Oil Spill kit that involves mixing the concentrate with chippings and water to make as thick a sludgy ballast as you could wish (www.geoscenics.co.uk).

RUST NEVER SLEEPS

There's some major trackwork going on at Cambridge on March 8 1982, as 'Peak' 45043 passes with an Up freight. The freshly laid ballast is a beautifully uniform shade of grey and complements the pristine concrete sleepers. But notice how the new rails already sport a layer of surface rust. The tops will eventually become shiny due to passing trains, but the sides will retain their rusty shade.

HOW TO GET THE LOOK: You can paint the rail sides (and chairs where applicable) with a rust-colour paint, using a fine brush or Joe's Model Trains Rusty Rails Painter (www.osbornmodels.com). Or just give the track a coat of Humbrol 29 Dark Earth Matt acrylic aerosol and clean the rail tops afterwards.

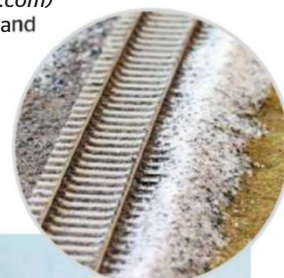
MARK J. WRIGHT



SHOULDER AND DETAILS

The modern main line presents a very different picture to that of the steam era. Plain track usually has concrete sleepers, but the thing that catches the eye the most is the deep ballast with its obvious ballast shoulder. The other factor to bear in mind is the 'accessories'; the cable troughs, AWS ramps, TPWS grids and lineside relay boxes and cabinets, to name but four. Thankfully, all are easy to model.

HOW TO GET THE LOOK: Mix Deluxe Materials' Ballast Magic (www.gaugemaster.com) with a grey ballast of your choice and follow the instructions to sculpt a suitable ballast shoulder. Use the moulded ramps, grids, cabinets and concrete troughs from Wills/Peco, which are available from Peco stockists (www.peco-uk.com).



QAPHOTOS.COM/ALAMY



GREASE IS THE WORD

This July 1984 photograph of Garsdale on the Settle & Carlisle is full of useful track details. The track may be flatbottom rail, but it's still jointed every 60ft. Fishplates need greasing to allow the track to expand and contract, and you can see the black of the grease contrasting with the brown of the rust. Mechanical parts of the points have been greased too. Also in this photograph is the point rodding, a feature largely gone from the railway and often overlooked on layouts.

HOW TO GET THE LOOK: A dab of black paint on your rail joiners will make a visual difference. Wills' plastic point rodding is inexpensive and readily available (from Peco stockists) so there's no excuse not to have this important feature on your layout.



CHRIS DYSON

LINES BLURRED

The ballast shoulder of the modern main line provides a distinct 'edge' to the railway. Away from the main line, however, that edge was less obvious, as this 1978 view of Appleby East illustrates. The track is on the same level as the surrounding ground and the cess ground material mixes seamlessly with the ballast.

HOW TO GET THE LOOK: Ballast your track in the normal way, before pressing DAS clay into it with your fingers, followed by a damp, stiff brush. When the clay is dry, apply suitable shades of emulsion paint.



STEPHEN MCGAHON

ROOM FOR EXPANSION

Continuously welded rail does make train travel smoother and faster (hands up those who miss the clickety-clack) but it causes a problem: there's no facility to allow the rails to expand or contract with changes in temperature. The result is the expansion joint, or 'breather switch', which has an angled cut across the rails, and rails bolted to the sleepers hold the two ends together.

HOW TO GET THE LOOK: Peco has produced a 'OO' gauge kit (SL-44) of an expansion joint similar to the real-life version in the foreground of this photograph of 47471 *Norman Tunna* G.C. crossing Arnside Viaduct with a Barrow-Liverpool service on June 26 1984.



CHRIS DYSON

SLIPPING STANDARDS

The immaculate condition of the railway began to slide during the 1970s. This 1977 view of 'Deltic' 9014 *The Duke of Wellington's Regiment* accelerating up Holloway with a King's Cross to Newcastle service reveals that most of the permanent way is still in excellent condition. However, ballast is beginning to cover the sleepers, surplus rails are left in the six foot and wild plants are thriving.

HOW TO GET THE LOOK: Model buddleia by covering pieces of seamoss with Woodland Scenics Blended Turf, then paint various branches purple.



JOHN COOPER-SMITH

TRACK VS NATURE

The most intriguing type of railway is one where the tracks are so covered with weeds that it's hard to see how a train can pass. The Talylllyn Railway's overgrown track is what piqued Tom Rolt's interest enough to lay the foundations for the railway preservation movement. Happily, the track in this 2000 photograph is in better shape, but it still conveys the mystery and romance of the 'organic' railway.

HOW TO GET THE LOOK: Dollop PVA onto ballasted and painted track, then apply 6mm static grass fibres (2mm for 'N' gauge).



JEFF MORGAN 06/ALAMY

3 things you might like to try



D. MCNAMEE

1 Track renewal could take place anywhere, no matter the quality of the original permanent way. This is Bickershaw Colliery, in Lancashire, and despite the quality of the permanent way, a point has been replaced. The coal dust 'ballast' is left to one side and fresh sleepers are still exposed. Granite ballast has been used to pack some of the track.



COLOUR RAIL

2 Loading terminals take on the colour of the material being loaded. The most distinctive was the white that covered cement and china clay sidings. Track, buildings and even rolling stock took on a ghostly appearance. Neil Sullivan's approach to modelling a china clay dries was to use real, dry china clay (correctly called kaolin), sieving it over the layout and fixing it in place with PVA.



RON TIBBITS/COLOUR RAIL

3 Tracks embedded in roads are the only thing more intriguing than a weed-covered railway. Modelling this used to be time-consuming, but now we have two more options: laser-cut ply from Scale Model Scenery (www.scalemodelscenery.co.uk) or 3D-printed inserts from Rue d'Étropol (www.rue-d-etropol.com) that are designed to fit around 'OO' gauge section track systems.

Olivia's Trains of Sheffield

'OO' Gauge UK DCC
Sound Specialists.



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Intake, S12 2AE

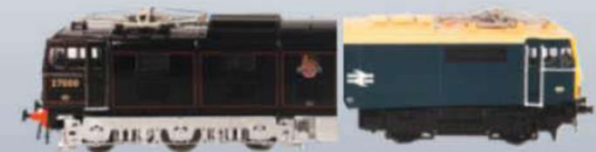
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HOW TO

ASSEMBLE A PACER FLEET

Paul A. Lunn suggests ways of creating the ultimate fleet of BR railbuses.



Variations

Class 141 141103 and Class 142 142087 at Selby on March 30 1994. Despite only a year or two between the builds and a similar amount of Leyland parts used in both, the two units reveal a number of key variations: roof construction and shape; driving cab window and, perhaps most importantly, the '141' is only bus width, hence the gap between it and the platform edge.

My admiration for the 'Pacers' arises from their rugged, functional appearance, the clever ingenuity of two disparate forms of transport brought together in one practical design and their usefulness, in model form, by providing us with a minimum-space Diesel Multiple Unit.

'OO' gauge modellers have a great start in assembling a 'Pacer' collection with Realtrack Models' superb Class 143s and 144s. It also has a Class 142 on the drawing board to replace the old Hornby model.

Hornby's '142' isn't bad when you consider that it's 30 years old this year and can be upgraded to a more acceptable standard (Hurst Models' CKU000 Class 142 Pacer/Skipper 'single leaf' double doors are a particularly useful product). Furthermore, the Hornby model is a potential donor for the early Leyland experimental railbuses.

It makes common sense for advanced

modellers to replicate British Rail and British Leyland's method by combining train and bus products together; so that's Hornby's chassis and EFE's 1:76 scale Leyland National. Alternatively, for less experienced modellers, there's a couple of sneaky cheats, and a flexible interpretation using the Hornby model in its entirety, for various end results.



Prototype and model comparative analysis

The Class 141 and its predecessors were built using the standard-width Leyland National bus body, and there are two principal lengths - 11.3m and 10.3m - with EFE's die-cast model seeming most appropriate for the job. The shorter body is the most useful, in that panel and window length is

the same as those used on BR stock.

The latter is unsuitable and a donor model can only offer its cab, roof, roof pod and doors for LEV 1.

Table 2 shows the relevant dimensions on the 11.3m body, and in compiling this I was surprised just how many principal measure-

ments were similar or the same, save for LEV 1, suggesting that adaptation is likely to be less onerous than you might initially think. Even though I've not been able to confirm every measurement, it wouldn't be difficult to make a good guess given others on the table.

Table 1

UNIT	LENGTH	WIDTH	HEIGHT	WHEEL CENTRES	COMMENTS
Hornby Class 142 Pacer	14.94m over body 14.48m over chassis	2.74m	3.89m	8.92m	- Height from wheel tread to top of roof pod - Width as per BR standard stock - Dimensions scaled up to prototype
LEV 1	12m	2.5m	3.9m	7m	- Built 1978 - Wheel centres estimated
LEV 2	15.3m	2.5m	3.7m	9m	- Built 1979/80 - Height to top of roof pod
RB3	15.3m	2.44m	*	9m	- Built 1981
Thailand Demonstrator	15.3m	2.5m	3.9m	9m	- Built 1983/4 - Basic version of the Class 141 - Metre gauge
RBO02	15.3m	2.44m	*	9m	- Built 1983/4 - Class 141 lookalike
RBO04	15.3m	*	*	9m	- Built 1984 - Class 141 lookalike
Class 140	14.59m over headstocks 15.12m over body	2.5m over body 2.47m over running boards	3.9m	9m	- Built 1979/80
Class 141	15.45m over headstocks 15.87m over body	2.47m over body 2.74m over running boards	3.9m	9m	- Built 1982/3

* Indicates size not confirmed

Table 2

DIMENSION	EFE BODY	SCALE
Overall length	150mm	37ft 6in
Overall length (not including rear end side window/door)	135mm	33ft 9in
Overall width	32mm	8ft 0in
Overall height (base of door to roof)	36mm	9ft 0in
Pod from roof centre line	4mm	1ft 0in



The difference between the Hornby Class 142 and the narrower EFE bus body is clear in this image. ➤





How to build a LEV 1

LEV1: There are two options to make LEV 1. You could either cut and shut two EFE Leyland National Mk 1 bus bodies (cut as shown) or fit the National cabs to Hornby's Class 142 body. Both require a Hornby chassis to complete. This will need to be reduced in length and the wheel centres adjusted. Add front end and side detail, nose cone and skirts, UK or US outlines. The finished model has been made by modeller Garry Long. BOTH: GARRY LONG

LEV2: There are two options here, using EFE National 2 bodies (two long-length required) on Hornby Class 142 chassis or EFE cabs and Hornby Class 142 body and chassis. The chassis will need lengthening.



THAILAND DEMONSTRATOR: Hornby Class 142 body and chassis (single unit) plus spare cab L6361 or cut from another unit. Note that the model is too wide, and those looking for greater accuracy should reduce body width.

RB002: Hornby Class 142 body and chassis (single unit) plus spare cab L6361 or cut from another unit.

RB003: EFE National 2 bus body and cabs (two long length required) and Hornby Class 142 chassis. See photo above.

RB004: Hornby Class 142 body and chassis (single unit) plus spare cab L6361, or cut from another unit.

Class 140: Hornby Class 142 two-car unit body and chassis. Model will be too wide. Cabs scratchbuilt using scale drawings from www.pdhdrawing.com You'll see from drawings

and photographs that there's a wide panel at the mid-point which needs splicing in.

Class 141: Hornby Class 142 two-car body and chassis.

Bodies and chassis

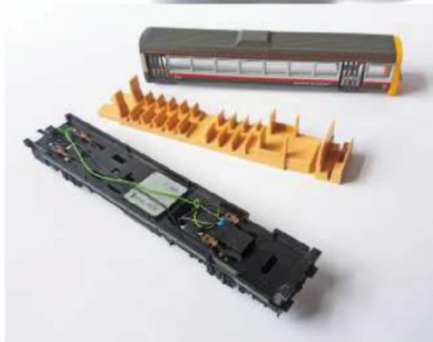
LEV 1-Class 141 shared the narrower bus body, so there are three options to consider if you're planning an EFE/Hornby conversion:

- 1 Ignore the difference.
- 2 Reduce the width of both the Class 142 body and chassis to produce an earlier unit.
- 3 Use EFE bus bodies on reduced-width Hornby chassis.

You can see that the lower part of the body forms part of the chassis moulding. These will need to be removed to enable the bus body to sit on the chassis properly. Below this, the Hornby chassis is as wide as that of the bus.

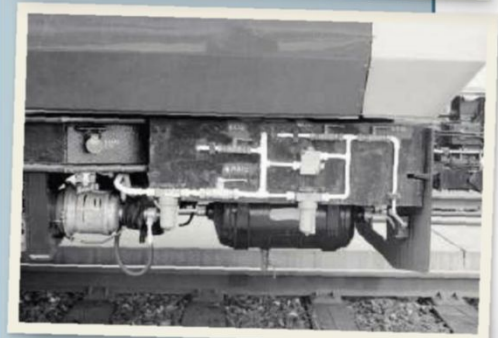
Save for LEV 1 and the Class 140, chassis shape has remained pretty much the same on all the Leyland experimental vehicles. Prospective modellers are advised to obtain relevant photographs of any chassis, or use the drawings from www.pdhdrawings.com

Note that Hornby's chassis scales to 14.48m and will need its length adjusting. You'll also need to fill or cover the wheel arches on the bus body and fill in the body side between the bus body's lower edge and the top edge of the chassis.



Class 142 walk-round

By analysing prototype photos, statistics and 'donor' models and parts, we can assess potential makeovers for those units currently unavailable ready-to-run. This set of photographs of an all-new Class 142 at Bedford, taken on June 10 1985, has been invaluable for research.



Want a Class 144 Motor Second?

The ten Class 144 Motor Seconds were the only non-driving vehicles built for the 'Pacer'. There's no off-the-shelf model, but Realtrack Models' Charlie Petty does have a limited number of damaged Class 144 body shells and chassis that are ideal for conversion. If you want one, be quick and call 01132 563415.

Easy cheats

There's quite a lot of work involved in cutting bus bodies and Hornby chassis that may seem daunting to some. Here are a few concepts that don't involve any 'cutting and shutting' but still give you the joy of having a LEV 1 on your layout.

You'll need to re-paint your EFE model, so I've mocked up some ideas - but the finished model will require a bit more work to get the best from the scene.



Increase the length of the bus using scrap material. Cover all additions with a tarpaulin, made from tissue paper, leaving only part of the front end exposed. Add staff as if covering/uncovering.

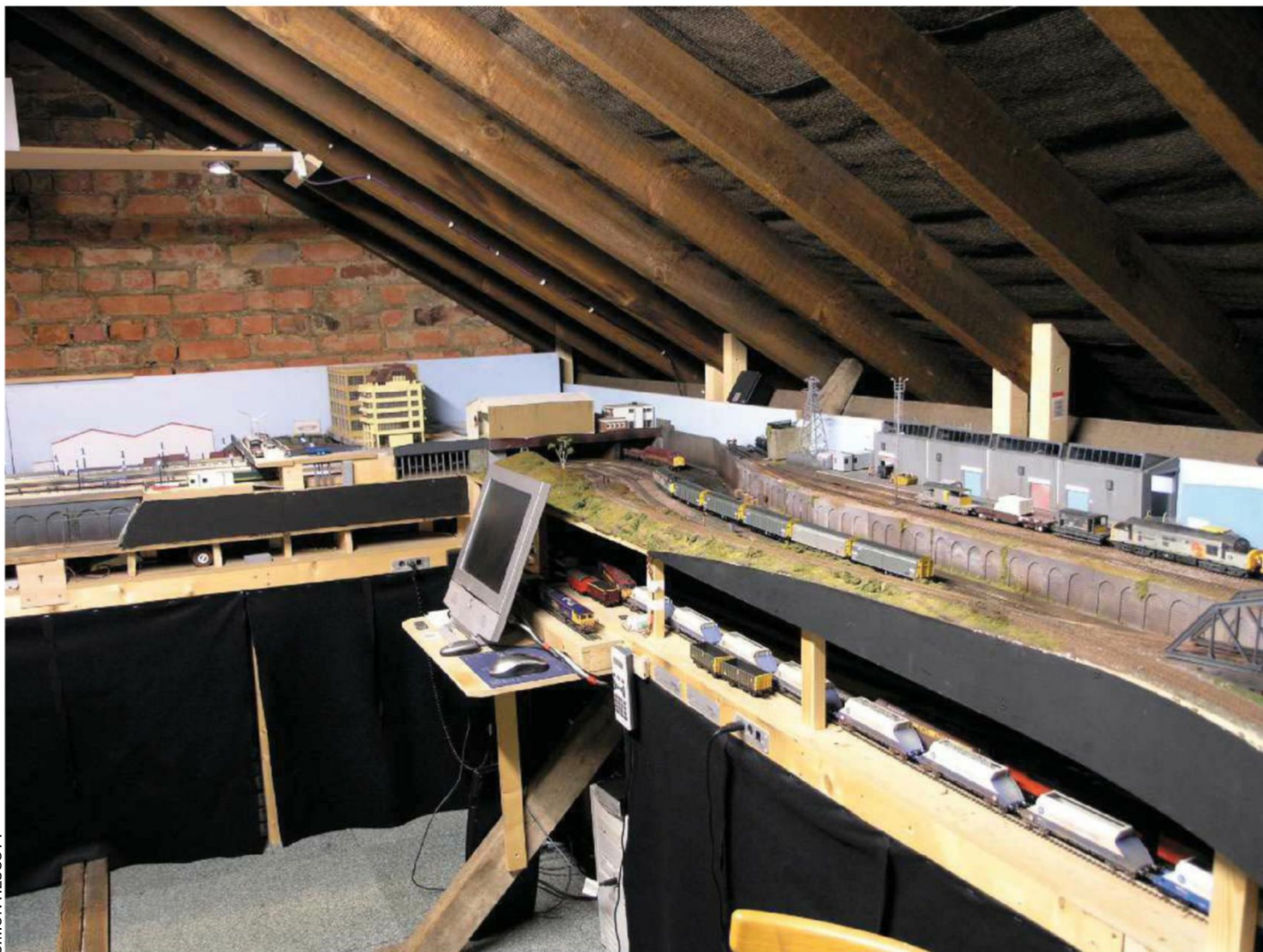
British Leyland provided BR with a bus body (longer than the one here) to be used as a test rig. While I suspect it was delivered by road on the back of a lorry, there's no reason why yours couldn't be delivered by rail. I made my own sign on the computer to hide the EFE model's wheel arches.



Create a view through workshop windows, masked in such a way as to give a brief glimpse of a relevant part of the body. I've added additional lighting for better effect.

What next?

If you missed part 1 of Paul's delve into the fascinating world of the 'Pacer' last issue, order a copy of MR239 (September 2017) from our Back Issues Department. Tel: 01858 438884.



SIMON HESCOTT

HOW TO

PUT A LAYOUT IN YOUR LOFT

Ever wondered about the potential for building a railway in the attic? As **George Dent** explains, there's a lot to consider before taking the plunge.

Lofts offer a tantalising prospect to space-starved modellers. The lure of running longer trains, free from the constraints of a small spare bedroom or a damp shed, is hard to ignore. The joys of a permanently set-up layout, always ready for use, is a real attraction, especially for those with limited spare time. Let's face it, uncrating and assembling separate baseboards is a real chore!

A properly converted attic, with the

comforts of warmth, light and plenty of headroom makes for a pleasant modelling environment, removed from the hustle and bustle of the rest of the house. Indeed, a good-quality loft conversion can add real value to your home.

The environment must be a safe and pleasant one, free of excessive temperature fluctuations, dust and debris. Don't forget that the point of a railway room is to provide a comfortable space in which to enjoy your

hobby. If the attic is difficult to access, cramped, stiflingly hot or freezing cold, then there won't be much incentive to spend much time up there.

Therefore, a number of vital questions must be asked before deciding whether your own attic is suitable for conversion into a railway room. Budget is the all-important factor, with structural and access issues equally crucial.

There's also the thorny issue of planning



permission to consider (see page 84); failure to abide by local planning laws can have nasty and expensive consequences. Alterations to your home must also be done with great care and current building regulations need to be consulted. Therefore, *Model Rail* recommends you get expert advice before starting any work on an attic.

The attics of most houses are designed solely for holding the roof up, while also providing space for water tanks and other essential domestic services. The floor joists are often smaller and less sturdy than those fitted at ground floor or bedroom levels. Their main purpose is to support the ceilings of the rooms below and are rarely capable of bearing even moderate loads. This is especially so in houses built in the UK since the 1960s. The joists can be strengthened or replaced, and fitting interlocking flooring will help to distribute the loadings.

Modern UK housing tends to employ prefabricated rafters - the timber webs that support the pitched roof - and these afford little usable space within the loft. In contrast, older or more traditional properties feature longitudinal bearers (purlins) that support a much simpler rafter arrangement, resulting in more space beneath the roof.

Top: The timberwork plays a critical role in supporting the roof, distributing the weight of the tiles or slates. PAUL THOMPSON IMAGES/ALAMY

Above: Older houses, without criss-crossing rafter assemblies, can offer plenty of usable space. WEST COUNTRY IMAGES/ALAMY

Right: Many modern houses feature pre-fabricated rafters, resulting in a cluttered attic, with little space for a layout. ALAN OLIVER/ALAMY

Rafters, purlins, or any other internal supports, must not be altered without expert advice. They're designed to withstand the weight of roof tiles or slates, which increases significantly during high winds, heavy rain and snow. Any modifications will have to take these forces into account and, ➤

George's attic memories

In the early 2000s, I was lucky enough to move into a house with a pre-prepared railway room in the attic. While no rails were laid, baseboards were built around the perimeter, with plenty of storage underneath and even a small workbench area. All of the important building work had been done: the floor joists reinforced, plenty of insulation installed and the walls panelled. A small Velux window was also in place, allowing a degree of temperature control in summer (although it still got very warm). The key was remembering to close the window at night or if rain was likely!

Access was via a rickety, drop-down ladder and was not for the faint-hearted. A simple drop-down cover sealed the aperture and prevented any nasty accidents. The hatchway was very narrow, however and made it difficult to hoist layout building materials and equipment into the room.

Being over 6ft tall, I found the lack of headroom in all but the very centre of the attic a little challenging. That aside, it turned out to be a great space to retreat into after a hard day at work. There's something wonderful about watching long trains pootling around while building kits and tinkering with scenery.

Even though it was above a small two-bedroom cottage, the attic provided plenty of room. Indeed, despite moving to a larger house, I haven't had space for running scale-length trains since.



Hot & cold

Without some means of negating fluctuations in temperature and humidity, an attic isn't an ideal site for a model railway. Metal rails will expand in warm conditions, so expansion joints must be incorporated at regular intervals to guard against buckling.

Card buildings and other porous

materials, like MDF, are also sensitive to changes in humidity, putting them at risk of distortion. Additionally, model locomotives and rolling stock - with sensitive electronic components - deserve to be kept in a more stable environment. When hot, oils and lubricants lose their viscosity and will seep out of motors and gears.

as well as structural alterations, there may also be a need to relocate water tanks, pipework and electric cables, adding to the overall cost.

The amount of usable space - in terms of headroom and floor area - will vary, depending on the height and pitch of the roof. Unless you have the space and budget to accommodate a permanent staircase into the attic, a fold-down ladder will have to suffice. However, you need to be fairly mobile in order to climb and descend a ladder.

Furthermore, the size of the access hatch will need to be big enough to accommodate yourself and the transit of materials and stock for the layout. Once you're up there, can you move about freely? Constantly stooping, bending and kneeling isn't much fun, especially for those with dodgy backs and creaking joints.

Extra headroom can be created by installing dormer roof sections, but this will demand a significant investment and the need to seek planning permission.

The roof of a house is classed as a thermal element and, in order to comply with current building regulations, the attic space must be insulated to a level that meets energy efficiency specifications.

Insulation between the rafters and underfoot will also create a more comfortable environment, combating freezing temperatures in winter and reducing heat penetration in summer. Rising heat from the rooms below will also be prevented.

Don't forget to factor in some form of heating arrangements for those colder days, such as a thermostat-controlled electric heater, or even running an extra radiator from the central heating system.

Ventilation remains vital, as the timber and masonry still needs to 'breathe'. It's tempting to seal up every source of draughts, but if the air inside the attic becomes stagnant, it can lead to problems of condensation, damp and rot; affecting the layout and the fabric of the building.

Layout building, operation and modelling in general demands plenty of light, be it

Do I need planning permission?

Planning laws differ across the UK and are regularly updated, and it's your responsibility to check if permission is needed before any work begins. Contact the planning department of your local council to find out about the planning regulations in force in your area.

There's a useful, free publication offering guidance on domestic improvement works, including extensions, that do not require planning permission. *Permitted Development Rights for Householders: Technical Guidance* can be viewed and downloaded from www.gov.uk/government/publications

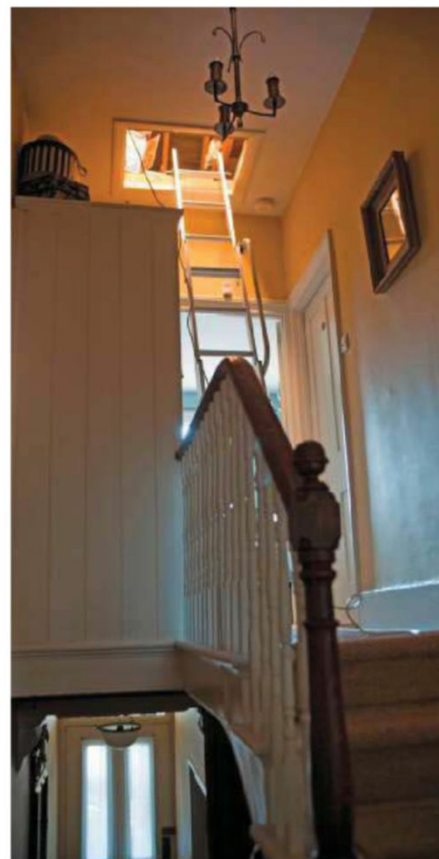
More useful information on the planning process and local government guidelines can be found at www.planningportal.gov.uk

artificial, natural or a combination of both. Skylights and Velux-style windows offer a practical and economical option, as the structure of the roof needs little modification - in contrast to adding a dormer or traditional window in a wall.

Check with your local authority about the need for planning permission before installing skylights or extra windows. Furthermore, they need to be fitted by an expert to maintain the integrity of the roof trusses and ensure a weatherproof seal.

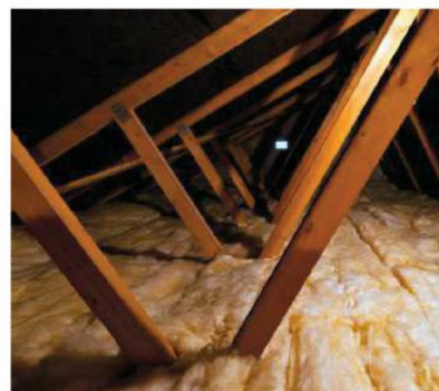
Opening skylights also allow ingress of fresh air and the chance to regulate the internal temperature of the attic to more comfortable levels. They will let plenty of rain in too, if left open at the wrong time!

Electric lighting will also be required, for those shorter winter days and hobby evenings. Design the lighting set-up in tandem with your layout and workspace plans to ensure that key areas will be illuminated sufficiently.



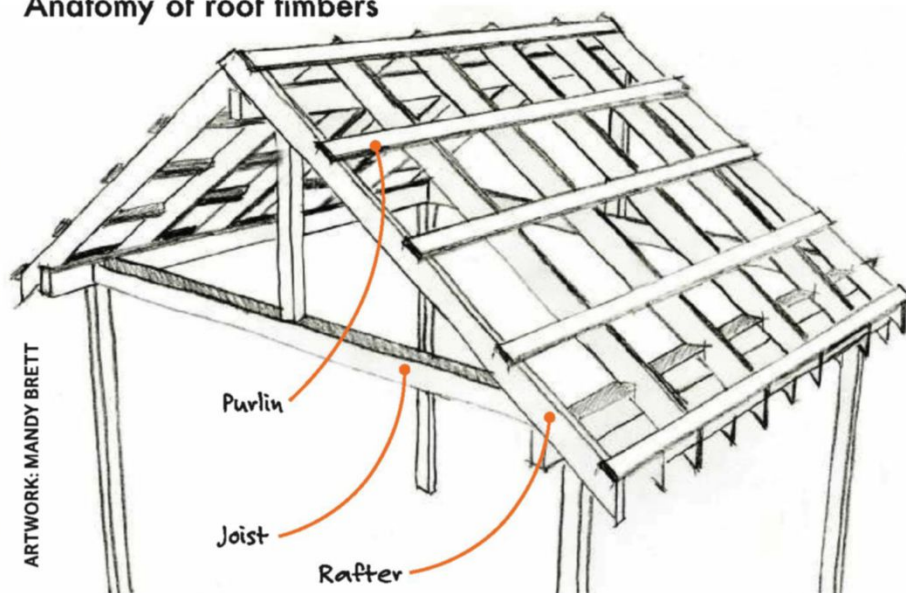
Above: Getting in and out of the loft may demand a certain degree of mobility. Narrow apertures make it difficult to lift bulky items into the attic. HARRY DAVIDSON/ALAMY

Below: Check that the floor joists are strong enough to support a layout - and humans. Always seek expert advice before making any structural modifications. NICK LYLAK/ALAMY



Above: Insulation is important, to minimise temperature fluctuations, while adequate lighting is also essential. EYE35 STOCK/ALAMY

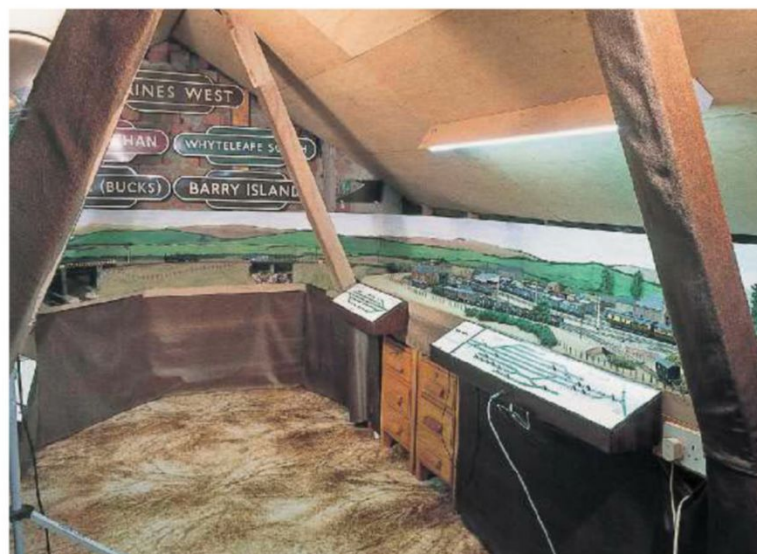
Anatomy of roof timbers



ARTWORK: MANDY BRETT

Lofty Layouts

We've covered some excellent loft-based layouts in *Model Rail* over the years, proving that the principle is sound. Here are a few of the highlights...



CHRIS NEVARD

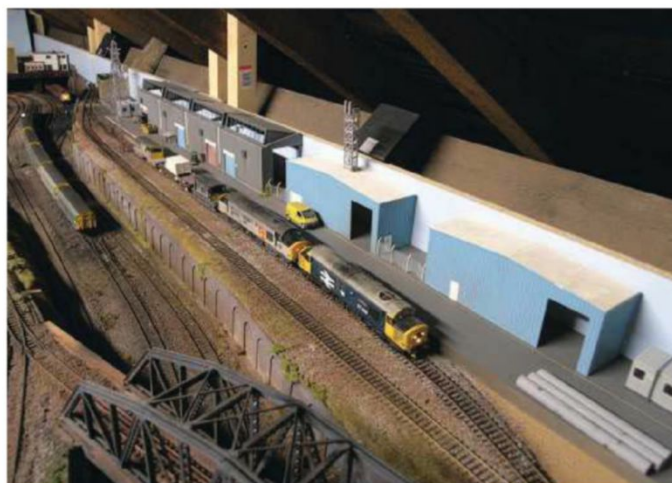
Bala & Bala Junction

Keith Jagers turned his loft into the ideal home for his dream layout, based on the railways around Bala. He not only boarded and lined his loft but covered the purlin supports to hide the wood. Suitable lighting and some railwayana makes Keith's loft a cosy railway room.

MARTYN BARNWELL

Camelot Junction

Simon Hescott's 'OO' gauge modern image layout was built in the timbers of the loft. The loft was boarded but not lined. BOTH: SIMON HESCOTT

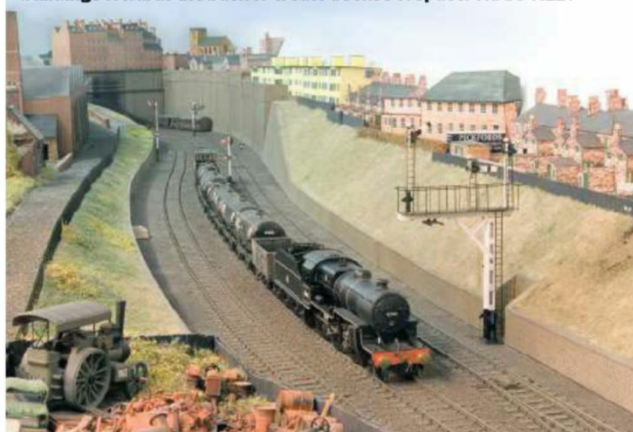


Hull Paragon

Geoffrey Mower lined the inside of his loft to provide the home for his 'OO' gauge layout. This prevents dust from the underside of the tiles from contaminating the layout, as well as removing a potential home for spiders... MARTYN BARNWELL

Birmingham Curzon Street

Jon Matthews thought about his loft differently: he used the 'V' between the purlin supports to create a space for an 'O' gauge main line, using the shape to create a cutting through a town, with 'OO' gauge buildings towards the back to create a sense of space. CRAIG TILEY



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George Dent
MR's Deputy Editor can offer sage-like advice on any modelling subject.



Chris Leigh
MR's Consultant Editor is referred to by his grandchildren as 'Granddad Trains' - need we say more?



Peter Marriott
Rumour has it that MR's resident scenery buff even uses a Gras-Master on his own front lawn...



Mike Harris
MR's Staff Writer has spoken to some of the best modeller's in the hobby and is ready to share their secrets.



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LAYOUT BUILDING: FACT VS FICTION



I've been playing trains for a number of years, but with 2018 fast approaching, I've decided to make it the year that I build my first *proper* layout. The problem is, I can't decide whether to embark on a prototype or freelance layout. On the one hand, I've a varied collection of 'OO' stock to play with, but then again, I'm not sure if my imagination is up the task of creating a realistic fictional setting...
Gary Lloyd, Birmingham

Mike says: This is one of those questions where everyone will have an opinion, but there will never be a definitive answer. The layout you build should be ruled by your own circumstances and interests alone.

That said, I can outline the processes involved in building both layout formats, to help you make a more informed decision. I can even provide you with a third option, but more on that later.

Prototype layouts: I've often heard that prototype layouts don't require as much planning as freelance layouts. And, while this might be true to an extent, most modellers need to plan for space restrictions.

Stephen Fay's 'Severn Tunnel East' is a good example of compression in action. Built to scale, his 'O' gauge layout would need to be around 30ft in length. Compressed, it's only 8ft, but the prototype is still instantly recognisable as Severn Tunnel East.

Prototype layouts are particularly suited to those who have a keen interest in the history of their chosen subject matter. Some layouts, like Geoff Williams' 'Aylesbury LNWR' (MR233), are even used to educate the general public at exhibition as it is that accurate!

If you're not a fan of scratchbuilding though, you may find your options are slightly limited. Most prototype layouts require at least some scratchbuilt

structures, some prototype ranges do have specific prototypes almost entirely covered - Bachmann Scenecraft's Shillingstone inspired proprietary resin buildings are one such example.

Another consideration - especially if you mean to exhibit your layout - is that viewers are likely to be more critical of a prototype layout. A good model should be instantly recognisable as the prototype, whether or not that's an attractive challenge is down to you.

Freelance layouts: You might think that a freelance layout builder can do whatever they want but, if you're intent on representing reality, you'll need to make sure that your fictional world is believable.

It's surprising just how much research a freelance layout can require - especially if you want the railway itself to behave realistically, too. You need to make sure that the location feels believable, so drawing inspiration from real source material is a must.

Unlike prototype layouts, freelance builds are very often built using proprietary and kit structures only. In fact, one of the most common reasons why modellers build freelance layouts is so they can model whatever they want. If you can find reason to install a Ferris wheel in the centre of a GWR branch line, run with it!



'Sub Wealden Gypsum Co.' CHRIS NEVARD

'Shillingstone' (MR236) CHRIS NEVARD



Similarly, freelance layouts are popular among modellers with a varied collection of stock. Some layouts are carefully built so as not to represent a specific region or era.

Protolance layouts: Okay, so protolance is not a real word (*you heard it here first*), but it does adequately describe a final layout category, which is a mix of prototype and freelance. Such layouts are predominantly freelance, but are heavily inspired by the style or specific sections of a real prototype.

A wonderful example of this is Peter Bossom's 'Sub Wealden Gypsum Co.' (MR239), which takes its setting from a prototype but - due to sparse source imagery - is very much freelance as far as the trackplan and buildings.

The advantage of this process is that it's easier to keep your imagination in check; your layout has a clear purpose, and you can borrow the ideas that you like and alter the ones that you don't.

Each layout type has pros and cons - your choice will depend on your own personal requirements. My only word of advice? Don't let challenge get in the way of building your dream layout.



'Severn Tunnel Junction' CHRIS NEVARD



On location



DIANE LEIGH

In the not too distant past, building a prototype meant sifting through books and heading out to visit *real* locations. Today, the Internet has blessed us with far more resources; between interactive online maps and endless picture libraries, research is often a doddle. But, such information is so readily available that it can be hard to justify a field trip - especially if it's at the other end of the country. And yet, *Model Rail* always recommends visiting the prototype you're building, even if it doesn't exist anymore. Just getting a feel for an area can be hugely inspirational. Don't forget to take lots of photographs!

MODELLING JARGON BUSTER

Freelance layout: Not based on a real location, built entirely from one's imagination.

Prototype layout: Built to resemble a real prototype location.

Protolance layout: Freelance layout that's heavily inspired by one or more prototype locations.

Technique of the month

Adding realistic wagon loads.

I've been using Geoscenics' wagon fill kits for my 4mm and 7mm scale mineral wagons, with great success. Thick, corrugated board is provided, which is cut and glued to form false floors for the wagon interiors. Realistic coal chippings are also supplied, while other commodities, such as ballast and stone are also available.

By building up several layers of card into a rough mound shape, the quantity of coal chippings - and thus the overall weight - is reduced. Instead of using the traditional diluted PVA glue to bond the coal, try Deluxe Materials' Ballast Bond, which is applied neat via a pin-point tip. It dries quickly and is easy to remove in future. (GD)

Product: Geoscenics Wagon Load Kits.
Availability: www.airbrushes.com



1

Measure the wagon's interior and cut a rectangle of card to slot inside. Add legs and a mound of several chamfered layers. Bond with PVA adhesive.



2

Allow the card former to dry overnight before slotting into the wagon. Pour in the coal chippings with a teaspoon, shaping it into a suitable mound.



3

Secure with Deluxe Ballast Bond. The thin glue penetrates readily, so don't overdo it! Check that no glue is seeping through any gaps and leave to cure.



PETER MARRIOTT

EDIT PHOTOS THE OLD WAY



I enjoy photographing my layouts, and have noticed that none of Chris Nevard's shots ever show the edges of a baseboard. I'm guessing he manipulates his photographs digitally, but that's not something I'd ever be able to do. Is there a less technical solution?

Dave Coverdale, via e-mail

Peter says: Capturing the edge of a baseboard when photographing a layout is sometimes unavoidable, but I've come up with a practical solution - a photographic extension piece.

The one I'm demonstrating here depicts a simple retaining wall and embankment, but yours could resemble anything that fits alongside your layout.

Held to the front of the layout with spring clamps, the extension piece can be moved as per the photograph being taken. It's also easy to attach and detach, held in place with spring clamps. That said, I wouldn't trust the clamps with too much weight, so it's



imperative that your creation isn't too heavy.

I used 2mm mount board to create the former (foam board would work well, too) and embossed plastic card for the wall - capped with a 1mm strip of card. With the retaining wall painted, I used a Gaugemaster Meadow Mat to cover the embankment, along with several scatters for tonal variety.

The extension cost less than £3 to make and has transformed my photographs of the layout - all without a computer in sight!

QUICK FIX - REALISTIC ROAD VEHICLES



I've got a huge collection of 1:76 scale vehicles and I want to reduce their shiny appearance.

Is there a way of doing this without repainting them?

Steve Rogers, via e-mail

Mike says: There's a really quick method to remedy this. Simply mask the glazing on your vehicle and spray it with an aerosol can of matt varnish. Or, for a really grimy look, don't mask the windows at all.

A final layer of weathering should really look the part, but you'd be surprised at just how effective the matt varnish appears on its own. Job done!



A weathered EFE Bristol UR on Matt Farrell and Lee Polson's 'Shelvington' CHRIS NEVARD



What's the best DCC controller?

It doesn't matter whether you're team diesel or steam, team 'OO' or 'N', or even team LNER or GWR, every layout needs a good control system. Thankfully, the hobby is jam-packed with great controllers to suit all budgets and preferences. And, although we haven't the space to wax lyrical about them all, here are some of *Model Rail's* top picks.

BUDGET...

Gaugemaster DCC01 Prodigy Express Starter Package
Gaugemaster's DCC01 strips DCC down into an affordable and easy-to-use package. It might lack the ability to operate accessories, but the combination of a base station, Walkaround controller, and power supply (plus the option to add an additional handset) makes for a fine entry point into the world of digital control. All for less than £200.

Product code: DCC01

Price: £169.95 **Availability:** www.gaugemaster.com



AFFORDABLE...

Bachmann Dynamis Ultima
Bachmann's flagship DCC control system includes a wireless E-Z Command Handset, allowing you to move around your railway room, while still controlling your trains. There's even the option to embrace Bachmann's recently released RailController software, allowing you to control your layout via a computer interface. Best of all, a trial of RailController can be downloaded for free! (www.dynamisdcc.com)

Product code: 36-504RC

Price: £299.95 **Availability:** Bachmann stockists



PREMIUM...

ESU 50200 ECoS Command Station DCC controller

If you've a taste for fine wine and caviar, then the ECoS Command Station might just be for you. The impressive control system features a large, colour TFT display screen and motorised throttle wheels that ooze premium quality. The control console is split into two interfaces, each featuring a throttle wheel, nine function keys, and a two-way joystick.

Product code: 50200

Price: £635 **Availability:** www.hattons.co.uk



Best of the rest: Gaugemaster Prodigy Advance2 Starter Package (£299.95); Hornby DCC Elite Controller (£249.99); NCE PowerCab Starter Set (£159.95) and Digitrax Evolution 5/8A Advanced Starter Set (£399.60). Please note: Prices may vary.

How you can ModelU...

Ever fancied seeing yourself in miniature? Well now you can own yourself in miniature! That's right, thanks to a generous helping of technical jiggery-pokery, ModelU can actually scan and 3D print a miniature YOU. Proprietor Alan Buttler travels to various exhibitions across the country with his kit, offering the general public the chance to become immortalised in miniature for only £25 per scan. The data is then 3D printed in resin within four to six weeks, from scales ranging from 1:220 to 1:19 (£1.00 to £25.00). The beauty of the process is that you can pose or hold props to suit your exact needs - useful if you're struggling to find a suitable figure elsewhere.



PROTOTYPE QUESTION OF THE MONTH



I'm in the process of building a small First World War era diorama. The scene will feature a GWR weighbridge office and appropriate goods yard items. However, having read varying accounts, I'm wondering what colours the brick-built building would be? Also, would any fencing have been painted in GWR colours, too?
Paul Bennett, by e-mail

Chris says: The mainstay of GWR building colours were two shades known as Stone No. 1 and Stone No. 3. These were mixed on site by the painter using a 'base' and pigments and matched to a colour swatch.

Naturally, with such a method the shades varied widely. The accompanying photograph shows the Great Western Society's interpretation of them on the corrugated iron shelter from Stockcross & Bagnor Halt. Around the First World War time, some embellishments such as door frames and panels might also be painted in a dark maroon colour.

Note that the fence is in a matching stone shade. Iron railing fences were usually in the darker stone shade but might also be black. Much was left to the judgement of the painter.



Above: The 'Pagoda' from Stockcross & Bagnor halt on the Lambourn branch, beautifully restored in GWR Stone No. 1 and Stone No. 3 at Didcot Railway Centre. In GWR days, the colours were mixed by hand and the shades varied widely. CHRIS LEIGH

RAILWAY JARGON BUSTER

Weighbridge Office:

A weighbridge is a large set of scales built into the ground to measure the weight of carts and wagons. The office housed balance machinery, which produced a reading of the weight.

HOW DO I REMOVE ACCIDENTAL GLUE DEPOSITS WITHOUT REMOVING PAINT?



I managed to smear blobs of cyanoacrylate onto the sides of a plastic item of rolling stock. Is there any means of safely removing the blobs of glue and perhaps even saving the paintwork? Robbie Jones, by e-mail

George says: In most cases, it's best to allow the cyanoacrylate glue to harden completely before rubbing the surface with successively fine grades of abrasives. Micro Mesh sanding pads or Flex-i-File sticks are perfect, and these are available in various grades from Albion Alloys stockists.

For the best results, use with water wherever possible, as this acts as a lubricant and prevents the abrasives from clogging with dust. Used carefully, it may be possible to salvage the paintwork beneath, while the model's overall finish can be rendered more cohesive with a coat of clear varnish, to take your chosen sheen (satin, gloss, or matt).

If the glue stains have been left on bare plastic, resin, or metal, we can employ a cyano de-bonding agent, such as Rokat Blaster from Deluxe Materials. A tiny drop, applied direct to the dried glue stain, will soften the cyano and the surface can then be wiped dry.

De-bonding agents are likely to soften paint and, if used excessively, can even attack soft plastics, so they need to be used with care. For full control, apply the agent with a needle-point applicator tip or, preferably, a small paintbrush.

In my demonstration, a plastic wagon kit was inadvertently placed onto a puddle of cyano glue. Ironically, the glue had been decanted onto a scrap of card for more accurate application via a cocktail stick. Proof that no matter how careful you are, you never beyond making a mistake!



ANY GAUGE

10 mins



STEP BY STEP



1

It's usually best to allow the stray glue to dry fully. For unpainted surfaces, a cyano de-bonding agent, such as Glue Buster, from Deluxe Materials, will come to the rescue.



2

Decant a small amount of the de-bonding agent onto the dried glue, preferably with a pin-point applicator or small brush. Beware that some agents will attack painted finishes.



3

After a few minutes, wipe the surface with a damp cotton swab. If some glue remains, add another drop of de-bonder and leave for a few more minutes before wiping away.



4

Repeat the process until the surface is clear, wiping with dry swabs and leaving aside for a few hours for the solvent fumes to disperse before painting or adding fresh adhesive.

What you will need

SHOPPING LIST

- ◆ Deluxe Materials Glue Buster (AD48)

Availability: www.deluxematerials.co.uk

TOOLS NEEDED

- ◆ Small brush
- ◆ Pin-point applicator
- ◆ Cotton swabs



The Model Rail test track has curved gradients, so we can test the latest locomotive releases.

APPROACH INCLINES RIGHT



I'm looking to install a 1-in-30 gradient on my new layout, but want to ensure that it's tested thoroughly before I fix it to the baseboard. Is there a quick way of doing this or should I build a test piece?

Alex Wright, Oxfordshire

Chris says: I wrote at length regarding inclines in MR218, noting that model railway gradients are often steeper than their real-world counterparts. The steepest incline on the real railway is the Lickey Incline at 1-in-37, but it's certainly not uncommon to find a 1-in-30 gradient on a layout.

I will warn you, a 1-in-30 gradient is a *real* challenge for some models. My Hornby 'T9' can only haul three coaches on that same gradient on my layout - it's imperative that you test all of the locomotives that you intend to use on the incline.

Building test pieces in the same manner you intend to construct the gradient on your layout is surely the most thorough method of testing. But, if you're anything like me, that's a very long and very

laborious task that you simply don't have the time or inclination for (no pun intended).

My suggestion in MR218 was to fix a length of track to a piece of wood - roughly the same length as the gradient on your layout, if possible.

You can then place blocks of varying heights at one end of the plank, experimenting with different gradients. To help you get started, a 1in block under an 8ft plank would equate to a 1-in-96 gradient and a 2in block would equate to a 1-in-48 gradient.

Just make sure that the plank of wood is rigid enough not to sag, as this will vary the intensity of your gradient, which should be constant. Now, if your gradient is going to have a curve, you'll want to recreate the curve when testing, too.

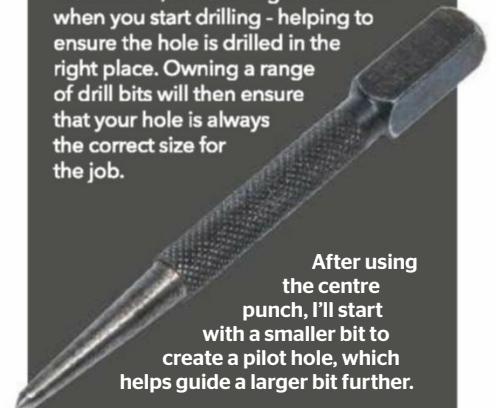
This was pointed out to me by reader, Tony Setter, who says: "If you're including curves within an incline, you will increase the resistance, and the risk of train slippage. It's vital to test all train combinations using the maximum gradient and minimum radius curve you intend to use."

Hopefully that will help you to avoid any gradient related issues in the future.

Tool of the month

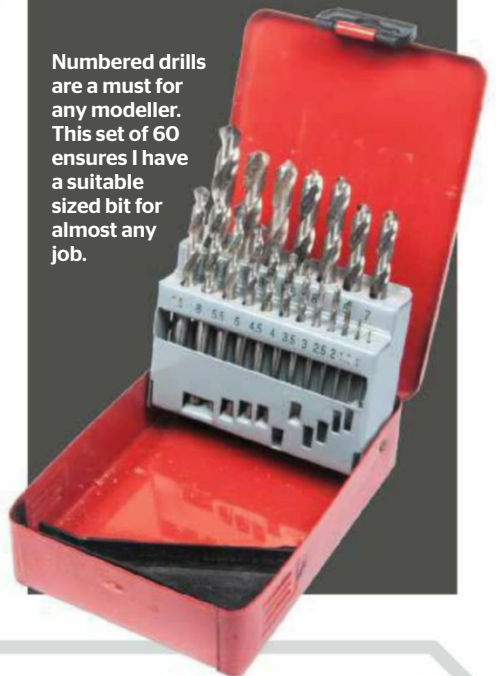
The right tool for the job makes things easier, says Dave Lowery.

We live in an age where we're always rushing around, doing everything quicker and trying to save time. Well, none of that applies when drilling a hole in a model... If you're serious about modelling, a centre punch and set of numbered drill bits is a must. A centre punch creates a small indentation, which will guide the bit when you start drilling - helping to ensure the hole is drilled in the right place. Owning a range of drill bits will then ensure that your hole is always the correct size for the job.



After using the centre punch, I'll start with a smaller bit to create a pilot hole, which helps guide a larger bit further.

Numbered drills are a must for any modeller. This set of 60 ensures I have a suitable sized bit for almost any job.



THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

'Polwyddelan' CHRIS LEIGH

Sea gulp: It's a coastal classic; a child has been gifted a delicious 99p Flake, but just as she's about to tuck-in to the tasty treat, a greedy seagull swoops down and nabs it!



2

'Goathland' CHRIS NEVARD

Bus on a bridge: This one's become something of a railway modelling cliché. How many buses can you spot on bridges at exhibitions?



3

'Polwyddelan' CHRIS LEIGH

Walkie-talkie: Figures that look like they're walking and talking are almost a necessity. Walking figures can help to create a sense of motion, to an otherwise static detail.

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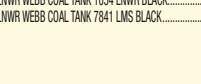
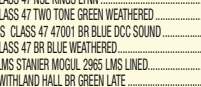
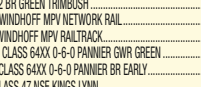
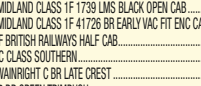
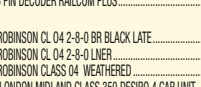
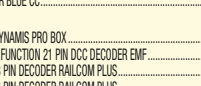
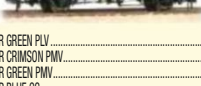
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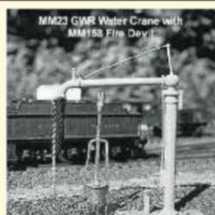
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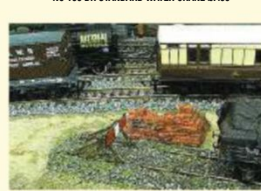
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159 LARGE STATION NAME BOARDS 2 FOR £5.25



CLASS 67 WESTERN STAR £99.50



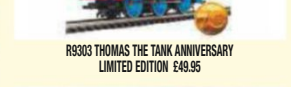
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R3277 GWR COUNTY OF DEVON £55.00



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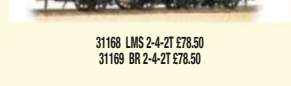
35077 E4 BR BLACK EARLY £84.95

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Reviews

In-depth and unbiased reviews of the latest products



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Oxford Rail's GWR 0-6-0 - is it any good?

99 Osborn's signal box

George Dent builds a classic wartime GWR structure.

99 4Ground fencing

George puts some new fencing through its paces.

100 Kernow '4-TC'

Chris Leigh gives this exclusive set the once-over.

103 Oxford 'Carflat'

Oxford Rail's 60ft 'Carflats' arrive.

104 Bachmann 'Birdcage' coaches

The best RTR coaches yet? Chris Leigh finds out.

Our reviewers

George Dent

A modern image expert, who also tests tools and modelling products.

Richard Foster

His forte is steam locomotives, regardless of region or era.

Chris Leigh

Wrote his first review in 1964 and hasn't compromised since!

Our ratings

We assess models on the following criteria and rate them each out of ten - that way, you know precisely how good a model is.

LOOKS	9/10
PERFORMANCE	9/10
FEATURES	8/10
DECORATION	9/10
VALUE FOR MONEY	6/10
TOTAL	82%

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. To do this, we judge models against prototype images and historical texts, as well as running them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.



Oxford Rail 'Dean Goods'

◆ **SCALE** 'OO' gauge ◆ **MODEL** Oxford Rail OR76DG001 GWR 'Dean Goods'

0-6-0 No. 2309, GWR 'garter' livery ◆ **PRICE** £112.95

◆ **AVAILABILITY** Oxford Rail stockists or www.oxfordrail.com

◆ **PERIOD** 1910-1914 ◆ **REGION** GWR

This is Oxford Rail's 'Dean Goods' and it's a model that divides opinion. Is it the perfect model that combines good looks, modern manufacturing processes and technology at a price that's more affordable? Or does it have one compromise too many? Let's find out...

It's easy to assume that Great Western Railway locomotives are all identical. That's not the case and the 'Dean Goods' is an absolute minefield of different boiler types, wheel diameters and tenders.

Mainline selected the typical 'Dean Goods' for its 1982 model. If you've ever seen preserved 'Dean Goods' No. 2516 in Swindon (either in STEAM or the old Faringdon Road museum), that's pretty much what Mainline's model looked like. It was a good model for its day but the time was ripe for a new 'Dean Goods' to modern standards. Oxford Rail accepted the challenge.

It announced three initial liveries: BR unlined black, GWR unlined green and No. 2309 in ornate lined garter livery. The latter is the first 'Dean Goods' to hit the shelves and that's what we have to review.

There's a rather splendid photograph of No. 2309 at Birmingham Snow Hill in April 1914 (www.warwickshirerailways.com) and it reveals some of the compromises that Oxford has made. But let's look at the positives first.

The overall shape does have the quirky 'Dean Goods' shape: bulbous dome, curvaceous firebox sides and narrow and exposed cab. There are some neat areas - the hinged plate over the cylinders, the characteristic sandboxes by the smokebox and those swept-back cab footsteps.

The tender, the first ready-to-run offering of the early Dean 2,500 gallon type, is really well produced and its complex curves and angles matches the prototype. It has some fine - yet remarkably sturdy - hand-brake handles and fire iron holder. Needless to say, it doesn't have a huge mound of moulded coal.

There are sprung metal buffers all-round - the springing has a good, firm effect - hinged metal fallplate and easy access to the eight-pin DCC socket. You just remove two screws under the tender and the body lifts clear.

That's the positive stuff. Where do things start to go wrong?

"IT'S NOT QUITE RIGHT..."

Niggles are the green plastic handrails that remain green where they should be black and the fact that the knobs are fixed horizontally to the boiler and not at an angle, which means that they obscure the washout plugs. The model also has Automatic Train Control (ATC) pipework on the running plate

valance when No. 2309 never received ATC.

By the time of the Snow Hill photograph, No. 2309 had the 'B4' boiler with top feed. Oxford has modelled it as per this photograph, but with the wrong smokebox. 'Dean Goods' with 'B4' boilers retained a Dean-style smokebox door with visible ring around the outer edge. The door ring itself was covered in snap head rivets. During the 1920s, the door ring was replaced with a pressed item which had no rivets, and a Churchward-style dished door.

The model has the 1920s smokebox with the pressed ring

but, to recreate No. 2309 in its 1914 condition, Oxford has simply replaced the door with a Dean ringed version.

You can tell a superheated 'Dean Goods' because the chimney sits further forward (to clear the superheater header). Our model has the chimney in the forward position (when compared to Colonel Templar's 4mm scale drawing published in JH Russell's *A Pictorial Record of Great Western Engines Vol 1*) but No. 2309 wasn't fitted with a superheater until 1922.

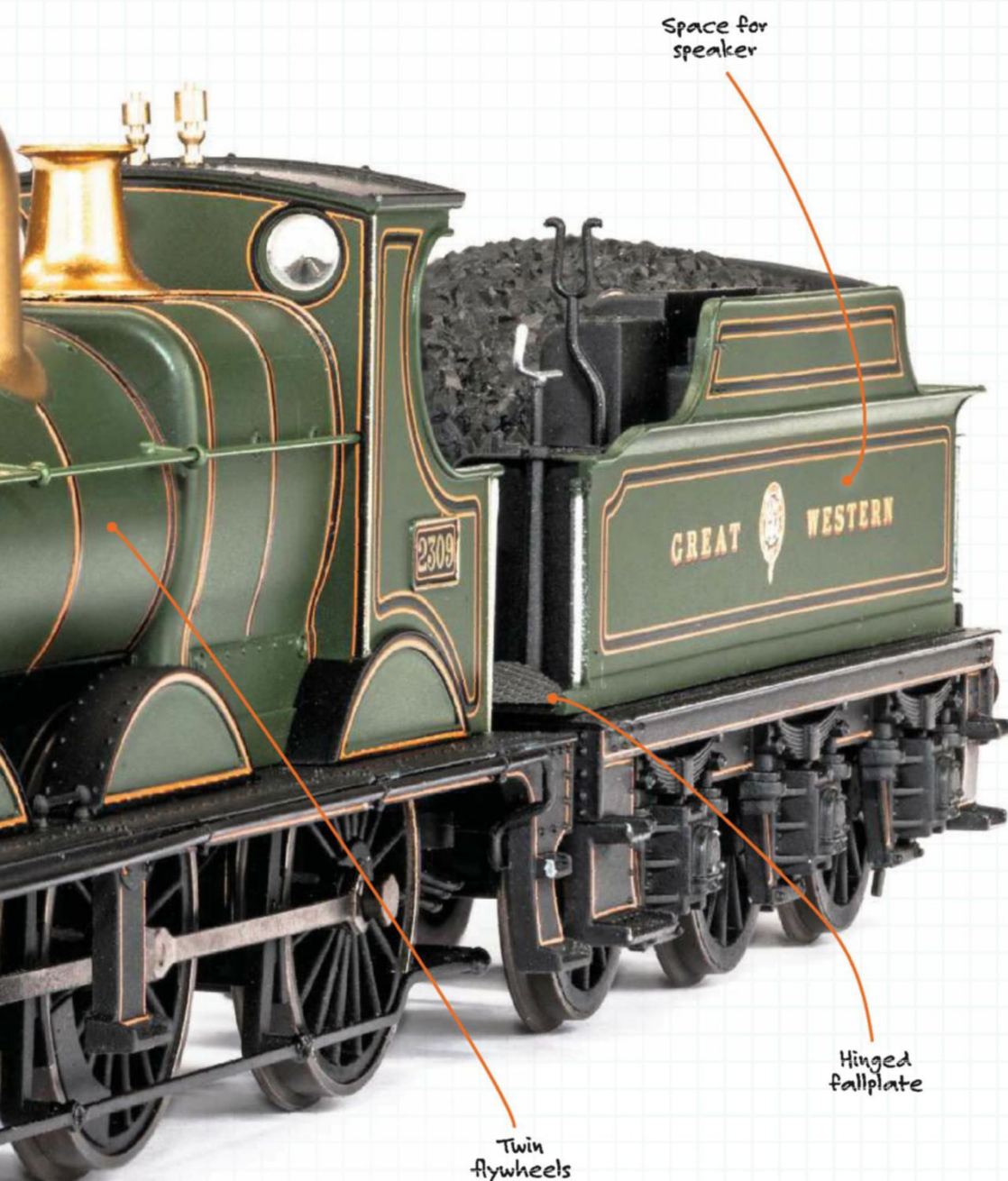
It's debatable whether No. 2309 would have still carried this livery at this time - the



NEM pockets

Sprung buffers





Space for speaker

Hinged fallplate

Twin flywheels

3 things we like



1

The bulbous dome is classic 'Dean Goods'.



2

The mechanism is smooth and powerful for its size.



3

All 'mod cons' - from sprung buffers to space for sound.

“It appears that Oxford has made compromises to keep the production costs down”

Performance: 'Dean Goods'

It's a sweet runner! It was a little tight straight from the box but after running it for 30 minutes it settled down a treat. It managed 13 Bachmann and Hornby bogie coaches on straight, level track but the load had to be

reduced to nine to go through the tight curves and pointwork. Over the 1:60 gradient, it slipped with four bogies - but comfortably hauled three. However, it romped over the 1:30 with three bogies.

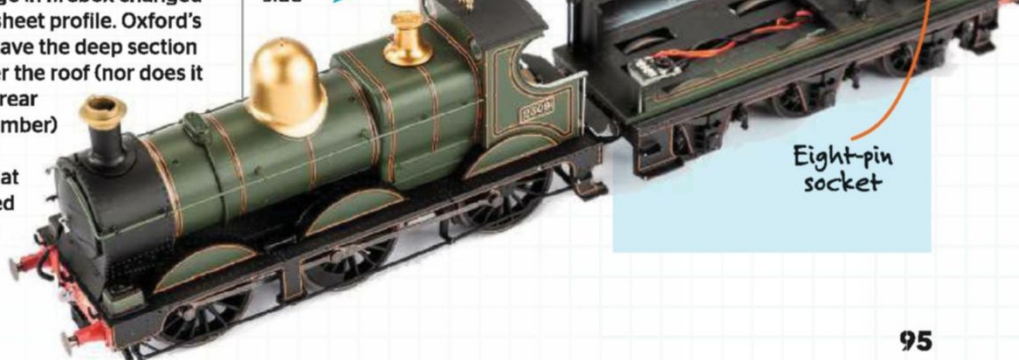
'garter' livery lasted until 1927 but the First World War meant that most GWR locomotives, particularly the more 'humble' ones, lost their ornamentation. It isn't clear from available photographic sources whether a 'Dean Goods' was painted in the 'garter' livery after the war.

LACKING FINER DETAILS

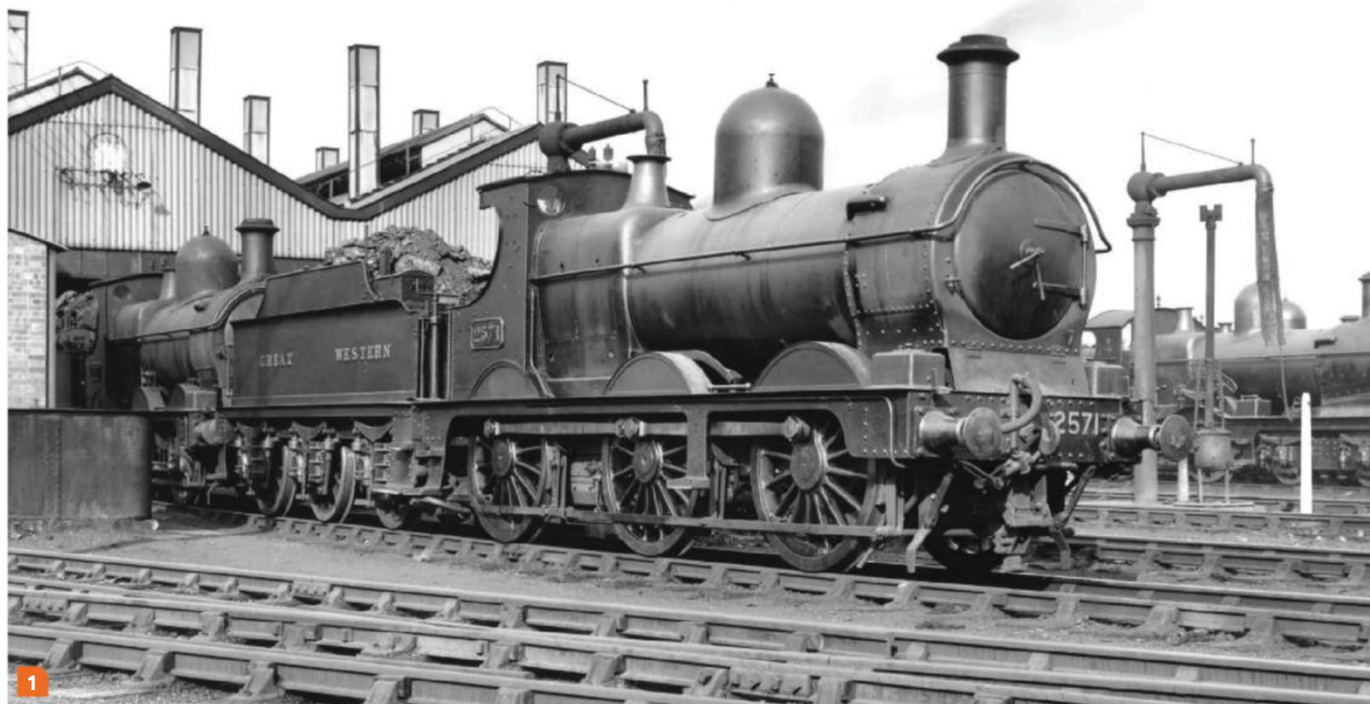
The cab is another problem area. Oxford appears to have combined the side sheets from the original 'Dean Goods' with

the spectacle plate from those fitted with Belpaire fireboxes (the spectacle glasses were reduced in diameter). However, the change in firebox changed the side sheet profile. Oxford's doesn't have the deep section just under the roof (nor does it have the rear cross-member) and this means that the curved aperture is the

wrong profile. That's without mentioning the fact that none of the cabside rivets appear on the model, whose side



Eight-pin socket

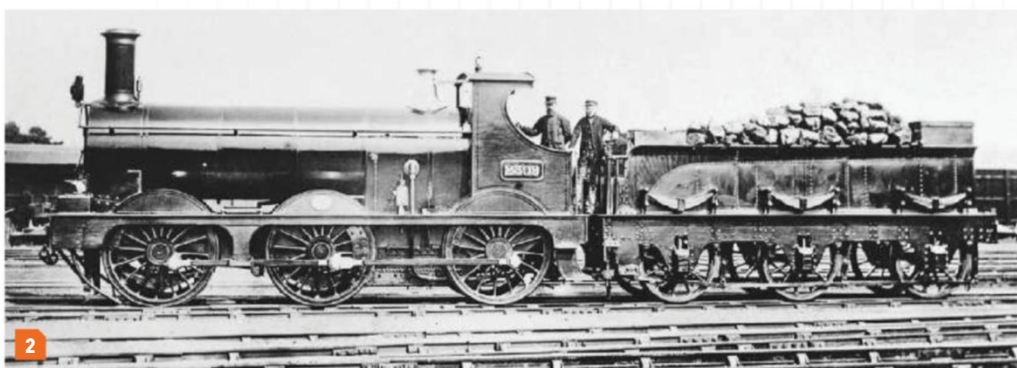


History

GWR Locomotive Superintendent William Dean will be forever linked to his 0-6-0s. Officially called '2301s', they were based on Joseph Armstrong's 'Standard Goods' 0-6-0s of 1866. Dean's were, however, a radical departure from traditional GWR practice as they had inside frames.

Some 260 were built, and though '28XX' 2-8-0s and '43XX' 2-6-0s took over 'top link' freight duties, there was still plenty of work to keep the little 0-6-0s employed. Their low weight made them suitable and popular on former Cambrian Railways. Batches were sent to Europe in both the First and Second World Wars, and survivors ended up as far away as Russia and China.

No. 2516 was withdrawn and saved in 1956 for official preservation at Swindon, while No. 2538 survived until 1957. Classmate No. 2531 was used at Longmoor for re-railing duties until 1959, although it hadn't steamed for nearly ten years!



1: The classic 'Dean Goods' look: No. 2571 has the superheated 'B4' boiler, with pressed smokebox door ring. COLLING TURNER/RAS

2: No. 2309 in original condition with a domeless parallel boiler, small smokebox and Armstrong tender. STEAM

3: An Edwardian-era 'Dean Goods': No. 2442 has a superheated boiler but a round-topped firebox. It carries the 'garter crest' livery. STEAM

4: Sole survivor is No. 2516, displayed in STEAM-Museum of the GWR at Swindon. CHRISTOPHER NICHOLSON/ALAMY



REVIEW REFERENCE

◆ *A Pictorial Record of Great Western Engines Vol 1* by J.H. Russell (OPC).

◆ *The Locomotives of the Great Western Railway Part Four* (RCTS).

sheets are completely flush.

The spartan nature of the cab means that firebox backhead is in full view. Much of the backhead is moulded and, at first glance, looks to be well painted but a few little annoyances appear: the tray above the firehole door does not protrude and, as such, has been painted to represent a piece of pipework. The black patch on the floorboards represents a metal plate, designed to protect the floor from impact from the firehole door flap. Full credit to Oxford for spotting this detail and painting it but, alas, the plate hasn't been modelled at all; you just get floorboards painted black.

Using scale drawings is risky because you can't guarantee that whoever drew them got them 100% spot on. However, comparing the 'Dean Goods' to Colonel Templer's drawing reveals that the splashers are 1mm deeper than the prototype. This will be down to the thickness of the plastic used - a compromise imposed by the limitations of the manufacturing process - but it does reduce the gap for the cabside numberplate and makes it impose on the lining.

Oh, and that Snow Hill photograph suggests that

No. 2309 has a differently shaped reversing rod; it looks straight, whereas later locomotives had a curved rod.

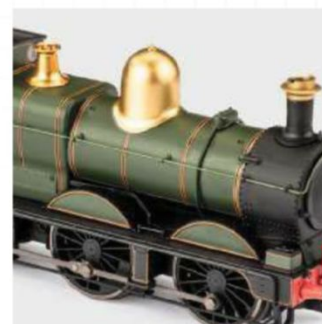
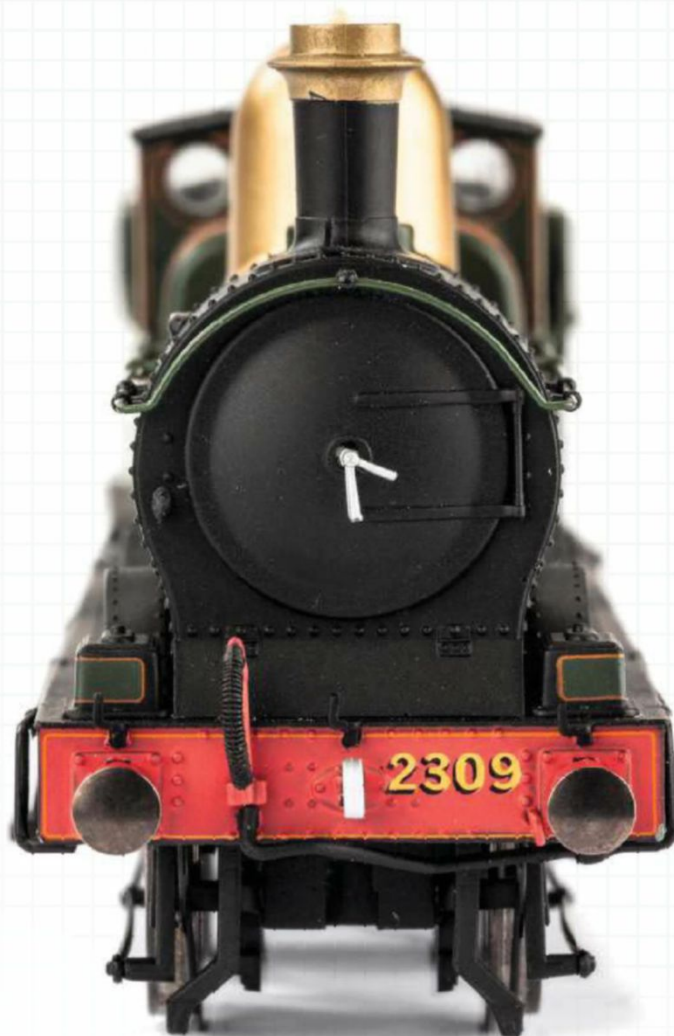
LIVERY & BUILD QUALITY

The overall livery application is pretty good. The green is on the matt side but it's not drab. The lining is fine and the orange on the tender frames and running plate is easier on the eye than Bachmann's. The cabside numberplates have a pleasing level of relief.

It's irritating, therefore, that the underside of the boiler is black, because it's part of the chassis tooling and not the body. The Great Western lettering is accurate in shade and shape and the garter looks good from a distance. However, it doesn't match the high standard set by Bachmann's *City of Bath* (31-726).

The polished brass dome, safety valve bonnet and copper-capped chimney are made even more conspicuous thanks to the three 'shades' of polished metal. The most coppery shade is wrongly applied to the safety valve bonnet, while the copper cap is what can only be described as a 'muddy yellow'. The brass beading in front of the cab is silver rather than, well, brass.

Our sample had some build



quality issues. The brake pipe on the running plate is very fragile and the rear clip had broken. A more serious issued affected the driver's side front footstep. It sticks out at quite an angle and it appears to have come out of the mould this way - there are no stress marks to show that it's been bent at a later stage. This could be an isolated incident but it may pay to check before you buy.

COMPROMISE VS COST

It may sound as though we're taking nit-picking to extreme levels but there's a reason that we've studied the 'Dean Goods' so closely and that's down to

what's written on the Oxford Rail box: 'In pursuit of excellence'.

Bachmann and Hornby, don't make such claims so you'd expect a model manufacturer that does to produce something that's even better than you'd get from Barwell or Margate (now Sandwich). But that isn't the case with the 'Dean Goods'. The reason seems to be financial.

To make a model locomotive involves a considerable amount of money - some tens of thousands of pounds, in fact. And every time you want to make a change - to offer alternative smokebox doors, for example, or different chimneys - that amount increases. ➤

Reviews

It would appear that Oxford has limited the number of changes to keep the production costs - and the RRP that you will pay - down.

There is a range of prices attached to the 0-6-0 goods locomotives. Bachmann's GWR '2251' is at one end of the spectrum at £109.95 with the LNER 'J11' at the other with an RRP of £149.95. Oxford has positioned the 'Dean Goods' at the lower end of that scale (RRP is just £3 more than the '2251', at £112.95).

WORTH BUYING?

The big question is: should you buy an Oxford Rail 'Dean Goods'? Well, that all depends on what you want from a model locomotive. If you'd rather sacrifice prototype fidelity in order to save you a few pounds, then it's a really good buy. But if you want the ultimate 'Dean Goods' you're going to have to break out the tools - and even then it might be more economical to modify a Mainline model than an Oxford offering.

The best compromise, however, is to wait for Locomotion Models' limited edition of preserved No. 2516. Locomotion has worked with Oxford Rail to correct some of the issues, to produce a model worthy of the 'Locomotion Models' name. The cab has been retrofitted to an accurate profile - along with rivets and tip-up seats - and the smokebox has been tweaked too. It will also sport a high-gloss finish.

Production will be limited so get your order in quick. Hopefully, these changes will be applied to mainstream 'Dean Goods' in the future. (RF)

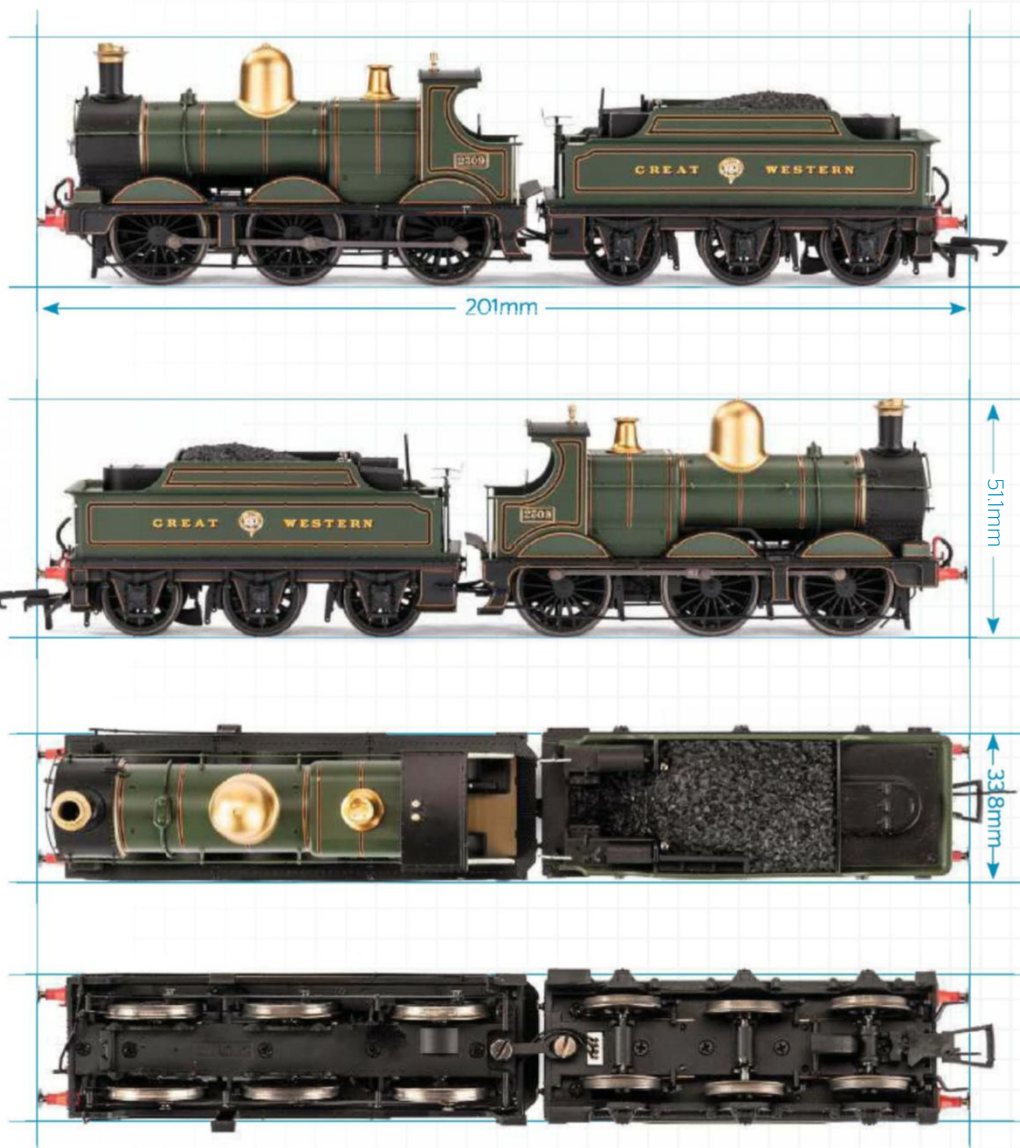
REVIEW VERDICT

PROS: Overall looks, decent performance, easy DCC conversion, price.

CONS: Too many compromises in order to keep its retail price down.

LOOKS	6.5
PERFORMANCE	8.5
FEATURES	8.5
DECORATION	7
VALUE FOR MONEY	7.5

76%



OXFORD RAIL 'DEAN GOODS' 0-6-0

OVERVIEW	ELECTRICS	DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Oxford Rail	Electrical system: 12V DC two-rail	Length (over buffers)	N/A	N/A	201mm
Ref. No. OR76DG001	Motor type: Coreless	Height	12ft 8½in	51mm	51.1mm
Unit No. 2309	Lights? No	Width (over steps)	8ft 2in	33mm	33.8mm
Scale/gauge: 1:76 scale, 16.5mm gauge 'OO'	DCC ready? Eight-pin socket	Wheel diameter (driving)	5ft 2in	20.8mm	20.6mm
Body: Plastic	Current use? 0.4A; stalled 0.5A	Wheelbase (locomotive)	15ft 6in	62mm	60.7mm
Chassis: Metal with plastic parts	MECHANISM	Wheel diameter (tender)	4ft 1½in	16.4mm	16.7mm
Weight: 210g	Drive system: Prop shaft to gear tower over rear axle	Wheel back-to-back	-	-	14.4mm
Min. curve radius: R2 (438mm)	Flywheel(s): Two	SERVICING	How to dismantle: Tender: two screws and unclip; locomotive: remove NEM pocket and remove three screws. Where to oil: Factory lubricated; instructions suggest further lubrication after running in.		
	Traction tyres: No				

System builder Other items to complement this model...

Oxford's AA1 'Toad'...

Oxford is producing the Diagram AA1 'Toad' brakevan...



...and Dia. AA3

...plus its four-wheeled cousin to complement the 'Dean Goods'.



Bachmann open wagon

Any 4w wooden opens will suit - Bachmann's are still the best.



Osborn's Austerity 'Box

◆ **SCALE** 'OO' gauge ◆ **MODEL** Arch Laser ALOO-019 GWR Austerity (ARP) Signal Box Kit
 ◆ **AVAILABILITY** Osborn's Models Tel: 01237 423453 Web: www.osbornsmodels.com
 ◆ **PRICE** £29.95 ◆ **PERIOD** 1940-2000s



During the war, timber-built signal boxes at strategic locations were vulnerable to damage during bombing raids. As a result, more resilient and utilitarian structures were needed, with a number of slightly different designs emerging in the 1940s.

Sometimes referred to as 'ARP' types, many of these brick and concrete buildings appeared on the network. While they would win no prizes for aesthetics, they were quick to erect, durable, and a good few lasted into the privatised era.

The GWR's wartime design has been captured in a kit from

Arch Laser, available from Osborn's Models in Bideford. Rendered in laser-cut micro plywood, the kit has been well designed and the components feature plenty of detail and relief.

An assembly jig is provided - to assist with building up the walls squarely - and, once the glue has cured, the structure is robust and attractive. The sliding windows have been captured well, with recessed panes and preformed holes for



the fitting of wire handrails (although wire is not supplied).

A set of name boards is provided for

Hinksey South and a basic lever frame is provided - also formed from laser-cut wood - although the holes do not match the levers, leaving the modeller to re-drill the frame. Another issue surrounds the floor and base, which are slightly too small. The resulting gap within the interior

was filled with offcuts of wood and this ensured that the walls gained the strength from the internal components, as the kit's instructions intend.

These minor issues aside, the kit provided an enjoyable project spread over a number of evenings. A selection of oil-based wood dyes coloured the various parts prior to assembly, with detail work, such as the windows, painted later. With the addition of a full interior, this would make for a splendid addition to a post-1940s Western Region layout. (GD)

4Ground Spear Point Fencing

◆ **SCALE** 'OO' gauge ◆ **MODEL** 4Ground spear point railings and gates (product code 00-TE-124) ◆ **AVAILABILITY** 4Ground Trackside Tel: 01985 840038
 Web: www.4groundtrackside.co.uk ◆ **PRICE** £9.50 ◆ **PERIOD** Any

Wrought iron spear point railings have been a common trackside feature since Victorian times. Commonly installed at stations and yards, as well as on the boundaries of domestic dwellings and urban structures, they're an essential detail for many layouts.

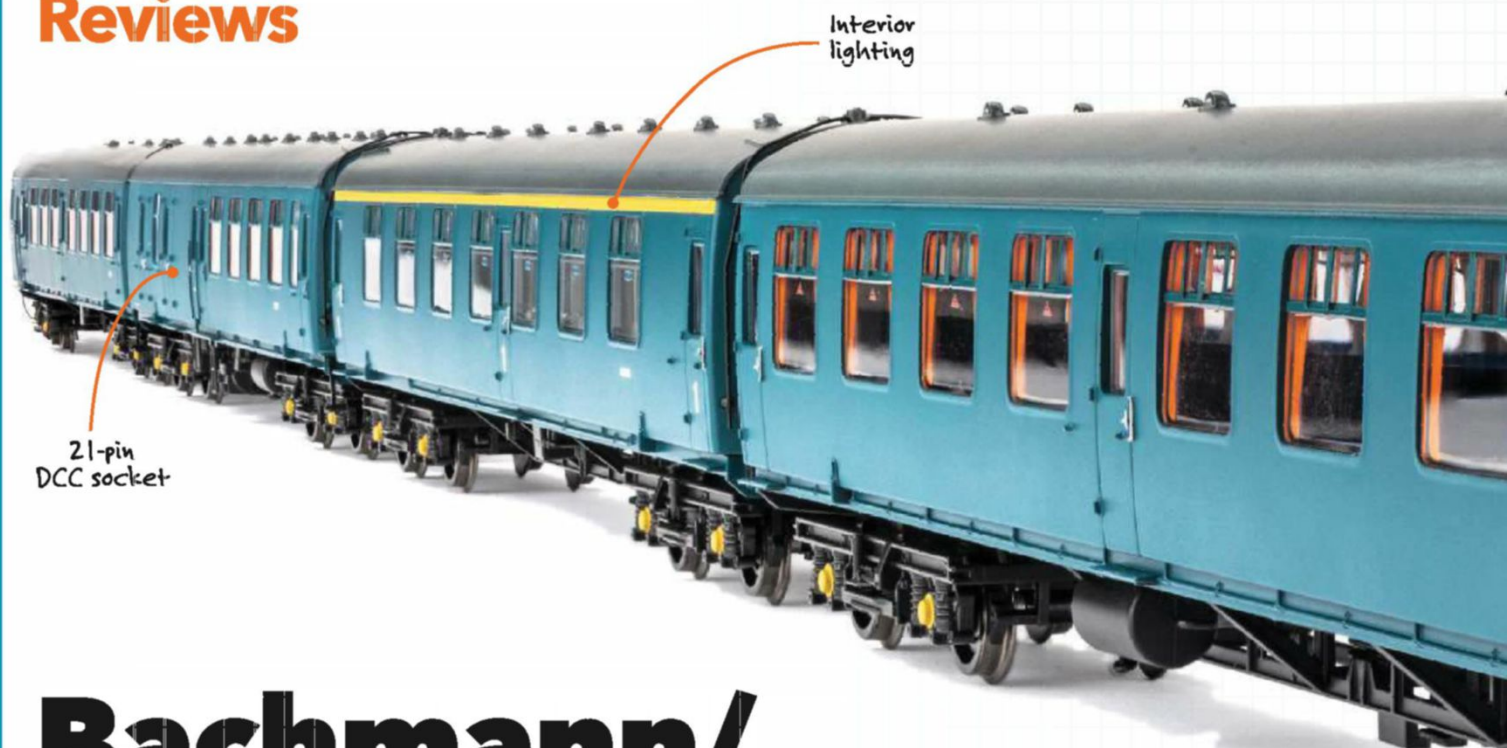
4Ground has released a pack of laser-cut railings, rendered in a flexible card-type material and

providing a series of 85mm-long sections, totalling 1.3 metres. A variety of single and double gates with matching posts is also supplied.

The railings are an authentic 3ft 6in scale height and come pre-coloured in a pleasing anthracite-grey shade. However, the edges appear lighter than the outer faces, so a little touching in with paint will enhance the overall effect.

Simple to install, the sections can be joined readily with PVA or cyano glue, and the material is durable and able to withstand a little rough handling. The railings and gates really look the part and the pack offers great value for money. (GD)





Bachmann/ Kernow '4-TC'

◆ **SCALE** 'OO' gauge ◆ **MODEL** Bachmann 32-640Z Class 491 '4-TC' unit number 416 BR blue ◆ **PRICE** RRP £289.95

◆ **AVAILABILITY** Kernow Model Rail Centre limited edition **TEL:** 01209 714099 **WEB:** www.kernowmodelrailcentre.com ◆ **PERIOD** 1967 ◆ **REGION** Southern

Bachmann's model, commissioned exclusively by Kernow Model Rail Centre, follows the style of its earlier EMUs, as it's effectively an EMU without a mechanism. That means that there are full interiors in all four coaches. The flush-glazed plastic body captures the appearance of these vehicles well, which really marked the beginning of the end for the 1950-designed Mk 1 coach. Indeed, so good is the plastic body in its flush-glazed matt BR blue finish that it looks like a top-quality, etched brass construction.

Care needs to be exercised to couple the cars in the correct order as shown in the instruction sheet, although the couplers are arranged in such a way that it would be difficult to get it wrong. The underside of the trailer brake coach carries three micro-switches that enable analog users to switch the interior and cab end

lights. If a 21-pin DCC decoder is fitted, DCC users can control these functions through the handset. The instruction leaflet includes information on decoder and sound installation.

The ends carry the prominent pantograph windscreen wipers and the recessed jumpers and hoses, as well as the twin roof-mounted air horns. Separate detail fittings are included but some of the air pipes should only be fitted if they don't interfere with coupler movement on curves.

The truss underframe and all the main equipment is neat and much of it is separately moulded, while the jacking/lifting points above the bogies are crisp and tidily represented. The model runs on sharply detailed 'B4' bogies with metal wheelsets having insulated plastic axles. These provide electrical current collection for the on-board lighting and headcodes. The axles run in a metal bearing plate which



serves as a friction-free electrical pick-up.

Tension-lock couplers in NEM pockets are provided on the cab ends, but within the unit, Bachmann's standard, wired MU coupler is employed. This allows for interior lights and directional headcode lighting.

I was keen to see how the unit performed when being propelled, so I dug a Heljan Class 33/1 out of *Model Rail's*

cupboard and tested the complete unit on our test track. It performed faultlessly throughout the test, including being propelled at a good speed through the series of reverse curves formed by short radius points.

The model is offered in plain Rail blue, blue and grey, blue and grey with NSE branding, RTC blue and red (see p10), and in plain blue 'charter' livery. Our





Illuminated
headcodes

3 things we like



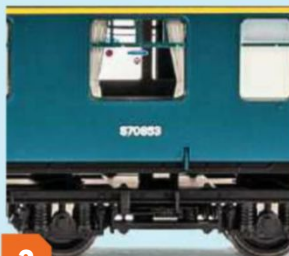
1

Fully detailed cab interiors, correctly painted too!



2

Beautifully rendered mesh on van doors.



3

Bogies and lifting point detail is excellent.

sample is finished as unit 416 in the original flat finish Rail blue in which the vehicles were delivered. By this time, the brown underframe had been abandoned, and the model is finished with the blue carried down over the solebars. The finish is high quality but inevitably a little drab in this particular livery, although it does emphasise the orange curtains which were a feature of new BR stock at this time. Lettering is minimal, but everything that should be there is present and legible.

This four-car unit is certainly not cheap, but with fully lit coaches now nudging up to the £60-70 mark, it's no more than we might expect for a model of this calibre. (CJL)

“Lettering is minimal, but everything that should be there is present and legible in white”



Interior detail

Internally, we're not yet quite at the stage of having printed antimacassars in First Class and mirrors on the bulkheads, but nor do we have the generic toffee-coloured, one-piece interior moulding of old. The seats are of typical Mk 1 coach shape with high backs and finished in blue, with the compartment walls in a beige colour. There are tan-coloured tables and the outer cars have detailed cab interiors in the distinctive pale blue-green of the day. The orange curtains are even printed with the folds and creases in them. Windows carry legible 'First Class' and 'No Smoking' labels as appropriate.



History

Though classified as EMUs, the '4-TCs' were four-car control trailer units converted from Mk 1 coaches, the Southern Region having swapped stock with other regions (including exchanging Bulleid coaches) for the best of their Mk 1s. With a driver's cab at each end and gangwayed First and Second Class accommodation, the units were built for the Bournemouth-Weymouth route. This section was not included in the Bournemouth electrification scheme.

Power was provided by a '4-REP' EMU on the electrified section and at Bournemouth the '4-TC' set (or sets) were detached and taken forward in push-pull fashion by a Class 33/1 diesel-electric. In the Up direction, the train would be driven from the



COLOUR RAIL

leading unit, with the 33/1 pushing in the rear.

BR built 34 '4-TCs'. Originally numbered 401-434, they were re-numbered 8001-8034. Classified '491' under TOPS, they were reclassified '438' before withdrawal. They were replaced by Class 442 EMUs.

System builder

Other items to complement this model...



Locomotive

Heljan 3348 Class 33/1 D6511 in BR blue with full yellow ends. RRP £119.00. From Heljan stockists.



Buildings

Bachmann Scenecraft 44-0026 Electrical Relay Room (RRP £29.95) and 44-0044 Concrete Footbridge (£44.95). From Bachmann stockists.



Locomotive with sound

Dapol 4D-006-005S Class 73 electro-diesel E6003 with DCC sound. From Kernow MRC, £257.99.



268mm



50.4mm



36mm



REVIEW VERDICT

PROS: Does everything you need it to do and looks good.

CONS: Nothing of significance.

LOOKS	9.5
PERFORMANCE	9.5
FEATURES	9
DECORATION	9
VALUE FOR MONEY	9

92%



Oxford Rail 'Carflat' bogie wagon

◆ **SCALE** 'OO' gauge ◆ **MODEL** Oxford Rail OR76CAR001 'Carflat' BR bauxite ◆ **PRICE** £29.95 ◆ **AVAILABILITY** Oxford Rail stockists ◆ **PERIOD** mid-1960s to 1980s ◆ **REGION** All

There's an unwritten law in this hobby: if you spend time building or converting a particular item, as soon as you've finished it, a ready-to-run version will be announced.

So it was proved when I converted a Hornby Mk 1 coach chassis into a 'Carflat' car-carrying wagon in the April 2015 issue of *Model Rail*. Soon afterwards, both Bachmann and Oxford Rail announced that they would produce ready-to-run 'Carflats'. Avoiding duplication, Oxford went for the 60ft version, built on old LMS carriage underframes, while Bachmann chose the longer BR Mk 1-based version.

Both types had a cross-planked wooden floor with a low railing around it, capable of accommodating four cars or vans, held in place by wooden chocks nailed to the wagon floor. A hinged plate at the ends of the wagon dropped down onto the buffers, enabling cars to be driven into position, along the length of the train. Some of the Mk 1-based wagons had a section of the side railing

which could be removed to allow cars to be loaded from the side also. These were required for locations such as the Severn Tunnel car ferry service, where vehicles were side-loaded from the station platforms at Pilning and Severn Tunnel Junction.

WEIGHING IN

First to reach the shops is the Oxford version, and we've received an example in BR bauxite as B748747 for review. Weighing in at 77g, the wagon is assembled from crisply detailed plastic mouldings but clearly has some metal weight concealed between the floor and the underframe. The model runs on 9ft wheelbase LMS bogies from which the outer end stretcher has been omitted in order to clear the NEM coupler pocket, which is mounted on a sprung close-coupling cam arrangement. The bogies have brake blocks in line with the wheel treads.

There's not much bulk to

a 'Carflat' so the opportunities for detailing are quite limited, but every opportunity seems to have been taken to apply separately fitted details. The

truss underframe is neatly

moulded and carries vacuum cylinders, V-hangers and a representation of the brake rigging, which even includes an adjuster. The ends are impressively detailed, with

large-headed blackened metal bufferheads (not sprung), separate lamp irons and separate metal hoops for the bump stops, which would rest on the bufferstocks when the ends were lowered.

According to the neatly printed builder's plate, this wagon was built at Derby in 1964 on Lot No. 3535. Other printed detail includes the load limit - '10tons evenly distributed' and 'No loose shunting' warnings on both the solebars and ends.

OPTIONAL EXTRAS

A bag of detail parts includes 16 yellow chocks (four per car) and two brake pipes which can only be fitted if they don't interfere with bogie swing on your curves. The chocks have a small pin on one side, which suggests that the deck should be drilled to accept them and the cars permanently mounted on the

wagon, as chock position will vary according to the type of car.

Although 'Carflats' were usually coupled in complete trains or on the rear of coaching stock, I tested our sample, empty, over complex trackwork, with the weight of five coaches behind it. The model performed faultlessly throughout the tests. The empty wagon has clearly been kept as light as possible to allow for the weight of four cars when it is run loaded.

Oxford Rail's 'Carflat' is a neat and accurate model of a wagon which has not been offered ready-to-run since Tri-ang-Hornby days, and which is specific to a very distinct BR period from the 1960s to the 1980s. (CJL)

REVIEW VERDICT

PROS. Lots of separately fitted details, faultless performance.
CONS. Little of note.

LOOKS	9
PERFORMANCE	10
FEATURES	8
DECORATION	10
VALUE FOR MONEY	9

92%



00
GAUGE



Bachmann 60ft 'birdcage' coaches

◆ **SCALE** '00' gauge ◆ **MODEL** Bachmann 39-602 'Birdcage' Brake Third Lavatory 39-612 Composite Lavatory 39-622 Brake Third. All in BR crimson
◆ **PRICE** £59.95 ◆ **AVAILABILITY** Bachmann stockists ◆ **PERIOD** 1950s-60s

Perhaps the most eagerly awaited rolling stock in recent years has been the South Eastern & Chatham Railway 'Birdcage' coaching stock from Bachmann, if only to provide appropriate stock for the Wainwright 'C' to haul.

The SECR, pressed by capacity issues on its trains, was among the first railways to stretch coaching stock designs to 60ft. This created greater end-throw, and meant that guard's look-out duckets could not be accommodated within gauge, so the SECR opted for a minimal guard's compartment with a raised roof which reflected the European style of cupola, but became known here as a 'birdcage'.

Examples of SECR 'Birdcage' stock rescued from departmental service and from the Longmoor Military Railway have been superbly

restored by both the Kent & East Sussex Railway and the Bluebell where, doubtless, Bachmann went to research the three-coach set which they have now released in model form.

The three-coach set consists of a Brake Third lavatory/Composite Lavatory/Brake Third without lavatory, and the sample

supplied to us depicts the set in early BR unlined crimson, on which I will comment later.

'SPLENDID RENDITION'

Bachmann is establishing itself as the top-end manufacturer in terms of the level of detail and separately applied parts. Perhaps this began as a reaction to

Hornby's move down the detail stakes with its ill-fated 'Design-Clever'. Whatever the reason, the 'Birdcage' coaches move Bachmann up another rung on that ladder. Inevitably there's a price to be paid for this level of quality and detail, and there's no doubt that these models warrant a high value-for-money rating in

Composite Lavatory No.554685



Brake Third No.531285S



Brake Third Lavatory No.53500S

“ Bachmann is establishing itself as a top-end manufacturer in terms of the level of detail and separately applied parts ”

spite of that. They are a truly splendid rendition of what became known as 'Ashford Gothic' thanks to the shape of the windows, with their rounded top corners and square lower corners.

The character of that shape has been finely captured with droplights, vents and panelling all neatly represented. Indeed, the external beading, with its squared corners, is exquisite and is topped off by separately fitted handrails and curly grab handles.

On the roofs, the 'birdcages' are glazed front and back. I wondered how the guard got up high enough to see out. Clearly, the decorator's plastic milk crate was a non-starter, so was there a step of some sort in the guard's van - or did the SECR simply employ tall guards? The answer is there if you peer through the windows, as there's a double step at the outer end of the guard's van.

The rest of the interior is equally well represented, with the unusual layout in the two lavatory vehicles which allowed toilet access from some compartments and not others. In addition, the composite features an open saloon section in part of the First Class accommodation. Here, only some First Class passengers had toilet access, while one First and two Third Class compartments did not. Whatever the class of passenger, some were clearly more 'equal' than others!



Returning to the exterior, the ends have generously wide steps, separate handrails and brake pipes, and excellent moulded renderings of the big round buffers. Separately fitted torpedo roof vents top off the roofs; 18 or even 21 of them, depending on the vehicle type.

The 8ft wheelbase bogies have crisp detailing and wide footsteps. They run on insulated metal wheels running in bearing plates which also serve as pick-ups for lighting. Tension-lock couplings are fitted in NEM

pockets mounted on the now-customary close-coupling cams which draw the coaches closer together on straight track. However, they still leave a gap of around 7mm between bufferheads. Running on our test track we found no fault in the running either, and the

set of three worked easily through complex trackwork without any problems.

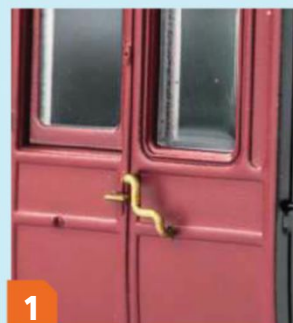
Our samples are in BR livery so they carry limited lettering - just the numbers, 'Guard' and First Class markings on the doors, all of which are neatly applied. Look closely at the ends of the brake cars and the length and data markings in white are all fully legible - but you'll need a magnifier to read them! First Class lozenges are applied to appropriate windows and the very limited non-smoking accommodation, typical of the 1950s, is also marked with window stickers.

GILDED CAGE

It is almost impossible to fault these models, but I do have one reservation. Not for the first time in ready-to-run models does the shade of red disappoint. Representing the crimson ('blood' of 'blood and custard') of the early 1950s, to my eye it looks closer to the unlined maroon of the 1960s, by which time these coaches had been withdrawn or passed into departmental stock. Check out www.preservation.kesr.org.uk/coaching-stock/se-cr to see just how bright this red could be. However, Bachmann's shade is closer to that used by Hornby on its ex-LSWR stock, so that may well please Southern modellers who run both types.

In short, these coaches continue the very high standard set by recent Bachmann products. I hope that, in due course, we shall see them in one of the more elaborate liveries. (CJL)

3 things we like



1

Tiny separately fitted grab handles.



2

Fine printing that's legible under a magnifier.



3

Neatly glazed rear windows on the cupola.

REVIEW VERDICT

PROS: Beautifully modelled to a very high standard.

CONS: BR crimson is too dark, otherwise nothing.

LOOKS	9.5
BUILD QUALITY	10
FEATURES	9.5
DECORATION	9
VALUE FOR MONEY	9

94%

Show & Tell

This is *the* place to share your latest layout or project with fellow modellers. Here's where we publish a selection of your best photographs and stories as well as interesting oddities and, occasionally, modelling disasters!

'TINNISWOOD'

Neville Davies, Preston

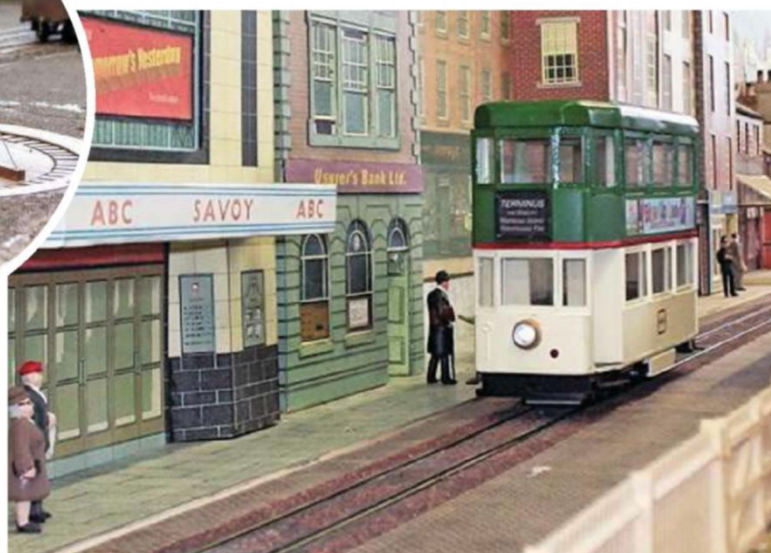
'Tinniswood' is named after the late, great comedy writer Peter Tinniswood, whose various books, TV and radio programmes have given me much pleasure over the years.

I've always been fascinated by Colonel Stephens' railways but I do not have sufficient faith in my ability to attempt to accurately model any particular prototype. Peter Tinniswood's *Tales from a Long Room* are narrated by 'The Brigadier' and I've taken the name of the main station from his village in that work.

The mix of locomotives and rolling stock is eclectic. Although there are scale models on both the standard and narrow gauge railways, most of the models are freelance, scratchbuilt or kit-bashed. An impulse purchase of a Stephen Pool (now Peco) Glyn Valley Tramway O-4-2T led me to start modelling in 'O-16.5'.

'Tinniswood' was originally intended only as a narrow gauge railway. However, having chanced upon 'Castle Rackrent' in its original form, I realised that, by slightly widening the baseboards, standard gauge could be incorporated; hence the branch from 'Warton Tower'.

The standard gauge points and dual gauge trackwork were made to order by Marcway. All other visible narrow gauge track is Peco 'O-16.5' and Streamline 'OO' gauge. The



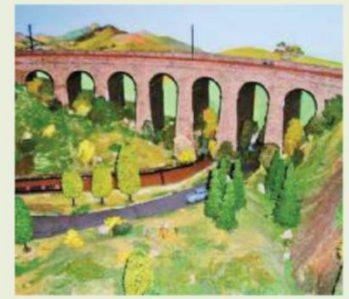
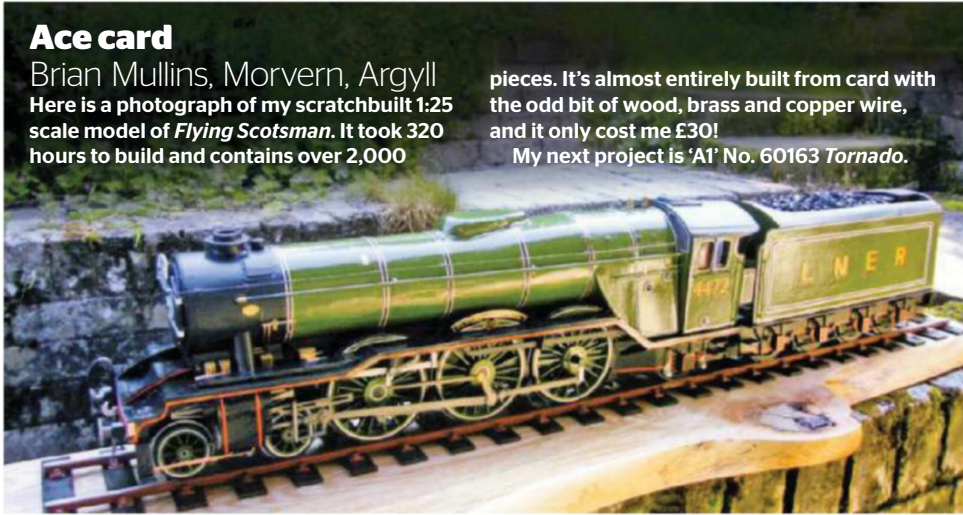
majority of the standard gauge track is Rivarossi 'O' gauge flexi, which has what appears to be aluminium based alloy rail which needs little or no cleaning.

I also have a tramway, where three trams can run at a time. Two are initially positioned at the town terminus and one in the fiddleyard. The first leaves the terminus and travels for a short distance before slowing to a halt outside the cinema. After a short wait (variable as required), it continues up the slope to cross the branch by a bridge and enters the vacant fiddleyard road. The fiddleyard points change as they are cleared, the tram coming to a halt in an end section protected by a diode to prevent overrun. After another (variable) pause the other tram leaves the fiddleyard and performs this sequence in the opposite direction.

Ace card

Brian Mullins, Morvern, Argyll
Here is a photograph of my scratchbuilt 1:25 scale model of *Flying Scotsman*. It took 320 hours to build and contains over 2,000

pieces. It's almost entirely built from card with the odd bit of wood, brass and copper wire, and it only cost me £30!
My next project is 'A1' No. 60163 *Tornado*.



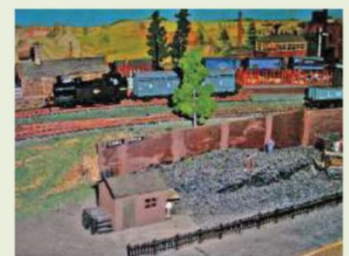
'Carlton in Dale'

John Gill, Bewdley, Worcestershire

This layout is based on a location on the borders of West Yorkshire and Lancashire. It's a basic 'tail-chaser', which has taken over 20 years to build and has endured three changes of address.

Stock is based on the Eastern and Midland Region in the 1950s, and I have over 50 locomotives. An exception is a GWR goods train headed by a pannier tank. This was inspired by a day on the footplate of the Severn Valley Railway's No. 7714, where I'm a guide at its Highley Engine House.

'Carlton in Dale' is sited in the centre of the village with numerous cameo activities, including the weekly refuse collection, window cleaners in action and a small group enjoying a brew at the café. There are over 100 figures in one area.



Scratching a HST itch

Graham Fletcher, South Ockendon, Essex

It was a tough decision to cut up a perfectly good model in order to build something that never actually existed, but I'm glad I did. For years, I'd wondered what a twin-cab Class 43 might have looked like, especially in an 'older' colour scheme.

When Hornby released its superb all-new power car and dummy power car in Grand Central black (which I managed to find for less than £80!), the decision was made a little easier. This is the result, and it's become my favourite model!



'Kirby'

Bryan Barker, Ipswich, Suffolk

'Kirby' is a fictitious town in the late 1950s/early 1960s. The station serves an Eastern Region line that's connected to the London Midland Region.

In reality, it's an 'N' gauge layout in an 11ft by 6ft garden shed. It's loosely based on Ipswich station and is my first attempt at modelling. Still very much a work in progress, it's fully illuminated with

street lights, working Belisha beacons, traffic lights, emergency vehicles and even a police phonebox. All the buildings have internal lights.

That said, there are still more buildings to install. I also want to add signals, remote control to the 42 points - and even pluck up the courage to weather some of my stock.



How to join in

We want to see your projects in *Model Rail*, be they layouts, locomotives or rolling stock, scenery or structures. If you have something you're proud of and would like to share it with your fellow readers, send two to three digital images and a brief description to mike.harris@bauermedia.co.uk

You can also send prints or slides, with a brief description, to the editorial address (see top of page). Finally, if you have any failed or stalled projects, or models that have gone wrong, why not share them and explain how not to do it?

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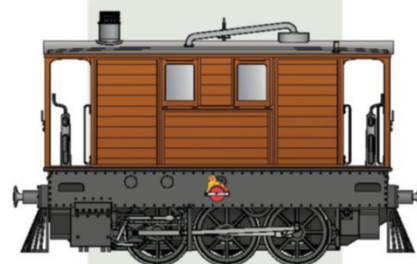
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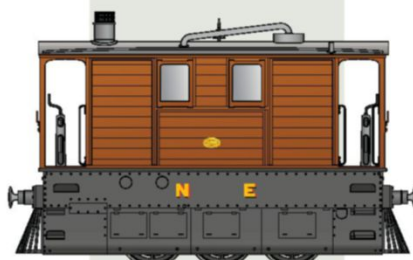
MR-203
No. 68225, BR early
emblem weathered,
no skirts



MR-204
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no skirts



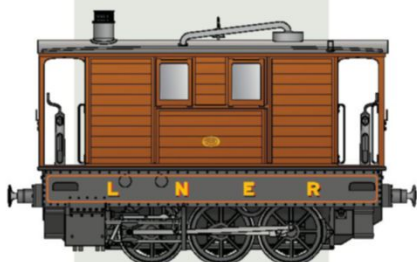
MR-205
No. 68223, British
Railways lettering,
full skirts



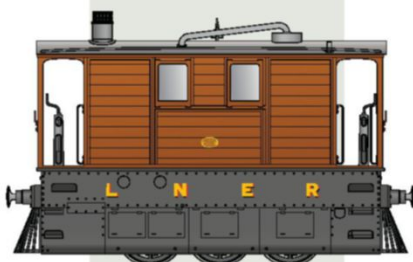
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full skirts



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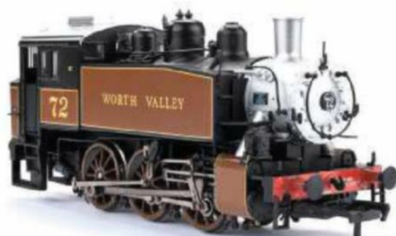
MR-101
No. 1968, USATC black



MR-105
No. WD300 Major-General Frank S. Ross,
Longmoor Military Railway blue



MR-107
No. 36, National Coal
Board black



MR108
No. 72, Keighley & Worth
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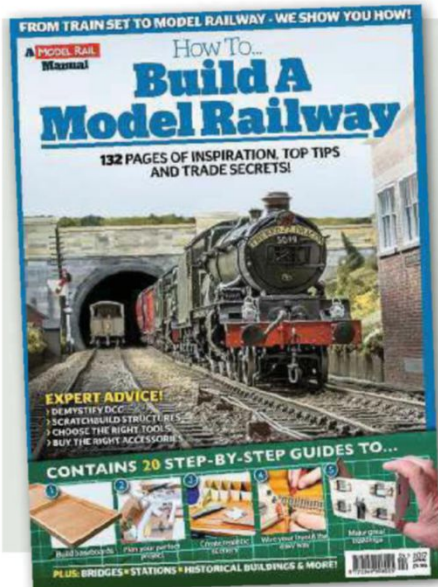
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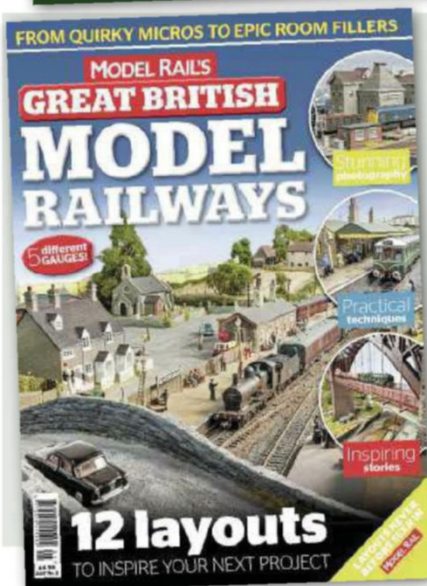


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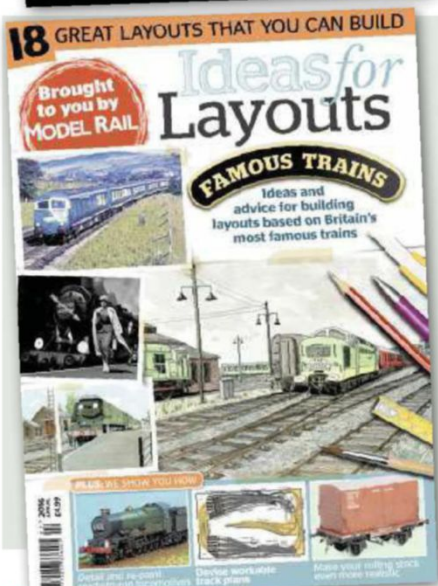
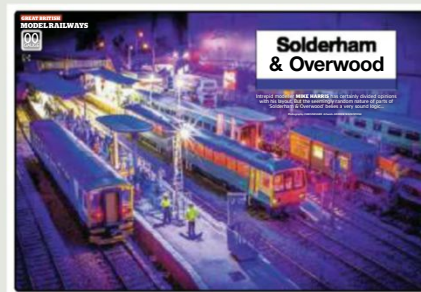


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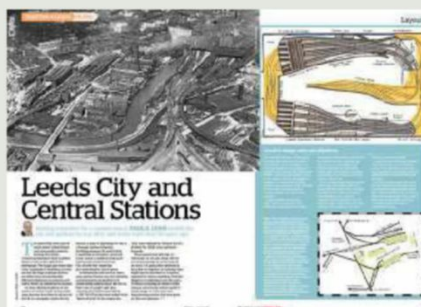


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WHAT'S ON EXHIBITION DIARY

Sep 23

ENFIELD, MIDDX. Enfield Whitewebbs Railway Modellers MRE. Whitewebbs Museum of Transport, Whitewebbs Road, Enfield EN2 9HW. **Time:** 1030-1700. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 07798 765859.

SKELTON, CLEVELAND. Cleveland MRC MRE. Unit 2, The B-Hive, Skelton Industrial Estate, Skelton TS12 2LQ. **Time:** 1000-1600. **Admission:** Adult £1, Child 50p. **Tel:** 07864 880242. **Web:** www.cmrc.club

Sep 23-24

ELSECAR, YORKS. Elsecar Garden Railway Show. Elsecar Heritage Centre, Wath Road, Elsecar S74 8HJ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5. **Web:** www.yorkshire.16mm.org.uk

HALIFAX. Halifax MRC MRE. North Bridge Leisure Centre, North Bridge, Halifax HX3 6TE. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6.50, Child £3. **Web:** www.halifaxmrc.co.uk

LYDNEY, GLOS. Forest of Dean MRC MRE. The Dean Academy, Lydney. **Time:** Sat 1100-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 01594 837473. **Web:** www.fodmrc.co.uk

MATLOCK. The Lumsdale Model Club Open Day. St Giles Church, Church Street, Starkholmes, Matlock DE4 3BZ. **Time:** Sat 1000-1700, Sun 1130-1700. **Tel:** 07733 386194. **E-mail:** lumsdalemodelclub@hotmail.co.uk

STICKNEY, Lincs. Boston MRS MRE. Stickney Village Hall, Hall Lane, Stickney, Lincs PE22 8BA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Family £7, Child £1. **Tel:** 07958 137122. **E-mail:** djcurrie@live.com

AYLESBURY, BUCKS. Scaleforum 2017. Stoke Mandeville Stadium, Guttman Road, Aylesbury HP21 9PP. **Admission:** Adult £9, Scalefour Member £6. **Web:** www.scalefour.org

WORTHING, SUSSEX. Worthing MRC MRE. Durrington High School, The Boulevard, Worthing BN13 1LA. **Time:** Sat 1000-1700, Sun 1000 1600. **Tel:** 07970 633908. **Web:** www.worthingmrc.co.uk

Sep 24

NEEDHAM MARKET, SUFFOLK. One Model Railway Club. Needham Market Community Centre, School Street, Needham Market, Suffolk IP6 8BB. **Time:** 1030-1600. **Admission:** Adult £4. **Tel:** 07754 673439. **Web:** www.onemrc.org.uk

Sep 30

BRADFORD. Bradford MRC MRE. St Winefride's Church Hall, St Paul's Avenue, Wibsey, Bradford BD6 1ST. **Time:** 1000-1600. **Admission:** Adult/Concession £3, Child £1. **Tel:** 07815 073721. **Web:** www.bradfordmrc.org.uk

EARLEY, BERKS. Loddon Vale MRC MRE. St Peters Church Hall, Church Road, Earley RG6 1EY. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £9. **Web:** www.lvrmc.co.uk

ENNISKILLEN, CO. FERNANAGH. Erne MRC MRE. Cathedral Hall, Halls Lane, Enniskillen BT74 7DR. **Time:** 1000-1700. **Admission:** Adult £4, Child/Senior £3, Family £10. **Tel:** 02866 329050. **E-mail:** rdjwilson29@icloud.com

SALE, MANCHESTER. Tri-ang Society MRE. St Martins Church Hall, Church Lane, Ashton on Mersey, Sale M33 5QG. **Time:** 1030-1630. **Admission:** Adult £3.50, Child £2.

WALTON-ON-THAMES, SURREY. Walton on Thames MRE. All Saints RC Church Hall, Queens Road, Hersham, Walton-on-Thames KT12 5LU. **Time:** 1000-1600. **Admission:** Adult £5, Senior £4, Child £3, Family £12. **Tel:** 07763 438150. **Web:** www.waltonmodelrailwayexhibition.co.uk

WELLINGTON, TELFORD. Telford Railway Modellers Group MRE. Charlton School, Apley Ave, Wellington TF1 3DY. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01952 820376. **E-mail:** jandi.waite@virginmedia.com

Sep 30 - Oct 1

DORKING, SURREY. Dorking and District MRC MRE. Oddfellows Hall, 270 High St, Dorking RH4 1QT. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Senior £2.50, Child £1.50, Family £8. **Tel:** 07810 514070. **Web:** www.dorkingmodelrailwayclub.com

Oct 1

ASHMANHAUGH, NORFOLK. Ashmanhaugh Light Railway Open Day. East View Farm, Stone Lane, Ashmanhaugh, Norwich NR12 8YW. **Time:** 1400-1700. **Web:** www.ashmanhaughlightrailway.co.uk

Oct 6-8

BISHOPS LYDEARD, SOMERSET. Taunton MRG MRE. Bishops Lydeard Station, West Somerset Railway. **Time:** 1030-1630. **Admission:** Adult £1.50, Child £0.76.

Oct 7

MARCH, CAMBS. March and District MRC Open Day. The Scout Hall, Mill View, March PE15 8SY. **Time:** 1000-1600. **Admission:** Adult £2.

PRINCES RISBOROUGH, BUCKS. Princes Risborough & District MRC Open Day, Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1100-1600. **Tel:** 01844 275748. **Web:** www.rdmrc.org.uk

SHEFFIELD. The Sheffield MRS MRE. Davy Social Club, Prince of Wales Road, Sheffield S9 4ER. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Web:** www.sheffield-mrs.com

SUDBURY, SUFFOLK. Sudbury MRC MRE. St Peters Church, Market Hill, Sudbury CO10 2EA. **Time:** 1000-1630. **Admission:** Adult £4, Concession £4, Child £2. **Tel:** 01787 461224. **Web:** www.sudburymrc.org.uk

THUNDERSLEY, ESSEX. Thundersley Methodist Church, Kennington Ave, Benfleet SS7 4BS. **Time:** 1000-1600. **Admission:** Adult £3, Senior £2, Child 50p. **Tel:** 07542 180443.

Oct 7-8

DAGENHAM, ESSEX. Ilford & West Essex MRC Becontree Model Railway Showcase, Bethel Christian Centre, 170 Bennets Castle Lane, Dagenham RM8 3XP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** £2. **Tel:** 01708 701290. **Web:** www.iwemrc.org.uk

SHILDON, CO. DURHAM. Shildon MRC Open Exhibition. Locomotion Museum Shildon, Co. Durham DL4 2RE. **Time:** 1000-1700. **Tel:** 07720 975208. **Web:** www.shildonmrc.com

WARLINGHAM, SURREY. Croydon MRS MRE. Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £2, Concession £5. **E-mail:** croydonmrs.org.uk@live.co.uk **Web:** www.croydonmrs.org.uk

Oct 8

GAINSBOROUGH, Lincs. Gainsborough MRS Open Day. **Time:** 1330-1800. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

KEIGHLEY. Keighley MRC 7mm Festival. Keighley MRC, Keighley Business Centre, Knowle Mills, South Street, Keighley BD21 1SY. **Tel:** 07973 776108. **Web:** www.keighley-mrc.org.uk

ORPINGTON, KENT. G Scale Kent Autumn Indoor Meet. Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom BR6 7PQ. **Time:** 1100-1600. **Admission:** Adult £2.50, Child £1. **E-mail:** roger.allen1@btinternet.com **Web:** www.gscalekent.co.uk

Oct 14

CRADLEY HEATH, W. MIDS. Cradley Heath MRC MRE. Cradley Heath Community Centre, Reddal Hill Road, Cradley Heath B64 5JG. **Time:** 1000 1630. **Admission:** Adult £4, Child £3, Family £10. **Tel:** 01902 677593. **E-mail:** bryanshear@hotmail.co.uk

HEYWOOD, LANCS. Heywood MRG MRE. Club Rooms, Unit 3, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

WING, BEDS. Tring & District MRC MRE. Tring & District MRC MRE. The Cottesloe School, Aylesbury Road, Wing, nr Leighton Buzzard LU7 OPD. **Time:** 1030-1630. **Admission:** Adult £6, Child £3.50, Family £14. **Web:** www.tdmrc.co.uk

Oct 14-15

ALDERSHOT. Farnham and District MRC MRE. Alderwood (formerly Connaught) Leisure Centre, Tongham Road, Aldershot GU12 4AS. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Child £2, Family £15. **Web:** www.farnhammrc.org.uk

CORBY. C&D MRS Corby MRE; St Peter & Andrew Church Hall, Beanfield Ave, Corby NN18 0EH. **Time:** Sat 1000-1700, Sun 1100-1630. **Admission:** Adult £4, Concession £3, Child £2, Family £10.

PROMOTE YOUR EVENT HERE

Model Rail is happy to accept details of club exhibitions for inclusion on this page free of charge on the understanding that details may be edited down to suit available space and that Model Rail and its staff are not held responsible for any errors, howsoever caused. Send your exhibition details to: [Model Rail Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail: jane.skinner@bauermedia.co.uk](mailto:jane.skinner@bauermedia.co.uk) Entries for the November 2017 issue should reach us by September 29 2017.

Next Issue

ON SALE
OCTOBER
19

A nod to Brent

Robin Sweet doffs his cap to Brent station and draws plenty of inspiration from the surrounding Devonshire countryside.



Addison Park

A London Underground layout in 3mm:1ft scale left Phillip Hutchings with no choice but to scratchbuild his way to the finish line.



IMPROVE YOUR TRAINS

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015							
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013							
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/ 122	hattons.co.uk/dapolbubble	£123.25	Dec 2012					121		122
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016							
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/OGaugeWW	from £85	Oct 2016							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 05	hattons.co.uk/hel05	£315	May 2016							
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	TBA	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015							
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016							
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016							
Class 87	hattons.co.uk/hornby87	£169.99	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 2301 Dean Goods 0-6-0	hattons.co.uk/oxdgc	£95	Jan 2016							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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H1413 Class 14xx 0-4-2T 1444 in BR Lined green early
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black late crest (Bac) £135.96

R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad
Range (Hor) (RRP £44.99) **BARGAIN** £25

R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in
BR Green early emblem - TTS sound fitted (Hor) £169
R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor)
(RRP £119.99) **BARGAIN** £82

R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black
early emblem (Hor) (RRP £119.99) **BARGAIN** £82

H1401 Class 48xx 0-4-2T 4825 in GWR Unlined green
Great Western lettering (DJ) £99

R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green
late crest - Railroad Range (Hor) (RRP £94.99) .. **BARGAIN** £57

R3313 Class 4F 0-6-0 4323 in LMS Black (Hor)
(RRP £99.99) **BARGAIN** £58

R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor)
(RRP £99.99) **BARGAIN** £58

32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black -
weathered (Bac) (RRP £134.95) **BARGAIN** £88

R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler
tender - Railroad range (Hor) (RRP £84.99) .. **BARGAIN** £45

R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black
late crest (Hor) £119

31-169 Class 5 L&YR 2-4-2T 50795 in BR lined black early
emblem (Bac) (RRP £109.95) **BARGAIN** £79

31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined
black late crest (Bac) £135.96

31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined
black late crest (Bac) £135.96

31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS
crimson welded Stanier tender - DCC sound fitted (Bac) £203.95

R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR
Green late crest (Hor) (RRP £181.99) **BARGAIN** £109

R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR
Green Shirtbutton logo (Hor) (RRP £181.99) .. **BARGAIN** £109

R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR
Blue early emblem (Hor) (RRP £181.99) .. **BARGAIN** £109

31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR
black early emblem (Bac) £81.55

31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS
crimson (Bac) (RRP £164.95) **BARGAIN** £104
R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor)
(RRP £124.99) **BARGAIN** £69
R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor)
(RRP £124.99) **BARGAIN** £69

R3419 Class 700 "Black Motor" 0-6-0 693 in Southern
Railway black (Hor) (RRP £124.99) **BARGAIN** £69

R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion"
in BR green late crest (Hor) £153

R3288 Class 9F 2-10-0 92220 "Evening Star" in BR Green
late crest (Hor) £89

R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple
green - Railroad Range (Hor) (RRP £94.99) **BARGAIN** £55

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green
TTS Sound - Railroad range (Hor) (RRP £119.99) **BARGAIN** £85

R3060 Class A1 4-6-2 60163 "Tornado" in British Railways
Apple Green (Railroad Range) (Hor) (RRP £99.99) **BARGAIN** £68

R3528 Class A1X "Terrier" 0-6-0T 4 in Weston Clevedon
and Portishead Railway green (Hor) £72

R3528 Class A1X "Terrier" 0-6-0T 4 in Weston Clevedon
and Portishead Railway green (Hor) £72

31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR
lined green late crest (Bac) (RRP £179.95) **BARGAIN** £121

R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early
emblem (Hor) (RRP £154.99) **BARGAIN** £94

R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter Blue
TTS Sound - Railroad range (Hor) (RRP £99.99) .. **BARGAIN** £70

R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in
LNER wartime black (Hor) (RRP £164.99) .. **BARGAIN** £109
R3522 Class A4 4-6-2 60026 "Miles Beevor" BR green early emblem (Hor) £144

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor)
(RRP £155.99) **BARGAIN** £87
R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) £136
R3004 Class B17 4-6-0 61631 "Serby Hall" in BR Green early emblem -
weathered (Hor) (RRP £131.99) **BARGAIN** £79

R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early
crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59

35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac)
(RRP £109.95) **BARGAIN** £80

31-480 Class G2A Super D 0-8-0 9376 in LMS black
tender back cab (Bac) £101.96

R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor)
(RRP £126.49) **BARGAIN** £75

R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor)
(RRP £129.99) **BARGAIN** £82

R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor)
(RRP £129.99) **BARGAIN** £82

R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in
BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** £108

R3440 Class P2 2-8-2 2001 "Cock O' The North" in LNER
apple green - gloss finish (Hor) £122.50

R3440 Class P2 2-8-2 2001 "Cock O' The North" in LNER
apple green - gloss finish (Hor) £122.50



**UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)**



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) (RRP £94.99) **BARGAIN** £68



R3413 Class S15 4-6-0 30831 in BR Black late crest (Hor) (RRP £154.99) **BARGAIN** £68



R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN** £68



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) **BARGAIN** £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) **BARGAIN** £89



R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor) £69.50



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) £101.96



R3524 Rebuilt 'West Country' 4-6-2 34096 'Trevone' in BR green late crest (Hor) £144



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £110.46



32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (RRP £129.95) **BARGAIN** £89



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21
R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £43.99) **BARGAIN** £31

Train packs



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £299.99) **BARGAIN** £150
R3398 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) **BARGAIN** £139



R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) **BARGAIN** £30
R3671 North Eastern freight train pack Class K1 62006 in BR black and three open wagons (Hor) (RRP £198) **BARGAIN** £149
R3670 South Wales coal train pack Class 72XX 2-8-2T 7224 in BR black and three private owner wagons (Hor) (RRP £193) **BARGAIN** £135



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) (RRP £134.95) **BARGAIN** £99



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) **BARGAIN** £145



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 'Winston Churchill' in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

Diesel locos



R3065 Class 06 Shunter 06008 in BR blue (Railroad Range) (Hor) (RRP £32.99) **BARGAIN** £19



R3490 Class 08 08673 in InterCity - Railroad range (Hor) (RRP £44.99) **BARGAIN** £28



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72
1604 Class 16 North British Type 1 D8409 in BR green grey roof - Glass finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



R3394TTS Class 20 20163 in BR blue - TTS sound fitted - Railroad Range (Hor) £93
32-408 Class 25/3 25286 in BR Blue Domino Headcode (Bac) £93.46



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) **BARGAIN** £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



3348 Class 33/1 D6511 in BR Blue full yellow ends (Hel) £94



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £85



32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) £117.26



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



R3482 Class 4DH Sentinel DH16 in MSC (Manchester Ship Canal) (Hor) (RRP £65.99) **BARGAIN** £40



R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £40



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) £144



32-534DS Class 55 Deltic 55004 'Queen's Own Highlander' in BR blue - DCC sound fitted (Bac) £212.46



R3473 Class 56 56108 in Railfreight red stripe (Hor) **NEW** £153



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) ... £203.96



R3572 Class 60 60087 'CLIC Sargent' in Colas Rail Freight orange/black (Hor) £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) £208.21
32-737 Class 66 66065 EWS DB Schenker branding - weathered (Bac) £142.76



R3486 Class 66 66185 'DP World London Gateway' in DB Schenker (Hor) (RRP £98.99) **BARGAIN** £59



32-738 Class 66 66711 'Sence' in GBRF/Aggregate Industries (Bac) £131.71



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104



4D-022-003 Class 68 68010 in Chiltern Railways (Dap) ... £123.72



4000 Hawker Siddeley Brush HS4000 'Kestrel' prototype diesel electric loco (Hel) £155

Electric locos



0071-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95



0071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) £139.95



7600 Class 76 EM1 Woodhead electric 26020 in BR black early crest - Ltd Ed for Olivias Trains (Hel) £160



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN** £79



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) **BARGAIN** £89
R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) **BARGAIN** £49

DMUs



32-287 Class 101 2 Car DMU in BR blue & grey 'Cambridge/Norwich' (Bac) (RRP £159.95) **BARGAIN** £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Aberystwyth' (Bac) (RRP £159.95) **BARGAIN** £94

Visit

www.hattons.co.uk/new

for all new releases



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) (RRP £149.95) **BARGAIN** £89



4D-015-001 Class 122 Gloucester RCW "Bubblecar" single car DMU 55002 in BR blue & grey (Dap) ... £123.25



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) £123.25



4D-015-005 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55007 in BR green small yellow panels (Dap) ... £123.25



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap) ... £123.25



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69



32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) (RRP £189.95) **BARGAIN** £119



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) ... £123.21

EMUS



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62
31-032 Class 350/1 Desiro 4-Car EMU 350 101 in London Midland (Bac) (RRP £189.95) **BARGAIN** £99



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (RRP £189.95) **BARGAIN** £99



31-040 Class 450 Desiro 450073 4 car unit in South West Trains livery (Bac) **NEW** ... £271.96



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) **NEW** ... £297.46

DEMUS



31-236A Class 205 "Thumper" 1121 in BR green small yellow panel - weathered (Bac) ... £203.96

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ... £64



36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) (RRP £59.95) **BARGAIN** £42

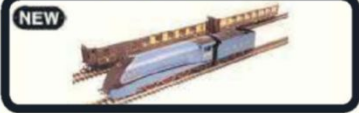
Train sets - analogue



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teak coaches (Hor) (RRP £184.99) **BARGAIN** £145



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45



R1202 Mallard Pullman Train Set Class A4 4468 "Mallard" in LNER blue and pair of Pullman coaches (Hor) **NEW** ... £131



R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) ... £150



R9283 Thomas the Tank Engine starter Train Set (Hor) (RRP £64.99) **BARGAIN** £45

Train sets - DCC



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £249.99) **BARGAIN** £170



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199

Coaches



39-426 BR MK1 POS Post Office Sorting Van BR Blue & Grey (+ Nets) (Bac) (RRP £59.95) **BARGAIN** £40

R4790 GWR A30 autococh 191 in GWR chocolate and cream (Hor) ... £28



R4695 K-Type Pullman Third Class Parlour Brake Car "Car No.80" (Hor) (RRP £54.99) **BARGAIN** £39



39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95) **BARGAIN** £29

39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) (RRP £39.95) **BARGAIN** £25



R4768 Maunsell corridor brake third 3778 in SR olive green (Hor) £38

R4768A Maunsell corridor brake third 3779 in SR olive green (Hor) ... £38

R4796 Maunsell corridor brake third S3777S in BR crimson and cream (Hor) £38



R4770 Maunsell corridor first 7412 in SR olive green (Hor) ... £38



R4769 Maunsell corridor third 1224 in SR olive green (Hor) ... £38

39-001 Pair of Mk1 coaches in "Works Test Train" BR blue & grey - weathered (Bac) (RRP £89.95) **BARGAIN** £65



39-530 SR PMV parcels van S1151S in BR green black ends (Bac) ... £28.01

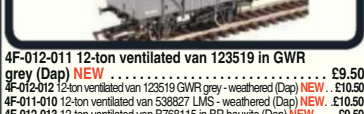
Wagons

4F-016-104 12 ton banana van B881915 in BR bauxite (Dap) **NEW** ... £9.50

4F-016-105 12 ton banana van B881915 BR bauxite - weathered (Dap) **NEW** ... £10.50

4F-021-011 12 ton SR box van 44620 in Southern Railway (Dap) **NEW** ... £9.50

4F-021-012 12 ton SR box van 44620 Southern Railway - weathered (Dap) **NEW** £10.50



4F-012-011 12-ton ventilated van 123519 in GWR livery (Dap) **NEW** ... £9.50

4F-012-012 12-ton ventilated van 123519 GWR grey - weathered (Dap) **NEW** ... £10.50

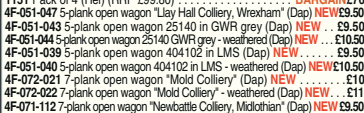
4F-011-010 12-ton ventilated van B38827 LMS - weathered (Dap) **NEW** ... £9.50

4F-012-013 12-ton ventilated van B768115 in BR bauxite (Dap) **NEW** ... £9.50

4F-012-014 12-ton ventilated van B768115 BR bauxite - weathered (Dap) **NEW** £10.50

4F-034-023 21-ton hopper E289539 in BR grey (Dap) **NEW** ... £11.00

4F-034-024 21-ton hopper E289539 in BR grey - weathered (Dap) **NEW** ... £11.00



1151 4-wheel A tank 4021 in Esso grey Esso Petroleum livery (Hel) ... £20.50

1151 Pack of 4 (Hel) (RRP £99.80) **BARGAIN** £76

4F-051-043 5-plank open wagon 25140 in GWR grey (Dap) **NEW** ... £9.50

4F-051-044 5-plank open wagon 25140 GWR grey - weathered (Dap) **NEW** ... £10.50

4F-051-039 5-plank open wagon 404102 in LMS (Dap) **NEW** ... £9.50

4F-051-040 5-plank open wagon 404102 in LMS - weathered (Dap) **NEW** £10.50

4F-072-021 7-plank open wagon "Mold Colliery" (Dap) **NEW** ... £10.50

4F-072-022 7-plank open wagon "Mold Colliery" - weathered (Dap) **NEW** ... £11.00

4F-071-112 7-plank open wagon "Newbattle Colliery, Midlothian" (Dap) **NEW** £9.50

4F-071-113 7-plank open wagon "Newbattle Colliery, Midlothian" - weathered (Dap) **NEW** ... £10.50



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14

R6793 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) ... £28

4F-044-007 Pair of FEA-B Spine Wagons 640155 + 640156 Freightliner (Dap) **NEW** ... £39.50

4F-044-008 Pair of FEA-B Spine Wagons 640177 + 640178 Freightliner (Dap) **NEW** ... £39.50

4F-044-005 Pair of FEA-B Spine Wagons 640221 + 640222 Freightliner (Dap) **NEW** ... £39.50

4F-044-006 Pair of FEA-B Spine Wagons 640309 + 640310 Freightliner (Dap) **NEW** ... £39.50

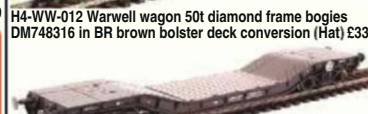
R6810 Seven plank open wagon "Crystalale Billard Ball" (Hor) **NEW** ... £13

R6811 Seven plank open wagon "Staveley Caustic Soda" (Hor) **NEW** ... £13



H4-WW-013 Warwell wagon 50t diamond frame bogies ADWR96501 in BR engineers yellow (Hat) ... £33

H4-WW-009 Warwell wagon 50t diamond frame bogies DM721227 in BR Olive green ELECTRIFICATION branding and steel/rail carriers (Hat) £33



H4-WW-012 Warwell wagon 50t diamond frame bogies DM748316 in BR brown bolster deck conversion (Hat) £33



H4-WW-003 Warwell wagon 50t diamond frame bogies in WD (LNER) (Hat) ... £33



H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) ... £33

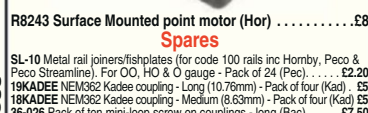


H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) ... £33



H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 in MOD 2000s olive (Hat) ... £33

Point motors



R8243 Surface Mounted point motor (Hor) ... £8

Spares

SL-100 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) ... £2.20

19KADEE NEW362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

36-026 Pack of ten mini-loop screw on couplings - long (Bac) ... £7.50

36-030 Pack of ten NEM long straight couplings pocket (Bac) ... £8.46

Buildings - railways

44-576 Banner Repeater Signal (Bac) (RRP £13.95) **BARGAIN** £8

44-0013 Post-war system-built station (205 x 85 x 57mm) (Bac) (RRP £59.95) **BARGAIN** £39

44-0002 Stone engine shed tank (183 x 88 x 113mm) (Bac) **BARGAIN** £28

44-0042 Timber and Stone Signal Box (Bac) (RRP £47.95) **BARGAIN** £29



44-0033 Two Lane Engine Shed (Bac) ... £84.96

Man-made scenic structure - railway-related

44-0007 2 curved platforms - second radius (Bac) (RRP £24.95) **BARGAIN** £16

44-0010 2 wooden platforms (Bac) (RRP £29.95) **BARGAIN** £17

LK-55 76ft Well type turntable (Pec) ... £39



R083 Box of 6 Buffer Stop (Hor) ... £9.50

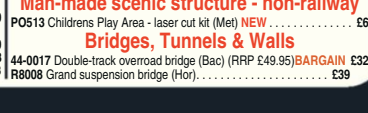


R083 Single (Hor) ... £1.80



R070 Electrically Operated Turntable (Hor) ... £64

44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) (RRP £38.95) **BARGAIN** £25



R514 Platform Canopy x 2 (Hor) ... £12

Signals

DS3L One Touch two aspect distant signal left hand feather indicator (red/green/yellow) - DCC fitted (Tra) **NEW** ... £36

DS3R One Touch two aspect distant signal right hand feather indicator (red/green/yellow) - DCC fitted (Tra) **NEW** ... £36

Buildings - general

44-0045 Brick-built Suburban Station canopy (Bac) (RRP £54.95) **BARGAIN** £34

44-235 Low Relief British Transport Police Station (74 x 30 x 90mm) (Bac) **BARGAIN** £14

44-262 Low Relief Cinema (Bac) (RRP £39.95) **BARGAIN** £25

44-270 Low Relief Municipal Building (Bac) (RRP £36.95) **BARGAIN** £26

44-248 Low relief post office maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95) **BARGAIN** £14

Man-made scenic structure - non-railway

P0513 Childrens Play Area - laser cut kit (Met) **NEW** ... £6

Bridges, Tunnels & Walls

44-0017 Double-track overroad bridge (Bac) (RRP £49.95) **BARGAIN** £32

R8008 Grand suspension bridge (Hor) ... £39



Prices valid until 18/10/17

All prices correct
when going to press.
Errors excepted.

People - civil

Track underlay

36-047 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Setrack

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100
Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver
concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3

SL-99 3 way medium radius point - insulfrog (Pec) £26

SL-90 Double slip - insulfrog (Pec) £32

SL-E96 Left hand medium point - electrofrog (Pec) £10

SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50
SL-86 Right hand curved point - insulfrog (Pec) £12.50SL-E95 Right hand medium point - electrofrog (Pec) £10
SL-95 Right hand medium point - insulfrog (Pec) £10SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-
sleeper nickel silver bullhead rail flexible track (Pec) £100
SL-108F Single (Pec) £4.50SL-100F Pack of 25 1 yard (91.5cm) length of Nickel
Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E190 Finescale double slip - electrofrog (Pec) £37
SL-E187 Finescale left hand curved point - electrofrog (Pec) £13
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50
SL-E192 Finescale left hand small point - electrofrog (Pec) £10
SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50
SL-E191 Finescale right hand small point - electrofrog (Pec) £10

Track & Points

R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R609 Circle of 8 (Hor) £20
R6052 Double 4th radius curve (8 make a circle) (Hor) £3
R601 Double Straight (Hor) £2.10
R601 Box of 24 (Hor) £47R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight - 670mm (Hor) £3
36-603 Long straight track nickel silver (same as R603) (Bac) £3
36-603 Box of 10 (Bac) (RRP £23) BARGAIN £24.80R8073 Right Hand Standard Point (Hor) £9
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £86
R600 Standard Straight (Hor) £1.35
R600 Box of 24 (Hor) £31GM200 5 metres of realistic grey ballasted OO gauge
underlay (Gau) £19.50

Buses

UK6034 ADL Enviro400H Hybrid Stagecoach Oxford (Nor) £48
EM76696 Austin K8 Estate Commuter Bus (Poc) (RRP £4.50) BARGAIN £3
31301 B20 DM Fleetline "Shillabeer Omnibus" (EFE) (RRP £19.99) BARGAIN £1076B1001 Beadle Integral East Kent (Oxf) £15.50
23405 Bedford TK Flatbed "Staplehurst Transits" (EFE) BARGAIN £9.50
16222 Bristol LS coach "Eastern Counties" (EFE) (RRP £24.99) BARGAIN £9.50
32204 Bristol RELH coach "Mansfield/Midland General" (EFE) BARGAIN £10
32206 EFE Bristol RELH Coach "Hants & Dorset" (EFE) BARGAIN £9.50
20R37 Bristol/ECW VR series 3 d/deck bus "Darnley Coaches" (EFE) (RRP £18.99) BARGAIN £9.50
29101 DMS type Daimler Fleetline d/deck bus "Metrobus" (EFE) BARGAIN £10
76D004 Dupre Roadmaster Bamber Bridge MS (Oxf) NEW £14
26323 Guy Arab II utility bus "Walsall Corporation" (EFE) BARGAIN £10
12120 Harrington Cavalier coach "Timpsons & Sons" (EFE) (RRP £32.50) BARGAIN £9.5076R6001 Irizar I6 Translink Goldline (Oxf) NEW £19.50
17219 Leyland National Mk1 Long "Darnley Coaches" (EFE) (RRP £21.99) BARGAIN £9
34905 Leyland Olympian coach "Darnley Coaches" (EFE) (RRP £25.50) BARGAIN £9.50
29702SB Leyland Olympian Type C - Showbus 2005 edition "London & Country" (EFE) (RRP £21.50) BARGAIN £915808 Leyland PD1 "East Kent" - '66, Ramsgate
Harbour" (EFE) £29.7176PD2004 Leyland PD2/12 Samuel Ledgard (Oxf) NEW £17
24814 Mercedes Mimibus "First Eastern Counties" (EFE) (RRP £18.99) BARGAIN £9
26623 Plaxton Paramount 3500 "Excelsior" (EFE) (RRP £25.50) BARGAIN £10
26616 Plaxton Paramount 3500 coach "Greenline (Southern)" (EFE) (RRP £18.99) BARGAIN £10
29802 Wright Dennis Lancot "Western National" (EFE) (RRP £18.99) BARGAIN £10

Cars

76SET49 5 Piece Land Rover Classic Set (Oxf) NEW £25
76AINV001 Aston Martin V12 Vanitie S Volcano Red (Oxf) NEW £5
EM76855 Austin A35 2-door saloon in cream (Poc) (RRP £4.25) BARGAIN £3
76BM28002 BMW 328 Red (Oxf) NEW £4.50
76CC002 Carlight Continental Caravan Arctic White (Oxf) NEW £6
EM76866 Ford 100E Popular 2-door in Beige (Poc) (RRP £4.25) BARGAIN £3
76FSQ03 Ford Sierra Sapphire Radiant Red (Oxf) NEW £4.50
EM76877 Ford Thames 300E 7-wt van pale blue (Poc) (RRP £4.25) BARGAIN £376JCX75002 Jaguar C-X75 Prototype Orange (Oxf) NEW £5
76XF007 Jaguar XF Ammonite Grey (Oxf) NEW £4.50
76LRDS002 Land Rover Discovery Sport Firenze Red (Oxf) NEW £5
76SDV001 Rover SD1 3500 Vitesse Targa Red (Oxf) NEW £4.50
EM76884 Triumph Courier Van Blue, cream bonnet (Poc) (RRP £4.25) BARGAIN £376VX003 Vauxhall Astra Mk11 Steel Grey (Oxf) NEW £4.50
76VE003 Volvo 245 Estate Light Blue (Oxf) NEW £4.50
76V0001 Volvo 760 Gold Metallic (Oxf) NEW £5
76VP003 Volvo P1800 Black (Oxf) NEW £4.50

Commercial vehicles

EM76666 Austin A35 van - Securicor radio patrol (Poc) (RRP £4.25) BARGAIN £2.50
EM76694 Austin K8 "Procea Bread" (Poc) (RRP £4.50) BARGAIN £3
37201 Foden S24 8W Oval Tanker "Miers Transport Ltd" (EFE) (RRP £21.99) BARGAIN £9.50
EM76825 Ford E3W van "National Coal Board" dark blue (Poc) (RRP £4) BARGAIN £2.50
76FT1006 Ford Transit Mk1 Marley (Oxf) NEW £4.50
76FT028 Ford Transit Mk5 LWB High Scottail (Oxf) NEW £576FBB003 Fowler BB1 Ploughing Engine No.15436
Princess Mary (Oxf) NEW £14
EM76617 Morris J van "British Railways" (Poc) (RRP £4) BARGAIN £2.50
EM76615 Morris J Van "Telephone Engineer" (Poc) (RRP £4) BARGAIN £2.50
EM76630 Morris Minor Van "British Railways" (Poc) (RRP £4) BARGAIN £2.50
76S143004 Scania 143 Short Curtainside Sandy Kydd (Oxf) NEW £1976VOL4003 Volvo FH4 Curtainside - Knowles
Transport (Oxf) £21.50

Farming & Construction

76FM1003 Field Marshall Tractor in Red (Oxf) NEW £4.50
76MF004 Massey Ferguson Open Yellow (Oxf) NEW £4.50

Military ground vehicles

76LRFC001 Land Rover FC Ambulance Gulf War
Operation Granby 1991 (Oxf) NEW £8.50
76WMB001 Willys MB Royal Navy (Oxf) NEW £5
76LR2S001 Land Rover Series II SWB Hard Back Royal Mail (Oxf) NEW £5

Tools

SL-43 Loco Lift and storage unit (Pec) £12

N Gauge

Steam locos

372-138 Class 5MT Black Five 4-6-0 5190 in LMS Black (Gra)
(RRP £129.95) BARGAIN £76371-986 Class 64xx 0-6-0 Pannier Tank 6417 in BR Black
early emblem (Gra) £80.71372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple
green (Gra) (RRP £169.95) BARGAIN £94372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined
green late crest (Gra) (RRP £169.95) BARGAIN £94372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra)
(RRP £129.95) BARGAIN £84372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra)
(RRP £129.95) BARGAIN £84

Train packs

2S-011-001 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple
green four Gresley teak coaches - light bars fitted (Dap) £198.902S-011-005 Class A3 4-6-2 4472 "Flying Scotsman" in
LNER apple green (as preserved) four Gresley teak
coaches in maroon - light bar fitted (Dap) £198.90370-400 Longmoor Military Railway Train Pack WD Austerity
2-8-0 No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end
coaches in LMR blue (Gra) (RRP £139.95) BARGAIN £99

Diesel locos

371-037 Class 20 20205 in BR blue - as preserved (Gra) NEW £101.96

371-036 Class 20 20227 in London Underground (Gra) NEW £101.96

372-976A Class 24 D5031 in BR green (Gra) £101.96

2D-018-007 Class 35 'Hymek' D7003 in BR green no
yellow panels (Dap) NEW £98.29
2D-018-007D Class 35 'Hymek' D7003 in BR green no yellow panels
- DCC fitted (Dap) NEW £120.05
2D-018-008 Class 35 'Hymek' D7043 BR green small yellow panels (Dap) NEW £98.29
2D-018-008D Class 35 'Hymek' D7043 in BR green small yellow panels
- DCC fitted (Dap) NEW £120.05371-450A Class 37/0 37041 in BR blue split headcode
boxes (Gra) NEW £103.66371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra)
(RRP £121.95) BARGAIN £72371-456 Class 37/0 37133 in Engineers Dutch Livery (Gra)
(RRP £121.95) BARGAIN £72372-243 Class 47/7 47701 'Saint Andrew' in BR Blue (Gra)
(RRP £124.95) BARGAIN £79371-504 Class 101 2-car DMU in BR green small yellow
panel (Gra) £144.46371-702 Class 350/2 Desiro 4-car EMU 350 238 in London
Midland (Gra) (RRP £169.95) BARGAIN £89371-701 Class 350/2 Desiro 4-car EMU 350 238 in London
Midland (Gra) (RRP £169.95) BARGAIN £89371-701 Class 350/2 Desiro 4-car EMU 350 238 in London
Midland (Gra) (RRP £169.95) BARGAIN £89371-701 Class 350/2 Desiro 4-car EMU 350 238 in London
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Midland (Gra) (RRP £169.95) BARGAIN £89371-701 Class 350/2 Desiro 4-car EMU 350 238 in London
Midland (Gra) (RRP £169.95) BARGAIN £89371-701 Class 350/2 Desiro 4-car EMU 350 238 in London
Midland (Gra) (RRP £169.95) BARGAIN £89

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

NEW



2P-011-152 ex-LNER Gresley teak first class E11019E in BR carmine and cream (Dap) **NEW** £22.91
2P-011-054 ex-LNER Gresley teak second E12283E BR carmine and cream (Dap) **NEW** £22.91
2P-011-055 ex-LNER Gresley teak second E12621E BR carmine and cream (Dap) **NEW** £22.91
2P-011-207 LNER Gresley teak brake 5534 in LNER teak (Dap) **NEW** £22.91
2P-011-208 LNER Gresley teak brake 5542 in LNER teak (Dap) **NEW** £22.91
2P-011-304 LNER Gresley teak buffet 9121 in LNER teak (Dap) **NEW** £22.91

NEW



2P-005-310 Mk3 buffet 44021 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39
2P-005-012 Mk3 buffet W40435 BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39
2P-005-424 Mk3 TFO first open 41036 in Virgin Trains (Dap) **NEW** £21.39
2P-005-322 Mk3 TFO first open 41145 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39
2P-005-024 Mk3 TFO first open E41089 in BR blue and grey (Dap) **NEW** £21.39

NEW



2P-005-025 Mk3 TFO first open E41070 in BR blue and grey (Dap) **NEW** £21.39
2P-005-012 Mk3 TFO first open W41009 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39
2P-005-361 Mk3 TGS guard second 44009 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39
2P-005-338 Mk3 TSO second open 42039 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39
2P-005-337 Mk3 TSO second open 42076 in First Great Western 'dynamic lines' (Dap) **NEW** £21.39
2P-005-438 Mk3 TSO second open 42116 in Virgin Trains (Dap) **NEW** £21.39

NEW



2P-005-439 Mk3 TSO second open 42258 in Virgin Trains (Dap) **NEW** £21.39
2P-005-036 Mk3 TSO second open E42100 BR blue and grey (Dap) **NEW** £21.39
2P-005-037 Mk3 TSO second open E42101 BR blue and grey (Dap) **NEW** £21.39
2P-005-038 Mk3 TSO second open E42135 BR blue and grey (Dap) **NEW** £21.39
2P-005-039 Mk3 TSO second open W42012 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39
2P-005-040 Mk3 TSO second open W42014 in BR blue and grey Intercity 125 branding (Dap) **NEW** £21.39
2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap) £116

Wagons

NR-P751 TTA tank wagon in Algeco grey (Pec) **NEW** £10
NR-P750 TTA tank wagon in Algeco grey Esso branding (Pec) **NEW** £10

Spares

SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2
Man-made scenic structure - railway-related
PN941 Wall-backed platform canopy - card kit (Met) **NEW** £9.50
Man-made scenic structure - non-railway
PN128 Coaching Inn "The Black Bull" - card kit (Met) **NEW** £9
PN812 Pair of Garden sheds - laser cut kit (Met) **NEW** £5

Track - Code 80 Settrack

ST-11 Double straight track (Pec) £1.50
ST-6 Settrack left hand point insulfrog (Pec) £8.50
ST-5 Settrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3



SL-E399F 3-way finescale turnout (Pec) £28



SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11



SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11
SL-E390F Finescale double slip electrofrog (Pec) £35



SL-E396F Finescale left hand medium point electrofrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9



SL-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9

Buses

379-518 Harrington Cavalier Valiant (Gra) (RRP £9.95) **BARGAIN** £6

Cars

NMN006 Mini M & S Floral (Oxf) **NEW** £3.50

Commercial vehicles

NFG009 Foden FG 8 Wheel Dropside H E Payne (Oxf) **NEW** £5
NFG011 Foden FG Dray Prelims (Oxf) **NEW** £5
NFG010 Foden FG Tipper Hoveringham (Oxf) **NEW** £5

Military ground vehicles

NBEO006 Bedford J Ambulance Army Medical Services (Oxf) **NEW** £4.50

O Gauge (1:43 Scale)

Steam locos

7S-010-011 Class A1X Terrier O-6-OT 32636 BR black late crest (Dap) £191.25

Diesel locos



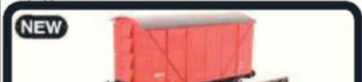
7D-008-002 Class 08 shunter D3045 in BR blue wisp stripes (Dap) £199.95
4505 Class 45 'Peak' in BR early blue red bufferbeams - unnumbered (Hel) £550
4502 Class 45 'Peak' BR green small yellow panels and green roof - unnumbered (Hel) £550



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Wagons

7F-057-002 12-ton insulated van Diagram 0251 B87452 BR light blue (Dap) **NEW** £42.46



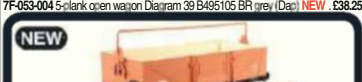
7F-054-001 12-ton Meat Van 870060 in BR crimson (Dap) **NEW** £42.46
7F-056-007 12-ton van plank sides B755185 BR bauxite (Dap) **NEW** £42.46



7F-056-005 12-ton van plywood sides B766440 in BR bauxite (Dap) **NEW** £42.46
7F-056-006 12-ton van plywood sides B775624 BR bauxite (Dap) **NEW** £42.46
7F-051-038W 5-plank open wagon "Brymbo Steel" - weathered (Dap) **NEW** £37.75
7F-053-004 5-plank open wagon Diagram 39 B495105 BR grey (Dap) **NEW** £38.25



7F-053-005 5-plank open wagon Diagram 44 B485971 in BR bauxite (Dap) **NEW** £38.25
7F-053-006 5-plank open wagon Diagram 44 B498136 BR bauxite (Dap) **NEW** £38.25
7F-071-037 7-plank open wagon "Black Park, Chirk" (Dap) **NEW** £38
7F-071-037W 7-plank open wagon "Black Park, Chirk" - weathered (Dap) **NEW** £38
7F-071-038 7-plank open wagon "Black Park, Ruabon" (Dap) **NEW** £38
7F-071-038W 7-plank open wagon "Black Park, Ruabon" - weathered (Dap) **NEW** £38



7A-000-003 Pack of O gauge screw link couplings drawbar hook (Dap) **NEW** £5.50

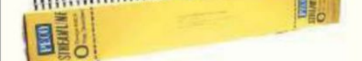


SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-700BH Single (Pec) £6.50



SL-E790BH Double slip (8 degree angle) Electrofrog (Pec) £85

Accessories



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-700BH Single (Pec) £6.50



SL-E790BH Double slip (8 degree angle) Electrofrog (Pec) £85



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41
ST-725 Settrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6

Cars

43AMZ002 Aston Martin DB4GT Zagato 2 EV (Jim Clark Goodwood 1961) (Oxf) **NEW** £21
43AMVT002 Aston Martin V12 Vantage S Lightning Silver (Oxf) **NEW** £20



43RSC001 Rolls Royce Silver Cloud I Sand/Sable (Oxf) **NEW** £21



43RSD001 Rolls Royce Silver Dawn/Std Steel Maroon/Black (Oxf) £21



43LR2S003 Land Rover Series II SWB Hard Back Post Office Telephones (Oxf) **NEW** £14

Commercial vehicles

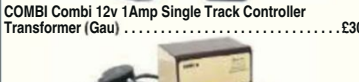
43LR2S003 Land Rover Series II SWB Hard Back Post Office Telephones (Oxf) **NEW** £14

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



D Double/Twin track power controller (Gau) £69



Q Quadruple 4 circuit power controller (Gau) £140

DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £92.50) **BARGAIN** £70
36-557 Single (Bac) £15.73



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.60



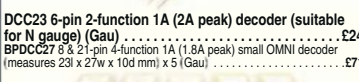
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24
BPDC227 6 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x 27x 10 mm) x 5 (Gau) £71



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94
DCR-8PIN-Harness Single (Hat) £10
DCR-8PIN-Harness Box of 5 (Hat) £48



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16



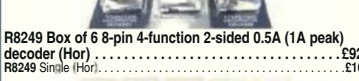
DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59

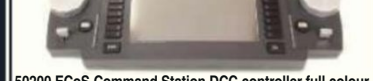
DCC controllers



36-504RC Dynamis Ultima DCC System with Trial copy of RailController Software (Bac) £240



50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £635



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



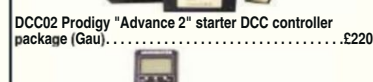
DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £220



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

DCC accessories

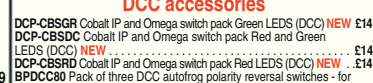
DCP-CBSGR Cobalt IP and Omega switch pack Green LEDs (DCC) **NEW** £14
LEDs (DCC) **NEW** £14
DCP-CBSRD Cobalt IP and Omega switch pack Red LEDs (DCC) **NEW** £14
BPDC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14



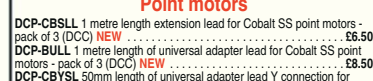
DCP-CBSLL 1 metre length extension lead for Cobalt SS point motors - pack of 3 (DCC) **NEW** £6.50
DCP-BULL 1 metre length of universal adapter lead for Cobalt SS point motors - pack of 3 (DCC) **NEW** £8.50
DCP-CBYSL 50mm length of universal adapter lead Y connection for Cobalt SS point motors - pack of 3 (DCC) **NEW** £6.50
DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £20



DCP-CB1DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £200
DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £105
DCP-CB12M Cobalt Omega slow-action analogue point motor x 12 (DCC) £165
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £6
PM-1 Sleep point motor accessory switch (Gau) £4.50
PL-11 Side/surface mounted point motor (Pec) £7.50



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35



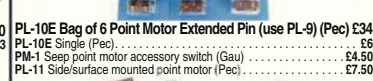
PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165
PL-26B Passing Contact Switch - Black Lever (Pec) £5.50



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £165
PL-26B Passing Contact Switch - Black Lever (Pec) £5.50



GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL

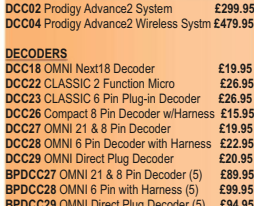
DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95



DCC02 Prodigy Advance2 System £299.95



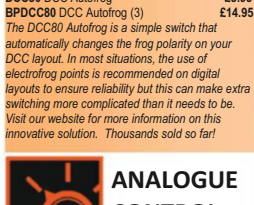
DCC04 Prodigy Advance2 Wireless System £479.95



DCC05 Prodigy Wireless Conversion Set £269.95



DCC06 Prodigy Universal Lead £14.95



DCC07 Prodigy Walkaround Adapter £9.95



DCC08 DCC Autofrog £5.95



DCC09 DCC Autofrog £14.95



DCC10 DCC Autofrog £14.95



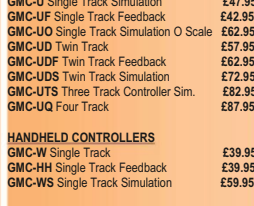
GMC-D0 Twin Track O Scale £179.95



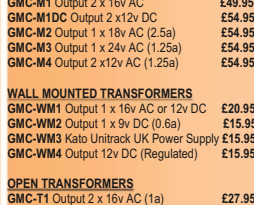
GMC-DS Twin Track Simulation £179.95



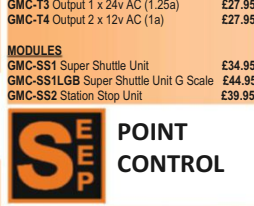
GMC-TS Three Track Simulation £179.95



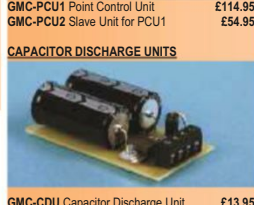
GMC-Q Four Track £189.95



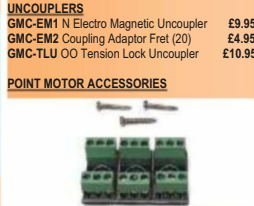
GMC-U Single Track Simulation £42.95



GMC-UDF Twin Track Feedback £62.95



GMC-UDS Twin Track Simulation £72.95

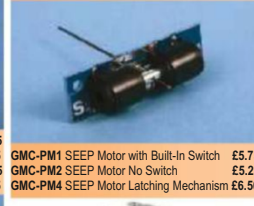


GMC-UTS Three Track Controller Sim. £82.95



GMC-UQ Four Track £87.95

POINT MOTORS



GMC-PM1 SEEP Motor with Built-In Switch £5.75



GMC-PM2 SEEP Motor No Switch £5.25



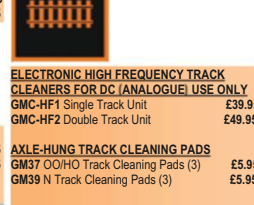
GMC-PM4 SEEP Motor Latching Mechanism £6.50



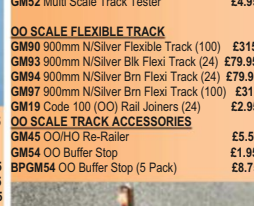
GMC-PM10 Solenoid Point Motor £6.95



GMC-BPPM10 Solenoid Point Motor (5) £29.95



GMC-PM10D Digital Solenoid Point Motor £18.95



GMC-PM20 Surface Mount Point Motor £9.95



GMC-BPPM20 Surface Mount Point Motor (5) £44.95

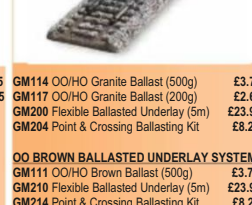


GMC-PM10D Digital Solenoid Point Motor £18.95

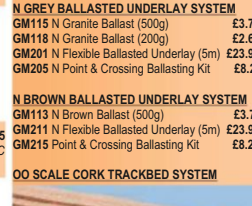
N SCALE FLEXIBLE TRACK



GM96 900mm N/Silver Blk Flexi Track (24) £64.95



GM18 Code 80 (N) Rail Joiners (24) £2.95



N SCALE TRACK ACCESSORIES £2.95



GM46 N Re-Railer £2.95



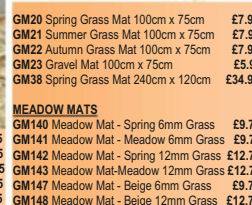
GM53 N Scale Buffer Stop £4.95



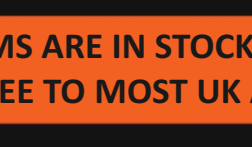
BPGM53 N Scale Buffer Stop (Pack of 5) £22.50



GM57 N Lit Buffer Stop on Track £9.25



GM58 N Buffer Stop Lights (Pack of 2) £9.95



GM17 Pair of Leads (N Joiner/Bare Wire) £4.95

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95



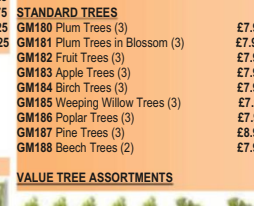
GM193 Puffer Bottle £4.95



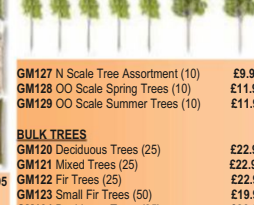
GM169 Static Grass Glue (250ml) £6.95



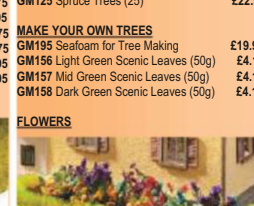
GM170 Spring Grass Flock (30g) £3.45



GM171 Summer Grass Flock (30g) £3.45



GM172 Moorland Grass Flock (30g) £3.45



GM173 Meadow Grass Flock (30g) £3.45

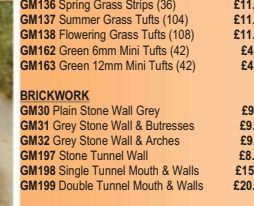


GM174 Woodland Floor Grass Flock (30g) £3.65



BUDGET SCATTERS £1.95

GRASS STRIPS/TUFTS



GM136 Spring Grass Strips (36) £11.95



GM137 Summer Grass Tufts (104) £11.95



GM138 Flowering Grass Tufts (108) £11.95



GM162 Green 6mm Mini Tufts (42) £4.95



GM163 Green 12mm Mini Tufts (42) £4.95



BRICKWORK £9.75



GM30 Plain Stone Wall Grey £9.75



GM31 Grey Stone Wall & Buttresses £9.75



GM32 Grey Stone Wall & Arches £9.75

ANALOGUE CONTROL



GMC-CDU Capacitor Discharge Unit £13.95



GMC-EM1 N Electro Magnetic Uncoupler £9.95

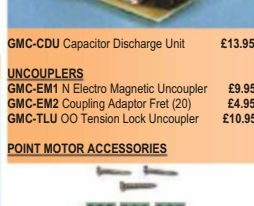


GMC-EM2 Coupling Adaptor Fret (20) £4.95

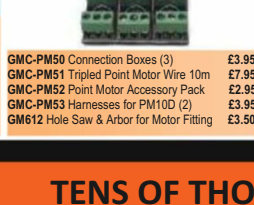
POINT CONTROL



GMC-PCU1 Point Control Unit £114.95



GMC-PCU2 Slave Unit for PCU1 £54.95

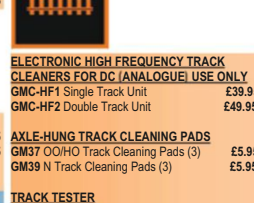


GMC-PM50 Connection Boxes (3) £3.95

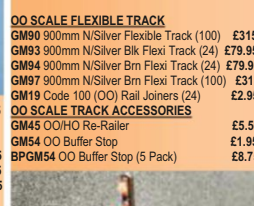


GMC-PM51 Tripled Point Motor Wire 10m £7.95

TRACK



ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY



GMC-HF1 Single Track Unit £39.95



GMC-HF2 Double Track Unit £49.95



AXLE-HUNG TRACK CLEANING PADS

SCENICS



GM194 Scenic Starter Pack £24.95



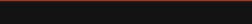
GENERAL SCENIC MODELLING PRODUCTS £4.75



GM100 Mod Roc (2.75m) £4.75

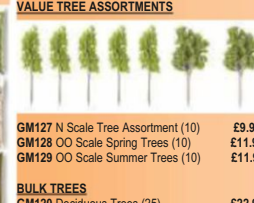


GM119 Fine Plaster of Paris (1kg) £3.95

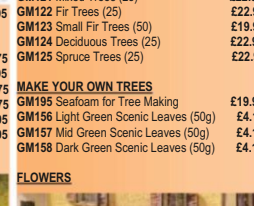


GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £7.75

VALUE TREE ASSORTMENTS



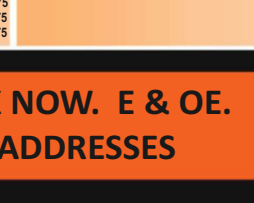
GM127 N Scale Tree Assortment (10) £9.95



GM128 OO Scale Spring Trees (10) £11.95

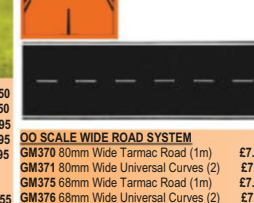


GM129 OO Scale Summer Trees (10) £11.95



BULK TREES £22.95

HIGHWAYS



OO SCALE WIDE ROAD SYSTEM £7.25



GM370 80mm Wide Tarmac Road (1m) £7.25



GM371 80mm Wide Universal Curves (2) £7.25



GM375 68mm Wide Tarmac Road (1m) £7.25



GM376 68mm Wide Universal Curves (2) £7.25



OO/HO SCALE VEHICLE LIGHTING KITS £14.95

STRUCTURES



OO SCALE LASER CUT KITS £5.95



GM451 Wooden Fencing 300mm Length £5.95



GM452 Lattice Fencing 300mm Length £5.95



GM453 Garden Shed Kit £6.95

TENS OF THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.
WE CAN DELIVER POST FREE TO MOST UK ADDRESSES



STRUCTURES

GM407 Fordhampton Carriage Platforms £9.95
GM408 Fordhampton Village Store or Pub £17.95
GM409 Fordhampton Pub/Bistro £19.95



GM410 Fordhampton Doctors Surgery £15.95



GM411 Fordhampton Farmhouse/Cottage £15.95



GM412 Fordhampton Gasometer £19.95



GM413 Fordhampton Nurseries £19.95

GM414 Fordhampton Bridge £12.95



KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD001 House £4.75
GMKD002 Shop £4.75
GMKD003 Bungalow £4.00
GMKD004 Church with Porch £6.50
GMKD005 House/Shop Unit with Glazing £7.25
GMKD006 Two Shop Unit with Glazing £7.25
GMKD007 Four House Unit £7.25
GMKD008 Country Station £9.50
GMKD009 Station Buildings £5.75
GMKD010 Island Platform with Flat Canopy £9.00
GMKD011 Flat Canopy £6.50
GMKD012 Small Signal Box £7.00
GMKD013B Farm Rail Fencing Brown £3.50
GMKD013W Farm Rail Fencing White £3.50
GMKD014 Telegraph Poles £3.50
GMKD015 Windows Doors & Gutters £4.75
GMKD016 Pathways (2) £3.25
GMKD017 Platform Ramps (2) £2.75
GMKD018 Station Yard Huts £3.75
GMKD019 Weighbridge & Office £4.75
GMKD020 Coal Office £3.75
GMKD021 Level Crossing/Keepers Cottage £6.50
GMKD022 Four Greenhouses £3.50
GMKD023 Two Domestic Garages £4.25
GMKD024 Water Tower £4.25
GMKD025 Corner Shop £5.00
GMKD026 Corner Pub £5.00
GMKD027 Three Storey Townhouse £6.50
GMKD028 Three Storey Town Shop £6.50
GMKD029 Modern Station £8.75
GMKD030 Modern Station Waiting Room £6.25
GMKD031 Station Masters House £7.00
GMKD032 Pair Pre War Semi Det. Houses £8.00
GMKD033 Boilerhouse & Chimney £7.00
GMKD034 Stable Block £4.25
GMKD035 Cow Shed £4.00
GMKD036 Barn £6.50
GMKD037 Farm House £3.25
GMKD038 Steel Footbridge £8.25
GMKD039 Modern Industrial Unit £6.50
GMKD040 Modern Fire Station £8.00
GMKD041 Platforms Wide (2) £3.75
GMKD042 Platform Ramps Wide (2) £3.25
GMKD043 Goods Shed £8.50
GMKD044 Station Town Station £17.95
GMKD045 Old Factory with Chimney £20.95

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents
(GM451/GM452/GM453) - pack sizes vary from the
4mm versions though

GMKD501 Wooden Fencing £5.75
GMKD502 Lattice Fencing £5.75
GMKD503 Garden Sheds (2) £6.00

N GAUGE VALUE KIT SETS

GMKD2000 Station Set £15.95
GMKD2001 Town Set £13.95
GMKD2002 Suburban Set £15.95
GMKD2003 Farm Set £17.95

LIGHTING

OO SCALE LAMPS & LIGHTING

Fine 4mm scale lamps with
prototypical post extensions and
light control PCBs

GM801 Barley Twist Gas Lamp Soft Black (3) £13.95
GM802 B/Twist Gas Lamp BR/SR Green (3) £13.95
GM803 B/Twist Gas Lamp LMS Maroon (3) £13.95
GM804 B/Twist Gas Lamp GWR Stone (3) £13.95
GM805 B/Twist Gas Lamp Grey Undercoat (3) £13.95
GM806 Taper Post Gas Lamp Soft Black (3) £13.95
GM807 Taper Post Gas Lamp BR/SR Grn (3) £13.95
GM808 T/Post Gas Lamps LMS Maroon (3) £13.95
GM809 T/Post Gas Lamps GWR Stone (3) £13.95
GM810 T/Post Gas Lamp Grey Undercoat (3) £13.95
GM811 Taper Post Oil Lamp Soft Black (3) £13.95
GM812 Taper Post Oil Lamp BR/SR Green (3) £13.95
GM813 Taper Post Oil Lamp LMS Maroon (3) £13.95
GM814 Taper Post Oil Lamp GWR Stone (3) £13.95
GM815 T/Post Oil Lamp Grey Undercoat (3) £13.95
GM816 Swan Neck Lamp Soft Black (3) £13.95
GM817 Swan Neck Lamp BR/SR Green (3) £13.95
GM818 Swan Neck Lamp LMS Maroon (3) £13.95
GM819 Swan Neck Lamp GWR Stone (3) £13.95
GM820 W/Mounted Swan Neck Black(2) £13.95
GM821 W/Mounted Swan Neck SR/BR Grn(2) £13.95
GM822 W/Mounted Swan Neck LMS Mm(2) £13.95
GM823 W/Mounted Swan Neck GWR Stone(2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Grn(2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon(2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone(2) £13.95
GM829 Modern Sgl Head Adjustable Lamp(4) £15.95
GM830 Modern Dbl Head Adjustable Lamp(3) £13.95

OO SCALE VALUE PACKS LAMPS & LIGHTING

Typically 6 x lamps, plus two
matching wall lamps with
prototypical post extensions as
well as 6 prototype white LEDs
for building interiors and all
required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp SR/BR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp SR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM879 Modern Sgl Head Adjustable Height £32.95
GM880 Modern Dbl Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (2) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS

MODEL RAILWAY MAINTENANCE



GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Scale Wheel Cleaner £15.95



GM60 OO Scale Wheel Cleaner £19.95
GM619 Precision Lubricator £4.75
GM667 Superfine Oil Pen w/Teflon Particles £6.25
GM668 Electrical Contact Oil Pen £9.95

TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £10.95
GM611 Sawset 1 w/ Scalpel Handle £3.95
GM613 Trim-away Knife £5.50
GM614 Stainless Steel Scalpel & Blades £5.95
GM615 Plastic Scalpel & Blades £1.95
GM616 Disposable Knife Set (3) £6.95
GM617 Pick-Up Tool £4.25
GM618 Magnifier Tweezers £4.25



GM620 Flexible Model Sanders (3) £2.95
GM621 Locking Forceps Curved £7.50
GM622 Hot Wire Cutter for Scenic Modelling £19.95
GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Top Pin Vice £6.95
GM625 Curved Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £4.95
GM628 Mini Hobby Hammer £3.95
GM629 Cutting Discs (10) £4.95
GM630 Screw Top Mandrels (3) £4.75
GM631 Slitting Discs (10) & Mandrel £5.50
GM632 Budget Needle File Set £6.25

GM633 Glass Fibre Pencil 4mm £4.75
GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £9.95
GM636 2mm G/Fibre Refills (5) £6.95
GM637 Modelling Scissors £5.95
GM638 Cutting Broaches 0.6-2.0 £16.50
GM639 150mm (6") Steel Rule £3.50
GM640 Archimedian Drill Stock £6.95
GM641 HSS Jbbs Drills 0.5 (5) £3.95
GM642 HSS Jbbs Drills 0.8 (5) £3.95
GM643 HSS Jbbs Drills 1.0 (5) £3.95
GM644 HSS Jbbs Drills 1.2 (5) £3.95
GM645 HSS Jbbs Drills 1.5 (5) £3.95
GM646 HSS Jbbs Drills 1.8 (5) £3.95
GM647 HSS Jbbs Drills 2.0 (5) £3.95
GM648 Microbox Drills 0.3-1.6 £10.95
GM649 Microbox HSS Twist Drill Bits 61-80 £10.95
GM650 HSS Jbbs Drills 0.3 (5) £3.95
GM651 HSS Jbbs Drills 0.4 (5) £3.95
GM652 HSS Jbbs Drills 0.6 (5) £3.95
GM653 HSS Jbbs Drills 0.7 (5) £3.95
GM654 HSS Jbbs Drills 0.9 (5) £3.95
GM657 Pick n Place Gauge & Tool £9.95
GM660 Five n Place Twin Pack £8.95
GM664 Economy Sprue/Plastic Cutter £4.95
GM666 Clip On Magnifying Eye Glass £6.95
GM669 Pin Pusher with Depth Stop £10.95
GM670 Deluxe Paintbrush Set £12.95
GM683 Soft Grip Knife Set with Blades £6.95
GM684 Spare Blades for GM683 £1.50
GM693 Value Model Railway Drill £9.95
GM694 Mains Powered Value Drill £16.95
GM695 Model Railway Screwdriver Set £4.95
GM696 Masking Tape 6mm x 18m (2) £2.25
GM697 Masking Tape 10mm x 18m (2) £2.95
GM698 Masking Tape 18mm x 18m (1) £2.95

GM633 Glass Fibre Pencil 4mm £4.75
GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £9.95
GM636 2mm G/Fibre Refills (5) £6.95
GM637 Modelling Scissors £5.95
GM638 Cutting Broaches 0.6-2.0 £16.50
GM639 150mm (6") Steel Rule £3.50
GM640 Archimedian Drill Stock £6.95
GM641 HSS Jbbs Drills 0.5 (5) £3.95
GM642 HSS Jbbs Drills 0.8 (5) £3.95
GM643 HSS Jbbs Drills 1.0 (5) £3.95
GM644 HSS Jbbs Drills 1.2 (5) £3.95
GM645 HSS Jbbs Drills 1.5 (5) £3.95
GM646 HSS Jbbs Drills 1.8 (5) £3.95
GM647 HSS Jbbs Drills 2.0 (5) £3.95
GM648 Microbox Drills 0.3-1.6 £10.95
GM649 Microbox HSS Twist Drill Bits 61-80 £10.95
GM650 HSS Jbbs Drills 0.3 (5) £3.95
GM651 HSS Jbbs Drills 0.4 (5) £3.95
GM652 HSS Jbbs Drills 0.6 (5) £3.95
GM653 HSS Jbbs Drills 0.7 (5) £3.95
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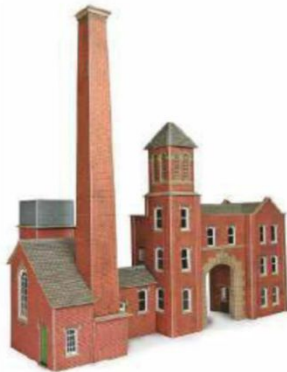
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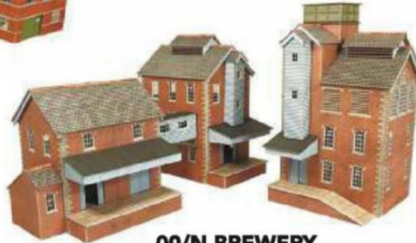
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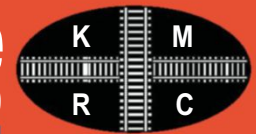
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31-650QDC Class 47 Diesel Loco No. 47 829 Police, DCC Fitted.

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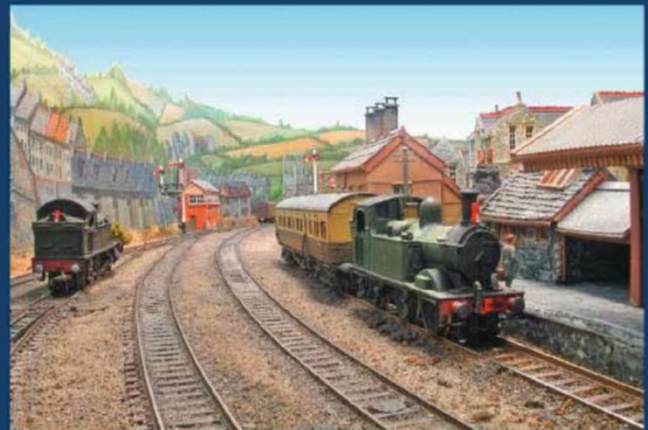
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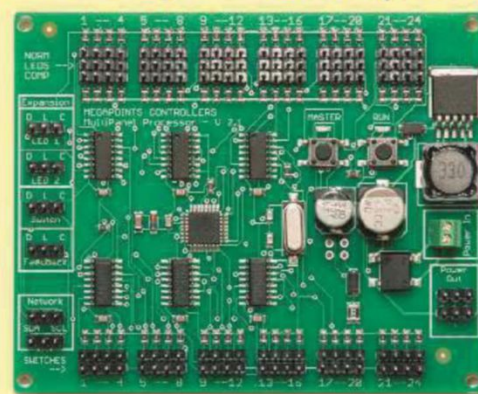
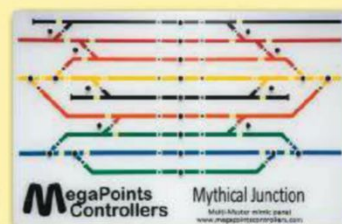
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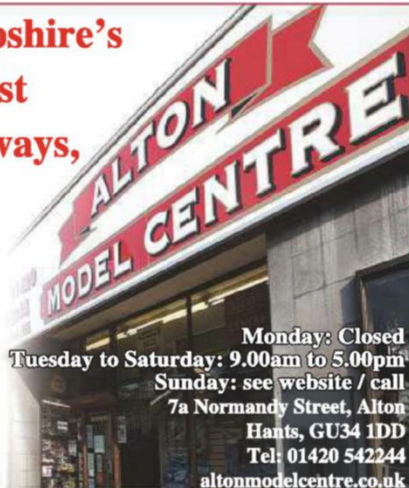
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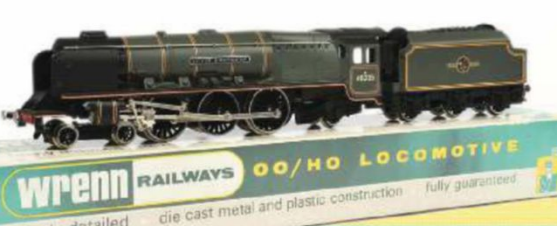
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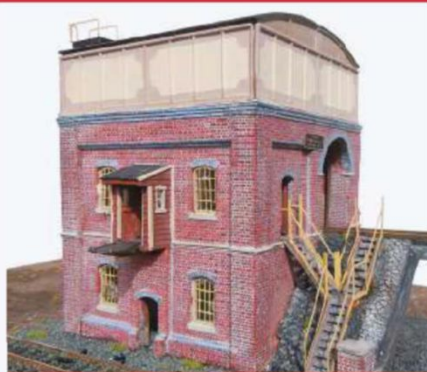
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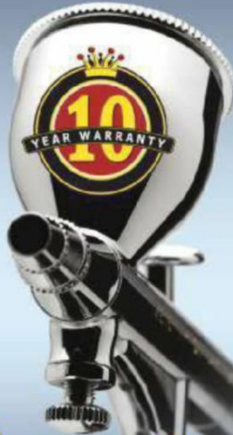
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**Sat, 7th Oct 1000 ~ 1730
Sun, 8th Oct 1000 ~ 1630**

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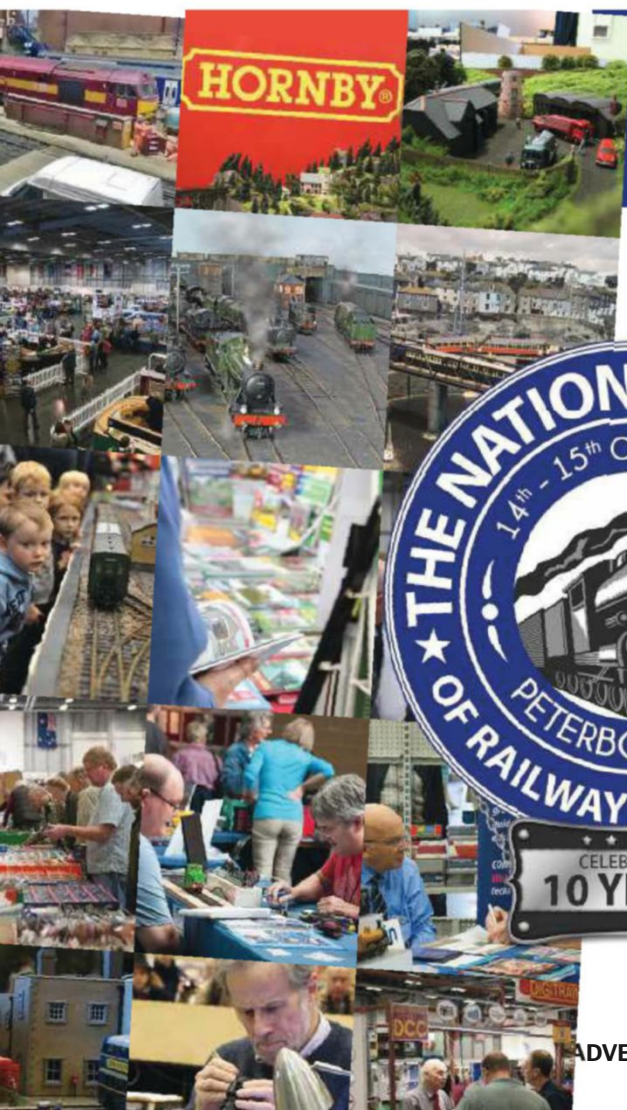
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Backscene

Meanderings we couldn't fit into the issue elsewhere, but which seemed terribly important at the time...



Richard Foster,
Editor

You may remember that Charlie Conway, videographer for our friends at *Model Railroader*, visited the UK last year and produced a series of short videos showing various railway locations (including interviewing me in Dave Lowery's garden). Well, Charlie wanted to visit the UK again this year and wanted to film some main line operations.

To my mind, the Caledonian Sleeper is the most interesting operation on Britain's railways. It's Britain's longest passenger train (16 coaches), uses Mk 3 and Mk 2 stock and between leaving its base at Alstom's Wembley depot and arriving in the Highlands, can feature classic AC electrics (Class 86 or 87), Class 92 and even Class 73s (rebuilt '73/9s').

Using contacts via *RAIL* magazine, I was able to put Charlie in touch with David Simpson, Production and Safety Director at Serco Caledonian



Sleeper. David was able to put together a great itinerary for him. I joined Charlie and his wife Sheila for Day 1 of filming at Alstom's facility at Wembley and GBRf's depot at Willesden.

I'd like to thank David Simpson at Serco, Sam, Hugh, Phillip and everyone at Alstom, and Dale and Les at GBRf for all their time, generosity and hospitality.

Charlie's film is scheduled for release next spring, just when the new Sleeper stock enters service. We'll let you know when and where

you can see it. And look out for some more Sleeper-inspired features in the near future!



George Dent,
Deputy Editor

My summer holiday was spent in Devon and Cornwall, travelling down from the Peak District by rail, via a very circuitous route.

One aim was to max out haulage behind HSTs on the Great Western Main Line before the introduction of Class 800s. Another aim was to enjoy the remaining WR semaphores on the Cornish main line. Liskeard was a highlight, on a blisteringly hot day, with a cement train shunting off the Looe branch in between HSTs.



This somersault-style WR semaphore controls departures from the Up platform, where clearance is limited.



To complete the retro effect, there was a huge bang when this signal returned to danger!

Modelling hours this month: 10

Note to self: Explore more of Cornwall by rail. Liskeard was as far west as I managed.

Modelling hours this month: 0

Note to self: Gardening takes more time than layout building...

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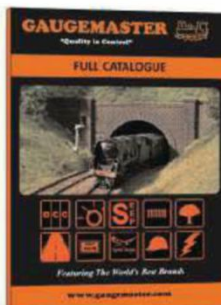
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The real railway wasn't built on a flat landscape; it was built *through* the landscape. Use Woodland Scenics SubTerrain Foam Sheets to raise the trackbed which will allow you to model embankments and bridges over roads and rivers.

EFFECTIVE PLASTER CLOTH

As plaster cloth dries, use a wet brush to spread the plaster and fill any gaps to give it a uniform finish. For a smoother surface, mix a little DIY plaster (Polyfilla) to a thin liquid and spread this over the bandage with a brush. Paint to ensure that the white does not show through.

GIVE TUNNELS SOME DEPTH

We don't always have the space to model a full tunnel, but you can create the illusion in a small space by making a liner. Stone- or brick-embossed Plastikard can be painted, weathered and formed into a liner before also being glued to the baseboard and the portal.

BEAUTIFUL BACKSCENE

A good backscene should focus the eye on the layout rather than its surroundings, add visual depth - especially to layouts with narrow baseboards - and gives a feeling of looking at a real-life scene. Try ID Backscenes' photographic backscenes.

GET THE GEAR

Geoscenics plaster bandage is sold in different sizes (by weight). A 100g pack provides enough to cover about a 1sq/m. Cut the bandage into small sections and submerge in water before applying. **Price:** £5.50. **Availability:** www.geoscenics.co.uk



How to Detail your track

CHOOSE YOUR BALLAST

Ballast takes on many different colours and textures, so check what's used on the stretch of railway that you're modelling and select the right miniature ballast accordingly; there's huge choice from synthetic materials to real crushed rock. Sieved sand offers a realistic alternative.

APPLY THE GLUE

Mist your track with water and a drop of washing-up liquid before gluing. Use a pipette, eyedropper or syringe and pin-point applicator to apply the diluted PVA glue to the ballast. Don't disturb the material. Allow a few days for the glue to set.

TONE DOWN YOUR TRACK

Real rails are only shiny when they're freshly rolled, and sleepers and ballast will soon take on a worn look with prolonged exposure. Paint your rail sides with a rust colour while a couple of light coats of RailMatch Sleeper Grime will sort out your sleepers, by giving them that authentic look.

GET THE RURAL LOOK

To recreate steam era track, paint and ballast your track as normal. Then press DAS modelling clay over the ballast and sleepers. Pack it into place with a stiff brush. Leave it to fully dry and then paint as required.

GET THE GEAR

After ballasting, painting and weathering track, you must clean the rail tops otherwise you'll impair the performance of your trains. Peco's PL-41 Rail Cleaner is ideal. **Price:** £3.75. **Availability:** www.kernowmodelrailcentre.com



How to Create greenery

MATS MATTER

Don't dismiss the idea of using grass mats. They're not the bland, uniform things of yesteryear but even one of these can be perfect for the base layer of scenery. You can improve it with subsequent layers of static grass and tufts.

FLOWERS ARE SIMPLE

To create a patch of vibrant scarlet poppies or sunny yellow daffodils, or indeed whatever flowers you fancy, sprinkle some tiny pieces of suitably coloured foam scatter through your fingers on top of wet hairspray on your landscape. Seal them with another light coating.

NATURE'S NOT UNIFORM

You can't take a swatch to your lawn to find a correct 'grass' colour. To replicate the myriad colours nature bestows on the landscape, mix different colours of static grass in your applicator. Make sure you also apply grass fibres of different heights. WW Scenics offers one of the best ranges of lengths and colours.

TREE RESTORATION

Miniature trees can fade with age. To restore their vibrancy, give them a coat of extra-hold hairspray and sprinkle on a selection of new scatters. These will stick to the hairspray and make your tree look new.

GET THE GEAR

There are loads of grass applicators out there, but Noch's Gras-Master is a top choice (£129.95, www.gaugemaster.com). Use it with WWS' New Pro Grass Micro Static Grass Applicator (£48.99, www.war-world.co.uk) and you'll be able to add static grass anywhere.



How to Make water

GET THE RIGHT COLOUR

With the water feature built below baseboard level and the bank smoothed out with plaster, a few coats of acrylic paints will seal the porous surface and provide an undercoat for the bed. Use darker colours towards the centre to create depth.

DON'T FORGET...

Consider a water feature like any other scene and make it as detailed as you can. Don't forget reeds and rushes, stones and rocks in the deeper water and, if you're modelling an urban setting, the odd discarded shopping trolley. Fix all of these features with PVA.

POUR GENTLY

Gently pour your water fluid onto the baseboard and let it run into the corners. Make sure that the baseboards are absolutely flat when doing this to ensure the 'water' only goes where it's supposed to. Always pour thin layers and allow each to dry before adding the next.

KEEP THE DUST AT BAY

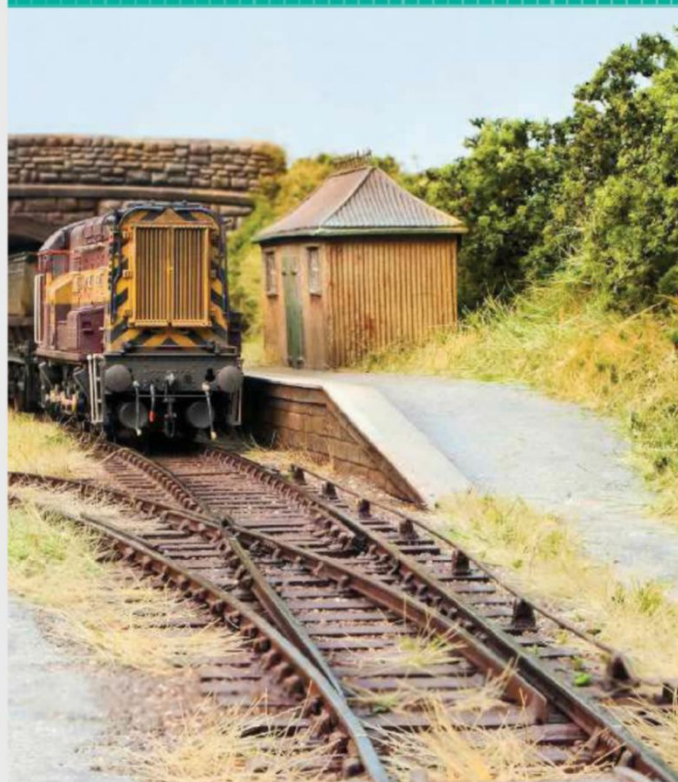
When you are happy that all is well and there are no air bubbles, cover the pond with a box lid and leave it well alone for 24 hours to dry. If you want ripples, wait for around nine hours before gently teasing the surface with a clean toothbrush.

GET THE GEAR

You can mimic rocks and stones at the bottom of a river, pond or lake using fine, sieved sand. Woodland Scenics' Talus will offer great visual variety and there are various shades and grades available. **Price:** £4.25. **Availability:** Bachmann stockists.



Workbench TIPS CARDS



How to Detail your track

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How to Build a landscape

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How to Make water

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How to Create greenery

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