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MODEL RAIL

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29

NEW MODELS

from Accurascale, Bachmann,
Little Loco Co, Minerva,
Oxford Rail and Peco

REVIEWED INSIDE

- ◆ Dapol 'OO' gauge Class 121
- ◆ Darstaed 'O' gauge Mk 1s
- ◆ Hatton's 'O' gauge Warwell



BACKSCENES

How to build an
entire town in
just a few inches

Workbench

- ✓ How to build your favourite locomotive...
...by cutting up another!
- ✓ Scratchbuild a station
using real wood
- ✓ Create a detailed
diesel shunter for £25



NEW
FOR 2018

MODEL RAIL

Inspirational Breaks

Join *Model Rail* magazine for a new kind of weekend break that gives you exclusive behind-the-scenes access to the Great Western Society's unparalleled collection of historic GWR locomotives and rolling stock, to help you make your models even more realistic.

Join the *Model Rail* team and people who are passionate about modelling – get close to the action, touch, feel, photograph and measure, and get all the details you need to take your hobby to the next level...

WHAT'S INCLUDED:

- Two nights' half-board accommodation at the Double Tree Hilton Newbury North (Junction 13, M4) with access to the leisure centre and facilities
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- Top tips and modelling secrets from the *Model Rail* team
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FRIDAY MARCH 23

3pm Arrive at the hotel. Take advantage of the leisure centre and facilities and meet the group.

6pm Join the *Model Rail* team and your fellow group for a welcome drink before dinner.

6.30pm Three-course meal followed by a talk from Chris Leigh, entitled 'They enjoy it so much, I don't know why I pay them'. Learn all his top tips and secrets to help you make the most of your behind-the-scenes weekend.

SATURDAY MARCH 24

Breakfast

9.30am Transfer by coach to the amazing Didcot Railway Centre. Immerse yourself in its history with exclusive access to the site INCLUDING access to the branch line. Explore the signal boxes and the broad gauge railway, then indulge yourself taking photographs and measurements.

See the locomotive and carriage workshops and carriage sheds, exploring inside the GWS' unique collection of historic vehicles, normally inaccessible to the public.

Browse the architectural salvage yard, which holds rescued parts from Crossrail and Reading station rebuilds, plus a Second World War air raid shelter.

A locomotive will be in steam for photography.

Two-course lunch and drink will be provided.

2.30pm Coach transfer to Pendon Museum – a mecca for fans of finescale modelling and pre-Second World War England, which will be kept open late just for this tour.

Enjoy the stunning model-making from Britain's most talented modellers at Pendon Museum... and find out how this miniature wonderland was built.

5.30pm Coach transfer back to the hotel.

7pm Three-course dinner.

SUNDAY MARCH 25

Breakfast

9.30am Coach transfer to Swindon Steam Museum and Railway Village tour.

Be inspired by the GWR's most famous locomotives – *King George V*, *Caerphilly Castle* and *City of Truro* – on the site where they were built, the GWR's spiritual home of Swindon Works.

Gain further insight with a highlight tour, featuring an exclusive talk from Kevin Shurmer on different aspects of the railway and an object handling session.

Buffet lunch

Enjoy a specially developed tour to explore the story of the GWR and Swindon at the Railway Village. This isn't part of the normal programme, and it will give you a thorough insight into the lives of GWR workers.

3pm Coach transfer back to the hotel.

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request information

01733 395155

For more information, go to
www.model-rail.co.uk

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Welcome



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MODEL RAIL

brought to you by



Richard Foster

Richard has been trying to clear his backlog of plastic kits. But what turned up at Christmas? An Airfix Victor...



George Dent

As you'll see, George has been getting his hands dirty this month, weathering locomotives and track.



Chris Leigh

Chris has been indulging in a trio of favourite subjects: the MSWJR, the 'Old Worse & Worse' and the Staines West branch.



Chris Gadsby

New Staff Writer Chris has been settling in well. But can the *Model Rail* office cope with yet another Chris?



Chris Nevard

Our ace snapper is building a name for himself on the folk music circuit. Is there no end to his talents?



Peter Marriott

Peter is our jet-setting scenic guru. Knows what products are available and how to get the very best from them.



Dave Lowery

Professional model-maker Dave has been dreaming of a life at sea. Creating dozens of HMS Argyls will do that...



Paul A. Lunn

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



Ben Ando

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

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



CHRIS NEVARD



The Christmas break enabled me to crack on with my 'Gedney' layout. I'd completed the fiddleyard a few months ago and wanted to see whether it would allow me to run the prototypical timetable I wanted.

There were a couple of minor items that required attention but, by and large, it worked well. However, the one thing that constantly interrupted the extended testing (or playing) was the incompatibility of tension lock couplings.

Nearly all of my models have NEM pockets which should, in theory, ensure a consistent standard. But three coach sets of either Hornby Gresleys and Bachmann Thompsons, or Hornby and Bachmann LMS Period III stock, would constantly split or de-rail where vehicles from two different manufacturers were coupled together.

I doubt I'm alone in being plagued by this (unless my track laying is particularly poor). If you've ever had this problem, I share your pain and know just how frustrating it is.

Yes, I know I could fit something like Kadees to my stock, but that's not the point. It's an extra expense and inconvenience that we can do without. Surely it's about time to insist on a truly uniform set of coupling standards to ensure complete compatibility? We can but hope.

Richard Foster Editor

Subscribe now and get 6 issues for £19

Choose from print, digital or a combo deal and get *Model Rail* for less. See p108.

TIPS CARDS

In future issues you'll find four tips cards attached to the cover. Cut them out and keep them on your workbench - you never know when you'll need them!

Life's better with *Model Rail*

Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Every issue, we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own range of exclusive models - see p110.

From the archives MR114, Feb 2008

It was all change, ten years ago, as we unveiled the first true design refresh since the magazine launched in 1997. Greys and oranges were in! There was a distinctly Scottish theme too, with George detailing Heljan's Class 26 and Ben Jones proposing Stirling as a great modelling subject.

Star review: Hornby LMS three-cylinder 2-6-4T
Masterclass: Fowler, Stanier and Fairburn 2-6-4Ts





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Cover: Chris Nevard's 'Brew Street'. CHRIS NEVARD

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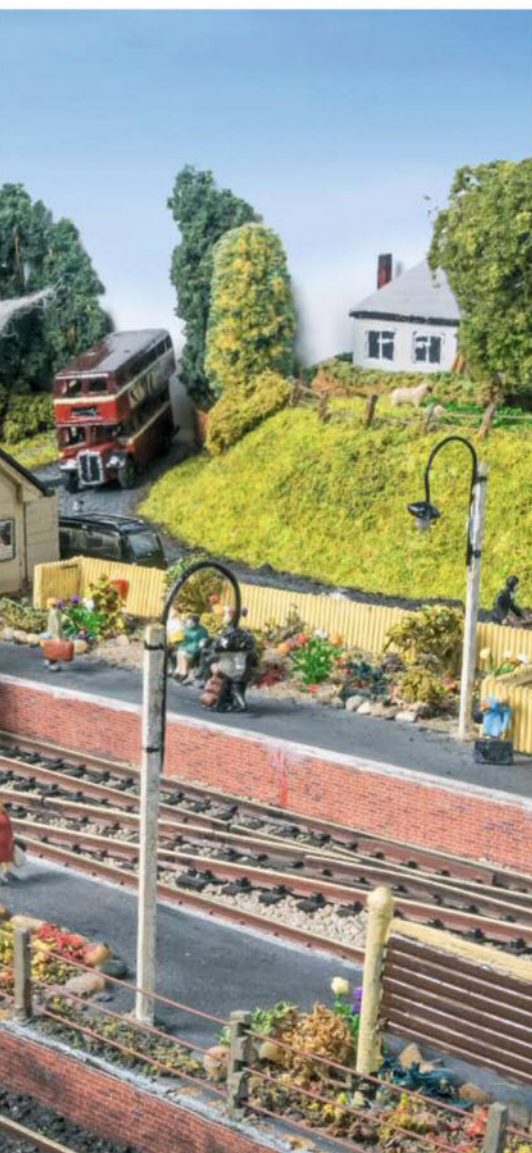


97 Reviews

Darstaed's Mk 1 coaches, Dapol's Class 121 and Hatton's 'O' gauge Warwell.



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Chris Leigh proves he can still cut it when it comes to modelling in timber.

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Chris Leigh demonstrates the art of kit-bashing and converts an Oxford Rail 'Dean Goods' into a MSWJR 2-4-0.



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Opening the box

The latest happenings from the world of model railways

HIGH-CALIBRE LONDON DEBUT FOR OXFORD RAIL

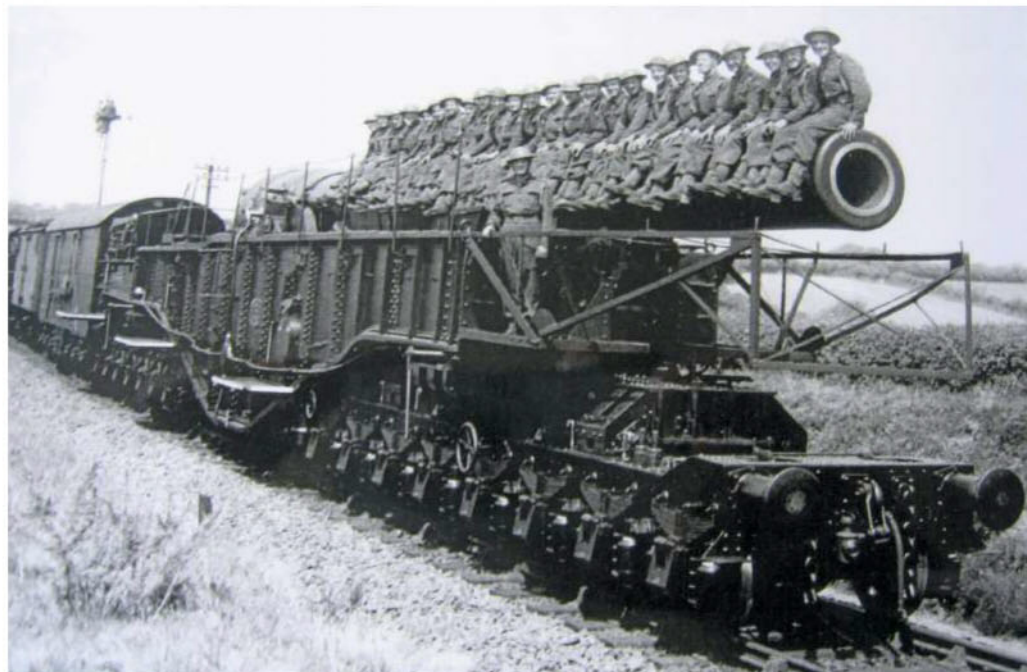
Oxford Rail has blasted its way into 2018. It used the London Toyfair (January 22-24) to launch its new range, the star of which is undoubtedly the BL 18in railway howitzer.

HMG *Boche-Buster* was one of two 14in railway guns built during the First World War. The 18in howitzer was subsequently developed, designed to fit the same 15-axle carriage.

Boche-Buster was brought out of store prior to the Second World War, fitted with an 18in barrel at Darlington Works and moved to the Elham Valley Railway in Kent to help defend the Channel. It entered service on the EVR in 1940 and remained there until 1943, when it was moved to Salisbury Plain. One barrel survives, but the carriage was scrapped.

Oxford Rail is to offer *Boche-Buster* in a pack with a War Department-liveried 'Dean Goods' (OR76BOOM01, RRP £169.95), and as the similar 13½in gun HMG *Gladiator* (OR76BOOM02, RRP £49.95). Development work is advanced and a stereolithograph test 'print' has been made.

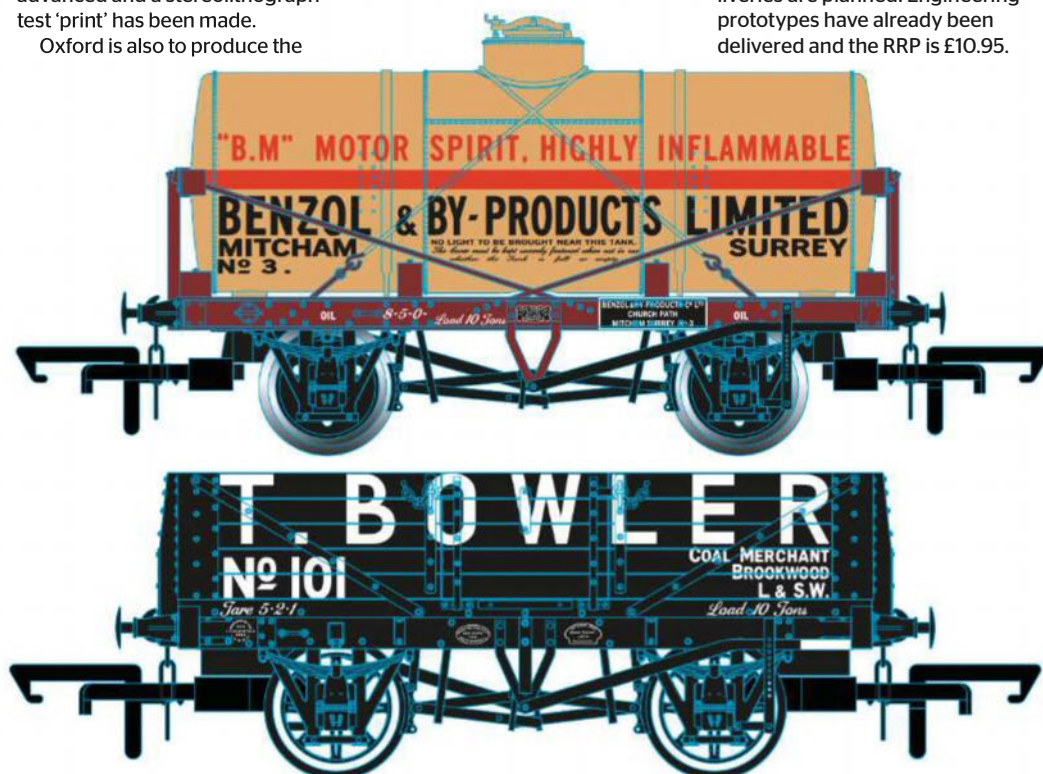
Oxford is also to produce the



RCH 1907 12t tank wagon with wooden frame. Six private-owner liveries will be produced and the wagon will have an RRP of £14.95.

The last of the trio of new

wagons is a five-plank open. This will be a hybrid model using an all-new body on the same chassis developed for the RCH seven-plank open. Five private-owner liveries are planned. Engineering prototypes have already been delivered and the RRP is £10.95.



In brief

'009' DOUBLE

Peco has unveiled two items for its '009' range. It is to produce the Lynton & Barnstaple 8t bogie brake van (Nos. 5 and 14) in original form with open verandahs in both L&B and Southern livery, and three Festiniog Railway four-wheel 'Small Birmingham' coaches. Built by Brown, Marshall & Co. of Birmingham, they were introduced from 1864. Three types are being produced: First, Third and Observation.

GUNPOWDER PLOT

Minerva Model Railways is to produce a RTR 'O' gauge GWR gunpowder van. The diagram modelled was introduced in 1897 and production continued until the start of the First World War. Available in four liveries, they should be in stock by March. Price: £42.00

Availability: Minerva Model Railways Tel: 02920 531246

Web: www.minervamodelrailways.co.uk

STOP PRESS

We received a number of models for review just as this issue closed for press, including Hatton's 'P', Oxford Rail's Mk 3 coaches and the N Gauge Society's 'Carflats'. Full reviews of those will be in the next issue.



ADVANCED 'O' GAUGE

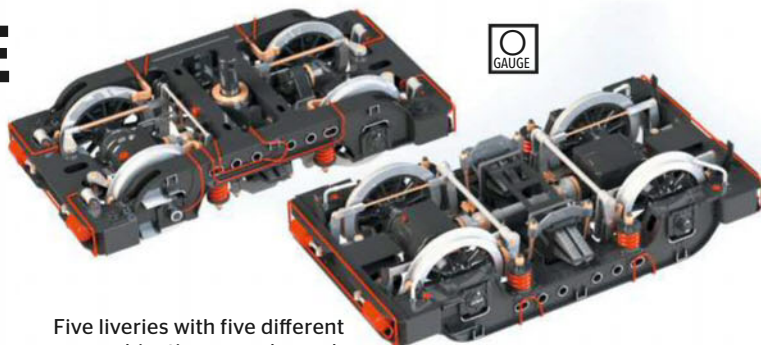
Little Loco Company has promised that new North British Type 2 B-B, better known as Class 22, will be one of the most technically advanced 'O' gauge ready-to-run locomotives ever.

LLC has worked with the Project Class 22 Society to ensure that the NBL design is perfectly captured. But it's underneath where things get really interesting.

The can motor drives a reduction gearbox and transfer box, which transfers power towards each bogie via Cardan shafts. There are transverse gearboxes on each axle linked by drive shafts, so the model works much like the real thing.

LLC says that this enables "every pipe, bolt and spring" to be modelled on the bogies.

The model will also come with a PLuX22 DCC socket, high-quality sound speaker and fittings for a smoke unit. Sound decoders and suitable smoke units are being developed. LLC has also said that the components on the '22's electrical system will not be soldered, so if a part does fail it can be removed and replaced with ease.



Five liveries with five different nose combinations are planned. Numbers have yet to be confirmed, but they will portray locomotives from D6306 onwards (pilot scheme '22s' will come later). Prices have also to be confirmed, but are expected to start from around £500. LLC will donate a portion of the proceeds towards the Project Class 22 Society's plan to build a full-size Class 22.

For more details, see www.littleloco.co.uk



SHOWSTOPPER HOPPERS



The wait is over... Accurascale has announced that its first 'OO' gauge model will be the BR 24½t coal hopper. The first one was introduced in 1954 and over 5,000 were built. They became HUO under TOPS.

Accurascale is to produce the Diagram 1/148, Lot 2069 pattern, and has studied surviving examples preserved at the Tanfield Railway. Tooling has started on the model which, it is promised, will have the correct offset brake hanger arrangement plus sprung buffers of three different types, wire handrails and easy conversion to both 'EM' and 'P4' designed in from the start.

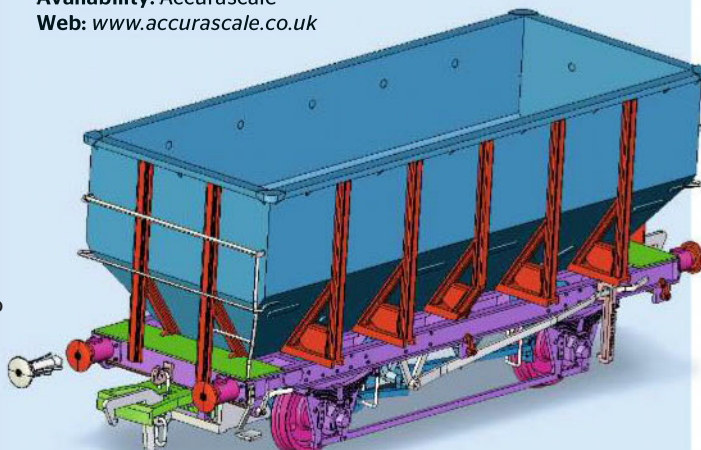
The HUO will be available in triple packs, with four triple-packs forming the initial release. Each vehicle is individu-

ally numbered/lettered to allow you to form a 12-wagon train without duplicating any numbers.

Price: TBC

Availability: Accurascale

Web: www.accurascale.co.uk



In brief

HATTON'S TOOLS UP FOR GRESLEYS



Hatton's has published a revised schedule for its 'O' gauge LNER 'A3' and 'A4' models, being produced in conjunction with Heljan. Extra time has been taken at the CAD stage to ensure the models are as accurate as possible, and tooling has already begun. The first engineering prototypes should arrive in mid-March, with decorated samples coming in early August. It's expected to be signed off in September and the product is due to hit the shelves in February 2019.

BEST-LAID MASTERPLANS...

"Sorry folks," says our track-planning guru Paul Lunn, "I managed to make two silly mistakes in MR242. "The size of the track plan on page 54/55 should read 8ft by 6ft and 6ft by 4ft. "On page 59, 16.5mm track gauge represents 4ft 1½in, not 4ft 6in, as stated. It makes the remaining figures slightly inaccurate, though the principle remains the same. I'm extremely grateful to readers Rob and Tom, respectively, for the above corrections."

NUREMBERG TOY FAIR REPORT

Peter Marriott brings you the headlines from the world's biggest toy fair.

The Nuremberg Exhibition Centre hosted a record 2,900 exhibitors from more than 60 countries for the five days beginning on January 31 2018. Some 70,000 visitors from 125 countries looked at over a million toys in a space of 170,000 square metres. Of that, the model railway and accessory hall occupied just 6,500 square metres. The UK contingent exhibiting in the railway hall included Bachmann Europe, Hornby and Peco, with Deluxe Materials and Oxford Rail in other halls.

AUHAGEN

What's new? Station waiting room kits, additional modular parts for structure building system, new ballasts, new scenic scatters.

GAUGEMASTER

What's new? Landscape wire mesh, spear fencing, packs of trees, a stone rail overbridge kit and a kit of the Brunel station building at Mortimer.



BACHMANN EUROPE

What's new?

Bachmann Scenecraft ('OO'): industrial buildings, a modular, low-relief mill, Motorail car loading ramp and a loading hopper for its 'Presflo' wagons.

Bachmann Scenecraft ('N'): Sheffield Park station, depot mess room, depot crew room.

ModelMaker: This is a new range of tools from Bachmann and includes Helping Hands & Magnifier, Modelling Knife Set, Diamond Files Set and a Track Cleaner Block.



WOODLAND SCENICS

What's new? The Just Plug lighting system brand has now been applied to 'O' gauge road vehicles, which come with working front and rear lights. These complement illuminated vehicles in 'HO' and 'N'.



BUSCH

What's new? A new 'HO' set with an oval of track that fits in a 37.5cm by 26.5cm space; detail accessories include a sawmill, a timber yard with woodworking equipment, riding stables, a dog agility training ground, a garden centre and road construction equipment. Moving accessories include a police boat on a lake and a flying witch!

PECO



What's new? Single and double slips plus crossing with Code 75 bullhead rail, new Setrack Starter Packs for 'N' and 'OO9'. A double track catenary portal is under development.

HEKI

What's new? Its range of trees is to expand, with some specifically aimed at 'O' gauge layouts.

KIBRI

What's new? Illuminated modern station kiosks and a classic petrol station kit in 'HO'.

VOLLMER

What's new? New road surfaces made from imitation stone.

VISSMANN

What's new? More moving and illuminated figures, including a car mechanic, a blacksmith, a cow on a rotating spit with glowing embers and an industrial unit complete with working roller door. Rail vehicles include Robel rail maintenance vehicles with moving crane arms. LED streetlights are available in 'N' and 'OO'.

NOCH

What's new? A 'Country Delights' theme, with packs of farmers, people watering plants, animals (including cows) and lumberjacks - featuring a sound speaker. For 'HO', there's a pack of 12 seated

passengers without legs for use inside carriages, plus trees with improved foliage and a ruined castle made from hard foam. Also new are its 'O' gauge figures. Laser-cut kits include a station and a haunted house.



Left: Noch's latest range of foliage mats incorporate various layers of grass fibres in a number of different colours.

Right: Noch has expanded its product range to represent still and choppy water, in addition to a larger pack of its reformulated Artificial Water product that needs no mixing.



BACHMANN 2018 RELEASES

Bachmann kick-started 2018 in fine style when it unveiled its new range at a series of press/dealer briefings in early January. The range includes a blend of all-new tooling, tooling tweaks to existing models to cater for different variants, technological tweaks to existing tooling and bringing outside commissions into the fold. This adds 11 new locomotives, six new multiple units, two new coach families and two new wagons to the Branchline, Graham Farish and Narrow Gauge brands. Here's the full breakdown of this exciting selection of new products.



00 GAUGE **BRANCHLINE LBSCR 'H1' 4-4-2**

What is it?

With work on the Marsh 'H2' nearing completion, Bachmann has unveiled that it's been working on the first five of the London Brighton & South Coast Railway-ised version of the GNR 'C1'. Aside from boiler pressure and cylinder size, the five 'H1s', built in 1905/06, are identifiable from the 'H2s', built in 1911/12, by the undulating footplate between cylinders and driving wheels.

What's planned?

◆ 31-910: No. 39 *La France*, LBSCR umber
Price? £199.95



00 GAUGE **BRANCHLINE GNR 'C1' 4-4-2**

What is it?

Originally produced for Locomotion Models, the National Railway Museum's model arm, the Great Northern Railway's 'Large Atlantics'

are now part of the main Branchline range.

What's planned?

◆ 31-761: No. 272, Great Northern Railway green
◆ 31-762: No. 4421, LNER lined green
Price? £189.95-£199.95



00 GAUGE **BRANCHLINE LNER 'V2' 2-6-2**

What is it?

Bachmann is to produce an all-new 'V2', to really do the classic LNER 2-6-2 justice. This is rather than trying to fit a new body to a 2012 chassis that was designed to fit a 1990s body...

The all-new 'V2' will feature key detail differences, such as inside and outside steampipes and tender types. It will come sound-ready (speaker-fitted) and will have flickering firebox effect.

What's planned?

◆ 35-200: No. 4791, LNER green
◆ 35-201: No. 60845, BR lined black early emblem
◆ 35-202: No. 60847 *St Peter's School York*, A.D.627, BR lined green
Price? TBC



BRANCHLINE ROD 2-8-0

What is it?

Bachmann has already given us superb versions of J.G. Robinson's venerable freight slogger: Great Central Railway '8K', LNER 'O4' and the GWR's '30XX'. Now it is to produce a new body to cater for the 521 built for the Railway Operating Division, with key detail differences from those built for the GCR. These locomotives not only worked on the battlefields but were also sold/loaned to British railway companies, from the South Eastern & Chatham to the Highland.

What's planned?

- ◆ 35-175: No. 1918, ROD black
- ◆ 35-176: No. 2394, LNER black

Price? £174.95



JEFF MULLIER/BACHMANN



BRANCHLINE CLASS 25 BO-BO

What is it?

Development work for the eagerly awaited Class 24/1 has led neatly to the creation of two all-new Class 25 sub-classes, to replace a model that dates back to 2003. Two distinct Class 25 shapes will be created, with the plated-over gangway doors for the Class 25/1 and the nose

designed without gangway doors for the Class 25/2. Will sport all mod cons, including a factory-fitted sound speaker (but no sound decoder).

What's planned?

- ◆ 32-340: Class 25/1 25060, BR blue
- ◆ 32-341: Class 25/2 D5282, BR two-tone green

Price? TBC



BRANCHLINE CLASS 159 DMU

What is it?

The revamped Class 158 has become the proverbial elephant in the room when it comes to talking about Bachmann's production process. It's been five years since it was first announced but has only reached as far as the tool room. However, Bachmann has announced that it will produce the three-car Class 159

version, used on long-distance Southern Region services. The '159' will benefit from all the technological advances from the '158', and indications suggest that both will be worth the wait.

What's planned?

- ◆ 31-520: Class 159 159013, Network SouthEast livery

Price: £309.95

BACHMANN BRANCHLINE HIGHLIGHTS

31-086A: 'Dukedog' 4-4-0, No. 9018, BR plain black (weathered)

31-146A: 'D11' 4-4-0

No. 62667 *Somme*, BR lined black

31-147DS: 'D11' 4-4-0

No. 502 *Zeebrugge*, GCR lined green (with sound)

32-510: '5MT' 4-6-0

No. 73118 *King Leodegrance*, BR black early emblem

32-511: '5MT' 4-6-0

No. 73051, BR lined green (weathered)

32-791DS: Class 37 Co-Co D6739, BR green with warning panels (with sound)

32-792: Class 37 Co-Co

37046, BR Engineers' grey-yellow 'Dutch'

32-480: Class 40 1Co-Co1

D248 BR green

31-998: LMS Co-Co 10001, BR black/silver

32-755A: Class 57 Co-Co 57314, Arriva Trains Wales blue/turquoise

32-764A: Class 57 Co-Co

57312 *Solway Princess*, Northern Belle umber/cream

36-165B: Plasser & Theurer

'07-16' tamper, BR yellow

32-994: Wickham trolley, BR green

39-603: SECR 'Birdcage'

Brake Composite, SR

Malachite green

39-613: SECR 'Birdcage'

Composite, SR Malachite

green

39-623: SECR 'Birdcage' Brake Third, SR Malachite green

39-051E: Mk 1 Second Open, BR maroon

39-050D: Mk 1 Second Open, BR blue/grey

37-478A: One-plank open, LMS bauxite

37-479A: One-plank open, BR bauxite

37-934: Three-plank open, Easter Iron Mines livery

37-925A: Three-plank open, ICI grey

37-093: Seven-plank open, Highley Mining Co.

weathered red

37-134B: Eight-plank open, Ketton Cement livery

33-085A: China clay open, BR bauxite

33-088: China clay open, GWR grey

38-180C/171D: BR 12t vent van, plywood side,

BR bauxite

38-382/381A: BR 12t vent van, planked sides

37-729C: GWR 12t vent van, GWR grey

37-778D: GWR 'Mogo',

GWR grey

37-780A: GWR 'Mogo',

BR bauxite (weathered)

37-807: LMS 12t vent van, Westmorland Eggs blue

38-080C: SR 12t vent van, Southern Railway brown

38-076C: SR 12t vent van, GWR grey

33-307A: GWR 'Toad' brake van, BR bauxite

37-239: 16t mineral wagons, BR grey weathered (triple pack)

38-325A/326A: 13t steel

'high', BR bauxite

37-353B: 13t sand tippler,

BR bauxite

37-355D: 13t sand tippler,

BR bauxite

37-680B: 14t tank wagon,

Fina silver

38-778: 14t 'anchor mounted'

tank, National Benzole silver

38-779: 14t 'anchor

mounted' tank, Fina black

37-580A: TTA tank, Total grey

37-578B: TTA tank, ICI white

33-435C: POA scrap wagon,

SR blue/yellow

00 GAUGE BRANCHLINE BOMBARDIER 'TURBOSTAR' FAMILY

What is it?

Bachmann is to replace its 2001 Class 170 with an all-new model – which will allow it to model more members of the Bombardier 'Turbostar' family. The new tooling, with its low-height mechanism, will feature different lighting modes, require only one decoder and have a factory-fitted sound speaker (but no sound decoder). Two and three-car sets will be produced, plus detail differences for Classes 168/3, 170/1, 170/4 and 171.

What's planned?

- ◆ 35-560: Class 168/3 168327, Chiltern Railways livery, two-car
- ◆ 35-625: Class 170/1 170104, CrossCountry livery, three-car

BRIAN MORRISON



- ◆ 35-626: Class 170/4 170453, ScotRail livery, three-car
 - ◆ 35-580: Class 171 171722, Southern livery, two-car
- Price?** TBC



PAUL BIGGS

00 GAUGE BRANCHLINE WD 'PARROT' WAGON

What is it?

The 'Warflat' has been another eagerly awaited model. This was a development from an LNWR design, the 'Parrot', of which 250 were built for the ROD. The LMS would inherit over 150 ex-military 'Parrots' from the Midland Railway, Caledonian Railway and LNWR, along with those

built for the LNWR. Bachmann has created the 'Parrot' alongside its 'Warflat'.

What's planned?

- ◆ 38-740: ROD grey with sheeted tank load
 - ◆ 38-741: LMS grey
- Price?** TBC



BACHMANN NARROW GAUGE HIGHLIGHTS

391-025A: Baldwin '10-12-D' 4-6-0PT No. 542, WDLR black

391-028A: Baldwin '10-12-D' *Bridget*, Ashover Light Railway black

391-029: Baldwin '10-12-D' No. 45221/17, Glyn Valley Tramway lined black

393-027: WDLR ambulance

van, Lincolnshire Coast Light Railway crimson

393-028: WDLR ambulance van, Southern Railway brown

393-054: WDLR 'Class D' open wagon, Southern Railway brown

393-055: WDLR 'Class D' open wagon, ALR grey



00 GAUGE BRANCHLINE BULLEID COACHES

What is it?

It always seemed to be a case of 'when' and not 'if' Bachmann would provide Southern modellers with all-new Bulleid coaches to replace the 1990s-era models. Now the wait is over. Brake Thirds and Corridor Composites are being offered to assemble accurate three-coach sets, with an additional Corridor Third thrown in to provide a vehicle used to strengthen a set. You won't have to fork out for a triple pack – each coach is available individually, but they can be arranged prototypically if you want. Key detail differences will

be included, including shallow and deep window ventilators.

What's planned?

- ◆ Set 790, Southern Railway Malachite: Brake Third (34-725/32-725A) and Corridor Composite (34-750). Plus Corridor Third (34-775)
 - ◆ Set 69, Southern Region green: Brake Third (34-726) and Corridor Composite (34-800)
 - ◆ Set 847, BR crimson/cream: Brake Third (34-727/32-727A) and Corridor Composite (34-751). Plus Corridor Third (34-776/776A)
- Price?** £34.95



GARY BOYD-HOPE

1:76 SCALE NARROW GAUGE 'QUARRY HUNSLET'

What is it?

Bachmann has added a classic to its blossoming Narrow Gauge range: the 0-4-0STs built in large numbers for Welsh slate quarries, dubbed 'Quarry Hunslets'. It is to produce the most numerous, the Dinorwic 'Alice' class, with key detail differences incorporated, enabling the production of Pen-yr-Orsedd, Dorothea

and Penrhyn 'Small Quarry' versions.

What's planned?

- ◆ 391-050: Dinorwic Quarry *Alice*, red
 - ◆ 391-051: Pen-yr-Orsedd Quarry *Britomart*, blue, with cab
 - ◆ 391-052: Penrhyn Quarry *Nesta*, lined black
 - ◆ 391-053: Dorothea Quarry *Dorothea*, green with cab
- Price?** TBC



NARROW GAUGE ASHOVER LIGHT RAILWAY COACHES

1:76 SCALE **What is it?**

The Ashover Light Railway ordered four saloon coaches from Gloucester Railway Carriage & Wagon Company in 1924, using War Department bogies. After the ALR closed, the four coaches were used as pavilions for a new sports field and three survive (two at the

Lincolnshire Coast Light Railway and one at the Golden Valley Light Railway in Derbyshire).

What's planned?

- ◆ 394-025: Ashover Light Railway, Crimson Lake
 - ◆ 394-026: Lincolnshire Coast Light Railway, blue/cream
- Price?** TBC

GRAHAM FARISH 'LONG RANGE' CLASS 47

N GAUGE **What is it?**

Bachmann has decided to re-tool its Class 47 chassis to give it a Next18 decoder socket and provision for sound. Future Farish 'Duffs' will come with a factory-fitted sound speaker (but no decoder). As a by-product of this re-tool, Graham Farish is to produce the cut-away bufferbeam faring, which allows

it to produce '47s' fitted with long-range fuel tanks (Class 47/7 and '47/8') for the first time.

What's planned?

- ◆ 372-260: Class 47/8 47814 Totnes Castle, Virgin red/black
 - ◆ 372-261DS: Class 47/7 47727 Rebecca, Colas Rail orange/yellow, with sound
- Price?** £134.95-TBC



GRAHAM FARISH CLASS 158 DMU

N GAUGE **What is it?**

'N' gauge modellers will also benefit from the time Bachmann has invested into developing an all-new Class 158 - because it is to replace its existing Graham Farish model, which dates from 2002. Key detail differences will be modelled, including ScotRail ends, and

the two-car '158' will also have a detailed interior, be sound-ready and have interior lights.

What's planned?

- ◆ 371-850: 158849, Regional Railways livery
 - ◆ 371-851: 158711, ScotRail livery
- Price?** TBC



MARK PIKE

1:76 SCALE NARROW GAUGE TR SLATE WAGONS

What is it?

To complement its 'Quarry Hunslet', Bachmann has added a slate wagon design to the Narrow Gauge range. It has chosen the Tallylyn Railway's two-bar slate wagon design, which is believed to have been introduced in the 1880s.

What's planned?

- ◆ 393-075: TR two-bar slate wagon triple pack, grey
- Price?** TBC



GRAHAM FARISH HIGHLIGHTS

371-985A: '64XX' 0-6-0PT No. 6424, GWR post-war green

371-988: '64XX' 0-6-0PT No. 6419, BR lined green

372-429: WD 2-8-0

No. 79250 *Major-General McMullen*, Longmoor Military Railway blue

371-034A: Class 20 Bo-Bo 20156, Railfreight 'red stripe'

371-249: Class 47 Co-Co 47018, Railfreight grey

371-825C: Class 47 Co-Co D1778, BR two-tone green

371-285A: 'Deltic' Co-Co D9009 *Alycidon*, BR two-tone green

371-288: 'Deltic' Co-Co 55015 *Tulyar*, BR blue with white cab roof

372-921: EE Co-Co *Deltic*, blue/grey

371-660: Class 57 Co-Co 57603 *Tintagel Castle*, GWR green

371-885A: Class 108 three-car DMU, BR blue/grey

371-887DS: Class 108 three-car DMU, BR green (with sound)

371-888: Class 108 three-car DMU, BR white/blue

371-432A: Class 170 two-car DMU, London Midland livery

371-703: Class 350 four-car EMU, new TransPennine Express livery

374-064C: BR Mk 1 Second Corridor, WR chocolate/cream

374-082A: BR Mk 1 Brake Corridor Composite, WR chocolate/cream

374-163A: BR Mk 1 First Corridor, WR chocolate/cream

374-064C: BR Mk 1 Brake Second Corridor, WR chocolate/cream

374-060D: BR Mk 1 Second Corridor, crimson/cream

374-512: Hawksworth Brake Second Corridor, BR maroon

374-537: Hawksworth

Second Corridor, BR maroon

374-562: Hawksworth Corridor Composite, BR maroon

374-586: Hawksworth Full Brake, BR maroon

377-506: Three-plank open wagon, Easter Iron Mines livery

377-063: Five-plank open wagon, Southern Railway brown

377-064: Five-plank open wagon, LMS grey

377-476: China clay 'hood', BR bauxite

377-429: SR 12t vent van, Southern Railway bauxite

377-430: SR 12t vent van, Southern Railway brown

377-431: SR 12t vent van, LMS grey

377-527C: BR 20t brake van, BR bauxite

377-535A: BR 20t brake van, Railfreight red/grey

377-375D: GWR 'Toad' brake van, GWR grey

377-377A: GWR 'Toad' brake van, BR bauxite

377-753: MR brake van, Midland Railway grey (without duckets)

377-754: MR brake van, BR grey (with duckets)

377-256: 16t mineral wagon, NCB grey

377-280: 27t tippler wagon, Lancashire Steel grey

377-281: 27t tippler wagon, BR Engineers' 'Dutch'

373-929: 30t bogie bolster, LMS grey

377-675B: JPA bogie tank wagon, LaFarge silver

377-676B: JPA bogie tank wagon, Castle Cement grey

373-903: HAA hopper wagon, Railfreight silver/grey

373-951B: HFA hopper wagon, Mainline silver/yellow

373-626D: OBA open wagon, BR Plasmor red/green

NEW LOOK 'BLUE PULLMAN'

Bachmann's Midland Pullman is one of the firm's best ever models, both in Branchline and Farish ranges, but its livery options were limited: original Nanking blue and a very short-lived blue with full yellow ends. But a good number of colour photographs show the units in the revised Pullman grey/blue, after their transfer to the Western Region, when their handsome noses sprouted unsightly hoses and pipes.

Bachmann has, therefore,

decided to re-tool both 'OO' and 'N' gauge Midland Pullmans to allow them to be modelled in post-1966 guise when fitted with multiple-working equipment.

The Graham Farish Midland Pullman will be available in a six-car train pack. The Branchline version, meanwhile, comes in a train set of Pullman-esque quality. Not only do you get two sound-fitted power cars but an oval of track and a Bachmann Dynamis DCC system too.



'J72s' AND '158s'

Two projects that were comparatively simple – giving the old Mainline 'J72' a new chassis with DCC provision and creating a new mechanism for the old Class 158 – have been scrapped in order to give modellers the best possible products. Instead, Bachmann is to produce all-new models of both.

The Class 158 is to have different lighting options, twin speakers, conductive couplings and original and ScotRail nose variations. Three two-car versions will be

produced in Regional Railways, East Midlands Trains and GWR green liveries.

Four 'J72s' will be produced in both 'OO' and 'N'. Tooling changes mean that all key details, from the first North Eastern Railway 'E1s' of 1898 to the last of the 113 'J72s' built by BR in 1951, are covered. The four liveries – NER No. 2173, LNER black No. 2313, BR early emblem No. 68733 and BR late emblem No. 68696 – will be offered in both Branchline and Farish ranges.



EASY SOUND IN 'N'

One of Bachmann's new design philosophies is to make it much easier to enjoy the fun of sound-fitted models, especially in 'N'. This involves modifying the chassis to include a Next18 decoder socket and to pre-fit the sound speaker. All the modeller has to do is install a sound decoder. Aside from the Class 47 (see page 13), two other 'N' gauge models are now 'sound ready': the original Class 31, which was released in 2015, and the

Maunsell 'N' 2-6-0 (from 2015).

The Class 31 will be available in three new guises: BR green D5616 (371-111A), BR blue 31131 (371-112A) and Railway Technical Centre red/grey 97204 (371-113). Meanwhile, the Farish 'N' has also had its body tweaked to enable Southern Railway green to be accurately carried, with smoke deflectors. The two new 'Ns' are No. 1823 in SR green and sound-fitted (372-934DS) and BR black No. 31810 (372-935).

GRAHAM FARISH CLASS 450 EMU

What is it?

Bachmann is to do in 'N' what it has already done in 'OO' – modify its dual-voltage Class 350 EMU to the third-rail Class 450 version of the Siemens 'Desiro'. The '450' will feature switchable

directional lighting and illuminated destination boards.

What's planned?

◆ 371-725: 450073, South West Trains blue

Price? TBC

PROJECTS POSTPONED

Bachmann has withdrawn two 'OO' gauge models listed in the 2017 catalogue: the Class 166 DMU (in both GWR and Network SouthEast liveries) and the parallel boiler Fowler 'Royal Scot' 4-6-0, which was due to receive a new chassis with DCC provision. Bachmann has cited "present economic conditions" for the decision, and says that both models have been removed from the range "for the foreseeable future".



N Scale
Authentically Detailed
Digital
Train Set

Castle Pullman

NEW TRAIN SETS

Aside from the 'Western Pullman' train set, Bachmann unveiled three others:

- ◆ Branchline 30-047: 'Whiskies Galore', featuring a green Class 20, three BRT 35t grain wagons and a 20t brake van
- ◆ Branchline 30-180: 'Station Pilot', featuring a BR black LNWR 'Coal Tank', a maroon Mk 1 FK, maroon Mk 1 BSK and a maroon Mk 1 GUV
- ◆ Graham Farish 370-160: 'Castle Pullman', featuring sound-fitted GWR 'Castle' and two 'Mk 1' Pullman cars



OO Scale
Authentically Detailed
Train Set

Station Pilot

MR'S NEW TANKS WILL SWELL THE USATC RANKS

The Yanks are coming! Well, actually, it's two new additions to our range of USATC

O-6-OTs. We've commissioned Bachmann to produce two additional liveries to the ten that were delivered in 2016.

First up is No. 30064 in the lined green livery that it carried during the 1960s, prior to withdrawal in 1967 (MR-104A). This was the most popular of our first run of 'USAs' - so much so that it was oversubscribed on pre-order. So, we've ordered another 500 to satisfy demand - if you missed out first time around, get your order in quick.

Next is a livery that we've not offered before: plain black with British Railways lettering in the Southern Railway 'sunshine' style as No. S73 (MR-111). This, too, should be a popular addition to the range and pre-ordering is recommended to avoid disappointment.

To order, go to www.modelrailoffers.co.uk or call 01209 613984.



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ACCESS ALL AREAS WEEKEND

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'Inspirational Breaks' is a new initiative from the *Model Rail* team. We plan to take you behind the scenes of some of the country's most inspirational railway locations, giving you the chance to get up close and personal with locomotives, rolling stock and railway infrastructure, and access to the information and details you need to make your models and layouts as accurate as possible.

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covers the ever-popular Great Western Railway. Join us on the weekend of March 23-25 as we take you to Didcot Railway Centre, STEAM - the Museum of the GWR at Swindon and the famous Pendon Museum.

This is an opportunity not to be missed for fans of 'God's Wonderful Railway'. You will get the chance to explore areas of Didcot not normally open to the public, including some of its unique and historical collection of locomotives and rolling stock.

You'll get exclusive access to Pendon Museum, plus a tour of

STEAM - and Swindon's Railway Village - that are not part of the normal programme of events. Food, accommodation and travel between sites is included.

You'll also get the chance to meet the *Model Rail* team. Plus, there'll be an after-dinner speaker in the form of our very own Chris Leigh. Places are limited and filling up fast. Our first 'Inspirational Break' costs £440, but *Model Rail* subscribers can book it for just £399. For further information - or to book - call 01733 395155 or go to www.model-rail.co.uk/inspo-breaks

GET READY FOR BMT

Britain's Model Trains, *Model Rail's* unique guide to British (and Irish) outline 'N', 'OO' and 'O' gauge model trains, goes on sale on March 7. Fully updated for 2018, it's now a whopping 276 pages. You can pre-order your copy at www.greatmagazines.co.uk/modelrailbookazines

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31-628DC	3F BR Black Weathered.....	£93.20
31-635A	64XX GWR.....	£81.55
31-690	LMS Stanier Mogul.....	£135.95
31-691	BR Early Stanier Mogul.....	£135.95
31-782	Thirlestaine Hall BR.....	£114.70
31-783	Fountains Hall BR.....	£114.75
31-980	Standard 3MT Green.....	£110.45
32-233	3F Jinty SDJR.....	£62.00
32-085	Class 56XX BR Early.....	£76.45
32-880	Fairburn LMS.....	£106.20
32-882	Fairburn BR Late.....	£106.20
32-550B	Tornado BR Green.....	£127.95
31-933	BR Compound Late Crest.....	£112.88
31-127	CL3000 BR ROD.....	£118.45
31-932DC	BR Compound.....	£127.75
35-050	LNWR Coal Tank.....	£101.95
35-051	LMS Coal Tank.....	£101.95
35-052	BR Coal Tank.....	£101.95

BACHMANN Diesel/Electric Locomotives

31-040	SWT Class 450.....	£271.95
31-041	SWT Class 450 withd.....	£297.45
31-268	MLV NSE.....	£83.26
31-269	MLV Jaffa.....	£83.26
31-364	Class 03 BR Green weathered.....	£76.45
31-366	Class 03 BR Green.....	£70.50
31-679	Class 85 Electric Blue.....	£118.45
32-067	A Class 43 BR Blue.....	£127.45
32-068	Class 43 BR Maroon.....	£127.45
32-331	Class 25/1 BR Green.....	£89.20
32-533	Class 55 Green weathered.....	£131.70
32-376A	Class 37 Regional Railways.....	£123.20
32-981	Class 66 Freightliner.....	£127.45
32-982	Class 66 DRS.....	£127.45
32-993	Wickhams Trolley Yellow.....	£67.95
32-034A	Class 20 BR Green.....	£97.70
32-038DS	Class 20 BR Blue.....	£195.45
32-066	Class 43 BR Green.....	£118.95
32-786	Class 37 EWS.....	£106.20
31-327	CL105 BR Green.....	£79.45
31-535	CL105 BR Blue Power Twin.....	£84.45
32-928	Class 150 Sprinter.....	£135.95
32-937	Class 150 Centro.....	£127.45
32-992	Wickhams Trolley Yellow.....	£67.95
31-677	CL85 BR Blue.....	£85.99
31-575	Windhoff MPV NWR.....	£104.00
31-576DC	Windhoff MPV NWR.....	£114.00
31-577	Windhoff Railtrack.....	£104.00

DAPOL/OXFORD/HELJAN/DJM

4D-011-001	GWR Railcar 12.....	£123.25
4D-011-002	BR Railcar W10.....	£123.25
4D-022-008	Class 68 DRS.....	£131.70
4D-022-009	Class 68 Scotrail.....	£131.70
4D-022-010	Class 68 DRS.....	£131.70
4D-022-011	Class 68 Chiltern.....	£131.70
4D-022-012	Class 68 Chiltern.....	£131.70
GV2013	Janus British Steel.....	£92.45
DJM00J94-SPI	NCB J94.....	£99.75
OR76 DG001	GWR Dean Goods.....	£88.95
OR76AR005	Adams East Kent.....	£84.45
OR76AR006	Adams SR.....	£84.45
9005	Metropolitan No 19.....	£106.95
9006	Metropolitan No 6 William Penn.....	£106.95
9008	London Transport No12 Sarah Siddons Preserved.....	£106.95
9009	London Transport No12 Sarah Siddons 1990s.....	£106.95
GV2017	GWR 0-6-0T.....	£52.45
GV2018	Black 0-6-0T.....	£52.45
H1300 1361	Photo Grey.....	£122.45
H1301 1361	GWR s.button.....	£122.45
H1302 1361	GWR.....	£122.45
H1303 1361	BR Early.....	£122.45
H1304 1361	BR Late.....	£122.45



J. WOOLFENDEN



According to Chris...

His grandchildren call him 'Granddad Trains' and he's been a dedicated railway modeller since the 1960s but, despite popular legend, **Chris Leigh** doesn't remember when dinosaurs roamed the Earth!

Anborough! Anborough! This 'ere's Anborough!" I can recall that afternoon with remarkable clarity, despite it being well over 50 years ago. My brother and I had decided to take a ride down the 'Old Worse & Worse' – the Oxford to Worcester main line. We were bound for Chipping Campden station, which had been the subject of a series of articles in *Model Railway News*. The articles included scale drawings of all the station's wooden buildings, and detailed features on how they had been modelled in 4mm:1ft scale. We just had to go and look at the real thing!

We were, unwittingly, being tempted into scratchbuilding railway structures by some excellent magazine articles. On the 1.25pm Saturdays-only Oxford-Evesham, the first stop was at Handborough, and it was here that the stationmaster's rich accent rang out across the deserted platform. No one got on or off the train. A quick look out of the carriage window revealed the main building on the Up platform, remarkably similar to Chipping Campden, but shorn of its canopy and still wearing GWR light and dark stone paintwork, shabby and peeling and presumably last painted at least 15 years beforehand.

It was in stark contrast to Chipping

Campden which, though it too had lost its canopy, retained a splendid original stone chimney stack and sported fresh chocolate and cream paintwork everywhere. These buildings were classic examples of Brunel's designs, adapted by local engineers to suit readily available local materials. Thus, you'll find them in pink Somerset stone at, for example, Stogumber and Crowcombe on the Minehead branch, while those on the Oxford, Worcester & Wolverhampton Railway were translated into timber by John Fowler. Those on the Minehead branch survive but, sadly, none on the OW&W 'Cotswold' line escaped the post-Beeching bulldozers.

Even Handborough succumbed, despite a brief, final and sombre moment in the spotlight. As the nearest station to Bladon, the final resting place of Sir Winston Churchill, Handborough was the destination of his funeral train, headed from Waterloo by 'Battle of Britain' 4-6-2 No. 34051 *Winston Churchill*. Such was the importance of this occasion that a temporary Down-to-Up line facing crossover was installed alongside Handborough's goods shed so that the funeral train could reach the Up platform, which had road access, without shunting.

By then Beeching's axe was poised over Handborough, and instead of repainting the

doomed station it was simply concealed by purple and white drapes. Good fortune and geography were on Handborough station's side, however, and just as the line followed the Evenlode Valley, so the roads which served its stations crossed the valley from side to side. This made the provision of any logical replacement bus service nigh on impossible, so the stations at Handborough, Combe Halt, Finstock Halt, Ascott-under-Wychwood and Shipton for Burford were reprieved from closure. All, however, had their buildings razed to the ground and replaced by 'bus shelters', while those north of Kingham were closed and demolished, leaving only the larger stations which had been rebuilt by the GWR at Kingham, Moreton-in-Marsh, and Evesham, plus the fine and original Brunel station at Charlbury.

One other curiosity which afflicted a couple of stations north of Oxford was the spelling of their names. Handborough was traditionally spelt with a 'd' by the railway, but the 'd' has more recently been dropped to reflect the village of Long Hanborough, which it serves. A few miles north, on the Banbury line, Bletchington station served the village of Bletchington, but this quirk of railway spelling disappeared when the station closed in 1964.

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

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February releases

Pannier Tank

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- 7S-007-002/D** - Class 57xx Pannier Great Western Green 5700/DCC & Sound
7S-007-002U/UD - Class 57xx Pannier Great Western Green Unnumbered/DCC & Sound
7S-007-003/D - Class 8750 Pannier GWR Green 9659/DCC & Sound
7S-007-003U/UD - Class 8750 Pannier GWR Green Unnumbered/DCC & Sound
7S-007-005/D - Class 8750 Pannier BR Black Late Crest 3716/DCC & Sound
7S-007-005U/UD - Class 8750 Pannier BR Black Late Crest Unnumbered/DCC & Sound

- 7S-024-001/D/S** - Class 64xx Pannier 6412 Great Western Green/DCC/DCC & Sound
7S-024-002/D/S - Class 64xx Pannier 6417 GWR Shirtbutton Green/DCC/DCC & Sound
7S-024-003/D/S - Class 64xx Pannier 6435 BR Early Emblem Black/DCC/DCC & Sound
7S-024-004/D/S - Class 64xx Pannier 6439 BR Late Crest Lined Green/DCC/DCC & Sound

- 7S-025-001/D/S** - Class 74xx Pannier 7411 GWR Green/DCC/DCC & Sound
7S-025-002/D/S - Class 74xx Pannier 7444 BR Black Late Crest/DCC/DCC & Sound

Class 68



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- 2D-022-001/D/S** - Class 68 Intrepid 68002 DRS/DCC/DCC & Sound
2D-022-002/D/S - Class 68 Defiant 68005 DRS/DCC/DCC & Sound
2D-022-003/D/S - Class 68 Oxford Flyer 68010 Chiltern/DCC/DCC & Sound
2D-022-004/D/S - Class 68 68014 Chiltern/DCC/DCC & Sound
2D-022-005/D/S - Class 68 Daring 68006 Scotrail/DCC/DCC & Sound
2D-022-006/D/S - Class 68 Valiant 68007 Scotrail/DCC/DCC & Sound
2D-022-007/D/S - Class 68 Evolution 68001 DRS/DCC/DCC & Sound

Class 142



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- ND116A/D** - Class 142 Northern Rail 142065/DCC
ND116B/D - Class 142 Regional Railways 142081/DCC
ND116C/D - Class 142 Northern Spirit 142025/DCC
ND116D/D - Class 142 Arriva Trains Wales 142085/DCC
ND116E/D - Class 142 Tyne & Wear PTE 142021/DCC

HST



Previously produced model shown for illustration purposes only.

- 2D-019-005** - Class 43 HST Blue/Grey ER 43193/E43119
2D-019-008 - Class 43 HST GNER Blue 43106/43109

Autocoach



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- 2P-004-009** - Autocoach GWR over Twin Cities Chocolate & Cream 188
2P-004-010 - Autocoach GWR Shirtbutton Chocolate & Cream 196
2P-004-011 - Autocoach GWR Great Crest Western Chocolate & Cream 190
2P-004-012 - Autocoach BR Carmine & Cream W189W no insignia
2P-004-013 - Autocoach BR Maroon W194W no insignia

Maunsell Coaches



- 2P-012-055** - Maunsell Coach - SR Brake 3rd Class Lined Green 3214
2P-012-056 - Maunsell Coach - SR Brake 3rd Class Lined Green 3215
2P-012-075 - Maunsell Coach - SR Brake Composite Lined Green 6565
2P-012-253 - Maunsell Coach Set 394 - Maunsell Green (Brake 3rd x 2 & Compo)
2P-012-355 - Maunsell Coach - BR Brake 3rd Class SR Green 3220
2P-012-356 - Maunsell Coach - BR Brake 3rd Class SR Green 3221
2P-012-375 - Maunsell Coach - BR Brake Composite SR Green 6567
2P-012-551 - Maunsell Coach Set 392 - Maunsell Green (Brake 3rd x 2 & Compo)
2P-012-653 - Maunsell Coach - BR Brake 3rd Class Crimson & Cream 3226
2P-012-654 - Maunsell Coach - BR Brake 3rd Class Crimson & Cream 3231
2P-012-675 - Maunsell Coach - BR Brake Composite Crimson & Cream 6574
2P-012-800 - Maunsell Coach Set 398 - Crimson & Cream (Brake 3rd x 2 & Compo)

Product Scale Key

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

- 4F-040-015** - 4 Plank - B W Co 1114
4F-040-016 - 4 Plank - B W Co 1114 Wthd
4F-071-138 - 7 Plank - The Fife Coal Co 3179
4F-071-139 - 7 Plank - The Fife Coal Co 3179 Wthd
4F-016-031 - Banana Van - Fyffes B881931
4F-016-032 - Banana Van - Fyffes B881931 Wthd
4F-020-031 - Cattle Wagon - BR B893424
4F-020-032 - Cattle Wagon - BR B893424 Wthd

- 2F-013-053** - Gunpowder Van - LMS 701025
2F-013-054 - Gunpowder Van - LMS 701025 Wthd
2F-034-061 - 21T Hopper - N E 193250
2F-034-062 - 21T Hopper - N E 193250 Wthd

- 7F-080-027** - 8 Plank - Derbyshire Carriage 1947
7F-080-027W - 8 Plank - Derbyshire Carriage 1947 Weathered
LHT-608 - Suburban B 2 Coach Set - GWR Chocolate & Cream Bristol Division 17
LHT-609 - Suburban B 2 Coach Set - Brown & Orange Twin Cities Kingsbridge
LHT-610 - Suburban B 2 Coach Set - GWR Chocolate & Cream Kingham
LHT-611 - Suburban B 2 Coach Set - BR Crimson St Ives 2
LHT-612 - Suburban B 2 Coach Set - BR Lined Maroon Taunton 5
LHT-613 - Suburban B 2 Coach Set - BR Lined Maroon Bristol 20
LHT-625 - Suburban B 4 Coach Set - Chocolate & Cream Twin Cities London 30
LHT-626 - Suburban B 4 Coach Set - BR Lined Maroon London 34
LHT-627 - Suburban B 4 Coach Set - Chocolate & Cream Twin Cities Birmingham 45
LHT-628 - Suburban B 2 Coach Set - BR Crimson Birmingham 48
LHT-633 - Suburban B 2 Coach Set - GWR Chocolate & Cream Twin Cities No Division & Unnumbered
LHT-634 - Suburban B 2 Coach Set - BR Lined Maroon No Division & Unnumbered

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Modelling Lives

Tales from the miniature world.



The therapeutic nature of railway modelling has helped serviceman **Andy Barker** cope with Post-Traumatic Stress Disorder.

I've enjoyed railways and model kits ever since I was a lad, spending summer holidays at my gran's house in sleepy Wiltshire, having travelled from Paddington. The sounds and smells of that magnificent station, with its rows of HSTs, left a lasting image in that young boy's mind.

After joining the Army in 1997, I initially served with the Royal Corps of Signals, deploying several times to the Balkans, Iraq and Afghanistan. Although I hadn't noticed anything, my wife has since said that she saw a change in me after my second stint in Iraq.

I transferred into the Queen Alexandra's Royal Army Nursing Corps (QARANC) in 2012 and, soon after completing training, I volunteered to return to Afghanistan. Six months were spent working in the Emergency Department of the Role 3 hospital at Camp Bastion, Helmand Province. On returning to the UK, I had no issues with the things I'd seen and done, either on the last tour or previous ones. Life seemed normal in that respect.

Anxiety, depression, Post-Traumatic Stress Disorder (PTSD), mental illness – each can strike at the most inopportune moment. Mine came nearly a year after returning from Afghanistan; my mind just said 'enough'. I could not stand the thought of seeing any more injured children. People with PTSD have different triggers. For me, it's the sound of crying children – not one having a tantrum, but the cry of a child who is hurt or unwell.

I've been receiving treatment ever since. I've purposely kept myself busy and working and I'm fortunate that I've been able to carry on. On the bad days it's a struggle to do anything, demanding Herculean effort to motivate myself. There have been times when I've struggled with my own children crying

“For anyone out there reading this, struggling with mental health issues, please don't be afraid to talk. You're not alone and, within this hobby, you never will be”



ANDY BARKER

and, at one point, I even planned how to end my life.

But a chance purchase of a model railway magazine reignited a past interest and I soon set about building my 4ft by 1ft working diorama 'Winterfall'.

Once immersed in modelling my mind soon becomes distracted and I have complete control over the small world that I'm building. Not only is it the practical aspect that helps, but also being part of a wider community, be it railway or scale modellers. The hobby has enabled me to meet similarly minded people who share the same interests – some of whom have similar issues.

From the guys at the International Scale Modeller forum to the various model railway social media groups, all have helped keep me going. It was through the modelling community that I was introduced to Malcolm Childs of Models for Heroes (see MR244) and the fantastic work he's doing.

I wanted to help people going through similar situations, so I decided to document everything in a blog and started Aces High

Hobbies. My ambition is to one day, with the right guidance, turn it into a vintage model shop with a twist. For anyone out there reading this who is struggling with mental health issues, please don't be afraid to talk. You're not alone and, within this hobby, you never will be.

MODELLER'S CV

Andy Barker is the man behind the Aces High Hobbies blog. **Web:** aceshighhobbies.weebly.com
Facebook: [AcesHigh76](https://www.facebook.com/AcesHigh76) **Twitter:** [@AcesHigh76](https://twitter.com/AcesHigh76)

HELP IS AT HAND

If you have been affected by the issues raised in this article you can contact:

Combat Stress helpline: 0800 138 1619
Veterans UK helpline: 0800 1914 218
NHS website: www.nhs.uk

MODELS FOR HEROES

1 Harrier Road, Newbury,
Berkshire RG20 4AB
E-mail: enquiries@modelsforheroes.co.uk
Web: www.modelsforheroes.co.uk





VOTE NOW

You can vote on the *Model Rail* website and can cast one vote per category. The poll closes on March 18 2018. View what we said and vote now at www.model-rail.co.uk/moty2017



It's that time of year again when we give you the chance to celebrate excellence and innovation in British outline model railways in our Model of the Year competition.

It covers all new ready-to-run locomotives, coaches and wagons reviewed in *Model Rail* between January 2017 (MR230) and December 2017 (MR242).

A new category is 'Product of the Year', your chance to vote for railway modelling products and accessories beyond just the trains. Again, each product was reviewed and tested in *Model Rail* between January and December 2017.

'OO' GAUGE - The Shortlist

1:76 scale Steam Locomotives

- ◆ Heljan GWR '1366' O-6-OPT.....MR232 March 2017
- ◆ Hornby Peckett 'W4' O-4-OST.....MR232 March 2017
- ◆ Bachmann Branchline LMS '5MT' 2-6-O.....MR233 April 2017
- ◆ Hatton's/DJModels GWR '58XX' O-4-2T.....MR233 April 2017
- ◆ Heljan GWR '1361' O-6-OST.....MR233 April 2017
- ◆ Minitrains Bagnall O-4-OIST.....MR233 April 2017
- ◆ Dapol Black Label LNER 'A4' 4-6-2.....MR234 May 2017
- ◆ Bachmann Branchline LNWR 'Coal Tank' O-6-2T.....MR235 June 2017
- ◆ Hornby SR unrebuilt 'MN' 4-6-2.....MR235 June 2017
- ◆ Oxford Rail GWR 'Dean Goods' O-6-O.....MR240 October 2017
- ◆ Kernow MRC GWR '1361' O-6-OST.....MR242 December 2017

Diesel & Electric Locomotives

- ◆ Bachmann Branchline Wickham Trolley.....MR230 January 2017
- ◆ Dapol DRS Class 68 Bo-Bo.....MR234 May 2017
- ◆ DJModels BR Class 71 Bo-Bo.....MR237 August 2017
- ◆ Golden Valley Hobbies YEC 'Janus' O-6-ODE.....MR239 September 2017

Multiple Units

- ◆ Dapol BR Class 122 railcar.....MR237 August 2017
- ◆ Bachmann Branchline SWT Class 450 EMU.....MR238 Summer 2017
- ◆ Bachmann/Kernow Class 438 '4-TC' Mk 1 Coach Set.....MR240 October 2017
- ◆ RealTrack Models BR Class 156 DMU.....MR242 December 2017

Coaches

- ◆ Bachmann ER Thompson Coaches.....MR233 April 2017
- ◆ Bachmann SECR 60ft 'Birdcage' Coaches.....MR240 October 2017
- ◆ Kernow MRC LSWR 'Gate Stock' Coaches.....MR241 November 2017

Wagons

- ◆ Heljan Class B Tank Wagon.....MR231 February 2017
- ◆ Hornby SR Maunsell Cattle Wagon.....MR231 February 2017
- ◆ Hornby LMS 21t Coke Hopper.....MR233 April 2017
- ◆ Peco Festiniog Railway Slate Wagons.....MR234 May 2017
- ◆ Dapol DRS IDA Container Wagons.....MR237 August 2017
- ◆ Hatton's WD 'Warwell' Wagon.....MR237 August 2017
- ◆ Irish Railway Models CIE 20t Ballast Hoppers.....MR237 August 2017
- ◆ Oxford Rail WD 'Warwell'.....MR238 Summer 2017
- ◆ Hornby GWR 'Toad' Brake Van.....MR239 September 2017
- ◆ Oxford Rail BR 60ft 'Carflat'.....MR240 October 2017

1:76 scale Manufacturer of the Year

- | | |
|-------------------------|----------------------------|
| ◆ Bachmann Branchline | ◆ Irish Railway Models |
| ◆ Dapol | ◆ Kernow Model Rail Centre |
| ◆ Golden Valley Hobbies | ◆ Minitrains |
| ◆ Hatton's/DJModels | ◆ Oxford Rail |
| ◆ Heljan | ◆ Peco |
| ◆ Hornby | ◆ RealTrack |

'O' GAUGE - The Shortlist

Steam Locomotives

- ◆ Minerva Kerr Stuart 'Victory' O-6-OT MR231 February 2017
- ◆ Dapol LBSCR 'A1X' O-6-OT MR233 April 2017
- ◆ Minerva GWR '57XX' O-6-OPT MR241 November 2017

Diesel & Electric Locomotives

- ◆ Dapol BR Class 08 O-6-ODE MR230 January 2017
- ◆ Little Loco Company BR Class 15 Bo-Bo MR234 May 2017
- ◆ Heljan BR Class 37 (central headcode panel) MR235 June 2017
- ◆ Heljan BR Class 45 1Co-Co1 MR236 July 2017
- ◆ Heljan BR Class 05 O-6-ODM MR242 December 2017

Rolling Stock

- ◆ Dapol BR 12t Vent Van MR233 April 2017
- ◆ Dapol GWR Collett non-gangway Stock MR235 June 2017

Manufacturer of the Year Category

- ◆ Dapol
- ◆ Heljan
- ◆ Little Loco Company
- ◆ Minerva



'N' GAUGE - The Shortlist

Locomotives

- ◆ Graham Farish GWR 'Castle' 4-6-0 MR235 June 2017
- ◆ Graham Farish BR Class 40 1Co-Co1 MR242 December 2017

Rolling Stock

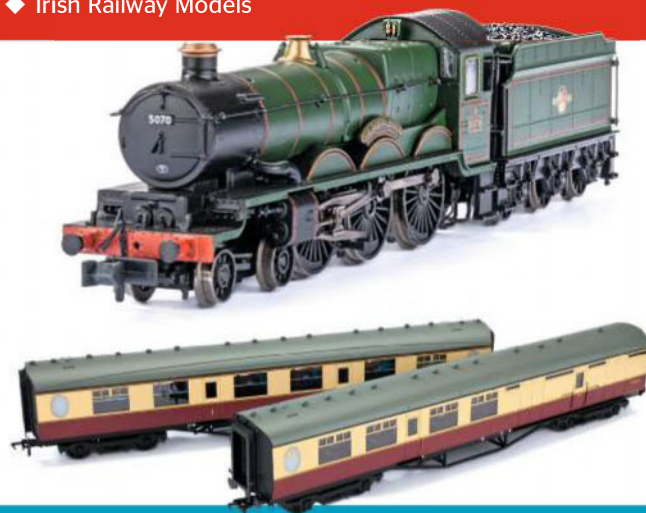
- ◆ Graham Farish Hawksworth Autocoach MR234 May 2017
- ◆ DJModels 'Mermaid' Ballast Hopper MR237 August 2017

Manufacturer of the Year Category

- ◆ DJModels
- ◆ Graham Farish

Overall Manufacturer of the Year

- ◆ Bachmann/Graham Farish
- ◆ Dapol
- ◆ DJModels
- ◆ Golden Valley Hobbies
- ◆ Hatton's
- ◆ Heljan
- ◆ Hornby
- ◆ Irish Railway Models
- ◆ Kernow Model Rail Centre
- ◆ Little Loco Company
- ◆ Minerva
- ◆ Minitrains
- ◆ Oxford Rail
- ◆ Peco
- ◆ RealTrack



PRODUCT OF THE YEAR - The Shortlist

Tools

- ◆ Gaugemaster GM Solder Station MR233 April 2017
- ◆ Proses BS-HO-02 Ballast Spreader MR234 May 2017
- ◆ Proses T-HO-01 Flexible Track Holding Clamps MR234 May 2017
- ◆ Proses VT-001 DC/DCC Track Voltage Tester MR234 May 2017
- ◆ 3CP Curve Plotting Tool MR236 July 2017
- ◆ Golden Valley Hobbies Voltage and Polarity multi-tester MR236 July 2017
- ◆ WWS Pro Grass Precision Applicator MR236 July 2017
- ◆ Proses LB902 Rotating Loco Cradle MR237 August 2017
- ◆ Proses SS-01 Snap and Glue magnetic clamps MR237 August 2017
- ◆ Sparmax Pistol Trigger Airbrushes MR238 Summer 2017
- ◆ Gaugemaster Wheel Cleaning Brush MR240 October 2017

Scenic Accessories

- ◆ Sankey Scenics Colliery Signage packs MR234 May 2017
- ◆ Mike Pett Supercast Figures MR238 Summer 2017
- ◆ Dapol Modelling Water MR242 December 2017
- ◆ Deluxe Materials Making Waves MR242 December 2017
- ◆ Noch ModellWasser MR242 December 2017
- ◆ Woodland Scenics Deep Pour Water MR242 December 2017

Track

- ◆ DCCconcepts Legacy bullhead track MR236 July 2017
- ◆ Peco Code 75 bullhead track MR236 July 2017

Buildings & Accessories

- ◆ Dawson Hall Glenfinnan Station and Signal Box MR231 February 2017
- ◆ 4Ground OO-TS-102 Handford Crossing Signal Box MR233 April 2017
- ◆ York Modelmaking laser-cut building accessories MR234 May 2017
- ◆ Gaugemaster GWR Gas Taper Post Lamps MR236 July 2017
- ◆ 4Ground Spear Point Fencing MR240 October 2017
- ◆ Osborn's Models Austerity Box MR240 October 2017

Electronics/Controllers

- ◆ Bachmann Dynamis Railcontroller MR236 July 2017
- ◆ Heathcote Electronics Single Track Crossing Kit MR236 July 2017
- ◆ Woodland Scenics Just Plug Streetlights MR242 December 2017

Kits & Rolling Stock Accessories

- ◆ Precision Decals Waterslide Transfers MR231 February 2017
- ◆ MARC Models LNER/Belgian Coal Wagon Transfers MR234 May 2017
- ◆ Just Like the Real Thing 21t Mineral Wagon Kit MR236 July 2017

All about the **intricacies**

A family connection and an obsession for detail led **Geoff Thompson** to continue developing this heirloom layout begun by his father.

Words: **Chris Gadsby** Photography: **Chris Nevard** Artwork: **Andrew Mackintosh**



LAYOUT **HANDBOROUGH**

VITAL STATS

Layout:

'Handborough'

Size: 13ft 2in by 2ft

Gauge: 'N'



2



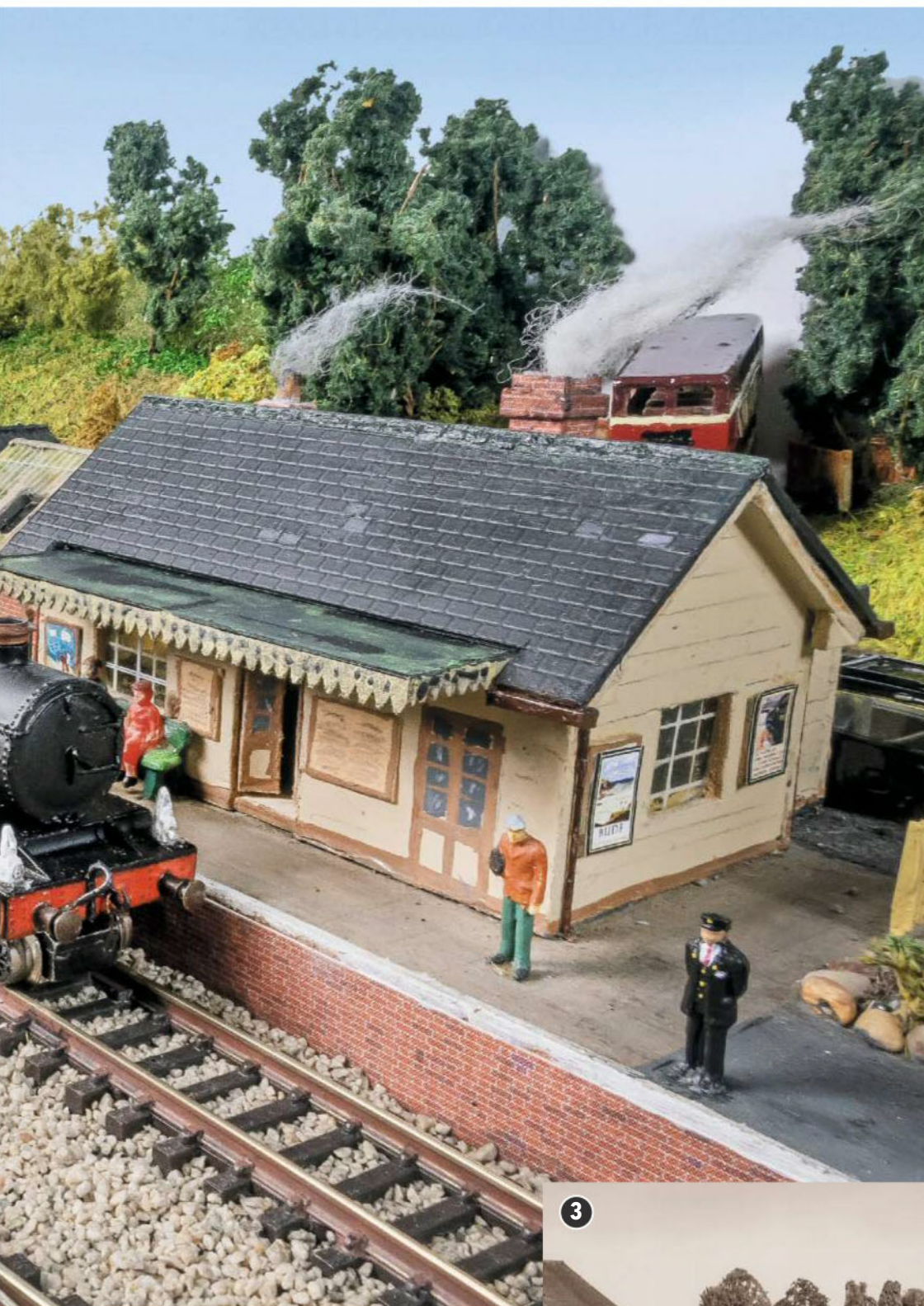
January 30 1965. Just over 53 years ago to the day, the small Oxfordshire station of Handborough, on the old Oxford, Worcester & Wolverhampton Railway, became one of the most famous places on the planet.

The world's attention focused on the arrival of Bulleid 4-6-2 No. 34051 *Winston Churchill* and a featherweight train comprising five Pullman cars and a bogie luggage van. Inside luggage van S2464S were the mortal remains of Britain's wartime leader, Sir Winston Churchill. Born in nearby Blenheim

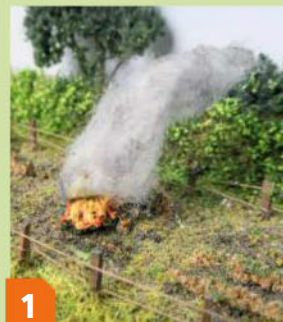
Palace, Churchill's body was laid to rest in the churchyard at Bladon; Handborough just happened to be the nearest railhead.

Preparation for the funeral procession was lengthy and it was carried out with military precision. Mourners flocked to pay their last respects.

Handborough station, therefore, has a small but significant place in British history. For Geoff Thompson, however, Handborough plays another significant role.



3 things we like



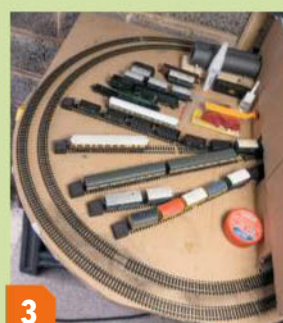
1

The illusion of wind created from the numerous smoking chimneys and bonfire.



2

Half-finished tasks, such as the workers painting a fence, add life to the scenery.



3

The 'dog bone' design allows for a looped layout while saving valuable space.



What makes this layout great?

This layout portrays 'Handborough' perfectly. Geoff has proved that with patience and some outside-the-box thinking almost anything can be used to create the perfect scene in miniature.

His great-grandfather and uncle both worked at the station, and his father lived just 300 yards away from the platforms. It was Geoff's father who began the layout in 1985, modelling the 1930s and 1940s. It passed to Geoff, who moved it forward in time to depict the 1960s (prior to a change in spelling – Handborough became 'Hanborough'). Geoff also turned what was an end-to-end arrangement into a continuous run loop.

"When I came into possession of the layout," he explains, "I wanted a full loop, rather than ➤

the end-to-end that it had been, but I also needed to save as much space as possible because I use the garage a lot for other activities. I decided to put a loop on both ends and two lines behind the backscene to allow me to run the trains continuously.

"This brought the layout size to 13ft 2in by 2ft at the widest point of the loop, narrowing to 16in in the middle, including the back lines. The loops are built on 7mm MDF, mounted on softwood frames, with the middle baseboard made from 11mm Sundeala board."

With the ever-growing presence of DCC, many layouts have been converted to digital. But Geoff doesn't feel the need to do this.

"I use my Gaugemaster analogue controller and isolate the sidings and the main line without difficulty. The railway wasn't very busy so I don't like to have trains constantly passing through the station and didn't consider DCC necessary."

SCALE SOLUTIONS

The range of proprietary products available in 'N' is much smaller than in 'OO', but Geoff has devised some rather interesting solutions to problems that he couldn't solve with off-the-shelf products.

"I had difficulty finding coal in 'N' gauge and was advised to buy 'OO' gauge coal, put it in a bag and break it with a hammer. This was a complete disaster and it just went everywhere, so I decided to put the coal into an electric coffee grinder. It worked perfectly, but the grinder is now useless for making coffee!

"I also struggled to find materials thin enough for some of the other scenic elements, such as the washing lines at the cottage and the stationmaster's house. My wife provided me with the perfect solution though – one of the hairs from her head! The thickness is perfect for the scale and supports the clothes with ease; there is a solution for every problem if you're willing to be a bit creative."

With the layout having been moved so many times, lightness was essential. Geoff has used a cardboard structure as the base for the hills at each end of the layout, to which he then glued brown wrapping paper.

"Once the wrapping paper was laid down, I could add earth colour materials and paint it green before adding static grass and Woodland Scenics earth material at random intervals to provide some variation." ➤

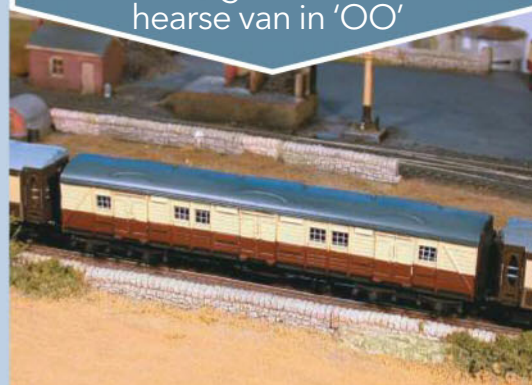


“I wanted a full loop, rather than the end-to-end that it had been, but I also needed to save as much space as possible”



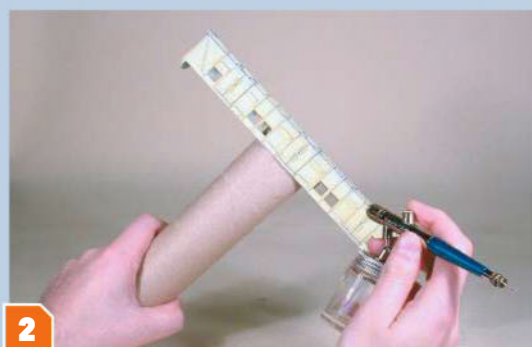
Workbench

Making Churchill's hearse van in 'OO'



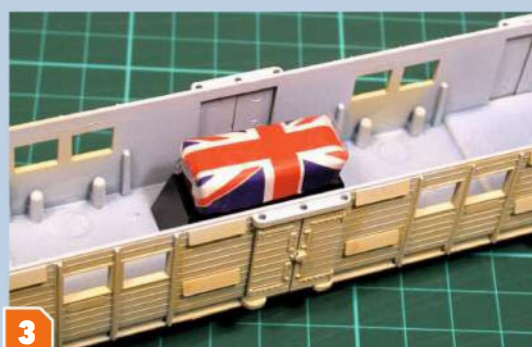
1

The Hornby van, reduced to component parts after removing the central brass screw. The glazing pieces just pull out. Bogies and underframe can be reused, or you can source MJT, Alan Gibson and Comet fittings.



2

The body was first sprayed with Halfords white primer followed by two coats of RailMatch Pullman cream. Careful masking of the cream is needed. Press the 2mm wide masking tape down with a small screwdriver.



3

The catafalque and coffin were made from pieces of Plastikard, while the Union Flag was originally mounted on a cocktail stick for identifying cheeses on a cheeseboard!

Workbench section starts on page 33

“The layout is accurate to the millimetre wherever possible”





MODELLING FROM MEMORY

The cottage on the hill is a model of his grandparents' house, complete with greenhouse and vegetable patch. Finding the materials to build such delicate buildings is always difficult, but once again Geoff found a solution using items he had about the house.

"The glass for the greenhouse is made from old model packaging that I glued together, to which I added 0.5mm² point rodding to replicate the edge of each panel before surrounding the base with brick paper. The cottage itself is made from corrugated cardboard which I then covered in decorator's caulk before hand-carving the bricks into it and painting it." ►

Handborough's stock

Given that 'Handborough' was started in 1985, it's perhaps not surprising that it features some older items from the Graham Farish stable. When Graham rebuilt the layout, he retained the Peco Code 80 track.

"I was worried about the clearance of the flanges on the older Graham Farish models," he explains. "In hindsight, I should have used Code 55 as I'm in the process of replacing and upgrading all the models, which will eradicate the problem."

Those looking for a dose of 'N' gauge nostalgia need look no further than Graham Farish 'Hall' No. 6960 *Raveningham Hall* and two Farish '94XXs' (Nos. 9400 and 9427, the latter having been repainted from GWR livery) and GWR railcar No. 19. The 'Hall' has been detailed with new front bogie, handrails and sandpipes.

"I had a *Winchester Castle* [Graham Farish product code

1446] which, sadly, expired a few weeks ago.

"I also purchased [an old Farish] 'Battle of Britain', No. 34066 *Spitfire* with the intention of converting it into No. 34051, but I am yet to find a company that makes a *Winston Churchill* nameplate, so that project has been put on hold for the moment."

Geoff has taken advantage of new 'N' gauge models coming from Bachmann-owned Farish and Dapol. He's bought a '64XX' 0-6-0PT (Farish), '57XX' 0-6-0PT (Dapol) and a Dapol 'Western', which has been finished as *Western Champion*, using Fox nameplates.

"Finally, I bought a Graham Farish 'Warship' *Onslaught* to remind me of childhood holidays in Teignmouth. We regularly stayed by the railway and I loved spending afternoons watching them go by."

10 Geoff tracked down some Dapol open wagons in Marriott livery, as Marriott had an office at Handborough, which Geoff has incorporated into the layout.



The tunnel portal brickwork was modelled with a high level of accuracy. Geoff hand-carved it while looking at pictures of the brickwork on his computer. The result is that every brick on the layout is the exact relative size and shape of the real thing.

"The layout is accurate to the millimetre wherever possible. My dad and brother went down to the station with a tape measure when he was starting the layout so that they could measure the buildings and platform to ensure that the layout was a perfect scale model. We have since had to shorten the station building by 5mm as it was slightly too long."

"I've always got alterations to make and, as everyone knows, a layout is never truly complete; while I look forward to my subscription copy of *Model Rail* landing on my doormat every month, I'm always left with many more improvements to make after reading it!"

Geoff's next tasks are to add some sidings on the left of the layout for storage and remodel the backscene.

"I want to change the backscene away from being just a blue sky backdrop, but this is going to involve a lot more research as I'll need to get the positioning of the buildings exactly correct."

Patience is key when it comes to modelling in 'N' gauge, and for Geoff and his father this has certainly been the case. Over a span of 33 years and numerous relocations, 'Handborough' is now a credit to Geoff and his family who have worked around the station for generations. We look forward to seeing what, no doubt, will be superb additions soon! **MR**

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

Handborough has long been one of Chris Leigh's favourite stations. Turn to p60 to see how he's created his own version.





Handborough inspiration

Lying six miles north-west of Oxford, Handborough station was on the Oxford, Worcester and Wolverhampton Railway, and is the first station after Oxford on the now Cotswold Line, following the closure in 1916 of Wolvercot, (spelled without the 'e' to avoid confusion with Wolvercote Halt on the London and North Western Railway's Varsity line), and of Yarnton in 1962. Handborough was opened in June 1853 and served the two villages of Long Hanborough and Church Hanborough, being used as a junction for a service to Euston on the LNWR line from Yarnton. The station name was changed to 'Hanborough' in 1992.

The residents of Long Hanborough were principally dependant on the Woodstock glove trade in the mid-19th century, but the arrival of the railway alongside the quarry and brickworks provided alternative employment for the working men of the parish. In the 1861 census, 24 were recorded as railway employees, including the stationmaster,

With its walls draped and decorated with flowers, and its gardens specially tidied, Handborough station basks on the day after the funeral. The ramp has been moved back and a solitary policeman stands guard.
CHRIS LEIGH COLLECTION

an inspector and two porters.

As the closest station to his final resting place at Bladon, the nation's eyes focused on Handborough on the afternoon of January 30 1965 as Sir Winston Churchill's funeral train, hauled by No. 34051 *Winston Churchill* pulled into the station, ahead of his burial later that day.

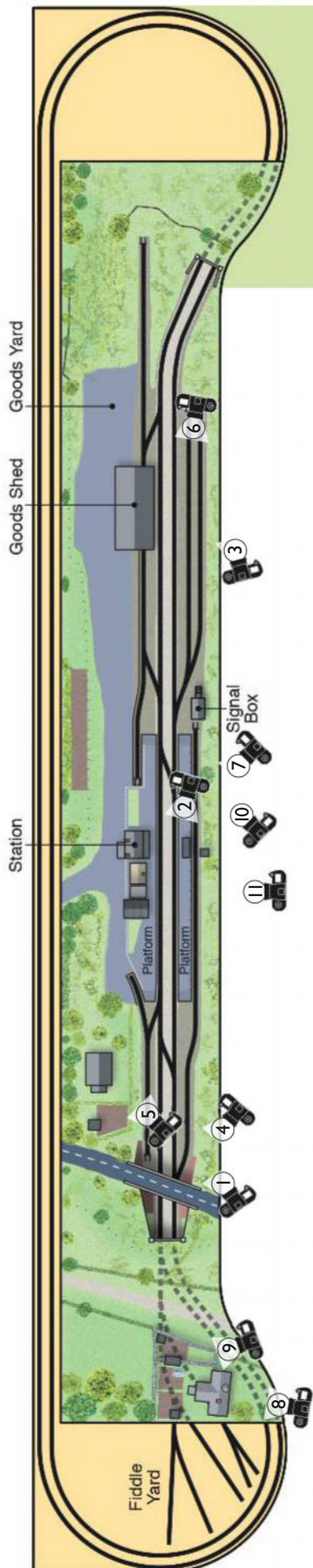
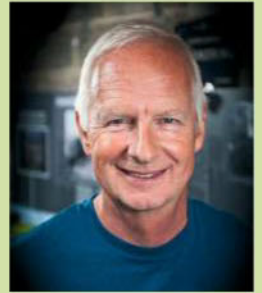
The former Down platform is no longer used since part of the Cotswold line is now single track, including the ten miles between Wolvercote Junction and Charlbury, just north of Oxford. The station now serves as part of the London Paddington to Hereford route.

Although this photograph was taken 30 years ago, Hanborough station hasn't changed much from this April 25 1982 view as 50036 *Victorious* powers south with a Hereford-London train. D. PYE/COLOUR RAIL



MODELLER CV GEOFF THOMPSON

"I started modelling Airfix kits at the age of six and began railway modelling at the age of 11, something that has stuck with me ever since. As a child I regularly took the train into Oxford from Hanborough, and the layout brings back fond memories for me."



THINGS YOU MAY HAVE MISSED



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Turn a cheap kit into a stunning depot scene



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Build a station from timber



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Add another dimension to backscenes



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How to kit-bash a locomotive

Meet the Model Rail Expert Modellers



George Dent

Learn from one of the country's best modellers.



Chris Leigh

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



Peter Marriott

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



Paul Bambrick

Professional modeller and layout builder extraordinaire.

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

HOW TO

MASTER THE ART OF WEATHERING

A properly weathered finish can turn nearly any model into an amazing and unique depiction of the real thing. Four professionals share their tips and techniques to help you in your quest for authenticity.

There's no doubt that weathering can be the difference between a good model and a superb model. And yet it's not just a matter of throwing lots of dirt at a subject. Four expert modellers share some of their trade secrets.

STEVE JOHNSON

Owner of Grimy Times model shop and professional weathering service.

Tel: 01925 632209

Web: www.grimytimes.co.uk

WHAT DO YOU WANT TO ACHIEVE?

When starting your weathering project, it helps to have an image, either in your head or as a photograph, of what you want to replicate. You can usually find prototype images for a particular weathering effect if you're prepared to search them out in print or online.



WORK SAFELY

Although a lot of weathering processes can be done without the use of an airbrush, it can be an invaluable tool. However, it comes with some health risks.

It's imperative, whether you're spraying acrylic or enamel paints, to wear a suitable face mask, capable of filtering vapours – a cheap dust mask is of no use. Even if you're spraying outside, wear a mask because you won't be able to see the vapours which you'll otherwise be inhaling.

When working indoors, an extraction system is recommended to protect both yourself and your family. Thinners are volatile solutions, so ensure that you take notice of the health and safety guidelines supplied.



NEW TECHNIQUES

Most people stick to techniques that they're familiar with, but don't be afraid to try new ones. Some excellent weathering methods can be seen in military modelling publications and many can be transferred to railway modelling.

Above all, don't be afraid to experiment, and remember – an airbrush should become your friend, not something to fear!

"Don't be afraid to experiment – an airbrush should become your friend, not something to fear!"

DON'T RUSH OR GET DISHEARTENED

Some aspects of weathering can't be rushed, due to varying drying times, so don't be tempted to move on until the surface is completely dry. Errant fingerprints will likely necessitate a full or partial strip-down, so be patient. The quality of the finish is often proportional to the time spent on a model.

If you're new to weathering, practise as much as you can on older/cheaper items which can be stripped and practised on again and again. This removes the pressure of working on an expensive or fragile model.

Don't feel disappointed if you don't produce a masterpiece on your first attempt – very few people do! It's all down to practice and becoming familiar with new tools and techniques. Further down the path, you'll look back at previous attempts and have a laugh, knowing that you've become more competent.



FINISHING TOUCHES

All too often some beautifully weathered items are let down by not being finished off properly. For example, at Grimy Times we'd never send a steam locomotive out without a real coal load – a moulded load looks totally out of place.

Add features such as oil and water leaks from cylinders, over-spill from filler caps and fuel tanks; they bring your model to life

and change it from 'good' to 'exceptional'.

Have a look at some of the weathering products on sale in model shops or at exhibitions: there are many more than you may realise. But don't overlook simple media such as gloss varnish, which is ideal for modelling water spillage. Remember to thin the varnish though – you don't want ripples to form!

CHRIS NEVARD

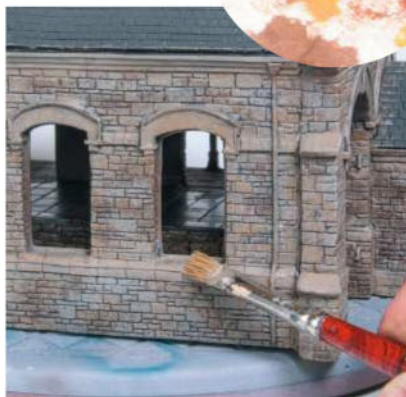
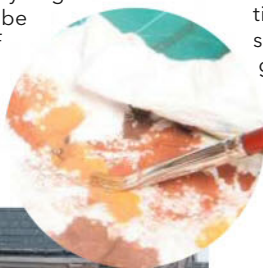
Expert photographer and freelance model maker.

DRY-BRUSHING

Dry-brushing is a very useful technique, and well worth mastering. Basically, it involves a paintbrush coated with a tiny trace of your chosen paint. When the brush is applied lightly to the subject, just a hint of paint is deposited, especially over any raised detail.

An easy way to prepare your brush is to dip it into the paint, then wipe most of it off onto a piece of kitchen tissue. When only a faint trace is left on the bristles, you're ready to go.

The technique can be used for all sorts of weathering, on rolling stock, vehicles, buildings and scenery.



TRUST IN DUST

Real coal dust sieved onto the surface of sidings used to handle coal traffic can be an effective way to darken track. No glue is required, just brush it into place with a stiff brush. Remember to clean the rail tops before running trains.



METAL GURU

Humbrol's Gunmetal shade (27004) of Metal Cote enamel paint is great for finishing off grubby black locomotives. The formula gives a very satisfying, greasy-looking finish, with great results being easily achievable, especially when using the dry-brushing technique. The paint can be manipulated well after it appears to have dried, with a convincing oily sheen developing.

"Humbrol's Metal Cote enamel gives a very satisfying, greasy-looking finish, with great results being easily achievable"



SIMPLE STONEMWORK

When treating stone buildings, begin by spraying an overall dark undercoat; I use a blend of Halfords matt black, grey and red oxide primers.

When fully dry, I dry-brush lighter stone colours over the surface relief using matt enamels. This leaves the darker primer undercoat in all the mortar courses and recesses.



TOP OF THE MATCH POTS

Interior matt emulsion is a great medium for quick scenic weathering jobs. A pre-painted building (especially Hornby Skaledale or Bachmann Scenecraft structures) can be painted over with a dull grey/brown shade. Then, before the paint dries, it can be quickly

wiped off with a damp cloth, leaving some of the pigment in the recesses. Just pop the model under the hot tap if it doesn't work first time – the paint will easily scrub off. Match pots are a good and inexpensive way to buy such paints.

PETER MARRIOTT

Model Rail's renowned scenic guru.

TAKE IT STEADY!

You can always add another layer of weathering, but it's not always so easy to remove thicker deposits.

PICK AND MIX METHODS

It's possible to weather any subject with a single or multiple techniques. Feel free to choose the materials and the methods that you enjoy using and feel confident with - they often produce the best results.



"Feel free to choose the materials and the methods that you enjoy using and feel confident with - they often produce the best results"

CREATING RUST SPOTS

To create convincing spots of corrosion, mix up a paste composed of rust-coloured weathering powders and a little matt varnish or PVA glue. Dab the paste onto the sides and underframe of wagons, or onto

a steel building, with a small paintbrush, a wooden stick or a cocktail stick. Drag the paste downwards to create the appearance of weathered streaks caused by rain.

USING WEATHERING POWDERS

Powders work best when applied to a dull or non-glossy model, so apply a light coat of matt varnish beforehand. Distressing the surface with a glass fibre brush also helps give the powders a better chance of sticking to the surface.

Apply powders with a dry brush, adjusting the amount of pressure applied to vary the effects. A clean, soft brush can then be used to wipe away any excess powder. When you're happy with the finished result, the powders can be sealed with a quick spray of matt varnish from an aerosol. This also has the effect of toning down the weathering slightly.



WEATHERING WITH WASHES

To remove the unrealistic shiny finish on a wagon, give it a thin coat of colour using a pre-mixed weathering wash, such as those sold by Humbrol, MIG, LifeColor or AK Interactive. Alternatively, create

your own washes by mixing a small amount of acrylic paint with water. Apply with a wide, flat brush, allowing the pigment to run into all of the nooks and crannies, before allowing it to dry.



DAVE LOWERY

Top pro-modeller Dave has been there, done it and got the T-shirt!

THE RED UNDER THE BED

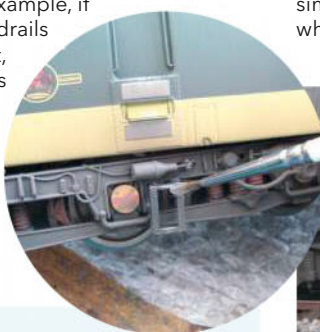
Weathering is usually associated with the final stage of a paint job or modelling project. However, give a thought to adding weathering at the beginning by applying a layer of red oxide primer before the topcoats are applied.

This is especially useful when painting chassis and underframe parts, as it doesn't matter if the subsequent layers of black reach into all of the nooks and crannies. Any of the red oxide that shows through will look like rust. Furthermore, any minor knocks and scrapes during the life of the model will reveal more of the 'rust'.

EXPOSED KICKED STEEL

Dry-brushing the edges of locomotive steps and footplates with faint traces of silver paint represents areas of metal exposed by constant human traffic, especially where steel toecap boots have eroded paint.

Handrails can be treated in a similar way - observe how and where the crew are most likely to access the cab or other parts of the locomotive. For example, if they hold the handrails at the bottom first, then halfway up as they enter the cab, so the handrails should only have a burnished effect at those two points.



NICE TOUCH FOR STEAM

There is so much scope for weathering steam traction, but one thing that pays dividends is attention to the chimney. Dry-brush on a few highlights, such as rusty deposits around the bolts securing it to the smokebox, or a light dusting of off-white or light grey around the inside edge of the chimney opening. The latter simulates a hard-working engine, where white-hot cinders have left their mark.



ONE FOR THE DIESELS

Before spraying any weathering paints, mask any areas that need to be kept clean, especially the glazing. For an extra touch of realism, we can mimic the tracks of the window wipers by cutting stencils from masking tape. Having spread some tape onto a flat

surface, use a set of compasses (that instrument you had at school and thought you would never use again!), set to the length of the window wiper blades, to draw circles onto the masking tape. Cut the tape and divide the circle into quarters, then apply to the windows in the path of the wiper. After weathering, the tape can be peeled away and re-used on similar locomotives.

DAMP EFFECTS

Once all of the general weathering is complete, simulate a few damp areas using gloss varnish, mixed in a 50:50 ratio with thinners. Fuel, oil and water tanks are prime examples, the glossy finish contrasting nicely with the dusty matt of the dirty locomotive. Adding streaks with a fine brush, in line with gravity, completes the effect.



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GEORGE'S CHOICE

TOP WEATHERING PRODUCTS

Model Rail's resident weathering expert **George Dent** showcases his choice of essential products and equipment.

Once seen as a niche activity for die-hard modellers only, weathering has since become more of a mainstream activity. Accordingly, there are now plenty of sources of suitable materials to help us achieve a vast range of effects on locomotives, rolling stock, buildings and scenic subjects.

Having tried countless formulae of paint, pigments and other weathering media, here is a range of products that I simply couldn't live without!

DRY PIGMENTS

These weathering powders work best when applied to a matt surface. Application is most effective with dry, soft brushes and they're perfect for creating dusty effects.

Clear liquid fixative solutions are available to aid adhesion prior to application, or to seal a weathered finish.

Fixatives can also be employed to remove weathering powders completely. It's also possible to mix dry pigments with paints to create a textured coating.

Recommended brands: LifeColor, Darkstar, Wilder, Revell, Vallejo, MIG



ACRYLIC PAINTS

Acrylics offer rapid drying time and minimal odour, and you can wash the brushes in soapy water. Some brands require the use of specific thinners. Tamiya's thinners are handy for removing most acrylic paint formulae.

Other brands, such as Vallejo, Revell, Humbrol and LifeColor, are water-based and can be thinned with their own brand of thinners or water.

Application is effective by hand brush, sponge or airbrush. Tamiya paints are good for airbrushing, while others can be prone to clogging. A drop of retarding fluid (Vallejo) helps water-based acrylics to flow more freely through an airbrush, reducing the risk of clogging.

Recommended brands: LifeColor, Vallejo, Tamiya, Revell

SWABS AND STICKS

The Dent workshop consumes a large number of cotton buds annually - it pays to employ good quality brands as these retain their shape and fibres for longer. For detail work, Tamiya's shaped swabs are preferred. They're not cheap, but they're long-lasting and precise.

Microbrushes are useful for picking out small details or cleaning locomotive wheels and power contacts, while cocktail sticks are good for reaching awkward areas with small amounts of paint.



WEATHERING WASHES

Washes are highly diluted paints and are available in acrylic or enamel format. Enamels provide longer working times (which is often an advantage) and, in my opinion, produce superior results, especially when applied to very fine details. Each brand supplies complementary thinners for cleaning and manipulating the washes on the model's surface.

Most dry to a dusty, matt finish, although glossy sheens are provided for authentic



grease or oil effect washes. Rust and wood-effect stains are also available. LifeColor's Tensocrom range is probably the best of the acrylic washes currently available, and these are particularly effective on buildings and scenery.

Recommended brands: MIG, AK Interactive, LifeColor, Alclad II, Wilder

OIL PAINTS

With their tubes resembling artists' oils, these paints are highly versatile and have long working lives. Complementary thinners are essential, as the paints have a gloopy viscosity. They can be diluted to create your own washes or used neat for specific staining effects. Typically requiring 6-12 hours to dry, there's plenty of time for adjustment. Even when dry, the thinners will re-soften the paint for further manipulation.

Recommended brands:

Abteilung, AK Interactive, Wilder



TEXTURED PAINTS

Textured, acrylic-based paints require a thorough stir before use and the addition of compatible thinners allows them to be applied to a broad range of subjects. They can also be mixed with regular acrylic paints to create more specific shades.

Often available in a variety of 'grit' levels, textured paints are handy for creating thick deposits on anything from aggregate or cement wagons to steam locomotive underframes. They're also great for scenic work, such as creating muddy farm tracks or grimy groundwork around steam locomotive depots.

Recommended brands: Tamiya, Wilder



ENAMEL PAINTS

RailMatch offers a small yet versatile range of weathering shades in enamel format, and these have been my go-to choice for the past 20-odd years. The shades can be mixed to create all essential shades for rolling stock and scenic applications, and their thin formula makes them ideal for airbrushing with minimal thinning.

More recently, Alclad II's Mil-Spec enamels have proved popular in my workshop, as they come pre-thinned and ready to spray via an airbrush. Aimed at military subjects, there are suitable shades for railway use, such as RAF Dark Earth, Matt Black and Schwarzgrau (black-grey).

Humbrol enamels are OK, but their quality can be frustratingly erratic and, once opened, the tins have a short shelf life. The Metal Cote metallic range is worth persevering with, however, especially No. 27004 Gunmetal, which is great for achieving greasy deposits on steam locomotive valve gear and chassis.

All enamels require plenty of time to dry (up to 12 hours) and they emit harmful fumes, especially while being sprayed, so precautions must be taken. They can be removed easily, while wet or dry, with white spirit.

Recommended brands: RailMatch, Alclad II Mil-Spec, Phoenix Precision, Humbrol



Suppliers

LifeColor, Wilder, Darkstar and Alclad II paints, washes and powders

Availability: The Airbrush Company

Tel: 01903 767 800

Web: www.airbrushes.com

Vallejo, Tamiya, Humbrol and MIG paints and powders

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk

RailMatch paints

Availability: Howes Models

Tel: 01865 848000

Web: www.howesmodels.co.uk

Phoenix Precision paints

Availability: Fox Transfers

Tel: 0116 319 4950

Web: www.fox-transfers.co.uk

Expo Tools

Availability: Expo Tools

Tel: 01834 845150

Web: www.expotools.com

ARTISTS' PENCILS

Not an obvious weathering medium, but blend-able coloured pencils, especially brown, orange-red and grey shades, have plenty of potential uses. From creating fine rust patches or highlighting rivet heads, a finely sharpened tip can deposit pigment more accurately than a paintbrush.

Rubbing the edge of a plain graphite pencil (a 6-8B for instance) along the edge of handrails, footsteps and other exposed areas, replicates the appearance of burnished metal perfectly. Graphite sticks are also available from art stores and these produce even more realistic burnished effects, which can be further enhanced by polishing with a dry cotton swab.

Availability: Arts and craft stores



BRUSHES

In general, flat brushes are preferable for most weathering tasks, with both stiff and soft bristles being useful for work with paints and powders. Keep plenty of brushes to hand as weathering can be damaging to bristles, and more delicate work may need a brush that's in good order.

Expo Tools offers a range of angled flat

brushes designed specifically to aid dry-brushing and these are highly recommended. Fine, round brushes are also needed for detail work. A couple of large, ultra-soft brushes are also handy, kept solely for cleaning away dust and debris and never used for paints or pigments.

Recommended brands: LifeColor, Humbrol, Expo Tools





There's a dizzying amount of choice among airbrushes across all price brackets. Choosing the right tool for your needs is important.

HOW TO

DEVELOP YOUR AIRBRUSH SKILLS

After years of struggling to use an airbrush, **Chris Leigh** feels like he might have finally 'cracked it'... following a little mentoring from our resident expert **George Dent**.

CHRIS...

Asking me for advice on airbrushing is a bit like asking José Mourinho how England might win the Ashes! Until quite recently I have had a love/hate relationship with airbrushing. What changed it all was a little mentoring by our own George Dent, who is a highly experienced airbrush user.

The first rule is to get properly set up. In the past any airbrushing - or, more usually, spraying of aerosol cans - has been done in my garage. This kept noxious smells out of the house and it was certainly well

ventilated - in many ways too much so!

A garage is not an ideal location, being damp and dusty with poor lighting and a variable temperature, so I usually rushed to get the wretched job over with as quickly as possible.

For George's mentoring visit, I set up a folding patio table in the spare room and laid out some newspaper on which to work. Surprisingly, I had no problem with paint fumes and merely opened the window while we were spraying.



Basic exercises on card, using water-based paints, will help you to get a better understanding of how the tool works.

GEORGE SAYS....

During my visit, I encouraged Chris to try working with water-based acrylic paints, especially LifeColor. The exercises we undertook involved modest amounts of paint and, with LifeColor paints and thinners boasting little odour,

the atmosphere remained pleasant, although a face mask ought to be worn at all times.

Successful airbrushing relies on many gossamer-thin coats of paint being built up to a super-smooth, opaque finish. This takes time and the task may be broken into two or more sittings, allowing time for drying. With acrylics, only an hour or so is needed, but enamels will need an overnight rest at least.

Interestingly, we found that the worst fumes were caused by the airbrush cleaning fluids. Water-based versions are available, but these are not always effective. Harsher solvents do a much better job, but they must be used with care and adequate protection in the form of a face mask, gloves and good ventilation.



CHRIS...

One of the most important things I learned from George's visit is that there is no substitute for good quality equipment. In the past I got by with cheap airbrushes - the £30 variety that sometimes come as a free gift incentive with another purchase. The fact that I've had more than one speaks for itself. They did not work well and I did not maintain them effectively.

GEORGE SAYS...

Despite there being lots of inferior products on the market, in recent years a number of really good airbrushes have emerged in the budget sector. It pays to be choosy, therefore.

The tools that Chris tried were both in the Neo for Iwata range, being more

The examples which George brought with him were good quality dual-action airbrushes, one with a top-mounted trigger and the other with a pistol-type grip. I'd used top-mounted trigger versions before, but I found the pistol grip much easier and comfortable to use. As I suffer from RSI in my right hand, having tools which are comfortable is important.

affordable Chinese-made versions of the renowned Japanese Iwata brand; a top-button trigger CN and a pistol-grip TRN-1. Similar, slightly cheaper tools are available from Sparmax, with the SP-35 and GP-35/50 being recommended.

CHRIS...

I also learned how important it is to use good quality paint, preferably along with the same manufacturer's thinner. I had been in the habit of thinning enamel paints with white spirit, but enamel thinners offer shorter drying times and better performance. Acrylic paints also benefit from the use of the same brand of thinners.

George left me with a couple of airbrushes with which to practise. The first thing that I sprayed unsupervised was a coat of Ffestiniog green on *Prince* (as seen on MR243's cover), using Phoenix Precision enamel paint and thinners. Prior to that I'd had a little practice weathering

some wagon bodies, but that's all.

Finally - and this is the element that had always put me off using an airbrush - George showed me how to take care of the instrument by cleaning it carefully, using the correct cleaner and lubricant and storing it safely in its own box. I suppose the fact that it's a loaned airbrush gave me a greater incentive to take care of it but, having established the habit, I shall certainly continue to follow the procedure when I have an airbrush of my own.

I look forward to never having to unblock the nozzle of another half-used aerosol can ever again!

GEORGE SAYS...

Having grasped the fact that airbrushing demands a different - and more patient - approach compared to using aerosols, Chris did a great job of painting *Prince*. Adopting a regular routine of flushing the airbrush with a cleaning fluid at regular intervals during painting prevents the tool from clogging up. After each session, a more thorough clean, involving careful removal of the needle, will dislodge any paint deposits within the tool. A drop of airbrush lubricant onto the needle before re-fitting keeps everything in good condition and ready for use next time.



A drop of lubricant on the needle and trigger keeps the internal components working effectively.



For best results, use the same brand of paints and thinners, combining both in a glass mixing jar before loading the airbrush. The paint needs to be about the same viscosity as milk.



Airbrush cleaning and maintenance sets are available to keep your tool in tip-top condition.

SINGLE V DUAL ACTION

SINGLE: the trigger controls the air only; either on or off. The paint flow is governed by a wheel at the tail-end of the tool. Altering the flow while spraying is not easy, making weathering particularly difficult.

DUAL: the trigger releases the air when depressed. Moving it back and forth also regulates the paint flow. Dual-action gives the user greater control, permitting precise painting or weathering effects.

With a top-button trigger type, asking the index finger to do two things at once takes a little practice and fatigue can be an issue when working for longer spells.

Pistol-grip tools are also dual action, with the trigger releasing the air as soon as it's moved backwards. The further back it's depressed, the more paint flows out of the nozzle, just like a top-button tool.

COMPRESSORS

No matter how much you spend on an airbrush, if you don't have a reliable air supply then you'll never realise your tool's full potential. I always recommend spending more on a compressor than an airbrush. Having the confidence in your air supply allows you to concentrate on what you're doing with the airbrush.

An air tank is not vital, as we seldom need a pressure of more than 18psi, but having a tank means that the compressor isn't running constantly, thus reducing wear on mechanical parts. Some units also feature automatic switching, whereby the compressor only activates when the airbrush trigger is depressed. Cheaper compressors, without air tanks or auto-switching, tend to have a limited duty cycle, requiring a rest to cool down.

Useful Sources

Learn with George

For an in-depth look at airbrushing techniques and equipment, grab a copy of George Dent's acclaimed book *Airbrushing for Railway Modellers*.

◆ **Web:** www.crowood.com

George will be hosting a number of airbrushing and weathering courses in May 2018, at The Airbrush Company's premises in West Sussex.

◆ The Airbrush Company

Tel: 01903 767800

Web: www.airbrushes.com

◆ Everything Airbrush

Tel: 01202 622579

Web: www.everythingairbrush.com

Investment in an airbrush cleaning station is recommended. These effectively trap the excess paint, cleaning fluids and fumes.





Dapol's attractive model, available in 'OO' and 'N', can be enhanced with a weathering job.

HOW TO

UPGRADE DAPOL 'SILVER BULLET'

In a quest for greater variety, **George Dent** adds a more considered weathered finish to Dapol's china clay tankers, with extra detail fittings to boot.

As far as factory-weathered wagons go, Dapol's 'Silver Bullets' have been among the most convincing examples, capturing the distinctive earthy brown outlook of the tank barrels and chalky white deposits of spilt clay slurry. However, when a number of weathered versions are coupled together, their heavily begrimed aspect can appear overly uniform.

In contrast, the chrome-effect barrels on the pristine versions emit a dazzling level of reflection and shine. There's plenty of scope, therefore, for greater subtlety in our approach to weathering, adding greater variety to a long rake of these attractive vehicles.

While working on this pair of 'Silver Bullets', I also took the opportunity to upgrade the bulky tank-top platform, with its array of

OO GAUGE MODEL Dapol ICA 'Silver Bullet' clay slurry tank wagon ♦ Price £30.00

AVAILABILITY Dapol stockists, www.dapol.co.uk

20 hrs



handrails and filler hatch, courtesy of an etched upgrade kit from PH Designs. The kit also includes superior chassis footsteps and mesh overlays, as well as a pair of superior access ladders.

The replacement ladders are excellent and fairly straightforward to assemble, but I opted to keep the existing ladders, having refined them slightly. The rationale being to save time (as a full rake of wagons is to be treated), but primarily due to the need for greater resilience.

These wagons were destined for use on an exhibition layout that is operated by a large number of people. As we all typically handle rolling stock by picking it up in the centre,

I could foresee those beautiful etched brass ladders being bent or broken on a regular basis.

Dapol's packaging doesn't help either, as the clear clam-shell retainer has a tendency to pop open when slid out of the card box, allowing the wagon to spill out unceremoniously.

Hopefully, the retention of the original ladders doesn't detract too much from the overall effect. Indeed, the rest of the upgraded etched detail looks superb and complements the excellent moulded detail of the under-frame and bogies.

The airbrushed weathering has also proved satisfactory, allowing some of the shiny tank barrel to show through in places without causing an overly stark contrast.

TOP TIP

Remember to clean wheel rims and flanges after weathering to prevent traces of paint and other contaminants being deposited onto the rails.



N. BURKIN/COLOUR RAIL

What you will need

SHOPPING LIST

- ◆ PH4SBD1 'Silver Bullet' detail kit, £9.60 each
Availability: PH Designs
Web: www.phd-design-etchings.co.uk
- ◆ Alclad II primers and Mil-Spec enamel paints, airbrushes and equipment
Availability: The Airbrush Company Tel: 01903 767800
Web: www.airbrushes.com

TOOLS NEEDED

- ◆ Knife
- ◆ Tweezers
- ◆ Abrasives
- ◆ Needle files
- ◆ Mini drill and bits
- ◆ Airbrush and equipment

BULLETS'

STEP BY STEP



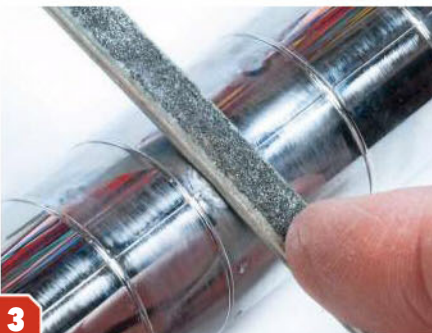
1

Dapol's handsome model has been available in pristine or pre-weathered versions. The former versions are very shiny, while the latter have been treated to a heavy coating of grime. I was aiming for a 'halfway house'.



2

The chunky moulded tank walkway is a prime candidate for upgrading. Compare the etched replacement from PH Designs to the original, which can be snapped free of the tank barrel.



3

The tank can be unclipped from the chassis and the filler hatch removed. While flattening the filler location, take the opportunity to remove the raised moulding seam along the top edge with abrasive pads or sheets.



4

After cleaning up the barrel, the new walkway, filler and handrails can be assembled and installed, following the instructions provided by PH Designs. Check for a close fit before securing with thick cyano glue.



5

The PH Designs kit also provides etched mesh overlays for the chassis frames and improved footsteps. The original handrails can be retained and re-fitted through the new overlays.



6

The kit also provides a pair of exquisite replacement ladders, although thin brass wire must be sourced separately to form the rungs. An assembly jig is provided to aid construction.



7

Once installed, the new walkway and ladders look fantastic. However, the model must be handled very carefully from now on, with the ladders being especially at risk of damage.



8

In the interests of resilience, I opted to refine the existing ladders. A square needle file narrowed the profile of the rungs and uprights, while a flat file removed the moulding marks from the outside edges.



9

Grey primer was airbrushed carefully over the new parts, making sure to aim the paint under and around the mesh walkways, as well as over the top of the tank barrel where the surface had been abraded earlier.



10

A handful of paints are needed for the weathering. Alclad II's ready-to-spray enamels are convenient and dry fast (about six hours), with RAF Dark Earth, Matt Black, Schwarzgrau (black-grey) and Matt White employed.

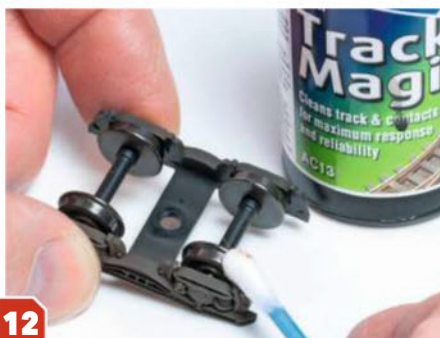
Varying the shades and degree of weathering slightly between individual wagons brings greater realism.





11

The bogies were treated first, removed from the chassis and held with spring clamps. A mix of Dark Earth and Schwarzgrau was misted onto the frames and wheel faces over several very light layers.



12

The wheel treads were cleaned after the paint had dried, using Deluxe Materials' Track Magic and cotton swabs. The solvent soon softens and removes the paint. Give them a second clean with a fresh swab to make sure.



13

The Dark Earth shade was darkened with a smidgeon of the Schwarzgrau before the lower edges of the chassis and tank barrel were treated with the airbrush. Keep the air pressure on a low setting - around 12-15psi.



14

The same shade was then carefully sprayed up the barrel seams, ensuring that the centre of each section remained fairly clean. The airbrush had to be angled to allow the paint to reach behind the ladders and walkway.



15

A similar approach was needed around the raised panels of the barrel ends, moving the airbrush in a circular motion to follow the edge of the tank. Aim the airbrush carefully, so the handrail doesn't mask off the paint.



16

With a little more of the Schwarzgrau added to the Dark Earth, the paint was then misted over the top of the tank and around the filler hatch and walkway. It's vital that only minimal paint is emitted at all times.





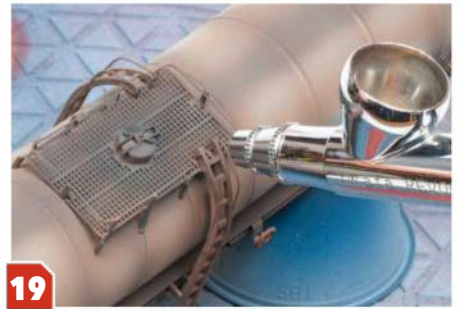
17

Again, the walkway proved a challenge in getting the paint into all of the nooks and crannies, by tilting the airbrush from several angles. Prop the model at a height that allows the tool to work from a low angle.



18

The darker shade is then layered over the original coating, again following the barrel seams, but treating only the upper reaches of the tank. The combination of low air pressure and minimal paint flow allows precise work.



19

The paint mix was darkened further with a drop or two of Matt Black, before adding shading to parts of the tank filler and walkway. It's important not to obliterate the previous layers, but simply to add tonal variation.



20

Darker shading then followed along the upper edges of the tank barrel, moving the airbrush in horizontal strokes, followed by vertical movements to enhance the shading around the barrel seams.



21

The data panels were cleaned with a swab dipped in white spirit, revealing the essential information. The various warning and instruction legends were also 'cleaned' with a swab.



22

Once the white spirit residues had evaporated, a gentle misting of the same paint mix toned down the bright characters, while maintaining the illusion that these areas had been cleaned recently.



23

Finally, Matt White was mixed with a drop of the Alclad II Schwarzgrau and Dark Earth, before spraying in vertical strokes, originating from the filler hatch. The shade was built up over several ultra-light layers.



24

To avoid an overly uniform appearance, slightly different paint shades were employed over each wagon. While identical vehicles tend to accrue dirt in a broadly similar manner, the amount of grime can be varied.

Subtle staining around the tank filler and central area of the barrel reveals the dusty nature of the wagon's cargo.





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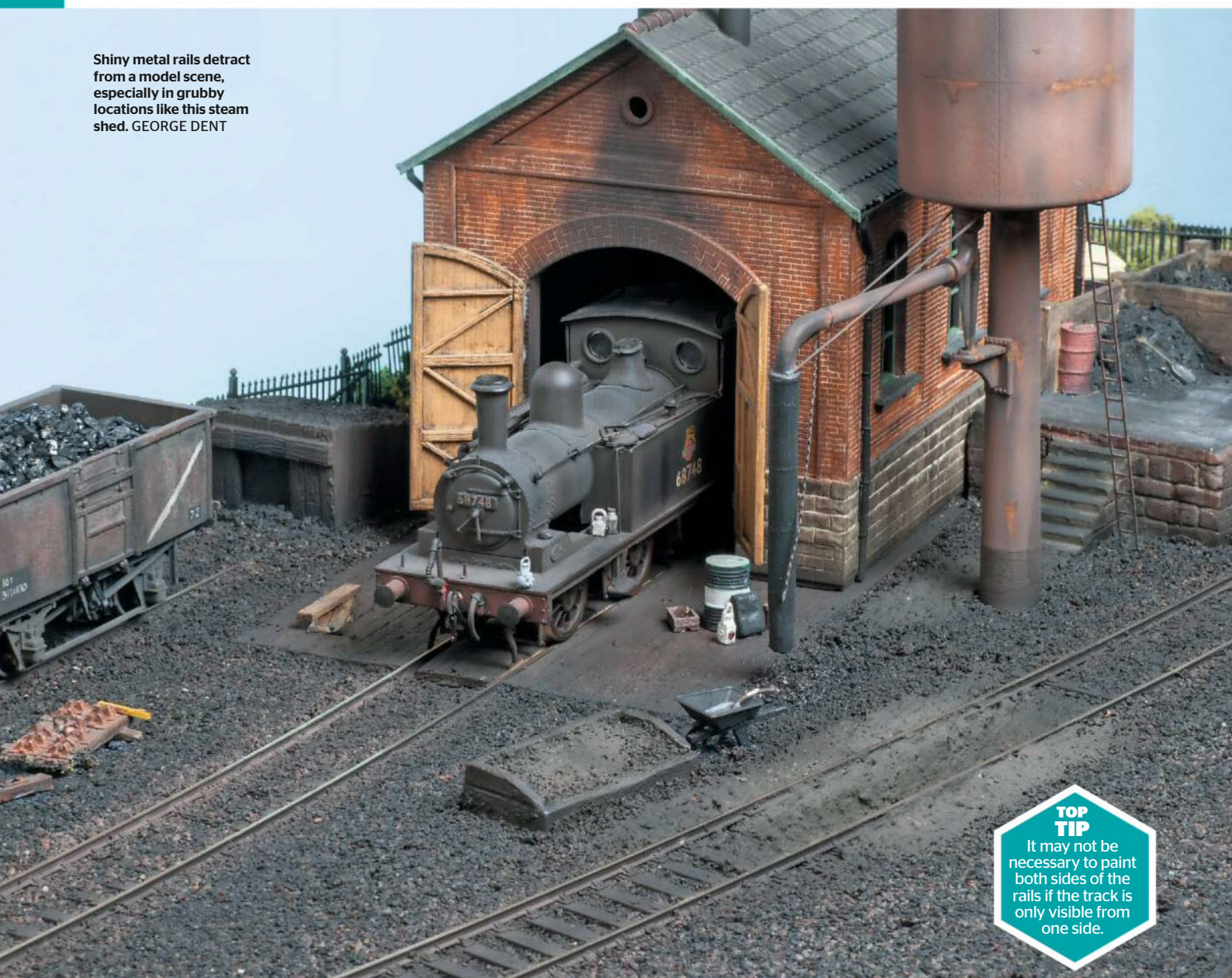
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Shiny metal rails detract from a model scene, especially in grubby locations like this steam shed. **GEORGE DENT**



TOP TIP
It may not be necessary to paint both sides of the rails if the track is only visible from one side.

HOW TO

WEATHER TRACK

Peter Marriott and **George Dent** offer advice on bringing more realism to your track.

Model railway track relies on the rails to transmit electric current to the motors within locomotives and multiple units. Accordingly, the rails need to be fashioned from conductive materials, which inevitably involves lengths of shiny metal.

Alas, this isn't how real railway track appears. While the heads of busy lines are shiny, the sides are anything but. Even new rails boast an orange-red rust colour, while the sides of older tracks have a dull brown coating.

Sleepers and ballast also take on a grimy



aspect, following exposure to the elements and the passing of trains. Heavier deposits of dirt accrue in specific areas, such as steam depots, especially around ash pits or coaling sidings.

Similarly, diesel fuelling points can be grotty places, as are areas where steam or diesel traction is likely to dwell. Such locations include signals, station platforms and stabling points, where leaking fuel, oil or soot

will accumulate. Stray material from the loading of dusty commodities, such as coal, ore, stone or cement, is likely to give sidings a grubby appearance.

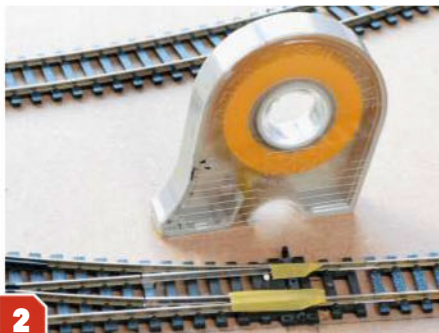
To replicate this weathered look, we can paint our track in suitably rusty, grubby shades. Covering large areas can be time-consuming unless you resort to aerosol-based paints or an airbrush. What is vital is that the railheads are cleaned thoroughly, with any contact surfaces on points and crossings either masked beforehand or scrupulously cleaned afterwards.

STEP BY STEP



1

Aerosol-based paints offer a faster, more consistent finish than hand-brushing. Track-weathering shades are available from RailMatch, but generic greys and browns can be combined to suit your own tastes.



2

It's important to protect the contact areas of points and crossings with thin strips of masking tape. It's far easier to mask up the rails beforehand than to clean the paint off them later on.

What you will need

SHOPPING LIST

◆ Wilder textured paints, thinners and dry pigments
Availability: The Airbrush Company, Tel: 01903 767800
Web: www.airbrushes.com

TOOLS NEEDED

- ◆ Paintbrushes
- ◆ Masking tape
- ◆ Knife
- ◆ Tweezers
- ◆ Vacuum cleaner



Wear a mask and work in a well-ventilated area while spraying the paints over the rails. Be sure to get the paint on the sides of the rails by angling the can. Build up very light coats, allowing them to dry in between.

3



4

It's possible to employ aerosols after the track has been ballasted, but any buildings and scenery will need to be masked with scraps of paper beforehand, and there will be less room to manoeuvre the can.



5

Remove the masking tape and touch in any missed areas by hand, using similar shades of enamel paint. Excess dried paint can be removed with a glass fibre brush or track cleaning fluid and swabs.



6

When the paint has dried, rub the railheads with a track-cleaning block until the shiny metal finish is reinstated. Vacuum away the debris from the rubber carefully, using a clean brush to remove any stubborn deposits.



7

After ballasting, we can fine-tune the shade of the rails and sleepers with dry weathering pigments. These will not adhere to bare metal, but the matt coating from the aerosol provides the perfect base.



8

Use a soft, flat brush to apply the powders, mixing similar shades to avoid a one-dimensional appearance. Coal sidings are a prime candidate for powders, creating a suitably dusty environment.



9

Textured acrylic paints can be stippled onto the ballast and track in strategic areas, such as around ash pits or fuelling points. Wilder offers a number of useful shades, in fine and coarse grits.



10

When dry, the textured coating can be blended into the surrounding groundwork by applying a mix of dry pigments. Be sure to clean the rails thoroughly and vacuum away any loose dust.



HOW TO

CREATE AN RHTT '66'

With a RTR set of RHTT wagons on the horizon, **George Dent** recreates some suitably grimy motive power.

A colleague on our sister title *RAIL* sent me an image recently of a filthy Class 66, with a message along the lines of 'I bet you wouldn't weather a locomotive this heavily'.

He was right, of course, as something so out of the ordinary would likely cause heads to turn for all the wrong reasons.

However, anyone who has seen Network Rail's Railhead Treatment Trains (RHTT) in action will testify to just how dirty the motive power becomes over a relatively short space of time. Frequently rostered to the same duty for days - or weeks - on end, often it's difficult to discern the identity of the locomotive beneath the overall coat of brown dust.

Furthermore, with Hatton's recent announcement of an impending set of RHTT vehicles for 'OO', I was provided with the perfect reason to partake in some extreme weathering.

NOT SO SIMPLE

I originally thought that recreating the prototype would involve simply spraying a lot of 'dirty' brown paint over a Bachmann '66'. But having studied the real thing more closely, it appeared that a little more finesse would be required.

Despite the universal coating of brown grime, the EWS livery could still be discerned, with elements of slightly darker shading here and there, especially around the exhaust outlet.

Some of the most striking features were the trails left by the windscreen wipers and the staining caused by the washer jets. These were recreated with the aid of masking film, while the appearance of hand-cleaned side windows was achieved with masking fluid.

A small palette of Tamiya acrylic paints was employed, applied over several light layers via an airbrush. Firstly, an initial dusty brown shade coated the entire bodyshell and chassis. Then a darker mix was created, and this was aimed into the various

OO GAUGE MODEL Bachmann Class 66
♦ Price £132.00

AVAILABILITY Bachmann stockists
www.bachmann.co.uk

8 hrs



Stark wiper trails, washer jet staining and a subtle variety of overall grime combine to create a convincing result.

recesses on the bodywork and around the exhaust silencer.

A fine swab, dipped in Tamiya acrylic thinners, produced the washer jet staining on the front ends, while a mix of black and clear gloss added the greasy fuel stains on the tanks. Finally, the original brown shade was

repeated for another light misting coat, which blended everything together.

This leaves me with one '66' ready for RHTT service, and another one needed for top-and-tail operation. With the Hatton's RHTT models due later this year, I'll have to get my skates on...



Right: Beneath a thick layer of grime lurks EWS-liveried 66199, fresh from working a West Country RHTT circuit, rolling into Eastleigh Depot for a well-earned clean on November 25 2011. MARK PIKE/RAIL



STEP BY STEP



1

Wiper trail masks were cut from Ultra Mask film with a fresh scalpel blade and placed onto the windscreens. Blobs of masking fluid were added to the side windows with a cocktail stick.



2

Mix Tamiya XF24 Dark Grey, XF52 Flat Earth and XF79 Linoleum Deck Brown and spray over the entire body and underframe. The paint was applied in several light layers, working patiently around the surface relief.



3

Staining from the windscreen washer jets was recreated with a Tamiya fine-pointed swab dipped in acrylic thinners and drawn vertically down the cab fronts and around the lower edge of the windscreen.



4

Another distinctive feature of the prototype was the dark, greasy deposits on the fuel tank. Tamiya XF1 Flat Black, mixed with X22 Clear, produced the oily looking staining.



5

Allow the paint to dry before removing the windscreen masks carefully with a fine set of tweezers, having already loosened the edges with a cocktail stick.



6

Clean the wheels and power contacts thoroughly with a swab dipped in a cleaning fluid, such as Track Magic. Avoid white spirit as this will leave an oily residue on the wheels.

What you will need

SHOPPING LIST

- ◆ Ultra Mask film, Wilder Quick Mask fluid Availability: The Airbrush Company Tel: 01903 767800 Web: www.airbrushes.com
- ◆ Tamiya acrylic paints, thinners and swabs Availability: Scale Model Shop Tel: 01422 405040 Web: www.scalemodelshop.co.uk

TOOLS NEEDED

- ◆ Airbrush and equipment
- ◆ Paintbrushes
- ◆ Cocktail sticks
- ◆ Cotton buds
- ◆ Knife
- ◆ Tweezers

See more

Hatton's Model Railways is producing a 'OO' gauge version of FEA container flat-based Railhead Treatment Train vehicles, in Sandite and water jet configuration. Available in twin-packs, along with additional water-carrying wagons, pristine and weathered versions are planned, with delivery due in November. Contact Hatton's for more information. Tel: 0151 733 3655 Web: www.hattons.co.uk/RHTT



HOW TO

ADD DIRT TO AN INDUSTRIAL DIESEL

Locomotives in industry were rarely clean. **George Dent** gives Golden Valley Hobbies' 'Janus' a suitable covering of industrial grime.



MODEL Golden Valley Hobbies/Oxford Rail GV2013 Janus
0-6-0DE, British Steel livery ♦ Price £109.94

AVAILABILITY Golden Valley Hobbies stockists
www.goldenvalleyhobbies.com



PHOTOGRAPHY: GEORGE DENT

I love industrial diesel locomotives. Who can resist their small size, utilitarian design and coupled wheelsets?

Well, I can imagine that not everyone shares my passion for these unsung heroes of collieries, factories, quarries and steelworks, but when Golden Valley Hobbies announced its 'OO' Janus diesel-electric 0-6-0s, I couldn't wait to get my hands on one.

It was the second raft of models that contained the livery I was most interested in – the eye-catching yellow and white of British Steel Scunthorpe. The model is attractive in a number of ways, but an authentic weathered finish is *de rigueur* for

a locomotive at work in the harsh conditions of a steelworks.

A combination of enamel weathering washes, 'texturised' underframe, grease effects and airbrushed acrylic paints produces a suitably grimy outlook. Furthermore, the weathering process has also brought out the best of the moulded detail, above and below the footplate.

Scunthorpe's No. 5 is now ready for work and should look convincing shuttling about with 1980s-era steel-carrying wagons. It might even generate a few new layout ideas!

Right: The combination of layered enamel washes and airbrushed acrylic paints creates an authentic patina.





With a suitably grimy aspect, the model has effectively come to life.



Fresh from the box, the British Steel livery is certainly eye-catching!



**STEP
BY
STEP**

1

If the NEM coupling sockets aren't needed, they can be filled with a strip of plastic card, cut to fit the opening. Secure with cyano or epoxy glue and fill any gaps. The tiny drawhooks were also replaced.



2

After cleaning up the filler, touch in the yellow and black 'wasp' stripes. To avoid the hassle of masking I worked freehand - any imperfections would be disguised by the subsequent weathering.



3

Begin weathering by combining dark and brown enamel shades in a mixing pot, before applying to a small area of the model at a time with a flat brush. Ensure that the pigment is worked into all the recesses.



4

With cotton swabs, remove most of the wash before it dries (the slow-drying nature of enamel washes is a great help). Use vertical strokes to promote streaking in line with gravity.

What you will need

SHOPPING LIST

◆ LifeColor paints and pigments,
Wilder Quick Mask Availability:
The Airbrush Company Tel: 01903
767800 Web: www.airbrushes.com

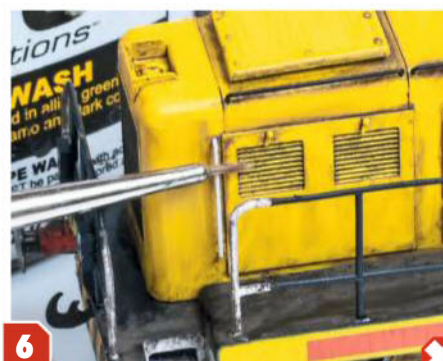
TOOLS NEEDED

- ◆ Knife
- ◆ Straightedge
- ◆ Tweezers
- ◆ Files
- ◆ Abrasives
- ◆ Paintbrushes
- ◆ Airbrush and equipment



5

Work your way around the model, treating a square inch or so at a time, to remove the temptation to hurry. If the wash refuses to budge, dip the swab into compatible thinners or white spirit.



6

Allow the initial wash coat to dry overnight before applying further, darker layers directly into recesses, especially grilles and panel seams. Use a fine brush and allow the medium to flow into the detail.



7

Add a drop of wash to raised details too, especially the rivet and bolt heads. Remove excess by dabbing with a cotton swab, moistened with thinners if necessary. Shake the washes thoroughly before use.



8

After another overnight rest, the glazing was protected with masking fluid, applied with a cocktail stick. I arranged the fluid on the cab front windows to mimic the trails of the wipers.



9

A mix of Matt Black and Roof Dirt was created, with Golan Dark Earth dry pigment added for a more realistic texture. This mixture was then carefully painted onto the chassis frames, between the wheels.



10

The wash layers and textured underframe were refined with an airbrush, loaded with a mix of Tamiya acrylic XF24 Dark Grey and XF79 Linoleum Brown, aimed into the various recesses of the chassis and body.



11

A little XF1 Flat Black was added to the previous mix and aimed around the bonnet tops, cab roof and walkways. Extra layers were misted around the exhaust outlets to portray drifting smoke stains.



12

LifeColor Grease Effect paints are great for adding oily streaks to the coupling rods and other underframe fittings, such as brake hangers. A mix of UA263 Grease and UA262 Dirty Grease creates a realistic contrast.

Adding a subtle texture to the chassis creates an authentic contrast above and below the running plate.





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Sitting forlornly in a corner of a depot, will this industrial diesel ever work again?



HOW TO

MODEL A DERELICT DIESEL

George Dent takes a cheap plastic kit and - following a little improvisation and several visits to the spares box - creates a jaw-dropping addition to a locomotive depot scene.

The idea for this project emerged a number of years ago, with a desire to make use of one or more of the popular 'OO' gauge plastic locomotive kits on the market.

My initial thoughts involved the attractive Knightwing 0-4-0 and 0-6-0 diesel shunters, but I ended up motorising those. What I really wanted was a static locomotive or two, preferably in a state of disrepair or being stripped for spares.

While I pondered a way forward, the kindly folks at The Airbrush Company gave me a 1:35 scale kit of a Maybach HL42 TRKMS diesel power plant from Great Wall Hobby. The subject of the kit may be more at home in a Second World War tank, but I reckoned it wouldn't look too out of place within an industrial diesel locomotive.

Although much bigger than the prototype's original power unit, the Maybach

OO GAUGE MODEL Dapol Drewry diesel shunter plastic kit ♦ Price £11.03

AVAILABILITY
Dapol stockists

30 hrs



would just fit within the bonnet of Dapol's Drewry 204hp shunter kit. This former Airfix product dates back to 1961 but, with a little effort, can be built into a convincing rendition of an attractive subject for BR and industrial service.

Costing around a 'tenner', Dapol's kit is a real bargain. Having fettled the parts carefully before assembly, you can add more finesse by removing much of the moulded detail and replacing the handrails with fine wire. Other fittings, such as coupling hooks and brake pipes, were sourced from the spares box, while the protective mesh behind the cab footstep was cut from a tea strainer.

The Great Wall Hobby engine kit provided an impressive level of detail, with extra

plumbing, mounting brackets, radiator fan and cowling, gearbox, output drive shaft and mounting brackets.

Extra plumbing could be added with copper wire if desired, but I felt that the kit's offering was enough. As parts of the roof and bonnet would still be in place, you only get a partial glimpse of what's inside anyway.

Alas, the Great Wall Hobby kit is difficult to get hold of (although Hannants has limited stock) although plenty of other engines are available, in motor vehicle kits or separately, in various scales.

The exact type isn't essential (unless you're a detail obsessive) and a degree of improvisation will be required. But that's all part of the fun!

STEP
BY
STEP

1

A Great Wall Hobby 1:35 scale Maybach engine kit, intended for Second World War German armoured vehicles, was found in my kit 'stash'. The engine type was not critical, just so long as it fitted inside Dapol's Drewry 0-6-0 body.

2

The Dapol kit parts were cleaned of flash and moulded handrail details, which will be replaced with wire later on. After cutting a hole in the floor, the main frames, cab and radiator were assembled.

What you will need

TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Mini drill & bits
- ◆ Needle files
- ◆ Abrasives
- ◆ Razor saw
- ◆ Straightedge
- ◆ Paintbrushes
- ◆ Airbrush (optional)

EXPERT
TIP

Never throw anything away, especially spares from kits or detailing component packs. They often come in useful when kit-bashing other subjects.

3

The Maybach engine was assembled as per the supplied instructions, although a few modifications were made to ensure the unit fitted within the narrow bonnet of the Drewry locomotive.

4

Using the assembled engine block as a guide, the rectangular hole cut into the floor was fettled with needle files until a snug fit was achieved, although the power unit was not fixed in position just yet.

5

The engine kit included a radiator housing, so this was trimmed to fit within the Dapol cowling. Alignment checks were made to test whether the engine's fan would sit within the cowling before it was bonded into position.

6

The enormous wheel flanges were re-profiled by mounting each stub axle into a bench drill, then turning them at slow speed against flat files and abrasive pads. Being a static model, the exact profile was unimportant.

7

The wheels, jackshaft drives and coupling rods were installed and bonded permanently. Check that the wheels are spaced correctly by placing on a length of track before the plastic hardens.

8

Having secured the engine within the frames, other parts of the engine kit were installed, including pipework, mounting brackets and the output drive shaft (at cab end). Extra plumbing can be improvised from wire.

9

The bonnet sides and roof were cut into sections with a razor saw and some installed in closed or open positions. An internal framework was created with square plastic strip, using the roof sections as locating aids.

10 After repeating the frame building on the other side, the outer sections of roof were also installed. Wire handrails and other smaller details were then installed and the model made ready for painting.





11

After priming, the weathering process began with a pre-shading coat of black airbrushed over the whole interior, as well as into all of the recesses and around the raised details.



12

The paint job was kept fairly basic, with the airbrush misting the colours on lightly, allowing the dark pre-shaded backing to show through. The bodywork and bufferbeams then received a coat of clear gloss.



13

Hard-to-mask areas, such as the footplate, were touched in by hand. The chassis and wheels were then treated to a mixture of acrylic paints and dry pigments. This produces a textured, heavy matt finish.



14

A blend of Mig Dark and Brown washes was brushed over the model before wiping most of it away with cotton swabs, leaving the pigment behind in key areas. A Glossy Oil Effects wash gave the engine a suitable sheen.



15

When the washes had dried, various 'rust' shades of acrylic paint were built up along the lower edges of the bodywork and internal bonnet framing. The colours were combined to produce a realistic effect.



16

The airbrush then returned to blend all of the separate elements, with a mix of brown, dark grey and black misted into strategic areas, enhancing the shading effects and imparting an overall dusty sheen.



17

The separated bonnet doors and roof section were treated to the same processes - including the painted rust effects - while mounted on a scrap of wood with Blu Tack. A mist from the airbrush finished them off nicely.



18

Thin wood veneer was carefully cut and fixed over the window apertures with tiny drops of cyano glue. Dark enamel weathering was then brushed onto the wood to give a realistically grimy aspect.



19

To mimic a tarpaulin, thin foil-backed paper wrapping from a chocolate biscuit was scrunched up tightly, then shaped and secured to the bonnet top, paper side up. Use a cocktail stick to refine the shape of the paper.



20

The paper can then be painted *in situ*, with layers of acrylic paints. Mix darker shades into the recesses, then dry-brush lighter shades over the wrinkles. A dark wash coat also enhances the relief.



For a total cost of £25, this project has produced an excellent static model that's full of interest.

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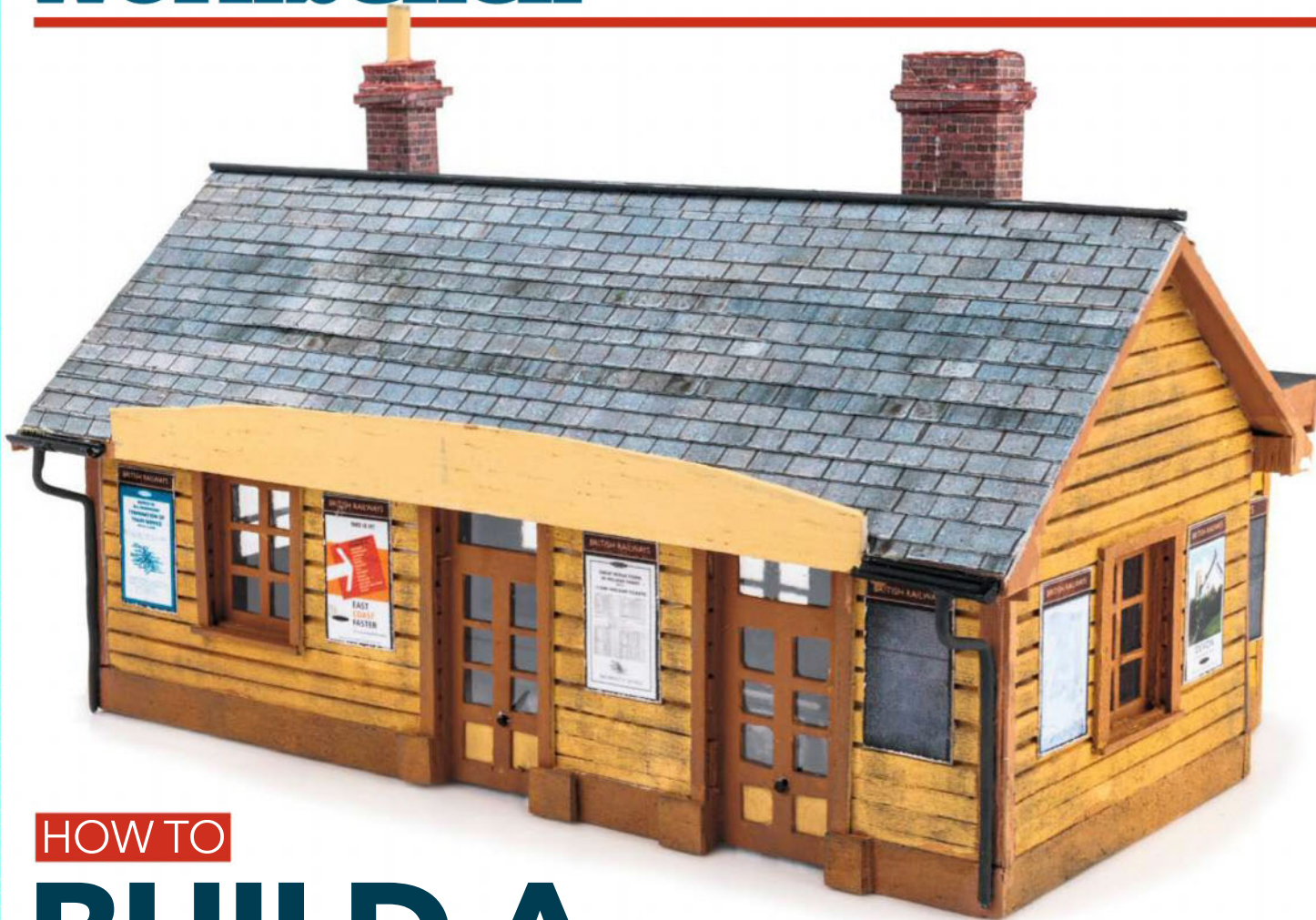
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HOW TO

BUILD A TIMBER STATION

There's nothing quite as satisfying as building a bespoke station, says **Chris Leigh**, especially if it is an exercise in modelling timber with timber.

If you start by reading my column on page 17, it will help you to understand my fascination with the timber buildings of the 'Old Worse and Worse', the Oxford, Worcester & Wolverhampton Railway. To be more precise, it was the section between Oxford and Worcester that particularly interested me, especially those stations which had not been substantially rebuilt by the Great Western. They were Handborough, Charlbury, Ascott-under-Wychwood, Adlestrop, Chipping Campden and Fladbury.

Of those, Charlbury was different. It still has its original station building, and it's one of the Brunel Italianate 'chalets', the only surviving example in timber. Handborough, Adlestrop, Chipping Campden and Fladbury all had buildings based on a smaller standard Brunel design but executed in timber. They were basic in the facilities they provided and, initially, lacked sanitation, although the GWR provided that later; the 'gents' was usually in a separate brick-built structure.

It is interesting to note that the GWR had rebuilt a number of these OW&W stations within

50 years or so of their opening, replacing the timber structures at Moreton-in-Marsh, Stoulton and Pershore with standard brick buildings, presumably due to their condition, and redeveloping Honeybourne, Evesham and Kingham to cope with increased traffic. The modernised Moreton-in-Marsh is soon to be the subject of a resin model by Oxford Rail.

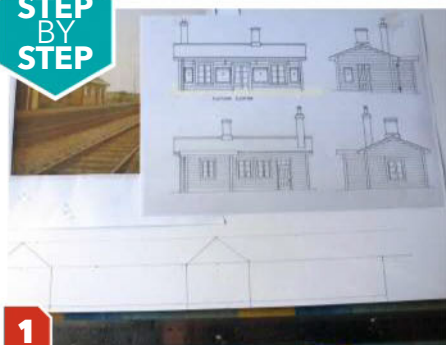
WORSE FOR WEAR

Certainly, by the time they passed to BR, the few remaining OW&W timber buildings were falling into a poor state as they approached 100 years old. The rudimentary platform canopies were cut back and the buildings smartened up with a coat of chocolate and cream paint around 1960. Somehow, Handborough lost its canopy but missed the repaint, remaining in GWR light and dark stone until it was demolished in 1966. By this time, even if it had received a post-war repaint, it would have been 20 years since a paintbrush had last touched it - and it showed! Shabby and peeling, it had only Tilley oil lamps to light its platforms which, following the closure of the Blenheim &

Woodstock branch in 1954, had been boldly labelled 'Handborough for Blenheim'.

I have two drawings of OW&W stations, one by 'SCJ', who I'm assuming to be Oxfordshire railway author Stanley C. Jenkins, and the other drawn by me for *GWR Country Stations*. They differ slightly in dimensions and detail and I would not wish to comment on the precision of either. They are both close enough for a decent model, however. Mine represents the building at Adlestrop, which differed in several respects from Handborough. I'm uncertain which building SCJ's drawing is based on as it has the door and window arrangement of Handborough, but a shallow-pitched roof like Chipping Campden and Adlestrop.

This poses the question, was the platform-side door and window arrangement originally the same on all three buildings? Had the external waiting room doors been replaced by a window at Adlestrop and Chipping Campden, while those at Handborough, like its paintwork, remained original? With the buildings and those who worked there long gone we are reduced to inspired guesses,

STEP
BY
STEP

1

Having a drawing is always an advantage. I planned to modify my drawing of Adlestrop, but eventually opted to re-draft the elevations straight onto some 2mm thick mounting card.



2

Most of the dimensional changes were based on counting planks, which I assumed to be 9in wide. The walls were drawn onto card and window and door openings were marked with crosses.



3

A cutting mat, a new craft knife blade and a steel rule are the essential tools for cutting out the walls. The window voids were retained for future use as corner reinforcements.



4

The windows were all assumed to be the standard six-paned pattern. These were drawn onto postcard and cut out with the knife and steel rule, leaving enough material to glue inside the aperture.



5

I like to use balsawood to represent timber. I used 1/32in thick balsa but reduced its thickness by running a knife handle over each strip before gluing it in place with Velo-Set quick-setting PVA.



6

The window and door frames were added from 1/32in balsa that had not been compressed. The sides were laid flat, and the top and windowsill were glued 'edge-on'. Finished windows were then painted.



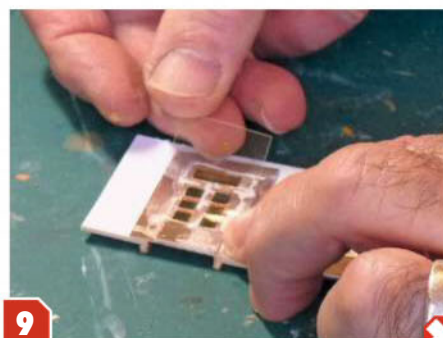
7

I completed all the fenestration - doors, windows and timber cladding - on all walls before assembly, making every effort to match the number of planks to photographs of the real building.



8

GWR light and dark stone varied dramatically from place to place, as it was mixed on site by the painter. It was two shades of 'biscuit' and I mixed mine using Humbrol matt acrylics brown (62), white (34) and yellow (24).



9

Before assembling the walls, the last job was to fit clear glazing behind the doors and windows. I leave this as late as possible to reduce the risk of making finger marks.

unless we are lucky enough to unearth a dated photograph of the right elevation.

For the purposes of my model I grafted the main features of Handborough onto my Adlestrop drawing, which meant changing the height of the walls slightly, plus the pitch of the roof, and changing one window for a door. The doors on these buildings were a pair of narrow double doors, with a toplight above them.

Before I began construction I had a very interesting exchange of e-mails with Geoff Thompson, whose 'N' gauge layout appears on page 22. We were able to swap photographs, which enabled me to reduce the amount of inspired guesswork in my model. In return, I was able to provide Geoff with a couple of my own photographs.

Handborough Up platform. The clutter of outbuildings includes the brick-built 'gents' and timber sheds, which replaced a store room housed within the building at other OW&W stations. Yes, that's me standing in front of the window.
KEITH JAGGERS





10

The front and back fit between the gable ends so that they don't affect the fit of the roof. Evo-Stik Impact was used for this job and the corners were reinforced with triangles cut from the window voids.



11

Next I added the 'skirting boards' from 1/32in thick balsa, not compressed. Note how the skirting is 'stepped out' over the door frames, a nice little 'character' feature which is easy to replicate.



12

Most OW&W stations had a store in the rear corner, but at Handborough there was a room with a fireplace and brick chimney. I began by cutting a postcard overlay to shape and then folding it.



13

I printed off the dark red brick sheet from *Scalescenes.com* (you'll find it in the 'Scratchbuilder's Yard' section - TX23, £2.50) and wrapped it around both edges of the postcard. It was then glued in place.



14

Next, I added corner posts using two pieces of 1/32in balsa placed over the exposed card to represent the posts. Throughout the build, I touched in the paint as I worked, mixing the acrylics a little at a time.



15

The rear extension housed the ladies room. Its three walls were made in exactly the same way as the main structure and added over the black-painted area on the rear wall. I may fit an interior later.



16

I used Scalescenes TX18a Slate Roof Tiles (£1.99). It comes with a printed, ruled guide which you glue to the roof, then add the strips of slate over it, using PVA glue. It's easy and the result is convincing.



17

The ladies' room extension has balsa fascias and a flat roof which slopes gently back to the gutter on the main building. The roof is just painted card.



18

Handborough's decaying canopy was removed around 1960 and the area was made good with a fascia board with a curved top. It was the only part of the building to receive WR cream paint!



19

The two chimneys were made from solid balsawood, wrapped with Scalescenes dark red brick paper. Only one had a chimney pot, made from 1/8in plastic tube.



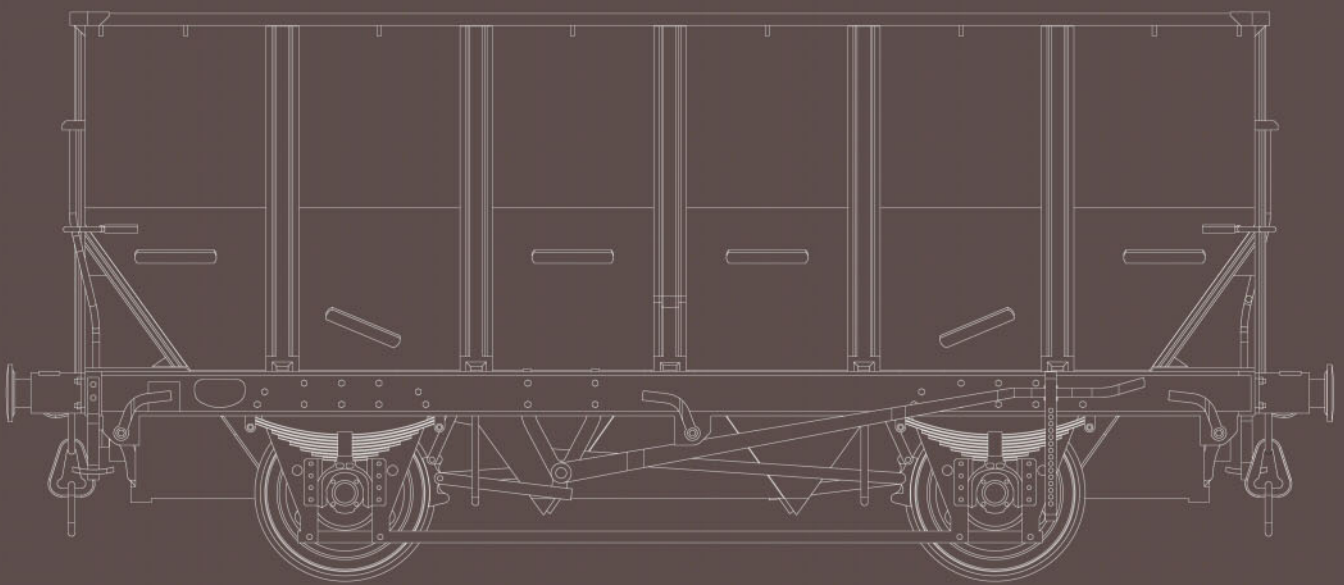
20

Door knobs are Peco track pins. I used a Tamiya weathering pack to add some dark brown over the planking. This gives a convincing 'dirty' and unkempt look.



accurascale

British Railways 24.5T HOP24/HUO coal hopper



First introduced in 1954, more than 5,000 of these coal hoppers were built for British Railways, with many remaining in service until the 1980s – and even longer in internal use at collieries. Now a ready-to-run model of this iconic wagon is being produced for the first time in 4mm scale. The moulds have been tooled, the first engineering sample is currently on its way, and production is set to begin in time for delivery during the second quarter of 2018.

This is just the beginning for Accurascale, with more items to be announced in the months ahead.

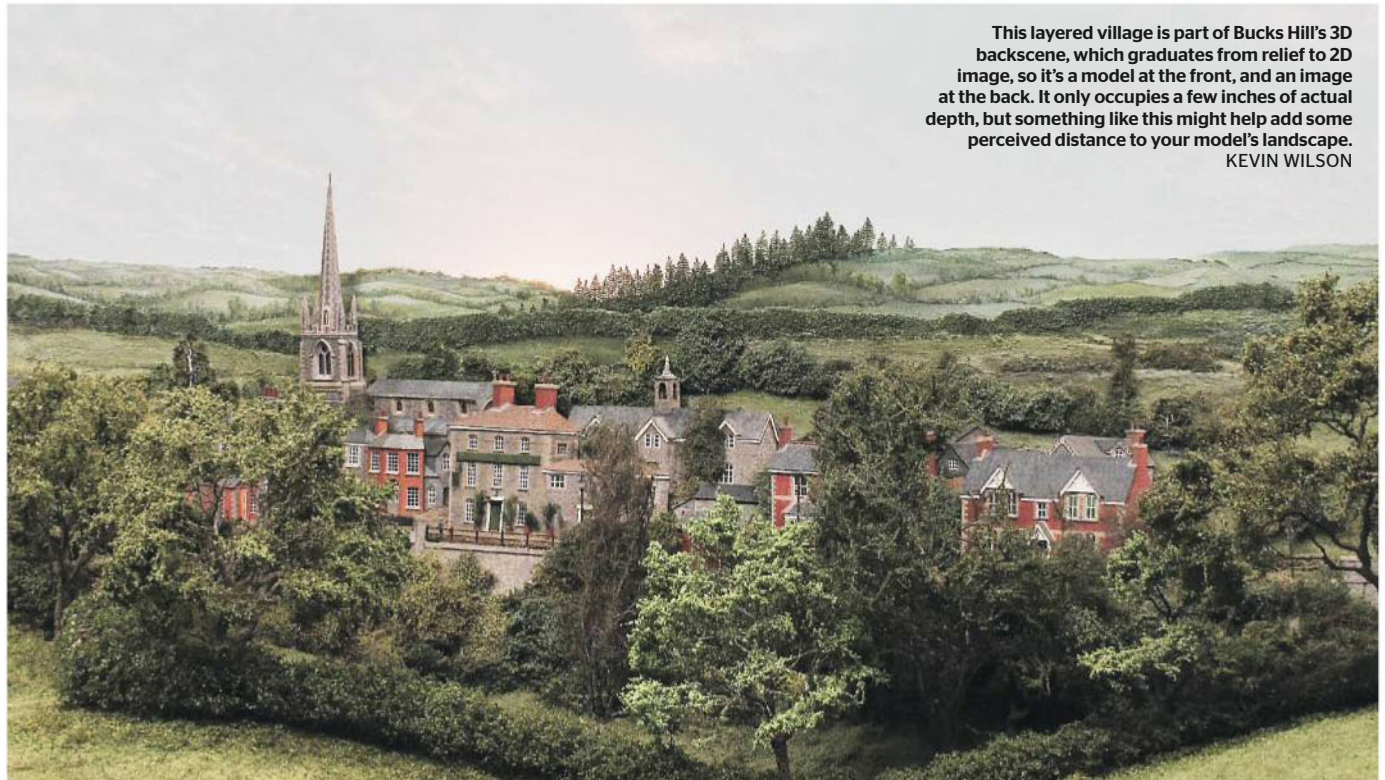
For updates and pre-ordering information, visit



www.accurascale.co.uk



www.facebook.com/accurascaleUK



This layered village is part of Bucks Hill's 3D backscene, which graduates from relief to 2D image, so it's a model at the front, and an image at the back. It only occupies a few inches of actual depth, but something like this might help add some perceived distance to your model's landscape.

KEVIN WILSON

HOW TO

BUILD AN URBAN BACKSCENE

Paul Bambrick takes an in-depth look at backscenes and shows you how to add authenticity and the illusion of perspective to give your layout the perfect setting.

Backscenes for urban and industrial layouts very often feature a single row of low-relief building façades. They do a great job but sometimes, if the baseboards are quite low or you view the layout from a high vantage point, you ought to be able to see more rooftops beyond the backscene buildings.

This follows the rough principle where the higher up your vantage point is, the further you can see. The answer to this can always be found by studying a building's relationship to the horizon, and this relationship is easy to check.

Use white card to create a backscene all around your layout, to the maximum possible height. Cut holes for trains to enter and leave the scene and include curved ends, rather than hard corners. Once you're satisfied with the path of the rear panel around and behind the layout, temporarily fix it in position (it will be replaced with wood at a later stage).

Use the height of your layout to judge the optimum horizon line. Pencil a level horizon in, as though your landscape were a completely

flat desert. If your first row of buildings conceals the horizon line (in the case of a relatively low viewpoint), no distance beyond can be observed. You can then direct your attention to making the backscene buildings and sky as good as possible.

If your horizon datum line does occur above the rooftops of the nearest buildings, the roofline of a town scene stretching

into the distance will come into view.

This sounds as though it's going to be complicated. In fact it's quite easy to create a 3D townscape, as long as you give yourself some landscaping space to work in. You need the space for a series of focal layers made out of collaged and overlaid prints. It's a quick and straightforward job to undertake and it avoids that unrealistic 'edge of the world' look.



Low horizon: this elevation might well be concealed behind a row of buildings, as in this sketch. The skyline will be broken by the nearest buildings, thus obscuring any view to the far distance. A certain amount of layering can be seen here, but only the nearest buildings are fully visible.



Higher horizon: This sketch shows an urban setting from a higher elevation. The foreground descends accordingly, and the datum appears to move up in relation, rising above nearby buildings. An overview to distance now appears, and a detailed townscape provides the backdrop instead of just a row of façades.

BUILDING IN LAYERS

Buildings and structures are so densely packed together in urban areas that you often can't see any ground surface between them from typical viewing angles. There will be the odd gaps in the roofline, however, left by specialised buildings and local industry, not to mention the occasional tree and pieces of foliage. Continually refer back to the photo reference as you progress.

The way to achieve the look is to have layers of buildings attached to vertical supports or simple flat spacers. Particularly when doing townscape and collaged work, a great deal of detail can be applied by just

temporarily fixing a few layers together. Not only can you see the effect of one behind the other taking shape, you can also add in intermediate features such as extra rooflines and chimney pots, or gaps between buildings where trees sometimes appear.

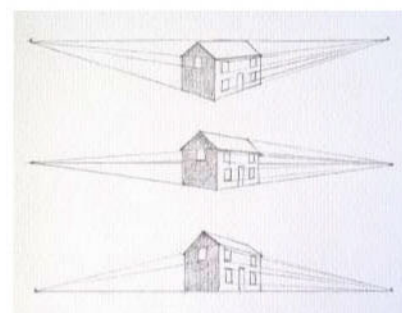
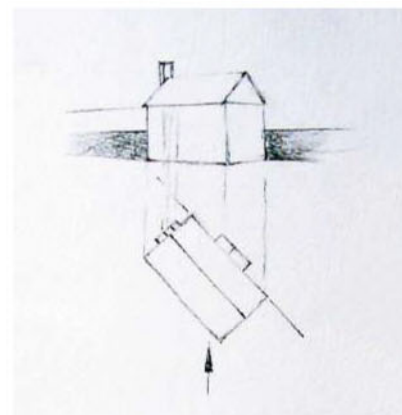
There is nothing stopping you from putting the backscene together from different elements: smaller scale buildings, collages of printed photographs or homemade drawings and paintings. You can make each element separately, away from the layout and in the comfort of your own work station, before installing it on the backscene later on.



'Westcott's' layered urban backscene. All the buildings, regardless of size, have similar colours and level of detail to create the impression of depth. Variations in colour or detail would spoil the illusion. CHRIS NEVARD

Plotting aspects

Plotting the aspect of a building is easy to do by projecting the corners of the footprint in the opposite direction to the viewpoint. Don't forget that the height at which you view a building will affect its aspect.



TOP TIP

Take a scan of your map and compress it with a computer graphics program to help visualise the relationships and directions of roads, and the aspects of buildings.



1 SMALLER SCALE BUILDINGS

If you already have a row of low-relief buildings and you intend to install some smaller buildings behind to force the perspective, it's vital to use the same basic methods to produce the additional layers. This will help prevent any visual discrepancies.

If you do have a particular preference (printed card kits, for instance) then continue to use them, albeit in a reduced scale. It will defeat the object of graduating gently from foreground to distance if the join between backscene and layout is too pronounced.

2 DRAWING AND PAINTING LAYERS

Copy your reference to draw your townscape onto the backscene in ever-decreasing layers with a sharp pencil and a ruler. You will need to include every architectural feature: capping stones, keystones, corner stones, arches, barge boards, ridge tiles and gutter brackets. The reason for this is because they will be present on any low-relief structures, so let's get rid of any possible discrepancies by including them all on the backscene structures too. Remember that buildings were

constructed with plumb lines and squares and should be represented as such. Even if they are understated and modest additions to a backscene, always keep them accurate and as fully detailed as possible.

Pay particular attention to the window and door detail, keeping all the sizes correct, plotting everything into perspective or accurate parallel, whichever is applicable. Include any decorative masonry, such as raised courses and carved stone work.

Why not try...

...including a gap in a row of buildings? You will need to depict additional depth in between the buildings. This can make a very interesting backscene feature if managed correctly, as it can be arranged to frame a view, inviting the eye to see to 'distance'. Scenes like this benefit from allowing as much physical depth as possible for layering, and can sometimes be incorporated into areas such as room corners.



Always profile, cut, stick and cover layers onto the baseboards right over any panel joins, with the sections pinned or fastened together. Just ignore the join completely and press on, because this will give a natural continuity of contour to the layers. They can easily be marked at the join and cut apart again with a saw blade once the work is complete and all the glues have dried.



3 COLLAGE

This is arguably the most fun – and possibly easiest – way to create a townscape backdrop. As its name suggests, you form a collage from photographic material.

The biggest issue is that many photographs of buildings are taken from unsuitable viewing heights, thus rendering them completely unusable from perspective angles, or with the wrong light or shadow.

Always print images onto matt paper and keep to photographs, rather than your own artwork. Adjust photographs for perspective, colour saturation and contrast using photographic editing programs – depending on your own skills in this area.

Collages can be very effective, and of course the time-saving aspect is always

attractive, but they can be quite tricky when it comes to achieving that important visual consistency. If an element doesn't look right, either work on it some more or save it for another job. Trust your instinct to reject a collaged component that somehow won't settle down into a scene. If you leave it in it will bug you! The acid test is to ask yourself 'does it look absolutely realistic?'. If not, now is the right time to be ruthless.

Beware of adjoining a building photographed in directional lighting with very heavy shadows to one taken in uniform lighting without. There's a big benefit in checking collage elements to ensure that the lighting and tonal settings are in keeping with the adjacent images.

STEP BY STEP



1 You can alter perspective to suit using software such as Adobe Photoshop. Trace the relevant building from your mock-up, scan it at actual size and load it into the software. You can use this as a guide to format the collage image.



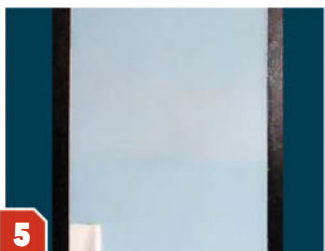
2 Computers are excellent for modifying building façade images until they conform to a backscene's perspective guidelines. But there is still a benefit in adding 3D details to areas such as the roof, chimney, gutters and windowsills.



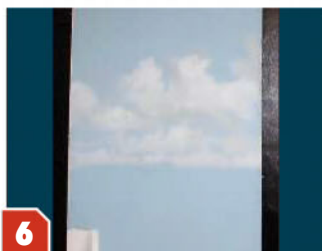
You can reconfigure buildings by retouching, repeating and adjusting colour levels. Scale them from the reference to get relative sizes correct, then print onto matt paper and mount onto card, to be used as collage elements.



4 Some buildings can be photographed and added into prototypical rows by editing, so it is possible to render quite an accurately researched set of buildings, then group them together to closely match a map footprint.



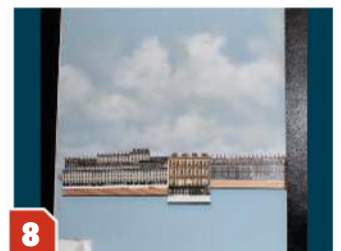
5 Producing a short test section of townscape will familiarise you with the process. This test section was made from a piece of 5mm foamboard with a sheet of sky blue matt paper fixed in place with spray mount adhesive.



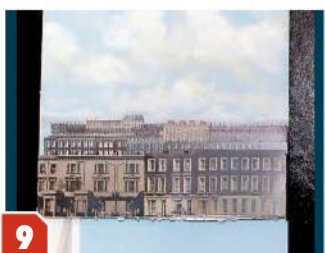
6 Add a sky to just below the horizon line. This could be painted or come from a photograph (as used here). The horizon line is just above the bottom edge of the clouds.



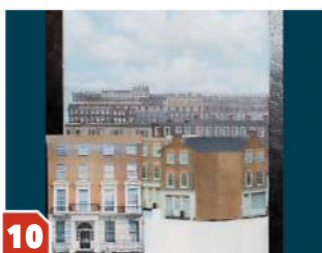
7 To allow the layers to overlap, we can start by adding the very smallest scale buildings, as they break the distant skyline. These are collaged prints mounted on flat card.



8 Skyline buildings are detailed with chimney pots, and other pre-prepared layers are overlapped with concealed spacers between. Trim and fold and mount onto strips of card, increasing detail as the buildings get closer.



9 Build up the layers with progressively larger scale collages, increasing spacing and folding angles into the façades, as well as introducing a slight pitch to the roofs. Make sure you include those all-important chimney pots.



10 The next focal layers are the first to have supports extending down to baseboard level. Folded card will suffice, and they can be kept upright with spacers. You can add plenty of architectural detailing at this stage.

11 A layer is added at just below the scale of the layout. The side view shows that relatively little physical depth is required to include a 3D townscape. The rigidity of the rear panel tends to keep the layer assembly sturdy enough once this has all dried *in situ*, so between it and any framework where the backscene meets the layout contour, gluing the layers is usually enough. They aren't load-bearing, so as long as they are well secured to the rear panel and the baseboard mating surface at the front edge it's just a question of making sure they remain stuck to each other!



Researching your backscenes

Backscenes are like every other part of the layout - they benefit from thorough research and good reference material. Useful sources of information include Ordnance Survey maps (archive and contemporary where applicable), local interest group websites, old photographs and postcards and books. Historic England's website is a hugely valuable resource too: www.historicengland.org.uk/images-books/archive/collections

When it comes to research, the general rule is 'too much ain't enough'. It is a time-consuming exercise, but as the search progresses you find yourself becoming progressively more familiar with the surroundings of the chosen location.

Inevitable and frustrating information 'gaps' may become apparent during your quest for historical data. The solution is to fill in the blanks with some educated guesswork.

1 Maps

The first glimpse of a locality can be surveyed by positioning your map horizontally at viewing height, then taking a worm's eye view across the surface, with the size of the railway on the map corresponding to that of the layout. Looking across, it shows the footprints of what was once there, like building outlines, crossroads and other labelled landmarks.

A road map augments written information to help you onto the next steps of reference gathering, letting you identify period landmarks such as crossroads, churches, and industrial or large public buildings. These prominent features can then act as grid reference points within the townscape to help frame the localities and keep them in proportion.

You now have the beginnings of what would have been visible, but only in horizontal 2D. The features can be plotted out using the same principle as



This backscene town was created using a combination of painted buildings from reference photographs combined with some collaged matt images.

the immediate locality, but by using a combination of smaller scale maps and photographic references.

2 Landmarks

Get to know the areas and landmarks by including more and more of your homework into the scene, a few sessions at a time. This adds a bit of variety, and a bit of research time can be a welcome change from layout construction or sky painting. As I learn and discover the positions and relationships of a historic townscape, I put labels onto the sketch, so I can find my way back. Only a handful of structures survive today in the equivalent modern view, so the information to reproduce this view of the past is nearly all recorded.

3 Photography

3.1 Photography

Photography contains the information to detail the map footprints by showing the buildings' height and characteristics.

Some photographs can be taken directly, if the reference survives, by paying a visit to the location with a camera. A further trip to a local historic archive along with an internet image search are sure to pay off when doing a historic townscape. Screengrabs from Google Street View are useful too, but remember that buildings will have been recorded from the wrong elevation and the perspective probably won't fit your mock-up.

Buildings can be identified and projected from similar local survivors, and surviving examples sometimes appear on old maps. In the complete absence of any actual photographic proof, there is sometimes no alternative but to apply an educated guess. However, the rear aspect of a house can be copied from similar local examples with similar footprints. From this, you can calculate height and other key sizes.



HOW TO

KIT-BASH A LOCOMOTIVE

The art of kit-bashing has declined with the advent of kits and ready-to-run models of popular classes. **Chris Leigh** reckons it is still justified if you can't get the locomotive you want by any other means.

I've always found something captivating about taking a saw and glue to a model and turning it into something else. Often, it was the only way to get a passable model of a locomotive, carriage or wagon that you particularly wanted from the meagre offerings available. For instance, I recall my then boss at *Model Railway Constructor*, Alan Williams, taking a Wills SR Maunsell 2-6-0 body and (if I recall correctly) a Hornby-Dublo 2-6-4T chassis and producing a Southern 'W' class 2-6-4T.

Clearly, making one locomotive out of two was an expensive process. I dare say our access to cheap or free models made us a little cavalier about such projects, but mostly we could get away with using one locomotive and some styrene sheet. As the 1970s/80s progressed, many of those early conversions were made easy by the availability of conversion kits. You might still need the razor saw, but the job was much easier. Oh, and before razor saws became readily available, I used to cut plastic kit parts with my mum's bread knife!

All this reminiscing is the result of a few minutes spent staring at Oxford Rail's GWR 'Dean Goods' 0-6-0 and wondering if I could turn it into a Midland & South Western Junction Railway 2-4-0. I've long been a fan of Midland & South

OO GAUGE MODEL Oxford Rail GWR 'Dean Goods' 0-6-0 ♦ Price £112.95 | **AVAILABILITY** Oxford Rail stockists | **30 hrs** | 



FROM THIS...

Western Junction Railway locomotives.

The Great Westernised Dübs 2-4-0 was available in 'OO' as a Nu-Cast kit, but this is no

longer in production. If I wanted an MSWJR 2-4-0, I would have to take a saw to the Oxford 'Dean Goods', or go without.

TO THIS...



STEP
BY
STEP

1



I began by dismantling the model. A Hornby-style mini-plug joins the locomotive and tender electrically and this needs to be kept intact when the drawbar is unscrewed. The rear of the boiler unclips from the running plate.

2



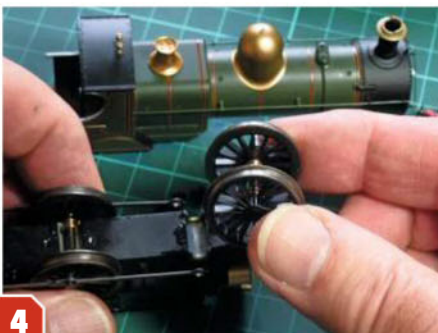
Four crosshead screws secure the keeper plate. Remove them and keep them safe, taking care not to mangle the phosphor-bronze pick-ups - the keeper plate will need to be removed and refitted several times during the conversion.

3



The next job is to remove the front coupled wheelset. Make sure it is the front one that you remove - it's easy to get the chassis the wrong way round. A small pair of pliers was used to unscrew the hexagon-headed crankpins.

4



The wheels run in a slot in the metal chassis and can be lifted out once the keeper plate is out of the way. At this point I began to consider how I should deal with the new front axle installation.

5



The much smaller diameter wheelset would require the keeper plate to be cut, 'joggled' and rejoined, while it seemed that the pick-ups could be cut off, as there are adequate pick-ups on the remaining locomotive and tender wheelsets.

6



I found a 14mm diameter spoked wheelset in my spares box and filed off the pointed axle ends. Suitable wheelsets are available in the Markits range (BR14BS at £3.84), but the £10 minimum order stipulation made them uneconomical.

'Dean Goods' conversion breakdown

Minor tasks

- ◆ Front end of running plate valance.
- ◆ Alter running plate step.
- ◆ Remove top feed from boiler.
- ◆ Fit coupling rod splasher over leading driving wheel.
- ◆ Re-model cab steps.
- ◆ Re-model area below smokebox door.

Significant tasks

- ◆ Front bogie wheel and frame alteration.
- ◆ Re-model cab sides, front and roof - refit whistles.
- ◆ Remove front splasher, fill hole, make and fit spring.
- ◆ Enlarge spectacles.

Major tasks

- ◆ Re-model tender frames as much as possible.
- ◆ Cut tender sides and increase height.



What was the MSWJR?

The Midland & South Western Junction Railway (known locally as the 'Tiddy Dyke') cut north to south through the middle of the Great Western system in much the same way as the Somerset & Dorset did in the west of the GWR.

Both linked the Midland Railway to the South Coast, but the MSWJR linked Cheltenham with Southampton, proving much more useful in wartime than the S&D.

The MSWJR was always a backwater railway. It started,

piecemeal, as the Swindon, Marlborough & Andover Railway, with its own station in Swindon Old Town, but using the GWR branch line between Marlborough and Savernake Low Level. The GWR went out of its way to make this as difficult as possible, forcing the SMAR to build a diversion which paralleled the GWR branch for much of the way.

Section by section, the line was extended, adopting the Midland & South Western Junction title in 1884, and eventually linking the Midland at Cheltenham with the London & South Western at Andover by way of Cirencester and Swindon. Indeed, it was so close to the heart of the GWR that it passed over the GWR main line just yards west of Swindon works.

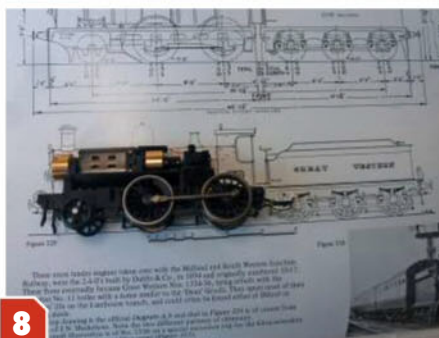
The MSWJR was swallowed up by the GWR at the Grouping in 1923 and apart from proving its usefulness in another world war it remained a backwater, closing completely in 1961, before Beeching's infamous report.

No. 1335 again in another uncaptioned portrait, this time with a horsebox, which suggests it might be destined for the Lambourn branch, where it was a frequent performer. Also note the 'express' headlamps. The station appears to be Didcot. CJL COLLECTION



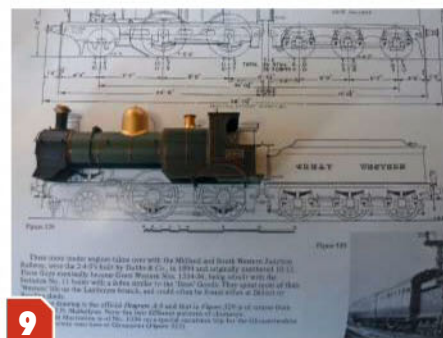
7

I filled the slot in the main frames with a piece of $\frac{1}{16}$ in plastic rod and I cut a new slot in the keeper plate. Getting the axle at exactly the right height is critical: too high and the engine tilts forward, too low and it lifts the front driving wheels.



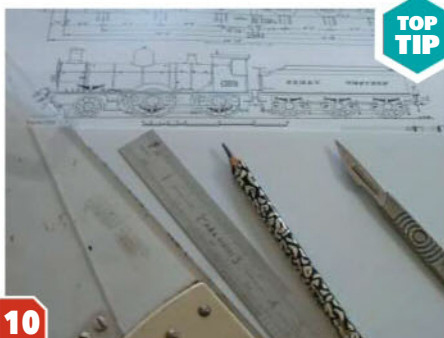
8

I used drawings in *Locomotives of the GWR Volume 2* (OPC) as my guide and checked the model against the drawing from time to time to ensure that I was positioning the new parts correctly – or at least as accurately as possible.



9

The drawing revealed that the whole cab would need to be removed, but I wanted to retain the splashers and the backhead detail. A new cab front with larger spectacle glasses and new cab sides would be needed.



10

I traced the cab front and sides from the drawing in the OPC book, using tracing paper and an HB pencil. I never use pencil sharpeners – a Swann-Morton scalpel creates a much better point.



11

Here are the cab sides, traced freehand and transferred onto 40thou styrene sheet. I then drew in the straight lines with a pencil and ruler ready for cutting out. The little six-inch steel rule is one of my favourite tools.



12

The six-inch steel rule is also useful for cutting out small components, as it is much more manageable. The small internal curves can be cut freehand or cut diagonally with the rule and filed to shape.



13

It was while cutting off the sandboxes and front splashers with a razor saw that I realised they are plastic, and clipped in to the metal running plate. It is easier to simply inlay them, as they might be useful for another project.



14

I was going to add the new cab parts outside the originals but decided against it. I glued styrene sheet in place to fill the front splashers openings and sandbox mounting holes.



15

I used Deluxe Materials' Plastic Magic filler, allowing it to cure for 24 hours before sanding it back with an emery board. I'd kept the springs which I'd cut off the underframe, hoping to reuse them on top of the running plate.



16

Attention turned to the boiler. I unclipped the top-feed and its pipes and discarded it, then filled the holes with Plastic Magic. I filed back the sloping cylinder cover below the smokebox door to leave a plain, vertical surface.



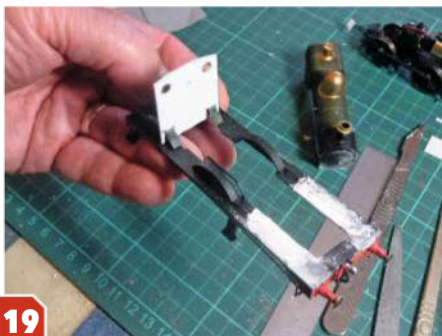
17

I needed to retain the Oxford backhead, cab floor and splashers, but trimmed the cab roof and sides away with a pair of cutters and tidied the edges up with files. The cab front was filed back to leave just the backhead detail.



18

With the cab floor/backhead and boiler in place on the running plate there should be a gap just wide enough to accommodate the new styrene cab front. Now we can see the job coming together, and it looks promising!



19

Here's how the cab front fits over the splashers. In due course, the section of styrene cab front between the two splashers will need to be cut away to clear the mechanism. At this stage, nothing was glued in place, just checked for fit.



20

I decided that the revised front frame sections I'd made out of styrene sheet were not right, so I remade them in 20thou brass sheet. A small piece of 'U'-shaped brass tube was soldered to them and fitted over the axle.



21

The new front frame, assembled and painted, was glued in place. Check that the axle has sufficient vertical play and that it does not lift the leading driving wheels, but not so much that it allows the locomotive to tip forwards.



24

The tender body is released by two screws and a clip. I added a strip of 40thou styrene all round the lower edges of the tender body to increase the height, using images in *GWR Locomotives Volume 2* as a guide.

THE DÜBS 2-4-0s

The MSWJR acquired three 2-4-0s from Dübs & Co. in 1884. Numbered 10-12, they were handsome and useful, particularly for local goods and passenger work on the middle section of the line, from Cirencester through Swindon to Marlborough. In their early years they even worked through-trains, including the 'American and Cape' ocean liner express from Cheltenham to Southampton.

When the Great Western acquired them in 1923, Swindon Works fitted them with No. 11 boilers, the same as those used on the 'Dean Goods' 0-6-0s. The original cabs were reduced in length slightly to accommodate the longer boiler, and in due course the tenders received side raves in place of the original coal rails.

Under the GWR they were renumbered 1334-36. One was in regular use on the Lambourn Valley branch and for much of their GWR careers they were based at either Reading or Didcot. All three passed into BR ownership but only No. 1335 received a boiler change in BR days and



This uncaptioned print is identifiable as No. 1335 (note the cabside handrail position) with a local train comprising a Siphon van and three downgraded Collett coaches, probably on the Berks & Hants line somewhere between Theale and Hungerford in the late 1940s or early 1950s. CJL COLLECTION

was thus the only one to carry a smokebox numberplate. Despite this, it was one of the first to be withdrawn.

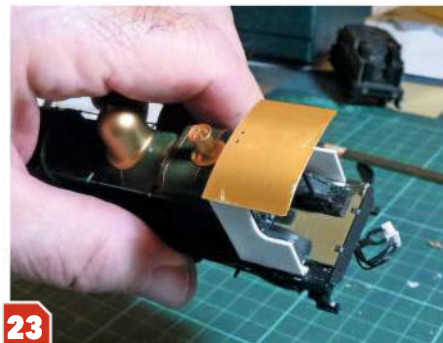
They carried plain black livery but none seems to have received either British Railways lettering or a BR emblem.

Nos. 1334 and 1335 were withdrawn in 1952, No. 1336 lasting until March 1954 after a final fling on a special over the original MSWJR route. It was the last ex-MSWJR locomotive in traffic.



22

Time for another test-fit of the running plate and body components. I kept all the parts separate at this stage, as the revised running plate is a tricky fit over the mechanism. A test run during construction is always useful.



23

The cab roof was cut from 20thou brass sheet and gently formed into a curve with finger and thumb pressure. Two holes for the whistles were drilled before the roof was glued in place. The Oxford whistles will be reused.



25

The two whistles recovered from the Oxford cab roof were salvaged and refitted to the new roof, but it's best to wait until the roof is painted before gluing them in place. The taller whistle goes to the left, the shorter to the right.



26

Most of the new work is obvious in this view. All the parts are loosely assembled here. I did this repeatedly throughout the project to ensure that I did not make any modifications which might prevent easy reassembly.

STEP BY STEP

THE TENDER AND DETAILS



1

I dismantled the tender and set about enlarging the tender body by adding strips of 40thou styrene sheet around the bottom edges. Using a razor saw, I cut off the GWR side raves by sawing immediately above the curved section.



2

I then added new side raves, cut from 40thou styrene sheet, having traced the outline shape from the drawing. A strip of 10thou by 30thou styrene was added to provide the beading on the top edge, blended with the original shape.



3

Corner handrails were removed and the holes filled. A new horizontal handrail was added using Alan Gibson short handrail knobs and brass wire. Always check photographs - handrail positions varied within the class.



4

Narrow Planet (www.narrowplanet.co.uk) produces bespoke GWR-style numberplates and I ordered a set for No. 1336. On inherited locomotives the plates should have a tiny 'GWR' above the number, but this isn't available.



5

Keep the sections of the locomotive body separate - I found that a reassembled body would not fit easily over the chassis. However, the separate parts can be easily assembled once the running plate is on the chassis.



6

With the body parts loosely reassembled, I realised there were still some detailing jobs to be done on the running plate. I had forgotten the front springs and the small splashers for the crankpins.



7

The crankpin splashers are dummies, as on my model they are not strictly necessary. I made them from 80thou 'blocks' of styrene sheet. I glued them in place with liquid polystyrene cement and resprayed the body.

A WEATHERSHEET BY ACCIDENT...



I added a crew from P&D Marsh and fitted a rolled weathersheet made from a single ply of kitchen tissue. I had accidentally put Chris Nevard's new business card through the washing machine in the pocket of my shirt, reducing it to two layers of very thin plastic sheet. Rolled, glued and painted black, this made a much more convincing tarpaulin weathersheet than my tissue effort, so it was duly replaced.



CAST YOUR OWN PARTS

I discovered Blue Stuff when I saw my son casting shields for a troop of Roman soldiers. Blue Stuff is supplied as a thermoplastic strip which softens when heated and takes impressions remarkably well. Once cooled, it forms a little mould from which repeated copies can be cast in the same maker's Green Stuff, which is a two-part epoxy putty. Once used, Blue Stuff can be heated and reused for

a different mould. I used both materials to cast the cosmetic front springs for the 2-4-0.

Blue Stuff can be used to make some quite sophisticated moulds and may just help us to create essential cosmetic parts, where 3D printing may still be beyond the reach of some of us, and

where required quantities are small.

Just bear in mind that copying and casting the odd part - as I did with this whitemetal spring - for your own use is fine. Doing

the same and selling it for commercial gain is piracy - and illegal.

Web: www.greenstuffworld.com



STEP BY STEP

1



Blue Stuff on the left and the two-part Green Stuff on the right. I made a pattern for the front spring using two thicknesses of 40thou styrene sheet and various pieces of styrene strip glued together and allowed to harden before shaping.

2



I cut off a small piece of Blue Stuff using a craft knife and immersed it in a mug of water. This was heated in the microwave for three minutes. Take care - the mug and water will be hot! Fish the Blue Stuff out with a teaspoon.

3



Blue Stuff will stay warm and workable for a few minutes. I pressed my spring 'master' face-down into the material using a flat steel rule until the back of the master was flush with the surface of the Blue Stuff.

4



Having left the Blue Stuff for several hours to cool and harden, I removed the master carefully with the point of a craft knife. I then cut off equal parts of the blue and yellow strips of Green Stuff and began mixing it.

5



The blue and yellow, two-part Green Stuff is mixed between the fingers until fully blended - and green. It is then ready for use.

6



I used a steel spatula to press the Green Stuff into the mould. I could see through the mould from the back, so I could check when the Green Stuff was fully packed in. I then smoothed the top surface and left it to cure overnight.

7



Next day I extracted the spring unit and was pleased to find a close match to my original. A quick clean-up followed before painting and installation. The more copies you need to produce, the more useful Blue Stuff will be.

...and finally

While I was researching this model I noticed that the GWR also rebuilt some MSWJR 0-4-4Ts with the same No. 11 boiler used on the 'Dean Goods'. Perhaps an Oxford Dean boiler and a Kernow 'O2' chassis would work together...

The last surviving ex-MSWJR locomotive, 2-4-0 No. 1336, performs its last duty - an enthusiasts' special over the MSWJR, at Cirencester Watermoor in May 1953. It never received any BR markings, despite outlasting No. 1335, which did receive a BR smokebox numberplate.



COLOUR RAIL



Andrew Edwards Ltd
The Leading East London Wholesale Supplier

John G. Road Transport Ltd

True **BLUE**

With fond memories of the rail blue era,
Mike Donnelly commissioned
BR diesel guru **Paul Wright** to build this
stunning East London depot.

Words: **Samuel McKeown** Photography: **Chris Nevard**
Artwork: **Andrew Mackintosh**

VITAL STATS

Layout:

'Ripple Road'

Size: 10ft by 2ft 6in

Gauge: 'OO'



2



3



The 1960s will be remembered for many things: the Cold War, civil rights protests and the musical revolution kick-started by The Beatles. But Mike Donnelly remembers the 1960s for the launch of 'XP64', BR's experimental blue livery, rather than the first moon landing!

Mike's feelings for the rail blue era are so strong that they inspired this layout, 'Ripple Road', based on Ripple Lane Traction Maintenance Depot, which was close to where Mike grew up in East London.

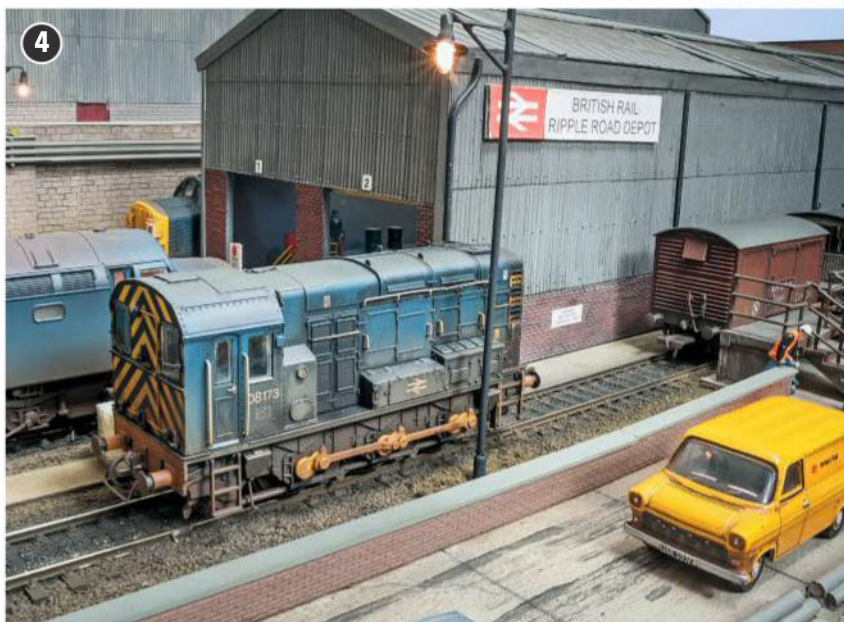
Mike explains how the layout came to be: "A few years back I met Paul Wright, a BR diesel guru. We agreed that Paul would build my layout, based on Ripple Lane. Although it's not an exact replica, it's not far from it."

Ripple Lane marshalling yard was built on the London Tilbury & Southend main line between Barking and Dagenham in the late 1950s. Part of the site's development included Ripple Lane Traction Maintenance Depot, which lasted until 1993.

'Rail blue' fanatic Mike has amassed quite a diesel fleet – some 55 models in total. Each locomotive has been renumbered, fitted with sound and professionally weathered to exhibition standard.

CLASS ACT

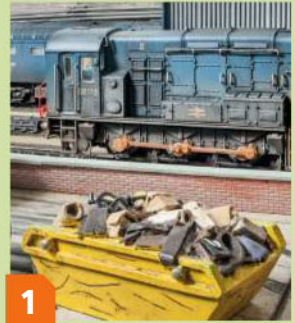
Mike says: "The diesel classes on 'Ripple Road' include '20s', '24s', '25s' and '31s'. They all visited Ripple Lane from 1973 up to the 1980s." ➤





Peco track was weathered using an Iwata airbrush to give the depot layout a dirty, work-stained look.

3 things we like



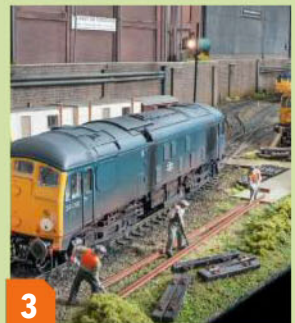
1

The overloaded skip gives the layout a real 'rank and file' feel.



2

In the background, a sign says 'J. A. Atkinson & Son'. Mike confirmed this was a real haulage company that existed in that period.



3

Safety first! The workmen are all in hi-vis vests – mandatory attire in high-risk locations such as depots.

What makes this layout great?

Samuel says: "Although I never saw the BR-era railway – being born in 1991 – I get a real feel for it. It's hard to ignore Mike and Paul's fondness for the era in the work they have presented. From the moss on the background's pipework to the selection of weathered TTA wagons, the layout encapsulates the beauty and awe of a setting that many would have described as drab and depressing."

LAYOUT RIPPLE ROAD

Despite being best known for their work in Scotland, a batch of Class 27s was initially allocated to Cricklewood for use on main lines into Essex.

Mike takes up the story: "Maybe it's me being pedantic, but after some research I discovered that Class 27s never visited Ripple Lane, and that's why there isn't a '27' on the layout. It's the thoroughly researched aspects like this that give 'Ripple Road' its authenticity."

As proprietor of independent Jaguar dealer Dove House Jaguar, Mike's no stranger to carrying out in-depth research. Along with Paul, he made sure every detail was accurate, including the exact type of high-visibility vests worn by diesel maintenance staff.

Mike says: "Ripple Lane was a very industrial, run-down area and we have tried to depict this in the layout."

"Finer details are featured in a lot of cameo scenes, such as recovery vehicles that would have been in service in that period, and each locomotive has a driver in the cab."

"Interestingly, the miniature figures around the layout are wearing sleeveless hi-vis vests, which was a detail introduced around that time, allowing staff to increase operational safety."

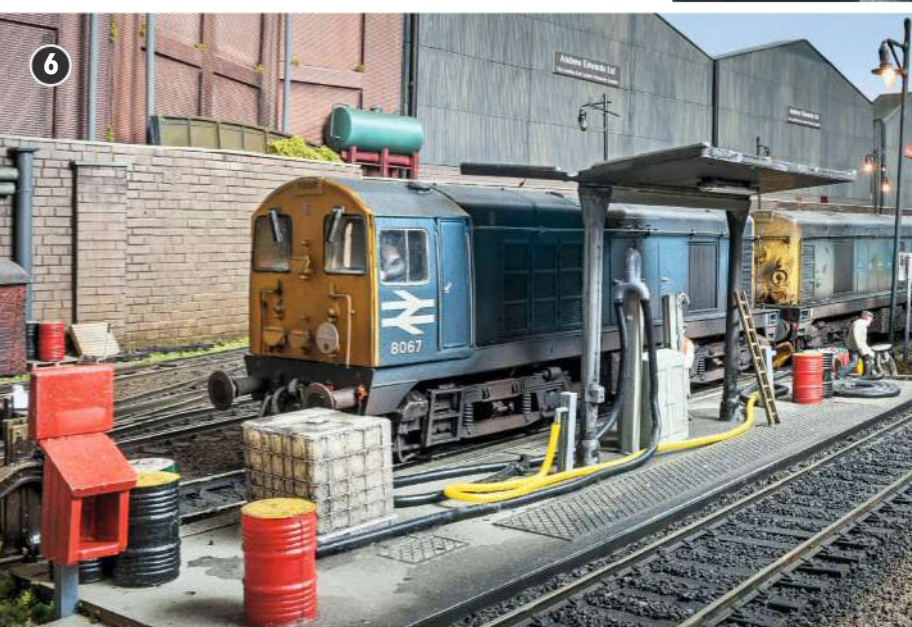
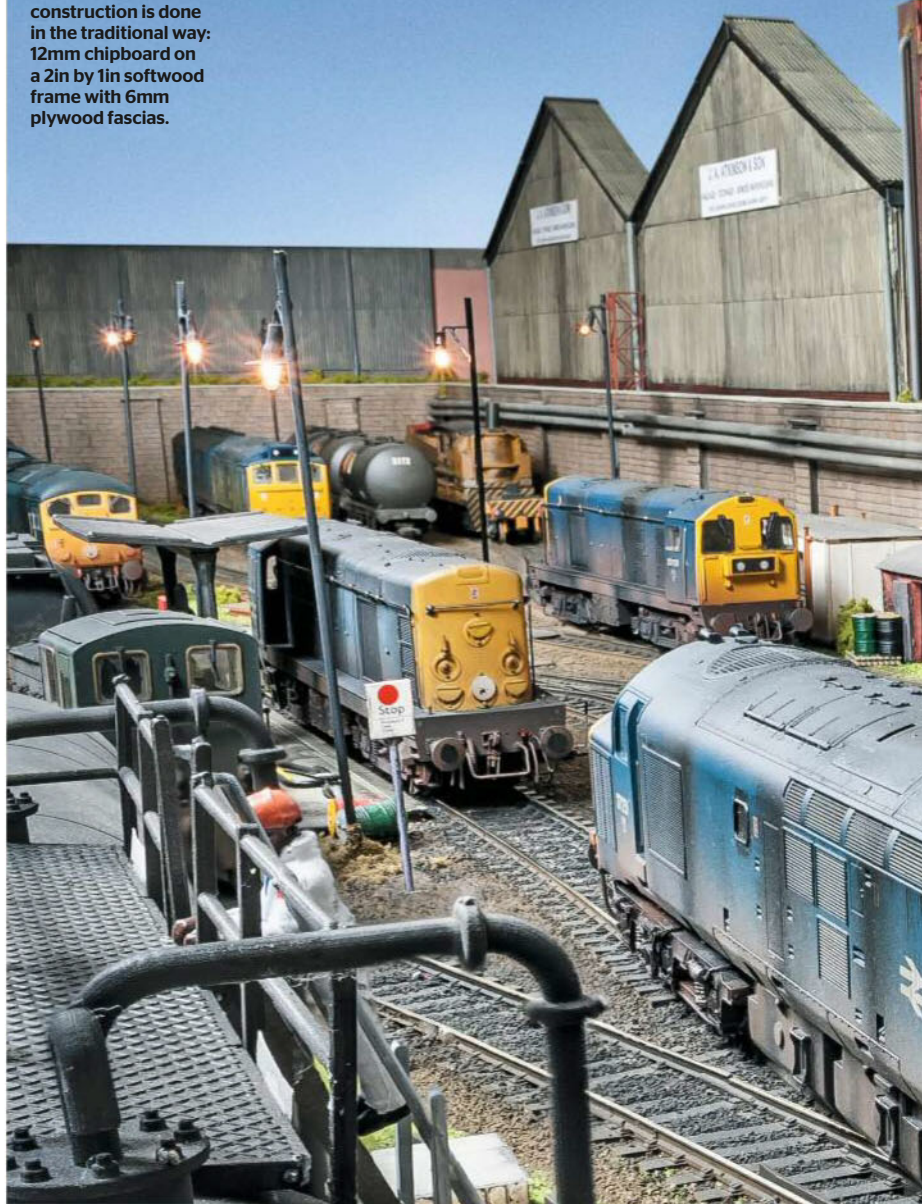
"Oxyacetylene bottles are scattered around the layout, just as they would be on a real depot, and the oil refuelling point is littered with waste, just as it would be in real life."

"The layout itself is versatile and could work in either Sectorisation or privatised eras, but that would involve buying new stock and changing the layout's road vehicles."

Even though the layout is 10ft long, 'Ripple Road's' creator Paul had to think carefully about how best to use the space. A run-round loop was key to ➤

"It's the thoroughly researched aspects that give 'Ripple Road' its authenticity"

5 'Ripple Road's' Baseboard construction is done in the traditional way: 12mm chipboard on a 2in by 1in softwood frame with 6mm plywood fascias.





LAYOUT RIPPLE ROAD

maximising operating potential, while the decision to model buried fuel tanks freed up a lot of space.

CRANE OF TRUTH

No matter how hard one strives for prototypical fidelity, there's always space for the odd personal favourite. Mike's particularly fond of Stratford's yellow breakdown crane.

"Ripple Lane never had one of these cranes," Mike recalls, "but Stratford depot had two. I walked past the depot many times as a young lad and remember the crane's eye-catching yellow colour, so I had to include it."

Mike's interest in model railways was rekindled when he reached his half-century. Since then, he's spent a great deal of time and money on various steam layouts; 'Ripple Road' is his first pure diesel effort.

He added: "I've really fallen in love with the blue diesel period. Diesel layouts are easier to build than steam because you don't need features such as turntables, coaling stages or ash plants.

"An important aspect of the layout is that it's prototypical. Locomotives come on and off-scene from the fiddleyard – which can store up to ten locomotives – this is the bread and butter of a diesel depot and it shows just how much more practical diesel depot layouts are compared with their steam equivalents." 

"The layout itself is versatile and could work in either Sectorisation or privatised eras"

Green days at Ripple Lane TMD: English Electric Type 3 D6963, Brush Type 4 D1756 and 350hp shunter D3710 take a break outside the East London depot on June 7 1960. GORDON EDGAR/RAIL PHOTOPRINTS



Factfile: Ripple Lane TMD

Ripple Lane was one of BR's new style of efficient marshalling yards, built in the aftermath of the 1955 Modernisation Plan. Situated between Barking and Dagenham, it also boasted a Traction Maintenance Depot for the new generation of diesel locomotives that would replace steam on goods traffic in the area.

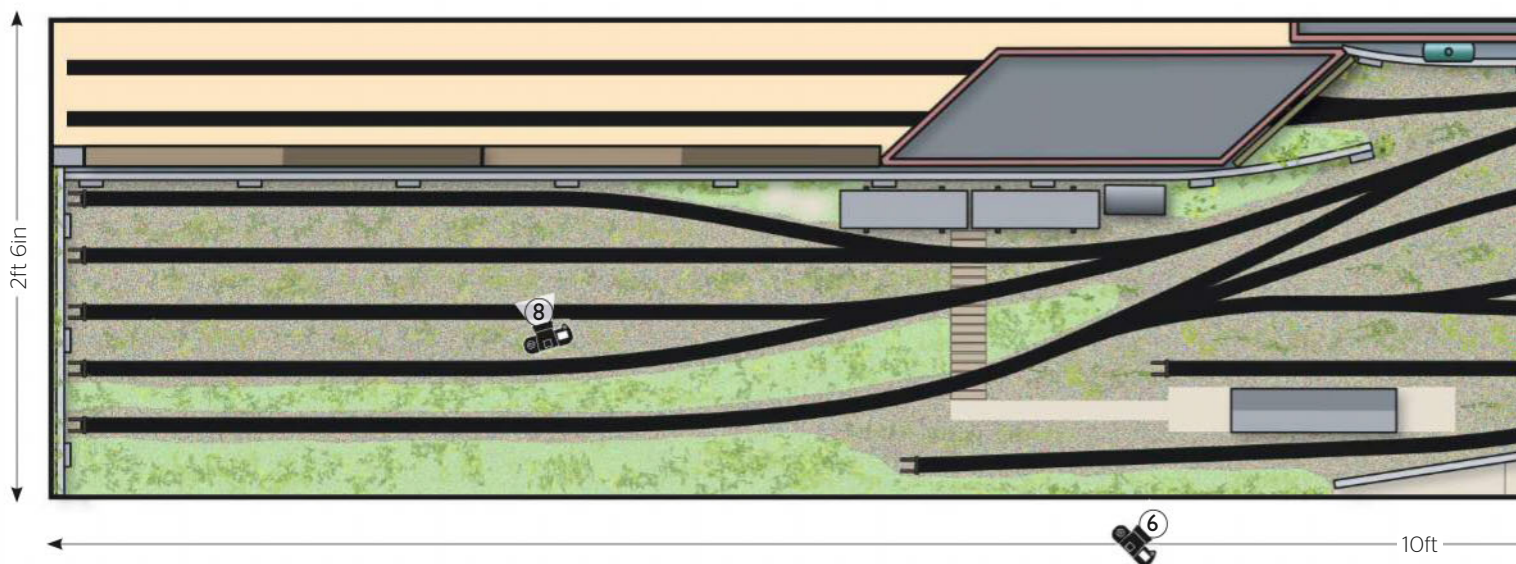
Published accounts reveal it to be

an unloved and dreary place, often overshadowed by nearby Stratford. In fact, Ripple Lane TMD was a subsidiary of Stratford TMD. It closed in 1993, and at the time of writing the buildings remain derelict and the former marshalling yard is a barren wasteland where track once lay; a ghostly reminder of one of East London's busiest diesel hubs.

Right: All the scenery is scratchbuilt and made from framing mount board, which is then covered with plastic card to give the finish effect. All the buildings are bespoke and built specifically for the space they fit to provide depth.

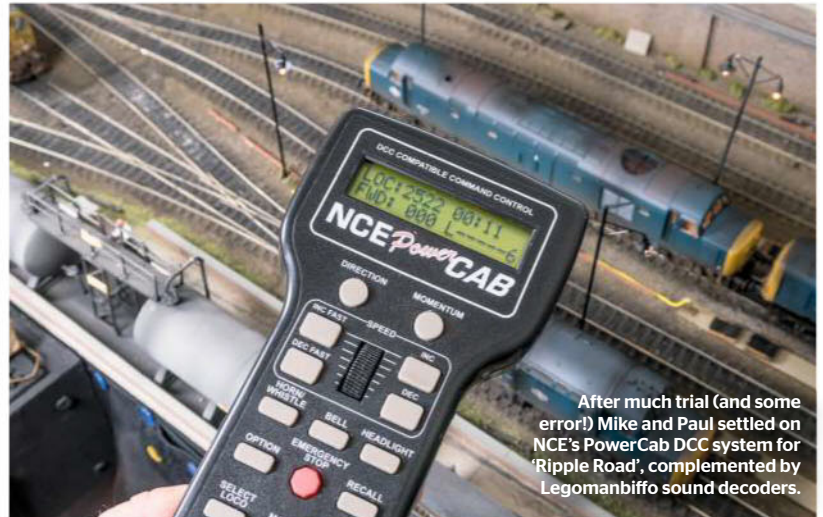






The locomotives -
mostly from Bachmann
- have had their tension
lock couplers replaced with
a simple brass hoop.

10



After much trial (and some error!) Mike and Paul settled on NCE's PowerCab DCC system for 'Ripple Road', complemented by Legomanbiffo sound decoders.

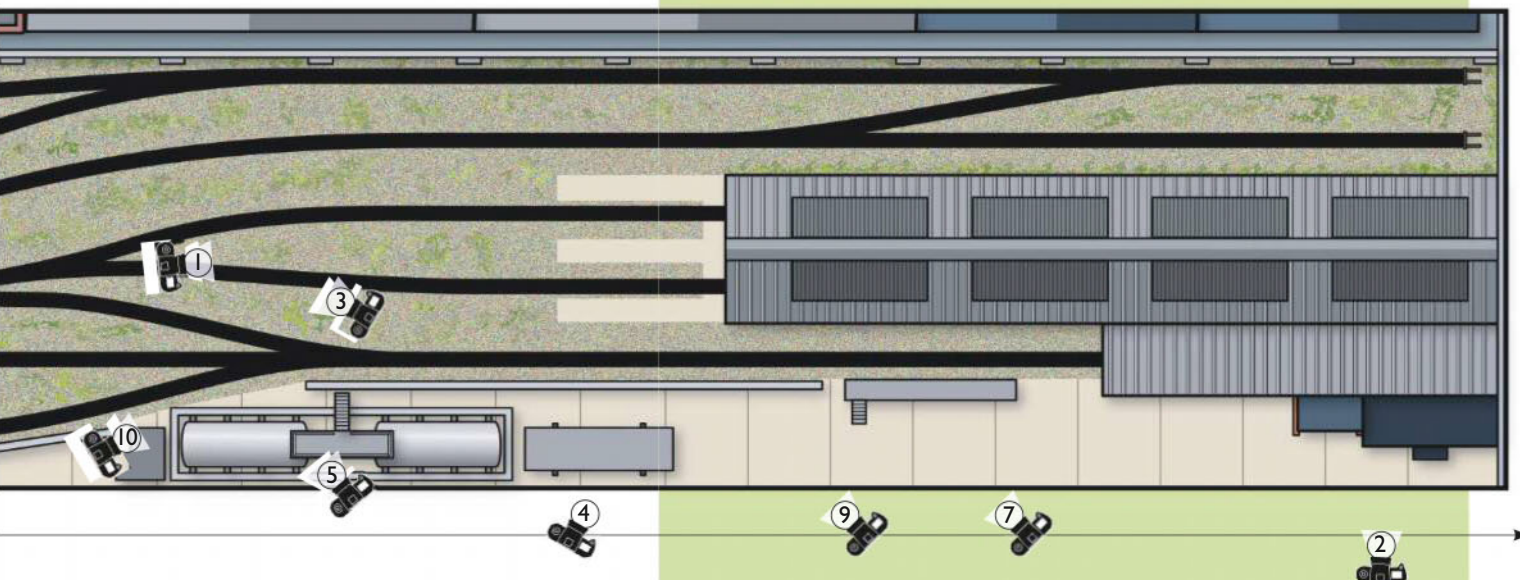


The Peco points are currently powered by solenoids. However, Mike plans to replace them with slow action point motors, along with a new LED mimic panel.

MODELLER CV: PAUL WRIGHT

"My expertise lies with the BR blue era from 1963 up to the late 1970s, and I was born in 1965, so I got to see the last 'hurrah' from steam, but essentially, diesel is all I've known. I'm not a professional modeller, I only create layouts as a hobby; I'm a lorry driver by occupation and when I can I'll watch my rugby team, Northampton Saints.

"This is the first time I've really worked alongside someone during the production process, so I'd like to thank Mike for his enthusiasm throughout the whole process. He's still as excited now as he was when I delivered 'Ripple Road' to his house two years ago. It's incredibly satisfying to see someone appreciate your work."



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 draw on over 30 years of modelling experience.



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
The master layout planner has an unusual idea for us this month.



Keep up to date
with *Model Rail*
News online.

WEATHERING FOR THE PRE-BR STEAM ERA



How do I recreate the distinctive polished – yet grimy – look of steam locomotives in pre-nationalisation days?

Robert Wood, by e-mail

George says: Rendering a filthy steam locomotive is a fairly straightforward prospect, especially in comparison to recreating a well-tended machine.

Pristine models rarely capture the look of the real thing unless some degree of weathering is applied, but achieving an authentic patina can be a challenge. Indeed, it's very easy to overdo things and end up with something far dirtier than intended.

Before the war, there were plenty of cleaning staff on hand to keep motive power cleaned and polished on a regular basis. But the harsh operating environment, especially in towns and cities, meant that locomotives and stock were prone to attracting all manner of dirt and grime within hours of leaving the depot.

The nature of the cleaning materials meant that locomotive paintwork often took on a pronounced lustre, while deposits of coal dust, ash and general airborne grime invariably collected in hard-to-reach areas.

Less prestigious motive power often received cursory cleaning of the most accessible or visible areas and this led to an interesting contrast between the dusty deposits of dirt and the polished paintwork. Indeed, this is the vital factor that we need to recreate on our models. RTR models need some extra help here, as the satin or matt finish

often looks a little lifeless once a smattering of weathering is applied.

To counteract this, we can start our weathering job with the use of T-Cut automotive finish restorer. The original formula is best, being a mix of petroleum distillate and micro abrasive particles, which softens the underlying paintwork just enough to allow it to be polished.

Some care is needed in its use, with only a tiny amount required – too much solvent and over-vigorous buffing will remove the paint and any lining or printed characters. However, within a few minutes, the factory finish will soon take on a more convincing lustre.

The special properties of Humbrol Metalcote Gunmetal enamel (No. 27004) can also be harnessed, as it boasts a dark, oily outlook and the metallic particles react well to burnishing after application, thus creating a suitably greasy sheen.

Combined with regular matt enamels, such as Humbrol's Nos. 62 Leather, 113 Rust and 33 Black, the mixture can be brushed liberally over the model, before wiping most of it away with swabs. This leaves traces of the 'dirt' in recesses and around raised details, just as it would be in real life.

After further refinement with an airbrush or weathering powders, the overall effect can be really convincing.



Factory finishes seldom capture the slightly greasy nature of a steam locomotive, with the attendant layers of soot, oil and cinders. GEORGE DENT

A combination of T-Cut and enamel paints allows the splendid LT livery to sport a suitably grubby yet polished look. GEORGE DENT



Glossing it over

Instead of using T-Cut at the outset, the same mix of paints is applied in the first instance and manipulated as normal (see right). When the surface is completely dry, clear gloss varnish is airbrushed into strategic areas, such as the centre of boiler bands and panels between rivets.

This creates an effective contrast between the matt 'dirt' and the glossy, cleaner areas, suggesting that an oily rag has been used to polish the paintwork.





How to: Give your steam locomotives that 'spit and polished' look

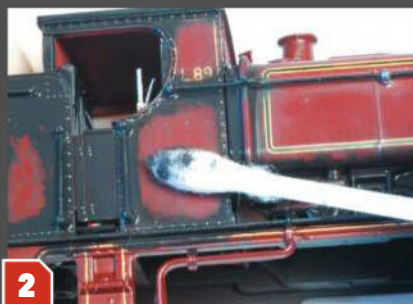
STEP BY STEP

1



Having dipped a cotton bud into original formula T-Cut, gently polish the factory finish. Work on a few square centimetres at a time. After a few moments, use dry swabs to remove the T-Cut, buffing the surface using circular motions until it shines. Leave the model overnight to allow any solvent residue to evaporate fully.

2



Mix various enamel paints, including Humbrol Metalcote Gunmetal, and brush liberally over small areas before removing most of the paint with cotton buds in vertical strokes. Dip the swabs in a little white spirit to shift stubborn deposits, leaving traces of 'dirt' in recesses and around raised details.

3



Any hard demarcations between the clean and dirty areas can be softened by a light misting of a generic dark weathering shade (such as RailMatch enamel Roof Dirt) using an airbrush. Alternatively, apply dry weathering powders with a soft brush.

ESSENTIAL WEATHERING REFERENCE

Look out for George Dent's acclaimed book, *Weathering for Railway Modellers, Volume 1 - Locomotives and Rolling Stock*, available from book stores or direct from Crowood Press (www.crowood.com).



60 mins



Technique of the month

Secure those loads

Modern-style fabric retaining straps are employed to secure all manner of commodities on freight wagons and lorries. This can be recreated with thin strips of insulation tape, with a colour chosen to suit your prototype.

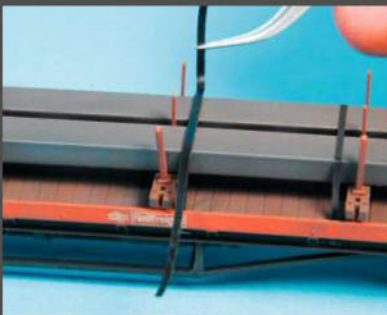
Fix the ends of the tape to the wagon's mounting points (or an approximation of where they're likely to be) with a tiny drop of cyano glue, applied with a cocktail stick. Once cured, trim the tape, take up the slack and fix the other end of the strap. (GD)

Product: Black insulation tape

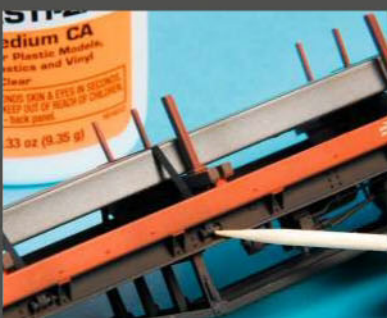
Availability: DIY or hardware stores



Lay a strip of tape onto a clean cutting mat. With a sharp scalpel and a steel rule, cut the tape into thin strips. For this 'OO' wagon, I've created strips 1.5mm wide.



Place the strips into position, sticky side down. Take up the slack, but avoid stretching the tape excessively, or it will put pressure on the bond. Note if the wagon features strap locating points.



This Bachmann BDA features moulded ratchet strap mounting points on the solebars, to which the tape can be glued with a drop of cyano adhesive.



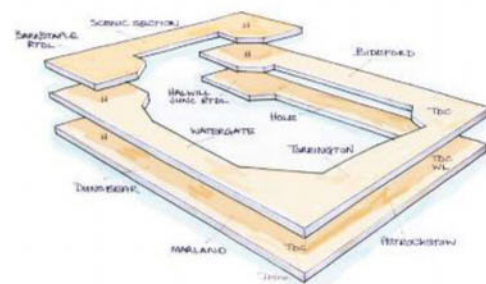
TAKING THE LONG WAY ROUND

Paul Lunn says: We can scale everything down to fit on a layout, but we can't scale time. If you have a layout with, say, Barnstaple at one end and Halwill Junction at the other, a train will get from A to B in a matter of seconds. But it's over 25 miles from Barnstaple to Halwill Junction, and a slow, stopping train would have taken at least an hour to make that journey. On a layout, you could park a train in a hidden siding for a while at some point between the two stations, but where's the fun in that?

This is where time delay circuits (TDCs) come into play. These are circuits of track built into the plan that allow a train to while away some time while remaining in motion. Unlike a hidden siding, some pleasure is derived from watching the train in action.

The 'U'-shaped layout above incorporates TDCs, spread over two levels, 2ft 6in and 3ft 9in high (to accommodate lowered bridge sections at Bideford and Torrington). A fourth side fits across the ends of the 'U', at 4ft 9in high, adjacent to what could be the door entrance wall, for easy duck-under access.

Barnstaple to Halwill Junction has been chosen to illustrate the concept of modelling a line, rather than a location. Note how I've



employed return time delay loops (RTDLs), comprising first, second and third radius curves at each end of the entire run, acting as off-scene storage and allowing passage of time before a train returns. Single-track TDCs comprise first radius curves and standard geometry points, allowing passage of time between stations or scenic sections.

Time delay circuits with similar track components as the single-track time delay circuits, but with an additional loop (TDCWLs), allow trains to pass where the prototype had a passing loop. Two helices, marked as 'H' on the plan, create clearance between each level.

Note that where shown, each square on the plan represents a square foot for 4mm scale/ 'OO' gauge.

QUICK FIX – STONE VIADUCT LINING



I was impressed with George's viaduct in MR244, but the structure that I'm modelling features stone-lined arches. What are my options?

Rachael Price, via Facebook

George says: The Wills viaduct kit and extension packs are supplied with thin sheets of brick arch liners, but any similar sheets of embossed plastic can be substituted. I've recently built one of the similar Wills 'OO' bridge kits and swapped the supplied brick for a sheet of Slater's dressed stone, aimed at 'N' gauge, which gave me the desired smaller size of stones.



Use the supplied brick arch liner as a template for cutting stone replacements.



Who makes the best track rubber?

Model railways can be dirty places, just like the real thing. Oil, grease, dust, moisture, paints and glues all lurk in and around our tracks. Locomotives and rolling stock also have a habit of depositing particles of dirt on the rails. A track-cleaning block, or 'rubber', offers the simplest solution, although they inevitably leave behind a dusty, gritty deposit that needs to be brushed or, preferably, vacuumed away. Rub the block gently over the tracks, taking care not to damage delicate details, including point blades.

PECO

Cheap, easy to use and made from a tough material, a light rub along the heads of your rails will remove even the most stubborn deposits from any gauge of track. It does leave a fair amount of debris in its wake though, a problem that increases with the age of the rubber. Peco recommend that rails are wiped with a little Power Lube (Ref. PL-64) following burnishing with the rubber to maximise electrical contact and reduce tarnishing.

Product code: PL-41

Price: £3.75

Availability:

Peco stockists



DOGA

Produced for the Double O Gauge Association (DOGA), this has plenty of abrasive power and sheds less debris than Peco's version. Designed for 4mm scale use, it's also suitable for other gauges, although the larger size makes use on 'N' gauge layouts a little tricky. The block loses its 'rubbery' nature after a couple of years, but performance does not dip appreciably. Members of DOGA get a discount on the cost, so maybe it's time you joined!

Product code: N/A

Price: £4.80 (£3.80 to members)

Availability:

www.doubleogauge.com



GAUGEMASTER

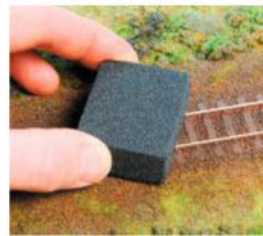
Available in large and small sizes, Gaugemaster's offering also boasts impressive performance. Like others, it sheds debris when you use it, but the fairly aggressive grade of abrasive makes easy work of the most stubborn dirt deposits, including dried paint and glue. The larger size offers a long lifetime and comfortable handling, but it also makes the rubber a bit cumbersome in tight areas, especially on small-scale layouts.

Product code: GM26/27

Price: £3.25/£5.95

Availability:

www.gaugemaster.com



Best of the rest: Hornby, Roco, Noch and Piko also offer effective track rubbers.

Getting snotty...

Smaller or lightweight locomotives may find hauling long trains difficult and they seldom cope well with inclines. Railcars and multiple units may have similar issues. While adding extra ballast has some effect, it can be overly taxing on delicate mechanisms.

Traction tyres have been favoured by RTR makers, but the loss of conductivity and their unsightly appearance make them unpopular, especially on short-wheelbase traction where all-wheel power collection is vital.

A simple alternative is to coat the powered wheels with Bullfrog Snot. This green fluid dries to a translucent, conductive film that also improves mechanical adhesion. The wheels need to be spotlessly clean beforehand and the fluid should be applied while the wheels rotate with a small brush or swab and left to cure overnight. Made in the USA, it's tricky to obtain in the UK unless ordered direct.

However, a 30ml jar will last for years.

Price: approx. \$35.00 inc. shipping

Availability: www.bullfrogsnot.com



PROTOTYPE QUESTION OF THE MONTH



I'm attempting to model the South Manchester area in the modern era and need a few Class 323 EMUs. How feasible would it be to convert a Bachmann Class 350 'Desiro' into a Northern '323' unit?
James Allen, by e-mail

George says: I've seen a few 'N' gauge Class 323 projects recently, produced largely by scratchbuilding or with the aid of bespoke etched brass sides. Notably, they've employed chassis from Farish three-car Class 158/159s or Class 170s. Indeed, the latter DMUs are the closest in terms of dimensions, with each car from a '170' being around 23.5m long (the Class 323 vehicles are 23.4m). The Class 350 cars are notably shorter, at 20.3m. The bogies of a 'Turbostar' are also closely matched to those on the '323s'.

Peter Harvey of PH Designs offers a set of 3D-printed Class 323 body shells in 2mm scale and may be able to scale the plans up to 4mm scale. PH Designs can also design and produce custom etches at reasonable prices.

Hurst Models can supply a suitable pantograph, while other detailing parts can be improvised from scratch or by adapting existing components from the donor models.

Web: www.phd-design-etchings.co.uk

www.hurstmodels.com



Above: Running under the former Woodhead catenary masts, a Class 323 unit leaves Glossop, heading towards Manchester Piccadilly on January 4 2018. GEORGE DENT

HOW CAN I DISTRESS WAGON ROOFS?



I've been looking at lots of photographs of decrepit freight stock in the 1960s and noticed that some

wagon roofs suffered from peeling and blistered coverings. Any ideas for recreating this on 'OO' gauge stock? Geoff Strong, by e-mail

George says: Many traditional four-wheel vans featured canvas roof coverings, stretched over a timber framework. Inevitably, exposure to the elements resulted in this covering peeling and lifting away, especially near the corners.

A good way of recreating this is to affix a sheet of thin paper to the van's roof (I use regular printer-grade paper), which also adds some welcome surface texture. With plastic-bodied RTR or kit-built stock, the paper is secured to the roof by brushing with a liberal coating of liquid poly cement, applied over the paper. The solvent then soaks through and bonds the paper to the plastic.

Just be sure to prevent the solvent from running down the sides and ends of the wagon and set it aside for a day or two for the plastic to re-harden completely.

Any raised details, such as ventilators, need to be flattened with files and abrasives before the paper is applied. The details can be reinstated later, using new off-the-shelf castings, which also offer an uplift in realism.

When the solvent has cured, the paper can be gently distressed with abrasive sheets. A set of fine tweezers can create small tears and peeling corners. For even greater realism, we can deliberately miss certain areas with the liquid poly cement, thus encouraging bulges in the paper. These can be exaggerated by wetting the paper slightly with water.

The same processes also suit metal or resin van roofs, albeit with a different adhesive, such as contact cement or epoxy. The roof can then be painted and weathered as desired, the paper providing an authentic texture.

Any area of the roof substructure that is revealed by peeling or cracked paper can be touched in with appropriate timber-esque and 'dirty' shades of paint.

What you will need

- ◆ LifeColor paints
Web: www.airbrushes.com
- ◆ Plastic Magic poly cement
Web: www.gaugemaster.com



Recreate the appearance of damaged van roofs with distressed paper overlays.

ANY GAUGE

30 mins



STEP BY STEP



1

After flattening any raised details, cut a sheet of thin paper to match the size of the roof. Brush plenty of liquid poly cement (such as Plastic Magic) over the paper, allowing it to soak through and react with the plastic.



2

Allow the roof to dry completely before scuffing the paper with abrasives to create a coarse texture. More extreme distressing can be achieved by snagging the paper with tweezers or a scalpel blade.



3

Gently peel the paper away from one or more of the corners. With the distressing out of the way, any raised details – such as ventilators – can be reinstated.



4

Prime and paint the van as usual. I used LifeColor acrylics for the base coats and the weathering. Add extra 'dirt' into the peeling roof covering with a fine brush.



Stocks of Class 66 brake blocks at Carlisle Kingmoor TMD.
GEORGE DENT

MODERN DEPOT CLUTTER



I'm looking to add some interesting 'clutter' to my 'O' gauge modern diesel depot layout. What sort of materials are likely to be scattered around such a site?

Gavin Carr, Colwyn Bay

George says: Compared to the steam era or later BR period, railway depots are much tidier and well organised these days. This is due mostly to stricter health and safety legislation and environmental regulations. There's also much more emphasis on security, especially with the rise in metal and cable theft over recent decades.

As a result, most equipment is likely to be neatly stacked behind barriers and anything of significant value stored indoors, or in a locked compound. Only the heaviest, bulkiest or lower value items are to be found outdoors, although much depends on the nature of the location.

Due to the variety of private operators and contractors who now own and maintain railway depots around the UK, operating practices differ, so prototype research is the key to finding out what's likely to be scattered around the depot environs.

Open days are probably the best way of gaining inspiration, either directly or via photo-sharing websites such as Flickr. Having visited Direct Rail Services' open day at Carlisle Kingmoor last year, I was interested to see how the various spare parts were organised. Mechanical and electrical components were, unsurprisingly, stored inside the main depot buildings, but other parts were arranged outside on

pallets, clearly labelled and organised.

Brake blocks were the most common, neatly stacked and arranged by locomotive class, but there were also other items, such as buffers and track components laid out in piles. Some were even shrink-wrapped or wrapped in (very soggy) cardboard boxes. No doubt a special effort is usually made to tidy up depots prior to public open days, but a generally neat aspect is the general rule for 21st-century installations.

Avid plastic kit builders are likely to have plenty of brake components in their spares boxes and these could be cut and stacked to represent locomotive parts. Spare buffers, too, are easily obtained and pallets are available from a number of sources in all scales, such as Knightwing, Merit and Ten Commandments. Saving off-cuts of track and sleepers (cutting away the moulded chairs) provides plenty of permanent way stores.



Need a spare buffer? A full set is on hand at Kingmoor.
GEORGE DENT

Tool of the month

Wood dye offers a shortcut to great results, says George Dent.

If you're about to assemble a laser-cut wooden kit, stone-cast building, or working with any porous material, consider oil-based wood dyes as a finishing agent. They're readily absorbed and impart a naturally patchy finish, which is ideal for mimicking weathered masonry and timber structures.



A range of oil-based dyes should be applied to the components before assembly (glue will seal the material, making absorption difficult). Work with lighter shades first, as we can go progressively darker with extra coats. Antique Pine, Medium Oak, Mahogany, Walnut and Ebony dyes have been employed here.



Only the window frames of this Osborn's Models kit have been painted. A mix of oil-based wood dyes has given the brickwork plenty of tonal variation. This reduces the need for subsequent weathering, thus speeding up the job considerably.

THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

Take a break: Railway staff have always loved a good cup of tea, so including a group of workers enjoying their break is essential for layouts featuring depots or yards.



2

Give it a lift: Repurpose a defunct locomotive as a static feature within a depot scene. This NCB Class 14, shorn of one axle, sits on timber chocks beneath a Ratio hoist.



3

Tanked up: Oil and fuel stores offer another chance to recycle scrap models. Don't forget to add a suitable array of safety notices and equipment.

Masterplan Dirt and decay

Two trackplans to get you thinking in three dimensions

EVERYTHING in black and white

How do you create a composition... of decomposition?

Paul A. Lunn shows you how to formulate a layout that captures the essence of neglect and decay.

Photography and artwork: **Paul A. Lunn**

This month's issue focuses on dirt and grime. You might think that the application of weathering and suchlike is one of the last jobs you'd undertake on a model railway. But can dirt and grime actually influence layout design?

It's certainly a concept that fits well with my interest in, shall we say, 'well-worn' locations – particularly the West Riding area of my home county of Yorkshire.

I grew up during a time when the railway landscape was rapidly shrinking. Beeching's rationalisation struck the harshest blow. Lines that had taken years to build, and had served for generations, were abandoned almost overnight.

Dereliction was rife across the railway. Even stations and lines that were well patronised still had an air of neglect about them, and staff morale was low.

Viewing the railway as a national asset, it was demoralising. And yet, to a budding artist, there was a strange sort of beauty in the run-down railway. There was a pleasing compositional delight to be found in overgrown track, dilapidated buildings, ripped up lines, rain-stained surfaces, rusting steel and the pervasive spread of rubbish.

With that in mind, I used a technique that I call 'composite design', to produce layout concepts that take a more artistic approach to portraying the post-Beeching Yorkshire that I grew up with.

The accompanying illustration comes from *Making Tracks: Railway Modelling by Design*. It explores two concepts: composite design (see the trackplan descriptions) and modelling in black and white, with minimal use of colour.

"Viewing the railway as a national asset, it was demoralising. And yet, to a budding artist, there was a strange sort of beauty in the run-down railway"

SMALL COMPOSITE LAYOUT

Composite design is the concept of bringing together several disparate scenes into one cohesive layout, based on their appeal to the builder.

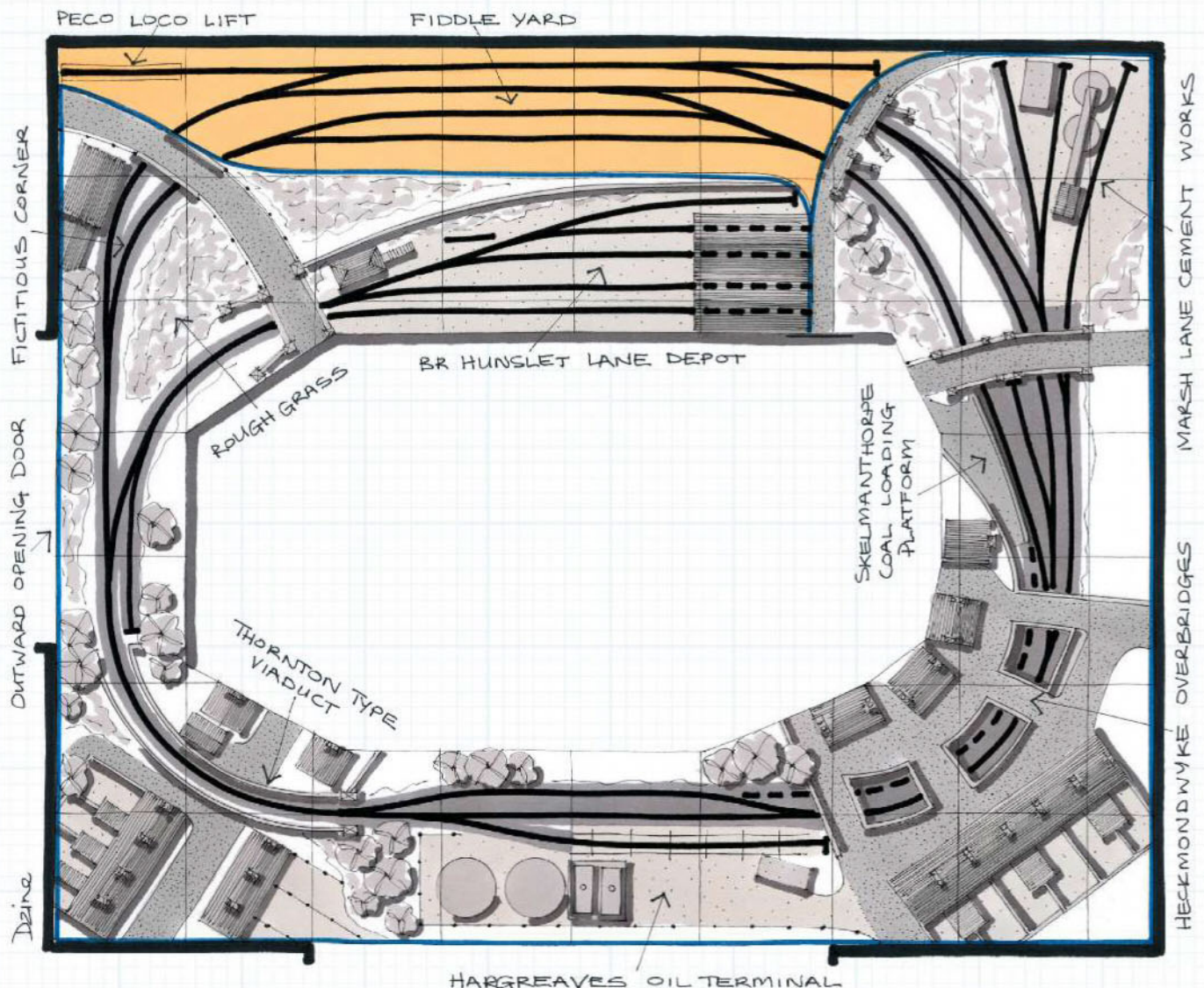
Whatever shape your layout takes, it's likely to comprise a number of long, short straights and curves, and identifying suitable prototypes of similar orientation is a great place to start.

This is a typical 'OO' gauge oval with two long straight sides, given over to a representation of Hargreaves Oil Terminal at Heckmondwyke and the British Road Services depot on Hunslet Lane, Leeds, opposite. There are three prototype-inspired curved sections: Thornton Viaduct (bottom left), terraced bridging also at Heckmondwyke (bottom right) and Marsh Lane cement works, Leeds (top right), with just one remaining fictitious corner designed to serve a rear fiddleyard and the Hunslet Lane Depot.

All have been selected for their relevance to an oval design, but I have taken these in context of their compositional value; dropped board with raised track on the viaduct (left), raised board with track (below right) to provide an interesting yet contrasting balance, and so on. Please note that trackwork is a mixture of both sectional and flexible pieces.

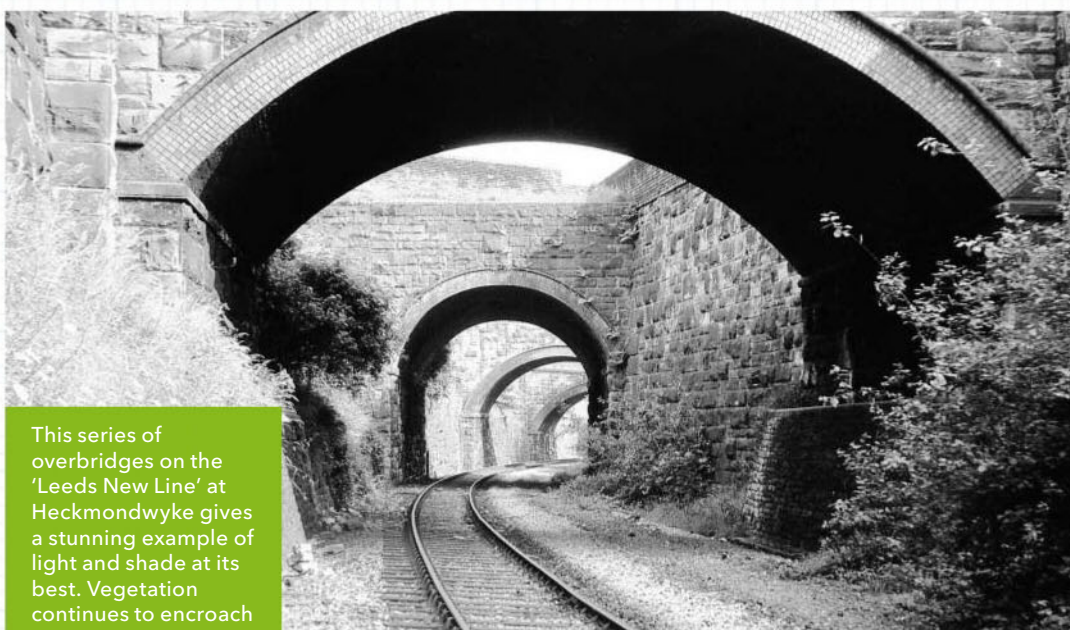


Hargreaves Oil Terminal at Liversedge. BR closed the ex-LNWR 'Leeds New Line' from Bradley to Leeds in 1965/66 but retained a short stretch from Heckmondwyke to the oil terminal. It built a new spur to connect it to the ex-LYR Ravensthorpe branch and the line was used until the mid-1980s. This rake of wagons sits on the old 'Leeds New Line' formation, with another rake being shunted into the oil terminal. The wagons are considerably stained, and there is even discolouration on the storage tanks.





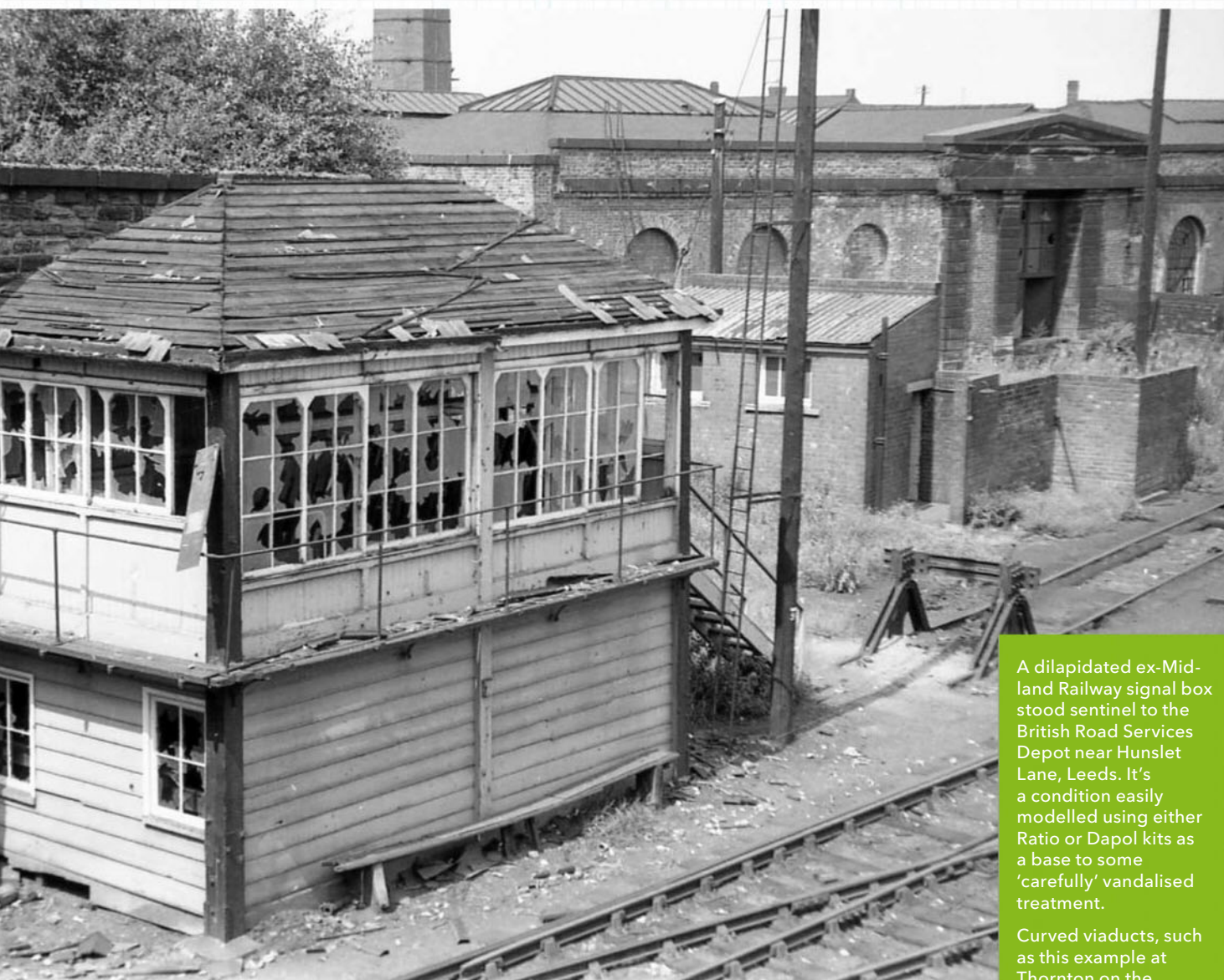
Skelmanthorpe yard, on the Clayton West branch, near Barnsley, March 10 1973: Ground cover is rarely consistent, as illustrated by this mix of texture and variety of waste material. Even the heaviest of weathered ready-to-run wagons rarely receive this level of treatment - grimy, greased wheel centres, rusting cross-members and corrosion at lower body level.



This series of overbridges on the 'Leeds New Line' at Heckmondwyke gives a stunning example of light and shade at its best. Vegetation continues to encroach along the lineside, overhanging the walls and creeping from crevices between the stonework.

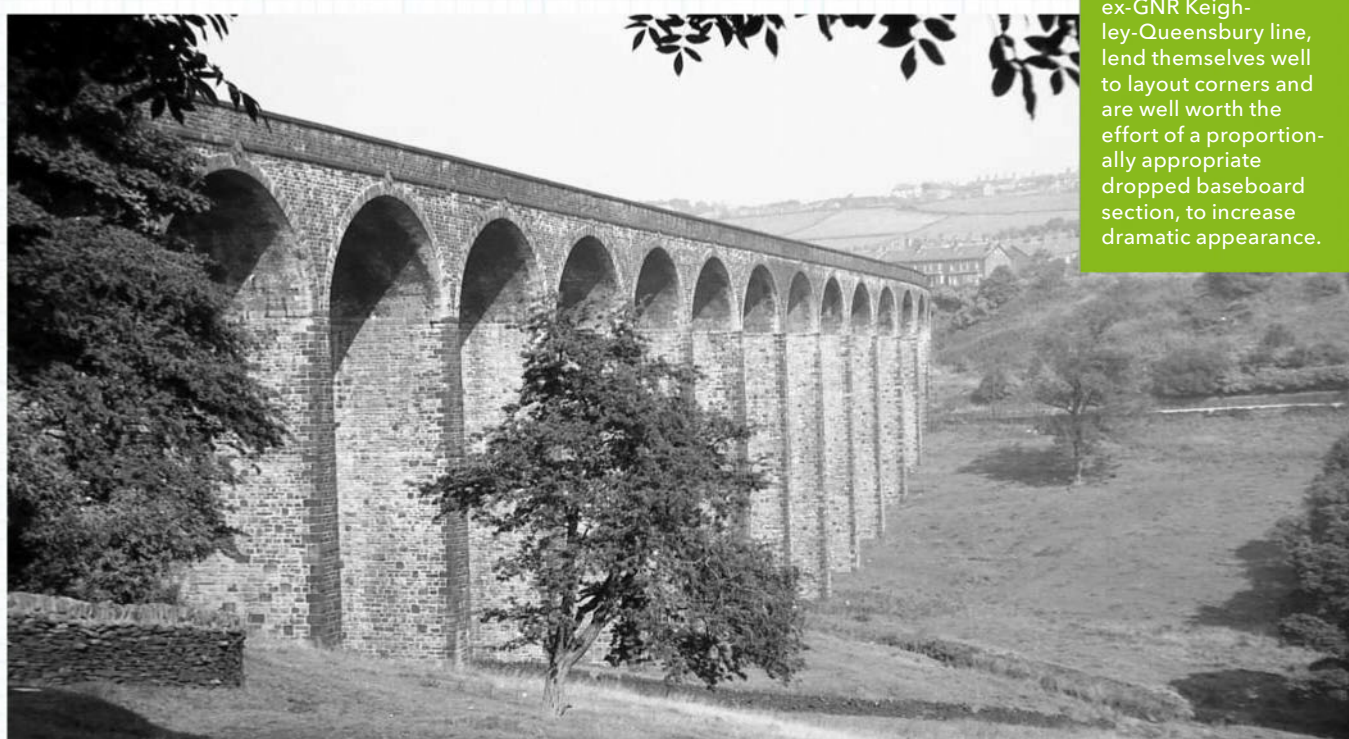
Sometimes corner fillers, such as goods yards, can look a bit contrived - but not if they're based on reality. Marsh Street yard in Leeds is a prototypical corner filler goods depot - minimal in size but with a good selection of stock on display. This is a perfect example of why Chris Nevard's clay ballasting method is perfectly realistic!





A dilapidated ex-Midland Railway signal box stood sentinel to the British Road Services Depot near Hunslet Lane, Leeds. It's a condition easily modelled using either Ratio or Dapol kits as a base to some 'carefully' vandalised treatment.

Curved viaducts, such as this example at Thornton on the ex-GNR Keighley-Queensbury line, lend themselves well to layout corners and are well worth the effort of a proportionally appropriate dropped baseboard section, to increase dramatic appearance.

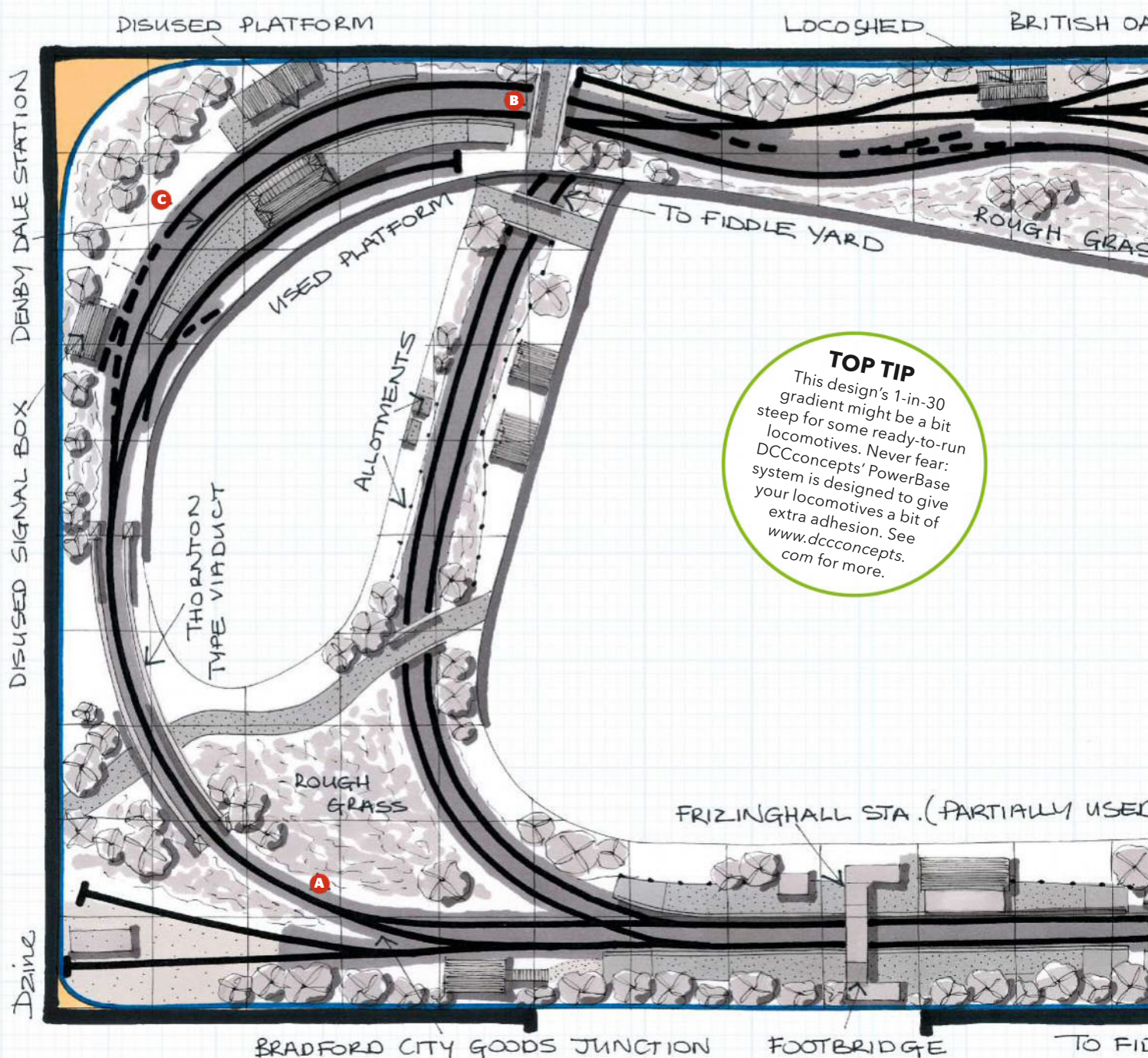


COMPOSITE ROOM FILLER

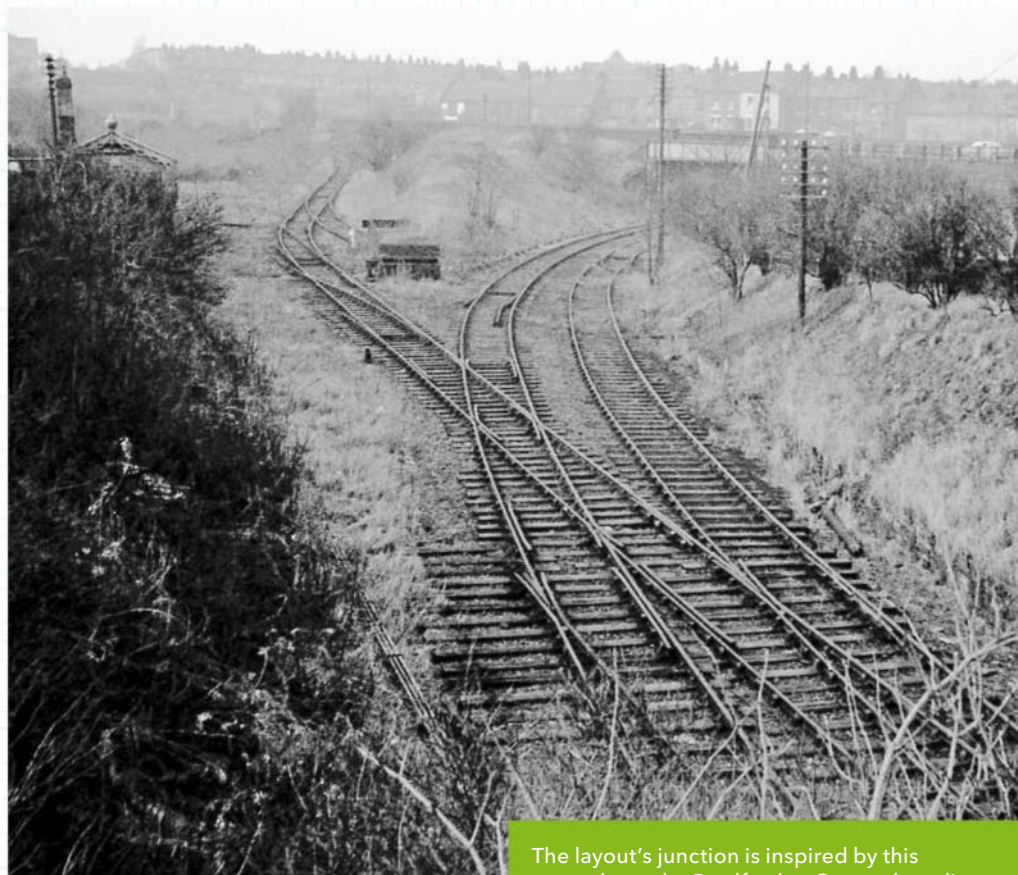
This 'OO' gauge layout combines an oval and an out-and-back branch line and features another raft of West Yorkshire subjects, placing greater emphasis on disused and lifted track, together with the notable presence of overgrown vegetation

It works for two reasons: firstly, it draws on a good selection of prototype locations for inspiration and, more importantly, it has a gradient from 'A' to 'B' at 1-in-30. It also includes a low-level 'L'-shaped fiddleyard (not shown) for increased capacity.

If you don't want a fiddleyard in such a confined space (it certainly needs to be fully automatic) why not bring it slightly forward of the coal disposal baseboard and throat of the Clayton West-esque station? I've emphasised disused track in three locations, but without letting it take over. Stations

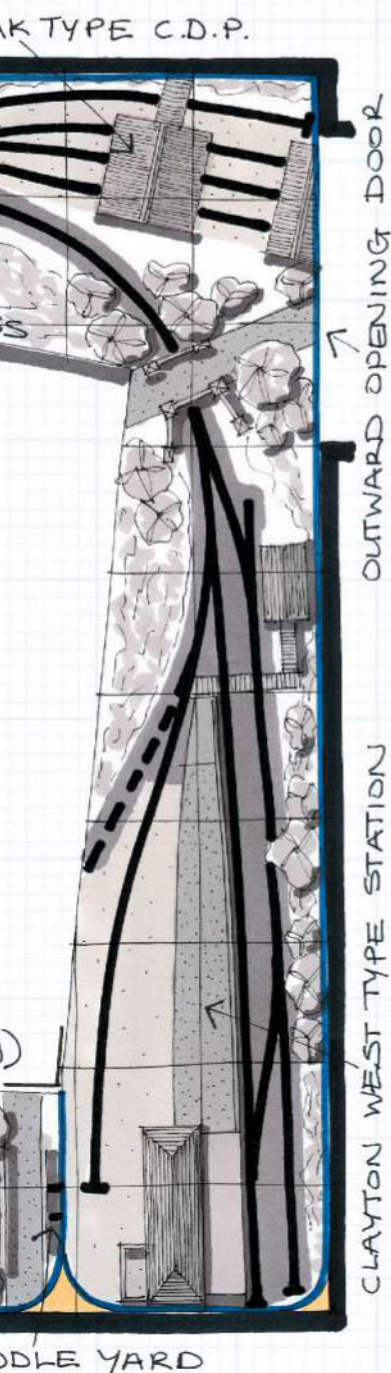


Frizinghall station, September 5 1971: This station, on the Shipley-Bradford line, closed to passengers in 1965 and it's typical of many stations I saw at the time on lines that were still operating: the platform edging stones have been removed and fenced off and passengers would use a designated 'safe' section. There's an interesting contrast between the old footbridge and a newly 'topped' road bridge in the distance. Happily, Frizinghall station re-opened in 1987.



The layout's junction is inspired by this example on the Bradford to Queensbury line serving Bradford City Road Goods. Nothing says 'downtrodden' better than a truncated or rationalised railway and there's a plethora of textures in this relatively rural scene, set against a terraced Bradford backdrop.

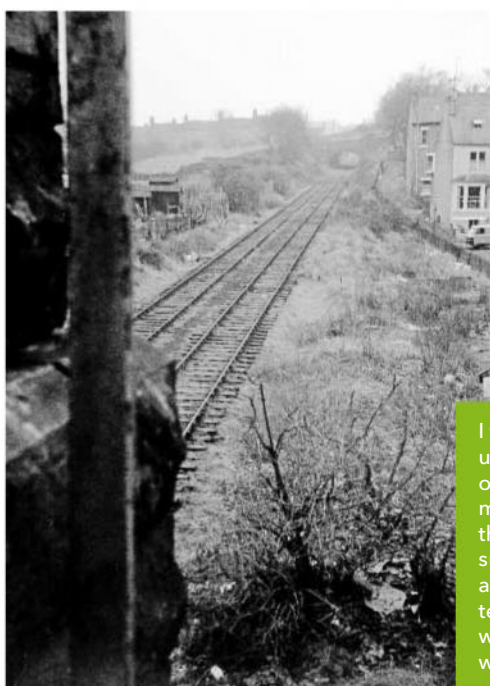
Beyond Denby Dale, I've added a small coal disposal point, based on original structures at British Oak Coal Disposal point. Note again the variety of ground cover textures and substantial shading on the corrugated panels.



are spaced, route-wise, about as far apart as possible, with both branch line examples having a solitary coal siding.

Turning now to the branch line, first up is the use of a mini version of Thornton Viaduct (see 'Small Composite Layout') and Denby Dale station, set on a prototypically exaggerated curve. Please note the siding at Denby Dale needs to be level, while tracks through the station are on a rising grade to the terminus.





I think sometimes it serves us well to have some scenes on a layout that are quite mundane, acting as a foil for those that aren't. This is one such example, with drab appearance, allotments left, terraced houses right, and wild winter vegetation wherever you look.



Denby Dale station, on the Penistone-Huddersfield line, is still open but you'd be hard pushed to tell in this photograph. There's heavy weather staining on all of the wooden platform structures, especially the toilet block (right), main station canopy and the opposite buildings on a shortened platform, devoid of track. You can see supporting concrete blocks for a timber platform ('C' on the trackplan) centre foreground, with a handful of out-of-focus weeds directly in front of the camera.



Clayton West station: The weeds and grass erupting through the slabs would not have been tolerated in previous eras. The branch closed to passengers in 1983, and freight in 1986, but re-opened as the miniature Kirklees Light Railway in 1989.

WHAT NEXT?

Paul explains the theory of composite design in more detail in his book *Making Tracks: Railway Modelling by Design*, available for just £8. Order your copy from paullunndzine@gmail.com



Reviews

In-depth and unbiased reviews of the latest products

98 Darstaed Mk 1 Coaches

As a new entrant into the 'O' gauge market, how do Darstaed's Mk 1s fare? Richard Foster and Chris Gadsby take a look.

100 Dapol Class 121

The Class 122 arrived in our office in the autumn, and Chris Leigh bought two - what will be his verdict on the Class 121?

102 Hatton's 'Warwell' bogie wagon

Chris Gadsby looks at Hatton's 'O' gauge 'Warwell', but will military modellers salute its success?



Our reviewers

Chris Leigh

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

Richard Foster

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

Chris Gadsby

A recent graduate, he tests every inch of models for value for money.

Our ratings

We assess models on the following criteria and rate each of them 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.





Darstaed Mk 1 coaches

◆ **MODEL** Darstaed 7mm Finescale Mk 1 Coach Set A, BR chocolate & cream **PRICE** £750.00 ◆ **AVAILABILITY** Ellis Clark Trains, 07799 554491, www.ellisclarktrains.com; Scale Link, 01747 811817, www.scalelink.co.uk

The 'O' gauge ready-to-run revolution continues, this time from a most unlikely source. Darstaed is a name that will be familiar with fans of coarse scale 'O' gauge. Now, this company, formed in Switzerland in 1966 to produce replicas of famous pre-war models, has entered the

mainstream British outline market with a range of new Mk 1 coaches.

And what a range of 63ft 6in Mk 1s it is!

Received for review, in a handsome and sturdy blue box, is Set A in Western Region chocolate & cream. Set A, also available in crimson & cream, maroon and Southern Region

green, comprises two Brake Corridor Seconds (BSK), a Corridor Composite (CK) and a Corridor Second (SK). You can also buy Set B, which features an Unclassified Restaurant (RU), Restaurant Second Open (RSO) and Restaurant First Open (RFO). Then you can buy a Full Brake (BG), Brake Corridor Composite (BCK), Corridor First (FK), Sleeper First (SLF) and Second (SLSTP), Tourist Second Open (TSO) and a Restaurant Miniature Buffet (RMB) individually. Coaches in Set A and B are also available individually for just £189.00.

Confusing, isn't it?

The only RTR Mk 1 previously offered in 'O' came from Heljan. It was a bit of a mixed bag with lots of fine detail, but was criticised for overly thick window frames, flat body sides and a poor roof profile. How does Darstaed's compare?

Very well, in fact. Each coach in our box set is individually packaged. First impressions are good. All four coaches had the subtly curved sides and roof profile, which was a trademark of the Mk 1s. The window frames

look good too and, at 466mm over headstocks, each vehicle scales well against diagrams in Keith Parkin's *British Railways Mark 1 Coaches*. There are a couple of areas where Darstaed's Mk 1 falls a little short visually - the rolled edges under the body rather than an angle, and the ends, where Heljan's Mk 1s offer more fine detail.

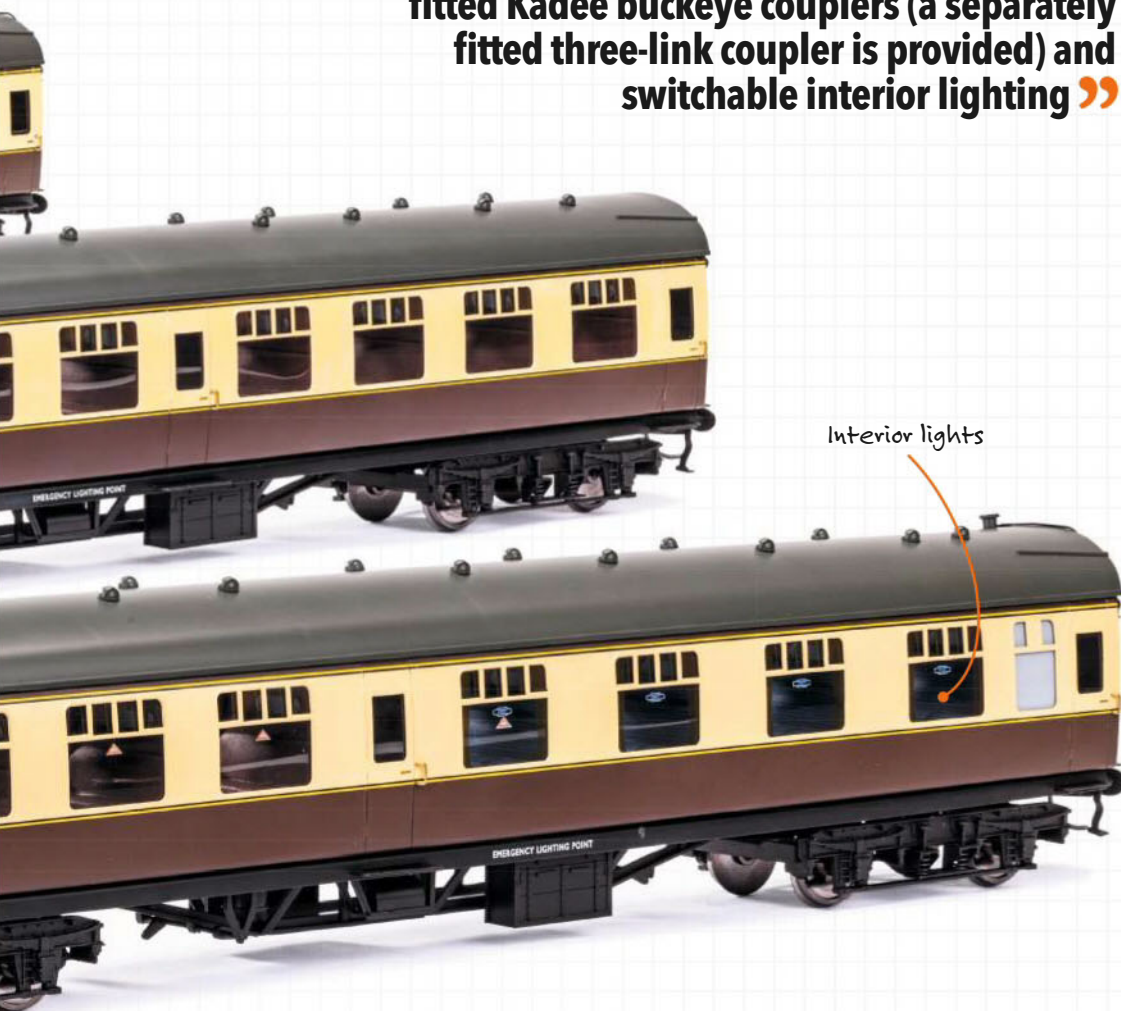
Darstaed's offering more than makes up for this with some very neat touches. Take the interior - there are different seat coverings for first and second class, and the level of accuracy extends to printed mirrors on the compartments!

CLASS IN BRASS

Bodies are a mixture of brass (sides) and plastic (ends and roof). The separately fitted brass grab handles provide a nice touch. Mk 1 roof ribs are difficult to get right, so Darstaed has taken the easy way out and omitted them completely. The



“Details include sprung buffers, factory-fitted Kadee buckeye couplers (a separately fitted three-link coupler is provided) and switchable interior lighting”



Interior lights

underframes comprise heavy metal with the truss rods, battery boxes and dynamos made from plastic.

The rubber gangway connectors are worthy of note. They have a magnet system to keep them together and you get a non-working tail lamp to hang on the lamp iron. One of the BSKs has a permanently wired tail lamp in place.

Other excellent details include sprung buffers, factory-fitted Kadee buckeye couplers (a separately fitted three-link coupler is provided) and switchable interior lighting (there's a switch under the bogies). Sadly, there are no tailboards supplied, so the magnet system will detract from the realism somewhat.

The Mk 1s performed very well on Dave Lowery's layout. They negotiated Peco points and slips with ease, including two curved points which Dave has modified to make them

tighter than supplied. The four-coach set also made its way around a 5ft radius curve without too many issues.

ALL THE TRIMMINGS

Western Region chocolate & cream is beautifully applied. Alongside a handy little booklet, each individual coach box comes with a full range of decals to allow modellers the option of tailoring individual coaches to the desired era. You get a range of numbers, a BR coaching stock roundel and even yellow first class and red restaurant cant rail lines, for those wishing to model the later 1960s.

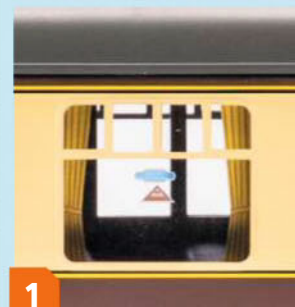
The price tag of £750 for a set of four coaches is really good value for money. Darstaed may be an unfamiliar name, but that looks set to change. Mk 1s with Commonwealth bogies, in InterCity 'raspberry ripple' and blue/grey, are due to follow, with a promise of 'Big Four' designs, including Gresley



'teaks', GWR 'top lights' and Bulleids to come after that.

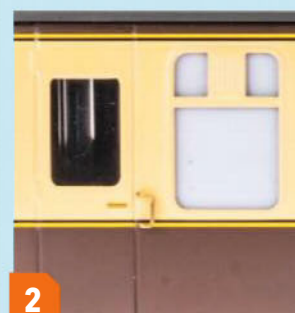
The move away from its familiar coarse scale territory was a big step for Darstaed, but the result is a delightful representation of the classic post-war British coach. With such a reasonable price tag the order books look set to be filled. We await future models with interest. (RF/CG)

3 things we like



1

The detailed interior.



2

The brass door handles are a pleasing exterior detail.



3

Closed gangway allows for realistic-looking running.

REVIEW VERDICT

PROS. Interior detail, overall body shape, features and price.

CONS. Exterior detail doesn't match competitors' models.

LOOKS	8.5
PERFORMANCE	9
FEATURES	10
DECORATION	8.5
VALUE FOR MONEY	10

92%



Dapol Class 121

◆ **SCALE** 'OO' gauge ◆ **MODEL** Dapol 4D-009-DCC1 Class 121 121034, Chiltern Railways green ◆ **PRICE** £140.50 ◆ **AVAILABILITY** DCC Supplies, 08452 241601 or www.dccsupplies.com

Dapol's excellent Class 122 diesel railcar was fully reviewed in *Model Rail* August 2017 (MR237). This month we've had the opportunity to examine one of the very similar Class 121 models which are now reaching the UK.

CLASS SURVIVOR

The sample received for review is DCC Supplies' limited edition model of Chiltern Railways' 55034 which, along with the modernised 55020, was the last of its class to remain in frontline service (both being withdrawn in May 2017).

The basic Dapol model represents the Pressed Steel cars that were built in 1960 and it would clearly not have been viable to make the specific tooling modifications needed to precisely represent 55034 as it was in its final years in traffic (in its original livery but

with various 21st-century updates to detail).

Let me look first at the 'original' aspects of the model. As expected, it uses the same body side tooling as the Class 122 but with the cab ends and roof having all the Class 121 features. In addition, the cab fronts feature the centrally placed high-intensity headlight fitted post-1980. The headcode box accurately reflects the Class 121 as built, and the antler-style exhaust pipes really give the 'van' end its character.

On the sides, the only obvious difference between a 122 and a 121 is that the latter has a small cut-out below the inward-opening guard's door. On the model this area still reflects the Class 122, but it has been painted black to represent the recess. A few moments' work with a file will be all that's needed if, like me, you would prefer an actual

recess. The interior of this unit is moulded in blue plastic, which is close to the correct colour for the seats but also seems to make the raised floor (which has come in for some criticism in the Class 122) much less obvious.

So that's the model – pretty spot-on for an original Class 121. Fifty-seven years on from its construction, however, 55034 is not an original '121', so how well has Dapol captured the changes? Firstly, all the changes on the real 55034 are quite subtle and relate to its use in service with Chiltern. The most obvious feature is the central door locking, achieved with electromagnets and metal plates



welded to the lower part of the doors. A separate sheet of thin etched plates, painted in matching green, is supplied for attachment by the modeller.

They require slight bending along the etched fold lines before attaching with

the double-sided tape supplied. The 'doors closed' indicator light, midway along the bodyside, is printed on.

LIGHT TOUCH

The only other obvious visual feature of 55034 is that the old, dim marker lights have been replaced by LED units. This is correctly reflected on the model with bright, white LEDs.

All the other changes to 55034 reflect the 21st-century



same colours and positions of lining as on its standard green with small yellow panels model.

It is the rest of the printed finish which makes this model of 55034 stand out, however. There are the lifting point markings, the disabled access logo on the guard's door, the different numbers on the ends (121034 at one end and just 034 at the other) – all just as on the real thing. Sadly, the TOPS data panel has been missed from its location beside the right-hand cab door at one end.

On the plus side, it is pleasing to see that Dapol now has the numbers correctly located on both sides of the model. The plated-over headcode boxes are painted correctly, but a superfluous headcode sheet is included with the model. This also carries blank destination boxes for the centre windscreens as well as numerous sample destinations. How many of these were actually displayed by 55034 is open to debate. Others, such as Kidderminster, which was displayed when I travelled between Aylesbury and Princes Risborough, are provided on the



sheet. However, with white lettering printed on a white backing paper, they are almost impossible to see. As a large part of the sheet is printed in black and white it seems strange not to have printed these in the same way and made their use much easier.

Minor criticisms apart, this is a splendid model of an iconic survivor which has now passed into preservation with Jeremy Hosking's Locomotive Services Ltd at Crewe. (CJL)



“The headcode box accurately reflects the Class 121 as built, and the antler-style exhaust pipes really give the ‘van’ end its character”

application of 1960s green livery and the model correctly follows the current paint scheme. Thus we have the orange cant rail stripe, correctly applied along the gutter. Also reflecting the modern arrangement is the full-depth yellow panel on both ends, extending from the waist lining right down to the lower edge of the body. The upper cream line has only the tiniest up-sweep over the windscreens, and this is somewhat less pronounced than on the real unit. Comparison with photographs suggests that the side lining should be lower – closer to the top of the windows.

Also, and this is a discrepancy between the model and the real thing, the lining colour on the model is the same as that used on the early green livery, whereas the ‘cream’ lining on the real thing has a hint of ‘gold’. I suspect Dapol has used the

Factfile: Class 121s

The Western Region replaced its ageing GWR streamlined diesel railcars with 36 single-unit cars; numbers W55000-19, built by Gloucester RC&W in 1958 (Class 122) and numbers W55020-35 built by Pressed Steel in 1960 (Class 121). Visual differences between the two builds were minimal, and with today's model tooling systems it is logical for a manufacturer to offer both. Having reviewed the Class 122 fully, I will restrict this review to the differences reflected in the latest release.

Both vehicles featured a 64ft 6in by 9ft 3in body, seating 65 second class passengers. They had side doors to each seating bay and a guard's compartment

behind the cab at one end. Exhaust pipes from the two engines were taken up the windscreen pillars of one cab end. The main visual difference was that the Gloucester cars had a two-character headcode panel below the centre windscreen and a small destination blind in the roof dome, with the exhaust pipes joined and the outlet above it.

This was later altered, and the two pipes were kept separate and terminated alongside the destination blind. On the Pressed Steel cars, a four-character headcode panel was incorporated into the roof dome and the exhaust pipes were conducted, antler-fashion, either side of it.

3 things we like



1

Different LEDs for high intensity and marker lights.



2

Separate central door locking plates.



3

Fine quality lettering and markings.

REVIEW VERDICT

PROS. Top-flight rendering of the last 121 in service.

CONS. Missing TOPS panel, no hole in bogie for speedo cable.

LOOKS	9.5
PERFORMANCE	10
FEATURES	10
DECORATION	9
VALUE FOR MONEY	9

95%

Hatton's 'Warwell' bogie wagon

◆ **SCALE** 'O' gauge ◆ **MODEL** Hatton's H7-WW-709 50t 'Warwell' MODA9557, MoD green; H7-WW-707 50t 'Warwell' ADRW96501, BR Engineer's yellow
 ◆ **PRICE** £85.00 ◆ **AVAILABILITY** Hatton's Model Railways, 01517 333655, www.hattons.co.uk



Hatton's announced plans to produce the 50t 'Warwell' bogie wagon in both 'OO' and 'O' gauges back in December 2016 (MR229).

The 'OO' model arrived during last summer (MR237) and now, some seven months later, here's the 'O' gauge version. Hatton's kindly loaned us two: one with the original diamond frame bogies in BR Engineer's yellow, and a refurbished example with Gloucester GPS bogies, in Ministry of Defence olive green. It was the 'OO' version's

weight which made the biggest impression and as you might imagine, this 'senior scale' rendition requires some serious muscle power to lift from the box.

Made predominantly from die-cast metal and weighing in at just over 750g, this wagon is not to be handled lightly (pun entirely intended), and it's a clever move by Hatton's to keep the weight high; even in 'O' gauge, lightweight wagons can be prone to derailing.

Each 'Warwell' is secured in its packaging by a lug on the plastic

inner sleeve. This lug slots into an aperture on the model's underside to prevent movement in transit. Instead of a bag of extra parts, the Warwells come with a piece of moulded plastic planking to fill the aperture and thus complete the underframe detail. It's easy to fix it in place, even temporarily.

Comparing the two wagons, our attention was instantly drawn to the MoD version over the BR Engineer's yellow. That's not to detract from the latter - it is still a great model - but the extra printing on the

MoD version takes it above and beyond.

ATTENTION GRABBER

In addition to the warning signs and lettering, the handbrake wheels on both bogies and the bright blue springs would instantly attract attention on any layout.

As you'd expect, the Warwell compares very well to published photographs and drawings. The rope eyes either side of the deck are, just like the 'OO' model, present. If we were to really nit-pick, the topside planking should continue for a few planks up the slope on each side in order to protect the deck from tank tracks. Strangely, the MoD version appears to have a darker shade of green than

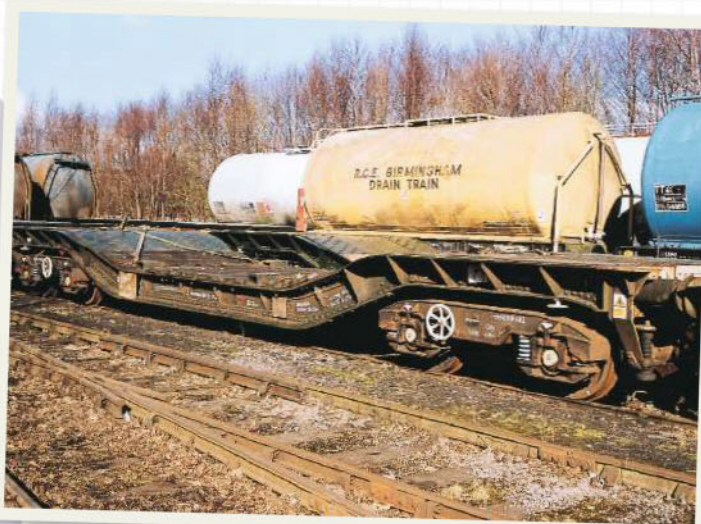


“The handbrake wheels on both bogies and the bright blue springs would instantly capture attention on any layout”



Available liveries

- ◆ War department liveries of GWR, LMS and LNER (diamond frame bogies)
- ◆ BR grey and BR Gulf red (diamond frame bogies)
- ◆ BR Engineer's yellow (diamond frame bogies)
- ◆ MoD 1970s olive (diamond frame bogies or Gloucester GPS bogies)
- ◆ MoD 1990s and 2000s olive (Gloucester GPS bogies)



An MoD 'Warwell' on Gloucester GPS22 bogies at E.G. Steele's wagon works, in Hamilton, near Glasgow. DARREN SHERWOOD/MODEL RAIL

that used on the 'OO' model.

The sprung buffers, which have different heads depending on the era, are pleasing to the eye, but on both the models we were supplied with, one buffer had a tendency to stick in, and required a little persuasion to pop back out.

On our test track there were no problems. Both wagons were easy to place on the rails and had no issues negotiating points or slight curves. However, care must be taken with the screw link couplings; if you leave them

as they are straight from the box they drag on the track. This isn't a problem when they are coupled, but make sure you hook the trailing coupling to itself or you may end up with it catching on a point tie-bar, as ours almost did.

Our biggest criticism focuses on the paint finish of the Engineer's yellow model. On our sample, the black undercoat shows through the yellow in patches, while one of the buffers had a prominent paint chip on it. Also, one of the loops was

missing on the screw coupling at one end, so we could not couple the wagon to anything else. These may well only be issues with the sample we received, but it would certainly be worth checking a Warwell before you buy.

Despite these very minor issues, this is yet another high-quality offering from Hatton's and it fills a gap for 'O' gauge military modellers.

Also, at just £85 for an 'O' gauge wagon, it's really good value for money. **(CG)**

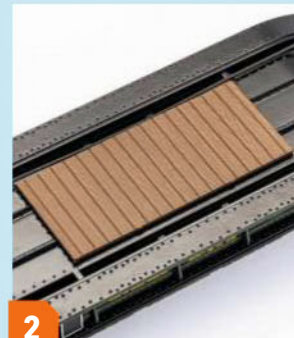


3 things we like



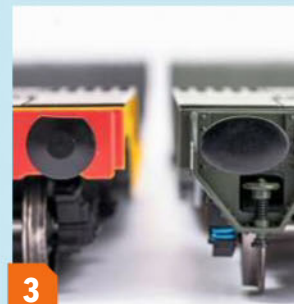
1

High-quality printing on the 1990s MoD variant.



2

The planking underneath shows attention paid to unseen areas.



3

The different bufferheads are evidence of extensive research.

REVIEW VERDICT

PROS. Attention to detail, price

CONS. Not all liveries at the same standard.

LOOKS	9
PERFORMANCE	9.5
FEATURES	9
DECORATION	9
VALUE FOR MONEY	10

93%

The club room

Be a part of the *Model Rail* community - get involved today.
E-mail: theclubroom@bauermedia.co.uk



The Guest Chairman

Founded in 1910, the Guinness World Records recognises The Model Railway Club as the oldest of its kind in the world. Chairman Antony Cox tells us the history of this pioneering group.



Society:

The Model Railway Club

Established: 1910

Chairman: Antony Cox

Website:

www.themodelrailwayclub.org

The Model Railway Club has the distinction of being the oldest of its kind in the world, being founded in December 1910. We were delighted when Guinness World Records gave us a certificate confirming this!

The club is very fortunate to have its own premises, a ten-minute walk from King's Cross station, at Keen House, named after one of our earliest members and long-time chairman Geoffrey Keen. The building opened in 1959 and contains a main meeting room with its own refreshment area, including a small licensed bar, as well as the extensive MRC library and several rooms where we build club layouts.

The club's main function, as it always has been, is as a place to develop and promote model railways and everything to do with them for its 250 members. Over the years, many of its members have been famous names, such as W.J. Bassett-Lowke, Peter Denny ('Buckingham'), Norman Eagles ('Sherwood Section') and Cyril Freezer.

Surprisingly, it was only in the late 1960s that the club started building its own layouts, but many have been produced since then. Currently we have the following, with others in

development: 'Copenhagen Fields', (2mm finescale, set north of King's Cross in the 1920s-1930s); 'Happisburgh Goods', ('O' gauge, set in East Anglia in the late 1950s); 'Lacey Dale', ('N' gauge, set on the Midland line through the Peak District); 'Empire Mill', ('EM' gauge; 'Putnam Division', 'HO' scale, set in the north-eastern USA); 'Ingatestone', ('OO' gauge, modern image) and 'Calshot Road', ('OO', by our Young MRC sub-group).

Historically, the club has organised 'The Easter Show' which was held for many years in Central Hall, Westminster. During the 1980s and 1990s, the venue changed and eventually became unfeasible in that form. These days the club has a major involvement with the London Festival of Railway Modelling, held each March at Alexandra Palace, in North London.

The main club night is held on a Thursday evening from 7pm, at Keen House, and visitors are very welcome. On these evenings, one of our layouts is usually in operation, the multi-gauge test tracks are available for members to test-run (or simply show off) their new models, be it something they have made from a kit or from scratch, or the latest ready-to-run offering. The library is opened and members can browse or borrow from around 4,000 volumes. Many members, however, just like to chat over a cup of tea or a pint. The various layout groups generally meet at convenient times during the rest of the week - there is modelling activity most days at Keen House.

During the autumn and winter months, on the second Thursday of the month, there are lectures, often presented by some of the leading lights from both the full-sized and

model railway world, and we have a monthly afternoon meeting for those who live further away or cannot travel in the evening.

We have a successful children's section: the Young MRC (yMRC), which meets monthly on Saturday mornings - its emphasis is on getting the young members to build something themselves, which we hope will spark a lifetime interest in the hobby. It has already inspired some other clubs to set up their own versions.

Our membership costs £60 a year for those living and working in the London area, with discounts for those further afield.

The MRC has a history that now spans more than a century and we hope to continue long into the future. If you are near London's King's Cross on a Thursday evening, please come and see us.

Address: Keen House, 4 Calshot Street, London N1 9DA

Web: www.themodelrailwayclub.org



The great day out

Fancy hitting the road for some inspiration? This month's great day out is the **National Railway Museum's** 'Highlights' exhibition.

The National Railway Museum is to kick off the New Year with an exhibition of significant items, showcasing parts of the collection seldom seen by visitors, which are being displayed together for the first time.

Titled 'Highlights', the exhibition includes paintings, medals, hand-crafted models and other historically significant artefacts.

A recent acquisition is train driver Wallace Oakes' George Cross medal that will

go on display for the first time with other items, including 16 rare and important railway paintings such as Terence Cuneo's 'Service to Industry', commissioned by British Railways to show the importance of modernisation to the rail network.

The 'Highlights' exhibition is now open during museum hours from 10.00am-5.00pm and entry is free.

■ To find out more, visit www.nrm.org.uk

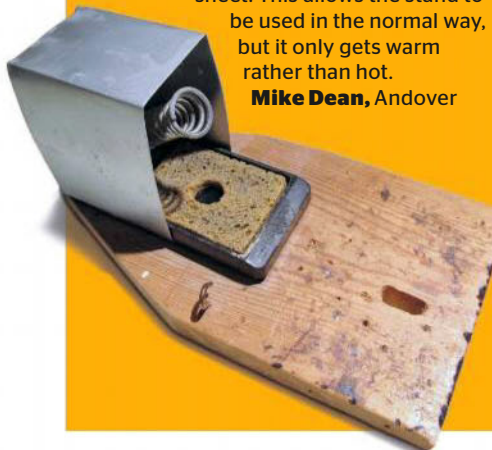


It's your letters

Stand safety

The 2017 edition of *Model Rail's How to Build a Model Railway* featured 'A crash course in soldering' (page 44). One thing that most such articles don't tell you is that the spring on the soldering iron stand can get very hot in use, and can give you a nasty burn if you happen to brush against it. Having experienced it myself, I decided to prevent this by fitting a shroud around the spring made from a bit of aluminium sheet. This allows the stand to be used in the normal way, but it only gets warm rather than hot.

Mike Dean, Andover



Ease of access

After years of trying to keep the awkward to reach portions of track clean on my 10ft oval circuit layout, I have found the best and easiest way for larger layouts is using an old truck and taking out one set of wheels, carving up an abrasive track cleaning block and squeezing it under the frame. It stays on the track with only one set of wheels and follows behind a towing engine easily. Even as it wears it is in contact with the tracks. I hadn't seen this done before in any magazines but it offers a cheap solution to a problem we all have.

John Wills, by e-mail

Praise for Peco

I recently opened a Wills kit, only to find that the wrong type of window had been included. Not being sure of how to resolve the problem, I called Peco for help. An extremely helpful lady, Ms Knight, immediately took action to get a replacement part ordered and posted to me. I would like to thank Peco for the level of customer care that they gave me for such a minor problem. Well done!

Richard Wheeler, Southampton

Muddle talk...

Feedback for MR243's Present Your Case - the BR Class 11.

Thanks to all those who contributed - to join the fun, go to www.facebook.com/modelrail

Having BR 12099 doing its duties on the SVR, I wouldn't mind a 'OO' gauge version for my layout.

Gareth Wagons Price

We are already well catered for in the shunter dept with O3, O4, O5, O6, O7 and O8, so do we really need another variant of the O8? I don't think so. I'd rather have an O2.

Stuart Moore

I fully support Richard's case. I have two renumbered Bachmann Class O8s masquerading as 11s on my layout, but would far prefer accurate models. Also, it would allow pre-nationalisation fans a chance to run a diesel legitimately.

Mark Dearman

Can't think what I'd rather have, but it just seems a duplication... I know it's not, but that's how it would seem to the majority, not the smaller groups who know these machines intimately.

Andy Sollis

Actually, I'm surprised nobody has done this even as a kit, which is probably more where it belongs, rather than a RTR. There I think it would do well, especially in 'O' and 'OO'. Their greatest disadvantage, of course, was they weren't fitted with train brakes until after they were sold by BR (to my knowledge, at least). LMS, WD (in various liveries) BR black, green and blue, industrial liveries to go at and, of course, several survive. Oh, and they were quite widespread in use too.

Martin Wood

The Conversation continues online:

Web: www.model-rail.co.uk

Facebook: www.facebook.com/modelrail

Twitter: @modelrailUK

YouTube: Model Rail Magazine

LAST CALL FOR MODEL RAIL SCOTLAND

The Model Rail Scotland 2018 exhibition takes place between Friday, February 23 and Sunday, February 25 at the Scottish Event Campus in Glasgow, and will feature the following layouts:

MODEL RAIL SCOTLAND 2018 ESSENTIAL INFORMATION

WHERE IS IT?

The Scottish Event Campus (SEC) in Glasgow.

WHEN IS IT?

Friday, February 23 - 1030-1800
Saturday, February 24 - 1000-1800
Sunday, February 25 - 1030-1700

HOW CAN I GET THERE?

By train: The SEC has its own dedicated railway station - Exhibition Centre - allowing easy access from the city centre and suburbs. Trains leave Glasgow Central station from Platform 17 every ten minutes.

By car: The postcode for your satnav is G3 8YW. Leave the M8 at Junction 19 and join the Westbound Clydeside Expressway (A814). Take the exit for the campus and turn left at the traffic lights before taking the right-hand lane for the multi-storey car parking.

HOW MUCH DOES IT COST?

Tickets can be bought in advance or on the day. An adult ticket costs £13 (£12 in advance). Entry for children over five costs £6 (£5 in advance) and a family of two adults and two children costs £29 (£28 in advance). There is no charge for children under five.

Advance ticket holders will be able to enter the exhibition 30 minutes before the normal opening times and tickets can be purchased by sending a cheque payable to AMRSS, or postal order with a stamped, self-addressed envelope, to AMRSS, PO Box 9117, Shotts, ML7 9AF, or online via the Model Rail Scotland website at www.modelrail-scotland.co.uk/tickets.html

SHOW EXCLUSIVE

Model Rail Scotland 2018's limited edition model is Class 47 47708 *Waverley* in ScotRail livery. The 'OO' gauge Bachmann model is available at the show, priced £160.00.



2MM:1FT SCALE

Cameo Callaton
Canada Street
Carron Grove
Clifton and Lowther
Dunnlakin
Friday Bridge
Mosale Dale

'O' GAUGE

Craster
Glen Dochart
Lochaber
Mordaunt Street
Puddle Bridge

'G' GAUGE

Island of Sodor

OVERSEAS

St Adrian
Big Boys Toys
Ashland WI
Gresten
Broadford
Triang Intercontinental
Bad Kleinstadt
Campo de Leste
Klausheinzston Junction
Kylandorf am Zee*
Trenches*

4MM:1FT SCALE

Aberdeen Kirhill
Acton Parkwa
Allanbridge
Allander Bank
Bridgewater
Caddenford
Cadham Bay
Calside Cross
Chebstone
Coppell
Dalby Wood
Franwood TMD
Friarsgate Depot
Georgemas Junction
Hyndford
Kirkwood Central
Pathhead
Newhaven Harbour
Newtonhall
Springwood
St Catherine's Eddy
The Maxwell Colliery Loading Point
Trams of Yesteryear
Wickham Bishops
Aldbourn*
Cadhay Sidings
Scott's Road WRP

*narrow gauge



One of the layouts that will star at Model Rail Scotland is Neil Woodbine and Susan Farmer's BR blue diesel depot 'Franwood TMD'. Look out for this layout in *Model Rail's* next Great British Model Railways publication, due out in May. CHRIS NEVARD

Exhibition Diary

What's on in your neck of the woods this month

FEBRUARY 17

BIGGLESWADE, BEDS. East Beds MRS MRE. Stratton School, Eagle Farm Road, Biggleswade SG18 8JB. **Time:** 1000-1630. **Admission:** Adult £5.50, Concession £4.50, Child £3, Family £14. **Tel:** 01626 864942. **Web:** www.ebmrs.org.uk

BRIGHTON, SUSSEX. Sussex Vintage MRC Spring Toy & Model Train Show. Knoyle Hall, Knoyle Rd, Preston Park, Brighton BN1 6RB. **Time:** 1000-1630. **Admission:** Adult £4. **Tel:** 01256 350764. **Web:** www.sussex-transport.co.uk/svmrc

PRINCES RISBOROUGH, BUCKS. Risborough & District MRC RISEX 2018. Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1000-1700. **Admission:** Adult £4, Child £2. **Tel:** 01296 415107. **Web:** www.rdmrc.org.uk

YIEWSLEY, LONDON. Hillingdon Railway Modellers Test Track Open Day. Viewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1600. **Admission:** £4. **Tel:** 0208 368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

YORK. The Ebor Group of Railway Modellers. Heworth Church Hall, Melrosegate, York YO31 ORP. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £3, Child £1. **Tel:** 07538 677540. **Web:** www.eborgroup.wordpress.com

FEBRUARY 17-18

SILEBY, LEICESTER. Syston MRS MRE. Community Centre, High St, Sileby LE12 7RX. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £4, Senior/Concession £3.50, Family £8. **Tel:** 0116 260 5760. **Web:** www.systonmrs.org.uk

FEBRUARY 18

BOSTON, Lincs. Hubberts Bridge Community Centre, Langrick Road, Hubberts Bridge, Boston PE20 3SG. **Time:** 1000-1600. **Admission:** Adult £3, Child/Senior £2.50.

MONMOUTH. Monmouth Rotary MRE. Bridges Community Centre, Drybridge House, Wonastow Road, Monmouth NP25 5AS. **Time:** 1000-1600. **Admission:** Adult £5, Child/Senior £4, Family £12. **E-mail:** david_forbes2@sky.com

REIGATE, SURREY. Reigate School, Pendleton Road, Reigate RH2 7NT. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12.

FEBRUARY 24

TAUNTON, SOMERSET. Exmoor Train & Toy Fair. Richard Huish College, South Road, Taunton, Somerset TA1 3DZ. **Time:** 1000-1500. **Admission:** £2. **Tel:** 01643 706736. **E-mail:** nelhamst@tiscali.co.uk

FEBRUARY 24-25

CHAPEL-EN-LE-FRITH, DERBYS. NMDRM MRE. Chapel-en-le-Frith Leisure Centre, Long Lane, Chapel-en-le-Frith SK23 0TQ. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Concession £5, Family £15.

E-mail: exhibition@nmdrm.co.uk
Web: www.nmdrm.co.uk

TENTERDEN, KENT. Tenterden MRE. Homewood School, Ashford Road, Tenterden TN30 6LT. **Admission:** Adult £4.50, Senior £4, Child £3, Family £12. **Tel:** 01233 733416. **Web:** www.ashfordmrc.com

FEBRUARY 25

MALDON. MRE. Plume, Maldon Community Academy, Farnbridge Road, Maldon CM9 6AB. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12.

TROWELL, NOTTS. Ilkerton MRC MRE. Trowell Parish Hall, Stapleford Rd, Trowell NG9 3QA. **Time:** 1000-1630. **Admission:** Adult £3. **Tel:** 07930 909571.

MARCH 3

BECCLES, SUFFOLK. Norfolk & Suffolk NGM Open Day. St John Ambulance Hall, Blyburgate, Beccles NR34 9TF. **Time:** 1000-1600. **Admission:** Adult £3. **Web:** www.nsngm.org.uk

BILSTON, WEST MIDS. West Bromwich Rail Model Club MRE. Bilston Sports and Social Club, Wellington Road, Bilston WV14 6AY. **Time:** 1000-1500. **Admission:** Adult £3. **Tel:** 0121 559 5673. **E-mail:** ianmiles1@outlook.com

MARCH, CAMBS. March & District MRC MRE. March Braza Club, Elm Road, March PE15 8NZ. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £10. **E-mail:** secretary@mdmrc.co.uk

MARCH 3-4

BIRTLEY, TYNE & WEAR. The Birtley Railway Engineers MRE. Community Centre, Ravensworth Road, Birtley DH3 1EN. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4

LEAMINGTON SPA, WARKS. Leamington & Warwick MRS MRE. Warwickshire College, Warwick New Road, Royal Leamington Spa CV32 5JE. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £8, Child £2, Family £18. **E-mail:** exhibition@lwmsr.co.uk **Web:** www.lwmrs.co.uk

MANSFIELD, NOTTS. Mansfield St Peter's MRG MRE. St Peter's Centre, Church Side, Mansfield, Notts NG18 1AP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3.50, Senior £3, Child £1. **Tel:** 01623 469068. **Web:** www.mansfieldmodelrailway.co.uk

RAINHILL, MERSEYSIDE. Rainhill MRC MRE. Rainhill Village Hall, Weaver Avenue, Rainhill L35 4LU. **Time:** 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 01925 226266. **Web:** www.rainhillmrc.org.uk

MARCH 4

CHESHAM, BUCKS. Chesham MRC MRE. White Hill Centre, White Hill, Chesham HP5 1AG. **Time:** 1000-1600. **Admission:** Adult £4, Child £2.50, Family £10. **Tel:** 01494 785865. **Web:** www.chesham-mrc.co.uk

MARCH 7

HERTFORD. Toy and Train Fair. Richard Hale School, Hale Road, Hertford SG13 8EN. **Time:** 1900-2100. **Admission:** £1. **Tel:** 07866 641215.

MARCH 10

HARROGATE, YORKS. Harrogate MRG MRE. Bilton Grange United Reform Church, Skipton Road HG1 4LF. **Time:** 1000-1600. **Admission:** Adult £3. **Tel:** 07710 312509.

KIDDERMINSTER. The EM Gauge Society - The 5th Chris Kedgley Memorial Skills Day. Kidderminster

Railway Museum, Station Approach, Comberton Hill, Kidderminster DY10 1QX. **Time:** 1100-1630. **Admission:** Free. **Tel:** 07806 093340. **Web:** www.emgs.org

NEWTON AYCLIFFE. Rotary Club of Newton Aycliffe. Youth and Community Centre, Burn Lane, Newton Aycliffe DL5 4HT. **Time:** 1000-1700. **Admission:** Adult £5, Concession £4, Family £10. Child 50p. **Time:** 07870 210269. **E-mail:** jandeburrows@gmail.com **Web:** www.newtonayclifferotary.org.uk

STEYNING, WEST SUSSEX. Wealden Railway Group Personal Layout Show, Parish Hall, 96 South St, Lancing BN15 8AJ. **Time:** 1030-1630. **Admission:** Adult £3.50. **Tel:** 07714 101015. **E-mail:** andyknights@waldenrailway.plus.com

SWINDON, WILTS. Swindon MRC MRE. STEAM Museum of the Great Western, Fire Fly Ave, Swindon SN2 2EY. **Time:** 1000-1630. **Admission:** Adult £5. **Tel:** 07880 654755. **Web:** www.swindonmodelrailwayclub.com

WOMBOURNE, STAFFS. Wombourne MRE. Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA. **Time:** 1000-1600. **Admission:** Adult £5, Concession £3, Child £1. **Tel:** 07734 000260.

MARCH 10-11

KEIGHLEY, KEIGHLEY MRC MRS. University Academy Keighley, Green Head Road, Keighley BD21 6EB. **Time:** 1000-1630 (both days). **Admission:** Adult £6, Child £3, Family £15. **Web:** www.keighley-mrc.org.uk

MACCLESFIELD, CHESHIRE. Macclesfield MRE. Tytherington School, Manchester Road, Macclesfield SK10 2EE. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6. **E-mail:** queries@macclesfieldmrg.org.uk **Web:** www.macclesfieldmrg.org.uk

MARCH 11

SANDWICH, KENT. Sandwich MRS. Sandwich Technology School, Deal Road, Sandwich CT13 0FA. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12.

MARCH 17

BAWDESWELL, NORFOLK. 32A MRC MRE. Bawdeswell Village Hall, Ree-pham Road, Bawdeswell. NR20 4RU. **Time:** 1000-1600. **Admission:** Adult £5, Concession £4, Child £2, Family £10. **Tel:** 07717 502597. **Web:** www.32amrc.co.uk

TADWORTH, SURREY. North Downs MRC MRE. The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AH. **Time:** 1000-1700. **Admission:** Adult £5, Child £3, Senior £4, Family £10. **Tel:** 07758 458827. **Web:** www.ndmrc.info

MARCH 17-18

HOWDEN, EAST RIDING. The Carlton Railway Society MRS. The Shire Hall, Howden DN14 7BJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5.

LEAMINGTON SPA. Midlands Garden Rail Large Scale Show. Warwickshire

Event Centre, nr Leamington Spa (A425/B4455). **Time:** 1000-1600. **Admission:** (Online/Door) Adult £7.50/8.50, Senior £6.50/£7.50, Child £2/£3. **Web:** www.largescalemmodelrail.co.uk

NOTTINGHAM. Nottingham East Midlands MRE. Harvey Hadden Sports Village, Nottingham NG8 4PB. **Time:** Sat 1000-1700, Sun 0930-1630. **Admission:** Adult £8, Senior/Society £7, Child £2, Family £18. **Web:** www.nottingham-modelrailway.org.uk

ROCHDALE, LANCS. Heywood MRG MRE. Rochdale Town Hall, The Esplanade, Rochdale OL16 1AB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £3, Senior £4, Family £13. **Tel:** 07732 781899. **Web:** www.hmrg.co.uk

SAWBRIDGEWORTH, HERTS. MRE. Memorial Hall, The Forebury, Sawbridgeworth CM21 9BD. **Time:** 1030-1630. **Admission:** Adult £3, Child/Senior £2. **E-mail:** sawbridgeworthshow@gmail.com

WIMBORNE, DORSET. Dorset MRE. Queen Elizabeth School, Blandford Road, Wimborne, Dorset BH21 4DT. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £6. **Tel:** 07717 278420. **E-mail:** rayheard66@btinternet.com

MARCH 18

EARDISLAND, HEREFORDSHIRE. Herefordshire Borders O Gauge Group. Eardisland Village Hall, Eardisland, nr Leominster HR6 9BP. **Time:** 1000-1630. **Admission:** Adult £2.50. **Tel:** 01544 387972. **E-mail:** dougtantrum@hotmail.com

MARCH 23-25

BISHOPS LYDEARD, TAUNTON. Taunton MRG MRE. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1030-1630 (all days). **Tel:** 0789 852736. **E-mail:** secretary.tmr@gmail.com

MARCH 24

BELPER, DERBYSHIRE. Belper MRG MRE. Strutt's Centre, Derby Road, Belper DE56 1UU. **Time:** 1000-1630. **Admission:** Adult £3, Senior £2.50, Child £1.50. **Tel:** 01283 703300. **Web:** www.bmrg.coffeecup.com

TRIMLEY ST MARY, SUFFOLK. The Welcome Hall, High Road, Trimley St Mary, Suffolk IP11 0NT. **Time:** 1100-1600. **Admission:** Free. **Tel:** 01349 277211. **Web:** www.felixstowengauge.org.uk

MARCH 24-25

NAILSEA, BRISTOL. Nailsea Exhibition. Nailsea School, Mizzymeard Rd, Nailsea BS48 2HJ. **Time:** Sat 1030-1700, Sun 1000-1600. **Admission:** Adult £5.50, Child £2.50, Family £12.

MARCH 28

SELSDON, CROYDON. Toy & Train Fair. St John's Community Hall, Upper Selsdon Road, Selsdon CR2 8DD. **Time:** 1800-2000. **Admission:** £1. **Tel:** 07866 641215.

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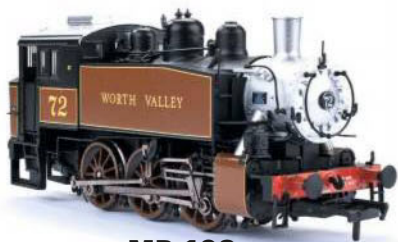
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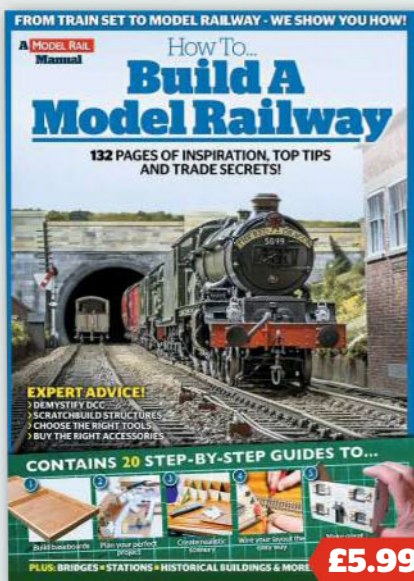
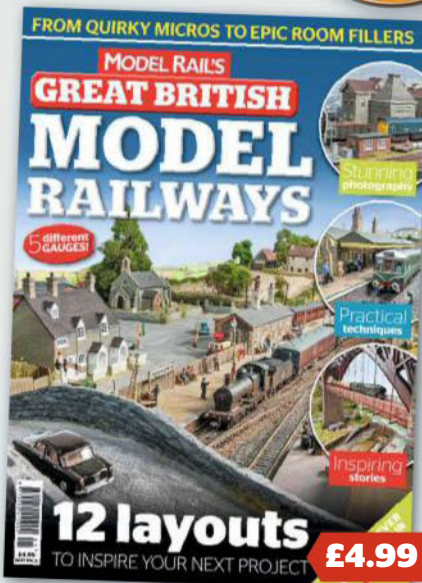


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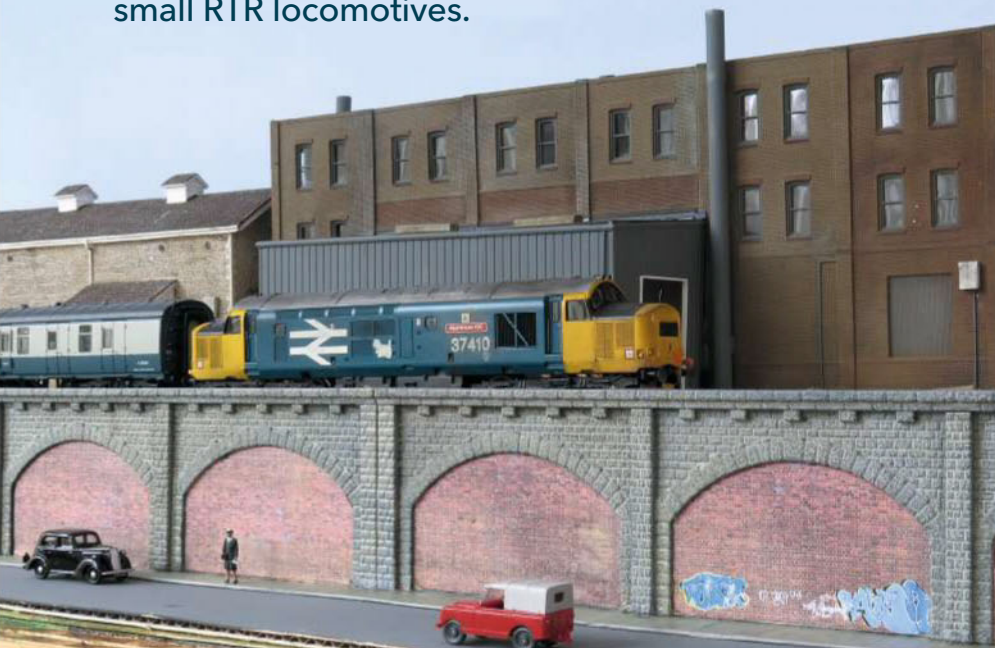
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+ We visit Graham Bean's 'OO' gauge quayside layout 'Tormouth Quay'.

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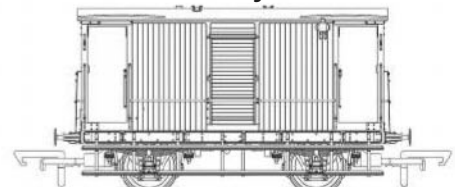
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Class 90

Pre-order for £152.96
Due in Stock: July/August 2018



32-610 90005 "Financial Times" in Intercity Swallow livery

32-611 90037 in Railfreight Distribution sector triple grey

32-612 90042 in Freightliner Powerhaul livery

Ransomes & Rapier 45T Breakdown Crane

Pre-order for £212.46
Due in Stock: August/September 2018



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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

'Turbostar' DMUs

Pre-order from £199 (Estimated)
Due in Stock: TBC



35-560 Class 168/3 2-car DMU 168327 in Chiltern Railways livery

35-580 Class 171 2-car DMU 171122 in Southern Railway livery

35-625 Class 170/1 3-car DMU 170104 in Cross Country livery

35-626 Class 170/4 2-car DMU 170453 in Scotrail Saltire livery

009 Quarry Hunslet 0-4-0ST

Pre-order from £114 (Estimated)
Due in Stock: TBC



391-050 "Alice" in DInworc Quarry red

391-051 "Britomart" in Pen-yr-Orsedd Quarry blue

391-052 "Nesta" in Penrhyn Quarry lined black

391-053 "Dorothea" in Dorothea Quarry lined green

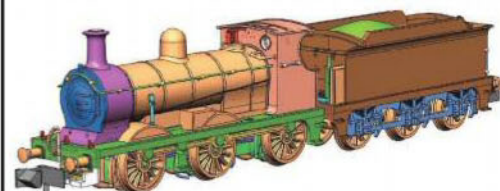


2017/18

Announcements

Class C Wainwright 0-6-0

Pre-order from £114.71
Due in Stock: TBC



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 450 4-car EMU

Pre-order for £240 (Estimated)
Due in Stock: TBC



371-725 450073 in South West Trains livery

www.hattons.co.uk/preorder

**Pre-orders accepted
via credit or debit card only**
Pre-order prices subject to manufacturer RRP.

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655

**17 Montague Road,
Widnes, WA8 8FZ**

Phone opening times Mon to Sat **7:30am-6pm**
Sun **9am-5pm**
Shop opening times Mon to Sun **9am-5pm**

	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							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£161.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Mk2f coaches & DBSO	hattons.co.uk/mk2f	from £46.71	Mar 2013							

	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	from £123.25	Dec 2012							
Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge 50t Warwell Wagon	hattons.co.uk/ogaugeww	from £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							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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
Hltachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	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	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
Mk3 Coaches	hattons.co.uk/oxmk3	£29	Jan 2016							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype.
TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 18/01/18.



17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: info@hattons.co.uk

Est. 1946

OO Gauge (1:76 Scale) Steam Locomotives



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-OST 1363 in GWR green shirtbutton emblem (Hel) £124



1321 Class 1366 0-6-OPT 1369 in Great Western green - as preserved (Hel) £124



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) £99



31-433 Class 1F 'Half-Cab' 0-6-0T 1739 in LMS black (Bac) .. £84.96



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) **NEW** £97.71



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) **BARGAIN** £69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN** £72



31-728 Class 3700 City 4-4-0 3708 Killarney / Great Western green (Bac) £123.21



32-235 Class 3F Fowler Jinty 0-6-0 tank 47673 in BR black late crest - weathered (Bac) £93.46



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £49.99) **BARGAIN** £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) **BARGAIN** £149



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) **BARGAIN** £82



32-137A Class 4575 'Small Prairie' 2-6-2T 4592 in BR black early emblem - weathered (Bac) **NEW** £101.96



32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac) **NEW** £97.71



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirtbutton logo - Lightly weathered (DJ) £99



R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in BR Green late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN** £57



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN** £58



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



H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green Great Western lettering - Lightly weathered (DJ) £99



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor) £80



R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined Black early crest - TTS sound fitted (Hor) £170



R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor) £144



31-187DS Class 5XP Jubilee 4-6-0 5588 'Kashmir' in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) (RRP £181.99) **BARGAIN** £109



31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) £140.21



R3421 Class 700 'Black Motor' 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £69



R3419 Class 700 'Black Motor' 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69



R3558 Class 7P 'Royal Scot' 4-6-0 46165 'The Ranger' in BR green late crest (Hor) £144



R3517 Class 7P 'Royal Scot' 4-6-0 6108 'Seaforth Highlander' in LMS black - 'The Final Day' special edition (Hor) £161



R3564 Class 8F 2-8-0 48045 in BR black late crest - Fowler tender (Hor) £123



R3565 Class 8F 2-8-0 8035 in LMS black (Hor) £123



R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 'Nederland Line' in BR green early emblem (Hor) £157



R3553 Class 8P Princess Coronation 4-6-2 6231 'Duchess of Atholl' in LMS Crimson Lake (Hor) £161



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (RRP £109.99) **BARGAIN** £55



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £109.99) **BARGAIN** £68



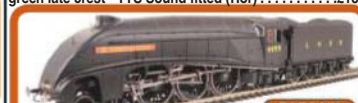
R3518 Class A3 4-6-2 109 'Gay Crusader' in LNER apple green - 'The Final Day' special edition (Hor) £161



R3312 Class A3 4-6-2 60062 'Minoru' in BR Green early emblem (Hor) (RRP £154.99) **BARGAIN** £94



R3508TTS Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - TTS Sound fitted (Hor) £187



R3441 Class A4 4-6-2 4499 'Sir Murrough Wilson' in LNER wartime black (Hor) (RRP £164.99) **BARGAIN** £109



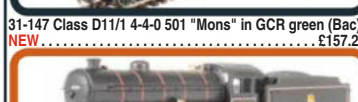
R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) **BARGAIN** £87



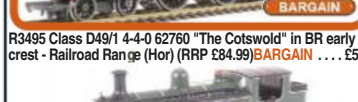
R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79



31-147 Class D11/1 4-4-0 501 'Mons' in GCR green (Bac) **NEW** £157.21



R3495 Class D49/1 4-4-0 62760 'The Cotswold' in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** £59



35-076A Class E4 0-6-2T Brighton tank 2517 in Southern Railway green (Bac) £110.46



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) **BARGAIN** £80



31-480 Class G2A Super D 0-8-0 9376 LMS black tender back cab (Bac) £106.21



R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) **BARGAIN** £69



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) **BARGAIN** £82



R3243B Class K1 2-6-0 62064 BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



**UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)**



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



35-051 LNWR 0-6-2T Webb Coal tank 7841 in LMS black (Bac) £101.96



R3524 Rebuilt 'West Country' 4-6-2 34096 'Trevone' in BR green late crest (Hor) £144



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) £118.96



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £114.71



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £169.96

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



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

Diesel locos



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
MM0208 Class 201 no 208 'River Lagan' in NIR blue (Mur) £129



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



2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel) £119



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) £110



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) £119
R3583TTS Class 37/0 37404 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £99



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



32-534DS Class 55 Deltic 55004 'Queen's Own Highlander' in BR blue - DCC sound fitted (Bac) £225.21
R3473 Class 56 56108 in Railfreight red stripe (Hor) £153



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) £203.96
R3573 Class 66/7 66751 'Inspiration Delivered - Hitachi Rail Europe' in GB Railfreight (Hor) £85



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
4D-022-008 Class 68 68003 'Ashtutry' Direct Rail Services compass (Dap) £131.71



4D-022-009 Class 68 68006 'Daring' in Scotrail (Dap) £131.71



4D-022-010 Class 68 68008 'Avenger' in Direct Rail Services compass (Dap) £131.71
4D-022-0105 Class 68 68008 'Avenger' in Direct Rail Services compass - DCC sound fitted (Dap) **NEW** £254.96
4D-022-012D Class 68 68015 Chiltern Railways - DCC Fitted (Dap) **NEW** £151.16

Electric locos



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



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £59
7700 Class 77 EM2 Woodhead electric 27000 'Electra' in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) £165



R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) **BARGAIN** £49



R3480 Class 92 92016 'Brahms' in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) **BARGAIN** £52

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) **BARGAIN** £94
32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) £254.96



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) £129.95



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) £129.95



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) £129.95
4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) £129.95



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) £123.25



4D-009-011D Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers - DCC Fitted (Dap) **NEW** £142.70
4D-009-040D Class 121 single car DMU 'Bubblecar' W55023 in BR blue - DCC Fitted (Dap) **NEW** £142.70



4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) £123.25



4D-009-002D Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels - DCC Fitted (Dap) **NEW** £142.70
4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 BR blue & grey (Dap) £123.25
4D-009-003D Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey - DCC Fitted (Dap) **NEW** £142.70
4D-015-005 Class 122 Gloucester ROW 'Bubblecar' single car DMU SC55007 in BR green small yellow panels (Dap) £123.25
4D-015-HAT01 Class 122 Gloucester ROW 'Bubblecar' single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) £129.95



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (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



32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe - (Bac) (RRP £164.95) **BARGAIN** £114



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) £123.21



4D-011-001 Streamlined railcar 12 in GWR lined chocolate and cream shirburnton emblem (Dap) £123.25
4D-011-002 Streamlined railcar W10 BR lined chocolate & cream (Dap) £123.25

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



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) £288.96

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** £45

Visit

www.hattons.co.uk/new

for all new releases



R1180 GWR Postal Express train set - operating travelling post office (Hor) £70

Train sets - digital



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £250



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



30-049 The Permanent Way DCC train set Digital Sound (Bac) £233.70



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199

Coaches

R4792 58' Munsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) £38



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) £55.21

39-601 60' ex-SECR Birdcage brake third 3518 in SR olive green (Bac) £55.21
R4808 Mk2D BSO brake second open £9461 BR blue and grey (Hor) **NEW** £34
R4807 Mk2D FO first open £5180 in BR blue and grey (Hor) **NEW** £34
R4806 Mk2D TSO tourist second open £5714 BR blue and grey (Hor) **NEW** £34



R4612A Mk2E BSO brake second open M9496 in BR blue & grey - lights (Hor) (RRP £29.99) **BARGAIN** £19



R4655 Mk3 DVT driving van trailer 82146 in DB Schenker silver (Hor) (RRP £42.99) **BARGAIN** £26
39-005 Pack of Mk2A TSO & Class 101 DTCL 'Highlander Pack' in Kyle Line green and cream passenger figures (Bac) £118.96



R4804 Stanier Period III corridor third 1745 in LMS crimson (Hor) £38

Wagons

4F-016-110 12 ton banana van B240735 in Fyffes yellow (Dap) **NEW** £9.50
4F-016-111 12 ton banana van B240735 Fyffes yellow - weathered (Dap) **NEW** £10.50
4F-011-015 12 ton ventilated van 117870 in LMS grey (Dap) **NEW** £9.50
4F-011-016 12 ton ventilated van 117870 LMS grey - weathered (Dap) **NEW** £10.50



37-238 16T mineral wagon triple pack in BR bauxite (Bac) **NEW** £46.71



37-237 16T mineral wagon triple pack in BR grey - weathered loads (Bac) **NEW** £48.41

4F-034-029 21-ton hopper 'Liverpool Corporation' (Dap) **NEW** £10
4F-034-030 21-ton hopper 'Liverpool Corporation' - weathered (Dap) **NEW** £11
R6841 21-ton steel mineral wagon 'Stevens, Oxford' (Hor) **NEW** £11
4F-037-005 4-wheel conflat wagon container Southern Railway (Dap) **NEW** £13
4F-037-006 4-wheel conflat wagon container Southern Railway - weathered (Dap) **NEW** £14
4F-013-122 4-wheel Gunpowder van - 'Blue Circle' (Dap) **NEW** £9.50
4F-013-123 4-wheel Gunpowder van - 'Blue Circle' - weathered (Dap) **NEW** £10.50
4F-017-023 4-wheel lime wagon 'Richard Briggs, Clitheroe' (Dap) **NEW** £9.50
4F-017-024 4-wheel lime wagon 'Richard Briggs, Clitheroe' - weathered (Dap) **NEW** £10.50
4F-032-021 4-wheel rectangular tank 'Rimer Bros, Newcastle-on-Tyne' (Dap) **NEW** £13
4F-032-022 4-wheel rectangular tank 'Rimer Bros, Newcastle-on-Tyne' - weathered (Dap) **NEW** £14
4F-031-041 6-wheel milk tanker 'Unigate Creameries' (Dap) **NEW** £19
4F-031-042 6-wheel milk tanker 'Unigate Creameries' - weathered (Dap) **NEW** £14
4F-071-150 7-plank open wagon - 'Blue Circle' (Dap) **NEW** £9.50
4F-071-151 7-plank open wagon - 'Blue Circle' - weathered (Dap) **NEW** £10.50



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £14



37-954 Conflat BD standard container in Pickfords (Bac) **NEW** £16.96
R6826 Diagram 1529 cattle wagon 8801313 in BR bauxite (Hor) £19
R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83
R6835 GWR AA125 20 ton Toad brake van W56748 in BR grey (Hor) **NEW** £19



38-302 OTA (ex VDA) timber carrier wagon in Kronospan blue lumber load (Bac) **NEW** £25.46



38-300A OTA (exVDA) Timber Carrier Wagon Railfreight (Red) Lumber Load - Weathered (Bac) **NEW** £31.41



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) **BARGAIN** £15

4F-020-019 Pair of 4-wheel Ale wagons 38625 and 38627 GWR grey (Dap) **NEW** £19
4F-020-020 Pair of 4-wheel Ale wagons 38625 and 38627 in GWR grey - weathered (Dap) **NEW** £20.50
4F-028-009 Pair of 45-foot containers 'Argos' and 'Co-Operative' (Dap) **NEW** £12.50
4F-028-010 Pair of 45-foot containers 'Argos' and 'Co-Operative' - weathered (Dap) **NEW** £13.50
4F-027-009 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 7898 070-0 - Weathered (Dap) **NEW** £28.05
4F-027-012 Silver Bullet bogie tank wagon in NACCO/ECC - 3780 7898 042-2 - Weathered (Dap) **NEW** £28.05
4F-027-010 Silver Bullet bogie tank wagon NACCO/ECC - 3780 7898 072-9 (Dap) **NEW** £25.50
4F-027-011 Silver Bullet bogie tank wagon in NACCO/ECC - 3780 7898 118-0 - Weathered (Dap) **NEW** £28.05



R6827 SR Dia 1530 Cattle Wagon '53767' (Hor) £19

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply (Hor) £87
36-565 Power Controller (0.7amp) transformer plug and track connections for OO, HO, N and O09 scales (Bac) **NEW** £42.50

Digital control accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

Digital controllers



R8214 DCC Elite unit digital controller (Hor) £205

Point motors

R8243 Surface Mounted point motor (Hor) £8

Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

ESP-TRACK10 1.0mm Pre-etched brass sleepers - Pack of 80 (DCC) **NEW** £6.50
ESP-Track16 1.6mm Pre-etched brass sleepers - Pack of 80 (DCC) **NEW** £6.50

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £5.50

Model railway spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-110 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) £2.20
18KADEE NEM862 Kadex coupling - Medium (8.63mm) - Pack of four (Kad) £5

Buildings - railways



44-072 Depot Crane (Bac) (RRP £43.95) **BARGAIN** £21

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
LK-55 76ft Well type turntable (Pec) £39



R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80



R070 Electrically Operated Turntable (Hor) £64
GM429 GWR-style spear station fencing and gates - 760mm (Gau) **NEW** £3
R460 Straight Platform (Hor) £5

Signals

DCC-MGS-BR 2-aspect R/W LMS / BR ground signal Alpha Mimic control board - Pack of 12 (DCC) £85
44-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22

Buildings - general



44-0079 Grain Warehouse (Bac) £63.71



44-265 Low Relief Block of flats (Bac) (RRP £62.95) **BARGAIN** £36



44-585 Roadside Rescue Phone Boxes (Bac) **NEW** £21.21

Bridges, Tunnels & Walls



R8008 Grand suspension bridge (Hor) £39
SS300 Pair of high brick walls - 205mm (Har) **NEW** £7

People - civil



36-408 12 x Seated Coach Passengers (Bac) £11.50

Track - Code 100 Setrack

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



R601 Box of 24 Double Straight (Hor) £47
R601 Single (Hor) £2.10
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £24



R8072 Left Hand Standard Point (Hor) £9
R603 Long Straight - 670mm (Hor) £3



R8073 Right Hand Standard Point (Hor) £9



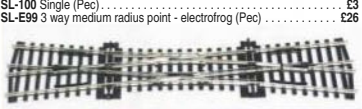
R600 Box of 24 Standard Straight (Hor) £31
R600 Single (Hor) £1.35

Track - Code 100 Streamline

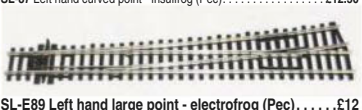


SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

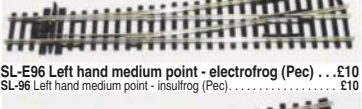
Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-E99 3 way medium radius point - electrofrog (Pec) £26



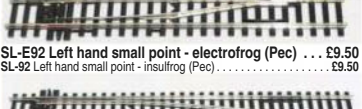
SL-90 Double slip - insulfrog (Pec) £32
SL-87 Left hand curved point - insulfrog (Pec) £12.50



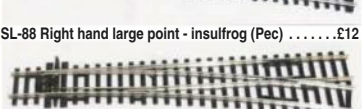
SL-E89 Left hand large point - electrofrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10
SL-96 Left hand medium point - insulfrog (Pec) £10



SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50

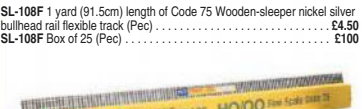


SL-88 Right hand large point - insulfrog (Pec) £12



SL-E95 Right hand medium point - electrofrog (Pec) £10
SL-95 Right hand medium point - insulfrog (Pec) £10

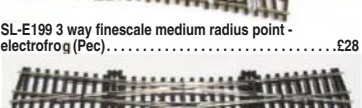
Track - Code 75 Finescale



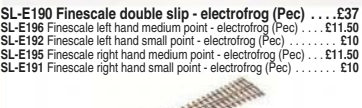
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4.50
SL-108F Box of 25 (Pec) £100



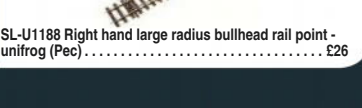
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3



SL-E199 3 way finescale medium radius point - electrofrog (Pec) £28



SL-E190 Finescale double slip - electrofrog (Pec) £37
SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50
SL-E192 Finescale left hand small point - electrofrog (Pec) £11.50
SL-E195 Finescale right hand medium point - electrofrog (Pec) £10
SL-E191 Finescale right hand small point - electrofrog (Pec) £10



SL-U188 Right hand large radius bullhead rail point - unifrog (Pec) £26

Prices valid until 07/03/18

All prices correct
when going to press.
Errors excepted.

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19.50
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16 4") (Pec) £9.50

Railway publications

R8155 Hombly 2018 Catalogue - 64th Edition (Hor) **NEW** £8

Buses

NEW

76IR6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition (Oxf) **NEW** £23



76IR6002 Irizar i6 West Coast Motors (Oxf) £19.50

NEW

16540 Leyland Atlantean Metro-Cammell - 'Ribble Motor Services' - '101 to Preston' (EFE) **NEW** £25.46
OM466198 New Routemaster, Go Ahead London, 88 Clapham Common (Cor) **NEW** £34

NEW

OM46619A New Routemaster, Go-Ahead London, 88 Camden Town (Cor) **NEW** £34



76SB001 Saro Bus Ribble (Oxf) £15.50

Cars

76MN011 Austin Mini Cooper White Union Jack (Oxf) **NEW** £4.50
76CD5005 Citroen DS19 Monte Carlo blue/auergine (Oxf) **NEW** £5
76LRD008 Land Rover Discovery 3 in metallic rimi red (Oxf) **NEW** £5
76DIS5001 Land Rover Discovery 5 in Silver (Oxf) **NEW** £5
76CRE009 Vauxhall Cresta venetian red/polar white (Oxf) **NEW** £5
76VW028 Volkswagen VW camper van lime green / white surfboards (Oxf) **NEW** £4.50
76VW027 Volkswagen VW camper van savannah beige / white (Oxf) **NEW** £5
76VLO01 Volvo 544 Light Blue (Oxf) **NEW** £4.50

Commercial vehicles



76FB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset (Oxf) £18
76SHP008 Leyland Sherpa minibus - 'Wynns' (Oxf) **NEW** £5.50
76MM059 Morris 1000 van - 'British Railways' (Oxf) **NEW** £4.50
76VLO151 Volvo FH3 3 Axle Nootboom Semi Low Loader - Eddie Stobart (Oxf) £19.50
76VOL4005 Volvo FH4 (G) Flatbed Trailer P McKerral & Co Ltd (Oxf) **NEW** £21

Military ground vehicles

76DT005 Diamond T Tank Transporter 21st Army Tank Brigade 1942 (Oxf) **NEW** £21

Public Service vehicles

76SDV002 Rover SD1 3500 Vitesse Metropolitan Police (Oxf) **NEW** £4.50

Tools



SL-43 Loco Lift and storage unit (Pec) £12

HO Gauge (1:87 Scale)

Cars

87BS36003 Buick Special convertible couple - 1936 cardinal maroon (Oxf) **NEW** £5
87CN57003 Chevrolet Nomad 1957 surf green / india ivory (Oxf) **NEW** £5

N Gauge

Steam locos

372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) £118.96



372-654 Class 4MT Standard 2-6-0 76063 in BR lined black late crest (Gra) (RRP £129.95) **BARGAIN** £89



372-653 Class 4MT Standard 2-6-0 76079 in BR lined black early emblem (as preserved) (Gra) (RRP £129.95) **BARGAIN** £89



372-800A Class A1 4-6-2 60163 'Tornado' BR lined Brunswick green (Gra) (RRP £169.95) **BARGAIN** £113



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple green (Gra) (RRP £169.95) **BARGAIN** £94



2S-011-006D Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest - DCC fitted (Dap) £146.12



2S-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances (Dap) £128.83



372-181A Princess Coronation Class 4-6-2 46221 'Queen Elizabeth' in BR green early emblem (Gra) **NEW** £144.46



372-184A Princess Coronation Class 4-6-2 46228 'Duchess of Rutland' in BR crimson late crest (Gra) **NEW** £144.46



372-182A Princess Coronation Class 4-6-2 46241 'City of Edinburgh' in BR green late crest (Gra) **NEW** £144.46

Train packs



370-430 'Capital Connection' Network SouthEast train pack (Gra) £178.46

Diesel locos

371-037 Class 20 20205 in BR blue - as preserved (Gra) £101.96
371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66



371-182 Class 40 40159 in BR Blue (Gra) £118.96



371-180 Class 40 D211 'Mauretania' in BR green (Gra) £118.96



371-181 Class 40 D369 in BR green small yellow panel (Gra) £118.96

2D-004-003 Class 56 56022 in BR blue (Dap) £115

DMUs



371-504 Class 101 2-car DMU in BR green small yellow panel (Gra) £144.46

Train sets - analogue



370-130 'The Night Mail' train set Class 47 and Mk1 post coaches (Gra) £169.96



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £185

Coaches



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46

2P-005-850 Mk3 TFO first open 41057 East Midlands Trains (Dap) **NEW** £22.91
2P-005-860 Mk3 TSO second open 42111 East Midlands Trains (Dap) **NEW** £22.91
2P-005-880 Mk3 TSO second open 42373 Cross Country Trains (Dap) **NEW** £22.91



2P-005-870 Mk3 TSO second open 42374 in Cross Country Trains (Dap) **NEW** £22.91

Wagons

2F-034-059 21-ton hopper E289590 in BR grey (Dap) **NEW** £9
2P-034-060 21-ton hopper E289590 in BR grey - weathered (Dap) **NEW** £10
2P-034-061 21-ton hopper E289590 in BR brown (Gra) **NEW** £25.46
2F-013-063 GPV Gunpowder van in SR (Dap) **NEW** £8.50
2F-013-064 GPV Gunpowder van in SR - weathered (Dap) **NEW** £9.50



2F-053-004 Pair of Megafret wagons - 3368 490 9 164-8 (Dap) **NEW** £31.50

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE) - 5 pairs (Dap) £20
SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec) £2

2F-053-005 Pair of Megafret wagons - 3368 490 9 460-0 - weathered (Dap) **NEW** £37.50
2F-023-014 Siphon H GWR 1432 - weathered (Dap) **NEW** £13

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO gauge (12 per pack) (Pec) £175
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE) - 5 pairs (Dap) £20
SL-310 Rail Joiners/Fishplates for N & OO gauge (24 per pack) (Pec) £2

Track - Code 80 Setrack

SL-17 N Setrack No3 radius double curve (8 form a circle). 298.5mm/11.75" radius (Pec) £2
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 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64

SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9

Track - Code 55 Finescale



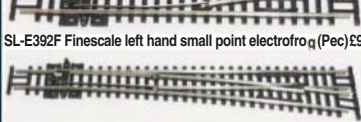
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

SL-300F Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9



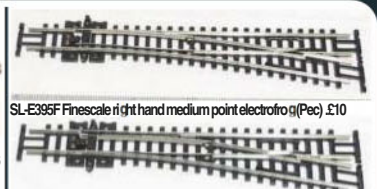
SL-E390F Finescale double slip electrofrog (Pec) £35

SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-E396F Finescale left hand medium point electrofrog (Pec) £10

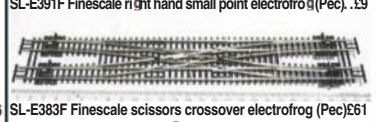


SL-E392F Finescale left hand small point electrofrog (Pec) £9

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



SL-E383F Finescale scissors crossover electrofrog (Pec) £61

Cars

NH1001 Hillman Imp willow green (Oxf) **NEW** £4

Commercial vehicles

NMB004 Mercedes Actros D-TEC Combraler Trailer John Mitchell (Oxf) **NEW** £11.50

Military ground vehicles

NLRL001 Land Rover Lightweight - 'United Nations' (Oxf) **NEW** £4

O Gauge (1:43 Scale)

Steam locos

7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) £191.25
7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest - DCC sound fitted (Dap) £340

Diesel locos



7D-008-009D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap) £340



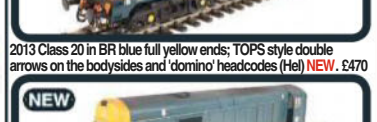
2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) **NEW** £550



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) **NEW** £470



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) **NEW** £470



2014 Class 20 in BR blue full yellow ends; TOPS style double arrows on the cabsides and '0000' headcodes - weathered (Hel) **NEW** £470



2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) **NEW** £470



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) **NEW** £470



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) **NEW** £550

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

NEW



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) **NEW** £470
3713 Class 370 BR large logo blue centre headcode box (unnumbered) (Hel) £470



4201 Class 42 Warship D827 "Kelly" in BR green small yellow panels (Hel) £550



5351 Class 53 D0280 "Falcon" in BR two tone green small yellow panels. (Hel) (RRP £699) **BARGAIN** £390



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and a selection of nameplates.) (Hel) (RRP £649) **BARGAIN** £390

DMUs



8951 Class 128 parcels DMU 55993 in Royal Mail red (Hel) **NEW** £470



8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) **NEW** £470



8910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) **NEW** £470

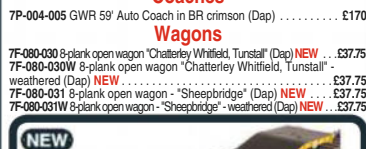


8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel) **NEW** £470



8911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel) **NEW** £470

Coaches



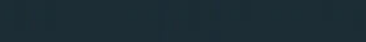
7F-080-030 8-plank open wagon "Chatterley Whitfield, Tunstall" (Dap) **NEW** £37.75



7F-080-030W 8-plank open wagon "Chatterley Whitfield, Tunstall" weathered (Dap) **NEW** £37.75



7F-080-031 8-plank open wagon "Sheepbridge" (Dap) **NEW** £37.75



7F-080-031W 8-plank open wagon "Sheepbridge" weathered (Dap) **NEW** £37.75

NEW



H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) **NEW** £85



H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) **NEW** £85



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hat) **NEW** £85



H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) **NEW** £85



H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat) **NEW** £85



H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) **NEW** £85



H7-WW-710 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) **NEW** £85



H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) **NEW** £85

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-790BH Double slip (8 degree angle). Electrofrog (Pec) £85



SL-E7918H Right hand point bullhead rail and electrofrog (Pec) £41



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41

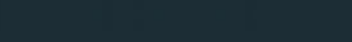
Cars



43RUB002 Austin Ruby Saloon dark blue (Oxf) **NEW** £16



VA09522 Ford Escort Mk1 RS2000 Modena Green (Cor) **NEW** £24



VA05809 Morris Minor City of Edinburgh Police (Cor) **NEW** £24

43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy (Oxf) **NEW** £21

Any or Multiple Scales

Analogue controllers



D Double/Twin track power controller (Gau) £80



Q Quadruple 4 circuit power controller (Gau) £140

Digital 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 £109.75) **BARGAIN** £90

36-557 Single (Bac) £18.66



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61

DCR-8PIN-HarnessMini Single (Hat) £17

BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £71



DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £128

DCR-8PIN-HarnessMini Single (Hat) £72



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

DCR-8PIN-Harness Single (Hat) £15

36-553 8-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



Imperium1 Imperium 21 Pin MTC 6 Function DCC Decoder (Dap) **NEW** £19.51

R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) £36



R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) **NEW** £36



R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) **NEW** £36

R8104 TTS DCC Sound Decoder 8 pin plug - Class 50 diesel (Hor) **NEW** £36

R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) **NEW** £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

Digital control accessory decoders

DCD-ADS-8SX 8-way accessory decoder for solenoid motors and individual CDUs (DCC) £68

Digital controllers



524-037 5A Power Booster DCC system for use Power Cab controller (NCE) £150



36-504RC Dynamis Ultima® DCC System Trial copy RailController Software (Bac) £240



36-501 EZ Command starter DCC controller for OO, HO, N and OO9 scales (Bac) **NEW** £114.71



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £220

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £104

DCC51 Prodigy Wireless Conversion Set (Gau) £200

Digital control accessories



DCD-AEC Cobalt Alpha Central Integrated 12 Way Digital Switch (DCC) £110

BPDC80 Pack of three DCC autotog polarity reversal switches - for electrofrog points (Gau) £14

Point motors



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC) £200

DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £105

DCP-CB120MG Cobalt Omega slow-action analogue point motor x 12 (DCC) £165



DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £225

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-11 Bag of 6 (Pec) £34

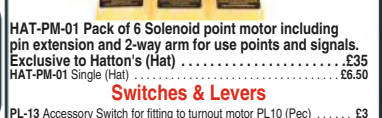


PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34

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 Pack of 6 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £35

HAT-PM-01 Single (Hat) £6.50

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

Lighting equipment

WJP5700 Lights and Hub set - Just Plug lighting system (Woo) £15.50

Scenic tools & materials

PSG-1 Static Grass Micro Applicator (Pec) £42

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

PM207 Your guide to modelling German Railways - 116 page bookazine (Pec) **NEW** £6.99

Non-railway publications

C0200828 Corgi Catalogue - January to June 2018 (Cor) **NEW** £3

W020170 Woodland Scenics 2018 Catalogue (Woo) **NEW** £3.50

Glues

PSG-13 Static Grass layering spray adhesive (Pec) **NEW** £9.50

Tools

73955 Compact mini-flexible magnifier modelling lamp (Exp) **NEW** £27

74315 Precision gear oil lubricator (Exp) **NEW** £6

DCM-RR12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC) £77

GAUGEMASTER.com

The Online Home of The Engine Shed



DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £169.95



DCC02 Prodigy Advance2 System £299.95

DCC04 Prodigy Advance2 Wireless System £479.95

DECODERS

DCC18 OMNI Next18 Decoder	£19.95
DCC22 CLASSIC 2 Function Micro	£26.95
DCC23 CLASSIC 6 Pin Plug-in Decoder	£26.95
DCC26 Compact 8 Pin Decoder w/Harness	£15.95
DCC27 OMNI 21 & 8 Pin Decoder	£19.95
DCC28 OMNI 6 Pin Decoder with Harness	£22.95
DCC29 OMNI Direct Plug Decoder	£20.95
BPDC27 OMNI 21 & 8 Pin Decoder (5)	£89.95
BPDC28 OMNI 6 Pin with Harness (5)	£89.95
BPDC29 OMNI Direct Plug Decoder (5)	£94.95
DCC30 Accessory Decoder 4 Accessories	£64.95

DCC ACCESSORIES

DCC11 Prodigy Extension Plate	£42.95
DCC13 Prodigy Adv2 Wireless Walkaround	£189.95
DCC14 Prodigy Adv2 Backlit Walkaround	£139.95
DCC15 "Decoder Doctor" Decoder Tester	£89.95
DCC40 Auto Reverse Module	£44.95
DCC49 Prodigy DCC Booster Unit 8 Amp	£199.95
DCC51 Prodigy Wireless Conversion Set	£269.95
DCC55 Prodigy Wired Computer Interface	£64.95
DCC60 Spare plug for Prodigy	£3.95
DCC61 Medium NEM 652 Socket (5)	£8.50
DCC62 Prodigy Universal Lead (2m)	£5.95
DCC63 Prodigy Adv Power Supply Unit	£27.95
DCC64 Prodigy Power Pack Lead	£7.25
DCC65 Prodigy Express Power Supply Unit	£27.95
DCC66 Controller Caddy	£6.95
DCC71 Prodigy Decoder Tester	£10.50
DCC72 8 to 21 Pin Adaptor	£4.75
DCC77 Prodigy Walkaround Adaptor	£9.95

DCC AUTOFRAG



DCC80 DCC Autofrag £5.95

DCC80 DCC Autofrag (3) £14.95

The DCC80 Autofrag is a simple switch that automatically changes the frog polarity on your DCC layout. In most situations, the use of electrofrog points is recommended on digital layouts to ensure reliability but this can make extra switching more complicated than it needs to be. Visit our website for more information on this innovative solution. Thousands sold so far!



ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



GMC-EMI N Electro Magnetic Uncoupler £9.95

GMC-EMI2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES

GMC-COMBI Single Track Controller £42.95

GMC-100M Single Track £89.95

GMC-100M Single Track O Scale £89.95

GMC-10LGB Single Track G Scale £104.95

GMC-10LGB5 Single Track G Scale Fan £179.95

GMC-P Single Track Simulation £99.95

GMC-PO Single Track Simulation O Scale £109.95



GMC-D Twin Track £99.95

GMC-DO 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

PANEL MOUNT CONTROLLERS



GMC-100 Single Track £37.95

GMC-100.O Single Track O Scale £47.95

GMC-100LGB 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-UDF Twin Track Feedback £57.95

GMC-UDF Twin Track Feedback £62.95

GMC-UDS Twin Track Simulation £72.95

GMC-UTS Three Track Controller Sim. £82.95

GMC-UQ Four Track £87.95

HANDHELD CONTROLLERS

GMC-W Single Track £39.95

GMC-HH Single Track Feedback £39.95

GMC-WS Single Track Simulation £59.95

MAINS POWERED TRANSFORMERS

GMC-M1 Output 2 x 16v AC £49.95

GMC-M1DC Output 2 x12v 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 x12v AC (1.25a) £54.95

WALL MOUNTED TRANSFORMERS

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

OPEN TRANSFORMERS

GMC-T1 Output 2 x 16v AC (1a) £27.95

GMC-T2 Output 1 x 18v 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

MODULES

GMC-SS1 Super Shuttle Unit £34.95

GMC-SS1LGB Super Shuttle Unit G Scale £44.95

GMC-SS2 Station Stop Unit £39.95

MAINS POWERED POINT CONTROL SYSTEM

GMC-PCU1 Point Control Unit £114.95

GMC-PCU2 Slave Unit for PCU1 £54.95

CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95

UNCOUPLERS

GMC-EMI N Electro Magnetic Uncoupler £9.95

GMC-EMI2 Coupling Adaptor Fret (20) £4.95

GMC-TLU OO Tension Lock Uncoupler £10.95

POINT MOTOR ACCESSORIES



GMC-PM50 Connection Boxes (3) £3.95

GMC-PM51 Tripled Point Motor Wire 10m £7.95

GMC-PM52 Point Motor Accessory Pack £2.95

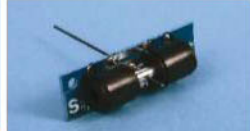
GMC-PM53 Harnesses for PM100 (2) £3.95

GMC-P Single Track Simulation £99.95

GMC-PO Single Track Simulation O Scale £109.95

GMC612 Hole Saw & Arbor for Motor Fitting £3.50

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-BPM10 Solenoid Point Motor (5) £29.95

Designed with easy installation in mind, this motor features a built-in reversible mounting plate (with adjustment slots and holes), robust, plated metalwork and fibreglass PCBs for longer life. The magnetic coils are high efficiency for reliable operation. Also has easy to use "solder-free" screw terminals. Includes mounting screws and a throw-bar extension.



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-BPM20 Surface Mnt Point Motor(5) £44.95

Designed with easy installation in mind, PM20 is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK. The magnetic coils are high-efficiency for reliable operation. PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.



PM20D Digital Surface Mount Point Motor £22.95

All the features of the PM20 but with an inbuilt DCC decoder to make wiring even easier.



ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

GMC-HF1 Single Track Unit £39.95

GMC-HF2 Double Track Unit £49.95

AXLE-HUNG TRACK CLEANING PADS

GM37 OO/HO Track Cleaning Pads (3) £5.95

GM39 N Track Cleaning Pads (3) £5.95

TRACK TESTER

GM52 Multi Scale Track Tester £4.95

OO SCALE FLEXIBLE TRACK

GM90 900mm N/Silver Bk Flexi Track (100) £315

GM93 900mm N/Silver Bk Flexi Track (24) £79.95

GM94 900mm N/Silver Bk Flexi Track (24) £79.95

GM97 900mm N/Silver Bk Flexi Track (100) £315

GM19 Code 100 (OO) Rail Joiners (24) £2.95

OO SCALE TRACK ACCESSORIES

GM45 OO/HO Re-Railer £5.50

GM54 OO Buffer Stop £1.95

BPGM54 OO Buffer Stop (5 Pack) £8.75



GM55 OO Lit Buffer Stop £7.25

GM56 OO Buffer Stop Lights (Pack of 2) £9.95

GM113 Pair of Leads (Joiners/Bare Wire) £4.95

GM66 Hornby Type Track Pins 10mm £2.75

GM67 Extra Long Track Pins 15mm £2.75

N SCALE FLEXIBLE TRACK

GM96 900mm N/Silver Bk Flexi Track (24) £64.95

GM18 Code 80 (N) Rail Joiners (24) £2.95

N SCALE TRACK ACCESSORIES

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 £3.25

GM58 N Buffer Stop Lights (Pack of 2) £3.95

GM117 Pair of Leads (N Joiner/Bare Wire) £4.95

OO GREY BALLASTED UNDERLAY SYSTEM



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

OO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OO/HO Brown Ballast (500g) £3.75

GM210 Flexible Ballasted Underlay (5m) £23.95

GM214 Point & Crossing Ballasting Kit £8.25

N GREY BALLASTED UNDERLAY SYSTEM

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

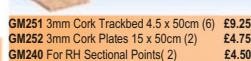
N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g) £3.75

GM211 N Flexible Ballasted Underlay (5m) £23.95

GM215 Point & Crossing Ballasting Kit £8.25

OO SCALE CORK TRACKBED SYSTEM



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

N SCALE CORK TRACKBED SYSTEM

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

SCENICS



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m) £4.75

GM119 Fine Plaster of Paris (1kg) £3.95

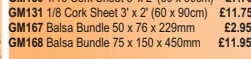
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £7.75

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

GRASS & GRAVEL MATS



GM20 Spring Grass Mat 100cm x 75cm £7.95

GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass Mat 100cm x 75cm £7.95

GM23 Gravel Mat 100cm x 75cm £5.95

GM38 Spring Grass Mat 240cm x 120cm £34.95

MEADOW MATS

GM140 Meadow Mat - Spring 6mm Grass £9.75

GM141 Meadow Mat - Meadow 6mm Grass £9.75

GM142 Meadow Mat - Spring 12mm Grass £12.75

GM143 Meadow Mat-Meadow 12mm Grass £12.75

GM147 Meadow Mat - Beige 6mm Grass £9.75

GM148 Meadow Mat - Beige 12mm Grass £12.75

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) £3.65

GM174 Woodland Floor Grass Flock (30g) £3.65

BUDGET SCATTERERS

GM101 Meadow Scatter (50g) £1.95

GM102 Mid Green Scatter (50g) £1.95

GM103 Dark Green Scatter (50g) £1.95

GM105 Spring Green Scatter (50g) £1.95

GM108 Earth Green Scatter (50g) £1.95

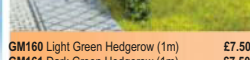
GM109 Black Scatter (50g) £1.95

GM110 Red/Brown Scatter (50g) £1.95

GM112 Imitation Coal (50g) £2.45

GM116 Grey Tarmac Scatter (50g) £1.95

LICHENS & HEDGES



GM160 Light Green Hedgerow (1m) £7.50

GM161 Dark Green Hedgerow (1m) £7.50

GM164 Light Green Lichen (80g) £4.95

GM165 Dark Green Lichen (80g) £4.95

GM166 Assorted Lichen (80g) £4.95

FOLIAGE

Gaugemaster Controls Ltd, Gaugemaster House, Ford Road Arundel, West Sussex, BN18 0BN, United Kingdom

Tel - 01903 884488

Fax - 01903 884377 E Mail - engineshed@gaugemaster.co.uk



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 & Guttering £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 £3.50
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 £6.50
GMKD36 Barn £8.25
GMKD37 Farm House £8.25
GMKD38 Steel Footbridge £8.25
GMKD39 Modern Industrial Unit £6.50
GMKD40 Modern Fire Station £8.00
GMKD41 Platforms Wide (2) £3.75
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 Green (3) £13.95
GM808 Taper Post Gas Lamp LMS Maroon (3) £13.95
GM809 Taper Post Gas Lamp GWR Stone (3) £13.95
GM810 Taper 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 Taper 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 Lamp (2) £13.95
GM821 W/Mounted Swan Neck SR/BR Grn (2) £13.95
GM822 W/Mounted Swan Neck LMS Mm (2) £13.95
GM823 W/Mounted Swan Neck GWR Stone (2) £13.95
GM824 W/Mounted Gas Lamp Soft Black (2) £13.95
GM825 W/Mounted Gas Lamp BR/SR Grn (2) £13.95
GM826 W/Mounted Gas Lamp LMS Maroon (2) £13.95
GM827 W/Mounted Gas Lamp Undercoat (2) £13.95
GM828 W/Mounted Gas Lamp GWR Stone (2) £13.95
GM829 Modern Sd 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 prototypal white LEDs for building interiors and all required light control PCBs.

GM851 Barley Twist Gas Lamp Soft Black £32.95
GM852 B/Twist Gas Lamp SR/BR Green £32.95
GM853 B/Twist Gas Lamp LMS Maroon £32.95
GM854 B/Twist Gas Lamp GWR Stone £32.95
GM855 B/Twist Gas Lamp Grey Undercoat £32.95
GM856 Taper Post Gas Lamp Soft Black £32.95
GM857 Taper Post Gas Lamp BR/SR Green £32.95
GM858 Taper Post Gas Lamp LMS Maroon £32.95
GM859 Taper Post Gas Lamp GWR Stone £32.95
GM860 Taper Post Gas Lamp Undercoat £32.95
GM861 Taper Post Oil Lamp Soft Black £32.95
GM862 Taper Post Oil Lamp SR/BR Green £32.95
GM863 Taper Post Oil Lamp LMS Maroon £32.95
GM864 Taper Post Oil Lamp GWR Stone £32.95
GM865 Taper Post Oil Lamp Grey Undercoat £32.95
GM866 Swan Neck Lamp Soft Black £32.95
GM867 Swan Neck Lamp SR/BR Green £32.95
GM868 Swan Neck Lamp LMS Maroon £32.95
GM869 Swan Neck Lamp GWR Stone £32.95
GM879 Modern Sd Head Adjustable Height £19.95
GM880 Modern Dbl Head Adjustable Height £19.95

LIGHTING ACCESSORIES

GM895 Light Control PCB - LED/Lamp (2) £6.95
GM896 Light Control PCB - LED/Lamp (5) £12.95
GM897 Mini Light Control PCB - LED (10) £4.95
GM898 Mini Light Control PCB - Lamp (10) £4.95
GM899 Spare Bulbs for Lamps (5) £4.95

TOOLS



MODEL RAILWAY MAINTENANCE



GM50 OO/HO Locomotive Wheel Cleaner £39.95
GM47 N Gauge Wheel Cleaner £34.95
GM51 Spare Pads for GM50 £17.95
GM49 Spare Pads for GM47 £17.95
GM59 N Gauge Wheel Cleaner £15.95



TRACK RUBBERS

GM26 Track Rubber £3.25
GM27 Jumbo Track Rubber £5.95

CUTTING MATS

GM599 A6 Size £2.95
GM600 A2 Size £15.95
GM601 A3 Size £10.95
GM602 A4 Size £5.95
GM603 A5 Size £3.95

GENERAL MODELLING TOOLS

GM604 Round Nose Pliers £6.95
GM605 Flat Nose Pliers £6.95
GM606 Side Cutters £6.95
GM607 Half Round Pliers £6.95
GM608 Bent Nose Pliers £6.95
GM609 S/Steel Tweezers (4) £5.95
GM610 Double Ended Pin Vice £10.95
GM611 Sawset 1 w/ Scalpel Handle £3.95
GM613 Trim-away Knife £3.95
GM614 Stainless Steel Scalpel & Blades £5.50
GM615 Plastic Scalpel & Blades £3.95
GM616 Disposable Knife Set (3) £1.95
GM617 Pick-Up Tool £6.95
GM618 Magnifier Tweezers £4.25



GM620 Flexible Model Sanders (3) £2.95
GM621 Locking forceps Curved £7.50
GM622 Hot Wire Cutter for Scenic Modelling £19.95
GM623 Wires for Hot Wire Cutter (5) £4.95
GM624 Swivel Top Pin Vice £6.95
GM625 Curved Tweezer Reverse Action £4.95
GM626 Straight Tweezer Reverse Action £4.95
GM627 Blunt End Tweezer Reverse Action £4.95
GM628 Mini Hobby Hammer £3.95
GM629 Cutting Discs (10) £4.95
GM630 Screw Top Mandrels (3) £4.75
GM631 Sighting Discs (10) & Mandrel £4.50
GM632 Budget Needle File Set £6.25



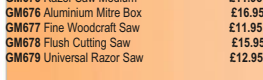
GM633 Glass Fibre Pencil 4mm £4.75
GM634 4mm G/Fibre Refills (10) £7.50
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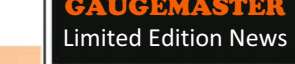
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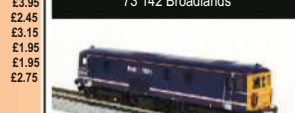
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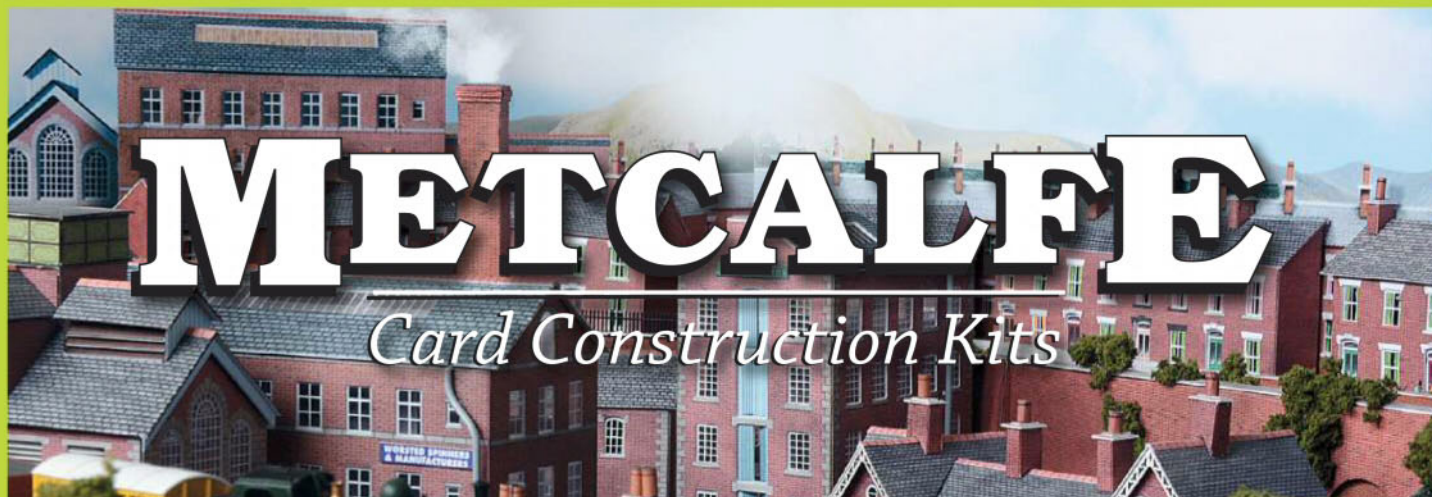
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SETTLE TO CARLISLE STATION SHELTER

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(LEFT) DESIGNED TO STAND ALONGSIDE THE SETTLE-CARLISLE RAILWAY STATION (ABOVE). THIS IS THE MATCHING WAITING ROOM, FEATURING LASER CUT WINDOW FRAMES, BARGE BOARDS AND RIDGE TILES.



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IDEAL FOR THE SMALL STATION, THIS KIT (RIGHT) COMES WITH LASER CUT STEPS AND FINIALS SIMILAR IN DESIGN TO THE SIGNAL BOX AT GOATHLAND STATION.

SIGNAL BOX INTERIOR (LEFT) WITH INSTRUMENTS SHELF AND LEVER FRAME, LEVEL CROSSING GATE WHEEL AND OTHER ITEMS.





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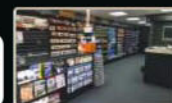
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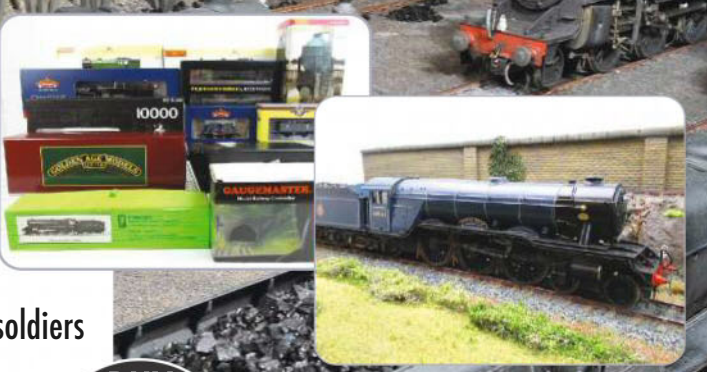
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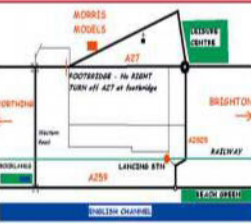
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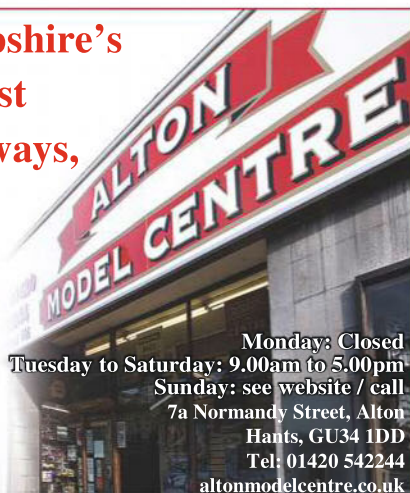


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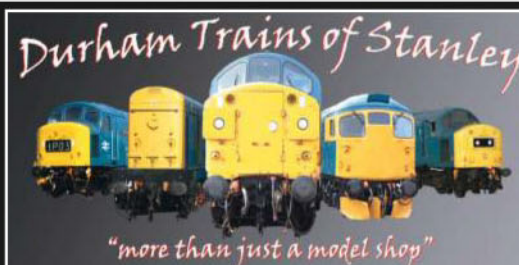
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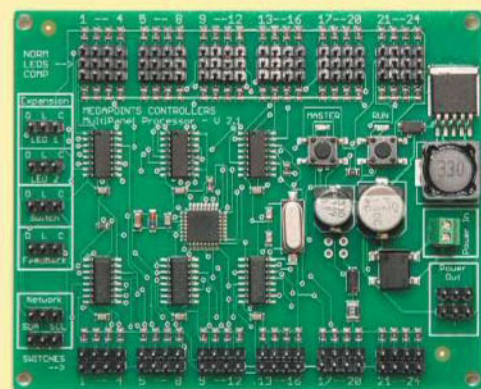
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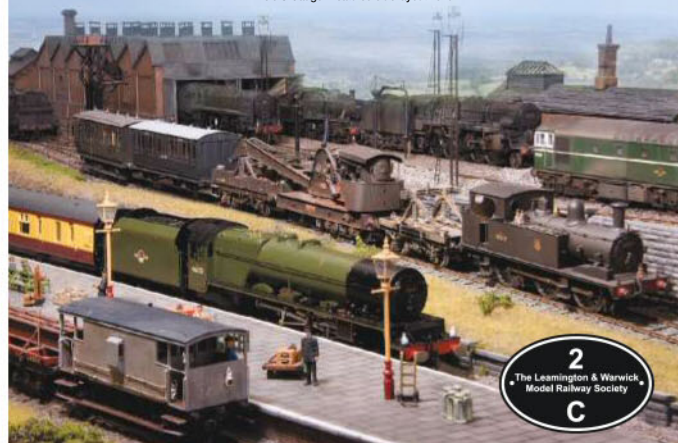
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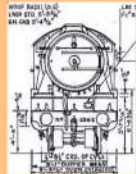
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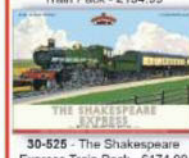
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Model Railway	Upstairs Downstairs

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: Metropolitan Railway/London Transport Beyer Peacock 4-4-0T

Gauge: '00'

Proposed by: Gerald Wildish, Lytham St Annes

What is it?

The Metropolitan Railway's Beyer Peacock 4-4-0T is an ideal model for all layouts, not just those around London. They were long-lasting and worked alongside many of the pre-Grouping and post-Grouping locomotives of the various companies.

The first of the Beyer Peacock 4-4-0Ts arrived on the Metropolitan Railway in 1864 and lasted through to the days of London Transport, surviving in service until 1946. There were two similar classes, the 'As' and 'Bs' (the latter had larger bunkers, along with other detail differences). Early examples were built with an open cab, so this model could be offered with both. At various times, the locomotives were fitted with condensing apparatus and over-boiler tank equalising pipes, all of which could be supplied in model form as optional, separate components, and fitted according to the era being modelled.

The Metropolitan District Railway ordered 54, while the Midland Railway bought five in 1867. The South Eastern Railway bought three in 1883 from the Metropolitan Railway as a stopgap measure, and subsequently sold them back to the Metropolitan when their own bespoke locomotives had been built and delivered. The London & South Western Railway bought six in 1885 (Nos. 318-323), the last one being scrapped in 1913.

Many of the 4-4-0Ts were sold out of service when the Metropolitan was electrified, and



COLOUR RAIL

examples went to the Cambrian Railways (Nos. 2/12/33/37), where two others (Nos. 34 and 36) were rebuilt as 4-4-0 tender engines. The 4-4-0Ts became Great Western Nos. 1129-1132, with the 4-4-0s becoming Nos. 1113 and 1114. Only No. 1130 survived to carry its Great Western number. The Mersey Railway also had one (Mersey Railway No. 2), as did the West Somerset Mineral Railway. The Nidd Valley Railway took two, No. 20 becoming No. 1 'Holdsworth' and No. 34, which was named 'Milner'.

Seven were sold into industrial use, six going to collieries in the North East. Three of these went to Pelaw Main Colliery (Nos. 24, 26 and 44) and No. 26, as No. 26a, lasted into the NCB era, as it was withdrawn at the end of 1948. South Hetton Colliery had an example, which was rebuilt as an 0-6-0T.

What would make it viable?

It's an attractive locomotive unlike anything else on the market. They were an enduring design, lasting from 1864 to 1946, meaning they could run on many pre-Grouping and post-Grouping layout scenarios. The single basic design could be individualised with add-on pipework for the era required. Many different liveries are possible, including Metropolitan, Metropolitan District, London Transport, Great Western, Cambrian, London & South Western and Mersey railways, and also industrial.

Can I see a real one?

Metropolitan No. 23 (LT No. L45) can be seen at the London Transport Museum, Covent Garden, London.



Have your say

Do you agree with Gerald's argument?

Go to www.facebook.com/modelrail and post your verdict.

How to join in

Want to present your own case? Send us 400 words explaining your choice to modelrail@bauermedia.co.uk, putting 'Present Your Case' in the subject line.

RAIL ARCHIVE STEPHENSON



Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



George Dent,
Deputy
Editor

One of the highlights of the winter season is the appearance of the Railhead Treatment Trains (RHTT) and this year I've been lucky to witness a number of interesting workings around the north of England. Despite living next to a railway line, the local RHTT work is taken care of by modern MPVs in the dead of night, which is a little dull.

But I'm not too far away from Sheffield, so a few very early starts were rewarded by the sight and sound of DRS Class 20/3s during their lay-over on their extensive Yorkshire and Humber circuit, emanating from York. I wonder if this was the last time that DRS will dust off these venerable machines for this work? Either way, I'm glad I managed to grab a few images for posterity.

I also caught the RHTT services on the

Settle-Carlisle line in early November, on some extremely cold and icy mornings. These trains covered a lot of ground, running up and down the WCML, the Cumbrian coast route, the Windermere branch and also the Carnforth-Settle Junction line. Here, they reversed and headed to Carlisle via Ais Gill around mid-morning. Indeed, I managed to see it run through Giggleswick, before marching (very) briskly across to Settle, arriving just in time to see the same train heading north.

Above: The early morning commuters at Sheffield are treated to the sound of 20302/305 rumbling away on October 27 2017. GEORGE DENT

Below: 66301 heads the S&C RHTT north through Settle with 66302 bringing up the rear, on November 6 2017. GEORGE DENT

Modelling hours this month: 18

Note to self: Plan a few more RHTT photography trips next winter.



Chris Gadsby,
Staff Writer

I've just left university and, as space was extremely tight in my student accommodation, layouts have previously consisted of a train set on kitchen tables, which took as long to unbox, set up and put away again as was spent playing with them.

Now, however, I have space for a permanent layout and I have got down to some serious designing.

People begin a model railway for various reasons. One is the desire to accurately model a particular location, while another is to base a layout around an already established collection of locomotives and rolling stock. I've decided to produce something modular, to allow me the opportunity to model areas that have impacted my life, and that are important to me. The layout will be able to grow over time as more places gain a significance.

The first place that springs to mind is Cardiff, the city of my university, and the landmarks associated with it. Cue the ambitious projects to model the Principality Stadium, my university building and Cardiff Central station; in other words, an enormous national stadium, a modern building full of glass and a major station with nine platforms and through-lines. It shouldn't be a problem (he says, with more than a hint of trepidation). Even in 'N' gauge, the stadium would be 1.35m long! Maybe I'll only model part of it...

While I am relatively new to the hobby, the appeal of building projects and bringing things to life drives me forward, my modelling career consisting so far of building a few pieces of rolling stock from kits. As a passionate sports fan, the prospect of building replica stadia is very exciting, but as nobody makes scale models of the Principality Stadium I shall have to delve into the world of scratchbuilding!



Modelling hours this month: None - as yet!

Note to self: Time to stop being an armchair modeller.

Selling your model railway

Warwick and Warwick have an expanding requirement for early to modern collections of British and Foreign trains and train sets from large accumulations to items of individual value. Our customer base is increasing dramatically and we need an ever larger supply of quality material to keep pace with demand. The market has never been stronger and if you are considering the sale of your collection, now is the time to act.



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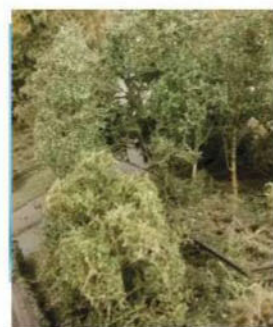


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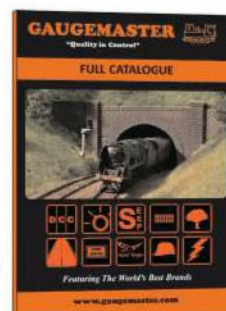


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How to Liven up a platform

TEXTURE THE PLATFORM

Add a little talcum powder to the grey paint and mix it in before applying to the primed surface. This will create an uneven surface and result in varying shades of grey, giving a closer rendition of concrete.

WEATHER YOUR BRICKWORK

Apply varying shades to the brickwork, retaining the lighter mortar colour. Build up an assortment of shades and pick out the odd brick with a darker shade.

DECORATE YOUR STATION

All railways and platforms

feature signs providing information and instructions. Either buy them from the likes of Sankey Scenics, Tiny Signs, Scalescenes *et al* or take your own photographs, adjusting them to scale in graphics editing software then printing them out.

FINISH WITH WEEDS

Where stagnant water has been standing for long enough you'll find weeds. Take some greenery and cut it into small, uneven clumps before gluing it between the platform edge and the ballast to portray a neglected section of the platform.

GET THE GEAR

Outdoor scenes will be subject to rain. LifeColor UA706 is great for providing a washed base prior to painting. Suitable for older lime-based mortar brickwork, a 22ml bottle is available from Airbrushes (www.airbrushes.com) for £2.95, plus postage.



How to Add a signal box

DO YOUR RESEARCH

Whether scratchbuilding or working from a kit, referring to lots of photographs will help you accurately model your chosen signal box. Painting prior to building is always easier than trying to get paint into tight spots once it's been erected.

DON'T FORGET THE INTERIOR

Visibility is key in signal boxes and as a result they feature a lot of glass. Don't neglect the interior. Add a signaller and an interior kit. Springside, Wills and Ratio all make detailing kits to go inside your signal box.

MODIFY IT

You can make a kit look unique with some paint and accessories. Add weeds around the bottom or give it a peeling paint job. Even signal boxes built to the same design aren't identical.

ADD POINT RODDING

For a really authentic look, add some point rodding leading out from the base of a signal box. C&L Finescale makes 'O' gauge point rodding, while Wills has introduced a 'OO' gauge kit. Adding these details will take your signal box to another level.

GET THE GEAR

It's easy to adapt a kit. Scalelink offers brass window frames in the style of the 'Big Four', as well as bannisters and balconies. Small alterations can make a big difference. **Availability:** Scalelink, Farrington, Dorset DT11 8QN. **Web:** www.scalelink.co.uk



How to Add lineside features

DECIDE ON YOUR ERA

Lineside signs are another feature which can subtly indicate a layout's era, and while the differences are not large, costly mistakes can be avoided by carrying out some careful research beforehand. Source reference photographs from a local archive.

WATCH YOUR SPEED

You see speed limit signs all over the railway. Make sure the signs on your layout are realistic: tight curves will not have high-speed limits and neither will entries to platforms. Similarly, straight sections won't have 5mph limits without good reason.

IT'S NOT ALL SIGNS

Look carefully next time you go out and you'll see there aren't just signs on the lineside. Rubbish and disused sleepers are commonplace where the ballast meets the foliage, and strategic placing of these adds to the realism.

TELEGRAPH POLES

Once a common sight on the railway, telegraph poles can add an extra dimension to a layout. This is particularly true in flatter sections, where they show the train isn't the only thing with height. Make sure you space them out realistically for the gauge you're working in.

GET THE GEAR

Attach railway signs from Sankey Scenics to a thin rod and glue them into the baseboard. Make sure they are far enough away from the track so that they don't foul passing stock. They're available from www.sankeyscenics.co.uk for a few pounds per pack.



How to Add a level crossing

WHAT TYPE?

This depends on your setting. Rural locations are likely to have manual gates with a signal box, while more urban settings will have electronic gates operated automatically from a central location. Make sure you know what you want to model before you start.

ACCURATE ROAD CROSSINGS

Most of the time, roads will cross the railway almost at right angles. Make sure yours crosses at a believable angle; cars can stop and turn much more easily than trains can! This will also reduce your workload.

DON'T FORGET THE CENTRAL TARMAC

This is something that's easy to forget, especially when cars aren't moving on your layout. Where a road crosses a railway, there will be Tarmac in between the rails for the benefit of the cars' wheels. A thin strip of balsawood is sufficient.

FINISHING TOUCHES

As with everything, small details are key. Warning lights and red warning circles are a must on old-style gates, while modern electric crossing gates will not only have barriers but also traffic warning lights at the side.

GET THE GEAR

This set of crossing gates from Peco is a great start for anyone wishing to model an old-style level crossing. A few alterations are all that's required to give a peeling paint effect to the wood. Available from Peco stockists.



Workbench TIPS CARDS

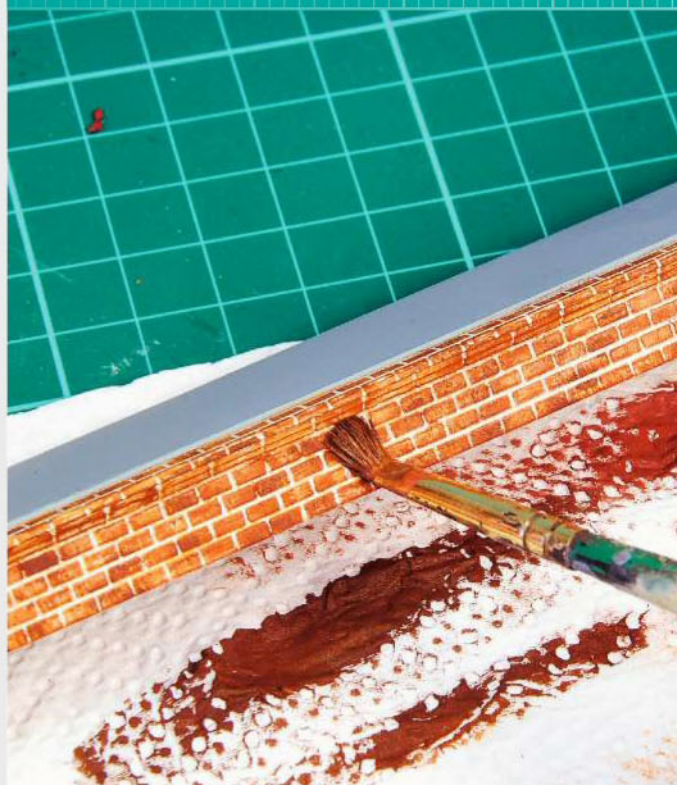


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