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Workbench

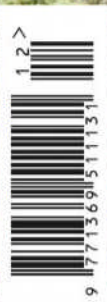
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4 New models
tested

- ♦ Kernow GWR '1361'
- ♦ RealTrack Class 156
- ♦ Heljan 'O' gauge Class 05
- ♦ Farish Class 40





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Water System



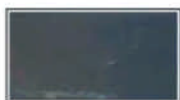
Woodland Scenics have worked hard to produce an entire system of water products to help modellers create their own custom water scenes. Nineteen new products join Realistic Water (WC1211) and Water Effects (WC1212) to make a complete Water System! Please click on the YouTube logo on our homepage for tutorial videos!

Water Undercoats

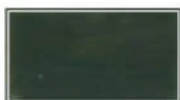
Add colour and seal your water base all at once with Water Undercoats.



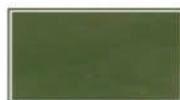
Deep Blue
WCW4530



Navy Blue
WCW4531



Hunter Green
WCW4532



Moss Green
WCW4533



Olive Drab
WCW4534



Yellow Silt
WCW4535

Deep Pour Water™ & Realistic Water™

Use Deep Pour Water to create submerged scenes and depth with one pour. Customize Deep Pour Water with other Water System products. Realistic Water models still or slow-moving water, such as ponds, rivers, lakes and more.

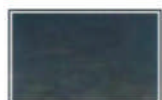
Deep Pour Water™ - Clear
WCW4510

Deep Pour Water™ - Murky
WCW4511

Realistic Water™
WC1211

Water Tints

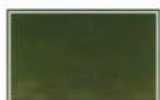
Water Tints add colour to water products while achieving authentic depths and shallows.



Navy Blue
WCW4519



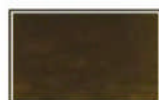
Turquoise
WCW4520



Moss Green
WCW4521



Sage Green
WCW4522



Olive Drab
WCW4523



Yellow Silt
WCW4524



Murky
WCW4525

Surface Water, Whitewater Highlight & Dust Dabber™

Model splashes, waves and movement with Surface Waters. Use White Water Highlight to accent details of your water feature.



Water Effects™
WC1212



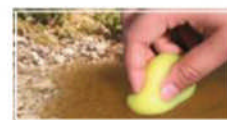
Water Ripples
WCW4515



Water Waves
WCW4516



White Water Highlight
WCW4529



Dust Dabber™
WCW4529



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MODEL RAIL

brought to you by



Richard Foster

Bachmann's *Skarloey* is hard at work on Richard's new 'OO9' layout - track laying to be finished soon.



George Dent

George has avoided the narrow gauge bug that's doing the rounds - his interest in 'O' gauge continues to grow!



Chris Leigh

Another one suffering from narrow gauge fever. Chris returned from Woody Bay with a Heljan 2-6-2T. Oh dear...



Mike Harris

Sadly, this is Mike's last appearance in the 'flannel panel'. His final modelling project is worth looking out for...



Chris Nevard

A fan of the micro layout, Chris coupled 'Fountain Colliery' to 'Brew Street' to create an 8ft-long monster!



Peter Marriott

Peter went to North Wales in October but didn't get to sample any narrow gauge: he only got as far as Llangollen.



Dave Lowery

Professional model-maker 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 Andros

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



CHRIS NEVARD



Does any word strike more fear into your heart than 'change'? 'Dentist', possibly...

Railway enthusiasts and modellers seem to fear change, probably as a result of experience. The nature of our hobby means that we're constantly looking back at eras long gone, and

each generation will use that time-honoured phrase "life was simpler back then". I've even started to use it to describe the 1990s!

Change can be good though. *Model Rail* has undergone some changes this year and I think you'll agree that they've been for the better. The real railway is constantly changing and evolving too. As this issue closed for press, the first public run of Hitachi's sleek new Class 800 had just taken place, bringing a futuristic new look to the Great Western Main Line. Exciting stuff indeed.

There's been more change at Hornby. The appointment of Lyndon Davies, of Oxford Diecast fame, as its new chief executive, and the return of Simon Kohler, plus Oxford Rail's Tim Mulhall, as consultants, will settle the good ship Hornby after a period of sailing some turbulent waters in recent years.

There's more change happening here at *Model Rail*. We say a sad goodbye to Mike Harris, who is moving on to pastures new. I'd like to place on record our thanks to him for everything he's brought to *Model Rail* over the last three years. Good luck Mike - the office won't be the same without you!

Richard Foster Editor

Subscribe now to *Model Rail* and receive a Draper Tools Soldering Iron, and Modellers' Tool Kit and Cutting Mat

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



Cover star this month is Scarborough & District Railway Modellers Club's 'N' gauge 'North of England Line'. See the December 2013 issue for a full description of this layout.

Life's better with *Model Rail*

Here's why: Starting as a supplement to *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 p104.

From the archives Issue 86, 2005

This was a bumper issue: 148 pages and a 32-page Top Tips supplement. Technology has certainly moved on: there's advice on improving the performance of Hornby's tender drive models, the Lima 'pancake' motor and Bachmann's old split chassis arrangement!

Star review: Bachmann Ivatt '4MT' 2-6-0
Masterclass: BR Standard '5MT' 4-6-0



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New for 2017 - Volume 3 is crammed with track plans and inspirational designs - turn to page 14 and order your copy.



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A bumper selection this time, starring Kernow's '1361', RealTrack's Class 156, Heljan's 'O' gauge Class 05 and Graham Farish's Class 40.



Looking for a previous article?
Search the online index at:
www.ukmodelshops.co.uk/modelrail

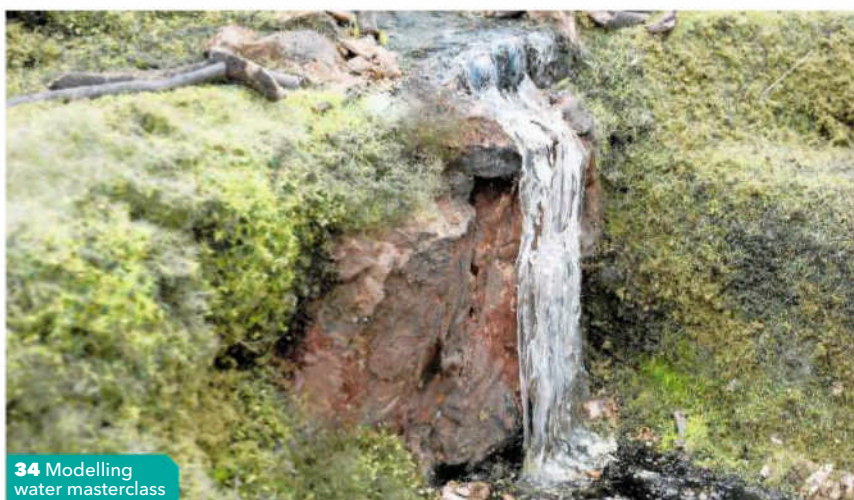


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50 Add the final details



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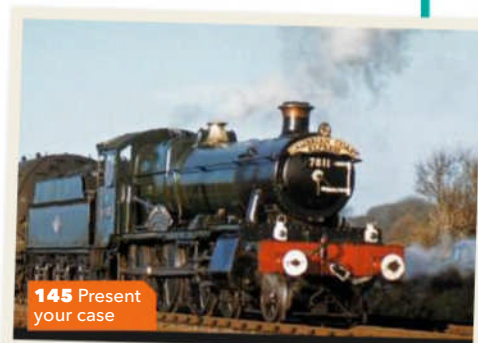
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145 Present your case

Opening the box

The latest happenings from the world of model railways



The Big Picture

If you want a layout that really nails the character of a real location, then Steve Jones' take on the distinctive twin-bore tunnel at Chilcompton on the Somerset & Dorset Joint Railway has to be one of the best. Steve's wonderful 'OO' gauge S&D re-creation will appear in *Model Rail* early in the new year. Photography: CHRIS NEVARD



TOP TEN FACTS Somerset & Dorset

- 1** The Somerset & Dorset Railway was created on September 1 1862 - despite the 16-mile gap from Templecombe to Blandford, which wasn't filled until 1863.
- 2** The Somerset & Dorset Railway was in the hands of the receivers when it took the brave step to build a line to Bath from a junction at Evercreech. Authorised in 1871, the route over Masbury summit was finished only two years later.
- 3** The GWR wanted to take over the Templecombe-Bath section, but the LSWR and Midland Railway stepped in and, on November 1 1875, the Somerset & Dorset Joint Railway was born.
- 4** The Western Region finally took control of the SDJR north of Templecombe in 1958 and many see the line's closure on March 6 1966 as an act of revenge. Strangely, steam on the rest of the Western Region had ended in January 1966.
- 5** The Manchester-Bournemouth 'Pines Express' was the S&D's only named train. The name outlasted the S&D, however, and it was finally dropped by Virgin CrossCountry in 2002.
- 6** In 1907, after numerous requests by S&D Locomotive Superintendent M.H. Ryan for large locomotives, the Midland Railway prepared two designs but neither were built. The first of the famous '7F' 2-8-0s was not built until 1914.
- 7** Due to an increase in traffic, five Fowler '4Fs', classified by the S&D as '4P4G', were built by Armstrong Whitworth in 1922, especially for the S&D. It took another three years before more '7Fs' were built.
- 8** Famed S&D photographer Ivo Peters enjoyed a brief career as a racing driver in the mid to late 1930s. He could get from Bath to Shap, in Cumbria, in four hours - long before the construction of motorways!
- 9** When it opened in 1954, the S&D station in Bath was called Bath Queen Square. It was then renamed Bath Green Park.
- 10** *Model Rail's* sister title *Steam Railway* organised for '7F' No. 53809 to return to Bath Green Park in 2006 to commemorate the 40th anniversary of the S&D's closure.

Workbench

3 skills you can master this issue

- ◆ Create realistic water features p34
- ◆ Make scenery from real plants p48
- ◆ Add the final touches to a layout p50



'J70s' - IN THE FLESH!

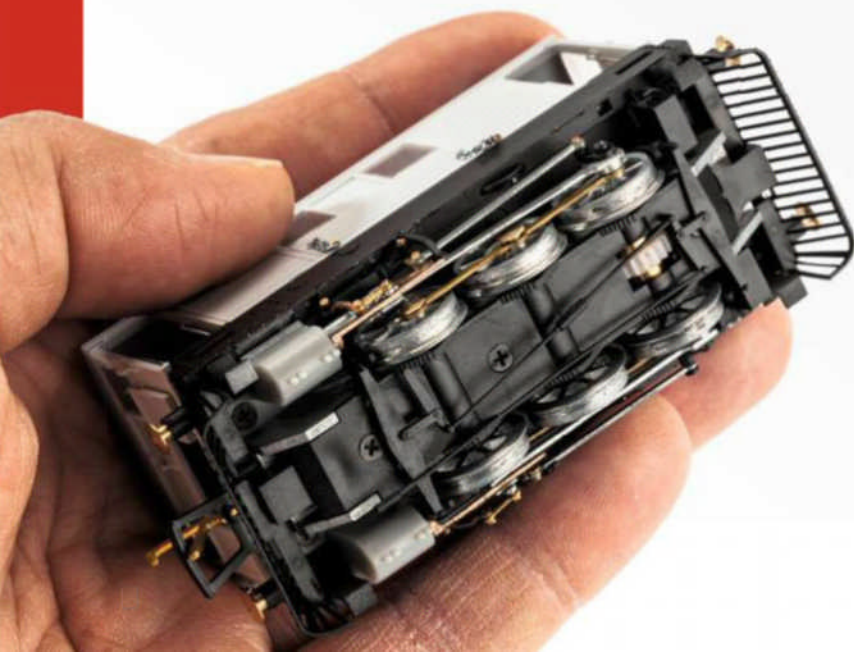
Here they are - the engineering prototypes of our 'OO' gauge LNER 'J70' 0-6-OT. The two models arrived in Rapido Trains' US office in early October after initial testing in its Chinese factory. One will remain in the US with Rapido's

engineers for full evaluation, while the second, hopefully by the time you read this, will be crossing the Atlantic, bound for *Model Rail* HQ.

We hope that the EP will be on display at our stand at Warley National Model Railway Exhibition at the NEC on

November 25/26. If you haven't done so already, you will be able to pre-order the 'J70' at the show.

Both EPs have been assembled from all possible components available and do not reflect specific examples. To order your 'J70s', visit www.modelrailoffers.co.uk



EXCLUSIVE '9F'

00
GAUGE

TMC is to produce a very limited run of '9Fs' as No. 92250, the only one of the 251 2-10-0s fitted with a Giesl ejector. Rather than commission a re-tool of the Bachmann body, TMC is to fit a 3D-printed representation of

the narrow chimney associated with Dr Giesl-Gieslingen's improved draughting system. Only 50 will be produced, so if you want one get your order in quick. Weathered and coal-fitted

versions will also be available.

Price: From £229.95

Availability: TMC, Hill Farm, Beck Hole, Whitby, North Yorkshire YO22 5LF

Web: www.themodelcentre.com



In brief

WANT TO WORK FOR MODEL RAIL?

Are you a modeller who would relish the chance to do your hobby 'full time'? Can you write in an engaging and informative way? If so, *Model Rail* wants to hear from you.

We have a vacancy for a talented and knowledgeable staff writer. The right candidate will have a passion for railways and modelling, and be savvy with social media. A knack for producing great video content would also be a bonus.

Interested? Send a copy of your CV, covering letter and a 200-word review of your most favourite piece of modelling – either something you've done or something you've seen – to Jo Green (e-mail: jo.green@bauermedia.co.uk). Closing date is December 1.

CARFLAT SIGNAGE

Sankey Scenics has taken advantage of new carflat models from Bachmann and Oxford Rail to produce four new packs of signs. Three of the four packs contain Motorail destination panels and boards for Kensington-Penzance, London-Perth and Birmingham-St Austell routes. Also included are car wind-screen protection guards.

The last pack contains all the signs you'll need to detail a Motorail terminal. Sankey has worked with the National Railway Museum to ensure accuracy.

Price: £3.20 (£3.75 Terminal pack) **Availability:** Sankey Scenics, 16 Norbreck Close, Great Sankey, Warrington WA5 2SX

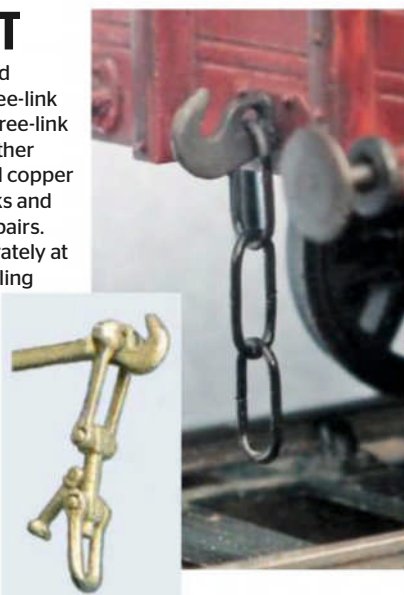
Web: www.sankeyscenics.co.uk



LINKS EFFECT

Brassmasters has introduced a range of 4mm:1ft scale three-link and screw couplings. The three-link models are available with either blackened soft or blackened copper links with etched brass hooks and pockets, and cost £8 for six pairs. The links are available separately at £6 for 38 links, and the coupling hooks at £2.50 for six pairs. The screw couplings for locomotives are lost-wax castings and cost £6 per pair.

Availability: Brassmasters, PO Box 1137, Sutton Coldfield, West Midlands, B76 1FU
Web: www.brassmasters.co.uk



Lochgorm trio

00
GAUGE

Highland Railway kit specialist Lochgorm Kits has unveiled three new coaches for release in December. First off is the six-wheeled Diagram 3 First Saloon, which was introduced in 1896, followed by two Passenger Brake Vans: the Diagram 64 arc roof and the Diagram 65 with cove roof. The six-wheeled saloon costs £55.00, while the Passenger Brakes have an RRP of £80.00.

Availability: Lochgorm Kits, 3 Broomhill Court, Keith, Banffshire AB55 5EL **Web:** www.lochgormkits.co.uk



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

GAUGE N AUTOCOACH REPACKAGED

The ex-Lionheart GWR Diagram N autococh is back, but now in blue and silver Dapol packaging. It retains the sprung buffers, fine detail, easy interior access and DCC features. Our sample is in chocolate and cream with the GWR coat of arms. **Product code:** 7P-004-002 **Price:** From £200 **Availability:** Dapol stockists or www.dapol.co.uk



GAUGE N 'CONFLAT' IN BAUXITE

Graham Farish's delightful BR 'Conflat' wagon returns in bauxite livery, with an unvented Speedfreight-liveried BA container. **Product code:** 377-345 **Price:** £15.95 **Availability:** Bachmann stockists



GAUGE N WEATHERED WAGON

Graham Farish has turned its OCA steel-bodied open wagon out in weathered 1980s Railfreight red. **Product code:** 377-551B **Price:** £19.95 **Availability:** Bachmann stockists



GAUGE OO 'SILK ROAD' CLASS 66

TMC has commissioned a limited run of Class 66s from Bachmann as 66136 when it hauled DB's inaugural China-UK container train. The model, limited to 512 pieces, carries the Yiwu-London branding, as well as full DB red livery. Delivery is due in early 2018.

Product code: 32-783Z **Price:** From £169.95 **Availability:** TMC **Tel:** 01947 896040 **Web:** www.themodelcentre.com



GAUGE OO GUEST ALES

The drinks are on TMC! It has commissioned two versions of Bachmann's 12t ale van. The first is finished in white (38-191Z) while the second comprises a triple pack in bauxite (38-191Y). Both are available either factory weathered or with custom weathering. **Price:** From £17.50; from £54.95 (triple pack).

Availability: TMC **Tel:** 01947 896040 **Web:** www.themodelcentre.com



GAUGE OO PEDAL POWER

TMC has commissioned a limited run of Bachmann's 'OO' gauge Southern railway PMV vans as a cycle carrier, complete with stylised bicycle logo. Two weathered finishes are also available. **Product code:** 39-526Z

Price: From £33.95 **Availability:** TMC **Tel:** 01947 896040 **Web:** www.themodelcentre.com



DAPOL CLASS 50 IS A GO



Dapol will produce an 'N' gauge Class 50. Its take on the classic English Electric Co-Co was one of several long-awaited models that were put on hold during the summer as Dapol reviewed its outstanding 'N' gauge products.

Rather than drop the project, Dapol has promised to produce the '50' to a specification akin to its forthcoming Class 68, and has called it its "second 'Next Generation' diesel".

The '50' will sport Dapol's new iron-cored five-pole motor which, it promises, has excellent slow running and exceptional pulling power. The model will also feature Dapol's new 'smooth drive' low-maintenance chassis, Next18 DCC socket, provision for sound and fully controllable lighting.

Four guises have been announced: BR blue D406 and 50043 in original condition and



COLOUR RAIL

'Large Logo' 50040 *Leviathan* and 50037 *Illustrious* in original Network SouthEast livery (both refurbished). DCC Supplies has also commissioned a limited run

of 50015 *Valiant* in BR Engineer's 'Dutch' livery.

The '50' is expected to enter production in mid-2018. RRP starts from £170.50.

On the road

Oxford Diecast has unveiled a raft of new tooling in both 1:76 and 1:148 scales, ranging from German bubble cars to earth moving equipment - and even Formula E racing cars! The new tooling breaks down as follows:

1:148
GAUGE

1:76
GAUGE

Cars: Rolls-Royce Phantom V (1:76), Ford Consul Capri (1:76), Heinkel Trojan (1:76), Austin A40 Somerset (1:76), Volvo 544 (1:76), Triumph TR6 (1:76), BMW M3 Coupé (1:76), Austin Princess long-wheelbase (1:148), MG B roadster (1:148), BMW Mini (1:148)

Racing cars: Jaguar Formula E (1:76)

Vans and 4x4s: Ford Transit Mk 5 crew-cab dropside (1:76), Land Rover Defender 110 Station Wagon (1:148), Land Rover Lightweight ½t (1:148), Mercedes Sprinter/WAS ambulance (1:148)

Buses: Leyland/Saunders-Roe single decker (1:76), Leyland/Weymann Fanfare coach (1:148)

Military vehicle: Ford WOT 6x4 RAF crash tender (1:76)

Earth-moving equipment: JCB 3CX Eco backhoe loader (1:76); JCB 7 crawler excavator (1:76)

DAPOL BRINGS WAGON WORK TO THE UK

Dapol has added five new wagons to its 'O' gauge range - and they're to be made in Britain! The quintet are all based on a 9ft-long wheelbase and the range comprises a seven-plank salt wagon, a nine-plank lime wagon, a five-plank open wagon and two seven-plank opens (one with two side doors and one with side and end doors).

Dapol Marketing Manager Neil Morrill told *Model Rail*:

"Back in April, Dapol announced that it had invested in new equipment with the intention of enhancing its UK production abilities. The five new 'O' gauge wagons are our first 'down payment', making good on this promise to modellers.

"They will be produced at our facility here in Chirk by our existing production team, and we have a lot of confidence in their abilities. Plans are in place to further enhance the range of

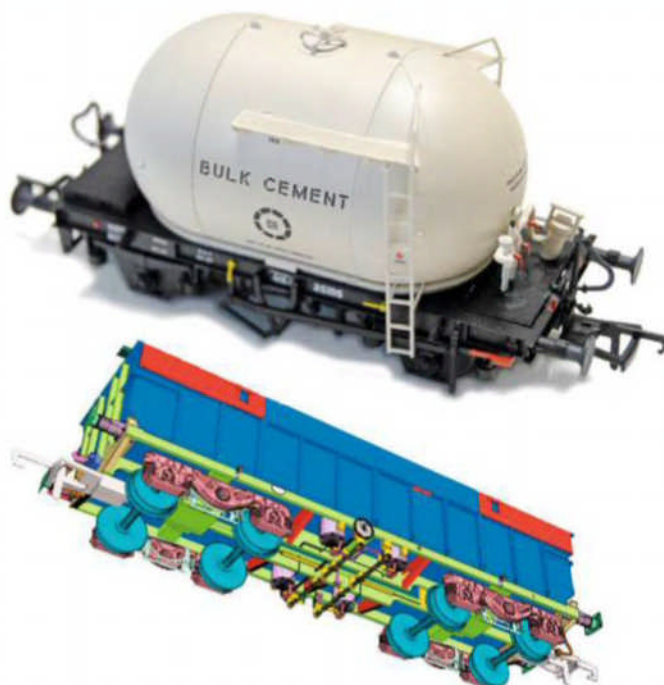
products produced in the UK, whether this is through all-new tooling or, where prudent, [by] bringing tooling back to the UK."

The five new wagons will sport detailed injection-moulded bodies, compensated chassis, sprung buffers and sprung couplings. All five models will initially be offered in two guises. RRP for the lime and salt wagons is £49.95, while the open wagons retail at £44.41.

IRISH UPDATE

Irish rolling stock specialist Irish Railway Models has published an update of where its next projects are in the production process. The next wagon, which follows its CIÉ ballast hopper (MR237), is the CIÉ/Irish Rail cement 'bubble' and production is well under way. As this issue closed for press, IRM expected that the wagon was to have been available at South Dublin MRC's show on October 28-30. Production had been delayed to incorporate etched components and finer chassis detailing.

Tooling has started on IRM's third project, the Tara Mines bogie open wagon. An engineering prototype is due imminently. IRM will confirm guises and prices when the EP is complete.



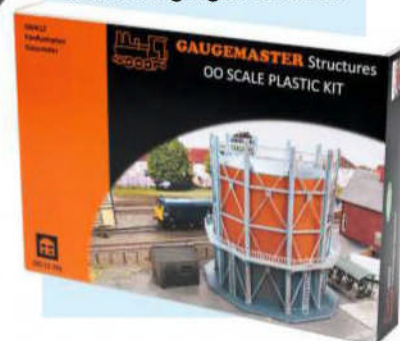
Gaugemaster hits the gas

Gaugemaster has unveiled the latest addition to its Fordhampton range of plastic building kits. The new kit, moulded in self-coloured plastic, depicts a typical gasometer that stands 175mm tall.

Price: £19.95

Availability: Gaugemaster
Tel: 01903 884488

Web: www.gaugemaster.com



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



BOLTON STEAM LOCOMOTIVE LTD

Five alive

BR Standard '5MT' No. 73156 has returned to steam at the Great Central Railway. The 4-6-0 is the only one of the five '5MTs' in preservation to be built at Doncaster. It was withdrawn in May 1968, languished at Barry until 1986 and initially moved to the East Lancashire Railway for restoration.

A halt with potential

Hayles Abbey Halt, on the preserved Gloucestershire-Warwickshire Railway, is one of Britain's newest stations. The GWSR re-opened the halt during the summer, on the site of the original, which BR closed in 1960. It would make an ideal 'OO' micro layout, using Bachmann's 44-0055 GWR Pagoda Shed & Store.



TPE

Blue is the colour

Class 68 68021 *Tireless* has received this rather striking livery. It's one of 14 Class 68s allocated for use on TransPennine Express's Liverpool-Manchester-Scarborough-Middlesbrough trains. The livery is made all the more unusual as it takes advantage of a change in regulations, which means that a yellow warning panel is no longer mandatory.



KEN LIVERMORE

Bookshelf essentials

Constructing 5" Gauge Wagons

'Weighty tome' is quite literally the best way to describe this new work from Doug Hewson and published by the HMRS. It's a whopping 316-page hardback. It may not immediately seem relevant to 2mm, 4mm and 7mm modellers, but it contains a **huge** amount of prototypical information, including useful tables listing batches and detail differences of all manner of open wagons, vans and brake vans from BR, the 'Big Four' and earlier. Also included in the handsome cardboard box are 16 A2/A3-scale drawings. Not cheap, but wagon enthusiasts should find it a useful addition to their collection.

ISBN: 9780902835344 **Price:** £50.00 (plus £6.50 P&P) **Availability:** Book Sales, HMRS Museum & Study Centre, The Midland Railway - Butterley, Butterley Station, Ripley DE5 3QZ **Web:** www.hmrs.org.uk

Modelling the L&B

New models from Heljan and others mean that there's never been a better time to model the Lynton & Barnstaple Railway. Therefore, the L&B Railway Trust has published this, a guide to modelling the famous narrow gauge railway. If you're after step-by-step projects, you'll need to go elsewhere - this is a history of L&B modelling (including pre-war layouts), a guide to the line (including track plans) and suppliers. Lavishly illustrated, it's a must for any L&B fan.

Price: £9.95

Availability: Woody Bay Station, Martinhoe Cross, Parracombe, Barnstaple EX31 4RA

Web: www.lynton-rail.co.uk



NIGEL CAPELLE



▣ Spirited livery

Virgin Trains has turned out 'Pendolino' 390010 *The Cumbrian Spirit* in its new colour scheme. All-over red is gone, replaced with grey and red swoops. The new scheme matches Virgin East Coast's new IEP fleet and could be easily changed should Virgin not win the new West Coast Partnership franchise in 2019. 390010 was repainted at Alstom's new Widnes workshops.

▣ New life for HSTs

ScotRail has unveiled artist's impressions of how its new fleet of HSTs will look. Some 54 Class 43s and 121 Mk 3s are being overhauled for a new life in Scotland where they will be formed into nine four-car and 17 five-car sets to link Edinburgh, Glasgow, Perth, Dundee, Aberdeen, Inverness and Stirling.



SCOTRAIL

MARK BROOMFIELD



▣ The Wight stuff

Class 33/2 33202 'Dennis G. Robinson' became the first ever diesel-electric locomotive to work on the Isle of Wight. In fact, it has become the most powerful locomotive to ever work on the island. The 'Crompton' visited the Isle of Wight Steam Railway for its autumn diesel gala and stands at Havenstreet with the 1031 to Smallbrook on October 1.

Wheel Specifications for the Modeller

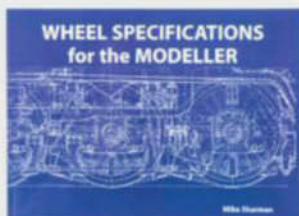
Not the most inspiring title in the world but this slim volume is a mine of useful information about, not surprisingly, locomotive wheels. It is essentially a list of every main line steam and diesel locomotive built from the 1870s until the present day, although the most modern AC electric is the Class 87. You get diameters and, where relevant, number of spokes and even crankpin style. Oakwood has published

this in association with the Scalefour Society.

ISBN: 9780853611219

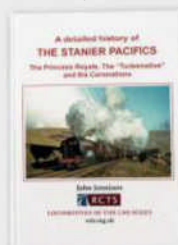
Price: £10.00

Availability: www.scalefour.org/eshop



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A new addition to the Railway Correspondence & Travel Society's 'Locomotive of...' series is always a big deal for these books are highly regarded. The LMS is still a work in progress and the latest volume - a lavishly illustrated hardback covers William Stanier's 'Princess Royals', 'Princess Coronations' and the experimental 'Turbomotive'. Contains everything one would expect from an RCTS book. **ISBN:** 9780993490804 **Price:** £27.50 **Availability:** All good railway bookshops or www.rcts.org.uk



What's going on at

Dave's Place

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



Just finished off two interesting 'O' gauge coaches. One was a Mk 3 sleeper, the other a Mk 1 postal, both of which were in blue/grey livery.

Because of the fine white line around the waist of the vehicle, I resisted adding the final small detailed castings until the paint job was finished - then I could glue them on with one of today's excellent adhesives.

Here's something I've learned from past mistakes - if you just glue the fittings to the painted body some of them are bound to come adrift, along with a tiny bit of paint. So now I always remove the paint around the hole and the back of the fitting, so you get a decent bond with the metal.



MD of GBRf John Smith is a Sunderland FC supporter. Class 66 66725, which was originally named *Sunderland*, has been repainted into the new corporate livery and adorned with a Sunderland FC scarf and club logo. John Peck of Precision Labels did a remarkable job on the transfers for the model I repainted for the staff presentation to Mr Smith.

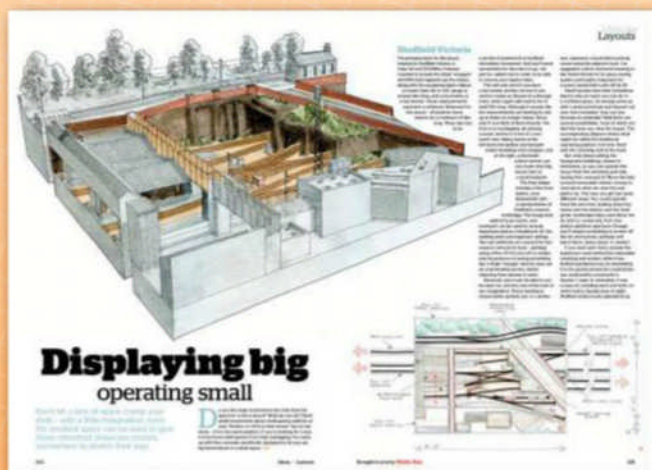
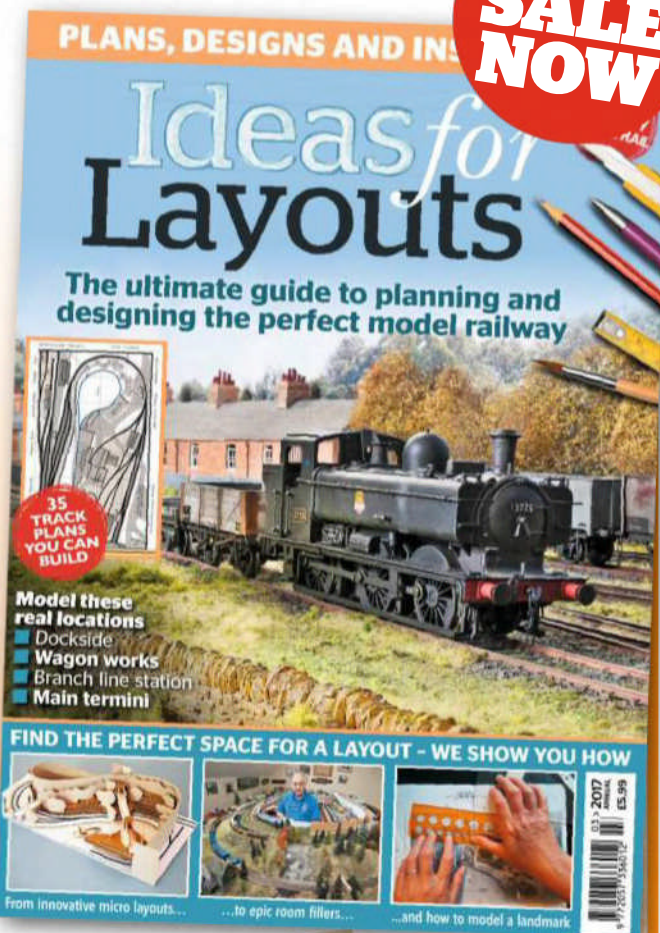
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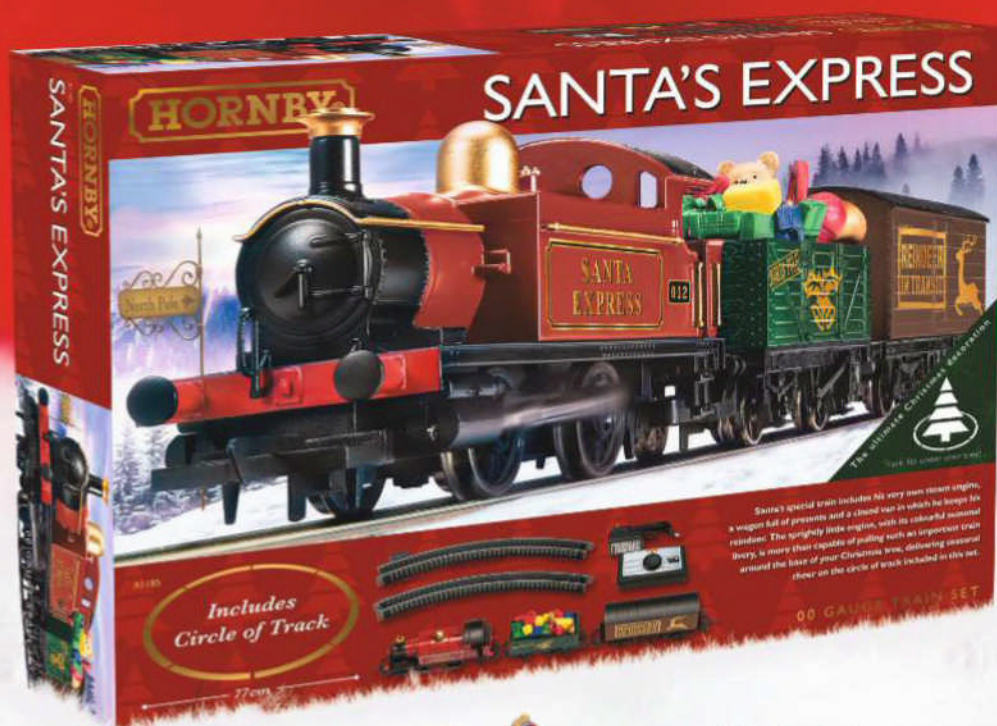
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JACQUES PORTAL



According to Chris...

Prompted by 'Modelling Lives' (p18), **Chris Leigh** provides a personal perspective on the subject of 'beginnings'.



One of my regular jobs on *Model Rail*'s small 'in-house' editorial team is to read page proofs. With modern technology, a largely finished proof of a page is the first that I see of an article. It wasn't always like that. When I started as an editorial junior on *Model Railway Constructor* in 1963, the first proof was a 'galley proof'. The galley was a long tray in which the metal type was assembled, all set to a standard column width, measured in 'ems'. I've not seen that measurement used since computers revolutionised typesetting.

Back in 1963 we typed our articles and reviews on paper, double-line spaced so that there was plenty of room for the Editor to write his instructions and alterations. I recall my early efforts being returned from the Editor with a mass of alterations. That was how I learned my publishing craft, especially when it came to writing reviews. Editor Alan Williams was a master reviewer. His comments were fearless but never unfair, unjustified or made in an offensive manner. It was a great way to learn.

That paperwork then went to a typesetter, who re-keyed it on a machine that turned it out as metal type on a galley. That, in turn, went to a compositor, together with a rough plan of how it should look on a page with photographs added. Only then might we get a page proof and it was likely that only the Editor would see it. Corrections at that stage would be rare – and expensive.

I've just read the page proof of Nigel Harris' 'Modelling Lives' contribution about the birth of *Model Rail* (page 18), and his memories are spot-on. He was involved in meetings with senior staff after we had spent many hours shut away, thrashing out the content.

Nigel and publisher Clive Nicholls had a background in numerous successful publications, but little or nothing as far as railway modelling was concerned. I came from a background in railway modelling but I had the dubious distinction of having had a magazine, *Model Railway Constructor*, close

“Such has been the popularity of layout articles that there are now four monthly magazines featuring a dozen layouts a month”

while under my editorship. That was still fresh in my memory – MRC wasn't the only model railway magazine to fold in the 1980s.

I did, however, have lots of ideas about what I had wanted to do with MRC, but getting investment in an ailing magazine was never likely to happen. Those ideas had been pigeon-holed, but the *Model Rail* meetings gave me a chance to try them out. Now I was working with people who were willing to listen. Clive's commitment to *Model Rail* was never more clear than when I looked out from behind Egham club's 'Fraser Canyon' layout at the Warley show to find him holding a Tri-ang Class 31 that he'd just

bought (above). I'd never known a publisher to attend a show before, and we were still a year away from launching *Model Rail*.

I knew I'd hit a home run with my comment about building kits. It arose from my frustration at seeing magazine reviews of kits that were merely based on a manufacturer's photograph and a quick look at the bits in the box. But you can't review a kit unless you've built it, because that's the only way you find out if the parts fit together.

Nigel's 'Layouts that never leave home' epithet caused me more than a little concern.

How would we know if someone had a layout in his loft? I need not have worried. We operated hand-to-mouth for several issues, but such has been the popularity of layout articles that there are now four monthly magazines featuring a dozen layouts

a month, and there seems no sign of the supply drying up. Perhaps that, more than anything else, is a measure of how popular the hobby is, because for every modeller who has a layout fit to publish in a magazine, there must be several with no layout, an unfinished layout, or just a collection of locomotives in a cupboard. That suggests a market that was, indeed, worth launching a magazine into.

Twenty years on it is perhaps true to say that the model railway hobby was less buoyant then than it is now, and the leap of faith that launched *Model Rail* was truly inspired.

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



Modelling Lives

Tales from the world of railway modelling.



Co-founder of *Model Rail* Nigel Harris recounts the magazine's difficult birth, and how its inception was a seminal moment in railway modelling publishing.

In 1965, I was eight years old and vividly recall an early Sunday afternoon TV programme called *All Our Yesterdays*, presented by a rather dour Brian Inglis. It took a week-by-week look at developments in the Second World War and a repeated refrain in the script was "20 years ago today..."

To a bored-silly eight-year-old (back then, absolutely nothing happened on a Sunday!) 20 years seemed a timespan of unimaginable length. Five decades later, perspectives are rather different and to think that it's a similar span of 20 years since I was one of three people in the *Model Rail* launch team is a sobering moment.

It seems hardly any time at all – which makes me take a slightly wide-eyed look back to 1965 to think that at that point the end of the Second World War was in reality much, much closer than it seemed to me at the time. It certainly places a lot of things said in the 1960s by my parents in a new perspective.

But back to *Model Rail*. In 1997, I had been editing *RAIL* for barely two years. The fatal Southall crash happened that year, and the newly privatised railway was going through painful teething troubles. One of the legacies I'd inherited was an occasional 'Model Rail' supplement, tucked into *RAIL*. In truth, it was a vehicle for generating some advertising revenue and included a handful of editorial pages. Some years before, I'd recruited lifetime railway journalist Chris Leigh to join us from Ian Allan (we'd worked together on magazines and books in the 1980s) as editor of *Steam World*. A former editor of *Model Railway Constructor*, Chris rejuvenated the editorial content in *Model Rail*, which he had turned into a tidy little free 'extra'. I was really pleased at the reaction it prompted from readers and advertisers alike. It was food for thought for sure.

A DIFFICULT BIRTH

It was, however, becoming an increasingly uncomfortable fit in *RAIL* (which we had started developing into the magazine you see today) but it was a quality product and I didn't want to see it simply scrapped. As a lapsed railway modeller (with my dad, I had been an early British 'N' gauge adopter from c1970) I started to wonder if we could launch *Model Rail* as a magazine in its own right. Chris and I both worked for Publisher Clive Nicholls and it's largely thanks to him you're reading this today – because *Model Rail's* birth was not an easy one.

Clive was thinking along the same lines and, after hearing Chris' positive and supportive view, the MR launch team was born. From the outset, Clive was determined that *Model Rail* should be fresh and different. To have any chance of longevity, it had to break the mould from which most model railway magazines seemed to have come.

And my goodness, was that mould hard to crack!

We had to work very hard to avoid being sucked into the same old way of doing things. Railway modellers, we discovered, were very much creatures of habit!

To start, I looked at the market-leading *Railway Modeller*. I was dumbstruck to find it was still largely the magazine I had last seen more than two decades before, in about 1975. Nothing seemed to have changed, and so we judged the market to be wide open for change. For something new. Emap had pulled this off in 1979 when David Wilcock's *Steam Railway* blew apart the complacent market in which IAs *Railway World* and IPC's *Railway Magazine* had jogged comfortably (and rather tediously, I have to say) along.

There were, however, plenty of siren voices warning us off. "Oh, model railway journalism is a very hard rock to beat your head against – plenty of publishers have tried and failed in this market." We heard lots of that.

This only made Clive and I more determined than ever to make sure *Model Rail* was markedly, noticeably and



realistically different to any previous or existing model railway magazine. The market looked very complacent. We were determined to be compelling.

We spent hour after hour, alongside our day jobs, in editorial development meetings exploring how we would treat layouts, construction, reviews – the whole spectrum of coverage. We were determined to reinvent all of it, but we had to fight hard against plenty of what we saw as stultified tradition in terms of approach. “That won’t go down well,” we were told. “That isn’t how things are done in model railway magazines.” We were determined not to be put off in our resolve to make this magazine different. No way would MR be a ‘me too’ magazine.

LIGHT BULB MOMENT

Chris Leigh played a very important part. His lifetime experience in all aspects of model railways and its magazines was crucial – he was well known, well respected and gave the embryonic magazine a flying start in ensuring credibility in the industry and among customers alike. Chris also helped unlock some key approaches. For example, after a couple of hours of unsuccessful wrangling one day over how to articulate the new magazine’s overall philosophy, he suddenly said: “If it’s a kit we actually build it – if it’s not, then we take it apart.”

Clive and I looked at each other in delight – Chris had delivered a classic light bulb moment. From that point on the entire editorial philosophy flowed fairly easily and within a couple of hours an entire outline editorial strategy was in place. This clarified our thinking and context and it underpinned our selection of material. It was, of course, the same material everyone else was using – but this new philosophy meant that *Model Rail* really would be very different.

I remain very proud of my specific contributions. As a young modeller, in the early 1970s, I’d struggled to match the few photographs of a layout with where they’d been taken, despite the provision of a track plan. I came up with the little camera graphics that adorn MR’s excellent track plans to this day.

As a junior member of the Pendle Forest MRS in Nelson, in my early teens, I had noticed the major difference in quality between the layouts built for exhibition in the clubroom and the much higher quality layouts built permanently into the lofts of top quality members/modellers like Alan Catlow (whose work had appeared in *Railway Modeller* several times) and John Porter. This led directly to the ‘Layouts that never leave home’ concept. I was told quite often that these were in short supply and we wouldn’t have enough – but we persevered and successfully unearthed some real gems. *Model Rail* still mines this seam today. Masterclass also evolved easily, once our way of thinking was finalised.

There were other hurdles. Internally, Emap

was not at first convinced by our idea. I recall one particularly unpleasant board presentation that Clive and I attended, to try and secure permission to launch. We were given such an aggressive mauling that I told him never again! The answer to our proposal was a resounding, unpleasant and rather aggressive ‘no.’

I was gutted. After all that work and with such a great package in prospect too.

“So, what do we do now?” I dejectedly asked Clive, as we walked away from that bruising board encounter.

“We’re going to do it anyway,” said Clive. Even in those far off days, when powerful publishers exerted a good deal of authority and enjoyed considerable freedom of action, this was... bold, to say the least. But he was as good as his word.

So *Model Rail* quietly appeared on the news stands, without fanfare, as a quarterly. Or rather, a series of one-offs! It went really well. So it started appearing more often as a bi-monthly. Or, I should say, a slightly more frequent series of one-offs. It was received brilliantly. We were encouraged to give a board launch presentation another go. It would not be good for our careers to launch a monthly magazine without board approval!

Clive persuaded me to accompany him back to meet with the board and present the

renewed MR launch proposal for monthly publication. And this time it flew through. I recall one particular reaction to our proposal from one of the most influential – and challenging – directors there.

“A successful launch requires that a magazine has a clear, strong and compelling USP (unique selling point),” he said. “I have never before seen a magazine launch proposal with quite so many USPs. We should do this.”

DARE TO BE DIFFERENT

And so *Model Rail* came to be launched as a monthly magazine. The long hours which Clive, Chris and I had spent thrashing out new and different editorial approaches and treatments had been well spent. Emap had decades of experience in very successful hobby magazines of all kinds, from football and fishing to motorbikes and bird watching and so yes, we excluded nothing from our appraisal process, as Chris commented in his own look back at this magazine’s launch in MR241. Had we not been so determined to dare to be different, the dead hand of established model railway magazine tradition would have produced another magazine like all the rest. It would not have survived.

The success of *Model Rail* since clearly validates our approach – but so does the fact that many of the editorial approaches, techniques and methods which MR pioneered were quickly copied by the established magazines and they are now commonplace. Imitation is indeed the sincerest form of flattery – but it also creates

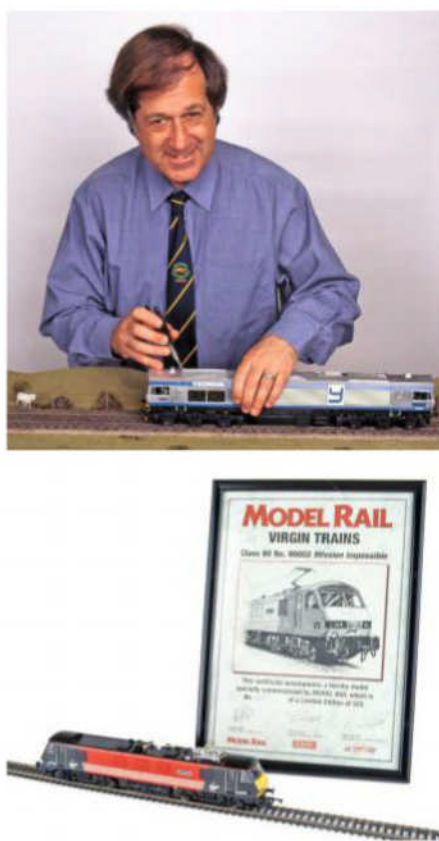
problems. Once your competitors look just like you, how do you stay ahead?

Well, as successive editors, Chris Leigh, Ben Jones and Richard Foster have, over the last 20 years, not only delivered wonderful masterclasses in modelling, they have also delivered a masterclass in magazine craft and you’re holding the result right now. I look at other modelling magazines and it is very obvious how MR drove change in a previously stagnant area of the market.

Thanks to Richard’s leadership, this magazine is more impressive now than it has ever been and I always look forward to the moment when each new copy drops on my doormat. I’m really proud to have played a part in creating and launching it. I’ve been lucky to edit three market leaders in my career (*Steam World*, *Steam Railway* and *RAIL*) but there isn’t an editor alive who doesn’t want to be involved in a successful launch. And being one of the three-member MR launch team is absolutely one of the highlights of my editorial career.

Continued on page 146

“We were determined to reinvent all of it, but we had to fight hard against stultified tradition”



MODELLER'S CV

Nigel is a well-known rail journalist/commentator. He's written and published many books and edited six national magazines over 40 years. He now edits the market-leading *RAIL*.

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Modelling a forgotten **RAILWAY**

The challenge of building a Victorian era layout appeals to both **David Bousfield's** love of ornate liveries and his passion for historical research.

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



As newer generations enter the hobby, its thematic focus shifts. Right now, we're witnessing more Transition period and BR blue-era layouts than ever before. Why?

Because most of us model what we can remember. And yet, David Bousfield finds much to enjoy poring over reference materials and sourcing what limited photographic evidence he can find in a bid to create the most authentic representation of the Victorian and Edwardian-era Great Eastern Railway possible.

The mid to late 1800s and early 1900s represent a romantic and innovative chapter in the history of Britain's railways. Prior to the First World War, the rail network was awash with ornate, vivid liveries and flawlessly turned-out locomotives. It's a period that begs to be modelled.

TIME CAPSULE

David is a GER man at heart. His first layout, 'Wells-next-the-Sea', was set in East Anglia during the late 19th and early 20th centuries, but 'Hadleigh' (Suffolk) is firmly set in the Victorian era. David explains why: "The more I've modelled, the older my interests have become. I started with a photograph

from 1911 and have worked back ever since. I'm particularly interested in regulations set by the Railway Clearing House [formulated in 1842].

As David puts it: "Working in the Victorian era involves piecing a lot of information together – photographic evidence is somewhat sparse." And yet he relishes the challenges that the period brings, because his favourite part of building a model railway is researching prototype history.

"Due to the time constraints of full-time employment, I was very much a chequebook modeller until my retirement," says David. "I'm a planner. I'll visit the National Railway Museum in York, or correspond with colleagues in the Great Eastern Railway Society ►

VITAL STATS

Layout:

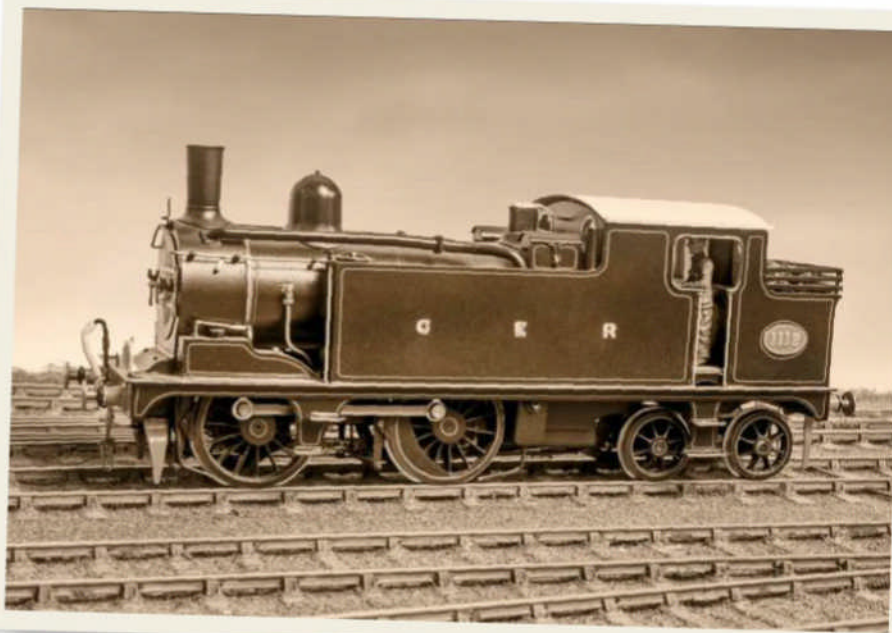
'Hadleigh'

Size: 15ft 9in by

18ft 4in

Gauge: 'O'





2

to gather research for locomotive and wagon scratchbuilds."

Despite his interest in historical accuracy, David is prepared to be a little creative with history, should it benefit his enjoyment. For example, he actively enjoys contriving reasons as to why stock from other railway companies might find its way onto the GER branch line terminus. "It's a leap of the imagination," admits David. "Both 'Wells-next-the-Sea' and 'Hadleigh' take liberties in regards to strict historical accuracy, if only for the sake of producing additional atmosphere and variation, to further the enjoyment of playing trains."

BLUE IS THE COLOUR

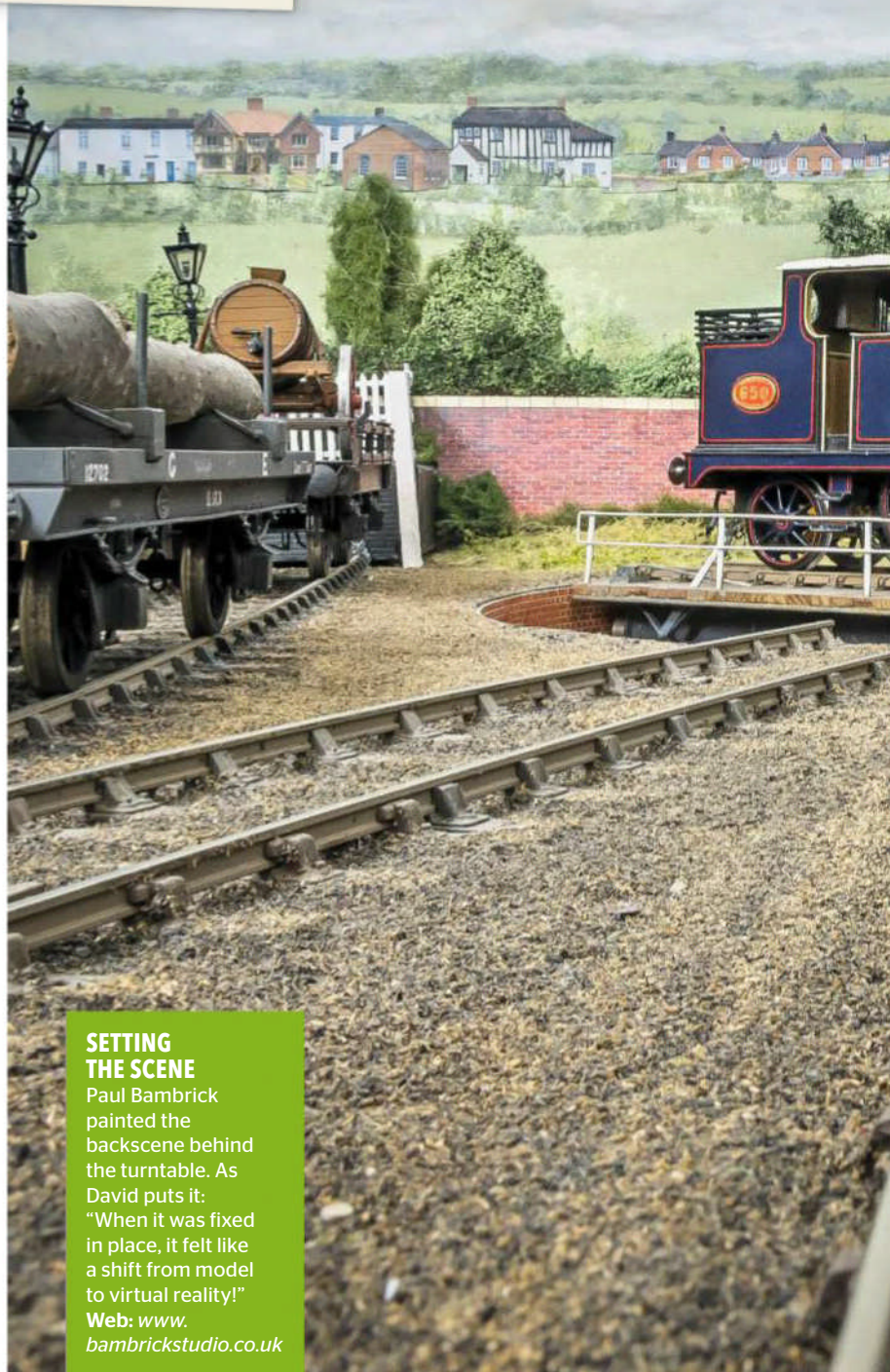
Much of David's fascination with the Victorian and Edwardian-era GER railway comes from the aesthetic appeal of its many liveries. "I grew up reading about Thomas the Tank Engine in *The Railway Series*," he says. "The locomotives are all different colours, similar to what you'd have found in and around the GER prior to the First World War."

The absence of colour photography and the dearth of surviving stock can make identifying the exact colour of certain items of rolling stock virtually impossible. The up side, of course, is a little artistic licence when mixing swatches for stock. For modellers of 19th century railways, there's a huge variety of colours to choose from. David says: "Pigments and varnishes were built up in layers and could look quite different, depending on lighting. Also, the blue did vary; the Cambridge version is said to have been lighter than the Stratford version, for example."

The Victorian era presents a melting pot of vivid liveries; the GER alone provides ample opportunity for colour variation. Some of the railway's earliest locomotives were painted in a shade of yellow ochre – sometimes referred to as canary yellow. A pea-green livery was also used by the GER during this period.

In 1882 the famous blue GER livery was introduced. David explains: "It was T.W. Worsdell who first introduced GER ultramarine blue livery. A variation of the livery first appeared on '134 Class' 0-4-4 No. 189, which hauled Queen Victoria's train to Chingford on May 6 1882. The standard GER blue livery appeared at the end of the year on the first of Worsdell's new locomotives, the 'G14' 2-4-0s." From 1890, goods locomotives built after 1883 could be identified by an unlined black finish, with GER blue still used on mixed-traffic and passenger locomotives. Until 1919, coaches were turned out in teak.

David hasn't just relied on documented sources during his research, he's also engaged in an ➤



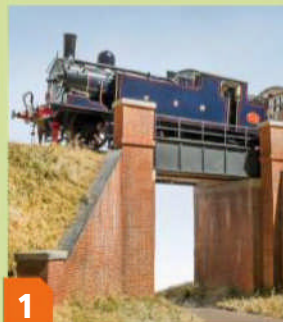
SETTING THE SCENE

Paul Bambrick painted the backscene behind the turntable. As David puts it: "When it was fixed in place, it felt like a shift from model to virtual reality!"

Web: www.bambrickstudio.co.uk

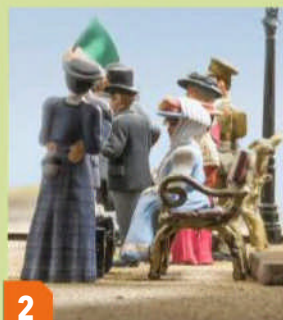
“Working in the Victorian era involves piecing a lot of information together – photographic evidence is somewhat sparse”

3 things we like



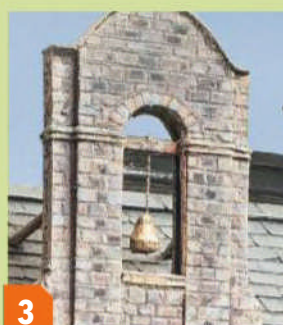
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Nobody really knows *exactly* what GER blue was like, but it looks pretty good here.



2

The figures are all in period attire, and David is hoping to improve them even more.



3

The bell on the station building. Had David not looked at old Victorian postcards, it's an authentic detail that could have been missed.

What makes this layout great?



Mike says: I'm a fan of Victorian and Edwardian-era railways anyway, but what I particularly like about 'Hadleigh' is that it feels both authentic and fun. David has a knack for combining historical accuracy with enjoyable layout features. And don't forget – the entire layout is a masterclass in professional model making of the highest order.

THE CAMERA NEVER LIES?

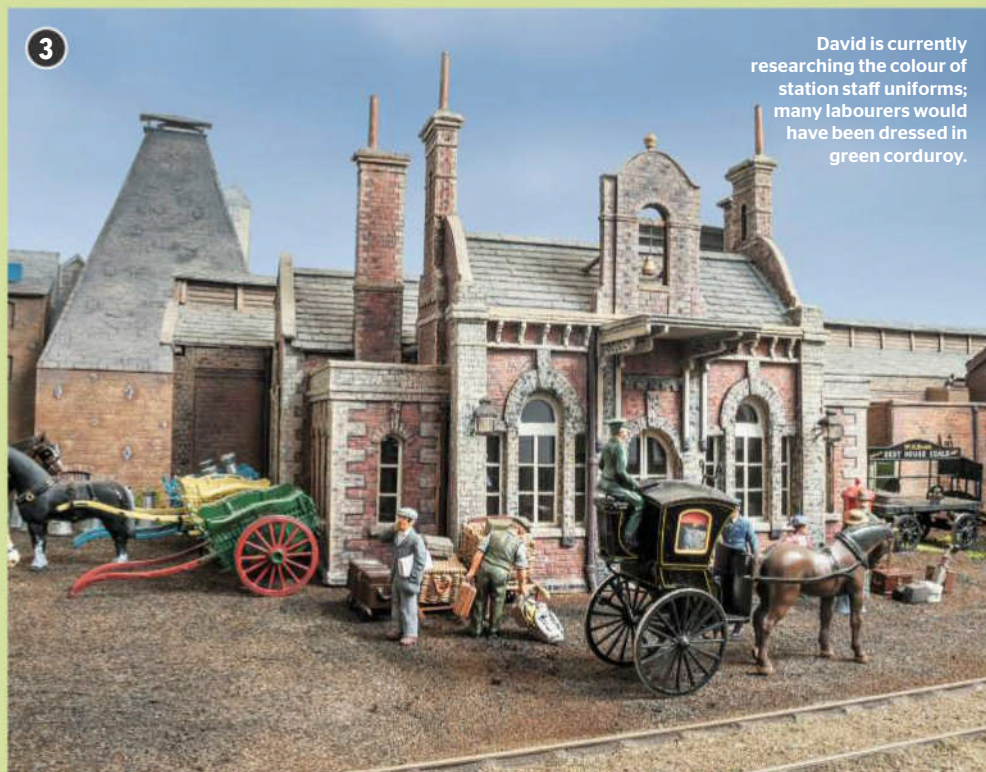
Although Hadleigh station was closed for good in 1965, the main station building and maltings survive today as private dwellings.

Fortunately, David was afforded the opportunity to photograph and measure the buildings and used the information to produce scale drawings. The drawings were sent to John Mace, who built and painted bespoke buildings for 'Hadleigh'.

Although the main station building appeared relatively untouched, David was careful not to rely on contemporary photography alone. He managed to source several Victorian postcards, which revealed some key differences.

David explains: "There was a different arrangement of chimneys and a small bell tower. These details would have been missed had I only relied on recent photographic evidence."

Each building is made out of MDF, plywood and card, plus scrap pieces of wood and metal. Most of the fine detail was scribed directly onto the wood or carved onto a layer of cured plaster - formed from a mixture of adhesive and plaster.



David is currently researching the colour of station staff uniforms; many labourers would have been dressed in green corduroy.





often-overlooked form of research - talking to real people about real experiences!

"Residents of Hadleigh have supplied me with information," says David. "Some played around the station as children. Their memories can only go back so far, but living history is powerful."

"One gentleman – a member of the Gauge O Guild – contacted me after I posted images of the layout online. He was bowled over by the similarities he recognised from his own childhood memories. We've kept in contact and have compiled a collection of research materials over the years."

David also contacted local history group the Hadleigh Society, which was another useful resource.

THE BORROWERS

Space restrictions present a challenge in 'OO' and even 'N', but at 1:43 scale, 'O' gauge requires even more discipline. David jokingly refers to this as the

'Jaws effect': "You're gonna need a bigger baseboard!" Space restrictions aside, David chooses to model in 'O' gauge because he enjoys the fine level of detail that can be achieved in 1:43 scale.

"The figures look very realistic in particular," he explains. I couldn't imagine getting that same level of detail in anything smaller. I've used Omen Miniatures and S&D Models' Phoenix Figures range. Some were already painted, others I've enjoyed painting myself."

Since retiring earlier in the year, David has found himself getting more involved in the actual model making of 'Hadleigh'. He explains why: "The realism conveyed by the photographs is staggering. It's got me fired up. I feel I've achieved an intermediate level of accuracy, which I want to improve. I'm going to repaint some of the figures and I'm keen to alter the area outside the station – the colours look a little too uniform to my eye. ➤

Hadleigh station approach.
SCIENCE & SOCIETY PICTURE LIBRARY



Hadleigh: An historical perspective

Words: David Bousfield

The Hadleigh branch opened in 1847 and began at Bentley on the Ipswich to Colchester line. The staff-controlled single track ran for seven miles via Capel and Raydon Wood to the terminus at Hadleigh. Although passenger services ceased in 1932, goods traffic continued until 1965.

Useful photographic evidence has been hard to come by, but the station and its surrounding area were captured by an anonymous photographer in September 1911. Whoever it was, he or she took a series of photographs, from the signal

box, past the maltings, coal sidings, engine shed and coal stacks, to the cattle pen next to the terminus headshunt.

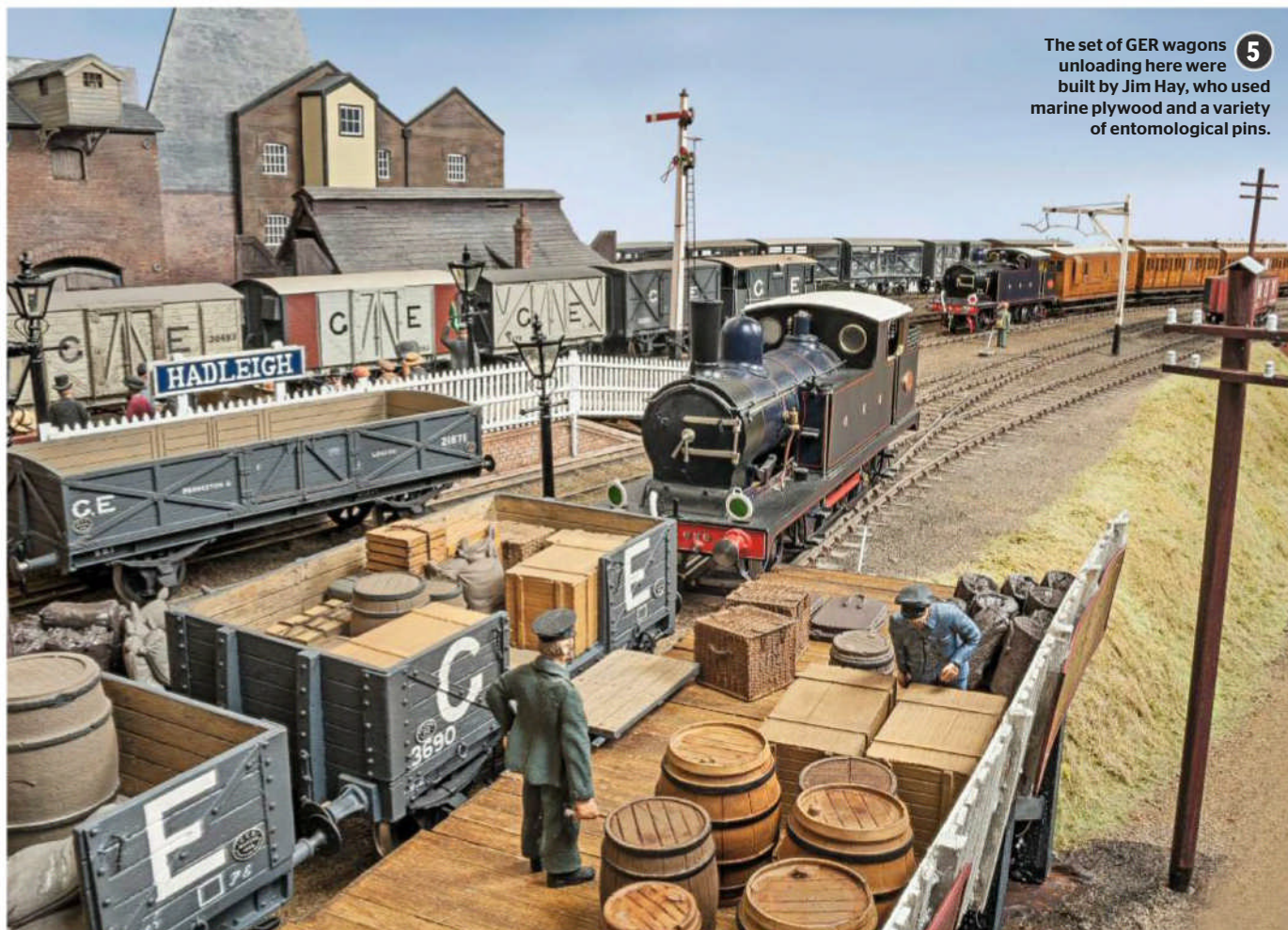
One of the photographs is shown here, and the full set is part of the Windwood collection, held at the National Railway Museum. Apart from a solitary tank engine shunting an empty set of cattle wagons, the photographs display a distinct lack of activity. This leads me to believe that they were taken during a weekend.

The only other contemporary photographic evidence I've found comes from a couple of postcards; these earlier sources

depict a much busier scene, centred around the arrival of a passenger train.

Interestingly, the track plan has changed very little when compared to older Ordnance Survey maps. However, they do highlight the fact that the coal merchant's staithes were built on a considerable incline – there may even have been a covered NER-style coal drop.

I have tried to model this area, but the lack of information and the truncation of the model's track plan mentioned earlier mean that this is the part of the model that I am least satisfied with at the moment.



The set of GER wagons unloading here were built by Jim Hay, who used marine plywood and a variety of entomological pins. **5**

KEEPING STOCK

Words: David Bousfield

Locomotive power is provided by an 'S44' 0-4-4T and 'M15' 2-4-2T (their heavy fuel consumption earned them the nickname 'Gobbler'). Purists may query the authenticity of an 'S44' running on 'Hadleigh' as they were mainly used on suburban lines and required condensing gear. However, two of them did make it over to nearby Colchester and Brightlingsea, where they were nicknamed 'Crab' and 'Winkle'.

Both models were built by Wally Mayhew, who I had the great pleasure of meeting in 1984. Wally's locomotives not only look the part, but are reliable and slow runners. The models were painted by Dave Studley and Les Richards respectively.

Coaching stock was initially constructed using Trevor Charlton's etched coach sides and a scratchbuilt chassis, and more recently from D&S etched kits. The distinctive varnished teak finish was courtesy of Dave Studley, who is producing identical finishes to those he produced around 30 years ago!

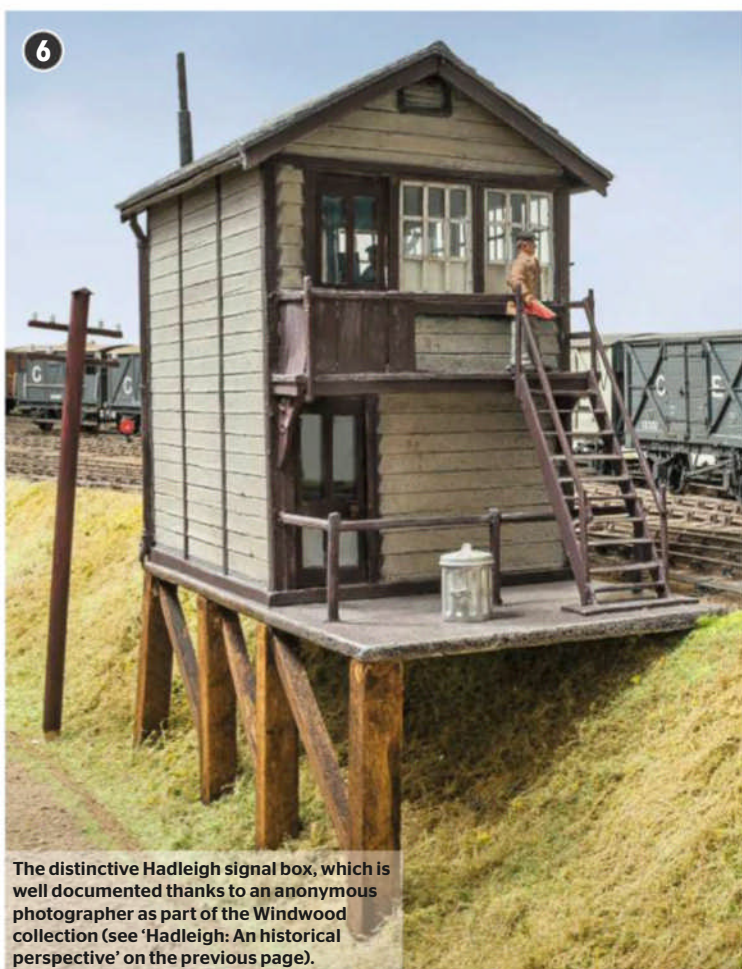
Dave paints most of my stock, which ensures consistency, especially when the liveries of the period are open to such interpretation. I had to research each livery extensively, and it's still difficult to tell just how accurate the



finished product is. The ventilated vans are a good example - many people think they were white, but my sources suggest they were actually a light grey.

Goods wagons come from a wide variety of sources and reflect a somewhat broad example of what might have visited Hadleigh.

THINGS YOU MAY HAVE MISSED



The distinctive Hadleigh signal box, which is well documented thanks to an anonymous photographer as part of the Windwood collection (see 'Hadleigh: An historical perspective' on the previous page).



WAGON COLOUR

Words: David Bousfield

Normal freight livery was slate grey. Some ventilated vans were painted a lighter shade so that they stood out when carrying perishables - indicating they needed to be dealt with swiftly upon arrival. For more urgent cargo, wagons were fitted with just Westinghouse (GER standard air brakes) or dual-fitted with vacuum brakes so they could be run at passenger train speeds. Dual-fitting enabled vans to be run outside the GER network, which necessitated a further livery (pictured below).





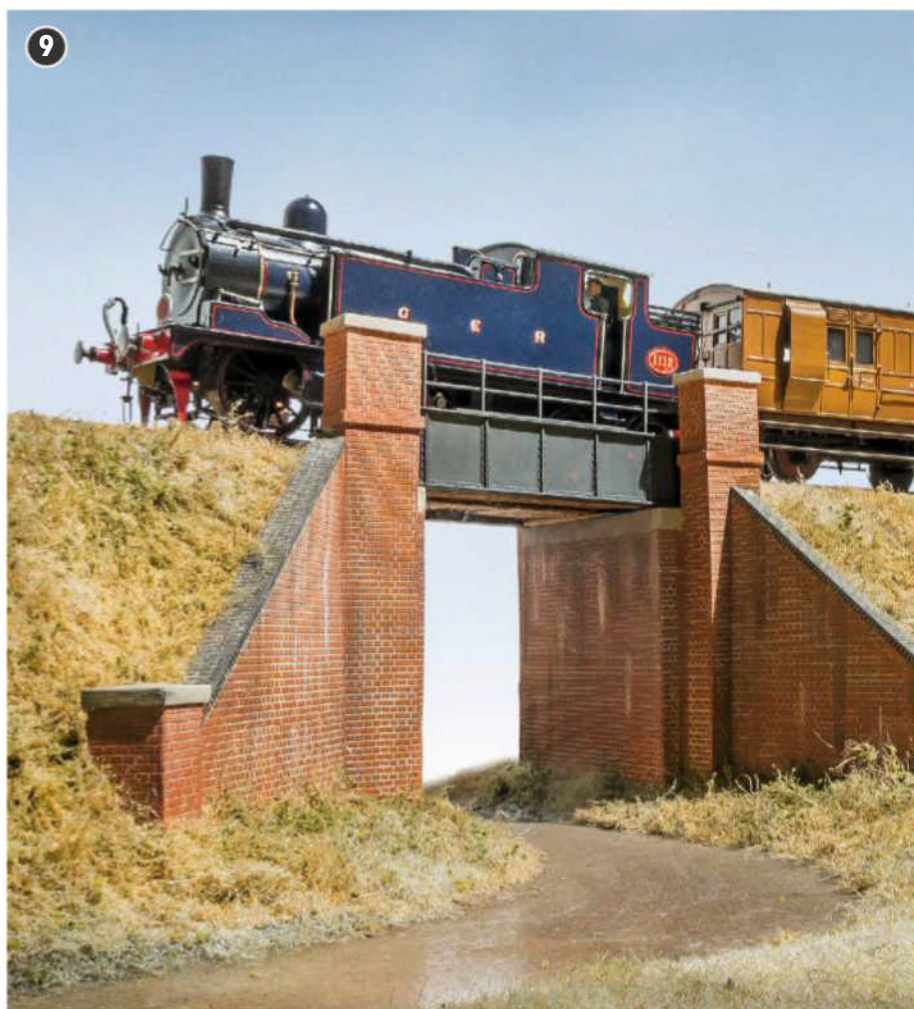
"I'm also looking to create a believable back story for the layout – who the main traders were and what they were importing or exporting. This will be represented with wicker baskets and crates, by adorning them with suitable names and labels."

RESEARCHERS AND HISTORIANS

Many of us have a favourite aspect of railway model making – even if we don't like to admit it. And yet we so often talk of builders, engineers, designers, collectors and players, but rarely do we talk of researchers and historians.

The tactile nature of a three-dimensional model may garner all of the attention, but it's the research that assures its authenticity. This is of particular importance when building a prototype, but research can be a time-consuming task – particularly when modelling a poorly documented location or era.

David is the first to admit that 'Hadleigh' wouldn't exist without the help of a roster of hugely talented modellers. But it wouldn't feel nearly as authentic if David hadn't been constantly asking the questions: Who? What? When? Where? And, how? It's simply astounding then that David refers to 'Hadleigh's' current state as 'phase one'... There's a lot more to come from this Victorian-era branch line terminus and the *Model Rail* team cannot wait. **MR**



DISCOVER **MORE**, DO **MORE**

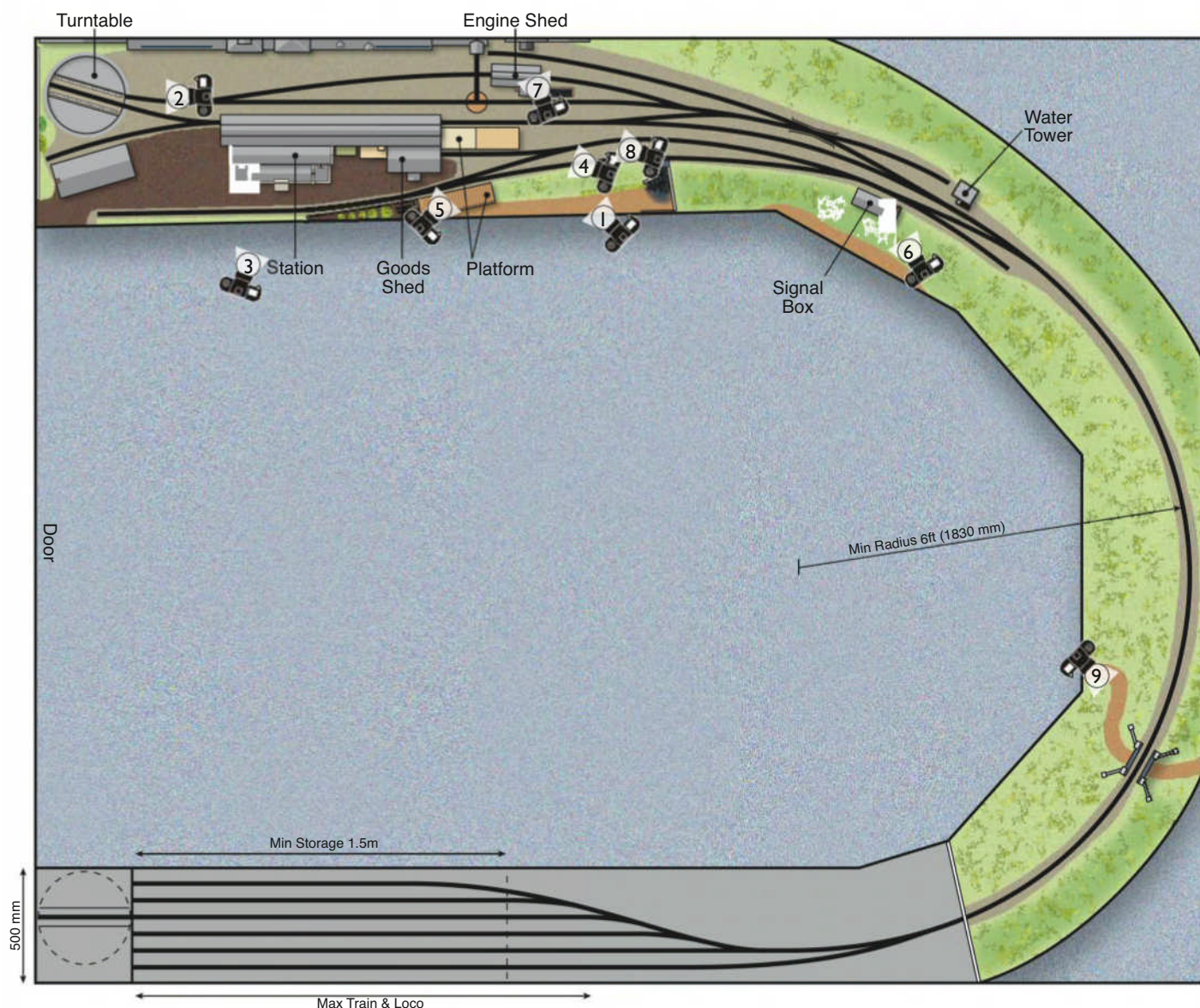
Gauge O Guild: www.gauge0guild.com

Hadleigh Society: www.hadsoc.org.uk

GER Society: www.gersociety.org.uk

NRM: www.nrm.org.uk

HMRS: <https://hmrs.org.uk>



MODELLER CV: DAVID BOUSFIELD

I started modelling in the early 1970s, while studying metalwork, photography and electronics at The University of London. I favoured LMS and LNER regions initially, but commissioned my first GER locomotive, a 'Little Sharpie' 2-4-0, in 1984. Research for 'Wells-next-the-Sea' commenced around 1990, with 'Hadleigh' following in 2006. As for the future, I'm planning to design and run authentic traffic movements between Hadleigh, Ipswich and beyond. In addition, I'm aiming to further research Victorian colour (via railway paintings from the era) and design PO wagons dating before 1887 - designs became standardised thereafter. Finally, I'm always researching and commissioning new models of early GER locomotives. I'd also like to thank Peter Dawson, Mike Edge, Jim Hay, John Mace, the late Wally Mayhew, Derek Mundy, Norman Solomon, Dave Studley, and Ian Willets for their expertise and help in making 'Hadleigh' a reality.



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All product release dates correct at time of going to press

Product Scale Key

O Gauge

OO Gauge

N Gauge

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50
How to detail
a layout



Project difficulty ranges from easy;



one screwdriver, to very hard;



five screwdrivers.



HOW TO

CREATE REALISTIC WATER FEATURES

PHOTOGRAPHY: PETER MARRIOTT

Budding gardeners are often advised that a focal water feature will add interest to a garden. Well, the same is true for a model railway! There are many methods of modelling the wet stuff on your layout, from the simple to the complex, and **Peter Marriott** reckons he's probably tried them all over the years. Here he reveals his tricks of the trade...

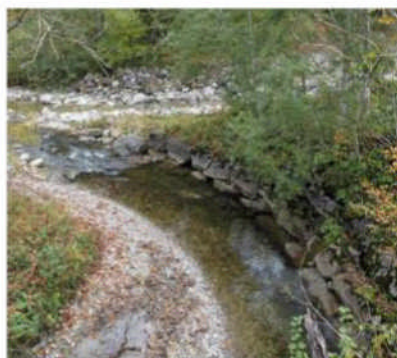
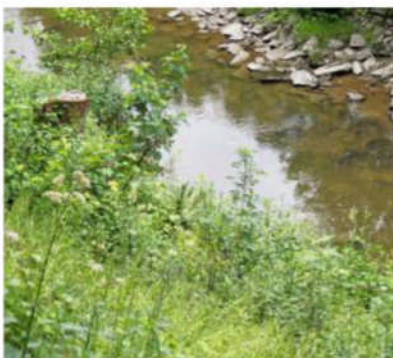


Thinking about water features

Roadside puddle or Dawlish sea wall; here are some thoughts on making a great-looking water feature. Water can lie on roadsides, in farmers' fields and even in troughs to feed livestock. Residential houses sometimes have garden ponds, fountains, water tubs for allotments and swimming pools.

Streams vary in size from a trickle to a gushing torrent as the volume varies with the seasons, while water at a lakeside and seashore varies tremendously depending on the location, time of year and time of day. It can be still, or rough with breakers, waves and lots of spray. Some shorelines are rocky, some sandy, others pebbly while others are covered in reeds. There may be sea defences too.

Water colour depends on the depth, flow speed, debris, type of underlying rocks, source (peaty ground, for example, results in treacle-brown water) and the reflection of light. If, for example, a slow-running river is beneath trees in full leaf the water will appear to be a lot darker than an equivalent stream with the same underlying rocks in an open setting.

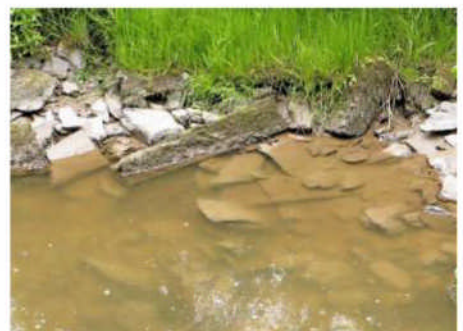


4 top tips for a realistic shore



Above: Rocks and boulders are often found near or in rivers, streams or seashores. These can be bought as modelling products (often known as Talus). Alternatively, hunt for suitable alternatives in your garden or near a river or seashore.

Below: Tall grasses, waterside plants, weeds, bulrushes and water lilies add to the realism of water locations. These can be made from etched plants, laser-cut card plants, foliage nets, tall grasses, grass tufts and strips, or several layers of static grass.

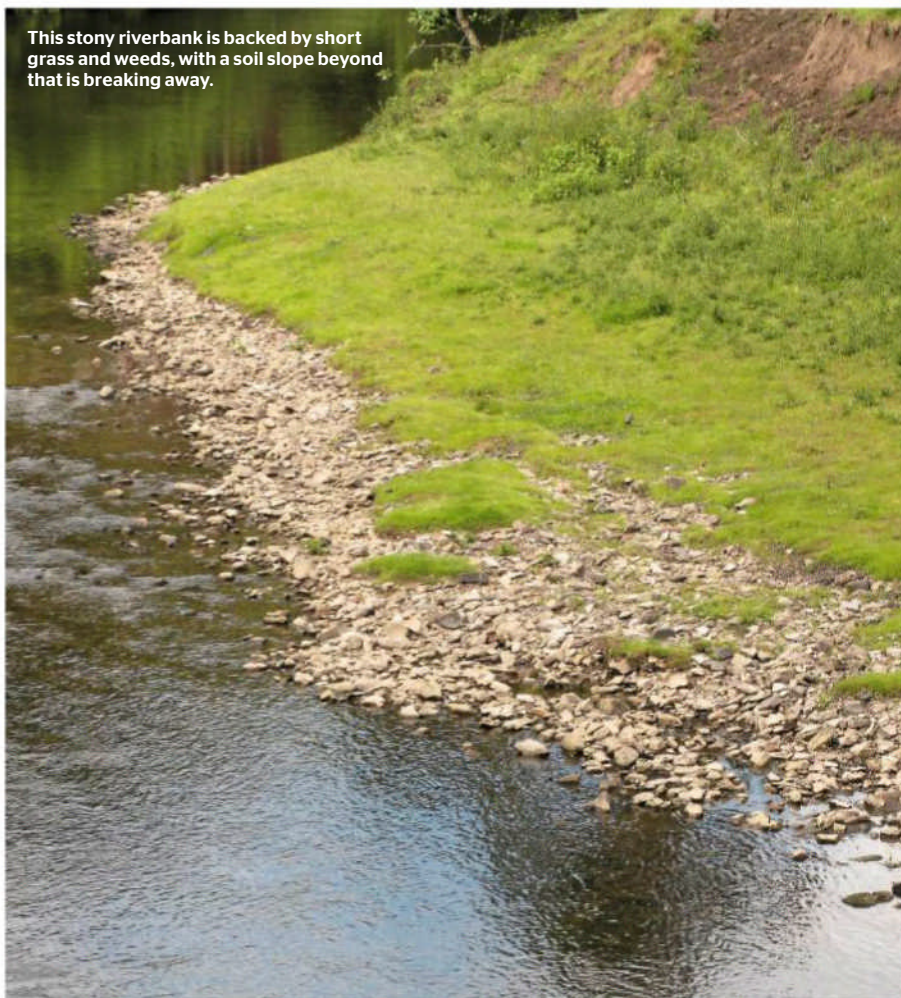


Above: Timber pieces floating in rivers, on the riverbank or along the seashore can be bought either as real wood or as plastic pieces from model suppliers. You could also use small twigs from your garden, or gathered during a walk in the woods.

Below: Boats, canoes, dinghies, sailing boats and canal barges add a further dimension to any water location. These are available in kit form from various firms such as Artitec, Faller and Kibri. Ready-made small boats are available from Noch and Harburn Hobbies.



This stony riverbank is backed by short grass and weeds, with a soil slope beyond that is breaking away.



Top tips for a stunning water scene

Base your water feature on an example in real life. Take pictures of the effect(s) you want to create in miniature. Look at the colour, depth and any movement of the water and aim to reflect these.

- ◆ Build the layout baseboards so that a water feature can be accommodated rather than simply making a water feature on top of a flat baseboard. Ensure that the water lies below the main baseboard or track level to make it look more realistic. This will give height differences on the layout that will add to the visual aspect.
- ◆ Paints for colouring the base of a river, seashore or dock scene can be acrylics, enamels or household emulsion (small match pots cost around £1 each from DIY stores).
- ◆ If the baseboard material is plywood or anything that has a rough surface, skim household plaster over it to even out imperfections before adding the water fluid layers – especially if you intend to model still water. Sand the dried plaster to ensure that the floor of your water feature is smooth.
- ◆ Seal the area to be covered in water before pouring on the water fluid. A thin layer of PVA is good for this. Paint the PVA up the walls or sides of the area to just above the height that you intend to fill with water. The liquid will find leaks in the baseboard and seep out unless it is sealed properly.

TOP TIP

Water isn't blue! More generally it is dark grey or muddy brown. Look at the real thing rather than rely on your memory.

- ◆ Ensure the baseboard is level before pouring on the water, otherwise the fluid will run to the lowest point and leak before it is set, or settle unevenly, which may not be the illusion that you want.
- ◆ Pour on thin rather than thick layers of water liquid and be patient in allowing each layer to thoroughly dry. Thick layers may not dry fully, or may dry cloudy. Always read the manufacturers' instructions regarding the maximum depth of the layer of water to be poured at any one time, and follow the drying times stated. Water products always dry more quickly in dry, warm weather.
- ◆ Leave pouring on the water fluid until it's one of the last jobs on the layout. If poured on too early during the construction process, it might become damaged during subsequent modelling tasks.
- ◆ If the surface of the water becomes marked or loses its shiny look, simply add another coat of the water fluid as part of layout maintenance.
- ◆ If you don't want your water to dry clear, add a little dye to colour it. Check the instructions to see what products are compatible with each other as some resins will only mix with oil-based paints.
- ◆ Clean your tools with hot, soapy water immediately after use, because once the material has dried it is difficult to remove.

Water lot of tips

WHIP UP...

BETTER WATERCOURSES

- 1** Paint the floor of a stream or river with acrylic or emulsion paints and allow it to dry fully before pouring on the fluid.
- 2** When painting the riverbed, use darker colours in the middle of the river with lighter greys and browns at the edges to create the impression of depth and an uneven riverbed.
- 3** After painting the base of the river or stream, fix rocks, boulders, dead branches, junk, etc on the floor as appropriate. Use PVA adhesive to fix them down and let the glue dry fully before pouring on the water product.
- 4** Make rapids around the larger boulders that protrude above the surface of the water.
- 5** Make the riverbank or stream as interesting as possible – add a fisherman, reeds, stones and tall grasses. In real life there is rarely just water flowing through a field – study the prototype to get the best image of what to aim for in miniature.

BAG... BETTER MINIATURE SEAS

- 1** Work up the beach or sea wall fully before pouring on the water.
- 2** A sea wall can be made from a variety of materials, such as foam walls by Heki and Noch or Wills' plastic sheets.
- 3** Use real sand to represent a sandy shore. Fix it down as you would with ballast – by using diluted PVA with some 'wet water' (a few drops of washing-up liquid in water) to fix shingle or small stones to the baseboard. Build the seashore up in stages, if necessary.
- 4** After painting the base of the sea, fix flotsam and jetsam, such as dead branches and washed up junk, on the sea floor as appropriate. Use PVA adhesive to fix them down and let it dry fully before pouring on the water product. The effect of submerged bits and pieces will look good through the water.
- 5** There is a variety of products available to represent waves from Deluxe Materials, Faller, Green Scene, Noch and Woodland Scenics. The waves can be added after at least one layer of smoother water has been applied and fully dried.
- 6** No seashore would be complete without a few bathers, walkers, dinghies, lilos and other beach paraphernalia – all available from companies such as Langley Models, Noch and Preiser.

MAKE... LIFELIKE LAKES

- 1** Will your lake feature still or choppy water? Whichever it is, be sure to use the appropriate product for your desired water effect.
- 2** If the lake is to be modelled with gradually sloping sides, you could, for extra interest, place cattle grazing nearby or taking a drink from the lake.
- 3** By using grass tufts, static grass or grass mats, waterside grasses can be planted to great effect.

Best water products

You can buy ready-mixed fluids, two-part resins that need mixing, water materials that need heating before they become fluid, foil and even ready-made water features. DIY products, such as clear varnish, can be used too.

There are various products ideally suited for still water and canals, whereas others are more suitable for rougher water. Some complement each other and, for example, the products for the smoother water can be laid first and then a water effects product added later to form waves, ripples and waterfalls.

Most of these water-modelling products are designed for use in 'N', 'OO' and 'O' layouts, but there's no reason why they cannot also be used on smaller layouts ('Z') or larger ('G').

Of all the water products available, here's

a guide to what items are best suited to different scenarios.

Still water: Woodland Scenics Realistic Water; Noch 2K Wasser-Gel; Faller Premium Natural Water; Deluxe Materials Scenic Water and Solid Water; and Magic Water.

Rough water: Deluxe Materials Making Waves; Woodland Scenics Water Effects and E-Z Water.

Waves: Woodland Scenics Water Effects; Faller Water Effekt; Noch Water Drops; Deluxe Materials Making Waves; Busch Aqua Model Water.

Waterfalls: Deluxe Materials Scenic Fibres and Making Waves; Woodland Scenics Water Effects; Noch Water Effects; Green Scene Easy Water; Faller Premium Water Effect.

Deep water: Deluxe Materials Solid Water; Green Scene Deep Water; Magic Water.

Words of warning



- ◆ Read the instructions on chemical product packaging and do what they say!
- ◆ Work in a well-ventilated environment.
- ◆ If products require heating, be careful of all heat sources and hot, mixed liquids.
- ◆ Never leave products where they can be knocked over or become an object of interest for children or pets.
- ◆ Always firmly replace the tops on bottles and containers to help ensure longevity and prevent leakage.
- ◆ Be especially vigilant when working in an area with children and pets. It will not do anyone much good if drying resin is licked or ingested.



A completed river scene made using Woodland Scenics' Deep Pour, which has a glossy, reflective sheen. The canoeists are from Woodland Scenics too.



What you get in the box

- ◆ 236mls (8 fl oz) Water Base fluid
- ◆ 118mls (4 fl oz) Activator fluid
- ◆ 2 plastic mixing cups
- ◆ 2 self-adhesive measuring labels for the plastic cups
- ◆ 4 plastic gloves
- ◆ 2 wooden stirring sticks
- ◆ 1 sealable plastic bag
- ◆ Fully illustrated instructions



TRIED AND TESTED

USING DEEP POUR

Peter puts Woodland Scenics' Deep Pour Water kit through its paces.

Woodland Scenics made a splash this year with its complete Water System. Its Realistic Water and Water Effects have been around for a few years, but now the company has launched 20 new complementary products, including undercoats, tints and surface detailing products, forming the most comprehensive range of products to make miniature water scenes of all sizes.

One item caught my eye: Deep Pour Water, which enables you to make deeper water features. Water Tints can be added for visual variety. It dries hard and won't crack, shrink or discolour over time. You can buy either Clear or Murky, depending on what you're modelling, so I decided to give it a try.

I found this kit easy to use and it gave a good, glossy finish once dried. When used with the other products in the Woodlands Water System it enables different types of water features to be built in a number of colour shades and densities.



PRODUCT Woodland Scenics Deep Pour Water • Price £26 (354ml)

AVAILABILITY Bachmann stockists



Water restoration

Before...



...and after.



Water fluids can be used to rejuvenate old water features, so I used Deep Pour as a restorative tool too. I made this little water feature three years ago, so I poured a layer of Deep Pour over it. It adhered well and the scene was completely revitalised.

STEP BY STEP



1

After deciding upon the area to be given the water treatment, seal the base with a plaster product, such as Hydrocal by Woodland Scenics. Mix the Hydrocal with water and smooth it on to your scene. Leave to dry.



2

Deep Pour contains two fluids that require mixing. Use the plastic cups with the included stick-on measuring labels. The mixing ratio is 2 parts Water Base to 1 part Activator.



3

Place both bottles (tops on) in the plastic bag, seal and place in hot (not boiling) water for 10-15 minutes. Then remove the bottles from the bag and slowly tilt the two bottles back and forth for five seconds or so.



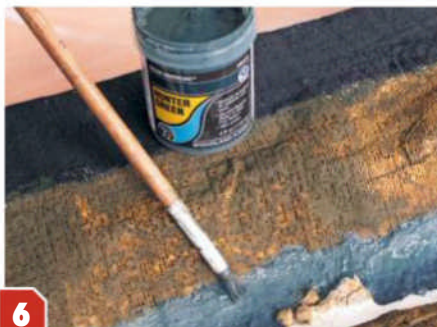
4

Measure and pour the Water Base into the mixing cup, then pour in the Activator and gently stir. Once mixed, the fluid becomes Deep Pour Water. Working time of the fluid will be around 20 minutes.



5

To reduce the risk of a film forming on the fluid's surface after stirring, cover it with greaseproof paper and let it stand for five minutes. Uncover and stir for another five minutes. I did this with my first pour of Deep Water and I saw no film or cloudiness at all.



6

To further seal the base and to add some colour to the scene, use one or more of the new Water Undercoats. Use lighter paints around the edges and darker ones in deeper mid-river sections. Customise colours by mixing two or more of the Water Undercoats.



7

Deep Water Pour comes as clear or murky, but other shades can be created with Water Tints. These seven different colours can be added to Deep Pour Water and mixed to change the density from translucent to opaque.



8

The level of transparency depends on the amount of Water Tint and the depth of the Deep Pour. To achieve opacity in the depths and transparency in the shallows, the best formula is one drop of Water Tint added to 30ml of Deep Pour Water poured to a depth of 12.7mm.



9

Pour the Deep Pour Water into the water feature, starting at the deepest point. It will level by itself. Don't allow air to blow directly onto or near the drying water fluid as this will cause distortion and a dull surface film. Take care not to blow any debris onto it as it dries.



10

A second layer can be poured when the previous layer becomes sticky (allow about four hours). Gently touch the surface of the water with a toothpick in an inconspicuous area and pull it away. If a string of fluid comes off instead of a drop then it is in the sticky state.



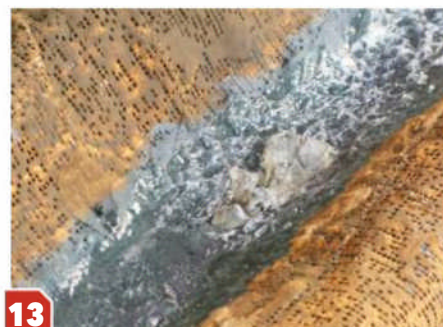
11

Create a dome with a piece of aluminium foil or greaseproof paper to protect the freshly poured water feature. The air under the dome will warm up as the fluid cures and help in the curing process. Leave for at least four hours.



12

To add a ripple effect to the water surface after the Deep Pour has dried, use a wooden scalpel to shape Woodland Scenics Water Ripples gel on the surface of a river.



13

Woodland Scenics White Water Highlight is good for creating frothy peaks in rough water and can simply be dry-brushed on, as I did here.

SUPERTEST

NINE PRODUCTS UNDER SCRUTINY

Woodland Scenics' Water System isn't the only new water product on the market – it's been joined by Noch's Modellwasser. So Peter tested these two – and four other water systems – to find out how they performed head to head. Here are his findings...



WOODLAND SCENICS DEEP POUR WATER

Sold either as Clear or Murky, this is a two-part product that needs mixing carefully to enable deeper water features to be made. Water Tints can be added to create tonal variety. Deep Pour Water dries hard and won't crack, is non-shrinking, and shouldn't become discolored over time. A small book of instructions is supplied, along with a label to be added to the mixing pot to ensure the correct quantities are mixed. The plastic bottles of Deep Pour Water and Activator need to be warmed gently in hot water first, then mixed carefully in precise quantities and poured into the feature, beginning at the deepest point.

Product code: WCW 4510

RRP: £26.00

Availability: Bachmann stockists

Ease of use: 5/10

Realism: 9/10

Value for money: 6/10

OVERALL RATING: 6.7/10



DELUXE MATERIALS AQUA MAGIC

It's a versatile, ready-mixed, one-part fluid for making water in varying depths. Layers can be poured on a previously dried layer and, once dried, it carries a good gloss with a still finish if you have removed any bubbles before it dries. The small screw nozzle makes it easy to pour a controlled amount. Leave it to dry fully between coats. Use a wooden stick to burst any bubbles and to drag it to the sides of the water feature.

Product code: BD64 (250ml) or BD63 (125ml)

RRP: £16.50 (250ml)

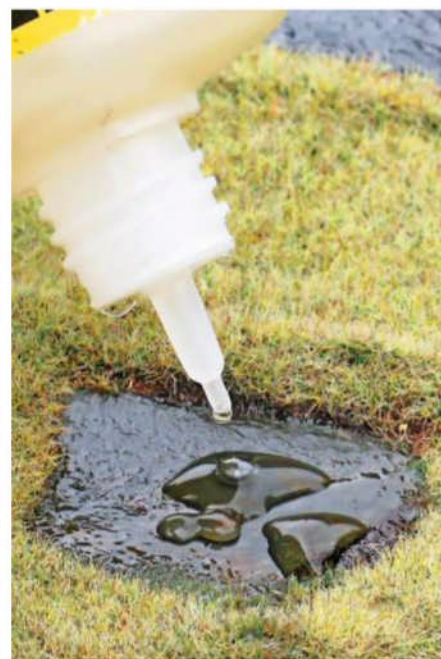
Availability: Deluxe Materials stockists or www.gaugemaster.co.uk

Ease of use: 8/10

Realism: 9/10

Value for money: 7/10

OVERALL RATING: 8/10



NOCH MODELLWASSER

This ready-mixed, 'pour from the bottle' fluid is designed to be a quick way to make ponds, rivers and streams. One or more layers can be used to build up the depth of the water and it dries clear with a smooth surface. It proved easy to work with – pouring straight from the plastic nozzle and being thin enough to pour in a controlled manner into even tight corners. Once it's dry, more layers can be added to give greater depth.

Product code: 60873

RRP: £18.50 for 250ml

Availability: Gaugemaster **Tel:** 01903 884488

Web: www.gaugemaster.com

Ease of use: 9/10

Realism: 9/10

Value for money: 6/10

OVERALL RATING: 8/10



BUSCH



BUSCH MODEL WATER

A viscous, one-part, ready-mixed liquid that dries clear and can be poured straight from the bottle. It dries with a slightly rippled effect, so it's not ideal if you want still water. Apply the model water very thinly (no more than 1mm in depth) and allow to dry fully between each layer. Busch Aqua dries transparent with slight waves or ripples.

Product code: 5789

Retail price: £5.20 (125ml)

Availability: Golden Valley

Hobbies Tel: 01981 241237

Web: www.goldenvalleyhobbies.com

Ease of use: 8/10

Realism: 7/10

Value for money: 9/10

OVERALL RATING: 8/10



DELUXE MATERIALS MAKING WAVES

This ready-mixed, clear-setting, water-based resin holds its shape even on vertical surfaces. It can be used to form waves, white water, ripples and waterfalls and you can paint it with water-based paints. Apply it on top of dried fluid with a brush or cocktail stick. Once dry, pick out the peaks with white paint.

Product code: BD39 (100ml)

RRP: £9.00

Availability: Gaugemaster **Tel:** 01903 884488

Web: www.gaugemaster.com

Ease of use: 9/10

Realism: 9/10

Value for money: 9/10

OVERALL RATING: 9/10



NOCH

NOCH EASY WATER DROPS

This ready-mixed product needs to be heated in an oven for around 45 minutes first. Once melted you have three to four minutes' before it solidifies. You can use a hair dryer to heat the surface to remove any small bubbles or to create waves. If scratches occur on the surface, just reheat to make them disappear.

Product code: 60858

RRP: £16.25 (150 ml)

Availability: Gaugemaster **Tel:** 01903 884488

Web: www.gaugemaster.com

Ease of use: 5/10

Realism: 8/10

Value for money: 6/10

OVERALL RATING: 6.3/10



DAPOL MODELLING WATER

Use this ready-mixed, one-part fluid to make water of varying depths. Layers can be poured on a dried layer and, once cured, it has a good gloss with a still finish. While wet, the surface can be shaped to represent ripples. No heating or mixing is needed. The product takes three to four hours to set, and should be left to harden overnight.

Product code: 4A-000-002

RRP: £6.66 (250ml)

Availability: Dapol stockists

Web: www.dapol.co.uk

Ease of use: 9/10

Realism: 9/10

Value for money: 9/10

OVERALL RATING: 9/10



GREEN SCENE EASY-WATER

This water-soluble, white-coloured gel is intended to be added on top of dried varnish or fluid to add surface texture. It has a limited use for adding texture to dried water, but can also be used to make waterfalls. Apply thinly to ensure that it dries fully clear, using a brush, coffee stirrer or even your finger. It will dry clear after a number of hours, depending on weather conditions.

Product code: GS322

RRP: £2.95 (20ml)

Availability: Green Scene **Tel:** 01905 24298

Web: www.green-scenes.co.uk

Ease of use: 7/10

Realism: 7/10

Value for money: 5/10

OVERALL RATING: 6.5/10



Top tool



WOODLAND SCENICS

Woodland Scenics' new Water System includes a Dust Dabber. It's a great way to remove stray scenic material from a water feature before the water fluid goes down and after it has dried. It's good for revitalising tired water features too.

Product code: WCW 4539

RRP: £5.25

Availability: Bachmann stockists



HOW TO

MAKE A WATERFALL

Of all water features, waterfalls are the most spectacular and eye-catching. There's drama in the way water tumbles down a great fall, and beauty in a rapid procession of smaller ones. Here are two quite different examples using the same product: Woodland Scenics Water Effects.

STEP BY STEP



1

The starting point for any waterfall: the new, non-stick Woodland Scenics Modelling Tray.



2

Squeeze the Woodland Scenics Water Effects fluid into lengths on the modelling tray.



3

The Water Effects dries to form a transparent solid. It peels cleanly from the Modelling Tray.



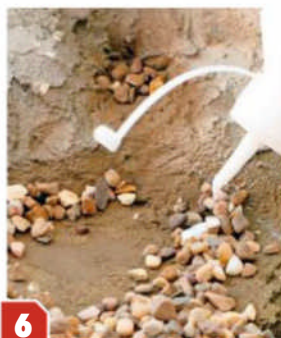
4

I made the foundation terrain for this steep, narrow waterfall from Busch Modelling Compound that I'd shaped and allowed to dry.



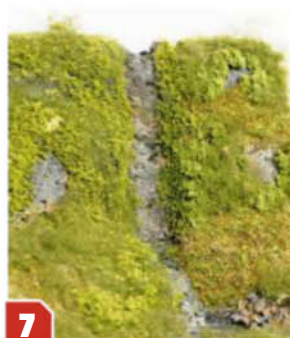
5

The rock face was spray-painted grey and now I'm beginning to add the grass.



6

Woodland Scenics Talus was fixed in place by dribbling white glue over the rocks. Then I left it to dry overnight.



7

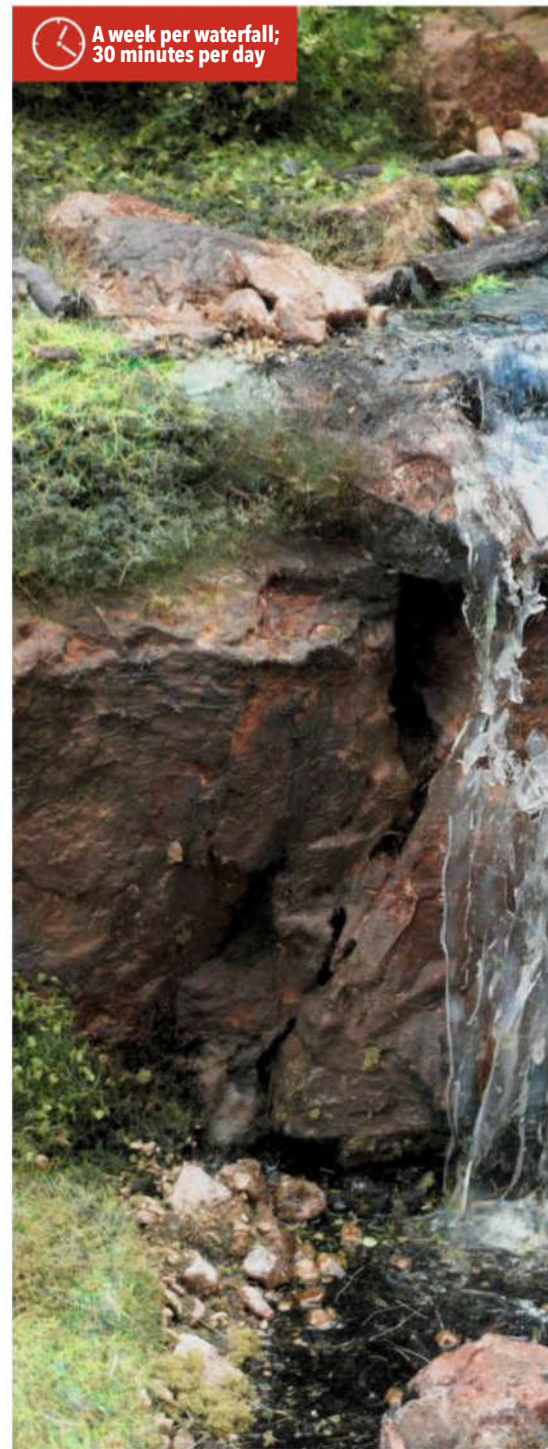
Foliage was added to the steep slope around the waterfall. I used Woodland Scenics Poly Fiber.

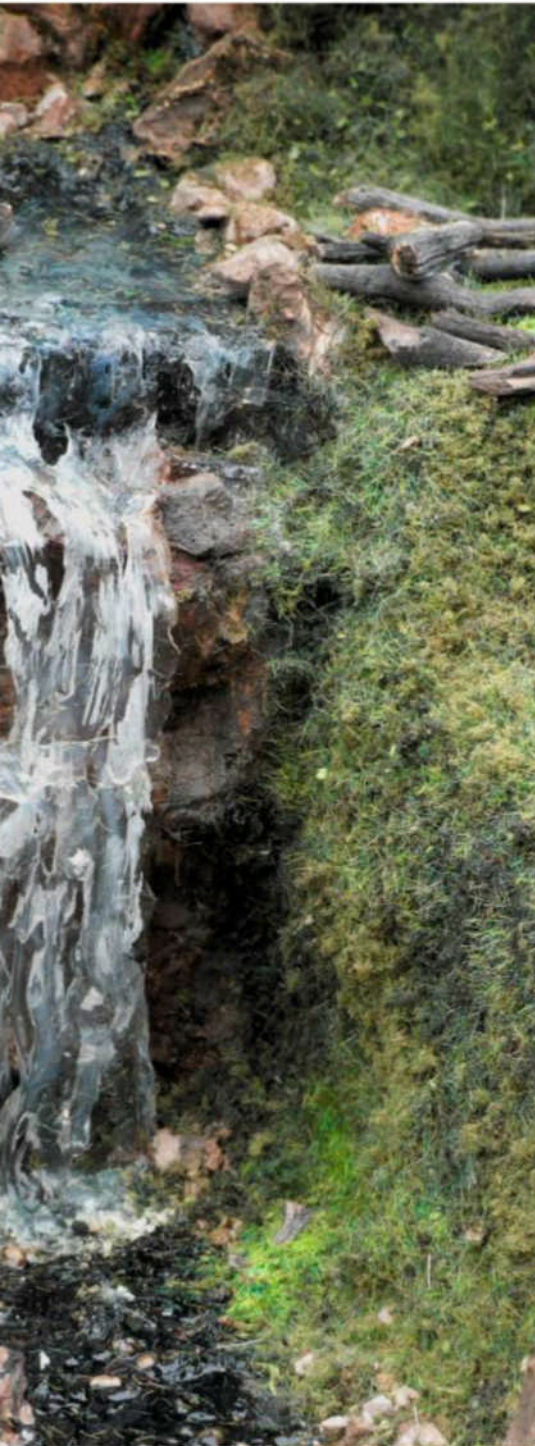


8

The plunge pool at the base of the waterfall was made by squeezing on some one-part Noch Modellwasser. I painted darker colours in the centre of the pool.

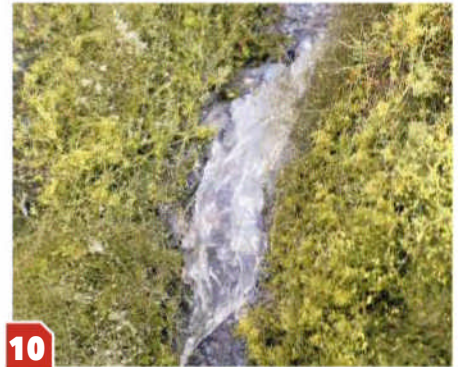
A week per waterfall; 30 minutes per day





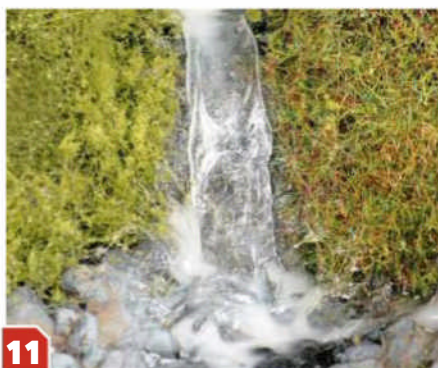
9

A few air bubbles appeared in the pool, so a wooden stick was used to drag the liquid to the side and to pop any bubbles.



10

Take two lengths of almost-dry Water Effects and place it about halfway down the falls. Using a paintbrush, attach either end with a little milky Water Effects fluid. If it's tacky enough, it should adhere to the Modelling Compound.



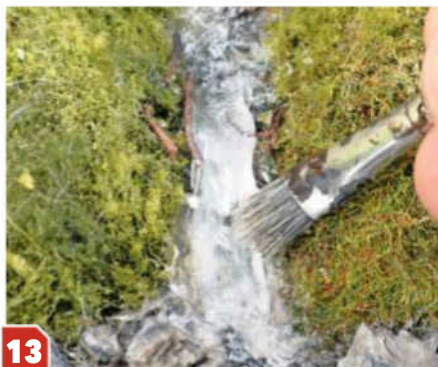
11

Near the base of the waterfall, other pieces of dried Water Effects were added - held in place by Water Effects (here it's still wet, so it's shown as white in this picture).



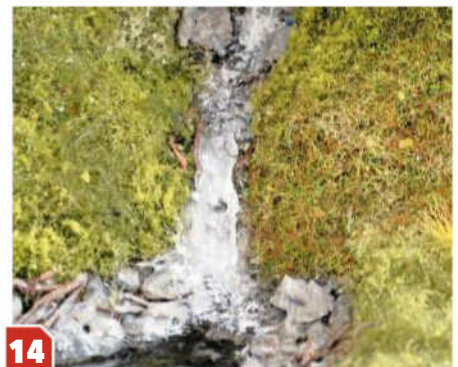
12

To create the impression of quickly falling water, streaks of white were added to the waterfall using Woodland Scenics White Earth Colours applied with a paintbrush.



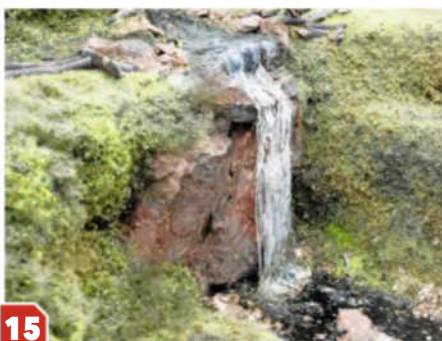
13

As the fluid dries, add more white streaks to represent foamy, frothy water where the water crashes over the rocks and other debris.



14

Part of the finished waterfall. You can almost hear water tumbling down the side of the mountain!



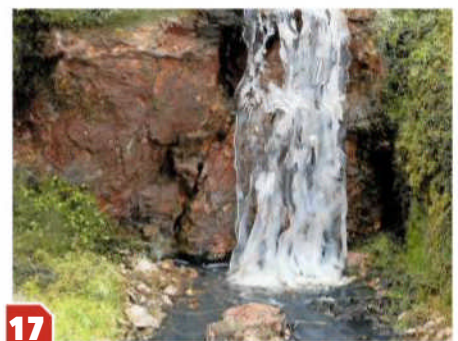
15

This waterfall was wider and shallower. I fixed lengths of dried Water Effects using the same fluid as an adhesive. This keeps the water away from the undercut.



16

The rock face was made from Woodland Scenics Hydrocal then painted with acrylic paints. Twigs and rocks were scattered around the sides of the river and the waterfall.



17

The froth around the rock and at the base of the waterfall was made by stippling on white acrylic paint.

HOW TO

MAKE A RIVER



The most common water feature on layouts will be some kind of watercourse, such as a stream, river or canal. With this in mind, I set out to make the most realistic river possible. The beauty of these techniques is that you can use them to make any type of waterway, from the bucolic stream to a man-made canal.



1

To make the riverbanks, I laid sheets of 5mm Woodland Scenics Modelling Sheets onto the baseboard. Fix them in place with some Woodland Scenics Foam Glue.

A couple of weeks to ensure everything dries fully.



2

These sheets are easy to cut and shape with a sharp craft knife. Shape the edge of the foam so that the bank slopes gently down to the river.



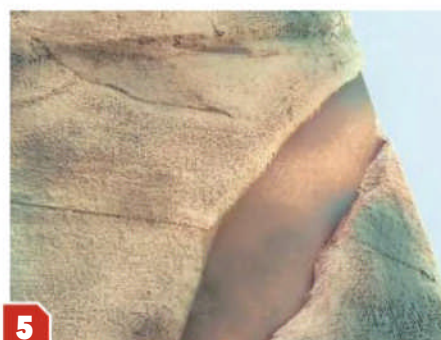
3

Cover the landscape with plaster cloth. Cut small sections, soak and lay onto the foam. Overlay each piece for strength. Leave to dry.



4

When the cloth is dry, seal the gap between it and the baseboard with Deluxe Materials Create & Shape to prevent water fluid from leaking.



5

Use Create & Shape to fill any other holes in the plaster cloth. When it's dry, spray Humbrol 80 acrylic where you want grass and 93 where you want soil.



6 Parts of the landscape were brush-painted with acrylic paints from an art shop. Use darker colours towards the centre to create a sense of depth.



7 To create a stony riverbank, I applied PVA and sprinkled on some WWS Washed & Dried sand, darkening it with some acrylic paint.



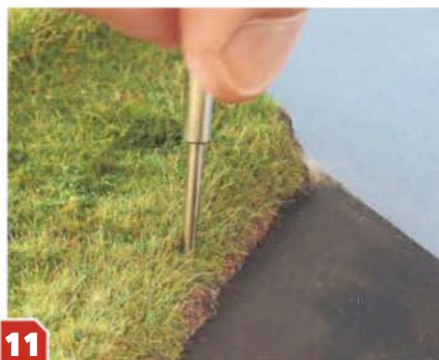
8 After the paint had dried, I planted the riverside static grass fibres with a Noch Gras-Master 2 in a few minutes.



9 Your watercourse will need some plants growing along the banks. There's plenty to choose from, including these items from Gaugemaster, Noch and Walters.



10 These laser-cut bulrushes are fixed to a backing sheet with a couple of small tags that can be cut through with a craft knife. Use tweezers to tease out the leaves.



11 Because the landscape is a mixture of foam, plaster cloth and filler, making holes in which to plant things is easy. Press a hole through using a Woodland Scenics Foam Nail.



12 Put a dab of PVA glue into the hole. Then, with tweezers, place the plant into the glue. It will dry clear.

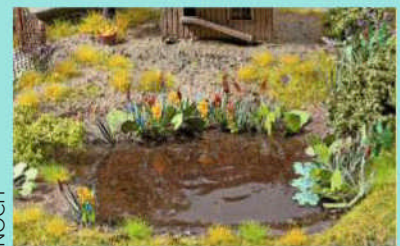


13 Woodland Scenics' Field Grass is available in various subtle colours and is good for fine rushes and tall grasses along a riverside.

What you will need

SHOPPING LIST

- ◆ Royal & Langnickel Crafter's Choice Burnt Umber 144, £1.20 Availability: Craftmill Web: www.craftmill.co.uk
- ◆ Reeves Acrylic Colour Tube, Grass Green, £8.93 Availability: Amazon Web: www.amazon.co.uk
- ◆ Humbrol 80 Grass Green aerosol spray, £5.49; 93 Desert Yellow aerosol spray £5.49 Availability: Humbrol Web: www.humbrol.com
- ◆ DB-60 Create & Shape, £8.50; BD-64 Aqua Magic, £16.50. Noch Water Lilies 14140, £7.25; Noch Water and Riverside Plants 14052, £12.75 Availability: Gaugemaster Tel: 01903 884488. Web: www.gaugemaster.com
- ◆ Washed & Dried Fine Modelling Sand 100g, £1.70 Availability: WW Scenics. Web: www.war-world.co.uk
- ◆ Sword Lily AD93 and green fibres. Availability: Anita Décor Web: www.anitadecor.nl
- ◆ Woodland Scenics Field Grass light green, medium green, harvest gold and natural straw, WFG171-174, £4.50 each; Foam Nail, WST1432, £6.25; Foam Tack Glue, WST1444, £11.25; WC1270 Fine Buff Talus, £4.50; Plaster Cloth WC1191, £5.25 Availability: Bachmann stockists



NOCH

Noch Water and Riverside Plants.

TOOLS NEEDED:

- ◆ Pin vice
- ◆ Wooden coffee stirrer or plastic spatula
- ◆ Wide paintbrushes
- ◆ Noch Gras-Master 2
- ◆ Vacuum cleaner



14

These thicker green fibres from Anita Décor have been cut to size. Make a hole, add glue, and then place the fibres in the hole.



15

Add some tiny twigs from the garden to the riverbed to represent branches that might have been swept down the river.



16

Scalelink etched plants need priming and painting and are available from some model shops and directly from the manufacturer (www.scalelink.co.uk).



17

Use a small pair of scissors to cut the MiniNatur flowering plants in half. These plants are available in a number of colours and are available directly from www.mininatur.de



18

Once you've added all the plants and features that will sit in the water, add the water itself. Protect the end of your scene with masking tape or a piece of card.



19

Pour Deluxe Materials Aqua Magic onto the river bed. Don't worry about covering the entire area and don't apply too much in one go.



20

Once sufficient Aqua Magic is poured into the riverbed, use a plastic tool to gently push it to the sides.



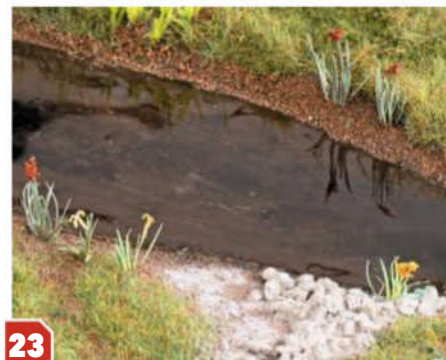
21

After a few minutes, use the spatula to create some ripples and movement. Study the way real water flows around riverbanks and obstructions in the water.



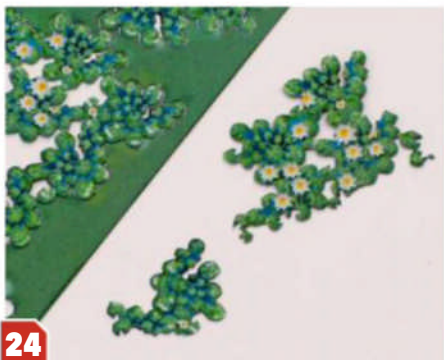
22

Leave the first layer to dry overnight. Cover it to prevent dust sticking to it. When dry, apply another layer of fluid. Yes, it takes time, but the results will be worth it. Leave to dry.



23

With your water at its desired depth and fully dried, you can add more detail using PVA. Woodland Scenics' Talus is perfect for waterside rocks and stones.



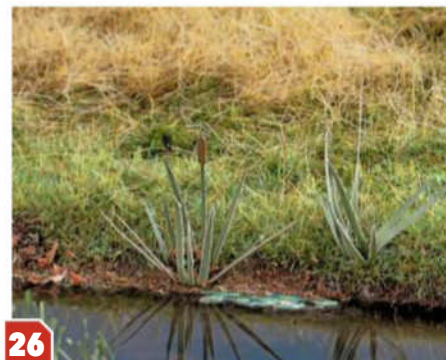
24

Water lilies are another common water-loving plant. Laser-cut ones from Noch need to be removed from the backing sheet before use.



25

Just a couple of dabs of white glue under the lilies will be enough to fix them to a riverbank.



26

The riverbank was covered with a thin layer of white glue. Fine brown scatter material was sprinkled on top of it while the glue was wet.

Essential tools

MODELLING PERFECT WATER

The right tools can make lighter work of a daunting task like modelling water. **Peter Marriott** rounds up the best ones and suggests a few low-cost alternatives.

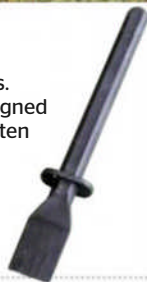
Modelling water is one of those tasks where the right tools make the job so much easier, quicker and will give better results. You don't need expensive power tools either. You can find everything you need to make a water scene for a few pounds from the likes of Squires

(www.squirestools.com), Eileen's Emporium (www.eileensemporium.com), Expo Tools (www.expotools.com), Gaugemaster (www.gaugemaster.com) and Hobby Craft (www.hobbycraft.co.uk). Or you could equip yourself with half the tools by eating a yogurt and a lollipop!



SPATULA

Don't drag water fluids with paintbrushes or metallic tools. Use little plastic spatulas designed for spreading glue. A pack of ten costs £1.80 from Amazon. Or save ice lolly sticks or wooden coffee stirrers – these will spread water fluids just as well.



PAINTBRUSHES

It's always recommended to use quality brushes for most modelling tasks, but not in the case of modelling water. The standard of painting doesn't need to be as good as something more visible, so you can get away with older, poorer quality brushes.



SYRINGE

Syringes are perfect for dispensing a controlled amount of water fluid. Deluxe Materials Pin Point Syringe Kit (£5.95) includes two syringes and three different sized stainless steel tips. Make sure you wash the tips after use. Little plastic pipettes will do the job almost as well, and you can buy a pack of five for 95p from Amazon.



PUFFER BOTTLE

A puffer bottle is a great way to remove dust and debris that will become visible if it's caught in your water fluid. For larger areas, using a vacuum cleaner is recommended. Boots sells an air puffer for just £4.33.



PLASTIC BEAKERS

Two-part resin fluids and dyes need mixing together, and you'll need something to mix them in. Most household or hardware stores will sell suitable beakers. Alternatively you could just recycle an old yogurt pot or takeaway carton for the job.



WOODLAND SCENICS' MODELLING TRAY

The Woodland Scenics Modelling Tray is ideal for making waterfalls. Just squeeze out lengths of fluid into the tray and leave it to dry. The strips can be easily peeled from the non-stick tray. Costs £20.75 from Bachmann stockists.



HOW TO

MAKE MINIATURE HYDRANGEAS

For the ultimate in scenic authenticity, how about making miniature hydrangeas... out of actual hydrangeas? Reader **Steve Nall** reveals his method.

I always thought that the pruned hydrangea heads from our garden looked like miniature trees. So when I first started making scenery, I had an idea. I dried some out and thickened the stems with plaster to make a trunk. Then I sprayed them, covered them in flock and left them to dry out.

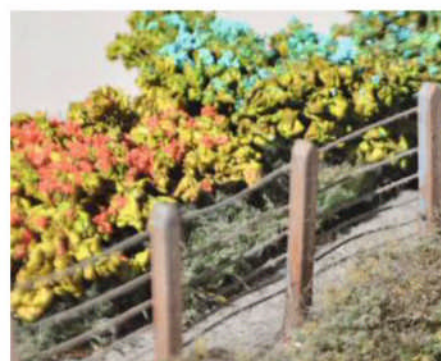
The result was something that looked vaguely tree-like but didn't actually resemble a real tree in any real sense. Oh well, we live and learn...

But my interest in hydrangeas was piqued again when my wife received a bouquet of



flowers, which included a brilliant lime green miniature variety. These *Hydrangea paniculata*, or 'Little Limes', have such an interesting shape. They reminded me of Cornish hydrangeas - the bright blue and pink flowers with vivid green leaves that you find along the road sides.

Could they be used on my layout? When the bouquet started to droop, it was time to make my move and find out.



STEP BY STEP



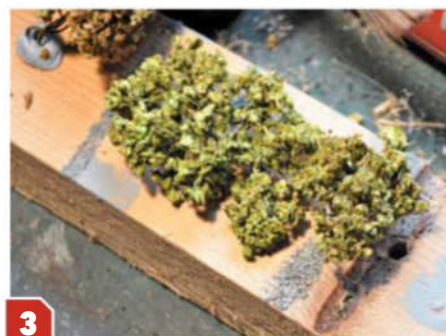
1

I removed the heads, leaving a bit of stalk attached, and left them to dry for a week. I turned them carefully every few days and eventually they shrank to just a couple of centimetres wide.



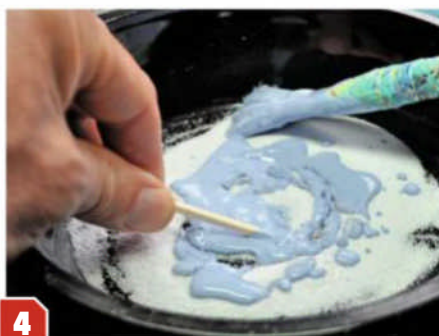
2

After another ten days they had shrunk even further, and had dried out completely into very delicate and random shapes. I sprayed them with some acrylic green paint using a Sainsbury's plastic spray bottle.



3

Leave overnight to dry. Don't worry about painting the stems, but leave a bit of stem attached to hold while you're painting. Paint them individually so they all have slightly different shades.



4

I bought a tub of Battlefields snow and poured various shades of oil paint into it. It absorbed the paint perfectly and dried into clumps over a few days. I stirred it regularly, until a few days later it was in coarse granules, like gravel.



5

I sifted out any powdered material from the purple 'gravel'. I then drilled holes in a plastic cup and used this to 'grade' the remaining material. Stick each head on separately with PVA, distributing the flower heads evenly.



6

Finished! For purple hydrangeas, chop some Coarse Purple Flower Flock (FP392) from Model Scenery Supplies (www.modelscenerysupplies.co.uk) and fix it to the dried plants using extra hold hairspray.



What you will need

SHOPPING LIST

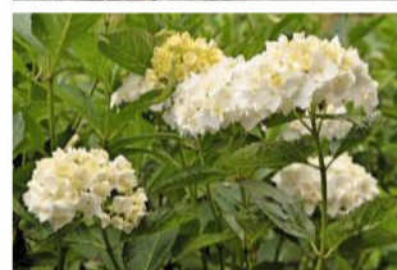
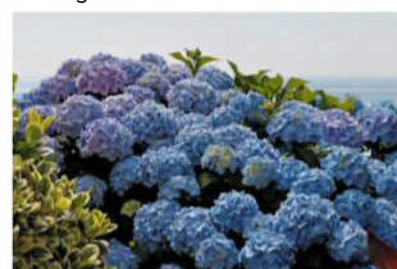
- ◆ *Hydrangea paniculata*
- ◆ Acrylic green paint
- ◆ Various shades of oil paint
- ◆ PVA glue
- ◆ Extra hold hairspray
- ◆ Battlefields snow flock (BF4103)
Availability: www.waylandgames.co.uk
- ◆ Coarse Purple Flower Flock (FP392)
Availability: Model Scenery Supplies Web: www.modelscenerysupplies.co.uk

TOOLS NEEDED

- ◆ Sainsbury's 50ml plastic spray bottle
- ◆ Sieve
- ◆ Plastic cup

The real thing

As the modelling progressed in my studio, I kept an eye on the real things in our garden, which started to bloom around the end of May/early June. I've learnt that the vast majority of hydrangeas are planted deliberately, so that meant that my miniature versions would be best suited on the side of roads and in gardens, rather than the trackside. I had a test scenic section all ready, complete with a few inches of countryside, fencing and road.





HOW TO

ADD THE FINAL DETAILS



Now for the fun bit – **Peter Marriott** wraps up his 'N' gauge layout project by putting the 'cherry on the cake' – choosing and adding the final details.

I've got to that point with my Wisbech & Upwell Tramway diorama that is the most fun with any layout: adding the small details.

Fun it might be, but there are pitfalls to catch out the unwary. There are so many detailing products available that it's tempting to cram your layout full of them. But don't – let your layout's location and

time period dictate what you include.

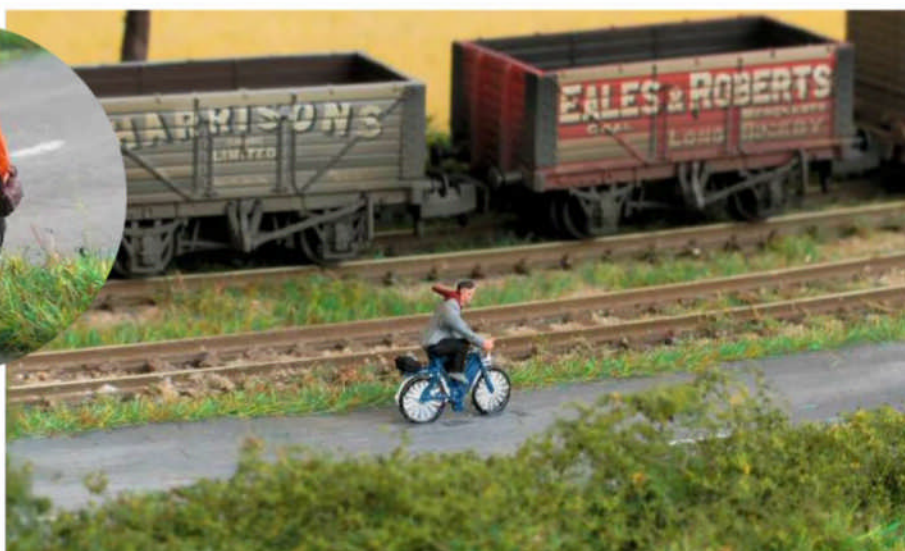
The N-Drive Productions 'Y6' 0-4-0T in BR livery dates the layout to the 1948-1952 period, when this area of the Fens was in transition. Cars and lorries were becoming more prevalent on the roads, but most people still walked or used bicycles. It was – in fact still is – a hugely rural area, dominated by farming. Again, at this time, the internal combustion

engine was beginning to have an impact on railways, but steam power was still king.

There will be very few stretches of railway or areas of the country not recorded in historical photographs. Track down books and local newspapers, or visit libraries so that you can get a feel of what the countryside and the people looked like in the time period you're modelling.

THE BICYCLES

Bicycles regularly appear in photographs of the Wisbech & Upwell, so I had to include some on the layout. There's quite a choice, even in 'N', from P&D Marsh, Peco and Noch, which come with cyclist figures. Bicyc-LED 'N' gauge bicycles come ready-painted, with miniature LED lighting. They're available from Morris Models of North Lancing (www.morris-models.co.uk).



10 mins

STEP BY STEP



1

This pack of three 'N' gauge bikes comes from Noch. While the colours of the clothes and the bikes look a bit too modern for early 1950s W&U, they come ready-painted and complete with riders.



2

Installing a bike on your layout is easy. If you want it to be permanent, fix it to the layout with a drop of PVA. If you want to move your bike later, use Woodland Scenics Scenic Accents or Deluxe Materials Tacky Wax.



3

This Noch figure looked a bit too bright on its 1950s bike. I applied Humbrol AV0207 Sand Wash with a fine brush to tone down the colours.

SACKS AND OIL DRUMS

The railway was a lifeline for many communities, and a lot of activity centred around it. Corners of goods yards and depots were full of cans, pallets, boxes and barrels, sometimes loaded, sometimes empty. Again, use these items sparingly - don't cover your layout with piles of barrels. Photographic reference will enable you to get the right look. There are lots of suppliers of these types of accessories, but I used Ratio's pack (221) of unpainted pallets, sacks and barrels.

10 mins

STEP BY STEP



1

Ratio's pack 221 contains all the barrels and sacks you'll need. It's good value too (rrp £3.75).



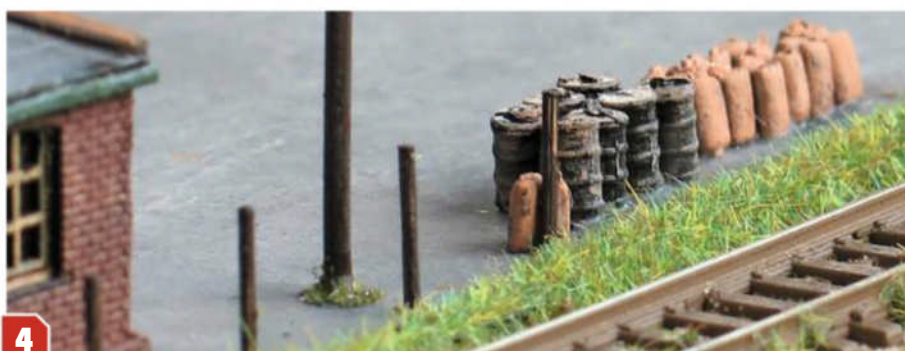
2

Remove the parts from the sprue and tidy the mouldings with abrasives.



3

Some items can be left self-coloured, but others will require painting.



4

Apply a drop of a suitable adhesive, position the parts with tweezers and allow to dry.

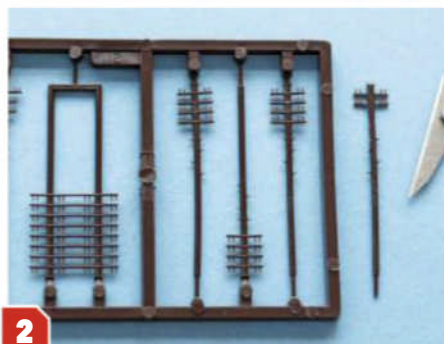
TELEGRAPH POLES

Up and down, up and down... watching the telegraph wires swoop and rise from a train window is a thing of the past, but they were a common sight alongside many railways. I thought they were an important detail, and would help set the layout's time period. You can buy them in 'N' gauge from Kestrel or Ratio and I used the latter, purely because they were next to the pack of barrels and pallets in my local model shop!

STEP BY STEP



1 The Ratio pack (211, rrp £4.00) of telegraph poles moulded in brown plastic comes with ten poles. They can be modified to suit your layout.



2 I used a Swann-Morton knife to cut some of the arms from the telegraph poles. Then I cleaned the pole up using a small file.

10 mins



3 I made a hole in the baseboard with a small drill then pushed the pole into the hole and fixed it with a dab of PVA glue. Then I pushed the pole into the hole and affixed it with PVA.

THE HANDBARROW

There would usually be some device to help people move heavy items, such as the crates and barrels already discussed, and the most common was the handbarrow. I wanted one for my little goods depot, but didn't want to spend time assembling what would be a very fiddly kit.

Instead I opted for modern technology, in the form of one of Noch's 3D Minis, the brand the German manufacturer has chosen for its range of 3D-printed accessories. They're more expensive than a kit (this one, part number 13920, cost £10.50) but they come fully finished and don't require painting. The finish isn't as smooth as injection-moulded plastic, but it isn't hugely noticeable when viewed from normal distances.



I fixed the cart to the layout using tiny blobs of PVA glue.

Road vehicles

The choice of vehicles in 1:148 scale is not huge. Oxford Diecast has the most extensive range, comprising well crafted die-cast cars, lorries and buses. At the other end of the spectrum there are still lots of somewhat crude metal kits knocking about. In between the two are Osborn's Models' range of 3D-printed vehicles.

I chose two vehicles from the Osborn's range that seemed perfect for 1950s East Anglia: the Bedford S Type lorry and an Aveling & Porter steamroller. They're reasonably priced (the roller cost me just £15.95) and they can be offered ready-painted. They neatly complemented a couple of cars and light commercial vehicles from Oxford.

Typical of the vehicles that would kill the W&U, this Bedford S Type lorry rumbles along the A1101 towards Upwell.

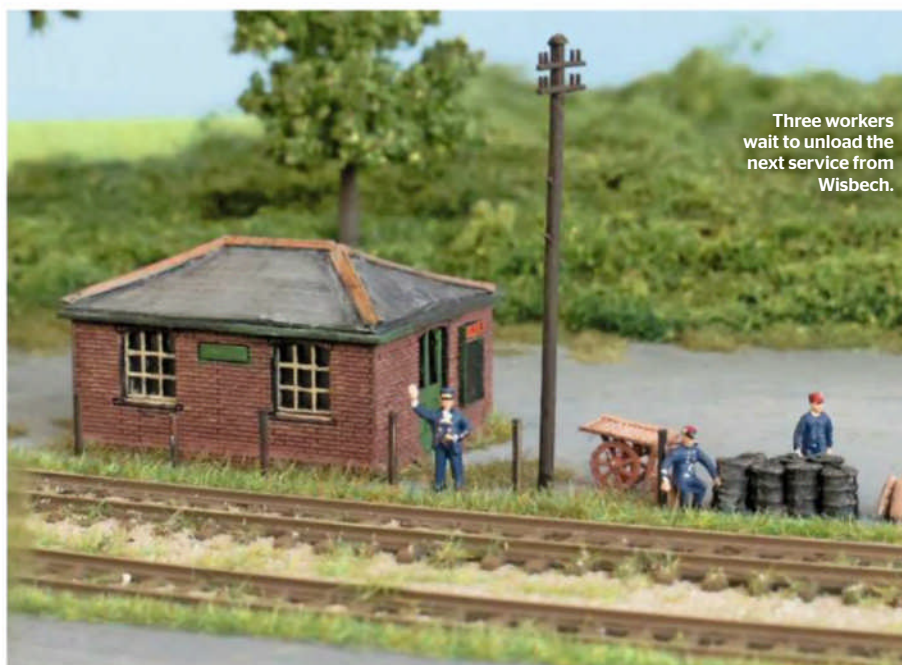


Trundling along quiet roads in East Anglia, this 3D-printed Aveling & Porter steamroller makes a distinctive sight.



Always try to ensure that your road vehicles match the time period of your layout. I couldn't resist this Oxford Diecast Bedford CA ice cream van. Launched in 1952, the first Bedford CAs appeared just as the final 'Y6s' were being withdrawn.





Three workers wait to unload the next service from Wisbech.

FIGURES

This is one of the trickiest areas to get right. You need people to inject life into a layout, because they create points of interest for the viewer. However, it's very easy to spoil your scenery with incorrectly or clumsily placed figures. This isn't helped in smaller scales by the slightly toy-like finish on figures in these scales.

Here are some guidelines I try to follow to get the best out of miniature people:

1. If you're planning a group of figures, try to get them to look as though they're talking to each other.
2. Try to give individual figures a sense of character.
3. There is a lot of choice, go for the best figures you can afford.
4. The real world may be overpopulated, but don't let the same issue affect your

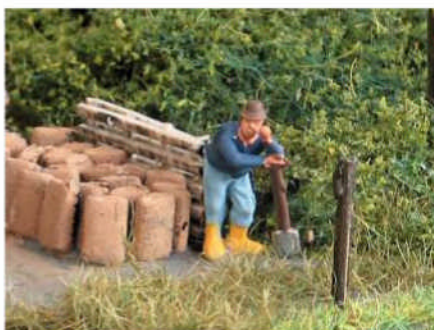
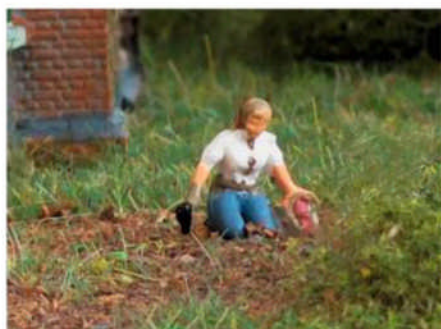
layout. Fewer figures will maintain the illusion of space.

5. Even ready-painted figures can be improved by highlighting their details. A small paintbrush is needed to pick out the details on the figures.
6. A thin wash of black acrylic paint on finished figures removes their glossy appearance and also highlights some of the details. A wide (but still small) paintbrush is useful for applying the wash to the figures.

You can fix miniature figures in place with PVA or contact adhesive if you want them to stay in place, whereas Deluxe Materials Tacky Wax or Woodland Scenics Scenic Accents glue is perfect if you want to reposition them at a later date.



Noch produce various packs of 'N' gauge children. This little cameo scene of two children playing with a goose adds a little extra life to the layout.



Buildings

Assembling a building kit can be a really fun process, but it takes time to get a building to look realistic. Off-the-shelf resin buildings are a boon to the time-starved modeller because they do not require painting or assembly. I repurposed Bachmann Scenecraft's Crossing Keeper's Cottage (42-190) as a small rural cottage.

But I didn't avoid kits altogether. I built the little goods office using a laser-cut plywood kit from Osborn's Models.



Top: Osborn's Models laser-cut micro plywood and card kit of a W&U goods office.

Above: The Bachmann Scenecraft Crossing Keeper's Cottage.

Working in 'N': Peter's final thoughts

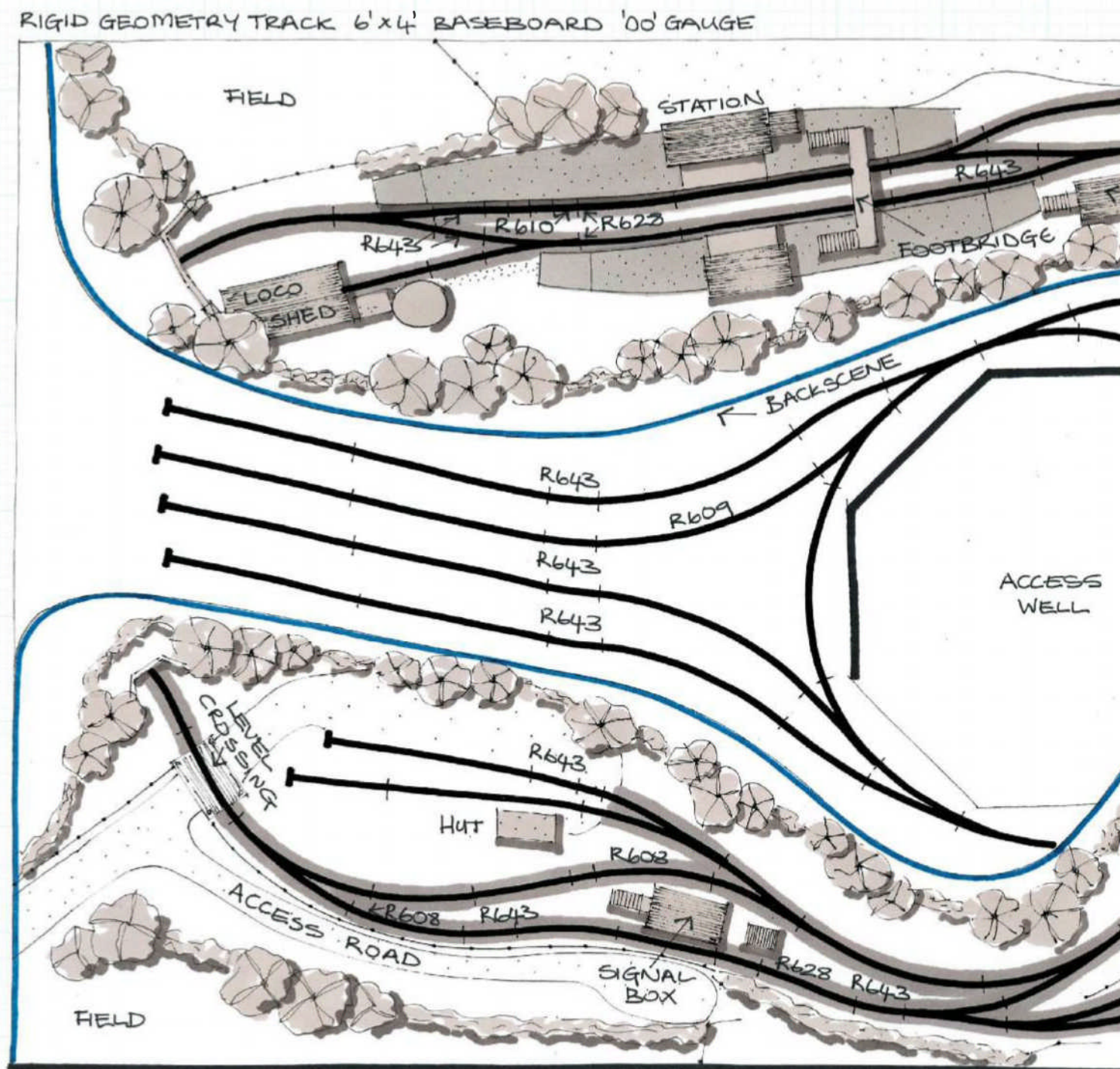
As this small layout nears completion, I've enjoyed the journey into the world of 'N' gauge. I certainly found the construction phase more enjoyable than when I first dabbled in 'N' over a decade ago. There are many more good products available now, and that's helped enormously.

I found that Osborn's Models was a great one-stop supplier for all the bits and pieces and, in addition, they produce good quality road vehicles, accessories and buildings which did not exist a few years ago.

I would like to see smaller, more realistic couplings on 'N' gauge rolling stock in general, and I'm sure that finer scale track will become more common in the future.

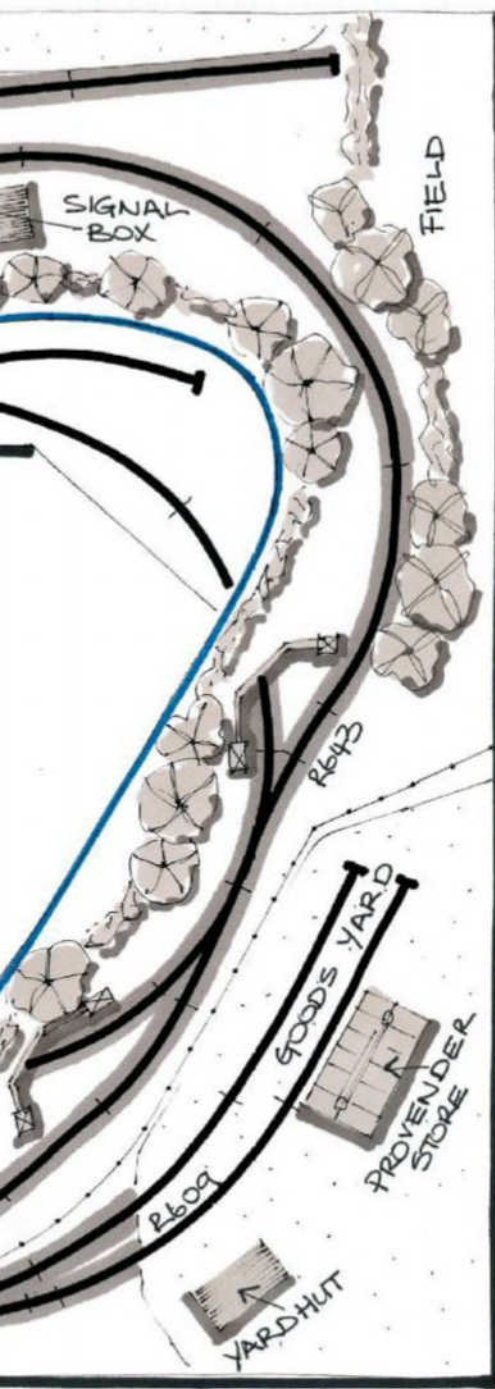
Masterplan Sectional track

Trackplans to get you thinking in three dimensions



FAST TRACK to authenticity

Paul A. Lunn offers some thoughts on how to get the best from sectional track.

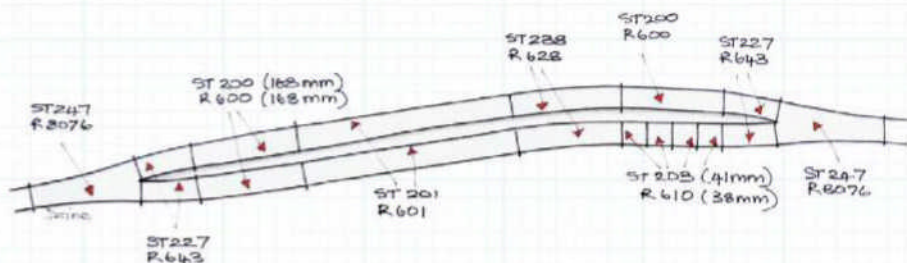
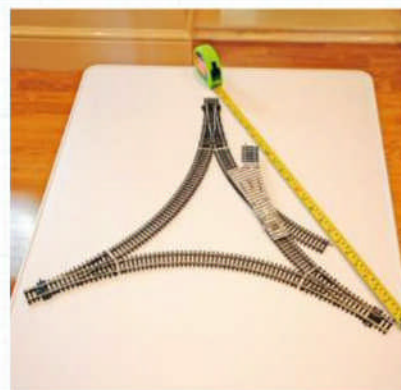


PLEASE NOTE: ALL CURVES 2ND RADIUS UNLESS SHOWN OTHERWISE. R643s SHOWN FOR CLARIFICATION.

DEMO

AN UNUSUAL FORMATION

I used sectional track to form this unusual triangular junction. It uses two first radius curves and a few pieces of larger radius curves, either side of the straight point, and it measures 2ft overall, in any direction. Using short stock it's possible to get the whole thing on a reasonably sized table, even allowing for a Peco Loco Lift cassette at each end. The layout and table could easily be crated up when not in use. Please note: one side of the triangle will need to be electrically sectioned for DC to avoid a conflict in polarity.



My layout designs vary from the most basic to the considerably advanced, and all points in between. The design above makes use of sectional track components, but includes most of the factors I try to incorporate into any design. I've also tried to improve the realism by:

- Having nothing parallel to a baseboard edge.
- Including a more prototypical space between parallel tracks through the station.
- Planning a deliberately wide gap, in

which you could place a signal box.

■ Avoiding the use of a perfect quarter-circle on each corner: top left is slightly straightened out, top right turns away from the norm as it enters the tunnel, bottom left is more than a quarter circle and dog-legs into the upper 'Y' point, and finally bottom right, hidden by a tunnel.

■ Maximise operational flexibility
Sectional track is the easiest way into the hobby, regardless of what scale you choose to model in. You can use it to make almost any track configuration

and know that your trains will run on it. That said, it does have limitations.

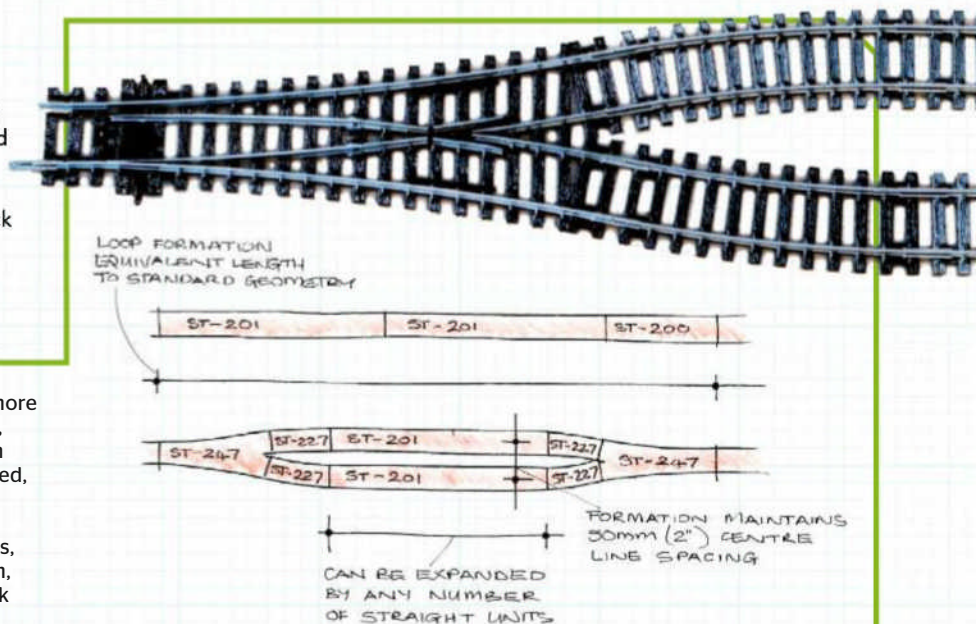
The 'six foot', the gap between the tracks, is too wide and not all point/turnout configurations are available off-the-shelf.

Over the next six pages, you'll see how thinking differently about sectional track – and how to go about modifying it – can yield some impressive results. For the record, all Peco codes refer to 'OO' gauge items. But don't worry – you can use these theories with Hornby products or items in different scales.

REDUCE THE GAP

By accident, I stumbled across a method of connecting rigid geometry track, the sort sold by Peco, Bachmann, Hornby and some European and North American companies, but in a way not described in their catalogues. It's a valuable concept for those who are on tight budgets or lack the skill to use flexible track, and it results in imaginative layout design and a superior look, particularly in terms of track spacing. Here's how to do it:

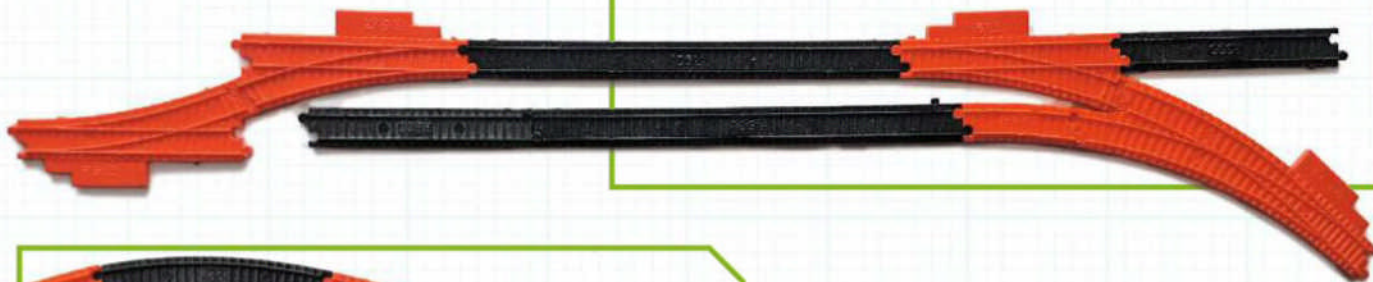
Let's start by reducing the gap between two or more parallel tracks. Here's a standard 'Y' point, ST-247, with short curves ST-227 on both forks. Follow on with straight track in parallel, for as far as you need, then mirror it at the other end, creating a loop. Note that spacing between double track is now approximately 50mm (approximately 2in) centres, similar to flexible systems. In terms of application, this arrangement would be ideal for a single track with a passing loop.



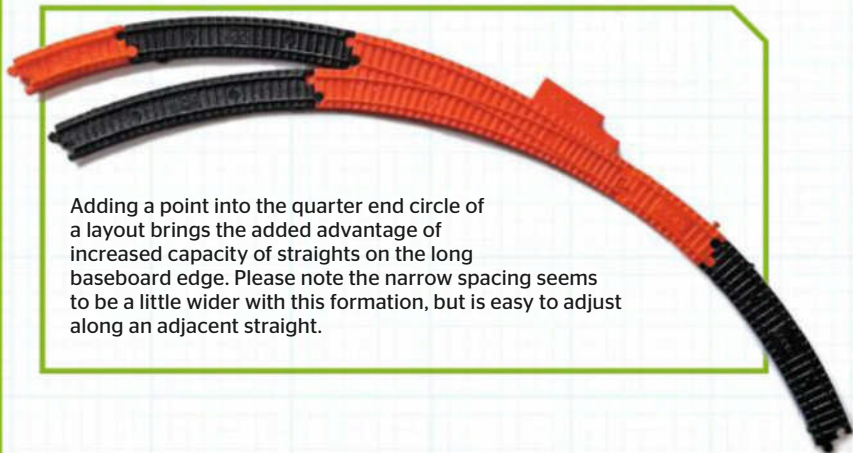
I use Hornby's quarter-scale templates to test out rigid track theories. The first image shows a couple of sidings alongside a single track branch. Note the common narrow spacing between all three tracks and how in-line they are at the right-hand end, suggesting conversion into loops shouldn't be too difficult. As for the slightly large space between second point and branch, why not emphasise its existence with a grit bin, sign, small lamp or signal?



Whether you use straight or curved points, it's easy to maintain reduced-width spacing. You can see from the pair of normally spaced points to the left just what an improvement this adaptation makes.



Adding a point into the quarter end circle of a layout brings the added advantage of increased capacity of straights on the long baseboard edge. Please note the narrow spacing seems to be a little wider with this formation, but is easy to adjust along an adjacent straight.



I quite like this arrangement - it gets away from the rigid track concept of everything being on the straight. I've used short straights, not only in the curves but at the outer end of the long straight, top right and bottom left, which brings the geometry back into line.



APPROACH TO CURVES

It's all very well bringing the track closer together on the straight sections, but the beauty of sectional track is that a first radius curve fits inside a second, which fits inside a third, and so on. What this means is that you can run double track curves safe in the knowledge that trains won't hit each other as they go around them.

Such curves are unprototypical, but they're a must on most layouts as you leave the scenic section and curve around to the fiddleyard.

So, presumably, all is lost when you bring the straight sections closer together? Not necessarily.

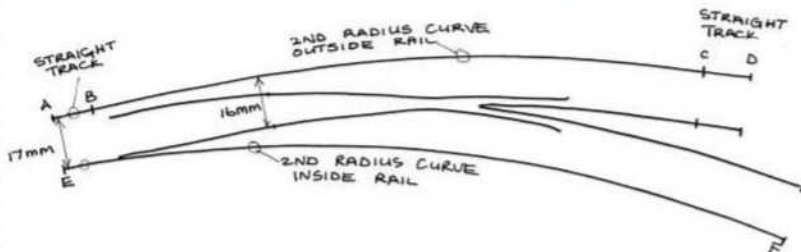
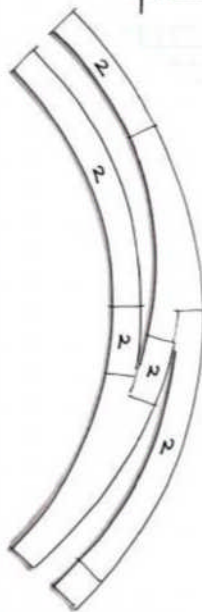
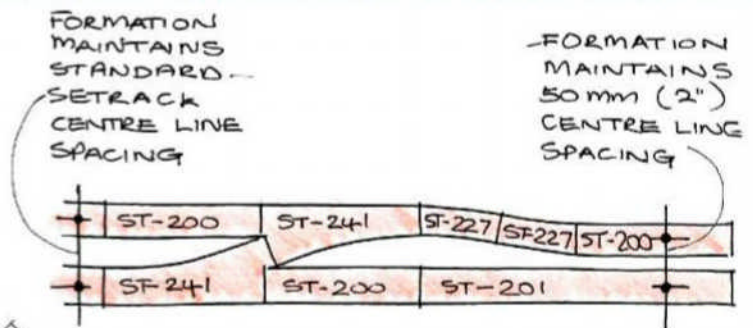
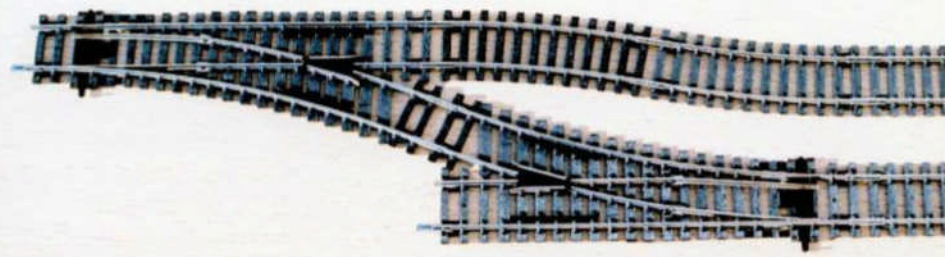
The diagrams show that by introducing a small kink into one of the straight tracks, the sectional geometry on the curves works again. Some of the track arrangements I've described above will leave the tracks well out of alignment.

Does this mean that your only option is to cut custom lengths of track to fill the gap in order to have everything line up again? No. With trial and error you can combine straight sections of different length so that the alignment is restored.

CURVED POINT CONUNDRUM

With Peco Setrack and Hornby's equivalents, the makers have devised a simple manipulation of their track systems, and while using largely second radius track, indicated with a '2' on this diagram, the use of the short straight, top right and straight parts of a curved point, they've managed to create an outer curve equal to third radius.

If you look carefully at the drawing below, traced from a real Hornby point, you'll see how my previous comments bear out. A. to B. and C. to D. are straight, with the section between more or less second radius. The lower curve is second radius in its entirety. This all appears to be fine, but it's now obvious that there's an inherent problem. The straight point blade is, well, straight as you'd expect, but the rail it's paired with isn't - it curves inwards. As a result, at the toe end, rails have an approximate inside measurement of 17mm, and by the time you get to the right-hand end of the point blades this has become 16mm. Have a look at the drawing and you'll see what I mean.



TOP TIP

Every layout design goes through a huge number of revisions. Sometimes the sketchpad start to wear a bit thin with all the revisions, and often you don't want to have to sketch it out all over again, having devoted so much time to its development.

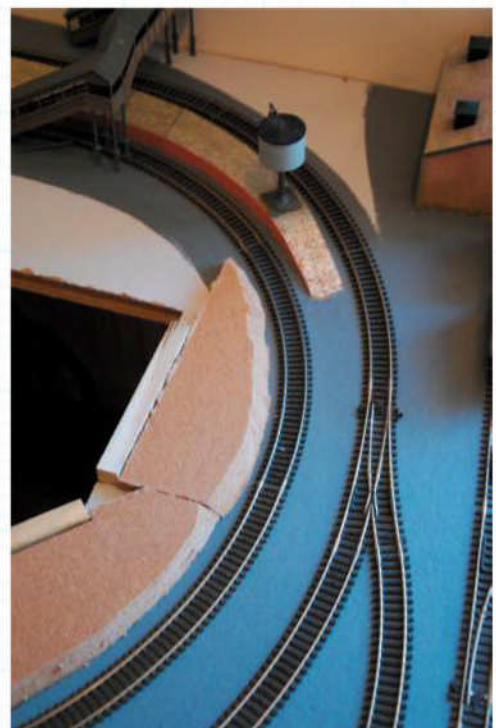


Save your money and use low-tack masking tape to hold your original at a height that suits your drawing arm position. Place a new sheet on top of your original, tape it in place and start to trace – it's that simple. The only drawback is it only works in good daylight.

'Y' YOU SHOULD!

I've always thought of the 'Y' as the most graceful of all points. It's easy on the eye and gentle on rolling stock - both prototype and model alike.

Most will be surprised to learn that Peco's Setrack 'Y' point radii is a tad under 34in, whereas a standard left-hand and right-hand point is 17½in. Even a Streamline short 'Y' is 24in. The accompanying photograph shows a 'Y' point that I installed on my son's layout to replace a troublesome curved right-hand point. It shows the 'Y' point as part of an overall second radius curve.



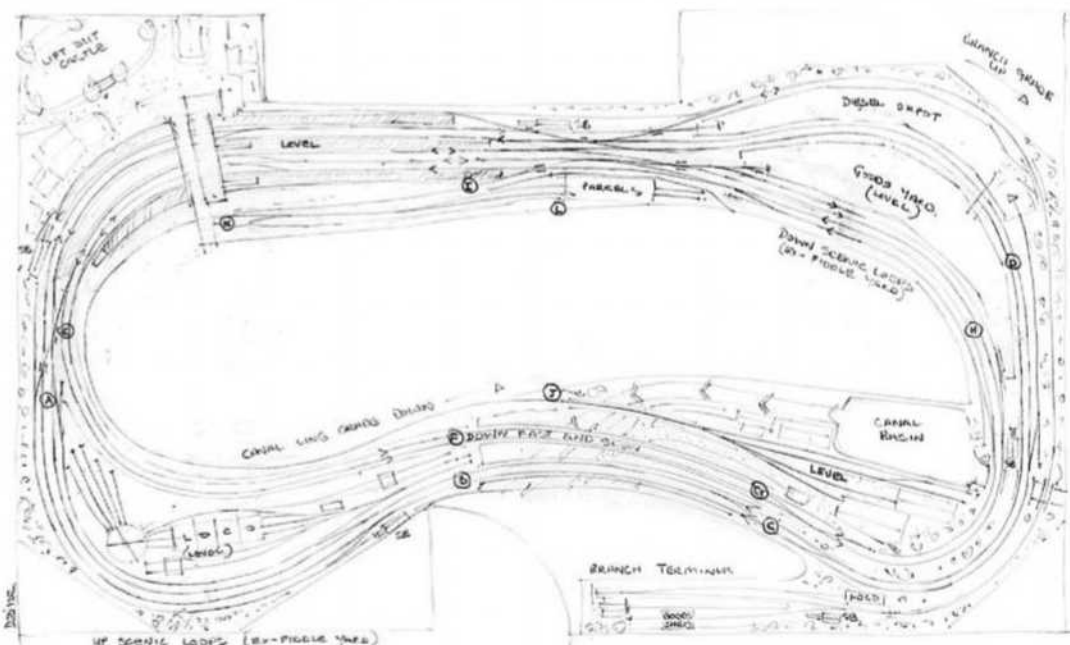
WHAT'S THE POINT?

This design began as a variety of schematic layouts, based on certain needs and requirements. Ultimately I came up with a schematic plan, followed by a more detailed version to show the design in greater detail, which comprised:

- Through main line routes.
- A substantial junction.
- Two scenic, hands-off, four-track fiddleyards.
- Key operational features – steam shed, diesel depot, goods yard, major station with parcels depot, passenger and canal branch lines.
- Key scenic features – castle, town centre, two double-track viaducts, canal basin and locks.

When I plan a large layout like this, I don't worry initially about the accuracy of pointwork. Instead I just try to get a feel for the flow and how things might work overall. Once I'm happy with the result, I go back over each intensive track section and design the potential arrangement as a schematic, but in much greater detail. At this stage, I'm always aware of the need to do the following:

- Focus on large radius points for graceful main line

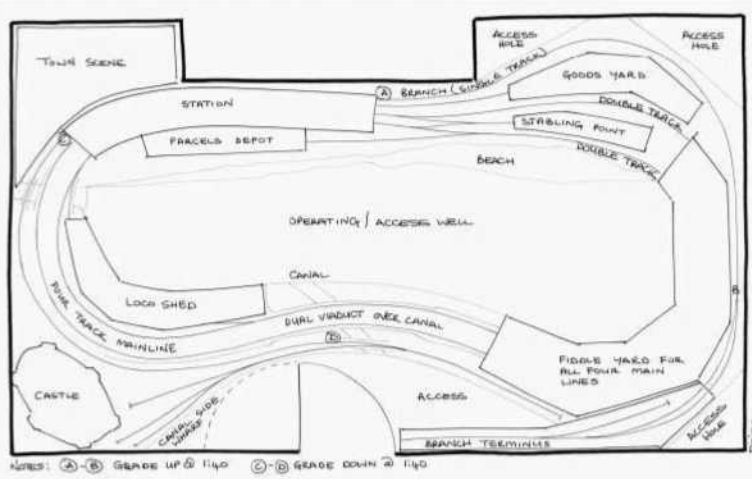


operation, reducing to medium and small points where short wheelbase stock is used, or in tight spaces where needs must.

- Always aim to get a train from one place to another in the least number of moves, unless you want to complicate matters!

- Always try to be as railway-like as possible, but be mindful that sometimes it's best to prioritise operational viability over track fidelity.

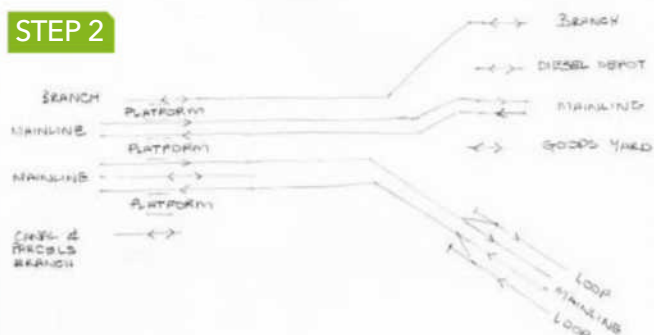
Let's look at this in action:



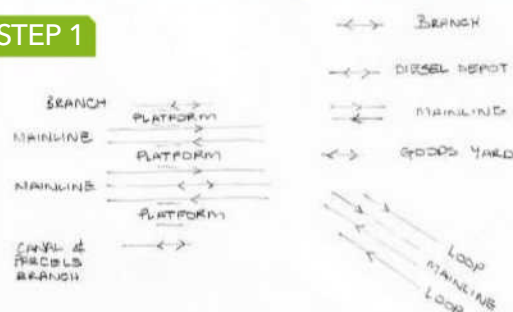
PLAN YOUR POINTWORK

In this most complex area, start by identifying all inbound/outbound tracks and platforms and label them accordingly to avoid confusion (Step 1). Then lay in key routes (Step 2) and finish with all connecting tracks (Step 3). Trace all the routes with your finger and you'll see there's access to and from just about every line. For example, a diesel leaving the depot can access all platform roads, including the passenger branch, a single bi-directional track through the station without platform, and the parcels depot and canal branch. Please note: arrows indicate direction of travel, 'T' denotes a trap point and short curved lines, either single or double slips.

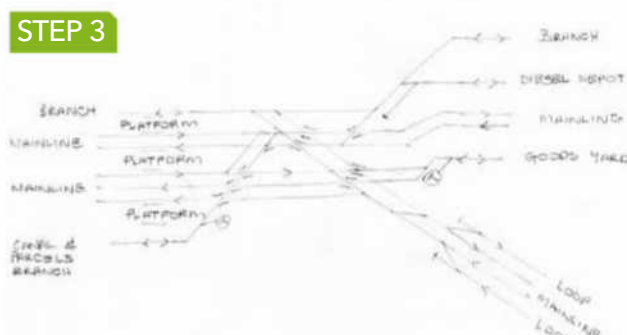
STEP 2



STEP 1



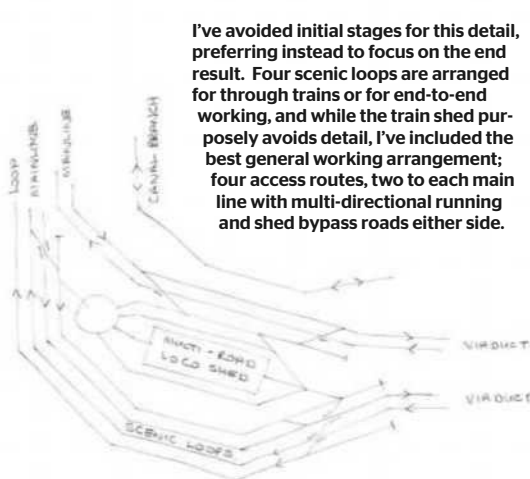
STEP 3



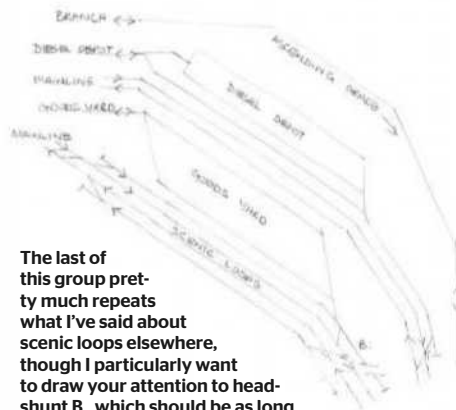
SAVING SPACE

With much less room available at this end I'm considering some space-saving ploys - reduce the radii into the station and between the canal line and steam locomotive shed, providing opportunity for extra diverging track-work. I'm pretty certain the hoped-for crossings, (the hatched lines at A in Step 3) may have to go, but I'll keep them there until the bitter end, while I try to figure out a solution.

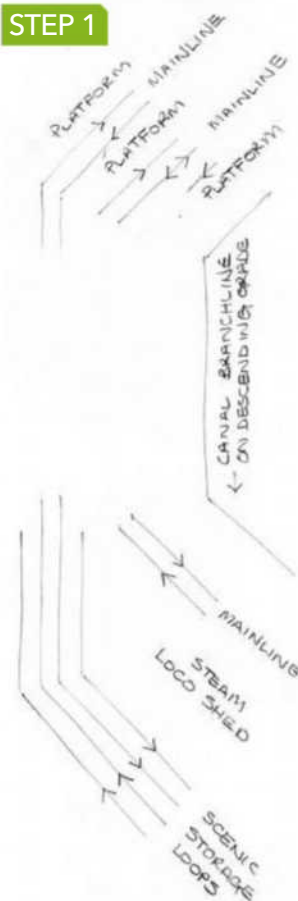
I've avoided initial stages for this detail, preferring instead to focus on the end result. Four scenic loops are arranged for through trains or for end-to-end working, and while the train shed purposely avoids detail, I've included the best general working arrangement; four access routes, two to each main line with multi-directional running and shed bypass roads either side.



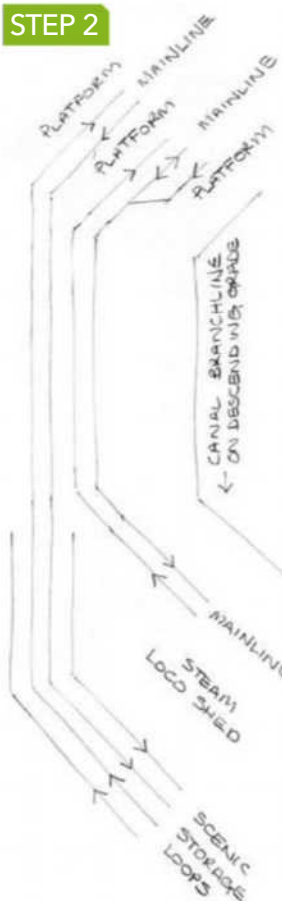
The last of this group pretty much repeats what I've said about scenic loops elsewhere, though I particularly want to draw your attention to headshunt B., which should be as long as possible, and the double-ended access points for both facilities.



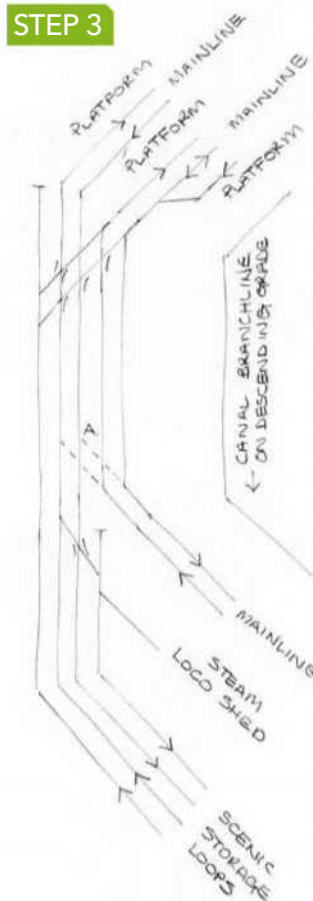
STEP 1



STEP 2



STEP 3



WORTH THINKING ABOUT?

We all know that 'OO' gauge track is compromised. Using 16.5mm results in a prototype track gauge of 4ft 6in, rather than the real railway's 4ft 8½in. This is nothing new, and most 'OO' modellers have given up debating it, or moved to 'EM' and 'P4'.

But here's something worth thinking about. If we've reduced the 'four foot', the gap between the running rails, shouldn't the gaps between the tracks, the 'six foot', be reduced too?

For rigid geometry, the gap on Hornby and Peco track is 48mm. Peco Streamline's gap is 32mm, which

scales to 8ft. It should be 24mm. If you work out the relationship between 4ft 6in and 4ft 8½in, the difference is roughly ⅛in. Apply this to the 'six foot' and that 24mm reduces to 23mm. Even with this spacing there's bags of clearance on the straight.

Why not go further and reduce the gap to 22mm? This would create sleeker lines and the illusion of increased baseboard length. This would be my choice, and if you decide it's right for you then remember you'll need to increase clearance on all but the very largest of curves and those streamline points will need reducing to facilitate a change in gap.

WOT, NO DRAMATIC LINES?

Know your stuff

All your technique and modelling questions answered by our team of know-it-alls. E-mail your queries about railways – real or model – to modelrailkys@bauermedia.co.uk



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...



Paul Lunn
Paul's got a great eye for detail, noticing things on the real railway that most of us take for granted.



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WEATHERING - ALL OR NOTHING?



I've been greatly impressed by George Dent's latest book on weathering. It's certainly given me plenty to think about and I can't wait to try out some of the projects and techniques. I've only recently discovered weathering – or I should say that I've only just realised that there's much more to it than simply laying on lots of 'muck'. My question is, why do we call it 'weathering', as it doesn't really tell the whole story... and where do you draw the line? Surely, if the trains are weathered effectively, shouldn't the buildings, track and even the scenery be treated too?

Nick King, Dudley.

George says: Thanks Nick. I've been something of a weathering evangelist since the early days of my modelling career, yet I've never been entirely happy with the term. Weathering is a somewhat vague description, although I can see the logic behind it. After all, in most cases, we're actively trying to replicate the effects of the outside elements upon an object, building or landscape.

That might be the effects of fading from exposure to sunlight, or streaking brought about by rain washing dirt down from rooftops or splashing upwards from the ground. Other factors, such as exhaust smoke, leaking fuel or oil, the dusty and grimy nature of a location, or whether regular cleaning routines were employed and how effective they were, are also vital considerations.

And yet, when I set out to weather a model, I'm not simply intent on making it look dirty. Weathering is a means of helping an object – be it a train, car, building or even a miniature human being – to blend into its

surroundings. And yes, those surroundings will also need to be weathered to some degree as well. That's why I'm currently working on *Weathering for Railway Modellers, Volume 2: Buildings and Scenery!*

Adding highlights and shading, gently modulating livery colours to suggest fading, introducing areas of grime, grease and dusty deposits, all play key roles in creating lifelike miniature scenes. Indeed, this is where the term 'weathering' becomes problematic. Funnily enough, an attendee of a recent weathering demonstration that I gave in Manchester (see Backscene, page 146) told me how he preferred to describe weathering as 'increasing realism', which is pretty spot on!

As I see it, it's just as important a juncture in the modelling process as the assembly and painting stages. In fact, I now treat weathering as another part of the painting sequence, especially when building a kit or re-finishing an item of rolling stock. In this way, a plan for the



Steam traction offers a special weathering challenge, creating a contrast between areas of polished paintwork and dusty deposits of ash and soot. GEORGE DENT

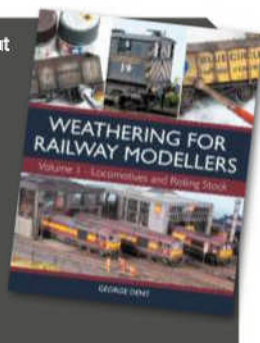
The last days of diesel-hydraulics on the Western Region. Faded livery effects demand an airbrush and a keen eye for colour. GEORGE DENT



model's final appearance is decided upon from the beginning. Instead of going through the rigmarole of creating a complete, pristine finish prior to weathering, the 'increasing realism' processes are introduced earlier.

Such an approach has only been adopted wholesale in the past few years, but it proved something of a Damascene moment. Not only has the quality of my work increased, but my output has speeded up too. More than that though, it has proved much more enjoyable.

Learn all about George's techniques for improving realism in *Weathering for Railway Modellers, Volume 1: Locomotives and Rolling Stock*.
Web: www.crowood.com





A layered approach to weathering often creates the most lifelike effects, suggesting dirt, corrosion and distressing that has built up over several years. GEORGE DENT



Easy way to gritty realism



Creating a textured finish on plastic, metal or resin buildings is simple. Just add a little talcum powder or dry weathering powders to acrylic paint and brush onto the primed surface. You can add as much talc or powder as you like, although the paint will thicken accordingly and thinning may be required.

Acrylic paints work best with this technique and, after the initial 'texturing' coat has dried completely, a more accurate shade can be built up by hand, airbrush or aerosol, using acrylics or enamels. Further weathering will then highlight this gritty texture.

TOP TIP!

Waste not, want not...

Don't throw away those old CDs, jam jar lids or plastic food packaging. They make for perfect palettes for mixing paints and dry pigments and can be used over and over again.

Technique of the month

Light up a cyclist

There's an ever-expanding selection of illuminated layout accessories, each of which can elevate interest and realism, as well as adding an element of fun.

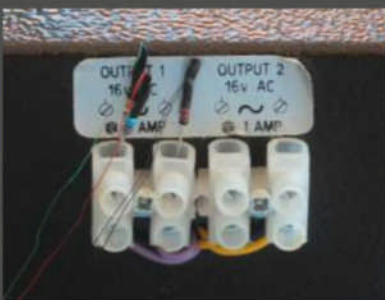
Bicyc-LED offer motorbikes and bicycles with working lights in 'N' and 'OO', from £15.50 each. The lights are pre-wired with the figure and bicycle ready-painted, so all the hard work is taken care of. Power can come from a 16V AC or DC source, or even a 9V battery. (PM)

Product: Bicyc-LED bicycle with working lights.

Availability: www.morris-models.co.uk



The Bicyc-LED cycle comes as a pre-assembled unit. All you need to do is drill a hole in the baseboard and connect the four wires to a power source.



When connecting to an accessory power supply, such as the 16V AC outlet on a typical controller, both black wires are connected to one terminal and the red/green wires to the other.



Drill a suitable hole in the baseboard that will allow the wires and resistors to pass through, before securing the cycle's wheels with a tiny blob of PVA.



GEORGE DENT

THE GOOD LIFE IN 'N' GAUGE



I was thinking of adding a few allotment plots to my 'N' gauge layout. I've seen a few resin-cast kits, but is there a way of making them look more realistic, rather than just painting them?

Roger Taylor, by e-mail

George says: Allotments have come into vogue in recent years. Even the current Labour leader is known as a keen veg-grower!

I've used the Timecast and Harburn Hamlet ranges of cast allotment sections on a number of layouts in recent years. Each looks good when painted and weathered, but they do benefit from the addition of more authentic-looking vegetation.

Taking the Timecast 'N' gauge sets as an example, my preference is to fix them in place and fill any gaps with ready-mixed decorator's filler. This can be brushed on, diluting with water if necessary.

When dry, the castings can be painted with acrylics and weathering washes applied to add greater depth to the textured surfaces.

Tiny tufts of Woodland Scenics foliage are then 'planted' into blobs of PVA glue, placed



in neat rows and using a variety of green shades to avoid an overly uniform appearance.

Plenty of suitable 'N' gauge gardener figures are available from Langley Models, including the obligatory scarecrow.

The scene above features a re-creation of me and my faithful dog in familiar 'gardening' pose (sitting with a cup of tea, wondering where to start).

Web: www.timecastmodels.co.uk and www.langley-models.co.uk

QUICK FIX - WHERE TO PUT THE SHEEP?

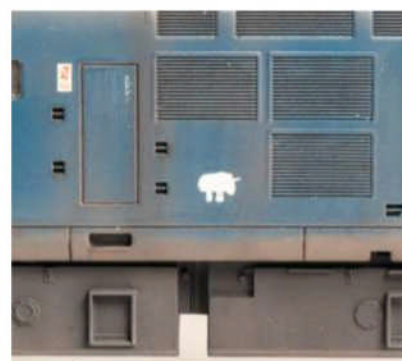


In MR238, George Dent mentioned Selwyn the Sheep, the famous DIY emblems applied to South Wales Class 37s. Whereabouts were they applied?

Giles Mulberry, Steyning, West Sussex

George says: The small, cartoon-style ovines were painted onto a small number of Cardiff Canton and Margam-based Class 37s in the mid-1980s. Images of each locomotive are rare, but 37284 definitely had a sheep painted beside the engine room access door on each side. Transfers are available from Precision Decals.

Web: www.precisionlabels.com



Add character to BR diesels with unofficial depot logos. GEORGE DENT



Why settle for a duff set of 'OO' buffers?

Whether you're repairing a broken set of plastic protrusions or planning a detail uplift for a 4mm:1ft scale locomotive, carriage or wagon, there's plenty of choice in terms of cast or turned metal buffers. Sprung or solid, round or oval, big or small, all can be obtained from detail suppliers or spare parts stockists. All you need to do is cut away the unwanted items, drill mounting holes and fix the new buffers into place with epoxy or cyano glue. Simple!

STEAM TRACTION...

Alan Gibson offers a beautiful array of sprung, metal buffers. With turned steel heads and machined brass shanks, they give the business end of a locomotive real presence.

Many different patterns are on offer to suit BR's range of Standard locomotives, most 'Big Four' classes and plenty of pre-Grouping designs. Humble shunting traction is not forgotten, with sets of hefty round buffers being ideal for industrial 0-4-OTs! A full catalogue of kits and bits is available online.

Price: £5.50 per pack

Availability:

www.alangibsonworkshop.co.uk

DIESEL/ELECTRIC...

For years, modern image modellers relied on the A1 Models range of turned brass buffers. Despite being hard to find in recent years, much of the range is now available once more, in sprung or solid form. Various sizes and patterns cater for different traction types, in round or oval pattern. Most BR subjects are catered for, from Class 20s, '37s' and 'Peaks', to later types such as Class 56s and 58s. AC electric locomotives and first-generation DMUs are also covered.

Price: from £3.00 per pack

Availability:

www.a1modelsuk.com

ROLLING STOCK...

Comet Models, Lanarkshire Model Supplies, Wizard Models and MJT (c/o Dart Castings) have, between them, countless buffer types on offer. Coaching stock and freight wagon subjects predominate, of the pre-Grouping, 'Big Four', BR and modern eras. Each pack provides enough buffers to treat at least one vehicle (larger packs are also available) and both solid and sprung versions can be found.

Price: from £4.00 per pack

Availability:

www.dartcastings.co.uk

www.cometmodels.co.uk

www.lanarkshiremodels.com

www.wizardmodels.ltd



Fold those fiddly etched bits...

This natty little tool from Airwaves is aimed primarily at the aviation modelling fraternity, but we can also make good use of it. Supplied in 'flat pack' form, the tool is formed from etched nickel silver and requires folding over to form a set of prongs a fraction of an inch apart.

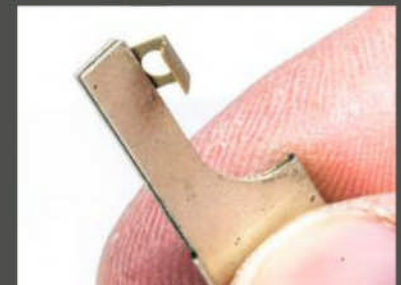
Small etched brass detailing parts are then placed between the prongs, aligning the folding lines with the edge of the tool. Grip the prongs lightly and fold the detail part to shape. Much better than pliers, this tool won't leave any marks on the soft brass and folds are clean and true.

Price: £5.20

Availability:

Cat. No. AEM022

www.hannants.co.uk



PROTOTYPE QUESTION OF THE MONTH

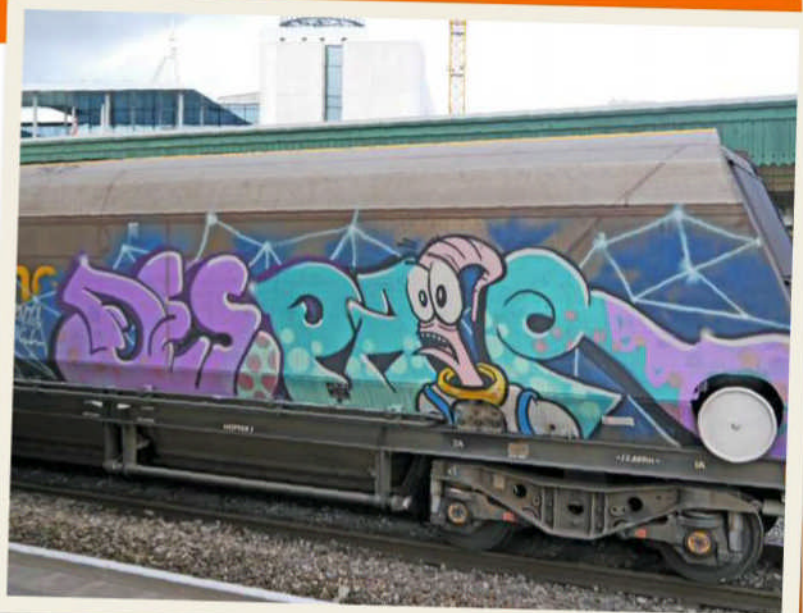


My layout depicts a very modern urban setting, so depicting graffiti is a necessary evil. I've managed to recreate basic, daubed 'tags' here and there with fine ink pens, but how can I recreate the more complex designs, and which types of rolling stock are more prone to this form of vandalism? Mick Quinn, Coventry

George says: Alas, these days anything that sits still for more than a day or two is likely to receive the attention of 'urban artists', especially vehicles stabled in out-of-the-way sidings. Freight stock is a prime example, as wagons are usually parked in less secure areas, sometimes laying idle for days at a time. In contrast, passenger stock tends to receive regular cleaning and maintenance in busy station and depot environments.

Waterslide decals offer the best route for depicting modern graffiti. US firm Microscale offers a great 'OO/HO' scale pack that includes some very ornate creations. Furthermore, if you see something particularly interesting, why not photograph it and try printing your own decals onto waterslide transfer paper?

Web: www.c-rail-intermodal.co.uk



Above: Graffiti has become an everyday sight on Britain's railways, adorning buildings and rolling stock. This colourful example, featuring the Earthworm Jim video game character, adorns an ex-Fastline coal hopper, at Cardiff Central, on September 2017. GEORGE DENT

HOW CAN I RETROFIT BRASS AXLE BEARINGS INTO READY-TO-RUN STOCK?



In order to improve the running qualities of my coaching stock, I'd like to fit brass bearings. Drilling out the axle holes is difficult - is there a special tool available for this job?
S. McMahon, by e-mail

George says: Brass top-hat style bearings and high quality wheels on pin-point axles make for very smooth and reliable running, reducing friction and extending the life of rolling stock.

With 4mm and 2mm stock, it's difficult to reach between the frames of a chassis or bogie in order to drill suitable mounting holes for the bearings. Indeed, the only previous success I've had in this respect is to drill through the axlebox from the outside, filling the holes once the bearings are in place. This is not an ideal solution by any means...

Knowle Wagon Works appears to have solved the problem with this great tool. It includes a 2mm drill bit (perfect for virtually all 4mm scale bearings) that can be set to the desired cutting depth by means of two tiny grub screws.

The tool itself is made up of two brass sections, joined with a thread. This allows the housing to expand or contract by simply turning the two ends in opposite directions. The opposite end is chamfered to fit into an existing axle hole.

Operation is simple, with the drill cutting as the tool is rotated gently with finger pressure. The outside of plastic frames need to be supported with the fingers to prevent bowing and the tool is opened out gradually as the drill cuts into the material.

When the drill has reached the pre-set depth, the tool is contracted, removed and the opposite axle hole is treated in the same way. Progress can be swift, although the inside of the frame may need filing back to give adequate clearance for the axles over the new flanged bearings. Full instructions are provided with each tool and a typical 'OO' carriage can be treated in about 30 minutes.

Upgrading RTR stock with superior wheels and brass bearings is easy when using this handy little device from Knowle Wagon Works.



OO GAUGE

30 mins

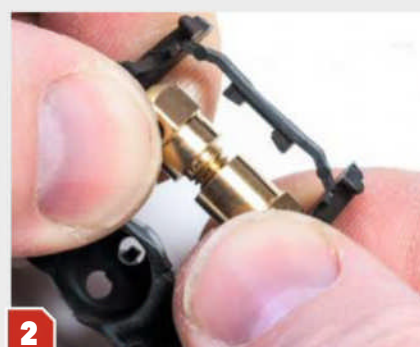


STEP BY STEP



1

Set the drill to the desired depth, secure the grub screws with the Allen key and slot the tool into the existing axle bearing holes. Twist in a gentle clockwise motion and support the outer frames with your fingers.



2

As the drill begins to work, the tool can be opened further to maintain the cutting action. Continue until the depth stop activates, close up the tool, swap it over and repeat the process on the opposite side.



3

Depending on the model, the inside of the frame may need filing slightly to provide enough clearance for the axles and bearings. After test-fitting, secure the bearings with a tiny drop of cyano glue.



4

Slot the wheels into the bearings, adding a drop of light oil into the bearing cups beforehand to promote quieter running and longer life. Double-check that everything turns freely before re-fitting the bogie.

What you will need

- ◆ Knowle Wagon Works 2mm Brass Bearing Tool. Tel: 07788 974074. E-mail: tomsilisbury72@gmail.com



Fiskerton station crossing displays some unusual details. PAUL A. LUNN

DOUBLE CROSSING ADVICE



I'm planning on installing a gated level crossing across a twin-track main line. Because the road is narrow, a pair of short gates will not block both tracks when opened to road traffic. Is this prototypical? And how can I add some extra realism to an off-the-shelf crossing kit?

Trevor Roper, via e-mail

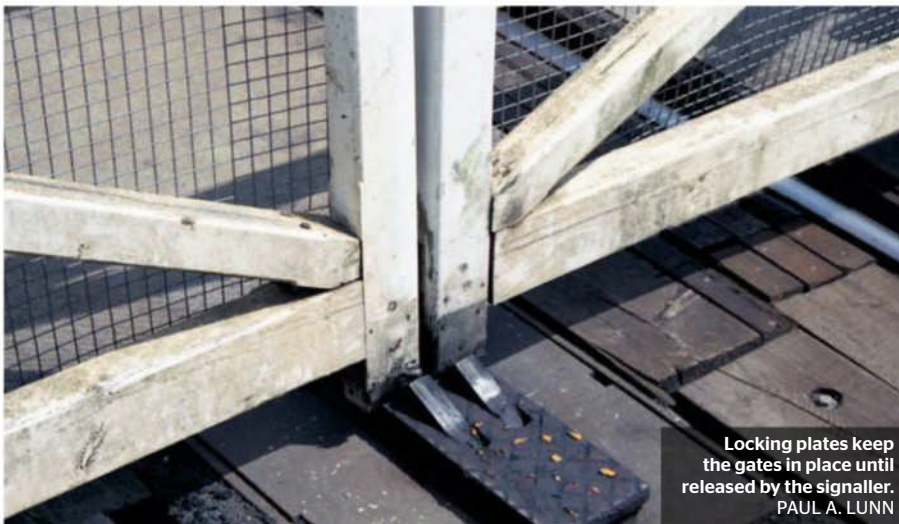
Paul Lunn says: With traditional level crossings, there are often minor variations of equipment and operation to suit the requirements of specific locations.

These two images show a road crossing beside Fiskerton station, on the Newark-Nottingham line. In this case, only a single,

narrow gate is provided on each side. When closed across the double-track railway, the gates block off the station side only, presumably to prevent access to the platform ends. The other side of the crossing is left completely open.

Interesting details to note include the large concrete posts and substantial iron hinges, sagging timber gates, unusually placed red warning targets (at high level rather than central), primitive red lamps and protective wire mesh.

There are also locking lever plates set into the ground to keep the gates secure in the open or closed position. These are linked – and interlocked – with levers in the adjacent signal box.



Locking plates keep the gates in place until released by the signaller. PAUL A. LUNN

Tool of the month

The right tool for the job makes things easier, says **George Dent**.

Cleaning surfaces removes oil, grease and other contaminants from our skin and the atmosphere, all of which can seriously hinder the effectiveness of paints and adhesives.

While a good scrub in soapy water will suffice in many instances, there are times when immersing a model in water is not a good idea, especially when electrical or mechanical parts are involved.



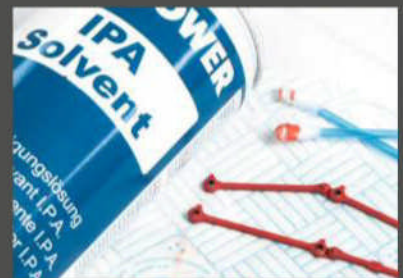
Alcohol-based cleaners are handy in these situations, being effective on dirt and evaporating quickly, leaving surfaces clean and dry.

Iso-propyl alcohol (IPA) is available in different strengths. Weaker formulas, such as Medea's Body Art, is safe for use on painted surfaces, glazing and our skin, while stronger types, such as electrical switch cleaners, are best kept to chassis parts, wheels and gears.

Availability:

www.airbrushes.com

www.maplin.co.uk



THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

'Borders Reach'. CHRIS NEVARD

Place and time: Topical graffiti can help to reinforce a layout's era. An ode to a famous footballer of the day or political slogans such as this are perfect examples.



2

'Stoating Bank'. CHRIS NEVARD

Old sad face: A cheeky fireman, depot fitter or bunking 'spotter' has added a human touch to this grumpy-looking 'Austerity' 0-6-OST.



3

'Lisburn Lane'. GEORGE DENT

Ghost town: Little-used or derelict buildings benefit from a run-down look. Peeling paint, rampant vegetation and torn posters give a scene added poignancy.

The American **DREAM**

Graham Muspratt wanted a layout that would fit in his small cottage and provide a place to run his fleet of 'USA' dock tanks.

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

VITAL STATS

Layout:

'Canute Rd Quay'

Size: 5ft by 1ft

Gauge: 'OO'





LCUT CREATIVE

Graham is a fan of Lcut Creative's laser-cut card kit buildings.

Web: <http://lcut.co.uk/index.php?page=pages/main&title=Home>
(quick link: <https://goo.gl/wwQDzb>)



3 things we like



1

Seagulls are a hallmark of Britain's coastline and feature all over the layout.



2

With a baseboard only 1ft deep, the terraced houses on the backscene provide depth.



3

One benefit of working on a small layout is that you can pack it with the finest of details. 'Canute Road Quay' is littered with tiny dockside details, like this lifebuoy.

Layouts set within a particular time period or region need to feature specific locomotives and rolling stock to maintain an aura of authenticity. So it can be frustrating when you find yourself lusting over an item of stock that simply doesn't fit your layout.

Sure, there's nothing to stop *Mallard* from visiting your sleepy GWR branch line, but if you're a stickler for realism the whole experience is a bit like eating roast turkey outside of the festive season – it just doesn't feel right! One relatively practical solution is to build a compact layout on which to house your new favourite anomaly. And that's exactly what Graham Muspratt did.

BORN IN THE USA

Graham is a Southern man at heart and used his extensive knowledge of Southern Railway stock to help with the production of our *Model Rail* Exclusives 'USA' tanks. So it's not surprising that Graham ended up with a trio of dock tanks.

Having already built his stunning Salisbury-inspired steam shed layout 'Fisherton Sarum' (MR189), Graham had two goals in mind: build a more fitting layout for the newly acquired 'USA' tanks, and build a layout small enough so it could be permanently erected within a small space. The result is a fictional representation of Southampton Docks.

"I live in a small cottage," says Graham. "I don't have the space to put my main layout up, so I wanted to build a small shunting puzzle."

"'Canute Road Quay' is only 1ft deep, and the track plan is what the Americans call a 'timesaver shunting puzzle'; it's similar to the British inglenook, but with the addition of a run-round loop."

You'd think that water would be an essential element of a dockside layout, but 'Canute Road Quay' doesn't have any. Yet this is hardly apparent: "I decided that if I included water, there simply wouldn't be enough space for the track plan," Graham explains.

It's a clever and necessary compromise. Everything from the quayside wall, tramway-style trackwork, dockside details and even the presence of *Model Rail*'s exclusive 'USA' dock tanks immediately place the layout at the waterfront. When ➤

Graham weathers his stock in layers, using both airbrushing and drybrushing techniques.

What makes this layout great?



I'm as enamoured by the presentation of 'Canute Road Quay' as I am the model itself. The fiddleyard shelving is an ingenious idea, and Graham's clever use of the timesaver track plan makes for optimum operation, despite the small 1ft depth. This is a layout that I'd happily accommodate in my spare bedroom, and I'm certain I'd get lots of use out of it too.

attention to detail is this good, the viewer's subconscious does the rest.

DO IT YOURSELF

Graham is an advocate of Tim Horn laser-cut baseboards; 'Canute Road Quay' consists of one 4ft by 1ft module, with a 1ft by 1ft module for the fiddleyard. "I went for the slightly more expensive birch ply version," says Graham. "The standard, fit and finish is superb, and you don't have to be an amazing carpenter to put everything together – all you need is a bit of wood glue and some sash cramps. I can't rate these baseboards highly enough."

Baseboard presentation is something that's become more popular of late, with a growing trend for modellers to wow viewers beyond the confines of the scenic section: replica totems, framing and snippets

of prototype information are regular occurrences, but Graham has taken this notion one step further. The small 1ft by 1ft fiddleyard is adorned with shelving for the display and safekeeping of idle stock.

"The small fiddleyard module bolts onto the left-hand side of the scenic section and has been adjusted to accommodate a cassette," says Graham. "Like the main baseboard, the fiddleyard module was supplied with three tall sides, which I didn't need. Having removed sections of the sides, I put the offcuts to good use, using them to form shelves."

Once constructed, the baseboards were primed and then finished with a coat of black paint – applied with a roller. On the underside of the baseboards, Graham has outlined a 1:1 scale track plan using black tape. He explains why: "It mirrors the trackwork on the scenic section, which means I can instantly tell which

Road vehicles have been treated to a coat of matt varnish to remove the unrealistic, straight-from-the-box gloss.

"The beauty of resin buildings is that with a bit of modification you can change their use or look with relative ease"



KEY DETAIL

The dockside wall was made using Langley Models' Brick Quayside Walling (10143).
Web: www.langleymodels.co.uk

point motor is linked to what point, making maintenance much easier."

DIGITAL WIZARDRY

Much of 'Canute Road Quay's' backscene is hidden behind various three-dimensional and low-relief buildings. A photographic sky and row of terraced houses are visible though, and it takes a keen eye to notice that the buildings aren't real.

"Having placed the low-relief buildings, I was left with a gap where the road disappears off to the rest of Southampton Docks – imagined off-scene. My original plan was to find a photograph of suitable warehouse buildings, but trying to find examples from the correct period seemed impossible.

"In the end, I found a black and white photograph of terraced houses, shot almost square-on. I used ▶



Workbench Project

Inset track



Inset track has troubled modellers for decades, and it's something of an essential for anyone wanting to create a dockside. Fortunately, Graham's method of using cork underlay should prove relatively painless.



1

Check rails are positioned within the running rails. They are fashioned from spare lengths of rail and secured using cyanoacrylate glue.



2

Cork underlay is roughly shaped and laid around the track to raise the ground level to sleeper height. A second, thinner layer is carefully shaped to sit flush against the running and check rails.



3

The cork surface is painted using Green Scene's Texture Paints, Concrete. Joints were scribed using a screwdriver. The grooves were then passed over with a soft pencil.

Workbench section starts on page 33



computer editing software to colour the roadway and pavement to match said elements on the model."

The result is very convincing – the use of perspective and colour tricks the eye into perceiving a seamless blend between model and photograph.

EYE FOR DETAIL

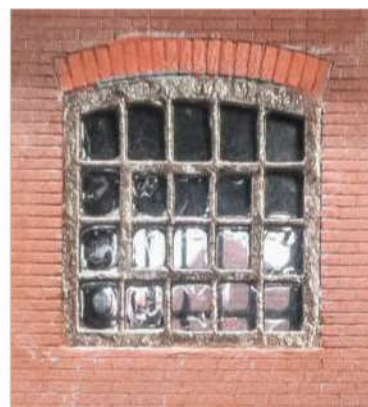
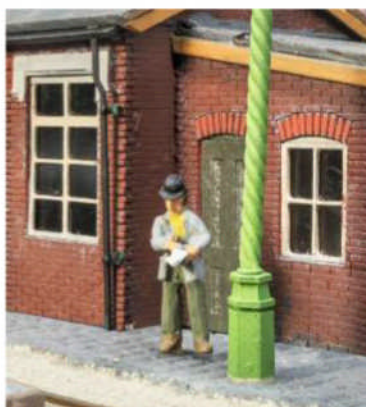
Not only is 'Canute Road Quay' packed with tiny details, they've been consistently applied throughout the scenic section. Nothing feels rushed, or as if it's an afterthought. Graham explains how he worked with such discipline: "Micro layouts are often called cameo layouts, and for good reasons. Because of the small size, you can spend time adding lots of little details consistently."

He's gone so far as to include etched manhole covers, drains and even tiny puddles. Such attention to detail has proved a hit at exhibitions: "People at shows often aren't looking at the trains, they're looking at the cameos and details," says Graham.

The large low-relief warehouse on the left side of the layout is actually two Bachmann Scenecraft Bonded Warehouse buildings stuck together (product code 44-204). Before pairing the two structures, Graham removed the steps and platform from each building's frontage. He also modified the building to the right of the warehouse, Bachmann's Local Garage (44-260). "It had a moulded petrol pump on it, which I removed," explains Graham. "I then scribed the brickwork where the pump used to be and repainted the structure. That's the beauty of resin buildings – with a bit of modification you can change their use or look with relative ease."

The Waterloo Tavern building is another Scenecraft addition (44-267) and is based on a real pub in Southampton. Graham hadn't planned to include

THINGS YOU MAY HAVE MISSED



a pub, but a friend suggested that a quayside should have a place for the workers to spend their downtime. And besides, the Southern connection was hard to pass up. The office and foreground warehouse are laser-cut card kits from Lcut Creative: "They're modular, so you can mix and match different kits together so they don't look 'off-the-shelf,'" says Graham.

TIME SHIFT

Although set immediately after the Second World War, Graham has been careful not to limit 'Canute Road Quay' to one particular period. "If I wanted to, I could shift the period to the 1950s and 1960s, simply by changing the rolling stock to Sentinels and diesel shunters."

That said, the slightly run-down look of the dock does help to place Graham's preferred post-war period. He explains: "I wanted 'Canute Road Quay' to appear a little run-down. It isn't meant to be a primary dock – its industry is picking itself up after the war."

Weed-covered tracks, added using a static grass applicator, help to convey the run-down feel of the build. "I didn't want the whole layout to feature inset track," Graham explains. "The left side of the layout is more overgrown, but I've tried to represent fresher ballast on the right. I've also placed real coal and ash around the engine shed."

Micro layouts encourage quirkier builds because they don't demand the space, time or money that a larger model railway requires. They're a perfect excuse to get that regional oddity – the one you bought simply because it looked good – running.

Thanks to Tim Horn's easy-to-build DIY baseboard kits, it only took Graham a year to build 'Canute Road Quay'. The result is a delightful, detail-packed shunting puzzle that's small enough to run all year round. 



COLOUR RAIL

Historical factfile: SR 'USA' 0-6-0T

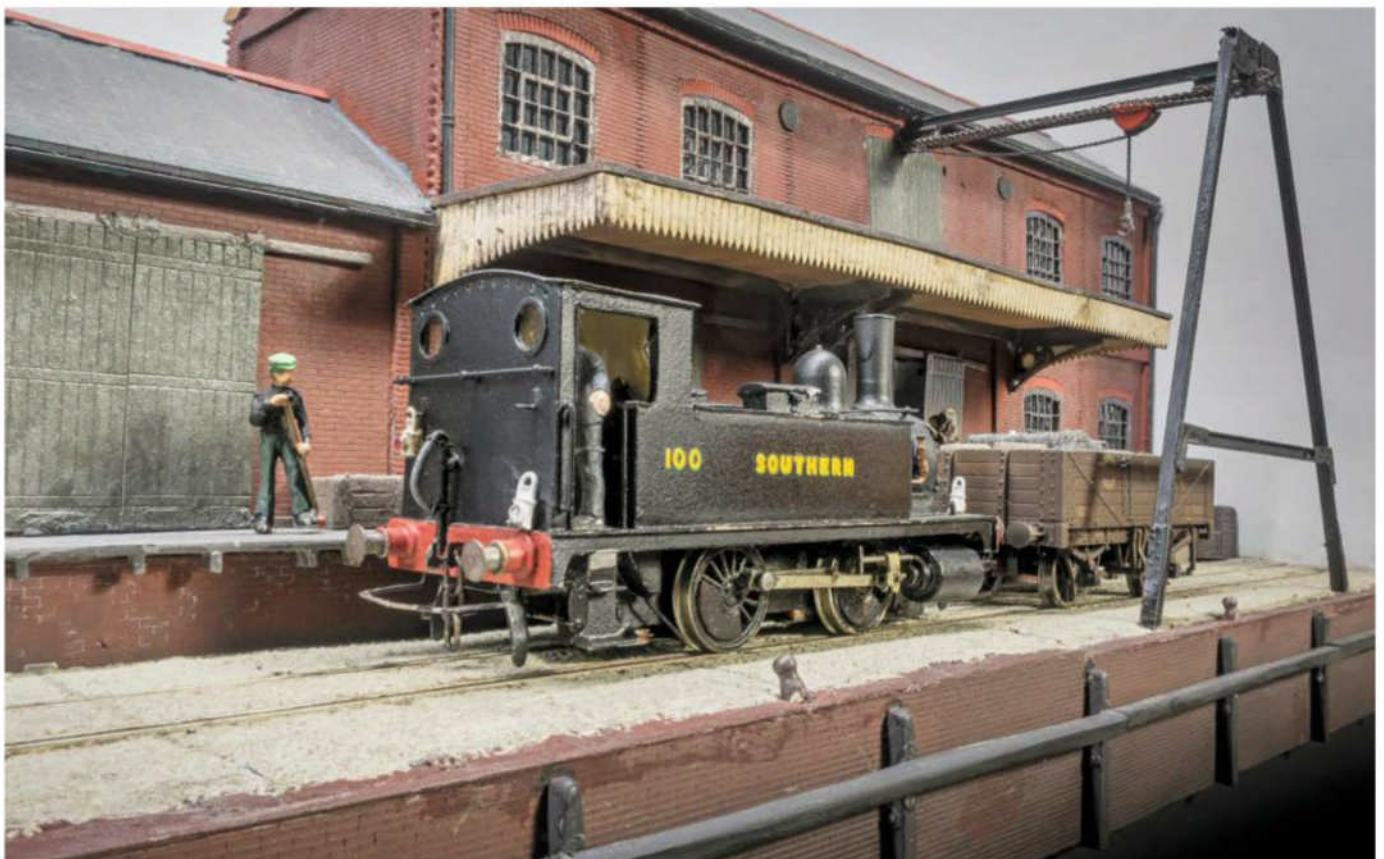
The Southern Railway purchased 15 American-built USATC 'S100' 0-6-0Ts in 1946 and 1947. One locomotive was kept for spares, while the remaining 14 proved worthy successors to the Southern Railway's ageing fleet of ex-LSWR 'B4' 0-4-0Ts.

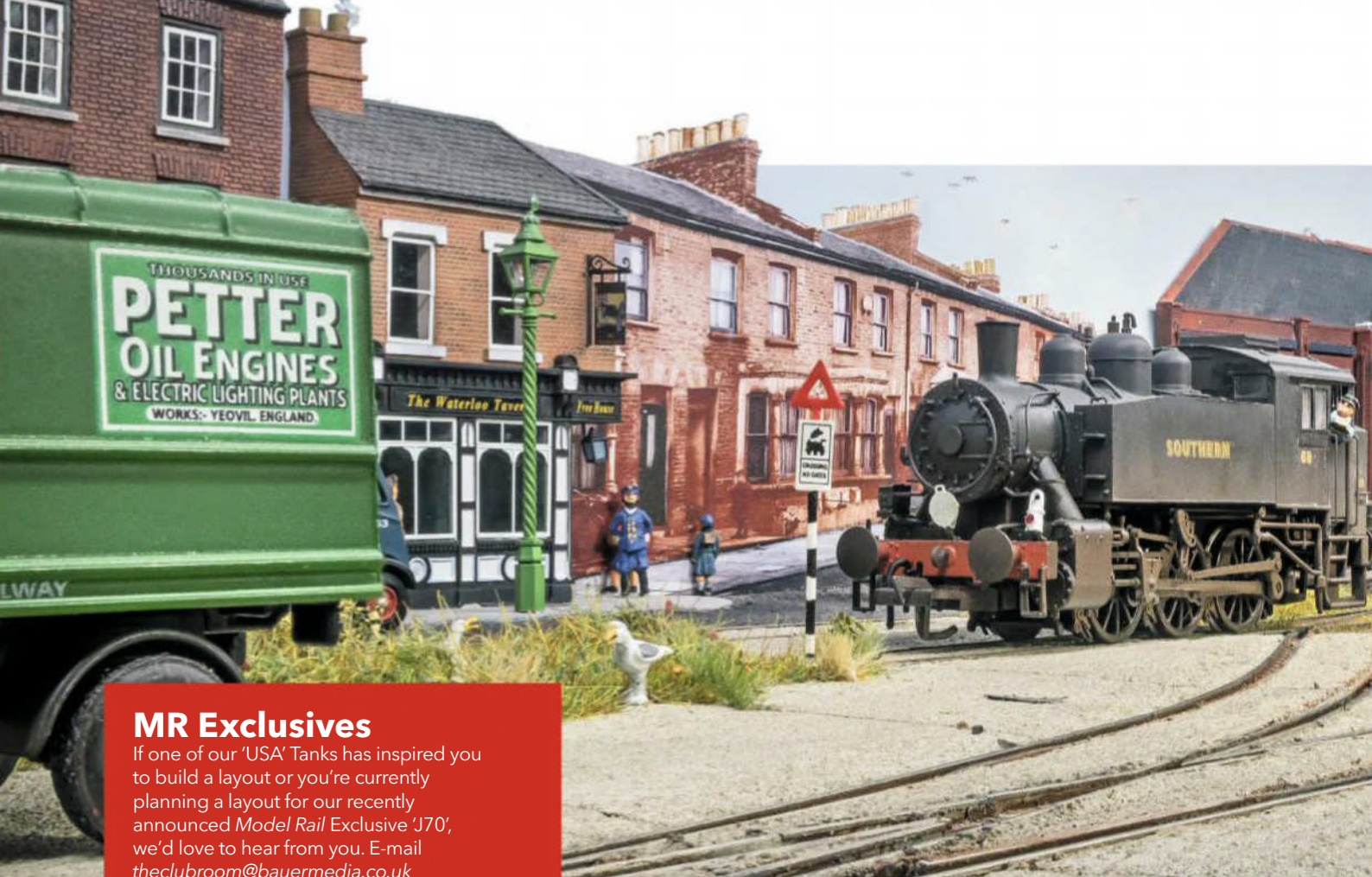
Throughout their service, the 'USA' tanks received various upgrades, including modified coal bunkers and sliding cab side windows. Such modifications were phased in slowly and, consequently, prototype photography often depicts the tank engines at various stages during their evolution. Graham has represented the irregu-

larity of these upgrades by modelling each of his three 'USA' tanks as slightly different variants.

Despite performing well, the introduction of the '07' 0-6-0DE forced some of the fleet into shed piloting duty. Of the remaining locomotives, one was withdrawn and six were allocated for Departmental use. Five 'USA' tanks survived until 1967 – the end of steam on the Southern Region.

Four 'USA' 0-6-0Ts survive in preservation today: No. 30064 at the Bluebell Railway, Nos. 30065 and 30070 at the Kent and East Sussex Railway and No. 30072 at the Ribble Steam Railway.





MR Exclusives

If one of our 'USA' Tanks has inspired you to build a layout or you're currently planning a layout for our recently announced *Model Rail Exclusive* 'J70', we'd love to hear from you. E-mail theclubroom@bauermedia.co.uk. You can preorder the 'J70' or buy the 'USA' here: www.modelrailoffers.co.uk

CANUTE ROAD QUAY



DISCOVER **MORE**, DO **MORE**

For more information on 'Canute Road Quay' and 'Fisherton Sarum', visit Graham's comprehensive blog at: www.canuteroadquay.com



MODELLER CV: GRAHAM MUSPRATT

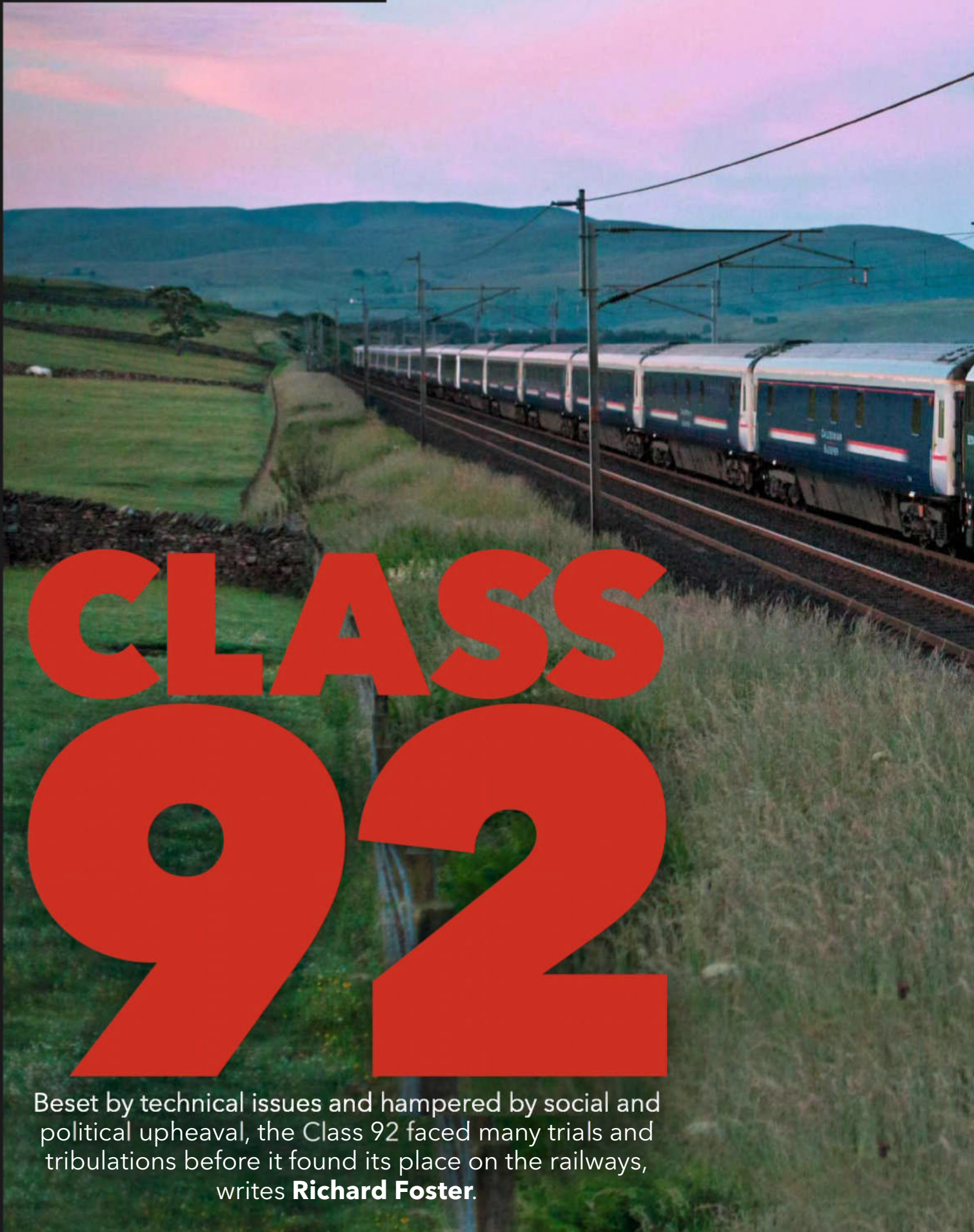
I've been model making since I was a child, when I received my first Tri-ang Hornby train set. I built my first locomotive at 14, a Wills Fine-cast 'Q1' 0-6-0, which still runs today. My Grandfather worked on the Southern Railway and then Southern Region of BR during the 1940s until the late 1960s, which is why I model 1946 to 1949. It's an unusual period, with most SR/Southern Region modellers working within the 1930s or 1950s and 1960s BR periods.

I find the immediate post-war period interesting. I'm a mechanical design engineer by profession, so I find the presence of 'Merchant Navies' and Bulleid 'Pacifics' particularly appealing. My main layout is called 'Fisherton Sarum' (MR189) and is based on Salisbury engine shed. My father grew up in Salisbury, while my grandfather worked on the railway.

'Canute Road Quay' was started just under a year ago. I picked the baseboards up from Tim Horn at the Scale Forum exhibition, and by the Sunday evening I had made the boards, got them painted and was ready to lay track. I can't rate them highly enough.

Web: www.canuteroadquay.com





CLASS 92

Beset by technical issues and hampered by social and political upheaval, the Class 92 faced many trials and tribulations before it found its place on the railways, writes **Richard Foster**.

Hauling the 16 coaches of the Caledonian Sleeper perfectly suits the powerful electrics. 92014 powers north towards Shap with the northbound sleeper on July 6 2016. ROBERT FRANCE/ALAMY



Has any locomotive entered service against such a backdrop of political turmoil and upheaval as the Class 92? Britain's railway was a very different place from when the French and British governments signed the historic deal to link the two nations by tunnel in 1986 to when the first Class 92s appeared in 1994.

The initial specification demanded a locomotive capable of hauling a 1,500t, 750-metre freight train from Mossend yard, Glasgow, to Frethun in France. But that was as simple as the '92' would get: in the late 1980s, there was no sign of what would become the Channel Tunnel Rail Link, so the locomotive would have to take power from 25kV overhead lines on the West Coast Main Line and the 750V third-rail on the Southern Region. To reduce the risk of getting stranded in the tunnel, all the electrical systems would be duplicated.

Brush Traction won the contract and squeezed

all this technical wizardry into the same stressed-skin bodysell used on the Class 60, albeit with a smoother and arguably more attractive nose.

Railfreight Distribution initially ordered 20 Class 92s, adding another ten in 1991. French rail operator SNCF placed an order for nine, while BR's European Passenger Services added a further seven.

EPS had a grand plan to operate Anglo-European sleeper services and ordered a fleet of sleeper, day and service cars from Metro-Cammell (soon to become GEC Alstom). Class 92s would haul the 'Nightstar' over electrified routes, while Class 37/6s would take on duties over lines without wires.

92001 *Victor Hugo* emerged from Brush's Loughborough works on December 10 1993 and testing started shortly afterwards. That's when the problems started. ➤



92006 *Louis Armand* was the first of nine '92s' built for SNCF. SNCF '92s' carried BR 'triple grey' and Crewe depot plaques, but SNCF logos. STEVE KNIGHT/RAIL

There were not only technical issues with the locomotive's systems but, more importantly, interference with signalling systems. Testing was protracted, and freight eventually started through the Channel Tunnel in May 1994, but Class 47s handed over to French electrics at Dollands Moor yard, near Folkestone.

'92s' started to work revenue-earning freight trains in 1995 and the class started to enter regular service in 1997. But the technical problems weren't over: a software upgrade caused interference with Eurotunnel systems in 2000, and 16 '92s' with the older software were retained purely on Eurotunnel metals.

Political and social change also affected the '92s'. They were introduced against a backdrop of the privatisation of BR. New infrastructure owner Railtrack banned the class from Wembley to Dollands Moor and imposed heavy restrictions on their use, thanks to the previously mentioned signalling interference. New national freight operator EWS wanted to exclude the Class 92s when it bought Railfreight Distribution in 1997.

The rise of cheap air fares to Europe and spiralling costs contributed to the demise of 'Nightstar'. EPS' new operator, London & Continental Railways, lacked the clout to get its new trains running over a fragmented railway, so 'Nightstar' was cancelled in 1999. All 139 coaches were sold to VIA Rail Canada, though only 45 of them were complete. Some were reconfigured, many remain stored, incomplete. They are used mainly on the Halifax-Montreal 'Ocean'.

The good news is that all 46 Class 92s still survive and the class regularly work freight through the Channel Tunnel. Modifications have been made to allow the class to work freight on the Channel Tunnel Rail Link. Sadly, 95% fleet availability and Franco-Scottish through-freights never materialised.

DB still owns the 30 ordered by Railfreight Distribution, while the former SNCF and EPS machines are now in the hands of GBRf. However, only seven of DB's '92' fleet is in action in Britain, with all but three having been exported to Eastern Europe.

GBRf divides its fleet between those working cross-Channel freights and those dedicated to the Caledonian Sleeper. Four '92s' regularly provide power for the Anglo-Scottish sleeper, the closest the locomotives have come to the original 'Nightstar' concept.

Liveries



DID YOU KNOW?

92003 hauled British Rail's last freight train on the night of November 21 1997.

You can have them in any colour you like... as long as you want grey! BR's Class 92s wore 'triple grey' livery, with 'double arrows' and Crewe depot plaques. NEIL HEPWORTH

92022 *Charles Dickens* was one of a handful of '92s' to receive Railfreight Distribution lettering and sector logos. It also had cast nameplates, a problematic addition given the amount of delicate equipment on the inside. COLOUR RAIL

One of the most common liveries carried by the '92s': BR 'triple grey', but with large EWS logos. These vinyls have even appeared in Bulgaria, although they've since been removed. 92019 passes Cheddington, Bucks, en route to Daventry on March 27 2012. FRASER PITHIE

Only two Class 92s received full EWS livery: 92031 and this one, class pioneer 92001. 92001 was, in fact, unique as it also received the very short-lived scheme with the national flags under the 'three beasts' logo (only 60001 also wore this scheme). I. WORLAND/ COLOUR RAIL

Another rare colour scheme is GBRf's blue/orange. This is the first version, with Europorte blue and red 'quarter' flashes. 92028 wears a similar scheme but the 'quarter' flashes are just blue - because GBRf is no longer owned by Europorte. P. CHANCELLOR/ COLOUR RAIL

DB red suits the Class 92 shape very well, as illustrated by 92016 at Crewe on August 10 2017. The grey roof extends over the cab ends on Romanian Class 92s and there are no yellow warning panels. TIMOTHY SMITH/ALAMY

DID YOU KNOW?

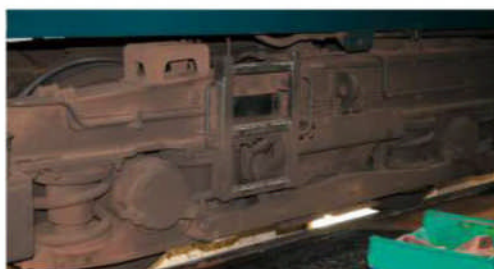
92002 was tested in extreme temperatures at Vienna's Arsenal test centre before joining 92001 at Velim, in the Czech Republic.

Class 92 specifications

Length:..... 70ft 1in
 Width: 8ft 8in
 Height: 13ft 0in
 Bogie wheelbase: 14ft 1in
 Wheel diameter: 3ft 9in
 Tractive effort:..... 81,000lb (90,000lb max.)
 Motors: Brush/ABB traction converters
 Wheel arrangement: Co-Co
 Weight: 126 tons
 Maximum speed: 87mph
 Train brakes: Air



Above: 92017 is unique among the Class 92s as it carries Stobart Rail livery and the name *Bart the Engine*. Stobart Rail livery is also carried by two DRS Class 66s and a DB '66'. JOHN DAVIDSON PHOTOS/ALAMY



Class 92 - dual electric locomotive



92024 *J.S. Bach* and 92026 *Britten* emerge into the French sunshine on May 4 1995. '92s' had started to work trial trains through the tunnel in December 1994 and, by the middle of the following year, shared duties with French BB22200s. QAPHOTOS.COM/ALAMY

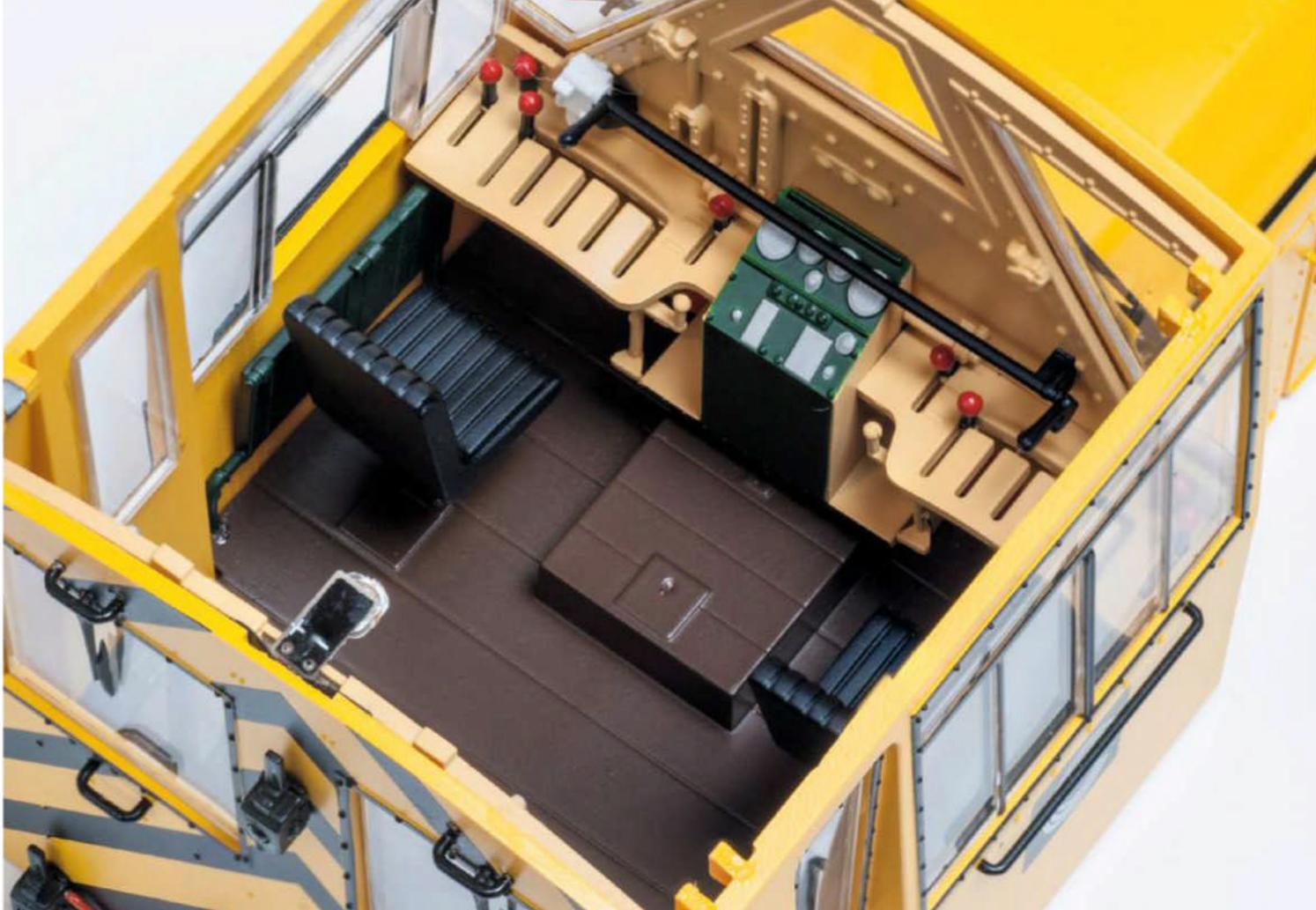
In model form

Lima just pipped Hornby to the post in the race to produce the first ready-to-run 'OO' gauge Class 92 in 1994. However, the Hornby model, which appeared the following year, has been given a recent mechanism upgrade for its new role in the RailRoad range.

'N' gauge modellers had to rely on the good - but expensive - CJM model until both DJModels and Revolution Trains unveiled schemes to produce 1:148 scale '92s'. Both are still under development (see www.djmodels.co.uk and www.revolutiontrains.com). DJModels is also working on a 'OO' gauge Class 92 to modern specifications.

FLEET STATUS

Number	Original name	Original operator	Current operator	Current status	Current livery	Current ID
92001	<i>Victor Hugo</i>	RfD	DB (Romania)	In service	DB red/UIC branding	472 002 <i>Mircea Eliade</i>
92002	<i>H.G. Wells</i>	RfD	DB (Romania)	In service	DB red/UIC branding	472 003 <i>Lucian Blaga</i>
92003	<i>Beethoven</i>	RfD	DB (Romania)			
92004	<i>Jane Austen</i>	RfD	DB	In store		
92005	<i>Mozart</i>	RfD	DB (Romania)	In service	DB red/UIC branding	472 005 <i>Emil Cioran</i>
92006	<i>Louis Armand</i>	SNCF	GBRf	Under overhaul before returning to service		
92007	<i>Schubert</i>	RfD	DB	In store		
92008	<i>Jules Verne</i>	RfD	DB	In store		
92009	<i>Elgar</i>	RfD	DB	In store	DB traffic red livery	
92010	<i>Molière</i>	SNCF	GBRf	In service	Caledonian Sleeper	
92011	<i>Handel</i>	RfD	DB	In service		
92012	<i>Thomas Hardy</i>	RfD	DB (Romania)	In service	DB red/UIC branding	472 001 <i>Mihai Eminescu</i>
92013	<i>Puccini</i>	RfD	DB	In store		
92014	<i>Emile Zola</i>	SNCF	GBRf	In service	Caledonian Sleeper	
92015	<i>D.H. Lawrence</i>	RfD	DB	In service	DB traffic red	
92016	<i>Brahms</i>	RfD	DB	In service	DB traffic red	
92017	<i>Shakespeare</i>	RfD	DB	In store	Stobart Rail blue	<i>Bart the Engine</i>
92018	<i>Stendhal</i>	SNCF	GBRf	In service	Caledonian Sleeper	
92019	<i>Wagner</i>	RfD	DB	In service	BR grey/EWS branding	
92020	<i>Milton</i>	EPS	GBRf	Under overhaul before returning to service		
92021	<i>Purcell</i>	EPS	GBRf	In store	BR grey	
92022	<i>Charles Dickens</i>	RfD	DB (Romania)			
92023	<i>Ravel</i>	SNCF	GBRf	In service	Caledonian Sleeper	
92024	<i>J.S. Bach</i>	RfD	DB (Romania)	In service	DB red/UIC branding	472 004 <i>Marin Preda</i>
92025	<i>Oscar Wilde</i>	RfD	DB (Bulgaria)	In service	BR grey/DB & UIC branding, black/yellow snowploughs 88025	
92026	<i>Britten</i>	RfD	DB (Romania)			
92027	<i>George Eliot</i>	RfD	DB (Bulgaria)	In service	BR grey/UIC branding	88027
92028	<i>Saint Saëns</i>	SNCF	GBRf	In service	GBRf/Europorte-style	
92029	<i>Dante</i>	RfD	DB	In store		
92030	<i>De Falla</i>	RfD	DB (Bulgaria)	In service	BR grey/DB & UIC branding, yellow/black snowploughs 88030	
92031	<i>Schiller</i>	RfD	DB	In service	DB Traffic red	
92032	<i>César Franck</i>	EPS	GBRf	In service	GBRf/Europorte	<i>IMechE Railway Division</i>
92033	<i>Berlioz</i>	SNCF	GBRf	In service	Caledonian Sleeper	
92034	<i>Kipling</i>	RfD	DB (Bulgaria)	In service	BR grey/DB & UIC branding	88034
92035	<i>Mendelssohn</i>	RfD	DB	In store		
92036	<i>Bertolt Brecht</i>	RfD	DB	In service	BR grey/EWS branding	
92037	<i>Sullivan</i>	RfD	DB	In store		
92038	<i>Voltaire</i>	SNCF	GBRf	In service	Caledonian Sleeper with Channel Tunnel 'polo mint' logos	
92039	<i>Johann Strauss</i>	RfD	DB (Romania)	In service	DB red/UIC branding	472 006 <i>Eugen Ionescu</i>
92040	<i>Goethe</i>	EPS	GBRf	In store		
92041	<i>Vaughan Williams</i>	RfD	DB	In store		
92042	<i>Honegger</i>	RfD	DB	In service	DB Traffic red	
92043	<i>Debussy</i>	SNCF	GBRf	In service	BR grey, no branding	
92044	<i>Couperin</i>	EPS	GBRf	In service	BR grey, no branding	
92045	<i>Chaucer</i>	EPS	GBRf	Under overhaul before returning to service		
92046	<i>Sweelinck</i>	EPS	GBRf	Under overhaul before returning to service		



Reviews

In-depth and unbiased reviews of the latest products

82 Kernow '1361'
Is Kernow Model Rail Centre's GWR 0-6-0ST better than Heljan's offering? We find out.

86 RealTrack Class 156
Multiple unit enthusiast Chris Leigh gives this modern DMU a thorough once-over.

90 Heljan Class 05
George Dent wants to know if Heljan's 'O' gauge Class 05 is as good as its 'OO' version.

94 Farish Class 40
Ben Ando casts his expert eye over the eagerly awaited 'N' gauge 'Whistler'.



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

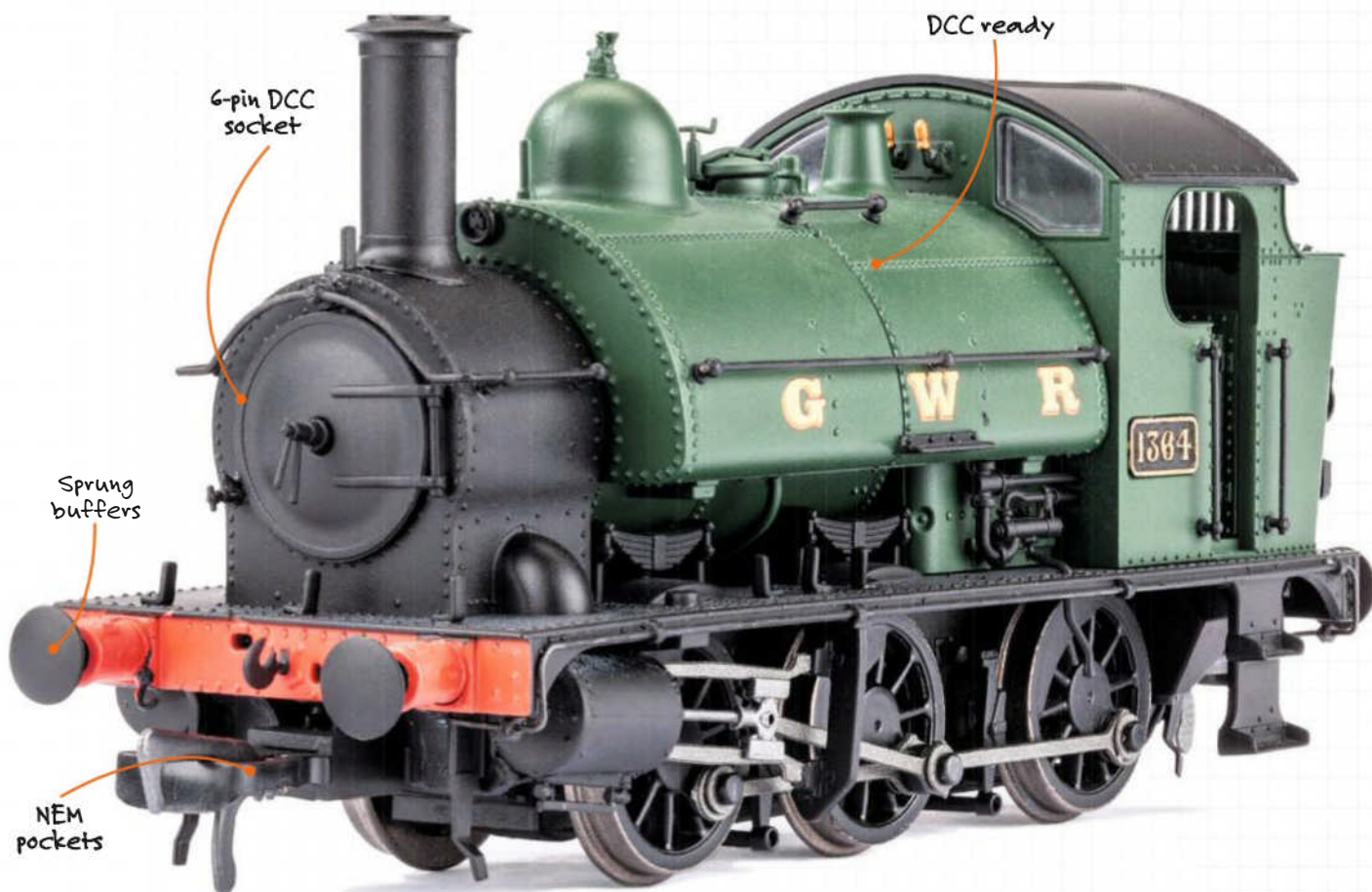
We assess models on the following criteria and rate them each out of ten: that way, you know precisely how good a model is.

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.





Kernow GWR '1361' 0-6-OST

◆ **SCALE** '00' gauge ◆ **MODEL** Kernow Model Rail Centre K2201 Churchward '1361' 0-6-OST No. 1361, BR black late emblem; K2202 No. 1362, BR black early emblem; K2204 No. 1364 GWR post-war green ◆ **PRICE** £134.99 ◆ **AVAILABILITY** Kernow Model Rail Centre. **TEL** 01209 714099. **WEB** www.kernowmodelrailcentre.com

It's funny isn't it? Of all the classes of Great Western Railway locomotives, the 'Kings', the 'Castles' and so on, it's an obscure class of five 0-6-OSTs, introduced in 1910, where we've got duplication, with two manufacturers going head-to-head.

As a result of conceding ground, changes of plan and unforeseen announcements, we have models of the GWR '1361' 0-6-OST from both Heljan and Kernow Model Railway Centre. Kernow staked its claim to this prototype first, having conceded to Heljan over the class' successor, the '1366' 0-6-OST. But then Heljan also chose to produce the '1361', and Kernow, with much already invested, decided to press on with its own model.

Heljan's '1361' was good

(MR233), but it left quite a bit to be desired. Now, Kernow's model is here.

The question is, is it better than the Heljan model? Let's find out.

REFINED YET ROBUST

You can tell straight away that Kernow's model has been produced by DJModels. There's an awful lot of very fine detail but, as with previous DJM offerings, it's surprisingly sturdy.

It's a really cute little model and compares very well to photographs and drawings in both Haresnape & Swain's *Churchward*

Locomotives and J.H. Russell's *A Pictorial Record of Great Western Engines Vol. 2*.

The 'face', with its distinctive dished smokebox door, looks good, as does the bulk of the saddletank, with its profusion of rivets. All the angles and curves on that quite un-GWR-like cab

and bunker are in the right place too.

There are some particularly fine areas, such as the very slender coupling rods, the tank lifting ring (which looks as though it should move) and the rear cab window protection bars. The latter feature was poorly executed by Heljan.

There's also a commendable amount of daylight under the boiler.

The cab is a mini work of art, with what looks like a fully detailed firebox backhead. It's a shame that the roof ventilator doesn't open, as it would allow some light in to show off that detail. Unlike some tank locomotive





models, the coal hole to the bunker is also included. And if you think that the lampirons and brackets on the bunker are overscale, they do match images of the real thing.

We received three review samples from a total of six possible models (BR black Nos. 1361 and 1362 and No. 1364 in GWR post-war green). Kernow has clearly done its homework, for although there were few detail variations between the five '1361s', you can see them on the trio of models here. All three have the later, tall chimney. No. 1362 correctly has a toolbox on the fireman's side running plate, while No. 1361, in accordance with the prototype, has handrails on the bunker sides.

VISUAL NIGGLES

There are a couple of little niggles from a visual point of view. Drawings and photographs suggest that the reversing rod shouldn't be quite as angled as it is. There's also a strange protrusion on the tap on top of the dome. It looks as though it could be a moulding pip that, rather than being removed, has been painted as though it's part of the dome.

The safety valve bonnet is moulded flush with a panel on top of the saddle tank. Most photographs suggest that the bonnet should be a separate item, as on other GWR locomotives.

The '1361s' were fitted with steam heating. The mounting holes for the separately fitted pipes are correct on the front, but photographic evidence suggests that the one on the rear bufferbeam is in the wrong place. It should be to the left of the coupling hook and not to the right.

That said, these are minor issues and shouldn't detract from the rest of the model.

The biggest discrepancy is the fact that Kernow's model sports erroneous splashers over

Performance

All three '1361s' were loud and growly straight from the box, and the mechanisms were a little stiff. However, after a little running-in they loosened up a bit. They would probably benefit from a longer running-in session than we were able to give them, which would probably quieten them down too.

Haulage capacity was pretty respectable. No. 1364 managed nine Hornby and Bachmann bogie coaches on level track, but this was accompanied with a lot of slipping; it was much happier with six coaches.

No. 1364 also managed a credible three coaches over our 1-in-60 gradient. However, we're pleased to report that it also managed three over the 1-in-30.

“The cab is a mini work of art, with what looks like a fully detailed firebox backhead”

the driving wheels. These are not on the prototype, nor are they on Heljan's model. It appears that they've been included to clear the wheel flanges, but they really shouldn't be there. That said, they are quite subtle and it's easy to miss them at first glance.

HIGH-TECH FEATURES

This being a 'DJModels production', the '1361' also bears some of its technological hallmarks. There are sprung buffers, slim tension lock couplers in NEM pockets and even space for a sound speaker, albeit a small one.

The six-pin DCC socket sits inside the smokebox, which you access by pulling away the door (it's held in place with small magnets).

As with the DJM/Hatton's '14XX',

etched cabside numberplates are fitted. However, the plates are mounted in a small recess, which means that they sit flush with the cab sidesheets rather than standing proud, as per the prototype.

Splashers aside, the model's biggest Achilles heel is the finish. Let's be clear, there's nothing major here, just some annoying errors. Both the plain green and black is neatly applied, although it doesn't have the same lustre and sheen as, say, a Bachmann or Hornby model. Both BR 'cycling lion' and 'ferret and dartboard' emblems are good, ➤

3 things we like



1 Full cab interior.



2 DCC socket inside smokebox.



3 Rails protecting rear spectacle glasses.





1

History

The '1361' owes its distinctive shape to the Sharp Stewart 0-6-0STs inherited from the Cornish Minerals Railway. They were built in the 1870s, but by the turn of the 20th century they were a bit long in the tooth. Churchward tasked his deputy, Harold Holcroft, to design a replacement. The result, introduced in 1910, was a virtual copy, even down to the Allan valvegear, but with standard GWR fittings.

The five '1361s', Nos. 1361-65, were built in 1910. They worked on docksides and in yards, and were frequently employed as yard or depot pilots. Often

allocated to sheds in Devon and Cornwall (St Blazey, Laira, Plymouth Millbay or Newton Abbot), Nos. 1361, 1364 and 1365 were withdrawn from Swindon, while No. 1362 ended its days at Taunton. All five were withdrawn in 1961/62.

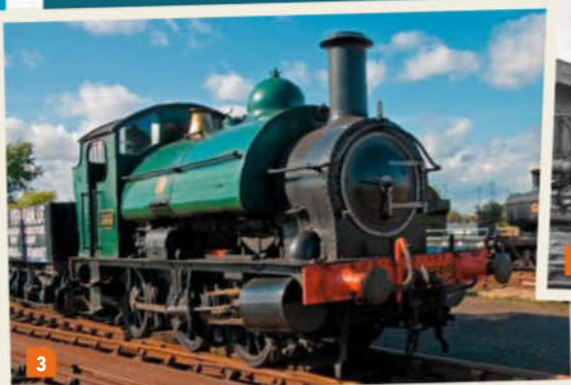
No. 1363 was saved by the Great Western Society, and after a spell at Totnes it moved to Didcot Railway Centre. It is under a full overhaul to working order. Kernow is to donate £5 from every 'OO' gauge No. 1363 sold to the GWS.

but not as fine as those from other manufacturers. The biggest let-down on the BR models is the shape of the smokebox door numberplate (too wide and too shallow) and that the digits are clearly in the wrong typeface.

On GWR No. 1364, the letters are a bit too fat - they look stretched somehow - and lack the black shading. No. 1364 has its number painted on the buffer beam, but in the same typeface as the cabside numberplate. This is incorrect - GWR buffer-beam numbers used what can only be described as a 'sans serif' typeface.

The \$64,000 question is: has Kernow/DJM given us a model that's better than the Heljan '1361'? Both models have their issues and if it wasn't for those splashers, it would be a resounding 'yes'. On balance, the Kernow model just edges ahead, purely because the Danish offering didn't have the same level of detailing and refinement.

There's another plus point to Kernow's model: it's cheaper! Heljan's model has an RRP of £159.95, whereas Kernow's has an RRP of £134.99. And that's before you take into account the fact that Kernow is offering its model for just £124.99. (RF)



3



2

1: Immaculate No. 1361 at Weymouth in April 1960. It has the later, tall chimney and horizontal handrails on the bunker sides. Note how the BR emblem crosses the line of rivets. J. HARRISON/COLOUR RAIL

2: No. 1362 at an unrecorded location (even the date has gone unrecorded). Judging by its condition, it's at Swindon after withdrawal. It has the toolbox on the fireman's side and no horizontal handrail. COLOUR RAIL

3: Preserved No. 1363 at Didcot Railway Centre. It was repainted into BR black for a brief period before being dismantled for a full overhaul. JOHN HENSHALL/ALAMY

4: No. 1364 outside Swindon after withdrawal. All five '1361s' remained relatively unchanged throughout their 50-year careers. COLOUR RAIL



4

RECOMMENDED READING

◆ *Churchward Locomotives* by Brian Haresnape & Alec Swain (Ian Allan).

◆ *A Pictorial Record of Great Western Engines Vol. 2* by J.H. Russell (OPC).

System builder

Other items to complement this model...



Buildings

Shed pilot duties using Kernow's Bachmann Scenecraft Cornish roundhouse buildings. See www.kernowmodelrailcentre.com



Scenery

Model No. 1363 in its natural environment with Scalescene's GWR coaling stage kit, based on the one at Didcot. Available from www.scalescenes.com



Wagons

Suitable steam-era open wagons and vans. Bachmann, arguably, has the best range of both. Available from Bachmann stockists.

REVIEW VERDICT

PROS. Excellent level of detail, innovative features, price.

CONS. Some issues regarding finish, bogus splashers, motor a bit loud, otherwise little of note.

LOOKS	7.5
PERFORMANCE	8
FEATURES	9
DECORATION	8
VALUE FOR MONEY	8

81%

KERNOW GWR '1361' 0-6-0ST

OVERVIEW		DIMENSIONS			PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Hornby	16.5mm gauge, '00'	Length (over buffers)	25ft 7½in	103mm	105mm		
Ref. Nos. K2201/K2202/K2204	Body: Plastic with metal parts	Height (over cab)	11ft 7in	47mm	47.4mm		
Unit Nos. 1361/1362/1364	Chassis: Metal with plastic parts	Width (over steps)	8ft 6in	34.5mm	36.8mm		
Scale/gauge: 1:76 scale,	Weight: 141g	Wheel diameter	3ft 8in	15mm	14.4mm		
	Min. curve radius: R2 (438mm)	Wheelbase	11ft 0in	44mm	44.3mm		
		Wheel back-to-backs	-	-	14.6mm		
ELECTRICS		SERVICING					
Electrical system: 12V DC two-rail	DCC ready?: Six-pin socket	How to dismantle: Remove screws under coal load, lift body clear. Where to oil: Factory lubricated; instructions suggest further lubrication after running-in.					
Motor type: Coreless Lights?: No	Current consumption: Max speed 0.1A, stalled 0.1A						
MECHANISM							
Drive system: Gears to all axles	Flywheel(s): No						
	Traction tyres: No						



105mm



47.4mm



36.8mm





RealTrack Class 156 DMU

◆ SCALE 'OO' gauge ◆ MODEL RealTrack 156-112 First ScotRail Saltire livery ◆ PRICE £210 ◆ AVAILABILITY RealTrack Models and stockists

Back in the mid-1980s, with an array of new trains coming on stream, BR was excelling itself with press 'jollies' to show off its new equipment. My colleagues on *Modern Railways* magazine had more junkets than they could cope with, so some got passed onto *Model Railway Constructor* and I got sent on some nice days out.

In particular, I recall an inaugural trip from Derby on a West Yorkshire PTE Class 155 and a joint BR and AA outing from Birmingham, over the Central Wales line in a new Metro-Cammell Class 156 DMU. I have to say that, just as Met-Camm's first generation

DMUs were a cut above the Derby equivalent, so the Class 156 was a smoother, quieter ride than the Derby-built Class 155.

Though neither class ever ran on my home stamping ground, I did develop a soft spot for the Class 156. I have two Lima models, one as the West Highland unit *Bonnie Prince Charlie* which I saw several times while on holiday in Oban, and the other in my own bogus MacBrayne's bus livery, done at the time when bus operators were starting to take over train franchises.

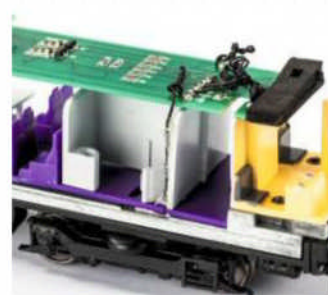
EARLY VERSION

The Lima model was released in 1989, not long after the real units, and it was compromised by

Lima's standard mechanism with a transverse 'pancake' motor driving one bogie through spur gears. This mechanism relied on traction tyres and substantial weight, so the underframe detail was largely sacrificed to a plastic box, with basic detail, which housed a section of steel bar.

When Charlie and Arran at RealTrack released the news that they were working with Rapido Trains on a new Class 156, I knew that this would be a model with lots of appeal.

The first deliveries of the RealTrack model are now arriving in the UK and we've been loaned an example in ScotRail's current 'Saltire' livery for review. RealTrack is offering the Class 156



in three forms in each livery, a basic analog version, a DCC decoder-fitted version and a DCC sound-fitted version. Much as I would have liked to review the 'top of the range' model, it was in fact the analog version of 156494 which was submitted for review. The level of detail and finish is the



“The sound version even has programmable station announcements!”

same for all versions, however.

With its mechanical geometry derived from Rapido's Budd RDC railcar, the Class 156 has both vehicles powered by a small motor placed under the floor. As the Budd car comes with dire warnings about the risk of over-stressing the motor by hauling unpowered dummy cars, I was quick to check if the '156' carries any similar warnings. It doesn't, so presumably either the motors are more powerful, or the fears of damage to the RDCs were unfounded.

The Class 156 units are formed of two almost identical vehicles which only differ in that one has a toilet behind the driver's cab and the other doesn't. The full-size Class 156 is driven by an under-floor diesel engine powering both axles of the bogie at the opposite end from the driving cab. Class 156s are in use by train operators from ScotRail southwards to the East Midlands, but they are not normally seen in the south and south-west of England.

MIXED IMPRESSIONS

The Class 156 is supplied in a handsome black cardboard box lined with foam and with the two cars cased in the now obligatory clear plastic sleeves. The immediate impression is that the ScotRail 'Saltire' livery (I believe it's been nicknamed 'SpotRail') with its vast array of spots in assorted sizes has

Performance

On test, the Class 156 was smooth and quiet straight from the box. Indeed, it's an impressive runner and it quickly sets aside less-than-fond memories of trying to get the Lima model to run smoothly. It operates well throughout the speed range and is all but impossible to stall, thanks to the spread of pick-ups over its 2ft length. Even without sound, there's a satisfying 'roar' from the wheels and a good click of metal wheels on rail joints - but our test track does have pretty minimal sound insulation.

On the analog version, saloon lights and directional front and rear lights are all on, and of constant brightness, regardless of speed. Cab lights and destination displays are also on. The destinations (Glasgow Ce and Newcastle) appear to be set back behind the glazing and on our sample, one destination showed up much more brightly than the other, regardless of speed.

been very well reproduced.

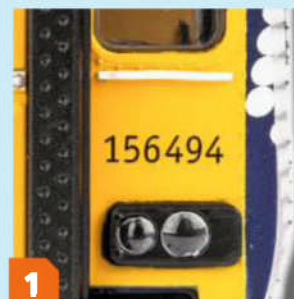
Beyond that, we have to remember that we're looking at a £220 unit which is effectively two powered vehicles at £110 each. That's not a huge price by today's standards, but set against the hype that accompanied the launch of this model, does it live up to expectations?

I'm not entirely sure. 'Disappointed' is too strong a word, but the 'wow factor' that was present when I saw the Class 143 isn't there with the Class 156. I'm not sure why I feel that way, but the more I looked the more I became convinced that the Class 156 is a good model but not a great one. Perhaps it's just that Rapido's APT-E is a very difficult act to follow.

Let's get the negatives out of the way at the start. On our sample, on both cars, there was an assembly issue. The front left-hand wheelset was not located in its bearing. It only took a moment to snap it back into place but it did alert me to the delicate, almost flimsy, nature of the bogies. While the livery application on the sides and ends is excellent, the roof gives the impression of being self-coloured plastic. It may be sprayed over - it's impossible to tell without scratching the model and as this was a loaned sample, I could not do that. Fact remains, sprayed or not sprayed, it looks self-coloured.

Open it up and although the manufacturer has avoided the substantially raised floor that was

3 things we like



1

Even the non-standard font for end numbers is correct.



2

Crisp and accurate underframe detail with everything present.



3

Superb application of the 'Spotrail' Saltire livery.



evident in Dapol's recent DMUs, the floor is still slightly raised and the floor/seat unit is a one-piece moulding in lurid purple plastic. At least Dapol's seats were finished in a different colour from the floor. Only the tables and the saloon bulkheads are separate fittings. One bulkhead on our sample had come loose, and I could not see where it was meant to be fitted.

LOTS OF PLUSES

What's really good about the Class 156? Almost everything else. The model captures the

long pencil-smooth nature of the prototype – such a sharp contrast to the contemporary Class 155, which was all flat sides, square corners and riveted panels. The character of the '156' is well captured by the ends and the distinctive long, rectangular side windows with their chromed toplights. The plain, ribbed roof carries the cab-to-shore radio pod and the toilet-fitted car has an additional vent over the toilet compartment. On the inner end of both cars, the icing on the cake is the heat shield over the

exhaust pipe. This appears to be an etched stainless steel fitting and the tiny perforations are a real work of art.

There are separately fitted plastic handrails and clear light lenses for more than just the direction-controlled head and tail lights. The centrally placed door warning lights also have clear lenses, and on the DCC versions these can be made to flash before departure. Indeed, on the sound-fitted version they will operate in concert with the 'doors closing' bleeper, which the instructions refer to as the 'hustle alarm'.

In every respect, the RealTrack model is a giant leap forward from the old Lima model, which is now part of the Hornby range. Rapido's Jason Shron originally hinted at the inclusion of a detailed toilet compartment, despite the fact that you wouldn't be able to see it through the frosted window. Sure enough, toilet and wash basin are present, and while you can't see it from outside, if you buy the sound-fitted version, there's even a toilet-flush function so you can certainly hear it!

Unlike the Dapol DMU, which has circuit boards at both floor and ceiling level, Rapido has concentrated all the electronics on a board housed within the roof area. This carries the saloon lights, door warning lights and cab and destination screen LEDs.

There are, however, no switches to operate optional lights under analog control, so if you want all the lighting functions you need to buy a DCC-equipped model.

A detailing pack contains additional windscreen wipers (to replace those lost on your layout), obstacle deflectors (snowploughs), BSI couplings and the roof pod for Radio Electronic Token Block signalling).

UP AND UNDER

If you've become accustomed to the Lima/Hornby model's box underframe, the underside of the RealTrack model is likely to be a source of some fascination. I've no idea if everything is in accordance with the prototype, but I suspect if you've studied the underside of the Class 156 you'll find little that's missing. True, the underside of the fuel tank is full of holes, but that's just because it houses the speaker on the DCC sound-equipped version.

Engine, battery boxes and alternator are all present and several items are finished in orange or silver, as they would be on the real thing when it was ex-works. The engine end of the exhaust is in red oxide, and where it emerges at the end of the unit it is painted silver and partially hidden by those splendid heat shields.

The air-sprung bogies are quite delicate and have brake detail in line with the wheels and

Additional DCC information

There are DCC-fitted and DCC sound-fitted models available at £260 and £330 respectively. These were not supplied for review, but RealTrack's Charlie Petty provided the following information.

The DCC-fitted model has two 21-pin decoders. Two ESU 53614 LokPilot pre-programmed decoders are fitted, which feature the following functions:

- F0:** Daytime running on headlights.
- F1:** Night time running on headlights.
- F2:** Interior lights on/off.
- F3:** Passenger side door open indicators.
- F4:** Destination blind on/off.
- F5:** Directional cab light on/off.
- F6:** Parking Mode (twin red light at both ends) When F0 and F1 are off.

On the DCC Sound-fitted version, two 21-pin LokSound Select decoders are used. The functions on these are as follows:

- F0:** Front headlights on daytime running. (If F20 is off).
- F1:** Engines start/stop (separate start-up on both cars).
- F2:** Playable high horn (only on leading vehicle).

F3: Playable low horn (only on leading vehicle).

F4: Passenger door open/close (Operates the working door lights. On closing, the lead car goes off first, followed by the rear car, as per the prototype)

F5: Brake application when moving/brake dump when stationary.

F6: Driver's door open/close sound

F7: Compressor speed-up (Engine revs up to produce air for the braking system) as per the prototype)

F8: Toilet discharge

F9: Variable speed flange squeal

F10: Dispatch whistle

F11: Guard to Driver buzzer

F12: Passenger lighting on/off (With fluorescent light flicker)

F13: Directional destination blind light

F14: Automatic coupling/uncoupling sounds

F15: Parking red lights (If F0 and F20 are off)

F16: PA announcements (CV Changeable)

eight different destinations.

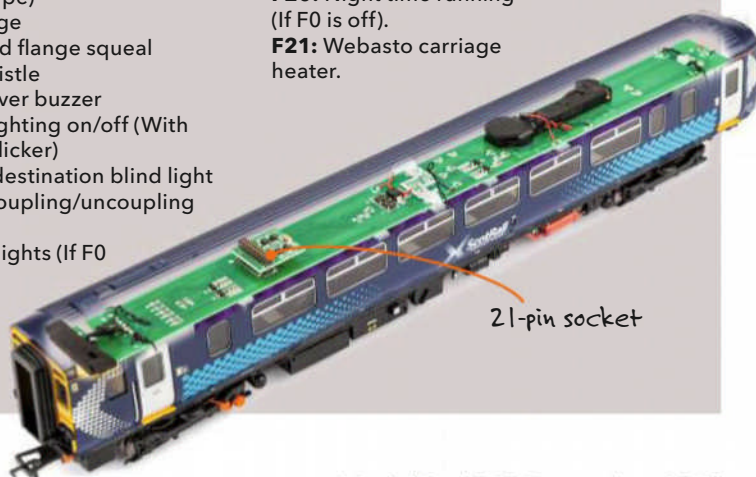
F17: PA announcements (CV Changeable) eight different to the above destinations.

F18: Track detonators (This three-bang stop signal is speed dependent. When going slowly the bangs are spaced out, going quickly the bangs are faster).

F19: Directional cab light on/off (This being a bulb they fade out) if left on, they switch off in the leading cab automatically when the unit moves).

F20: Night time running (If F0 is off).

F21: Webasto carriage heater.



separately fitted speedometer drive. The metal wheelsets are on insulated axles and run in phosphor-bronze bearing strips mounted behind the bogie sideframes. These provide friction-free current collection and dispense with the need for wiper pick-ups. A bar coupling between the two cars, similar to that used in Bachmann multiple units, provides for current collection to both cars from all wheels. However, this is not the Bachmann-style wired coupling, with its numerous electrical connections in order to use a single DCC decoder.

RealTrack has gone for a technologically simpler but more expensive option of twin 21-pin DCC decoders, one in each car. Which is better? It's swings and roundabouts really. Bachmann's wired couplings are more labour-intensive and expensive aspects to assemble multiple units, whether analog or DCC. RealTrack's twin decoder arrangement means that only DCC users bear additional expense.

WITH SPOTS ON

The ScotRail livery and stylised 'Saltire' logos, all formed

from dozens of spots in pale blue and white, are well applied over the dark blue base colour. Tiny but legible markings include FirstGroup's very discreet 'ScotRail is operated by First' on the doors, 'Main reservoir' and 'Door reservoir' labels, cycle logo, and overhead live wire warning signs. Even the unique typeface used for the numbers on 156494 has been correctly reproduced.

Overall, this is another top-notch multiple unit from a manufacturer which seems to have made DMUs its speciality. It's good to see a second

generation unit modelled to 21st-century standards, but there's little doubt in my mind that DCC sound now adds that 'wow factor'.

More liveries are to follow, and I understand some versions of the present ScotRail model have already sold out. (CJL)

REVIEW VERDICT

PROS. Exquisite detailing. Lots of features. Great running qualities.

CONS. Some apparent compromises and assembly issues, otherwise little of note.

LOOKS	9.5
BUILD QUALITY	9
FEATURES	10
DECORATION	9.5
VALUE FOR MONEY	9

94%

REALTRACK CLASS 156 DMU

OVERVIEW

Manufacturer: Rapido Trains Inc.
Ref. No: 156-112
Unit No: 156 494
Scale/gauge: 1:76 scale, '00' gauge

Body: Plastic
Chassis: Metal/plastic
Weight: 10oz (284g) each car
Min. curve radius: 438mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole micro-motor
Lights?: Directional white/red markers, destination blinds, saloon lights, door closing

lights on DCC versions
DCC ready?: 21-pin decoder socket
Recommended DCC decoder: Available with DCC decoder fitted.
Current use?: 0.3A; stalled 0.5A

MECHANISM

Drive system: Gears to both axles of one bogie

Flywheel(s): One - balanced
Traction tyres: No

DIMENSIONS

	PROTOTYPE	SCALE	MODEL
Length	75ft 7in	302mm	305mm
Height	12ft 6in	50mm	50mm
Width (over body)	8ft 11in	36mm	36mm
Wheel diameter	n/a	-	-
Bogie centres	52ft 6in	210mm	210mm
Wheel back-to-backs	-	-	14.5mm

SERVICING

How to dismantle: Body unclips.
Where to oil: No further lubrication required.





Heljan Class 05

◆ **SCALE** 'O' gauge ◆ **MODEL** Heljan 25941 Class 05 diesel 0-6-0 ◆ **PRICE** £329.20 ◆ **AVAILABILITY** Heljan stockists
 ◆ **PERIOD** 1958-1980s ◆ **REGION/SECTOR** Scottish, Midland, Eastern, industrial

Heljan's 4mm scale Class 05, released in late 2015, received many plaudits for its accuracy, looks and performance. Indeed, a few commentators described it as the Danish manufacturer's best UK diesel-outline model to date. Now, a 7mm scale version has arrived and it's every bit as impressive, if not better than, its 'OO' predecessor.

Although their BR careers were relatively short, many '05s' were given a second chance in industrial use and this is reflected in Heljan's livery options. As well as BR green (with and without 'wasp' stripes)

and blue, there's a choice between NCB green, CEGB yellow and unbranded maroon.

Received for review is the eye-catching yellow version, wearing the iconic 1970/80s logos of the erstwhile Central Electricity Generating Board (CEGB). No number is carried, nor are any other embellishments applied, allowing modellers plenty of scope for customisation.

As with the preceding Class 45 'Peak', Heljan's revised packaging for 7mm scale diesels features the '05' screwed to an attractive wooden plinth, encased in a foam-padded card box, making extraction a simple job.

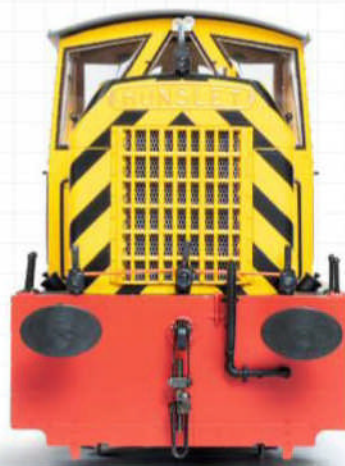
Our sample arrived from China, via Denmark, in immaculate condition, proving the effectiveness of this enclosure.

FIT AND FINISH

In terms of packaging, Heljan has done a great job of squeezing plenty of detail into this model, while retaining a sensible price. First impressions are positive: the striking CEGB yellow livery has been applied without any visible flaws and the 'wasp' stripes are crisply defined. The big 'e' logos are also finely printed, although the builder's plates on the cab doors feature no lettering, which is a shame.

The prototype's enormous cab windows are hard to ignore, and one's gaze is immediately drawn to the interior, which is detailed with a full array of control gear. Closer inspection reveals that there's also plenty of moulded relief on the front and rear bulkheads, along with the planked floor. Cable conduit, wiper motors, fuel and oil gauges are all present and the ribbed, padded seats look inviting. There's even a pair of radiators for the footplate team.

Moving away from the cab, the level of finesse around the bonnet, roof and radiator grille is impressive. Finely etched metal mesh sits behind the radiator louvre, creating an authentic sense of depth. Small details, such as Hunslet nameplates on the nose ends, air horns, windscreen wipers, handrails, radiator filler cap and lamp brackets are all faithfully reproduced. Below the running plate, the spoked wheels are



“Finely etched metal mesh sits behind the radiator louvre, creating an authentic sense of depth”

attractive and the jack shaft and coupling rods look very much the part, while sanding pipes, air tanks and brake gear are accurately portrayed.

In a welcome improvement from all previous 7mm releases, Heljan now provides a 21-pin DCC decoder socket on the main circuit board, making for simple digital conversion. There's also a 20mm diameter speaker aperture cast into the front of the chassis block, allowing sound to be emitted through the radiator grille.

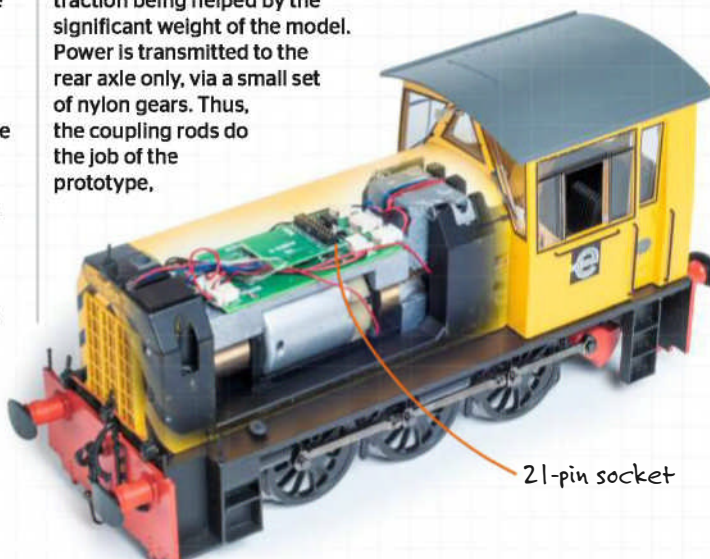
Accessing the interior is simple: remove six screws from beneath the footplate and the cab and bonnet lift away, revealing the circuit board and motor housing. I found that the cab interior was best accessed from above, with the roof being lightly glued to the body at each corner; gentle pressure was enough to dislodge it. With the 'lid' off, the full glory of

the interior can be better appreciated - adding a driver is an essential upgrade.

On the tracks, the little Hunslet purred along smoothly, straight from the box. There appears to be plenty of pulling power - more than enough for prototypical operations - with traction being helped by the significant weight of the model. Power is transmitted to the rear axle only, via a small set of nylon gears. Thus, the coupling rods do the job of the prototype,

spreading the tractive effort across all three axles.

Effective directional lighting is provided, with just the lower, outer lamps at each end working with the correct shunter's combination of red and white aspects. For trip workings, the red aspect can be switched off, by ➤



3 things we like



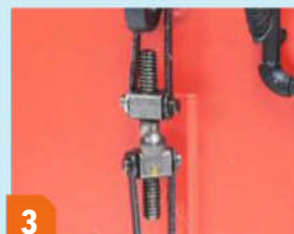
1

Fully appointed, illuminated cab interior.



2

Lots of fine detail relief on body and chassis.



3

Working screw couplings and sprung draw-hooks.

History

The history of the Class 05 is a complicated one, with the design evolving significantly over a six-year building programme. Built for British Railways by the Hunslet Engine Company of Leeds, the first example appeared in 1955. The design was altered significantly part-way through the building programme, switching to a larger wheel diameter and increased overall height. Further tinkering took place with this second version, leading to a revised pattern of radiator grilles and cab windows. Whereas both versions of the second Class 05 batch were offered by Heljan in 'OO' gauge, just the first - Type A - is currently on offer in 'O', depicting D2574-D2584.

Reviews

means of a slide switch behind the cab access footsteps, while the cab interior is also illuminated.

BIGGER, YET EVEN BETTER

This is a fine model in terms of looks, specification and performance. Heljan has really captured the look of the real thing, with admirable attention to detail. With a reasonable price tag, it offers good value for money too. This handsome little engine is sure to appeal to modellers of the BR transition era, as well as 1970/80s aficionados and fans of industrial railways. All it lacks is a suitable footplate crew in that cavernous cab! (**GD**)

RECOMMENDED READING

- ◆ *British Rail Fleet Survey 7: Diesel Shunters* by B. Haresnape (Ian Allan)
- ◆ *The Diesel Shunter* by C.J. Marsden (OPC)

System builder

Other items to complement this model...

Wagons

There's plenty of suitable general freight stock available in RTR and kit form, especially steel-bodied mineral wagons. This CEGB-branded '05' will look great shunting Dapol's forthcoming HAA 'merry-go-round' hoppers.



REVIEW VERDICT

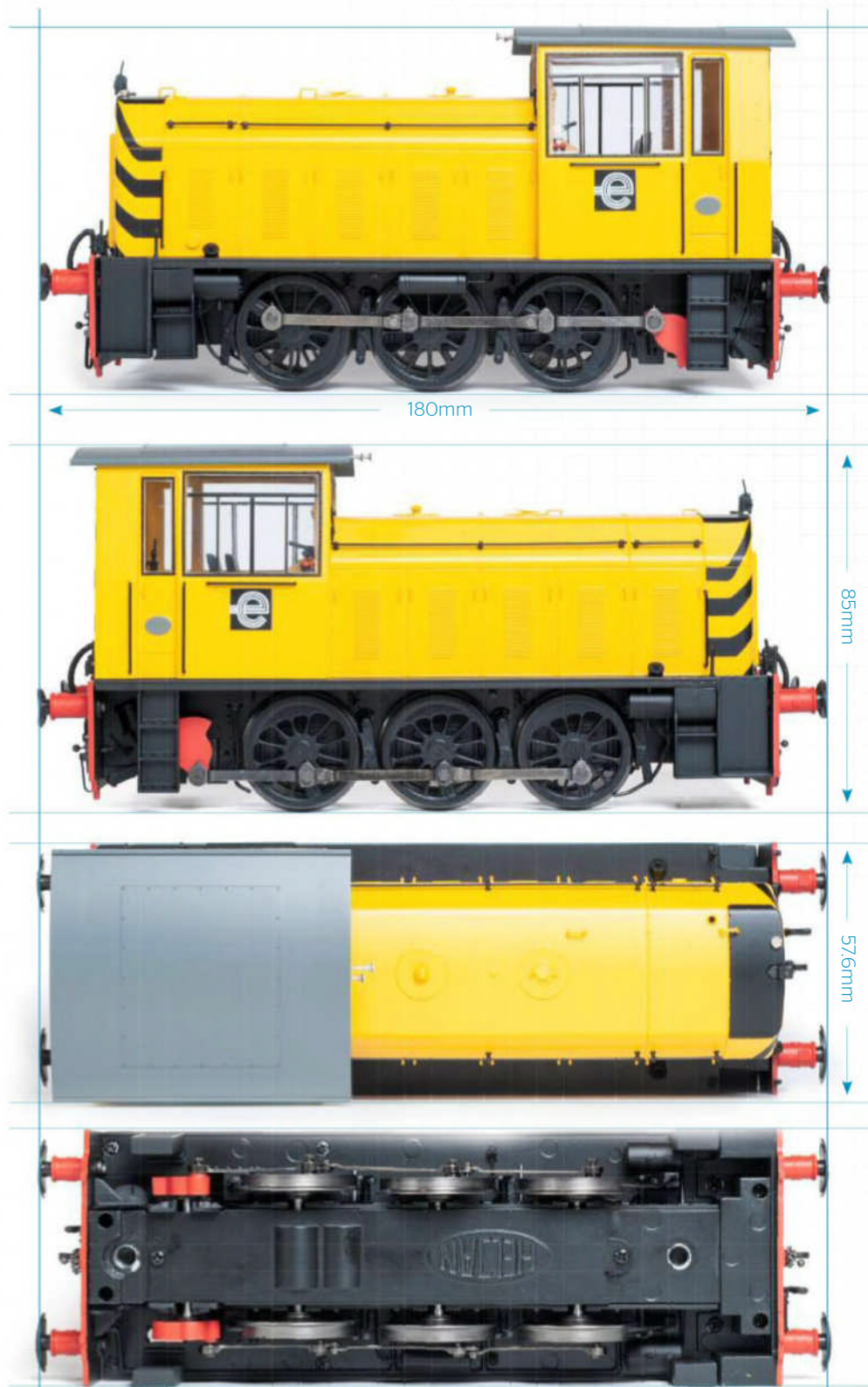
PROS. Looks the part, finely rendered detail, finish, DCC socket.
CONS. Cab lacks a footplate crew.

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

90%

HELJAN HUNSLET TYPE A CLASS 05 DIESEL SHUNTER

OVERVIEW		DIMENSIONS		PROTOTYPE	1:43 SCALE	MODEL
Manufacturer: Heljan	Body: Plastic	Length over buffers	26ft 0in	181.5mm	180mm	
Ref. No: 25941 Unit No: n/a	Chassis: Metal with plastic parts	Height	12ft 0in	84mm	85mm	
Scale/gauge: 1:43 scale, 'O' gauge	Weight: 870g	Width	8ft 3in	57.5mm	57.6mm	
	Min. curve radius: 3ft 4in	Wheel diameter (driving)	3ft 9in	26mm	26mm	
ELECTRICS		Wheelbase	4ft 6in by 4ft 6in	31mm by 31mm	31mm by 31mm	
Electrical system: 12V DC two-rail	Lights? Directional head/tail lights, illuminated cab interior	Wheel back-to-back	-	-	29mm	
Motor type:	DCC ready?	SERVICING				
Five-pole motor	21-pin decoder socket	How to dismantle: Body unscrews from chassis.				
MECHANISM		Where to oil: Axles and gears accessed via plate on underside.				
Drive system: Brass worm gear and nylon gears to rear axle	Flywheel(s): Yes, two					
	Traction tyres: No					



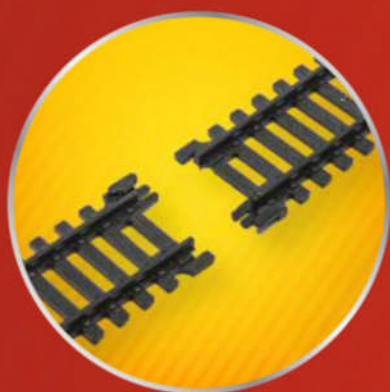


JUNIOR EXPRESS TRAIN

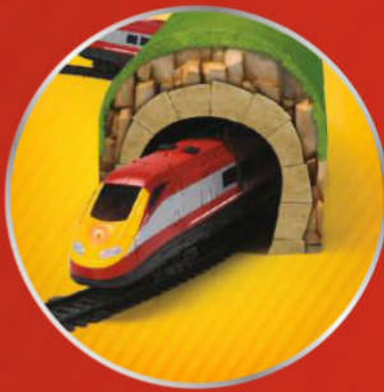


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Bogie-mounted NEM couplings

Graham Farish Class 40

◆ SCALE 'N' gauge ◆ MODEL Graham Farish 371-187 Class 40 1Co-Co1 40159, BR blue ◆ PRICE £139.95 ◆ AVAILABILITY Graham Farish stockists

The English Electric Class 40 has been in the Graham Farish range since 1986. It was given a five-pole motor by Bachmann in 2004, but it retained the boxy, somewhat squashed body tooling. Such an important prototype demanded a model to modern standards, and its all-new Class 40 reflects the huge improvements made in 'N' gauge models since Graham Farish was taken over by Bachmann some 17 years ago.

Four Class 40s feature in the first run: D211 *Mauretania* in plain green livery with disc headcodes, D369 in green with half-yellow ends and centre headcode box, and 40141 in BR blue with split headcodes and sound. We received 40159 in BR blue with

centre headcode box for review.

Dimensionally, the new model is pretty much spot-on when compared to published prototype dimensions, unlike its predecessor model. The bodyside is well-moulded with neatly rendered cant rail and bodyside grilles (though the vertical centre rib in the bodyside louvre is perhaps a little too prominent). The roof fan is very subtly moulded with a representation of the blades underneath. Some recent Farish models have featured photo-etched roof grilles, but in 'N' the mesh can be a little overscale. Here, the moulded effect is very pleasing and, in my view, is unlikely to disappoint.

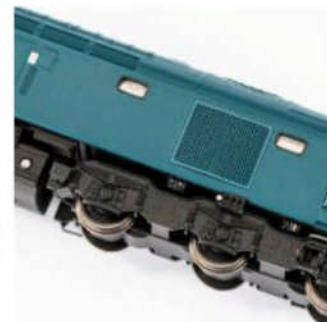
The distinctive three-panel windscreen and nose capture the look of the prototype and the nose

handrails are separate wire parts. The door handrails are moulded, but this gives them a finesse that wire components in this area would be unlikely to match.

DETAIL DELIGHTS

The model features a number of neat touches: the chassis block has been painted so that interior details - including grey and orange conduits - show through the glazed side windows, while the bits bag includes a blanking panel for the steam heating port on the roof.

As D359, 40159 was fitted with a Clayton steam-heating boiler. This means that it has a circular boiler exhaust port on the roof, whereas D200-259/267-286/305-324 were fitted with Stones-Vapor boilers



and had rectangular ports.

Bachmann has tooled this version. A very fine photo-etched and pre-printed frost grille, with the correct hexagonal pattern apertures, is also included for the end user to fit.

The model manufacturer has also done its homework, as 40159 has the correct long-long-short



RP25.72
wheel profile

“The door handrails are moulded, but this gives them a finesse that wire components in this area would be unlikely to match”

arrangement of cant rail grilles and side-access door of the Clayton-boiler fitted '40s'.

SATIN FINISH

The model is very well painted and lettered, with a smooth satin finish. *Model Rail* has previously noted the excellent shade of BR blue used on Farish models and the '40' is no exception. The yellow on the nose ends is equally

fine and well applied. All lettering is crisp and legible, with the correct Rail Alphabet typeface used, and the printed English Electric workplates above the BR arrows are a neat touch.

The bogies are well rendered and the pony wheel is, correctly, of a smaller diameter than the drivers. The leaf springs appear very slightly lacking in relief, but weathering the bogies

and emphasising the details with a black wash would enhance this area considerably. It is often the case that shadows on the prototype make such features appear more pronounced than they are.

Speedometer cables are factory-fitted, and numerous small gauges and pipes have been separately painted, though the tanks, just visible below the body and above the underframe boxes, would have been better if they'd been picked out in grey.

OPTIONAL EXTRAS

The sand pipes are fine wire, and while four of the numerous connector pipes and air hoses are pre-fitted, the bits bag contains all the other parts required to fully super-detail both ends, should the modeller wish (though the NEM-compatible Rapido coupler ➤



3 things we like



1

Separately fitted boiler port blanking plate.



2

Superbly printed English Electric worksplate.



3

Pipework and conduits visible through side windows.

History

The English Electric Type 4, later designated Class 40 under TOPS, was one of the first large locomotives to be ordered by BR under the modernisation plan of the 1950s. Some 200 were delivered between 1958 and 1962 with the power unit and bogie design, initially, being derived from Oliver Bulleid's experimental diesel 10203, built for the Southern Region. Ironically, the Class 40s were rare visitors to southern metals in service, being more associated with the London Midland, Eastern and Scottish regions.

The first 125 were delivered with disc headcodes, the next 20 with split alphanumeric headcode boxes, then, when the decision was taken to abandon gangway doors between locomotives, the remaining 55 were built with centre headcode boxes. Centre headcodes were



A fine but undated view of 40168 (originally D368) as it powers through Manchester Victoria with a short permanent way train. This was one of the '40s' built with central headcode boxes.
MARTIN COOK

retro-fitted to some of the original batch. By the late 1970s, headcode numbers were no longer displayed and most locomotives either had them plated over, or simply showed a pair of white dots.

Nicknamed 'Whistlers', the '40s' were

initially used on top link express services on Great Eastern and London Midland routes. However, the arrival of more powerful 'Deltics' and Class 47s relegated them to secondary passenger services and freight trains.

The locomotives were delivered in green with grey roofs. To reflect their use on express services to the city, the London Midland region named some after vessels belonging to Liverpool-based shipping lines, such as Cunard.

After a gradual run-down of the fleet, the last '40s' were withdrawn in January 1985. However, four were reinstated as Class 97/4s for departmental work around Crewe, while pioneer 40122 (D200) was retained for rail tour duties.

The last '97/4' was withdrawn in 1987 and D200 was presented to the National Railway Museum in 1988. Alongside D200, six other Class 40s survive: 40012, 40013, 40106, 40118, 40135 and 40145.

Reviews

has to be removed to do this).

The review model represents the locomotive as it was in the late 1970s, by which time some items of working equipment had been removed. I fitted these details for the purposes of this review and, while fiddly, they significantly enhance the appearance. Fine tweezers – and some patience – are needed to fit these parts. The manufacturer recommends the use of PVA-type glue to avoid damaging any paintwork.

The body can be unclipped according to the instructions to permit the fitting of a DCC decoder; the chassis is of a very elegant design with very few 'loose' wires. All models are factory-fitted with a speaker (this adds a negligible amount to the cost) but this does mean that upgrading to a sound model simply requires the addition of

a chip. The DCC sound version will also work with limited functionality on 12V DC.

CAPABLE MODEL

Under analogue control, and after a period of running-in, as specified in the instruction sheet supplied, the model's performance is smooth and powerful and it was able to easily cope with anything (scaled down) that the prototype could manage.

Like the prototype, the model has six powered axles; the pony wheels at the ends of each bogie are idlers and are permitted

Six-pin socket

a considerable amount of lateral movement to ensure the model can cope with tighter-than-prototype curves. It had no trouble with first radius curves on the test track.

With the excellent quality of the body mouldings, printing and painting, and the stylishly designed chassis with all wires neatly channelled and the speaker fitted as standard, this model is a very significant improvement over its predecessor and a fitting model of one of British Railways' most popular and long-serving diesel types. (BA)

System builder

Other items to complement this model...



Coach

Blue/grey Mk 1 coaches are a must-have.
RRP: From £30.95
Availability: Bachmann stockists



Building

Recreate the heady days of March or Tinsley depots with Bachmann Scenecraft's 42-017 Modern Servicing Depot.
RRP: £42.95 Availability: Bachmann stockists



Wagon

Recreate the last days of the '40' on ballast duties with Graham Farish's 'Sealion' ballast hopper.
Availability: Second-hand

FARISH CLASS 40 DIESEL LOCOMOTIVE

OVERVIEW

Manufacturer: Graham Farish	9mm gauge 'N'
Ref. No. 371-182	Body: Plastic
Unit No. 40159	Chassis: Alloy with plastic parts
Scale/gauge: 1:148 scale,	Weight: 107g
	Min. curve radius: R1 (263.5mm)

ELECTRICS

Electrical system: 12V DC two-rail	yellow cab interior light, red tail lights.
Motor type: Five-pole	DCC ready?: Six-pin socket. DCC
Lights?: White headcode lights,	sound speaker fitted on all models

MECHANISM

Drive system: Power to both bogies via cardan shafts	Flywheel(s): Yes
	Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:148 SCALE	MODEL
Length (over buffers)	69ft 6in	143mm	142.8mm
Height	12ft 10in	26.5mm	26.6mm
Width	9ft 0in	18.5mm	18.7mm
Bogie wheelbase	21ft 6in	44.3mm	44.3mm
Wheel diameter (powered)	3ft 9in	7.7mm	7.6mm
Wheel diameter (unpowered)	3ft 0in	6.2mm	6.2mm

SERVICING

How to dismantle: Unclip body and lift carefully away.
Where to oil: On gears.



REVIEW VERDICT

PROS. Fine model of a long-lived type with market-leading features as standard.

CONS. Little of note.

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

92%

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GWR/BR Parcels railcar.....	£810.00
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B.R. V2 2-6-2.....	£1640.00

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GTR20 LMS/BR Princess.....	£415.00
GTR21 LMS/BR Rebuilt Royal Scot.....	£355.00
GTR24 LMS/BR Original Patriot.....	£355.00
GTR25 LMS/BR Rebuilt Patriot.....	£355.00
GTR28 LMS/BR 2P 4-4-0.....	£315.00
GTR36 LBSC/CR/BR H2 Atlantic.....	£370.00
GTR44 LNW/LMS/BR Coal Tank 0-6-2T.....	£240.00
GTR50 LNER/BR Beyer Garratt 2-8-8-2.....	£620.00
GTR53 LMS/BR 8F 2-8-0 & rivetted tender £355.00	
GTR61 LBSC/CR/BR H1 Atlantic.....	£335.00
F73 LNER/BR B16/1 4-6-0.....	£355.00
FT9 NER/LNER/BR G6/BTP 0-4-4T.....	£215.00

JAVELIN LOCOMOTIVE KITS

JLK3 GWR/BR Dukedog 4-4-0.....	£325.00
JLK6 G.W.R Deane Goods 0-6-0.....	£315.00
JLK11 LMS/BR Long Fire Box Black Fly.....	£355.00

MERCIAN LOCO KITS

SG5 LNER/BR J94 Austerity 0-6-0ST.....	£180.00
GW2 GWR/BR 14cx Autotank.....	£175.00

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K326 B.R. Class 03 complete kit.....	£415.00
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K338 LNER/BR B.R. G5 0-4-0T.....	£415.00
K340 B.R. Class 14 complete kit.....	£415.00
K344 NEW LNER/BR Hunt Class 4-4-0 £499.00	
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LK 742 GWR spear fencing ramps.....	£10.50
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LK750 Single track level crossing gates.....	£15.20
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LK759 Platform lamps (4).....	£8.35
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H10 S.R. Bulleid loco and coach lettering.....	£20.00
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H12 L.N.E.R. goods wagon lettering.....	£18.50
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H26 B.R. pre-TOPS wgn instructions etc.....	£18.50
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PS31 BR 16 ton slope sided mineral.....	£32.85
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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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PS115 LNER/BR Brake Van.....	£38.75

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HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
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Green with yellow panel
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HELJAN BR COACHES
SK second corridor
SO second open
FK first corridor
BG gangwayed brake (parcels)
GVV general utility van
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WARSHIP
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Green, yellow panel D827 'Kelly'
Maroon, yellow panel D869 'Zest'
Ltd Ed, Maroon, yellow panel un-numbered
Maroon, yellow front D815 'Druid'
Ltd Ed, Blue, yellow ends, pre tops, un-numbered
Ltd Ed, blue, yellow ends, post tops un-numbered
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We reserve the right to alter prices without notice.

The club room

Be a part of the *Model Rail* community - get involved today.

E-mail: theclubroom@bauermedia.co.uk



The guest chairman

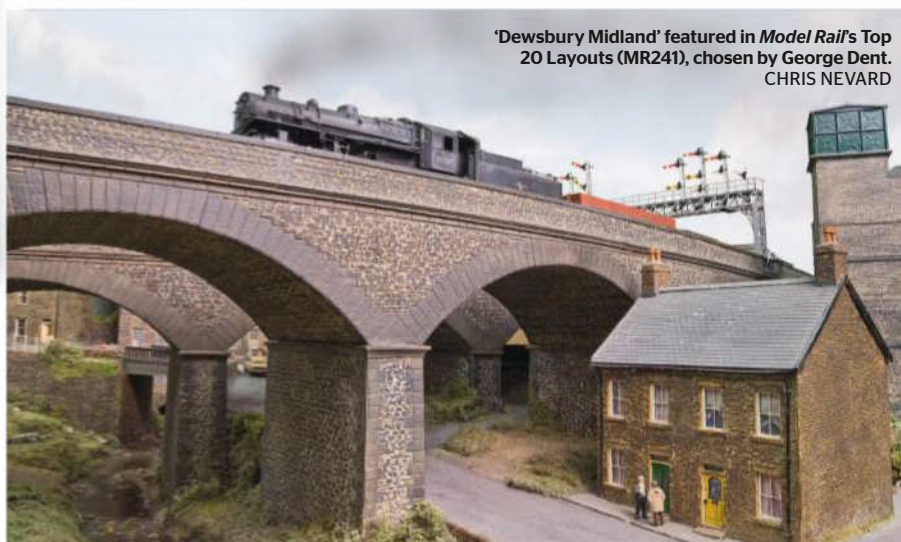
Manchester MRS' **Ralph Robertson** chairs the *Model Rail* club room this month and counts down the days before this year's Christmas Model Railway Show.

Society: Manchester MRS
Established: 1925
Location: Sale, Cheshire
Chairman: Ralph Robertson

Model railways have come a long way since 1925. The Manchester Model Railway Club was formed by Arch Dean, who placed an advert in *Model Railway News* - which was also in its infancy. Meetings were initially held at the Clarion Café in Manchester, but by 1950 the Manchester Model Railway Society (as it was known by then) had its own clubhouse alongside Old Trafford railway station.

During the 1940s and 1950s, some of our members moved away from 'O' gauge and started to work in 4mm, using a new track gauge of 18mm. They also developed their own wheel standards (the Manchester Profile), which had more accurate wheel flanges than those offered by model manufacturers at the time.

Because nothing was available commercially, everything had to be built from scratch; names like John Langan, Sid Stubbs and Alex Jackson regularly contributed magazine



'Dewsbury Midland' featured in *Model Rail's* Top 20 Layouts (MR241), chosen by George Dent.
CHRIS NEVARD

articles covering topics like making wheels and developing the (by this point) famous AJ coupling. Models were often entirely scratchbuilt, including the motors and wheels, and we are still in possession of many fine models built by these skilled modellers.

From 1938, the club was privileged to have Sir William A. Stanier as honorary president, a position he held until his death in 1965. Since then, the title has been bestowed on members who have demonstrated exemplary service to the society.

Since 1970, an old church, Dean Hall, has been our headquarters. It has two floors and we have a well-equipped workshop and a superb library. Currently, we own six layouts in scales ranging from 'O' gauge to 'N' gauge, with a 'P4' and American 'HO' layout too.

Our flagship layout is 'Dewsbury Midland', and we are very proud to have it included in *Model Rail's* Top 20 Layouts in MR241. This layout, along with past layouts like our '2FS' layout 'Chee Tor', have been exhibited around the country (and in some cases abroad), winning many awards.

Each year we host our annual exhibition in the centre of Manchester; 2017 marks our 80th show and is held at the Barnes Wallis Building in the first weekend of December.

At the show we host our annual competition and encourage members to enter models in various categories.

Throughout the year we try to help members improve their model making skills by offering various courses. These range from soldering to 3D printing, and (more recently) CAD skills too.

The clubroom is open two afternoons and three evenings per week, and there is always something happening and plenty to learn. Each month we have a more formal meeting where we present various topics, either of a modelling or prototype interest.

If you live in the area or are visiting we'd be pleased to show you around. We will also have our own stand at The Christmas MRS, so please come along and chat.

Address: Manchester Model Railway Society, Dean Hall, Mersey Road, Sale, Cheshire M33 6HL.

Email: secretaryph@mmrs.co.uk

Web: www.mmrs.co.uk

The Christmas MRS 2017

When? December 2/3

Where? The Barnes Wallis Building, Altrincham Street, Manchester M1 7JA

How much? Adult (advanced) £8, Adult (on the door) £9

Web: www.mmrs.co.uk/exhibition

Club nights

Monday: 1400-1630, 1930-2230

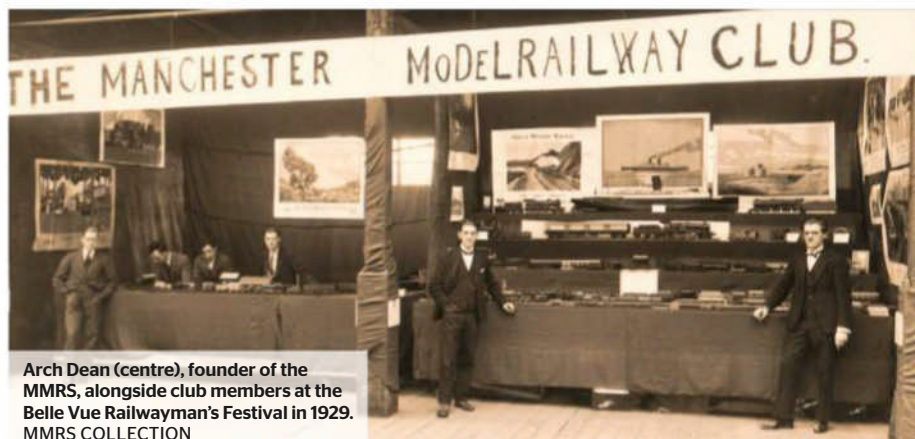
Wednesday: 1400-1630, 1930-2230

Thursday: 1930-2130

Membership fees

Full: £67 (per annum)

E-mail: membershipgg@mmrs.co.uk



Arch Dean (centre), founder of the MMRS, alongside club members at the Belle Vue Railwayman's Festival in 1929.
MMRS COLLECTION

The great day out

Fancy hitting the road for some inspiration? This month's great day out is the **Lyn Model Railway**.

Photography: Chris Leigh

Seaside model railway displays are few and far between these days, but in a quiet side street in Lynmouth there's one that has been there for 34 years. What's more, admission is free, and there's a public car park close by.

Step inside and it's like you've been invited into someone's loft to see their train set. The main circuits feature traditional Hornby locomotives and stock, and there's a strong retro feel to the whole place, housed as it is in a small single-storey building.

The walls are lined with railwayana, including a complete set of replica

Lynton & Barnstaple Railway nameplates, and there's even a nod to the L&B on the main layout. There's also a viaduct and riverside quay scene, reminiscent of Calstock (or is it Morwelham?)

With other diversions drawing away customers, such enterprises deserve our support. Leave a donation!

Plan your visit

Where is it? Watersmeet Road, Lynmouth EX35 6EP. **Price:** Free (donations welcome)

Opening times: 1100-1630 (closed for lunch, 1300-1400)



CLUB CHALLENGE

Use the skills you've learned in *Model Rail* to beat our monthly challenge.

Were you inspired by Peter Marriott's water masterclass? Send us an image of a water feature that you've modelled, along with your name and address, to modelrail@bauermedia.co.uk (the subject line must read: 'Club Challenge') for the chance to win a special prize from the *Model Rail* cupboard.

Closing date: December 6



A completed river scene made using Woodland Scenics' Deep Pour and canoeing figures (see page 38). PETER MARRIOTT

Please note: The prize received is non-negotiable and *Model Rail* is not responsible for any damage caused during transit. For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html

Muddle talk...

Modelling miscellany from the *Model Rail* Facebook page:

www.facebook.com/modelrail/

[Regarding *Model Rail*'s Top 20 Layouts, MR241]. Two layouts which greatly influenced me (in addition to 'Borchester Market') are 'Buckingham Central' and 'Craig and Mertonford'.

Keith Wallace

Happy Birthday from a reader who's been a fan since the first issue. **Veronica Silverwood**

[Regarding 'Trinity Dock Street Bridge']. I think it was my favourite layout at the Cradley Heath Model Railway Exhibition. (<https://www.youtube.com/watch?v=RZJbi1J5ozk>)

Steve Pritchard

Postman just delivered my copy... I've still got the very first edition from 20 years ago!

Mark Walker

[Regarding 'Present Your Case' MR241, WD 2-10-0]. Yes, I would love to see a model of one. Although a small class, they were good engines, and the three preserved examples are very colourful - blue, green and black. Plus, they have been to many railways.

Edward Farms

Used to make a lot of our scenery with hessian and fine mesh netting, using sawdust for grass. **Anthony Forrester**



Show & Tell

The place to share your projects with the *Model Rail* community.

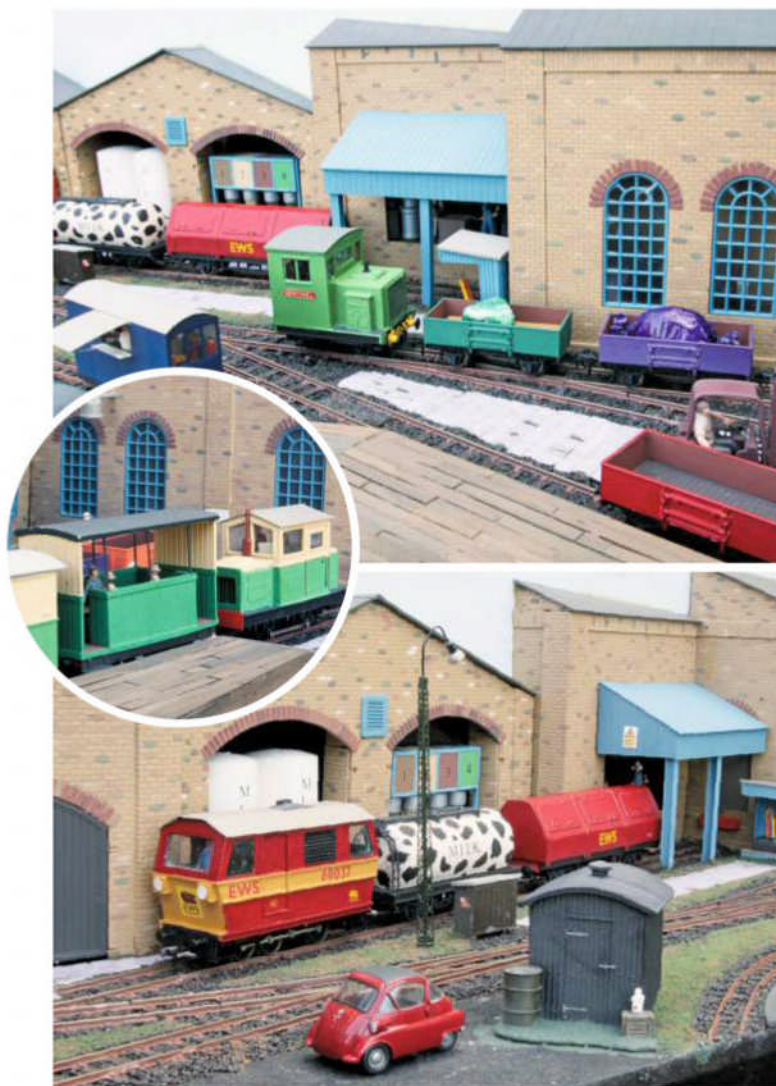
Trains and treats

Colin Kennington, by e-mail

'Quality Street' is a rail-served chocolate factory. The layout is 7mm narrow gauge and runs on standard 16.5mm, 'OO' gauge track ('O-16.5'). The 7ft by 18in track plan is inspired by the famous inglenook format, with the addition of a freight and passenger train, which adds to the fun.

The factory makes eight different types of chocolate, but only five per shift. Before starting a shift, the supervisor has to select five cards at random; these cards determine the chocolates that will be produced and in what order.

The layout contains eight wagons, each painted the colour of an individual chocolate. As an additional challenge, each chocolate has to be loaded into the wagon of corresponding colour. The train is then assembled in the same order that the cards were drawn - this can be quite difficult, so at exhibitions we often select just three cards.



Operating sequence...

1. Passenger train transports staff to the factory.
2. Freight train arrives and is shunted into the ingredients siding.
3. Empty coaches from the passenger train depart.
4. Five empty wagons arrive - having been used to deliver yesterday's output.
5. Factory gates are closed for security. All shunting is now carried out in the factory yard.
6. The day's produce is ready for loading. Wagons are shunted into the dispatch bay (one at a time) and loaded with the corresponding chocolates.
7. Wagons are formed into a train in the order that the cards were drawn.
8. Factory gates open and the loaded train departs.
9. Empty passenger train arrives.
10. Empty freight train departs.
11. Workers go home in the passenger train.

MODELLING SUNDAYS

Posted on Facebook at 4pm every Sunday - let us know what you've been up to throughout the month.

Finished detailing and weathering '50' 50035 Ark Royal.
Michael Doyle



Post your photographs, with a short description, beneath our Modelling Sundays Facebook post for the chance to have your work featured in *Model Rail*.

Web: www.facebook.com/modelrail

Almost finished doing *Merddin Emrys* in 'N' gauge. Just the nameplates to go on now.
Daniel Harris





What's going online?

Model Rail TV

Mike travels to the East Coast Main Line to visit our very own Dave Lowery and his giant 'O' gauge layout (MR231). From steam to state-of-the-art sound systems to the real railway, Dave is living proof that model railways don't have to be taken seriously.

Part 2: www.youtube.com/watch?v=7nmqYxfpGj8

Visit our Facebook page for updates: www.facebook.com/modelrail

Watch
this month's
exciting
new video -
NOW!

Quick links

The Chris Leigh Blog

He's got over 50 years of experience in railway journalism - that's a *lot* of stories. For more of Chris' ramblings, general musings and recreational modelling projects, head over to the Chris Leigh Blog. This month, Chris witnesses the welcome return of a narrow gauge legend. Follow the link to find out more...

Web: www.model-rail.co.uk/new-blog

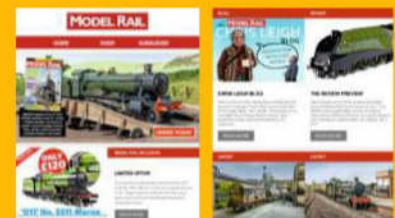
Below: Baldwin 2-4-2T No. 762 Lyn at Woody Bay station on September 29. CHRIS LEIGH



Newsletter

Stay up to date with all of the *Model Rail* news and special *Model Rail* exclusive deals by signing up to the four-weekly *Model Rail* newsletter. The newsletter also contains updates on our website's latest content, so you won't ever miss out.

Web: www.model-rail.co.uk/newsletter



I knew it! These bus companies are fleecing us for rail replacement services and trying to pull the wool over our eyes...

Caption that pic!

Our Facebook community has been busy coming up with baaaaad jokes to caption the photograph (left). The person who made us chuckle the most this month was Peter Crichton. Keep an eye out on our Facebook page for more amusing pictures for you to caption - but remember, it's just for fun!

Join Model Rail's online community today

For the chance to interact directly with the *Model Rail* community, why not follow our Facebook and Twitter pages? Plus, head over to our website for regular blog updates and to sign up to our four-weekly newsletter.

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YouTube: www.youtube.com/channel/UC9mUv1nNcnhCEjo_uGdV72w (or goo.gl/daKVwQ)





Exhibition Diary

What's on in your neck of
the woods this month

NOVEMBER 17

PRINCES RISBOROUGH, BUCKS. RISEX 2018 MRC MRE. Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1000-1700. **Admission:** Adult £4, Child £2. **Tel:** 01296 415107. **E-mail:** risexmanager@rdmrc.org.uk

NOVEMBER 17-19

WAKEFIELD. Wakefield RMS MRS. Thornes Park Athletic Stadium, Horbury Rd, Wakefield WF2 8TY. **Time:** Fri 1730-2100, Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £7, Child £2. **Web:** www.wakefieldrms.org

NOVEMBER 18

CHEADLE HULME, CHESHIRE. St Andrew's Railway Modellers MRE. St Andrew's Church, Cheshire Road, Cheshire Hulme, Stockport SK8 5ET. **Time:** 1000-1500. **Tel:** 07736 609462. **E-mail:** trevor.s.kimm@gmail.com

PORTSMOUTH. South Hants MRC MRE. The Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth PO3 5XT. **Time:** 1030-1630. **Admission:** Adult £5. **Tel:** 01329 847989. **Web:** www.shmrc.org.uk

ROYSTON, HERTS. Royston & District MRC MRE. Basingbourne Village College, South End, Basingbourne, nr Royston SG8 5NJ. **Time:** 1000-1630. **Admission:** Adult £5. **Web:** www.roystondmrc.co.uk

THORNBURY, GLOS. Thornbury and South Glos. MRC MRE. The Chantry, Castle St, Thornbury BS35 1HB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £10. **Web:** www.tsgmrc.co.uk

NOVEMBER 18-19

BRIGHTON. Brighton MRC MRE. Patcham Community Centre, Ladies Mile Road, Patcham BN1 8TA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3.50, Senior £3, Child £2, Family £10. **Tel:** 01273 771929. **Web:** www.brightonmrc.com

BROADSTAIRS, KENT. Isle of Thanet Railway Society MRE. St George's School, Westwood Rd, Broadstairs CT10 2LH. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4.50, Senior £4, Child £2.50, Family £12. **Tel:** 01843 835587. **E-mail:** highpeak37254@btinternet.com

COLNE. Pendle Forest MRS MRE. Park High School, Venables Ave, Colne BB8 7DP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2.50, Family £12. **Tel:** 07770 331348. **E-mail:** cartersdad4jc@gmail.com **Web:** www.pfmrs.org.uk

RETTFORD, NOTTS. Bassetlaw (North Notts) Railway Society. Retford Town Hall, Market Square, Retford, Notts DN22 6DE. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 07768 347456 **Web:** www.bnnrs.net

SCUNTHORPE, Lincs. Scunthorpe & District MRC MRS. **Time:** Sat 1000-1700, Sun 0930-1600. **Admission:** Adult £2.50, Concession: £2, Family £7. **Tel:** 01724 860149. **E-mail:** sdmrc63@virginmedia.com

SHOEBURYNESSE, ESSEX.

Shoeburyness MRC Festival of Model Railways and Hobbies. Garons Tennis and Leisure Centre, Eastern Avenue, Southend-on-Sea SS2 4FA. **Time:** 1000-1700 both days. **Admission:** Adult £6, Concession £5, Child 4, Family £15. **Tel:** 01702 294926.

SOUTHAMPTON. Southampton, Millbrook MRS. Blighmont Army Reserve Centre, Millbrook Road West, Southampton SO15 0AJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3.50, Child £2, Family £9. **Tel:** 02380 772681.

NOVEMBER 25

ARLESEY, BEDS. Letchworth MRS MRE. Etonbury Academy, Stottfold Road, Arlesey SG15 6XS. **Time:** 1000-1630. **Admission:** Adult £5, Concession £4. **E-mail:** davidandlynda@ntlworld.com **Web:** www.lethworthmrs.org.uk

RAINHILL, MERSEYSIDE. Rainhill MRC Family Christmas MRS. Rainhill Village Hall, Weaver Ave, Rainhill L35 4LU. **Time:** 1000-1700. **Admission:** Adult £3, Child £3.50. **Tel:** 01925 226266. **Web:** www.rainhillmrc.org.uk

NOVEMBER 25-26

MODEL RAIL. See us at Stand C10 **BIRMINGHAM.** Warley National MRE. NEC, Birmingham, B40 1NT. **Time:** Sat 0945-1800, Sun 0945-1700. **Tel:** 0844 5810737. **Web:** www.thewarleyshow.co.uk

HIGHBRIDGE, SOMERSET. Burnham & District MRC MRE. King Alfred School, Burnham Road, Highbridge TA9 3EE. **Time:** Sat 1100-1630, Sun 1000-1600. **Admission:** Adult £4. **Tel:** 01278 789384.

PONTYPRIDD. MRE. Amgueddfa Pontypridd Museum, Bridge St/Strydy-Bont, Pontypridd CF37 4PE. **Time:** 1000-1630. **Admission:** Adult £2, Child/Concession £1.

DECEMBER 1

NORWICH. Great Eastern Model Railways & Train-Tech and Coastal DCC Digital Taster Day. 199 Plumstead Road, Norwich. **Time:** 1000-1500. **Admission:** Free, but registration required via **E-mail:** gemodels199@gmail.com or **Tel:** 01603 431457.

DECEMBER 2

HEXHAM, NORTHUMBERLAND. Hexham Toy and Collection Fair, Tynedale Farmers Function Room, Tyne Green, Hexham NE46 3SG. **Time:** 1000-1600. **Admission:** Early/Adult: £5/£3, Child £1. **Tel:** 07919 368418. **E-mail:** tynedaletrains@hotmail.com

DECEMBER 2-3

MANCHESTER. Manchester MRS MRE. Barnes Wallis Building, University of Manchester's Northern Campus, Sackville St, Manchester M1 7JA. **Time:** Sat 0945/1000-1730, Sun 1000-1630. **Admission:** (Advance/Door) Adult £8/9. **E-mail:** exhibition@mmrs.co.uk **Web:** www.mmrs.co.uk/exhibition

DECEMBER 3

CHICHESTER, SUSSEX. Chichester and District Society of Model Engineers Santa Visit. Blackberry Lane, off Bognor Road, Chichester PO19 7FS. **Time:** 1300-1600. **Admission:** Free. **Tel:** 07954 051594. **Web:** www.cdsme.co.uk

GAINSBOROUGH, Lincs.

Gainsborough MRS Open Day. **Time:** 1330-1800. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

DECEMBER 9

LYTHAM ST ANNES, LANCS. G-Wizz Garden Railway Display Team Garden and Narrow Gauge Exhibition. Fairhaven, URC Dawson Hall, The White Church, Clifton Drive, Ansdell, Lytham St Annes FY8 1AX. **Time:** 1000-1600. **Admission:** Adult £3, Child £2. **Web:** www.gwizzgroup.wordpress.co.uk

PRESTATYN, CLWYD. Rhyl & District MRC MRE. Parish Church & Parish Community Hall, High St, Prestatyn LL19 9AR. **Time:** 1030-1600. **Admission:** Adult £3.50, Child £1.50. **Tel:** 07507 987510. **Web:** www.rhylmodelrailclub.co.uk

DECEMBER 9-10

GRESLEY, DERBYSHIRE. Gresley and Wychnor MRG MRE. Gresley Social Centre, 5a Park Street, Church Gresley, Swadlincote DE11 9QE. **Time:** 1000-1630. **Admission:** Adult £3, Child £1, Family £6.50.

NORTH SHIELDS, TYNE & WEAR.

The Blyth & Tyne MRS Open Weekend. Redpath House, 40 Saville St, North Shields NE30 1NT. **Time:** 1000-1600 both days. **Web:** www.btms.co.uk

POYNTON, CHESHIRE. The Model Show 2017. Poynton Leisure Centre, Yew Tree Lane, Poynton SK12 1PU. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Service personnel £5. **Web:** www.themodelshow.co.uk

DECEMBER 10

BEXLEYHEATH, KENT. SELKENT MRC. Bexleyheath Academy, Graham Road, Bexleyheath DA6 7EG. **Time:** 1000-1600. **Admission:** Adult £6, Child/Senior £5, Family £15. **Web:** www.modelrailwayexhibition.com

CHICHESTER, SUSSEX.

See December 3.

STONE, STAFFS. Stafford Railway Circle Ltd. SRC Clubroom, Unit 9, Emerald Way, Stone Bus Park, Stone ST15 0SR. **Time:** 1100-1600. **Tel:** 07986 094538. **Web:** webmaster@staffordrailwaycircle.org.uk

DECEMBER 16

LONDON. Hillingdon Railway Modellers Test Track Open Day. Yiewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1600. **Admission:** £4. **Tel:** 020 8368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

DECEMBER 29-30

BISHOPS LYDEARD, SOMERSET. Taunton MRC MRE. Bishops Lydeard Station, West Somerset Railway. **Time:** 1030-1630. **Admission:** Adult £1.50, Child 75p.

DECEMBER 30

CONWY, NORTH WALES. North Wales N Gauge Area Group Xmas Charity Show. St Michaels Church, Rosemary Lane, Conwy LL32 8HY. **Time:** 1000-1600. **Admission:** Adult £2. **Tel:** 0770 339390. **E-mail:** athoath@ntlworld.com

GAINSBOROUGH, Lincs.

See December 3.

KEIGHLEY. Keighley MRC Christmas Open Day. The Clubrooms, Knowle Mills, South Street, Keighley BD21 1SY. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £2.50. **Web:** www.keighley-mrc.org.uk

WEST CAMEL, SOMERSET. West Camel MRS Christmas MRE. Davis Hall, West Camel, Somerset BA22 7QX. **Time:** 1000-1530. **Admission:** Adult £4, Child £1. **E-mail:** charliebishop@hotmail.co.uk

JANUARY 6 2018

MAIDENHEAD, BERKS. Marlow and Maidenhead MRC MRE. Cox Green Community Centre, 51 Highfield Lane, Maidenhead SL6 3AX. **Time:** 1000-1700. **Admission:** Adult £5, Child £3, Family £13. **Web:** www.mmdmrc.org.uk

JANUARY 6-7

EDINGTON, SOMERSET. Somerset & Dorset Railway Trust. The Edington Village Hall, Lippets Way, Edington, TA7 9HA. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Senior £4.50. **Web:** www.sdrtr.org.uk

KIDLINGTON, OXON. ScoutRail MRE. Exeter Hall, Oxford Road, Kidlington OX5 1AB. **Time:** 1000-1630. **Admission:** Adult £4, Concession £3, Child £2, Family £10. **E-mail:** scoutrailkidlington@gmail.com **Web:** www.scoutrail.org.uk

JANUARY 13

BEAMINSTER, DORSET. Bridport & District MRC MRE. Beaminster Public Hall, Fleet St, Beaminster DT8 3EF. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 01308 861754. **E-mail:** robert@rahrens.wanadoo.co.uk

JANUARY 13-14

PRATTS BOTTOM, KENT. Orpington and District MRS MRE. Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom BR6 7PQ. **Time:** 1000-1700. **Admission:** Adult £3.50, Child £1.50. **E-mail:** exhibition@odmrs.uk **Web:** www.odmrs.uk

JANUARY 19-21

LONDON. London Model Engineering Exhibition. Alexandra Palace. **Time:** Fri 1000-1700, Sat-Sun 1000-1630. **Admission:** (Online/Door) Adult £11/12, Concession £10/11, Child £3/4. **Tel:** 01926 614101 **Web:** www.londonmodelengineering.co.uk

JANUARY 20

EGHAM, SURREY. Egham & Staines MRE. Strodes College High St, Egham TW20 9DR. **Time:** 1030-1700. **Admission:** Adult £6, Concession: £5, Junior £3, Family £15. **Tel:** 07826 724063. **E-mail:** ourhouse4us@yahoo.co.uk

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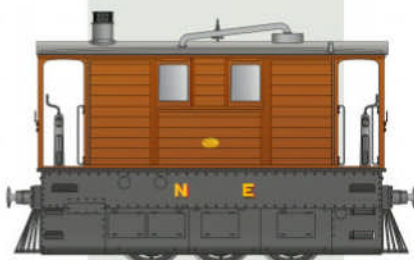
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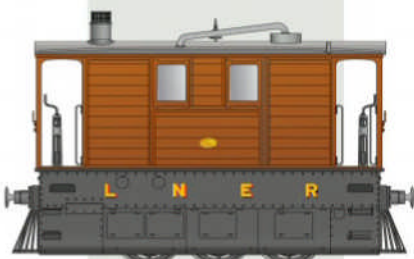
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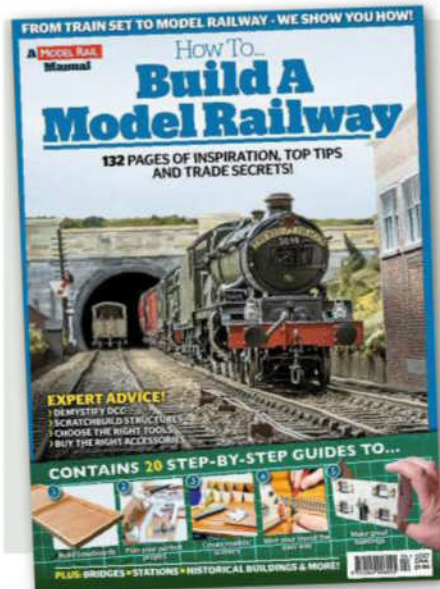
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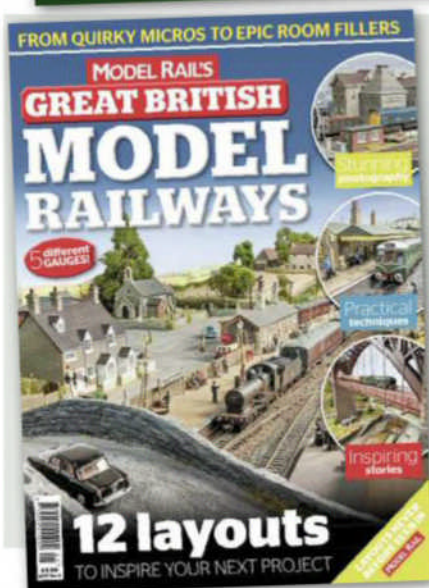


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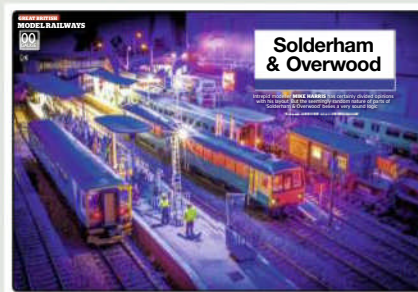
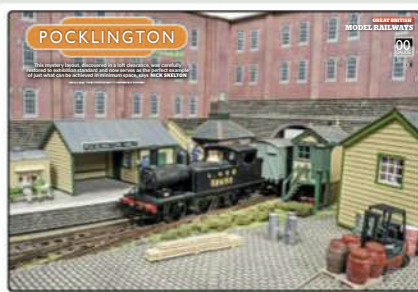


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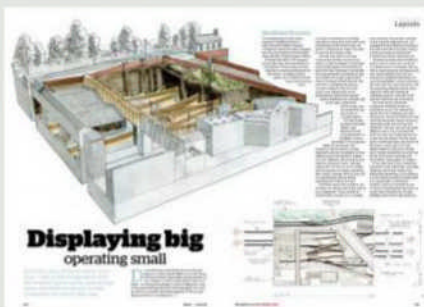


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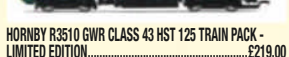
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H4-P-005 - 1555 in SR black with Egyptian lettering

H4-P-006 - 1558 in SE black with sunshine lettering

H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

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H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

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H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

Unstreamlined Non-Corridor Tender Variants:

H7-A3-003 2745 "Captain Cuttle" in LNER black

H7-A3-004 60072 "Sunstar" in BR Express blue

H7-A3-005 60035 "Windsor Lad" in BR green with early crest

H7-A3-006 60077 "The White Knight" in BR green with late crest



Class A4 4-6-2

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H7-A4-005 4464 "Bittern" in LNER garter blue

H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest

Streamlined Non-Corridor Tender Variants:

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H7-A4-003 4468 "Mallard" in LNER garter blue (as preserved)

H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest

Unstreamlined Corridor Tender Variants:

H7-A4-004 4489 "Dominion of Canada" in LNER garter blue with steel numbers/letters

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H7-WW-705 - M360333 in BR grey

H7-WW-706 - M360329 in BR brown

H7-WW-707 - ADRW96501 in BR Engineers yellow

Gloucester GPS Bogies:

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H7-WW-709 - MODA95537 in MOD 1990s olive

H7-WW-710 - MODA95536 in MOD 2000s olive



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31-742 58072 in BR black with early emblem

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31-920 2426 "St Alban's Head" in SR olive green
31-921 32424 "Beachy Head" in BR black with early emblem

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35-125 20306 in Direct Rail Services blue
35-126 20311 in Harry Needle Railroad Company orange
35-127 20312 in Direct Rail Services compass blue

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31-390 6061 in BR green
31-391 6062 in BR blue & grey
31-392 4322 in Network SouthEast livery

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39-600 Brake Composite SECR Dark Lake
39-601 Brake Composite SR Olive Green
39-610 Composite SECR Dark Lake
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39-620 Brake 3rd SECR Dark Lake
39-621 Brake 3rd SR Olive Green

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38-725 WD Khaki Drab livery with tank
38-726 WD Bronze Green livery with tank
38-727 BR grey without tank

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R3615 560 in Peckett Works leaf green with builders lettering
R3640 882 "Niclausse" in Peckett Works leaf green

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R3509TTS 46235 "City of Birmingham" in BR green - TTS Sound fitted
R3553 6231 "Duchess of Atholl" in LMS Crimson Lake
R3555 46256 "Sir William Stanier F.R.S." in BR Maroon

Wainwright Class H 0-4-4T

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R3512 31551 in BR black with late crest - Limited Edition train pack with Push/Pull coaches

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R3580 87035 'Robert Burns' in BR Blue
R3582 87010 'King Arthur' in Intercity Swallow livery

Hitachi IEP Class 800

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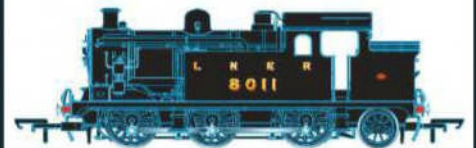
R3514 800004 in GWR green (5-car set)



Oxford Rail OO Pre-Orders

LNOR N7 0-6-2T

Pre-order for £87



OR76N7001 1002 in Great Eastern Railway livery
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GWR diagram AA3 6-wheel brake vans:

OR76TOA001 56933 in GWR grey "Swindon"
OR76TOA002 56946 in GWR grey "Bridport"
OR76TOA003 W56955 in BR grey "Bordesley Junction"
OR76TOA004 W56962 in BR grey "Wolverhampton"

4-wheel brake vans:

OR76TOB001 17831 in GWR grey "Paddington"
OR76TOB002 56034 in GWR livery with plated sides - "Acton"
OR76TOB003 W35717 in BR grey "Basingstoke"
OR76TOB004 W56449 in BR grey "Bala"

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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							
Class 90	hattons.co.uk/c90	£119 (EST)	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 £123.25	Jul 2014							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge 50t Warwell Wagon	hattons.co.uk/OGaugeWW	£85	Oct 2016							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
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	£600 (EST)	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							
Hilachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016							
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £161	Nov 2016							
Class 87	hattons.co.uk/hornby87	£144	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£84	Nov 2015							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							
4 & 6-wheel Toad Brake van	hattons.co.uk/oxtoad	£12.50	Sep 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	£87	Jan 2017							

 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.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 26/10/17.



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R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor)£139.50



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) **BARGAIN** ...£79



1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel)£124
H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ)£99



H1406 Class 14xx 0-4-2T 1420 in GWR Unlined green G W R lettering (DJ)£99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ)£99



H1412 Class 14xx 0-4-2T 1474 in BR Unlined black early emblem - Heavily weathered (DJ)£99



32-826A Class 2MT 2-6-0 Ivatt 46460 in BR lined black early emblem (Bac)£123.21
31-441DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac)£131.71



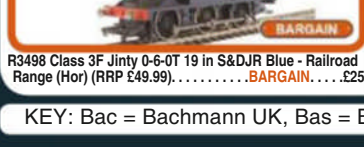
R3459TTS Class 2P Fowler 4-4-0 40626 in BR Black early emblem - TTS sound fitted (Hor) (RRP £154.99) **BARGAIN** ...£105



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)£69



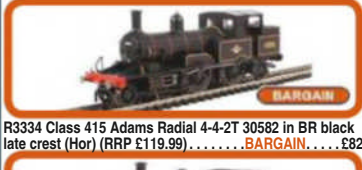
31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN** ...£72



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £49.99)£25



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor) (RRP £199.99)£149



R3334 Class 415 Adams Radial 4-4-2T 30582 in BR black late crest (Hor) (RRP £119.99)£82



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99)£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



R3314 Class 4F 0-6-0 44341 in BR Black early crest (Hor) (RRP £99.99)£58



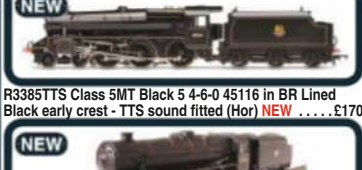
R3547 Class 4MT 4-6-0 75008 in BR green late crest (Hor) **NEW**£144



32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (RRP £134.95)£88



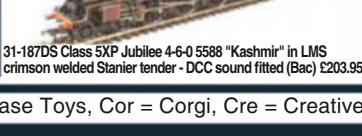
R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £84.99) **BARGAIN** ...£45



R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor)£119



R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined Black early crest - TTS sound fitted (Hor) **NEW**£170



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 loco (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



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac)£81.55



31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95)£104



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99)£69



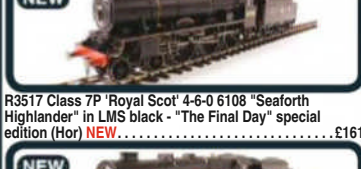
R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99)£69



R3419 Class 700 "Black Motor" 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99)£69



R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor)£153



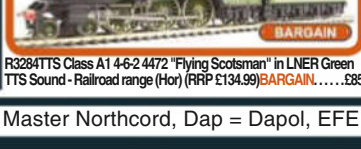
R3558 Class 7P "Royal Scot" 4-6-0 46165 "The Ranger" in BR green late crest (Hor) **NEW**£144



R3517 Class 7P "Royal Scot" 4-6-0 6108 "Seaforth Highlander" in LMS black - "The Final Day" special edition (Hor) **NEW**£161



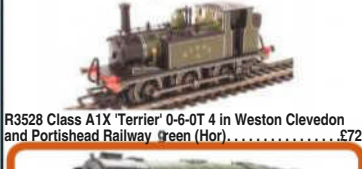
R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £109.99) **BARGAIN**£55



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (RRP £134.99) **BARGAIN**£85



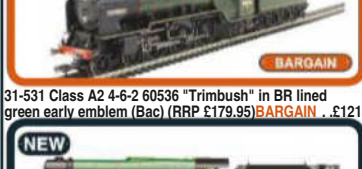
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £109.99) **BARGAIN** ...£68



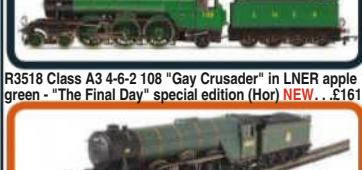
R3528 Class A1X "Terrier" 0-6-0T 4 in Weston Clevedon and Portishead Railway green (Hor)£72



31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) (RRP £179.95) **BARGAIN** ...£121



31-531 Class A2 4-6-2 60536 "Trimbrush" in BR lined green early emblem (Bac) (RRP £179.95) **BARGAIN** ...£121



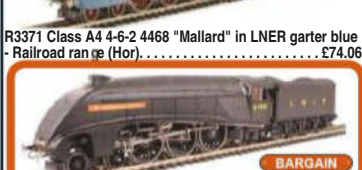
R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) **NEW**£161



R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99)£94



R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - TTS Sound fitted (Hor) **NEW**£187



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor)£74.06



R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in LNER wartime black (Hor) (RRP £164.99) **BARGAIN** ...£109



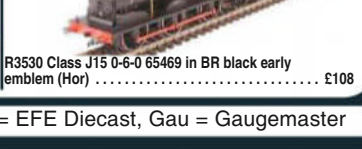
R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99)£87



R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER Lined Apple Green (Hor) (RRP £159.99) **BARGAIN** ...£99



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99)£99



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN**£59



**UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)**



R3415 Class J15 0-6-0 65477 in BR Black early emblem (Hor) (RRP £126.49) **BARGAIN** £75



R3533 Class J94 0-6-0ST "Lord Phil" in lined green - as preserved (Hor) £72



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82



R3531 Class M7 0-4-4T 30129 in BR black late crest (Hor) £131



32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) £131.71



R3527 Class N15 "King Arthur" 4-6-0 742 "Camelot" in Southern Railway wartime black (Hor) £149



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



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £93



R3541 Class Q6 Raven 0-8-0 2285 in LNER black pre-war lettering (Hor) £132



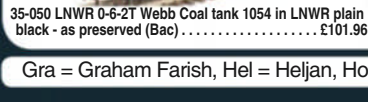
R3412 Class S15 4-6-0 30842 in BR Black early emblem (Hor) (RRP £154.99) **BARGAIN** £88



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



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black - as preserved (Bac) £101.96



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



32-359A Standard Class 4MT 2-6-4T 80032 BR black early emblem (Bac) £110.46



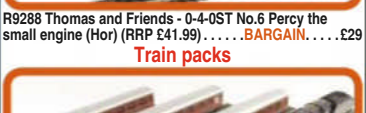
R3548 Standard Class 4MT 4-6-0 75073 in BR black early emblem (Hor) **NEW** £144



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £140.21



R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) (RRP £92.99) **BARGAIN** £60



R9288 Thomas and Friends - 0-4-0ST No.6 Percy the small engine (Hor) (RRP £41.99) **BARGAIN** £29

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 £289.99) **BARGAIN** £150



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) **BARGAIN** £139



R3402 Queen of Scots Train Pack Class A4 4-6-2 in LNER garter blue and three pullman coaches - Ltd Ed of 1000 (Hor) £280



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



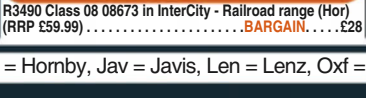
10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957 (Dap) (RRP £105) **BARGAIN** £94



R3576 4-wheel Sentinel 4wDH 19 in green chevrons (Hor) **NEW** £82



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 £59.99) **BARGAIN** £28



32-120 Class 08 shunter 13287 in BR green early emblem (Bac) £84.96



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 - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



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



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



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) £203.96



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** £45



R3483 Class 4DH Sentinel in Crossley and Evans (Hor) (RRP £65.99) **BARGAIN** £45



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Highlander" in BR blue - DCC sound fitted (Bac) £144

40-003-009D Class 52 D1021 "Western Cavalier" in BR blue full yellow ends - DCC fitted (Dap) **NEW** £148



5312 Class 53 D1200 "Falcon" in BR blue - Ltd Ed (Hel) £125



32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £212.46



32-533 Class 55 Deltic D9001 "St. Paddy" in BR green full yellow ends - weathered (Bac) £135.96



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor) £149



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac) £142.76

32-725U Class 66 66111 in EWS Livery Highland Rail Stag - Ltd Ed (Bac) £132



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) **BARGAIN** £99



R3388TTS Class 67 67004 "Cairn Gorm" in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) **BARGAIN** £104



R3574 Class 67 67013 in DB Schenker red (Hor) **NEW** £136

31-588 Class 70 70005 PowerHaul in Freightliner (weathered) (Bac) £127.46



4D-006-002 Class 73 electro-diesel 73124 in BR blue (Dap) £119.51

4D-006-003 Class 73 electro-diesel 73135 BR blue full yellow ends (Dap) £119.51

Electric locos

0071-003 Class 71 71009 in BR blue (DJ) **NEW** £109

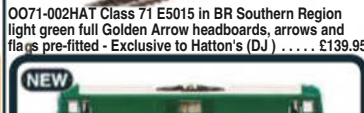
0071-004 Class 71 71013 in BR blue (DJ) **NEW** £109

0071-002 Class 71 E5004 in BR Green no yellow ends (DJ) **NEW** £109

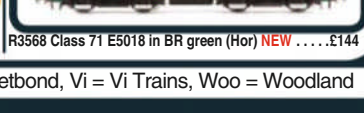


R3569 Class 71 E5005 in BR blue (Hor) **NEW** £144

0071-005 Class 71 E5010 in BR green full yellow ends (DJ) **NEW** £109



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



R3568 Class 71 E5018 in BR green (Hor) **NEW** £144

Visit

www.hattons.co.uk/new

for all new releases

7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) £165
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR blue single pantograph. (Bac) (RRP £139.95) **BARGAIN** £79
31-678 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

HSTs



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) £246

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) £94
32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £229.46



4D-015-001 Class 122 Gloucester RCW "Bubblecar" single car DMU 55002 in BR blue & grey (Dap) £123.25



4D-015-005 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55007 in BR green small yellow panels (Dap) £123.25
8920 Class 128 DPU 55991 in BR blue yellow ends "Parcels Service" (Hel) (RRP £119.95) **BARGAIN** £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN** £59



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) **BARGAIN** £69



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
31-426B Class 411 4CEP EMU 7122 BR Green yellow warning panels (Bac) £240



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) £271.96



31-041 Class 450 Desiro 450127 4 car unit in South West Trains - weathered (Bac) £297.46

Track Maintenance vehicles



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



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £130



R1215 Hornby Junior Train Set - "Express Train" - battery powered (Hor) £34
R1202 Mallard Pullman Train Set Class A4 4468 "Mallard" in LNER blue and pair of Pullman coaches (Hor) £131



R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £150



R1210 Santa's Express - Christmas starter train set (Hor) **NEW** £47

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 £262.99) **BARGAIN** £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £209.99) **BARGAIN** £130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199

Coaches

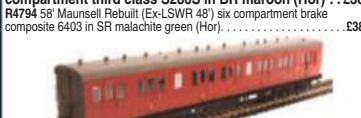
R4792 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) £38
R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2646S in BR maroon (Hor) £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment all third 320 in SR malachite green (Hor) £38



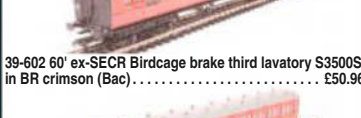
R4749A 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment third class S280S in BR maroon (Hor) £38
R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor) £38



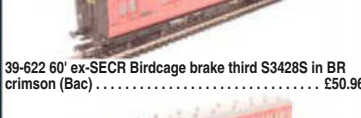
R4748A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite S6405S in BR maroon (Hor) £38
R4793 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third 2628 in SR malachite green (Hor) £38



39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) £50.96



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) £50.96



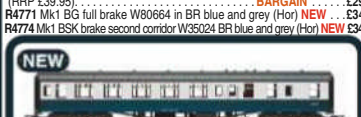
39-612 60' ex-SECR Birdcage composite S5468S in BR crimson (Bac) £50.96
39-426 BR Mk1 POS Post Office Sorting Van BR Blue & Grey (v Nets) (Bac) (RRP £59.95) **BARGAIN** £40



R4696 K-Type Pullman First Class Kitchen Car "Joan" (Hor) £44
39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) (RRP £39.95) **BARGAIN** £29
R4771 Mk1 BG full brake W80664 in BR blue and grey (Hor) **NEW** £34
R4774 Mk1 BSK brake second corridor W35024 BR blue and grey (Hor) **NEW** £34



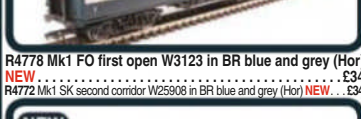
R4777 Mk1 BSO brake second open W9353 in BR blue and grey (Hor) **NEW** £34
R4773 Mk1 CK composite corridor W16198 in BR blue and grey (Hor) **NEW** £34



R4777 Mk1 FO first open W3123 in BR blue and grey (Hor) **NEW** £34
R4772 Mk1 SK second corridor W25908 in BR blue and grey (Hor) **NEW** £34



R4775 Mk1 SO second open W4804 in BR blue and grey (Hor) **NEW** £34



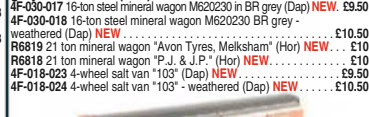
R4776 Mk1 TSO tourist second open W5025 in BR blue and grey (Hor) **NEW** £34

Wagons

4F-012-015 12-ton ventilated van "Carricks" (Dap) **NEW** £9.50
4F-012-016 12-ton ventilated van "Carricks" - weathered (Dap) **NEW** £10.50



37-225H 16 Ton steel mineral wagon top flap doors in BR grey - weathered (Bac) £14.04
4F-030-017 16-ton steel mineral wagon M620230 in BR grey (Dap) **NEW** £9.50
4F-030-018 16-ton steel mineral wagon M620230 BR grey - weathered (Dap) **NEW** £10.50
R6819 21 ton mineral wagon "Avon Tyres, Melksham" (Hor) **NEW** £10
R6818 21 ton mineral wagon "P.J. & J.P." (Hor) **NEW** £10
4F-018-023 4-wheel salt van "103" (Dap) **NEW** £9.50
4F-018-024 4-wheel salt van "103" - weathered (Dap) **NEW** £10.50



37-601B 46T VGA sliding wall van in Railfreight red & grey - weathered (Bac) £22.06
4F-031-029 6 wheel milk tanker "Co-Operative Dairies" (Dap) **NEW** £13
4F-031-030 6 wheel milk tanker "Co-Operative Dairies" - weathered (Dap) **NEW** £14
R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14
R6724 Drax 102t biomass hopper in Drax "powering tomorrow" - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



R6796 HAA coal hopper 356318 in Trainload Coal - Railroad Range (Hor) £8



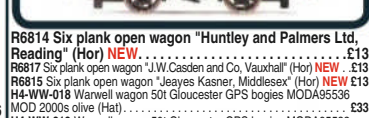
R6825 Merry Christmas 2017 open gift wagon (Hor) £13
37-305 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete weathered (Bac) (RRP £41.95) **BARGAIN** £28
R6816 Six plank open wagon "Crynant Colliery, Neath" (Hor) **NEW** £13



R6814 Six plank open wagon "Huntley and Palmers Ltd, Reading" (Hor) **NEW** £13
R6817 Six plank open wagon "J.W. Cassen and Co. Vauxhall" (Hor) **NEW** £13
R6815 Six plank open wagon "Jeayes Kasner, Middlesex" (Hor) **NEW** £13
H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 MOD 2000s olive (Hat) £33
H4-WW-019 Warwell wagon 50t Gloucester GPS bogies MODA95582 MOD 2000s olive (Hat) £33



R6817 Six plank open wagon "J.W. Cassen and Co. Vauxhall" (Hor) **NEW** £13



R6815 Six plank open wagon "Jeayes Kasner, Middlesex" (Hor) **NEW** £13



R6814 Six plank open wagon "Huntley and Palmers Ltd, Reading" (Hor) **NEW** £13

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87

DCC controllers

R8213 DCC Select unit (boxed) (Hor) £90

Point motors

R8243 Surface Mounted point motor (Hor) £8

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £5.50

Spares



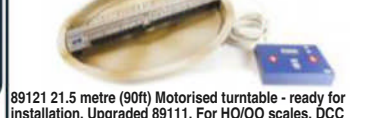
SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

Buildings - railways

44-067 Art Deco Platform End Building - use 2 of these 44-065 (Bac) £24.61

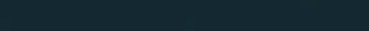


44-072 Depot Crane (Bac) (RRP £43.95) **BARGAIN** £21
44-017 Modern servicing depot - Scenecraft range (Bac) £84.96



44-0033 Two Lane Engine Shed (Bac) £84.96

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199

Prices valid until 13/12/17

All prices correct
when going to press.
Errors excepted.

Track - Code 75 Finescale

LK-55 76ft Well type turntable (Pec) £39

R070 Electrically Operated Turntable (Hor) £64
R537 Lineside Fencing (Hor) £7
LC10P Pair of modern level crossing barriers Light & Sound (Tra) NEW £40.50R514 Platform Canopy x 2 (Hor) £12
R460 Straight Platform (Hor) £5

Signals

SS2 Sensor Signal - 2 Aspect Distant (Tra) NEW £36
SS2L Sensor Signal - 2 Aspect Distant left hand leather indicator (Tra) NEW £45
SS2R Sensor Signal - 2 Aspect Distant right hand leather indicator (Tra) NEW £46
SS3L Sensor Signal - 3 Aspect Home left hand leather indicator (Tra) NEW £47.70
SS3R Sensor Signal - 3 Aspect Home right hand leather indicator (Tra) NEW £47.70
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Buildings - general

GM412 "Fordhampton" - gasometer - plastic kit (Gau) NEW £18
44-040 Diesel depot fueling point - Scenecraft range (162 x 37 x 55mm) (Bac) £1344-265 Low Relief Block of flats (Bac) (RRP £62.95) BARGAIN £36
95504 Single brick flower bed (Anc) NEW £5.50

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39

Grass, Ground, Lichen, Hedges & Foliage

PSG-103 Autumn grass, static grass 1mm - 30g bag (Pec) NEW £3.20
PSG-106 Dead Grass grass, static grass 1mm - 30g bag (Pec) NEW £3.20
PSG-54 Pack of 100 4mm spring grass tufts (Pec) NEW £3.50
PSG-66 Pack of 100 6mm autumn grass tufts (Pec) NEW £4.50
PSG-65 Pack of 100 6mm patchy grass tufts (Pec) NEW £4.50
PSG-64 Pack of 100 6mm spring grass tufts (Pec) NEW £4.50
PSG-76 Pack of 10mm autumn grass tufts (Pec) NEW £5.50
PSG-75 Pack of 10mm patchy grass tufts (Pec) NEW £5.50
PSG-74 Pack of 10mm spring grass tufts (Pec) NEW £5.50
PSG-77 Pack of 10mm wild meadow grass tufts (Pec) NEW £5.50
PSG-105 Patchy grass, static grass 1mm - 30g bag (Pec) NEW £3.20
PSG-212 Scorched grass, static grass 2mm - 30g bag (Pec) NEW £3.20
PSG-005 Snow scatter 0.5mm - 30g bag (Pec) NEW £3.20
PSG-213 Snow scatter 2.0mm - 30g bag (Pec) NEW £3.20
PSG-211 Spring alpine, static grass 2mm - 30g bag (Pec) NEW £3.20
PSG-101 Spring grass, static grass 1mm - 30g bag (Pec) NEW £3.20
PSG-415 Summer alpine, static grass 2mm - 30g bag (Pec) NEW £3.20
PSG-214 Summer flowers, static grass 2mm - 30g bag (Pec) NEW £3.20
PSG-104 Winter grass, static grass 1mm - 30g bag (Pec) NEW £3.20

People - civil

36-408 12 x Sealed Coach Passengers (Bac) £11.50
36-407 1950s Train Crew x 6 (Bac) £8.46
5300Peco Cricket team figures - pack of 15 wickets (Pec) NEW £25

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9

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) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible
track (Pec) £3
SL-102 Pack of 25 (Pec) £70
SL-99 3 way medium radius point - insulfrog (Pec) £26
SL-90 Double slip - insulfrog (Pec) £32SL-E96 Left hand medium point - electrofrog (Pec) £10
SL-96 Left hand medium point - insulfrog (Pec) £10SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50
SL-E98 Right hand large point - electrofrog (Pec) £12

SL-E95 Right hand medium point - electrofrog (Pec) £10

SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50SL-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-E196 Finescale left hand medium point -
electrofrog (Pec) £11.50SL-E192 Finescale left hand small point -
electrofrog (Pec) £10SL-E188 Finescale right hand large point -
electrofrog (Pec) £12.50SL-E195 Finescale right hand medium point -
electrofrog (Pec) £11.50SL-E191 Finescale right hand small point -
electrofrog (Pec) £10

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.40
R605 Circle of 8 (Hor) £15
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
R8262 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 £35) BARGAIN £24.80
R8073 Right Hand Standard Point (Hor) £9
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.35
R600 Box of 24 (Hor) £31

Buses

76BI001 Beadle Integral East Kent (Oxf) £15.50

76MW6003 Bristol MW6G - Eastern Counties National
Bus Company (Oxf) NEW £1576PD2005 Leyland PD2/12 Edinburgh (Oxf) £17
27202DA Leyland TD1 - Birkenhead - Subscriber Model 2000 (EFE) NEW £10OM46618B New Routemaster - Stagecoach, 15 Trafalgar
Square (Cor) £33

NEW



76SB001 Saro Bus Ribble (Oxf) NEW £15.50

Cars

NEW



76SET43 5 Piece Aston Martin Set (Oxf) NEW £20

NEW



76FG003 Ford Galaxy Tango Red (Oxf) NEW £4.50

NEW



76JFE001 Jaguar Formula E (Oxf) NEW £4.50

NEW

OR76ROR002 Land Rover Defender 110 posable rail
wheels - "Network Rail" - non-motorised (Oxf) NEW £6.50

NEW



76RRP3001 Rolls Royce Phantom III Black (Oxf) NEW £6

NEW



76RRP5001 Rolls Royce Phantom V Navy/Silver (Oxf) NEW £6

NEW



76TS002 Triumph Stag Java Green (Oxf) NEW £4.50

Commercial vehicles

NEW



SP064 Austin K8 3 Way Van Achille Serre 1/76 Scale (Oxf) NEW £4.50

NEW

76CWT001 Commer Walk Thru British Railways
(Green) (Oxf) NEW £8.50

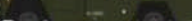
NEW

76SC005 Eddie Stobart Car Transporter - Christina
Frances (Oxf) NEW £27

NEW

76FT026 Ford Transit LWB High Network Rail Speed
Camera (Oxf) NEW £5

NEW

76FBB003 Fowler BB1 Ploughing Engine No.15436
Princess Mary (Oxf) NEW £14

NEW

OR76ROR003 Land Rover Defender 110 posable rail
wheels - "British Rail" - non-motorised (Oxf) NEW £6.50

NEW

OR76ROR001 Land Rover Defender 110 posable rail wheels - "Railtrack"
- non-motorised (Oxf) NEW £6.50

NEW

76MB006 Mercedes Actros GSC Curtainside Sparks Transport (Oxf) NEW £21

NEW

76SHL01FT Scania Highline Flatbed Trailer Ian Craig Haulage Ltd (Oxf) NEW £21

NEW

76SHP004 Sherpa Van Pickfords (Oxf) NEW £5.50

NEW

76VOL4004 Volvo FH4 (G) Tipper Wains Transport (Oxf)
NEW £19

NEW

76WM006 Whitby Mondial Ice Cream Smiths (Oxf) NEW £5.50

Military ground vehicles

NEW

76CHT002 Churchill Tank MkIII 1st Canadian Army Bgd
Dieppe 1942 (Oxf) NEW £11

NEW

76CHT001 Churchill Tank MkIII Kingforce - Major
King (Oxf) NEW £11

NEW

76LRL002 Land Rover 1/2 Ton Lightweight Military Police (Oxf) NEW £5

NEW

76LRFPG002 Land Rover FC GS Berlin Brigade (Oxf) NEW £8.50

Public Service vehicles

NEW



76AUS004 Austin 1300 Metropolitan Police (Oxf) NEW £4.50

NEW

76SFE009 Scania CP28 Pump Ladder Kent Fire & Rescue
Service (Oxf) NEW £15

N Gauge

Steam locos

NEW

372-628 Class 2MT Ivatt 2-6-0 46443 in BR lined black late
crest (Gra) NEW £106.21

NEW

372-629 Class 2MT Ivatt 2-6-0 46460 in BR lined black
early emblem - weathered (Gra) NEW £114.71

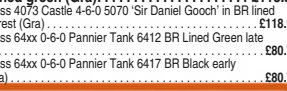
NEW

372-031 Class 4073 Castle 4-6-0 5041 'Tiverton Castle' in
BR green early emblem (Gra) £118.96

NEW

372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven'
in GWR lined green (Gra) £118.96

NEW

372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined
green late crest (Gra) £118.96

NEW

371-987 Class 64xx 0-6-0 Pannier Tank 6412 BR Lined Green late
crest (Gra) £80.71

NEW

371-986 Class 64xx 0-6-0 Pannier Tank 6417 BR Black early
emblem (Gra) £80.71

NEW

372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple
green (Gra) (RRP £169.95) BARGAIN £94

NEW

372-387 Class A2 4-6-2 60527 'Sun Chariot' in BR lined green late
crest (Gra) (RRP £169.95) BARGAIN £94

NEW

2S-008-011 Class A4 4-6-2 2512 'Silver Fox' in LNER
grey valances (Dap) £128.83

NEW

372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined
black (Gra) (RRP £129.95) BARGAIN £84

Train packs

NEW

2S-011-001 Class A1 4-6-2 4472 'Flying Scotsman' in
LNER apple green four Gresley teak coaches - light bars
fitted (Dap) £198.90

NEW

370-400 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

NEW

371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96

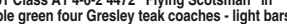
NEW

371-457 Class 37/0 D6714 in BR green small yellow panel
and split headcode boxes (Gra) £103.66

NEW

371-180 Class 40 D211 'Mauretania' in BR green (Gra)
NEW £118.96

NEW

371-605 Class 42 Warship 810 'Cockade' in BR Blue -
weathered (Gra) (RRP £124.95) BARGAIN £72

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



DMUs

371-876DS Class 108 2 Car DMU in BR blue - DCC sound fitted (Gra) £229.46
2D-021-002 Class 156 2 car DMU 156419 BR provincial Super Sprinter branding (Dap) £109

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (RRP £169.95) BARGAIN £89



371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (RRP £169.95) BARGAIN £89

Train sets - analogue

GMKS005 "The Race to the North" starter train set - Class A4 4-6-2 and four Gresley teak coaches (Gau) £240
370-130 "The Night Mail" train set Class 47 and Mk1 post coaches (Gra) £169.96

Wagons

2F-013-057 4-wheel Gunpowder van "Spillers" (Dap) NEW £8.50
2F-013-058 4-wheel Gunpowder van "Spillers" - weathered (Dap) NEW £9.50
NR-P100 Butterley Steel Type Coal Wagon "Charmingtons" in Red (Pec) NEW £7

Lighting equipment

NC040b Light Bar coach lighting unit for older coaches (Yellow) (Dap) £8

Spares

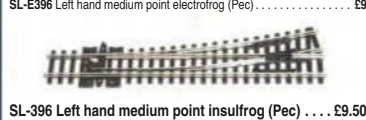
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £20
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-300 Starter Track Set (Pec) £46

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £64
SL-E396 Left hand medium point electrofrog (Pec) £9



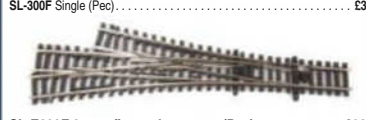
SL-396 Left hand medium point insulfrog (Pec) £9.50

SL-395 Right hand medium point insulfrog (Pec) £9.50

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-E397F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E398F Finescale curved double radius right hand point electrofrog (Pec) £11



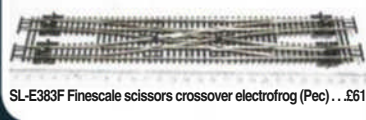
SL-E390F Finescale double slip electrofrog (Pec) £35



SL-E396F Finescale left hand medium point electrofrog (Pec) £10
SL-E392F Finescale left hand small point electrofrog (Pec) £9



SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9

Buses



NSET003 5 Piece N Gauge Set Southdown (Oxf) NEW £27

Cars

NCOR3001 Cortina MkIII Gold (Oxf) NEW £3.50
NMG8001 MGB Roadster Tartan Red (Oxf) NEW £3.50
NNMN001 New Mini Chili Red (Oxf) NEW £4

Commercial vehicles

NAEC014 AEC Matador Wrecker Southdown (Oxf) NEW £6



NSHL01CT Scania Highline D-TEC Combitrailer - Container Eddie Stobart (Oxf) NEW £11.50

Farming & Construction

NFARM003 Baler (Oxf) NEW £4

Military ground vehicles

NDSC001 Daimler Dingo 23rd Armoured Brigade (Oxf) NEW £4

O Gauge (1:43 Scale)

Steam locos



7S-026-002 Class 3F 'Jinty' 0-6-0T 16554 in late LMS black (Dap) NEW £191.25



7S-026-001 Class 3F 'Jinty' 0-6-0T 16564 in early LMS black (Dap) NEW £191.25



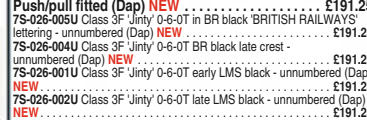
7S-026-003 Class 3F 'Jinty' 0-6-0T 23 in S&DJR prussian blue (Dap) NEW £191.25



7S-026-005 Class 3F 'Jinty' 0-6-0T 47501 in BR black 'BRITISH RAILWAYS' lettering (Dap) NEW £191.25



7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) NEW £191.25



7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) NEW £191.25



7S-026-005U Class 3F 'Jinty' 0-6-0T in BR black 'BRITISH RAILWAYS' lettering - unnumbered (Dap) NEW £191.25



7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) NEW £191.25



7S-026-001U Class 3F 'Jinty' 0-6-0T early LMS black - unnumbered (Dap) NEW £191.25



7S-026-002U Class 3F 'Jinty' 0-6-0T late LMS black - unnumbered (Dap) NEW £191.25

7S-026-003U Class 3F 'Jinty' 0-6-0T S&DJR prussian blue - unnumbered (Dap) NEW £191.25

Diesel locos



7S-010-011 Class A1X Terrier 0-6-0T 32636 in BR black late crest (Dap) £191.25



2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) £315



2596 Class 05 shunter in Industrial maroon wasp stripes on bufferbeam (Hel) £315

7D-008-011D Class 08 shunter 08173 in BR blue (without ladder) - DCC sound fitted (Dap) NEW £340



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25
7D-008-010D Class 08 shunter D3316 in BR blue (without ladder) - DCC sound fitted (Dap) NEW £340
2551 Class 25/1 BR green small yellow warning panels (unnumbered) (Hel) £470



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel) £470

6002 Class 60 diesel in EWS (Supplied un-numbered separate waterline numbers, sector emblems and, a selection of nameplates.) (Hel) £499

Wagons

7F-056-007 12-ton van plank sides B/55186 in BR bauxite (Dap) £42.46

Track - Code 124 Bullhead Streamline



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-E792BH Left hand point bullhead rail and electrofrog (Pec) £41

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

43JAGV12005 Jaguar V12 E Type Coupe Ascot Fawn (Oxf) NEW £20

BS-O-01 O Scale Ballast Spreader (Pro) NEW £18.50

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



D Double/Twin track power controller (Gau) £69

DCC decoders



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £120

DCR-21PIN-Direct Single (Hat) £15

DCR-21PIN-Direct Box of 5 (Hat) £68



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 23x1x27mm x 10d mm) x 5 (Gau) £17

36-553 6-pin 3-function 0.75A decoder back EMF (Bac) £15.50



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) £136

DCR-8PIN-Direct Single (Hat) £17

DCR-8PIN-Direct Box of 5 (Hat) £77



R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) £36



R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor) NEW £36

R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 'King' steam loco (Hor) £36

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) £36

R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) £36

R8108 TTS DCC Sound Decoder 8 pin plug - Thompson Class A1 steam loco (Hor) £36

DCC accessory decoders

DCD-ADS-8SX 8-way accessory decoder for solenoid motors and individual CDUs (DCC) £68

DCD-ADS8FX COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC) £50

DCC controllers

36-504RC Dynamis Ultima8 DCC System Trial copy RailController Software (Bac) £240



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC202 Prodigy "Advance 2" starter DCC controller package (Gau) £220

DCC51 Prodigy Wireless Conversion Set (Gau) £200

DCC-CC1 Universal Controller handset holder - for NCE Power Cab, Gauguemaster Prodigy and most smartphones (DCC) NEW £6.50

DCC13 Wireless Walkaround unit for the Prodigy Advance 2 DCC system (DCC03) (Gau) £159

DCC accessories

DCD-AEC Cobalt Alpha Central Integrated 12 Way Digital Switch (DCC) £110

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £155



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £160

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £90

DCP-CB12OMG 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



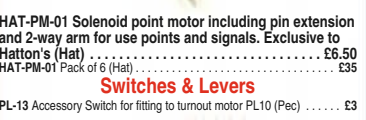
PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

PL-10E Single (Pec) £6



PM-1 Seep 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

Switches & Levers

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

Track underlay

ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" In 8" - 2.5" Wide - Pack Of 4 (Woo) £13

Railway publications

RailwayModellerAnnual2018 Railway Modeller 2018 Annual - 120 pages (Pec) NEW £6.99

RailwayModeller1711 Railway Modeller Magazine - November 2017 Issue (Pec) NEW £4.40

Drills & Drill bits

10050SC 0.5mm Solid Carbide Drill (Exp) NEW £4

Tools

XU2157B Flexible track cutters (XURON) (Gau) £15

DCM-RR6A Rolling Road - Active (Powered) Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £51

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DCC CONTROL

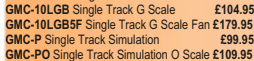
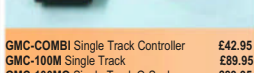
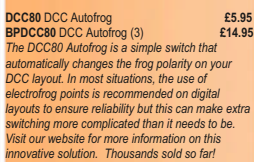
DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95



DCC02 Prodigy Advance2 System £299.95
DCC04 Prodigy Advance2 Wireless System £479.95



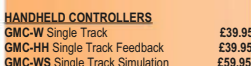
GMC-D0 Twin Track O Scale £179.95
GMC-DS Twin Track Simulation £179.95
GMC-TS Three Track Simulation £179.95



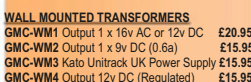
GMC-Q Four Track £189.95



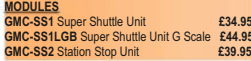
GMC-100 Single Track £37.95
GMC-100.0 Single Track O Scale £47.95
GMC-100LB Single Track G Scale £57.95
GMC-U Single Track Simulation £47.95
GMC-UF Single Track Feedback £42.95
GMC-UO Single Track Simulation O Scale £62.95
GMC-UD Twin Track £57.95
GMC-UDF Twin Track Feedback £62.95
GMC-UTS Twin Track Simulation £72.95
GMC-UDS Three Track Controller Sim. £82.95
GMC-UO Four Track £87.95



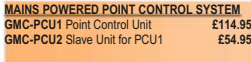
GMC-W Single Track £39.95
GMC-HH Single Track Feedback £39.95
GMC-WS Single Track Simulation £59.95



GMC-M1C Output 2 x 12V DC £49.95
GMC-M1D Output 2 x 12V DC £54.95
GMC-M2 Output 1 x 18V AC (2.5a) £54.95
GMC-M3 Output 1 x 24V AC (1.25a) £54.95
GMC-M4 Output 2 x 12V AC (1.25a) £54.95



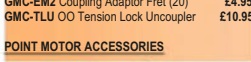
GMC-WM1 Output 1 x 16V AC or 12V DC £20.95
GMC-WM2 Output 1 x 9V DC (0.6a) £15.95
GMC-WM3 Kato Unitrack UK Power Supply £15.95
GMC-WM4 Output 12V DC (Regulated) £15.95



GMC-T1 Output 2 x 16V AC (1a) £27.95
GMC-T2 Output 1 x 16V AC (2.5a) £27.95
GMC-T3 Output 1 x 24V AC (1.25a) £27.95
GMC-T4 Output 2 x 12V AC (1a) £27.95



GMC-SS1 Super Shuttle Unit £34.95
GMC-SS1LB Super Shuttle Unit G Scale £44.95
GMC-SS2 Station Stop Unit £39.95



GMC-CDU Capacitor Discharge Unit £13.95



GMC-EM1 N Electro Magnetic Uncoupler £39.95
GMC-EM2 Coupling Adaptor Fret (20) £4.95
GMC-TLU OO Tension Lock Uncoupler £10.95



GMC-COMBI Single Track Controller £42.95
GMC-100M Single Track £89.95
GMC-100M Single Track O Scale £89.95
GMC-10LB Single Track G Scale £104.95
GMC-10LBGF Single Track G Scale Fan £179.95
GMC-P Single Track Simulation £99.95
GMC-PO Single Track Simulation O Scale £109.95

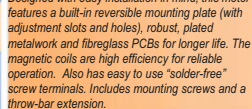
POINT MOTORS



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



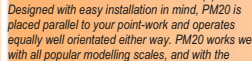
GMC-PM10D Digital Solenoid Point Motor £18.95
All the features of the PM10 but with an inbuilt DCC decoder to make wiring even easier.



GMC-PM20 Surface Mount Point Motor £9.95
GMC-BPPM20 Surface Mt Point Motor(5) £44.95



GMC-PM200 Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



GMC-PM200 Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



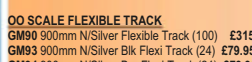
GMC-PM200 Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



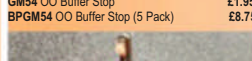
GMC-PM200 Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



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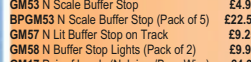


GMC-PM200 Digital Surface Mount Point Motor £22.95
All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



N SCALE FLEXIBLE TRACK

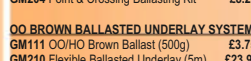
GM96 900mm N/Silver Blk Flexi Track (24) £64.95
GM18 Code 80 (N) Rail Joiners (24) £2.95



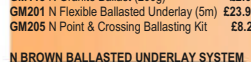
GM46 N Re-Railer £2.95
GM53 N Scale Buffer Stop £4.95
BPGM53 N Scale Buffer Stop (Pack of 5) £22.50
GM57 N Lit Buffer Stop on Track £9.25
GM58 N Buffer Stop Lights (Pack of 2) £9.95
GM17 Pair of Leads (N Joiner/Bare Wire) £4.95



GM114 OO/HO Granite Ballast (500g) £3.75
GM117 OO/HO Granite Ballast (200g) £2.65
GM200 Flexible Ballasted Underlay (5m) £23.95
GM204 Point & Crossing Ballasting Kit £8.25



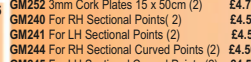
GM111 OO/HO Brown Ballast (500g) £3.75
GM210 Flexible Ballasted Underlay (5m) £23.95
GM214 Point & Crossing Ballasting Kit £8.25



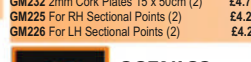
GM115 N Granite Ballast (500g) £3.75
GM118 N Granite Ballast (200g) £2.65
GM201 N Flexible Ballasted Underlay (5m) £23.95
GM205 N Point & Crossing Ballasting Kit £8.25



GM113 N Brown Ballast (500g) £3.75
GM211 N Flexible Ballasted Underlay (5m) £23.95
GM215 Point & Crossing Ballasting Kit £8.25



GM251 3mm Cork Trackbed 4.5 x 50cm (6) £9.25
GM252 3mm Cork Plates 15 x 50cm (2) £4.75
GM240 For RH Sectional Points (2) £4.50
GM241 For LH Sectional Points (2) £4.50
GM244 For RH Sectional Curved Points (2) £4.50
GM245 For LH Sectional Curved Points (2) £4.50
GM247 For Y Sectional Points (2) £4.50



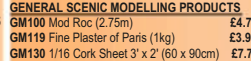
GM231 2mm Cork Trackbed 2.8 x 50cm (6) £9.25
GM232 2mm Cork Plates 15 x 50cm (2) £4.75
GM225 For RH Sectional Points (2) £4.25
GM226 For LH Sectional Points (2) £4.25



GM194 Scenic Starter Pack £24.95



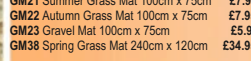
GM100 Mod Roc (2.75m) £4.75
GM119 Fine Plaster of Paris (1kg) £3.95
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £7.75
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £11.75
GM167 Balsa Bundle 50 x 76 x 229mm £2.95
GM168 Balsa Bundle 75 x 150 x 450mm £11.95



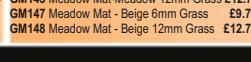
GM194 Scenic Starter Pack £24.95



GM194 Scenic Starter Pack £24.95



GM194 Scenic Starter Pack £24.95



GM194 Scenic Starter Pack £24.95



STATIC GRASS SYSTEM



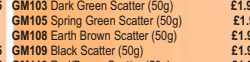
GM196 Static Grass Starter Set £9.95
GM193 Puffer Bottle £4.95
GM169 Static Grass Glue (250ml) £6.95
GM170 Spring Grass Flock (30g) £3.45
GM171 Summer Grass Flock (30g) £3.45
GM172 Moorland Grass Flock (30g) £3.45
GM173 Meadow Grass Flock (30g) £3.45
GM174 Woodland Floor Grass Flock (30g) £3.45



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) £3.45



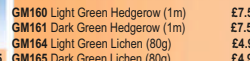
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GM193 Puffer Bottle £4.95
GM169 Static Grass Glue (250ml) £6.95
GM170 Spring Grass Flock (30g) £3.45
GM171 Summer Grass Flock (30g) £3.45
GM172 Moorland Grass Flock (30g) £3.45
GM173 Meadow Grass Flock (30g) £3.45
GM174 Woodland Floor Grass Flock (30g) £3.45



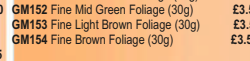
GM196 Static Grass Starter Set £9.95
GM193 Puffer Bottle £4.95
GM169 Static Grass Glue (250ml) £6.95
GM170 Spring Grass Flock (30g) £3.45
GM171 Summer Grass Flock (30g) £3.45
GM172 Moorland Grass Flock (30g) £3.45
GM173 Meadow Grass Flock (30g) £3.45
GM174 Woodland Floor Grass Flock (30g) £3.45



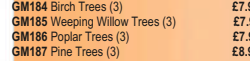
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GM193 Puffer Bottle £4.95
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GM174 Woodland Floor Grass Flock (30g) £3.45



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GM193 Puffer Bottle £4.95
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GM170 Spring Grass Flock (30g) £3.45
GM171 Summer Grass Flock (30g) £3.45
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GM173 Meadow Grass Flock (30g) £3.45
GM174 Woodland Floor Grass Flock (30g) £3.45



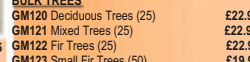
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GM193 Puffer Bottle £4.95
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GM174 Woodland Floor Grass Flock (30g) £3.45



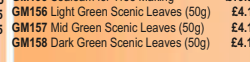
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GM193 Puffer Bottle £4.95
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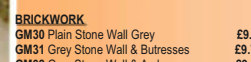
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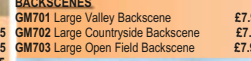
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GM174 Woodland Floor Grass Flock (30g) £3.45

GRASS STRIPS/TUFTS

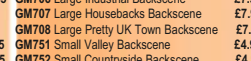
GM136 Spring Grass Strips (36) £11.95
GM137 Summer Grass Tufts (104) £11.95
GM138 Flowering Grass Tufts (108) £11.95
GM162 Green 6mm Mini Tufts (42) £4.95
GM163 Green 12mm Mini Tufts (42) £4.95



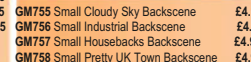
GM136 Spring Grass Strips (36) £11.95
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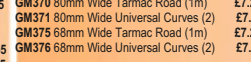
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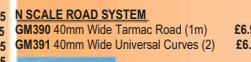
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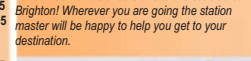
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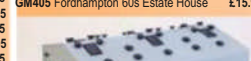
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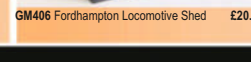
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STRUCTURES

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

GMKD01 House £4.75
GMKD02 Shop £4.75
GMKD03 Bungalow £4.00
GMKD04 Church with Porch £6.50
GMKD05 House/Shop Unit with Glazing £7.25
GMKD06 Two Shop Unit with Glazing £7.25
GMKD07 Four House Unit £7.25
GMKD08 Country Station £9.50
GMKD09 Station Buildings £5.75
GMKD10 Island Platform with Flat Canopy £9.00
GMKD11 Flat Canopy £6.50
GMKD12 Small Signal Box £7.00
GMKD13B Farm Rail Fencing Brown £3.50
GMKD13W Farm Rail Fencing White £3.50
GMKD14 Telegraph Poles £3.50
GMKD15 Windows Doors & Gutters £4.75
GMKD16 Platforms (2) £3.25
GMKD17 Platform Ramps (2) £2.75
GMKD18 Station Yard Huts £3.75
GMKD19 Weighbridge & Office £4.75
GMKD20 Coal Office £3.75
GMKD21 Level Crossing/Keepers Cottage £6.50
GMKD22 Four Greenhouses £3.50
GMKD23 Two Domestic Garages £4.25
GMKD24 Water Tower £4.25
GMKD25 Corner Shop £5.00
GMKD26 Corner Pub £5.00
GMKD27 Three Storey Townhouse £6.50
GMKD28 Three Storey Town Shop £6.50
GMKD29 Modern Station £8.75
GMKD30 Modern Station Waiting Room £6.25
GMKD31 Station Masters House £7.00
GMKD32 Pair Pre War Semi Det. Houses £8.00
GMKD33 Boilerhouse & Chimney £7.00
GMKD34 Stable Block £4.25
GMKD35 Cow Shed £4.00
GMKD36 Barn £6.50
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £6.50
GMKD39 Modern Industrial Unit £8.00
GMKD40 Modern Fire Station £3.75
GMKD41 Platforms Wide (2) £3.25
GMKD42 Platform Ramps Wide (2) £3.25
GMKD43 Goods Shed £8.50
GMKD1000 Town Station £17.95
GMKD1001 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
GMKD51 Wooden Fencing £5.75
GMKD52 Lattice Fencing £5.75
GMKD53 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 Gm (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 Gm(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 Gm(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

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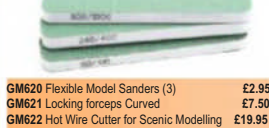
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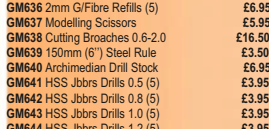
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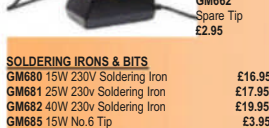
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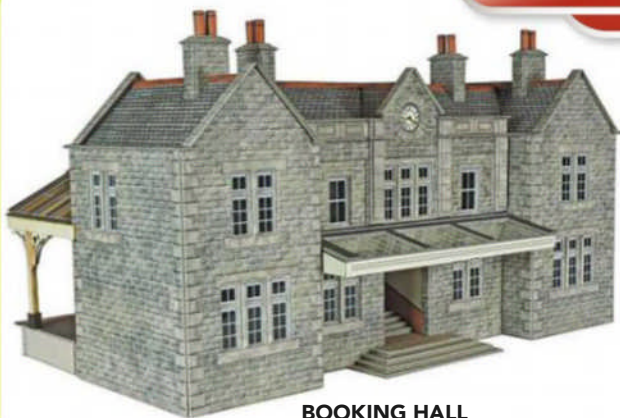


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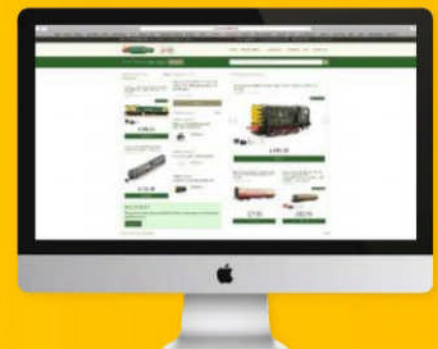


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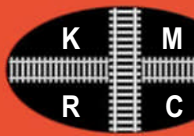
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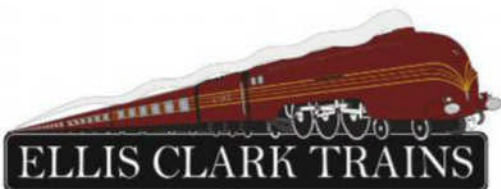
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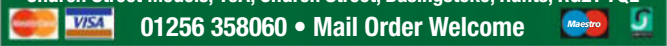
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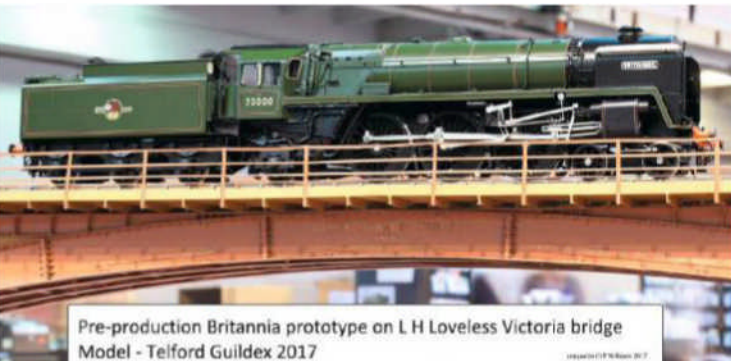
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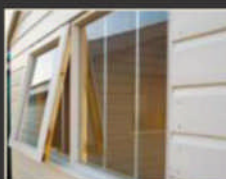
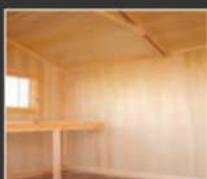
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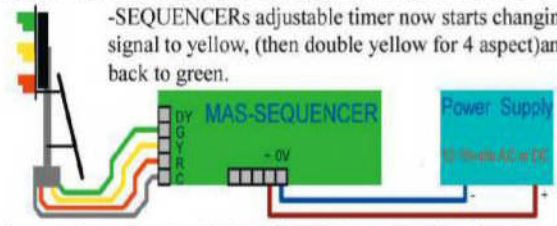
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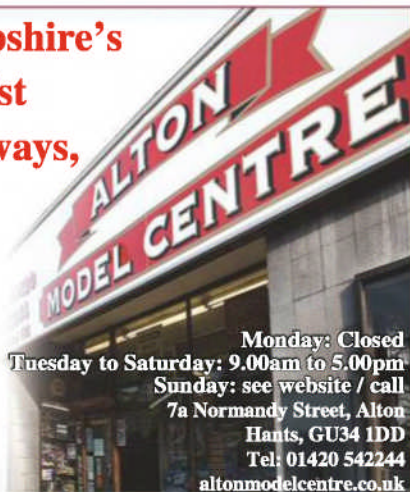


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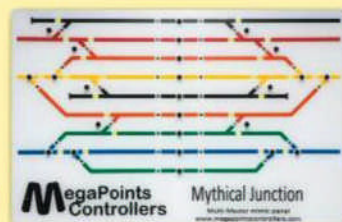
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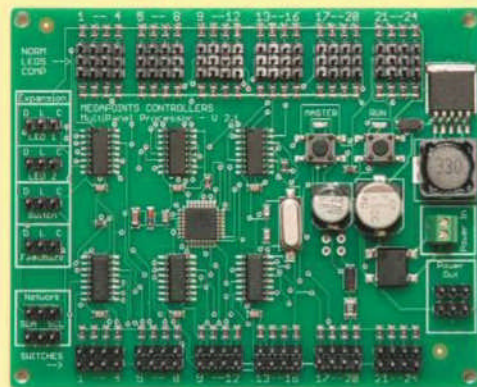
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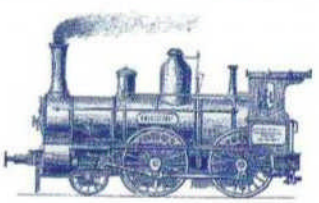


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Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: GWR 'Manor' 4-6-0

Gauge: 'OO'

Proposed by: Richard Foster

It's easy to see why Warner Brothers wanted a GWR 4-6-0 to haul trains to Hogwarts. Despite your allegiance, there's no getting away from the fact that they look how you imagine a steam locomotive should look. The GWR has a huge enthusiast following, and most of its classic 4-6-0s are offered ready-to-run, and to the latest standards.

So it's a bit of a surprise that one of the most popular GWR 4-6-0s, the 'Manor', isn't part of anyone's 'OO' gauge catalogue and that the last offering, from Bachmann in 2006, was essentially the ex-Mainline model from 1980. It was a good model for its day, but it lags behind the standard now set by Bachmann, Hornby and others.

The real thing wasn't as successful a design as, say, the 'Hall' or the 'Grange', but Charles Collett's pretty 4-6-0 made itself at home on some really wonderful bits of railway, most notably the ex-GWR and ex-Cambrian lines in Wales.

Click through Geoff Plumb's wonderful collection of Cambrian images (<https://plumbloco.smugmug.com/Trains/Cambrian-CoastLines> or quick link: <https://goo.gl/JYB9VN>) and you'll see that every locomotive featured, from the '58XX' to the Standard '4MT' 4-6-0, is available in 'OO' to modern standards - except the 'Manor'.

Surely it's time to put that right?

What is it?

Weight restrictions on key secondary lines, such as the Cambrian, prolonged the life of older, lighter locomotives, which had become life-expired by the mid-1930s. GWR Chief Mechanical Engineer Charles Collett designed a solution, which was effectively his 'Grange' 4-6-0 with 5ft 8in diameter driving wheels but with a smaller, lighter boiler.

Swindon built 20 in 1938/39, which incorpo-



TREVOR OWEN/COLOUR RAIL

rated parts from withdrawn '43XX' 2-6-0s. BR ordered ten more in 1950.

Although the Cambrian was their main area of work, 'Manors' also found use in the London Division, on the old Midland & South Western Junction and in the West Country. Steaming issues were largely cured and the last were withdrawn in December 1965.

Is it viable?

Detail differences would require only minimal tooling changes, such as the different chimney types that the class carried. That would make a new model fairly economical to produce.

There could be quite a few liveries: those with GWR 'shirtbutton' and GWR initials, as well as BR black and BR lined green. There are a couple of oddball liveries which would work well as limited editions: full 1920s coat of arms livery, as carried by BR-built No. 7827 *Lydham Manor* at the Paignton & Dartmouth in the 1980s, as well as No. 7816 *Frilsham Manor*, which acquired a heavily weathered tender that still bore the initials GWR until its withdrawal in November 1965.

Can I see a real one?

Nine were preserved: Nos. 7802 *Bradley Manor* and 7812 *Erlestoke Manor* at the Severn Valley Railway, No. 7808 *Cookham Manor* at Didcot Railway Centre and No. 7819 *Hinton Manor* is displayed at the McArthurGlen Designer Outlets in Swindon. Nos. 7820 *Dinmore Manor*, 7821 *Ditchat Manor* and 7822 *Foxcote Manor* survive at the Gloucestershire Warwickshire, West Somerset and Llangollen railways respectively, while Nos. 7827 *Lydham Manor* and 7828 *Odney Manor* are in service at the Dartmouth Steam Railway and West Somerset Railway.



Have your say

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RON LINGLEY

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Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



George Dent,
Deputy Editor

I mentioned last month how my collection of weathered steel-bodied mineral wagons is getting a little out of control. Since then, it's grown further, thanks to a practical demonstration that I held at Manchester Model Railway Society, in aid of a local charity.

A dozen MMRS members watched a number of my preferred weathering techniques for freight stock, before 'diving in' and trying them out for themselves. And very well they did too, with some excellent results achieved across the group.

It's been nearly two years since I last ran any weathering and airbrushing courses, so I felt that I needed a bit of practice in advance. Accordingly, a box-full of Dapol mineral wagon bodies was obtained, and I treated them to the rust/peeling paint effects explained in MR241.

In true *Blue Peter* style, I like to have a few models on hand - in varying states of progress - when demonstrating, so that meant treating more wagons. As a result of all this, I now have a bunch of fully weathered wagon bodies in need of replacement chassis, so I'll not be wanting for things to do over the dark winter evenings!

I thoroughly enjoyed the day at MMRS' clubroom and would like to thank all who attended. Thanks also to Lisa at The Airbrush Company for generously supplying all paints and materials. On the day, we raised £250 for Wood Street Mission, a charity that helps disadvantaged children in Manchester and Salford.



Above: Nearly a dozen finely weathered Dapol mineral wagons are awaiting chassis replacement.

Right: Parkside Dundas chassis (now available from Peco) are far more realistic and make for a very economical project.



Modelling hours this month: 10

Note to self: Draw up a shopping list for Warley, including plenty of wagon underframe kits.



Chris Leigh,
Consultant
Editor

Built at Ross-on-Wye, the new *Lyn* captures the character of her 'Yankee' ancestor.

I have enough projects to occupy me 24/7 at the moment, but I took a long weekend to go to North Devon, make amends with the Lynton & Barnstaple Railway, and collect a Heljan Manning Wardle from the Woody Bay shop. I say 'make amends' because, 35 years ago, when I wrote *Portrait of the Lynton & Barnstaple Railway*, I commented that I didn't feel their efforts, with a 'spluttering petrol tractor and old industrial track' would do the L&B justice. Well, on September 29, 82 years to the day since North Devon's wonderful narrow gauge railway 'fell asleep', it had awakened and the only petrol tractor was in a farming display. Standing in Woody Bay station at the head of four 'replica' coaches, each of which is built around some original sections or components, was Baldwin 2-4-2T No. 762 *Lyn*. In fact, it's a replica of the 1898-built American locomotive known on the L&B as 'the Yankee', but it's the last major step in giving the revived L&B its first 'proper' train. I kept having to pinch myself to be sure I wasn't dreaming. I never thought I'd see a genuine L&B train in its rightful setting in my lifetime.

At Chelfham, inside the ugly 1960s extension, the original front wall has been completely renovated. Once the gutters are fitted, the extension will be pulled down.

Modelling hours this month: Modelling or thinking about modelling 24/7!

Note to self: Don't start the 'OO9' until you finish existing projects.



Continued from Modelling Lives page18

Maybe I'm now old-fashioned, but while I am lost in admiration for the currently popular diorama-type models with their incredibly high quality, I can't help still liking a good quality continuous-run layout in either 'OO' or 'N'. And of the hundreds of layouts MR has featured, my favourite has to be 'Tetleys Mills', by the late Dave Shakespeare. We couldn't have hoped for a better first-issue layout - it used largely RTR models on proprietary track and so didn't demand scratchbuilding locomotive and track skills, which the mass market we were aiming at simply didn't have the time or inclination for, in our view.

But Dave's empathy with the northern townscape of soot-covered millstone grit buildings blew me away. His intoxicating mixture of houses, pubs, factories, cobbled streets, canals and viaducts was utterly convincing. Bend down to street level to see the viaduct, canal and mill chimneys and it made you feel as though you were in a Colin Gifford photograph. It set the perfect standard for what *Model Rail* wanted to do, and to this day it remains my favourite all-time MR layout. I know Dave would have been tickled pink.

Since then, MR's coverage has improved exponentially in quality and I marvel at

Peter Marriott's amazing scenery, am consistently amazed by the quality and value for money (yes, really!) of RTR models and I remain baffled beyond words by digital control! When I retire (not just yet) I shall hope to explore further - guided, naturally, by *Model Rail*.

And none of it would have happened without the confidence, guidance and dogged determination of Clive Nicholls, whose drive to launch this magazine two decades ago has never been fully acknowledged. If 20 years isn't too late to put this right - cheers Clive.

Here's to the next couple of decades!

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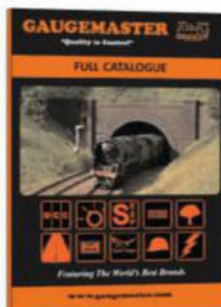
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DCC51	Prodigy Wireless Conversion Set	£269.95

Accessories

DCC11	Prodigy Extension Plate	£42.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£199.95
DCC55	Prodigy Advance Wired Computer Interface	£64.95
DCC60	Spare Plug for Gaugemaster Prodigy	£3.95
DCC62	Prodigy Universal Lead (2m)	£5.95
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.25
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£6.95
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£10.50
DCC77	Prodigy Walkaround Adaptor	£9.95

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from our-

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