

EXCLUSIVE A LAYOUT THAT EVERYONE HAS SPACE FOR

No. 246 April 2018 £4.30

MODEL RAIL

ULTIMATE SPACE SAVERS

- ◆ Perfect layout plans for small engines
- ◆ How to build an 'O' gauge micro layout
- ◆ Build a small urban station

13
small
layouts
you can
build



REVEALED

How to have a
railway room
WITHOUT
it taking over

6 MODELS REVIEWED INSIDE

- ◆ Hatton's Barclay O-4-OST
- ◆ Heljan 'O' gauge Class 128
- ◆ Dapol 'N' gauge Class 68
- ◆ Oxford Rail 'Toads'
- ◆ N Gauge Society 'Carflats'



IN-DEPTH - INDEPENDENT - UNBIASED

Workbench

- ✓ Glaze awkward windows
- ✓ **Create crystal-clear water**
- ✓ Build a retaining wall
- ✓ **Raise your trackbed**
- ✓ Plan a layout with perspective



March releases

Pannier Tank



This is a 1st Decorated Sample Copyright Dapol Ltd.

- 75-007-001/D** - Class 57xx Pannier BR Black Early Emblem 5717/DCC & Sound
75-007-001U/UD - Class 57xx Pannier BR Black Early Emblem Unnumbered/DCC & Sound
75-007-002/D - Class 57xx Pannier Great Western Green 5700/DCC & Sound
75-007-002U/UD - Class 57xx Pannier Great Western Green Unnumbered/DCC & Sound
75-007-003/D - Class 8750 Pannier GWR Green 8659/DCC & Sound
75-007-003U/UD - Class 8750 Pannier GWR Green Unnumbered/DCC & Sound
75-007-005/D - Class 8750 Pannier BR Black Late Crest 3716/DCC & Sound
75-007-005U/UD - Class 8750 Pannier BR Black Late Crest Unnumbered/DCC & Sound
75-024-001/D/S - Class 64xx Pannier 6412 Great Western Green/DCC/DCC & Sound
75-024-002/D/S - Class 64xx Pannier 6417 GWR Shirtbutton Green/DCC/DCC & Sound
75-024-003/D/S - Class 64xx Pannier 6435 BR Early Emblem Black/DCC/DCC & Sound
75-024-004/D/S - Class 64xx Pannier 6439 BR Late Crest Lined Green/DCC/DCC & Sound
75-025-001/D/S - Class 74xx Pannier 7411 GWR Green/DCC/DCC & Sound
75-025-002/D/S - Class 74xx Pannier 7444 BR Black Late Crest/DCC/DCC & Sound

16T Steel Mineral Wagon



- 7F-030-001** - 16T Steel Mineral Wagon Welded BR Blue Grey B223910 Dg 1/108
7F-030-002 - 16T Steel Mineral Wagon Welded BR Bauxite B68921 Dg 1/108
7F-030-003 - 16T Steel Mineral Wagon Welded BR Grey B144783 Dg 1/108
7F-030-004 - 16T Steel Mineral Wagon Welded BR Grey B266949 Dg 1/108
7F-030-005 - 16T Steel Mineral Wagon Welded BR Grey B563829 Dg 1/108
7F-030-006 - 16T Steel Mineral Wagon Welded BR Bauxite B561357 Dg 1/108
7F-030-007 - 16T Steel Mineral Wagon Welded BR Light Grey B258683 Dg 1/108
7F-030-008 - 16T Steel Mineral Wagon Welded BR Bauxite B570259 Dg 1/108
7F-030-009 - 16T Steel Mineral Wagon Welded BR Bauxite B582100 Dg 1/108
7F-030-050 - 16T Steel Mineral Wagon Rivetted BR Blue Grey B70100 Dg 1/109
7F-030-051 - 16T Steel Mineral Wagon Rivetted BR Grey B142798 Dg 1/109
7F-030-052 - 16T Steel Mineral Wagon Rivetted BR Grey B262468 Dg 1/109

Class 142



This is a 1st Decorated Sample Copyright Dapol Ltd.

- 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

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)

HST



Previously produced model shown for illustration purposes only.

- 2D-019-008** - Class 43 HST GNER Blue 43106/43109

- 4F-010-005** - JNA Falcon Network Rail NLU29001
4F-010-006 - JNA Falcon Network Rail NLU29021
4F-010-007 - JNA Falcon Network Rail NLU29046
4F-010-008 - JNA Falcon Network Rail NLU29198
4F-011-011 - Ventilated Van - LMS Eggs 511282
4F-011-012 - Ventilated Van - LMS Eggs 511282 Weathered
4F-018-021 - Salt Van - Saxa Salt 238
4F-018-022 - Salt Van - Saxa Salt 238 Weathered
4F-033-108 - 24T Hopper - Stanton
4F-033-107 - 24T Hopper - Stanton Weathered
4F-036-023 - Grain Hopper - BR B885325
4F-036-024 - Grain Hopper - BR B885325 Weathered

- 7F-051-048** - 5 Plank - Cumberland Granite 22
7F-051-048W - 5 Plank - Cumberland Granite 22 Weathered
7F-051-049 - 5 Plank - Cumberland Granite 15
7F-051-049W - 5 Plank - Cumberland Granite 15 Weathered
7F-100-005 - Brake Van SR Brown Red Large Letters
 Even Plank 55585
7F-100-006 - Brake Van SR Brown Red Small Letters
 Even Plank 55526
7F-100-007 - Brake Van BR Grey Even Plank 56280
7F-100-008 - Brake Van BR Bauxite Even Plank 56061
7F-100-100 - Brake Van SR Brown Red Small Letters
 Uneven Plank 56365
7F-100-101 - Brake Van SR Brown Red Small Letters
 Uneven Plank 56371
7F-100-102 - Brake Van BR Grey Uneven Plank 56352

- 2P-005-123** - MK 3 Intercity125 Executive 1st Class 41121 HST
2P-005-134 - MK 3 Intercity125 Executive 2nd Class 42048 HST
2P-005-135 - MK 3 Intercity125 Executive 2nd Class 42272 HST
2P-005-140 - MK 3 Intercity125 Executive Buffet 40408 HST
2P-005-181 - MK 3 Intercity125 Executive TGS 44081 HST
2P-005-223 - MK 3 Intercity Swallow 1st Class 41057 HST
2P-005-234 - MK 3 Intercity Swallow 2nd Class 42111 HST
2P-005-235 - MK 3 Intercity Swallow 2nd Class 42125 HST
2P-005-240 - MK 3 Intercity Swallow Buffet 40414 HST
2P-005-261 - MK 3 Intercity Swallow TGS 44043 HST
2F-023-012 - Siphon H - BR W1431
2F-023-016 - Siphon H - BR W1431 Weathered
2F-071-024 - 7 Plank - Balrds & Dalmeilington 3251
2F-071-025 - 7 Plank - Balrds & Dalmeilington 3251 Weathered
2P-003-008 - B Set Coach Pack GWR Twin Cities Crest Choc & Crm 8411 & 8412
2P-003-007 - B Set Coach Pack GWR Shirtbutton Choc & Crm 8451 & 8452
2P-003-008 - B Set Coach Pack GWR Twin Cities Brown Orange Line 8453 & 8454
2P-003-009 - B Set Coach Pack Great Crest Western Choc & Crm 8462 & 8463
2P-003-010 - B Set Coach Pack BR Crimson No Crest 8575 & 8576
2P-003-011 - B Set Coach Pack BR Maroon No Crest 8548 & 8549

Product Scale Key

O Gauge

OO Gauge

N Gauge

All product release dates correct at time of going to press

NEW! Signal



- 4L-003-001** - SR Lattice Semaphore Signal Home
4L-003-003 - SR Ladder Signal Home

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MODEL RAIL

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Richard Foster

Many people hate ballasting, but is there a more boring job than wiring point motors? 12 down, 12 to go...



George Dent

From Micra to micro – a fan of Nissan's smallest, George has taken his first steps in 'O' gauge – see p30 for more.



Chris Leigh

'Granddad Trains' is also branching out into new scale territory – by modelling the Staines West branch in 'N'.



Chris Gadsby

Chris is getting to grips with writing layout features. If you have a layout pending, Chris will be in touch soon.



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 works on top secret projects for train builders and model manufacturers.



Paul A. Lunn

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



Ben Ando

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

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



BERNARD MILLS



Space – one of the trio of factors that we all wish we had more of in our modelling... alongside time and money! We all wish we had the space to accurately recreate the subject we wanted. Even the smallest branch line terminus still requires a big space.

That's why micro layouts are – forgive the pun – a growth area. They require some imaginative thinking, but a well-executed 'micro' really is a thing of beauty.

There's never been a better time to build a micro layout because the model manufacturers are giving us some truly superb small locomotives. In the last few weeks, we've received Hatton's excellent SECR 'P' 0-6-0Ts and Andrew Barclay 0-4-0STs. They complement recent and forthcoming releases in 'OO': Hornby's beautiful Peckett, Heljan's Class 07 and Golden Valley's 'Janus', to name but three. And that's without mentioning fantastic small locomotives in 'O' from the likes of Dapol *et al*, or the N Gauge Society's forthcoming Hunslet diesel shunter.

We celebrate this excellent work in this issue as we bring you layout ideas for these wonderful small locomotives. Paul Lunn has devised half a dozen innovative ideas to suit these new models, Peter Marriott starts work on his urban modern image micro layout, while Chris Nevard, the 'Micro King', has built a layout that EVERYONE has enough space for. Enjoy!

Richard Foster Editor

Subscribe now and get a Draper soldering iron

Choose from print, digital or a combo deal and get *Model Rail* for less. See p14.

Life's better with Model Rail

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

From the archives Issue 46, Aug '02

Dave Lowery shows you how to build DJH's new kit, an LBSCR 4-4-2, as the kit-maker celebrates its 25th birthday. Chris Leigh details his 'Hogwarts Castle' diorama and we unveil our latest limited edition, Class 25 *Tamworth Castle*. Meanwhile, Lima no longer has a UK distributor.

Star review: Hornby's all-new LMS 'Black Five' 4-6-0
Masterclass: Met-Camm DMUs



Contents



**MR's
'USA'
exclusives**
Turn to
p62



Cover: Chris Nevard's 'Polbrook Gurney Colliery'.
CHRIS NEVARD

Opening the box

6 The Big Picture

All the latest news and releases from model manufacturers.

11 According to Chris...

Chris begins researching the railway bridges for his 'N' gauge layout, 'Staines'.

13 Modelling Lives

Eilidh Price shares the story of how her career was what started her love for railway modelling.

Features

16 Quayside attraction

Graham Bean has created this quayside 'OO' layout with a mystery location.

50 Meet Mr Nelevator

A lack of space inspired Allen Pearson to design the Nelevator.

52 It's bigger on the inside

David Thomas needed to maximise his use of space - enter the master of forced perspective Paul Bambrick.

70 Compact docks

Paul Lunn presents 11 layout concepts that will let your shunters shine.

80 Loco spotlight

Chris Gadsby takes a look at Stroudley's iconic 'Terriers'.



70



16 Tormouth Quay

87 Reviews

Hatton's Andrew Barclay O-4-OST, Dapol's Class 68, Oxford Rail's 'Toad' GWR brake van, Bachmann's Teak Thompson coaches, the N Gauge Society's 'Carflats' and Heljan's Class 128.



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

Workbench

30 Build big in a small space

George Dent shows you that a lack of space is no reason to dismiss 'O' gauge.

36 Build an urban layout

We challenge Peter Marriott to leave his countryside comfort zone and tackle an urban modelling project.

40 Make a layout to fit in a box

Chris Nevard's innovative layout is quick to build and as easy to set up and put away as it could possibly be.

44 Layout on a shelf

Following on from page 11, Chris Leigh begins work on his 'N' gauge shelf layout.



40 The layout that fits inside a crate



36 Modelling an urban layout



30 Build big in a small space



44 Create a railway around a room



66 How to glaze awkward windows



68 Techniques for creating crystal-clear water

Regulars

14 Subscribe to *Model Rail*

Turn to page 14 for this month's special offer.

64 Know Your Stuff

Our team of experts answer your modelling queries and offer top tips. Includes advice on perspective, glazing awkward windows and hidden entry/exit points on your layout.

104 The Club Room

The part of the magazine that focuses on you, the *Model Rail* reader. Includes Exhibition Diary.

108 *Model Rail* offers

Order your Sentinel, 'J70' or 'USA' O-6-OT - and choose from the rest of our exclusive models and publications.

112 Next Issue

A sneak peek at what's in store in the next exciting issue of *Model Rail*.

145 Present your case

Want to argue the case for a new ready-to-run model? This is the place to do it.

146 Backscene

This month's miscellaneous meanderings from the *Model Rail* team.



50 Meet the man behind the Nelevator



52 'The Running Shed'

Opening the box

The latest happenings from the world of model railways



COLOUR RAIL

COMMISSIONS GALORE FOR BACHMANN



Rails of Sheffield and TMC have commissioned Bachmann to produce 'OO' gauge ready-to-run models of two pre-Grouping favourites.

Rails has chosen the Caledonian Railway '812' 0-6-0. Some 96 were built to J.F. McIntosh's design between 1899 and 1900, and they were not withdrawn by BR until 1964. One, No. 828, survives and is in working order at the Strathspey Railway.

Five versions are planned and will include key differences. Prices have yet to be confirmed but your choice can be secured with a £30 deposit.

TMC, meanwhile, has commissioned the LNER 'G5'. This 0-4-4T was designed by Wilson Worsdell for the North Eastern Railway (classified 'O') and they were built between 1894 and 1901. Primarily based in the North East, the class were also used in Scotland and East Anglia, and the last was withdrawn in 1958. None survive but a replica is under construction.

Ten versions are planned, with a choice of three different bunker types, and with or without push-pull equipment. The model will have a Next18 DCC socket, fitted speaker and firebox LEDs.

TMC/BACHMANN LNER 'G5' 0-4-4T

What's planned?

- ◆ 35-250Z: No. 1779, North Eastern Railway lined green
- ◆ 35-251Z: No. 1759, North Eastern Railway lined green
- ◆ 35-252Z: No. 1752, LNER lined black
- ◆ 35-253Z: No. 2082, LNER lined black
- ◆ 35-254Z: No. 67263, BR lined black, early emblem
- ◆ 35-255Z: No. 67342, BR lined black, early emblem
- ◆ 35-256Z: No. 67250, BR lined black, early emblem
- ◆ 35-257Z: No. 67322, BR black, early emblem
- ◆ 35-258Z: No. 67327, BR black, early emblem
- ◆ 35-259Z: No. 67281, BR black, late emblem

Price? TBC

What stage is it at? Detailed research

When's it due? 2020

Where can I find out more?

www.themodelcentre.com

RAILS OF SHEFFIELD CALEDONIAN RAILWAY '812' 0-6-0

What's planned?

- ◆ No. 828, Caledonian Railway blue, as preserved
- ◆ No. 828, Caledonian Railway blue, as built
- ◆ No. 17566, LMS black
- ◆ No. 57565, BR black, early emblem (weathered)
- ◆ No. 57566, BR black, late emblem

Price? See text

What stage is it at? Research

When's it due? TBC

Where can I find out more?

www.railsofshffield.com



D.J. MCBRIAR



LIKE A STURGEON



Revolution Trains has unveiled plans to produce a ready-to-run 'Sturgeon' engineer's wagon in 'N'. Over 900 were built from 1952 to 1960, adapted from an LNER design, to carry rails, sleepers and ballast. Most had dropside doors, but these and the ends were removable and many wagons had them taken off to carry 60ft track panels. Others later received airbrakes. The last 'Sturgeons' were not withdrawn until recently.

The models will feature NEM couplers, a die-cast chassis unit to add weight and the firm's usual high levels of detail and finish. It will be available in a variety of liveries: black, Indian red, olive

green, departmental yellow and 'Dutch' grey/yellow. Variants with and without side doors will be available, along with a variety of single and triple packs.

Prices have yet to be confirmed but are expected to be in the region of £28-30 per model. As with other Revolution projects, it will only go ahead if enough pledges are made. To register, go to www.revolutiontrains.com

TWIN TRIPLE



Revolution Trains has received painted samples of its forthcoming 'N' gauge IZA Cargowaggon twins. Three variants are being produced - original Cargowaggon livery, as shown, along with Perrier and revised Cargowaggon livery. A version is also being produced with a factory-fitted, battery-operated flashing tail lamp.

Once the samples are approved the order book will be closed and production will commence. Revolution recommends that you order now to avoid disappointment.

See www.revolutiontrains.com



LET US SPRAY



Invicta Model Rail has commissioned two new limited editions from Bachmann. 38-125Y uses Bachmann's VAA van to depict Railway Technical Centre 'Trib Train Van' RDB 999900. The model won't, however, have the unique van's end gangway connectors. Price is £27.50.

It has also commissioned a coach twin pack depicting LMS Period III 'porthole' coaches FA99904 & FA99905 in Fisons weed-killing livery. Limited to 504 pieces, 39-000Q has an RRP of £94.99.

Availability: Invicta Model Rail, 130 Station Road, Sidcup, Kent DA15 7AB

Web: www.invictamodelrail.com



In brief

TAKE IT TO THE LIMIT

Mainline Models can now offer a 3D-printed Track Possession Limit Indicator for 4mm:1ft scale. A sprue of three retails at £4.40.

Availability: www.shapeways.com/shops/mainline-models



BOGIE ON DOWN

Connoisseur Models now offers the LNER Standard Freight Wagon Bogies, as used on Bogie Bolster and Boplates. **Price:** £16.00

Availability: Connoisseur Models, 1 Newton Cottages, nr Weobley, Herefordshire HR4 8QX **Web:** www.jimmcgeown.com



SCENIC FILLER

Frizinghall Models & Railways now stocks SupaDec, a lightweight filler that's ideal for scenery construction. A 500ml pot costs just £4.99.

Availability: FMR, Unit 8A, Sapper Jordan Rossi Park, Otley Road, Baildon BD17 7AX **Web:** www.modelrailshop.co.uk



Rumor mill... Whisperings of planned new models

Hornby's researchers were due to visit the Princess Royal Class Locomotive Trust's HQ at the Midland Railway - Butterley in early February to measure visiting LMS 'Princess Royal' No. 6201 Princess Elizabeth. Could we see a new 'Princess' in 2019...?



HOWARD ROUTLEDGE

CRAVEN TRIPLE



The Railway Preservation Society of Ireland has commissioned a limited edition Cravens coach triple pack. The two Murphy Models Standard coaches and one Snack Car are finished in RPSI blue/cream. All proceeds go towards the purchase of a water bowser and the restoration of 121 Class Bo-Bo 134. **Price:** €159.99/£145.00 **Availability:** Marks Models, Hawkins Street, Dublin 2 or www.steamtrainsireland.com/shop

FALLER'S HEAVY LIFTER

Faller unveiled an impressive new 'OO/HO' modern container crane kit at the Nuremberg Toy Fair. It's based on a real crane at Contargo's Basel site and measures an impressive 55cm by 35cm by 27cm. You can also buy a separate motorising kit, plus a pack of six depot works.

Building Block System is a new range of plastic kits in 'N' and 'OO' that can be easily expanded and modified. One of the star kits in

this range is a UPS warehouse with 19 loading platforms and separately available UPS personnel.

Faller's 'Car System' now boasts a 'Build Your Own Car' feature, with a range of chassis on which you can add a body of your choice. In addition, there are two and three-axle chassis to take Herpa lorry bodies. Some of Faller's new building kits now include drive-through facilities for Car System vehicles. (PM)



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

OO GAUGE ACADEMIC DUFF
Bachmann Branchline's 'OO' gauge Class 47/4 returns as 47444 *University of Nottingham* in BR 'large logo' blue. It features plated-over headcode panel at one end and marker lights at the other. **Product code:** 31-660A **Price:** £139.95 **Availability:** Bachmann stockists



N GAUGE TRAINLOAD TRIBUTE
As part of Bachmann's celebrations to mark 30 years of BR Trainload Freight sectors, Graham Farish's Class 47 has been produced as 47209 *Herbert Austin* in Railfreight Distribution 'triple grey'. **Product code:** 372-247 **Price:** £124.95 **Availability:** Bachmann stockists



OO GAUGE BACK TO THE WOOD
Bachmann Branchline's OTA timber wagon returns in Railfreight red and with a weathered finish. **Product code:** 38-300A **Price:** £32.95 **Availability:** Bachmann stockists





MAJOR RELEASE

Bachmann Branchline's 'WD' 2-8-0 returns in ever-popular Longmoor Military Railway blue as No. 79250 *Major-General McMullen*. **Product code:** 32-250A **Price:** £169.95 **Availability:** Bachmann stockists



'JANUS' IN BLUE

Golden Valley Hobbies' latest YEC 'Janus' is now available, finished in BP light blue.

Product code: GV2014 **Price:** £99.95

Availability: GVH stockists or www.goldenvalleyhobbies.com/shop

'PRAIRIES' ANSWERED



Kernow MRC has commissioned a limited run of Bachmann '4575' 2-6-2Ts as No. 5541 in weathered BR lined green.

Product code: 32-135X

Price: £119.95 **Availability:** www.kernowmodelrailcentre.com



COLOUR 'SPRINTER'

New from Kernow MRC is this limited edition Bachmann Class 150 in First Great Western purple and pink livery.

Product code: 32-935X **Price:** £189.95

Availability: www.kernowmodelrailcentre.com

NEW LIVERY FOR VAA



Bachmann Branchline's VAA van is now available in Serco red and grey livery as ADC201055, thanks to Kernow MRC.

Product code: 38-140W **Price:** £27.95

Availability: www.kernowmodelrailcentre.com



HOW NOW, 'SEACOWS'?

Kernow Model Rail Centre has commissioned two 'Seacow' bogie ballast hoppers from Bachmann. One, 38-131Z, is finished in weathered BR 'Dutch' grey and yellow, while the other, 38-132Z, is in weathered EWS maroon/grey.

Product code: See text **Price:** £54.95 each

Availability: www.kernowmodelrailcentre.com



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R3325	J50 BR Early.....	£69.45
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R3329	BR Late S15.....	£123.99
R3327	SR S15.....	£123.99
R3333	BR Early Adams.....	£107.95
R3334	BR Late Adams.....	£107.95
R3335	LSWR Adams.....	£107.95
R3356	Br Crosti 9F Weathered.....	£104.45
R3371	Mallard Railroad version.....	£74.00
R3385TTS	BR Black 5.....	£169.45
R3396TTS	A4 Mallard.....	£102.25
R3405	LNDR J50.....	£78.50
R3406	BR Departmental J50.....	£78.50
R3407	BR J50.....	£78.50
R3408	GWR King Class.....	£142.25
R3411	SR S15.....	£125.95
R3413	S15 BR Late.....	£119.45
R3419	SR 700 Class.....	£99.45
R3420	BR 700 Class.....	£99.45
R3421	BR 700 Class.....	£99.45
R3422	Adams SR.....	£109.45

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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!

Take a look at the black and white photograph on the right of this page. It's not a very good photograph but it means a lot to me. It is, almost certainly, the first moving train picture I took on the Western Region, way back in 1962 with my Kodak Brownie 44A camera. I would have been 15 years old at the time. There's speed blur on the Pressed Steel railcar, despite the fact that it has probably not yet reached 30mph after its departure from Staines West station.

I have an IKEA storage box full of Staines branch pictures and this is one of several that I dug out as references for the next stage of my 'N' gauge shelf layout (see page 44). Instead of building a traditional fiddleyard to branch terminus layout based on Staines West, I've used the available narrow shelf and 'N' gauge to allow me to model less of the station area and more of the branch. Thus, I've been able to include all the bridges at this end of the line, and an interesting batch they are (or, in most cases, were).

Starting out from the terminus, the first encountered was known locally as the Cattle Bridge. There followed a twin brick arch skew bridge over the Wyrardisbury (pronounced Wraysbury) river, a double-span iron deck girder bridge over the Southern lines to Windsor, a cattle creep, and then the road bridge over the line at Poyle Halt. So, five bridges in a little over two miles and every one of them different and requiring a different modelling solution.

The Cattle Bridge was the vantage point for my photograph. A quick look at some photographs and a map shows just how significantly the railways remodelled this area in the 19th century. Staines Moor is

ancient common land on which local people have enjoyed free grazing rights for hundreds of years. In order to gain access, they must initially have had to cross the river, and I have no idea what the early crossing might have looked like. Indeed, it may well have been a ford, as the river is not very deep, except when in flood.

The coming of the South Western Railway in 1848 brought another obstruction to be crossed, but maps show that the meandering river suddenly becomes dead straight and parallel to the railway. It was clearly straightened during the railway's construction. Forty years later, the Staines & West Drayton Railway laid its single line on the opposite bank of the straightened river. So, at Staines, there were then three parallel obstructions to be crossed by livestock owners to reach the moor. The result was the Cattle Bridge. Remarkably, it is three different bridges joined end to end, suggesting perhaps that they were built at different times. A single red brick arch crosses the SR lines, a pair of yellow brick arches cross the river, and a narrow girder bridge carries the access over the GWR branch.

My narrow shelf site restricts my model of the Cattle Bridge to little more than the section over the GWR line, but it is just enough to capture the character of the bridge which, like others on the branch, was wide enough to accommodate double track which was never laid. Moving up the line, the next bridge I will need to model is the skew arch crossing of the river. Again, the map suggests that the course of the river was altered to provide an easier crossing for the railway. Even so, it needed two arches with a pier in the middle of the river.



Above: Pressed Steel railcar W55021 leaves Staines West, under the Cattle Bridge, in summer 1962. The parallel railway lines and straightened river can be seen clearly. CHRIS LEIGH

Below: My first attempt at reproducing the same scene in 'N' gauge. A backscene will be needed.



Furthermore, the bridge at this point fell down even before the railway opened, so the twin skew arches were built in haste and were the only single track structure on the branch. Modelling this will be an interesting project, as the real bridge was demolished in 1981 and used as hardcore under the M25.

Next came the bridge over the SR. This too was removed in the early 1980s. It consisted of four steel deck girder spans, two of which would have carried the Up line, had it ever been laid. They remained unused throughout, but were such a distinctive feature of the line that they will need to be modelled.

As the branch descended from its crossing of the SR, a brick-built cattle creep allowed passage under the railway. It still exists, with a footpath over it, but modern railings have replaced the brick parapets. Finally, within the section that I'm modelling (albeit in a compressed form) at Poyle Halt the line passed under Lintells bridge, which carried a minor road serving the industries at Poyle and provided an access to Colnbrook village. This bridge will disguise the point where my line passes into its tiny fiddleyard. The real Lintells bridge is long gone, its location now occupied by Junction 14 of the M25.

With a backdrop of the Staines Linoleum works and (right) the new oil depot in Staines West station yard, the Cattle Bridge stretches across the SR Windsor lines, the straightened Wyrardisbury river and the WR Staines West branch line in 1965. KEITH JAGGERS



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

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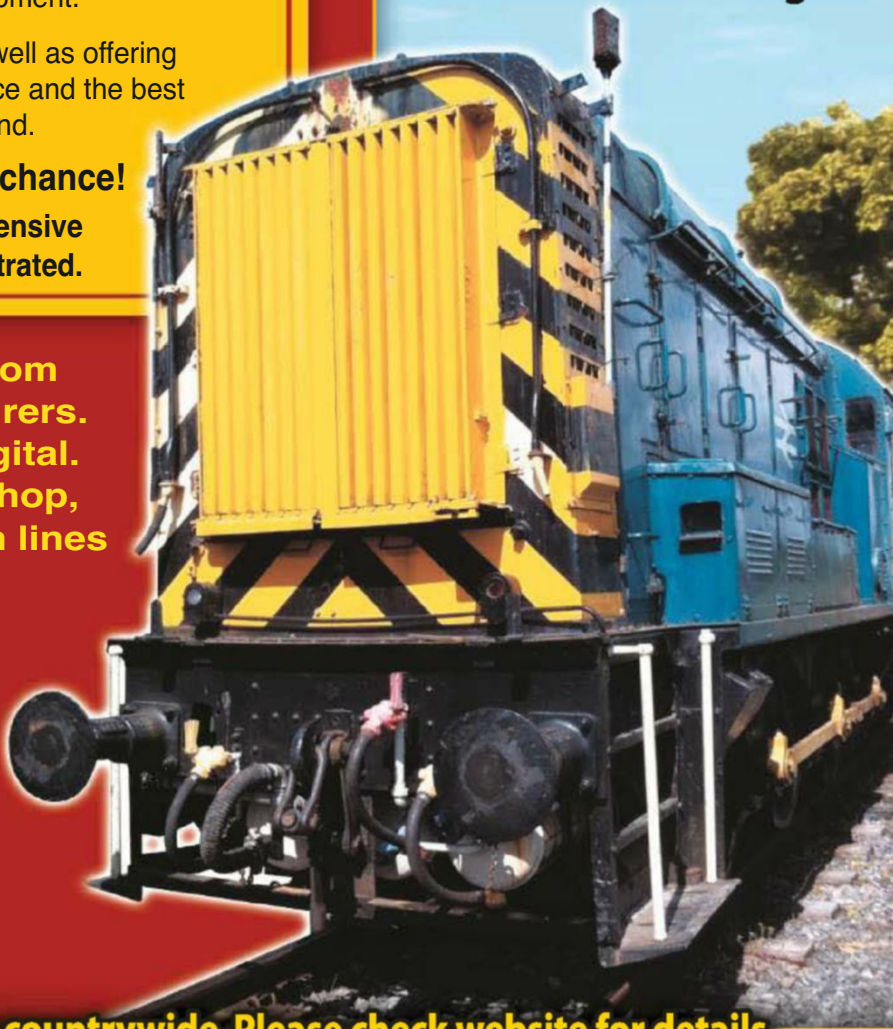
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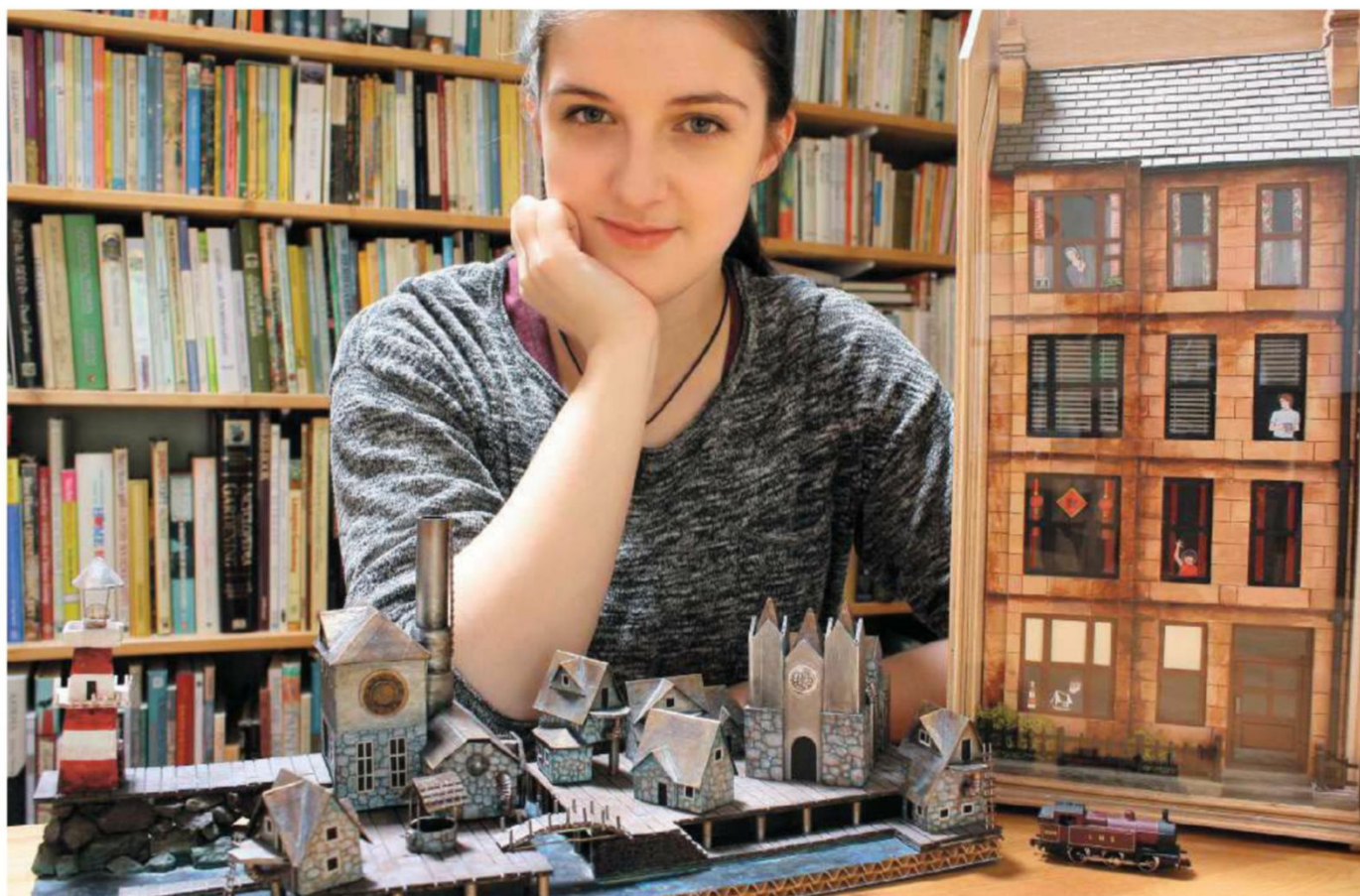


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Modelling Lives

Tales from the world of professional model makers.

Model making has proved a useful creative tool for graphic artist **Eilidh Price**.

My love affair with miniatures started at the age of three, when a cardboard box with cut-out doors and windows provided me with hours of entertainment (along with some questionably scaled inhabitants). A few years later, my mother made me my first doll's house from recycled card and patterned paper, which made me realise that I could create almost anything from those same materials.

It wasn't just the creation of tiny worlds that enthralled me, but the stories associated with them. I grew up with *The Borrowers*, *Brambly Hedge* and *Beatrix Potter* – bedtime tales of the mice in our garden sneaking into my doll's house at night.

Fast forward two decades and I'm still making miniatures (and stories) from card and paper. For years, model making was just a hobby, until halfway through my illustration degree, when a tutor saw some of my miniatures and asked why I didn't include 3D work in my portfolio. I hadn't

considered model making to be an expression of illustration before, but I began using miniatures to explore concepts in a way that drawing couldn't, or as a starting point from which to illustrate stories.

When I'm creatively stumped, sometimes I feel the need to just 'make something' to get the ideas flowing again. I think the action of using my hands to create something physical (especially now that I mainly work digitally) is still an essential part of my creative process.

As a professional illustrator and graphic designer, I've been involved in several preservation and historical projects requiring research into specific periods, including the history of the Highland Railway. My introduction to scale railway modelling came when I was approached to create the illustrated backscene for an 'N' gauge layout, with the possibility of being involved in a larger heritage model railway project in the near future.

Observing the build process has been fascinating for someone like me, who doesn't know the first thing about the technical side of the hobby. Even the research into old photographs, OS maps and conducting on-site surveys is a huge amount of work for creating something so small. Gathering memories and stories from members of the community and assistance



from the Highland Railway Society archives have all played a part in building the complete picture.

Having made models purely intuitively and to no particular scale, then seeing how the 'other half' work with precise historical and scale accuracy, has made me want to become more involved. I'll still feel like an outsider looking in for a long time to come, but maybe one day I'll be able to proudly call myself a railway modeller.

MODELLER'S CV

Eilidh Price works as an illustrator and graphic designer in the Northern Highlands of Scotland.
Web: www.eilidhprice.co.uk
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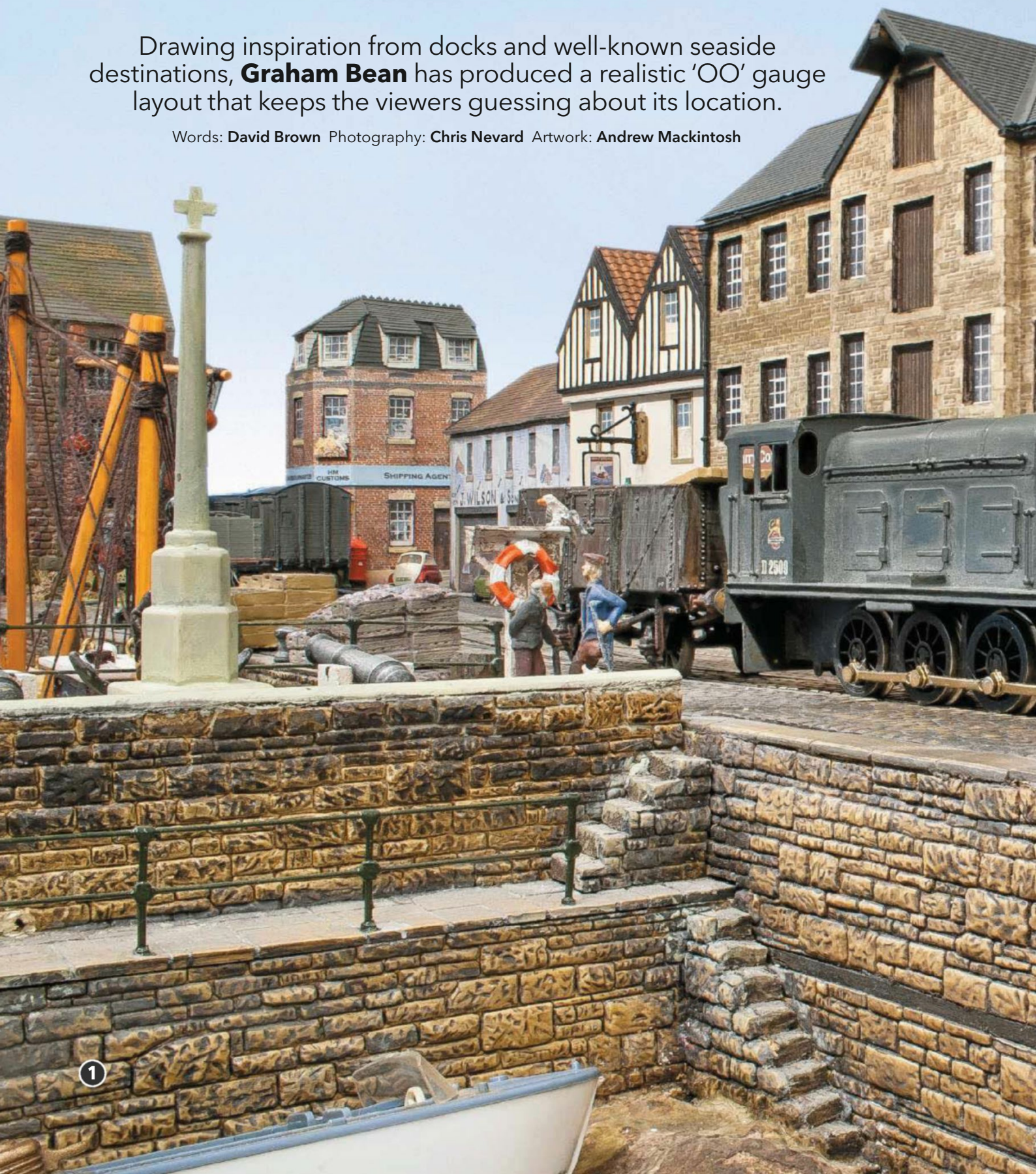
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QUAYSIDE

attraction

Drawing inspiration from docks and well-known seaside destinations, **Graham Bean** has produced a realistic 'OO' gauge layout that keeps the viewers guessing about its location.

Words: **David Brown** Photography: **Chris Nevard** Artwork: **Andrew Mackintosh**



LAYOUT **TORMOUTH QUAY**

VITAL STATS

Layout:

'Tormouth Quay'

Size: 7ft 6in by 18in

Gauge: 'OO'



Most of us probably 'like to be beside the seaside', as the old music hall song goes, but for some railway modellers, the attraction of recreating seaside railways is stronger than the lure of a brisk dip in the water and an ice cream.

Most seaside railways take the form of a rail-served harbour – a not illogical combination. The railway provided the quickest way to get goods and would-be travellers to ships, not to mention taking inbound goods to their respective markets. The harbour-side tramway thus forms a popular modelling subject, and the Weymouth Harbour Tramway is arguably the most famous. However, East Anglia was home to some less famous examples.

Graham Bean has incorporated aspects from several harbour-side locations and inland docks for his 'OO' gauge layout 'Tormouth Quay'. Those familiar features often catch exhibition visitors' eyes, prompting inquiries such as "What location is this based on?" or "Is it Weymouth?"

Graham's response usually is: "Where would you like it to be?"

He explains that it contains aspects of several places woven together to provide a realistic feel of a quayside location while not actually being narrowed down to a specific area or location. The buildings and accessories are generic, so the layout can represent different locations that 'look right' with almost any stock. Traditionally, Graham has shown the layout in its 'West Country' mode, but after several years on the exhibition scene that is about to change.

"I'm trying to build dedicated groups of locomotives and coaching stock to allow running as, for instance, Somerset & Dorset, East Anglia, the North West, West Wales and so on," Graham explains. ➤

Mixed traffic

Graham's first love is building locomotive kits. Most of the stock that you see on 'Tormouth Quay' has been built from brass, with a few modified plastic kits thrown in for good measure. There's even the odd ready-to-run item, such as the Hornby 'M7' and Adams 'Radial'.

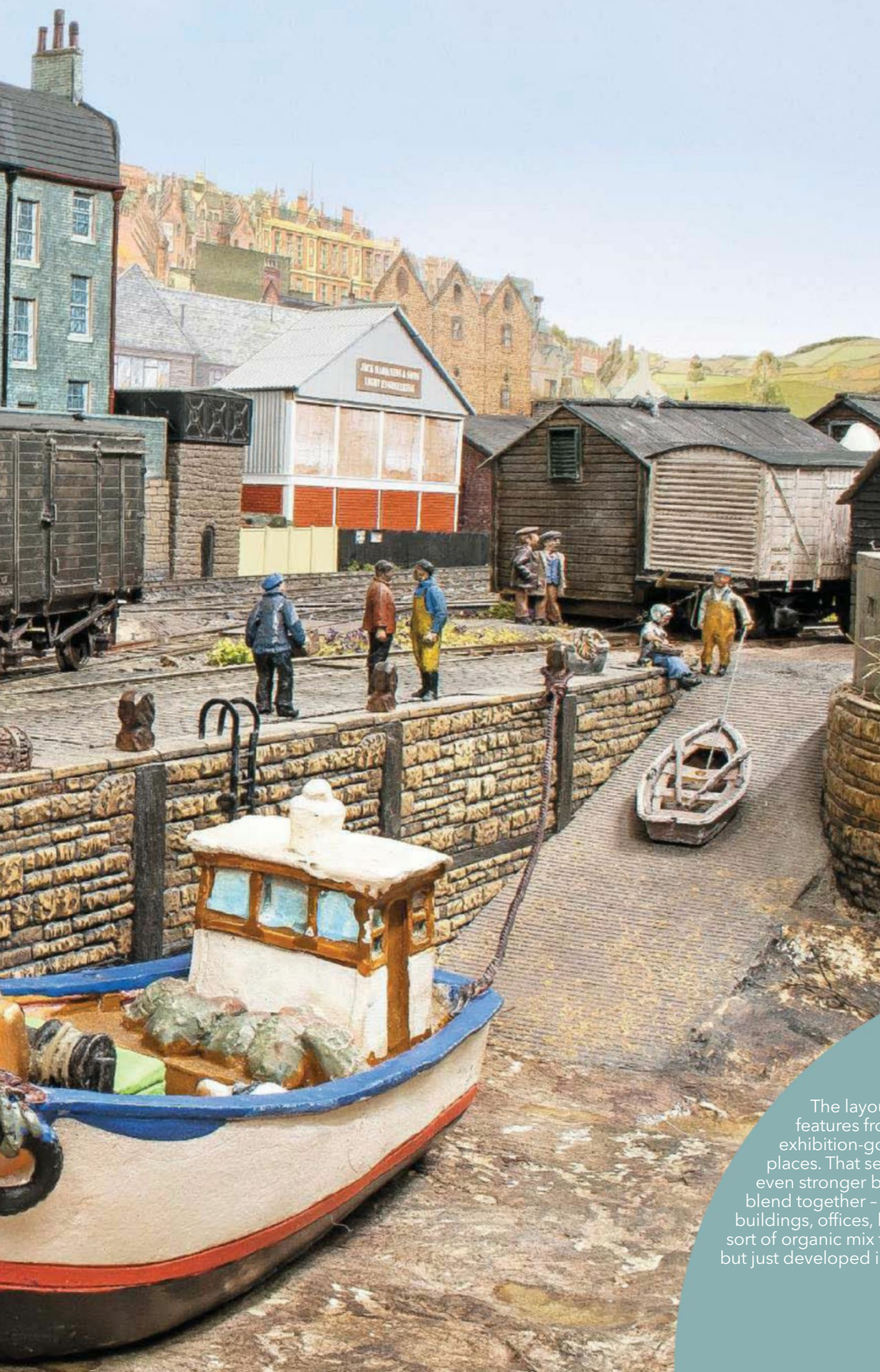
Other Southern stalwarts include a Maunsell 'N' 2-6-0 (DJH Model Loco) and a Class 07 0-6-0DE (Craftsman). Representing the Somerset & Dorset is a '3F' 0-6-0 that originated with an MPD brass kit, to which Graham has added "some extra bits and pieces and a compensated chassis – I find them easier to build than rigid ones."

Some locomotives seem to visit 'Tormouth Quay' on their holidays. There's an LMS '0F' 0-4-0ST (Jidenco) that revives memories of trainspotting days at Preston while on holiday at Blackpool, as Graham recalls: "Every day, one of Lostock Hall's allocation would be dragged through the station behind a 'Jinty' to work in the coal yard north of the station as it was not stable enough to run on the main line on its own!" Graham recalls.

From the same part of the world there's a Fowler 'Dock Tank' 0-6-0T (K's), while a modified Dapol Drewry 0-6-0DM, fitted with skirts and cowcatchers, sometimes gives the layout an Eastern Region flavour, complemented by a Crownline Sentinel 4wVBT. For Western enthusiasts, there's a GWR '57XX' 0-6-0PT (K's).



There are no nameboards or signs on the layout to pin it down to a single location"



3 things we like



1

It's hard work mending the quayside, but help is at hand with the refreshments trailer that's situated on an old wagon turntable.



2

The wooden huts are made out of real wood – and the numerous gulls will do their best to weather them!



3

It was a challenge making the complicated roof shape of the harbourmaster's office, but the effort proved worthwhile.

What makes this layout great?

The layout incorporates many recognisable features from UK quayside locations, so many exhibition-goers link 'Tormouth Quay' with real places. That seaside town atmosphere is made even stronger by the different structures that blend together – old warehouses, modern industrial buildings, offices, houses, old sheds and a pub – the sort of organic mix that couldn't have been planned but just developed in towns like Tormouth.

"That will let me ring the changes and freshen it up a bit at any future exhibitions."

The story of 'Tormouth Quay' began about 15 years ago. It came about quite by chance, and as a result of some home improvements.

DOOR QUAY

"During alterations to the house we took out a cupboard that had three honeycomb doors with plywood facing," Graham recalls. "I thought that I could definitely do something with them and they provided the baseboards for what would become 'Tormouth Quay'."

"At the time there were several things that I wanted to try out. For example, DCC was coming in and I wanted to give it a go, so I bought a controller and a couple of decoders that I could fit into shunting

locomotives. The layout took off from there."

Graham was invited to take the boards to a local exhibition, though they were in a "very unfinished state". He was pleasantly surprised to get further invites to take the nascent layout to other exhibitions.

With his home close to the remains of Seaton Junction station on the LSWR main line, there are obvious Southern influences, but 'Tormouth Quay' took on aspects of various other locations, including Gloucester Docks, Plymouth Barbican and, of course, Weymouth.

"There are no nameboards or signs on the layout to pin it down to a single location," explains Graham. "The buildings are in a basic style that you could find more or less anywhere."

"When I'm at home I run anything, but at shows I use stock from a particular region to portray a more specific location." ➤

3



“When I’m at home I run anything, but at shows I use stock from a particular region to portray a more specific location”



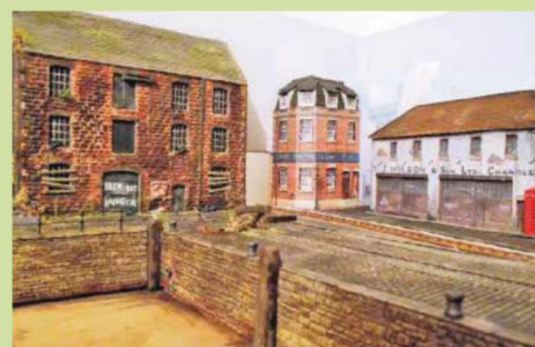
The early days



The baseboard is made out of three honeycomb cupboard doors faced with plywood.



The layout was designed to feature DCC from the start.



‘Tormouth Quay’ contains aspects of several places woven together to provide the authentic feel of a quayside location while not actually being narrowed down to a specific location.



Weymouth inspiration?

While 'Tormouth Quay' is not based on any particular prototypical location, it is easy to see why some exhibition visitors believe they could be looking at a model of the Weymouth Harbour Tramway.

For railway enthusiasts, the Dorset town will always be synonymous with the tramway that ran from near the terminus station to the quayside to connect with ferry boats serving the Channel Islands. In fact, the track is still there, inlaid into the road surface, even though it has not been used this century.

Opened by the Great Western Railway in 1865 for freight, passenger trains started to use it from 1869. Most freight traffic succumbed in 1972, though fuel oil trains occasionally used the route until 1983.

Regular passenger services ceased in 1987. There was a brief trial with Parry People Movers, with a railtour being the last train to run on the tramway in May 1999.

Since then there has been talk of it being re-opened as a tourist attraction, while the local council wants to remove the rails. But the tracks remain and there's always hope for the future – meanwhile there are many photos to enjoy of steam and diesel trains at work on Weymouth's Tramway – and it's likely to continue to provide inspiration for modellers too.

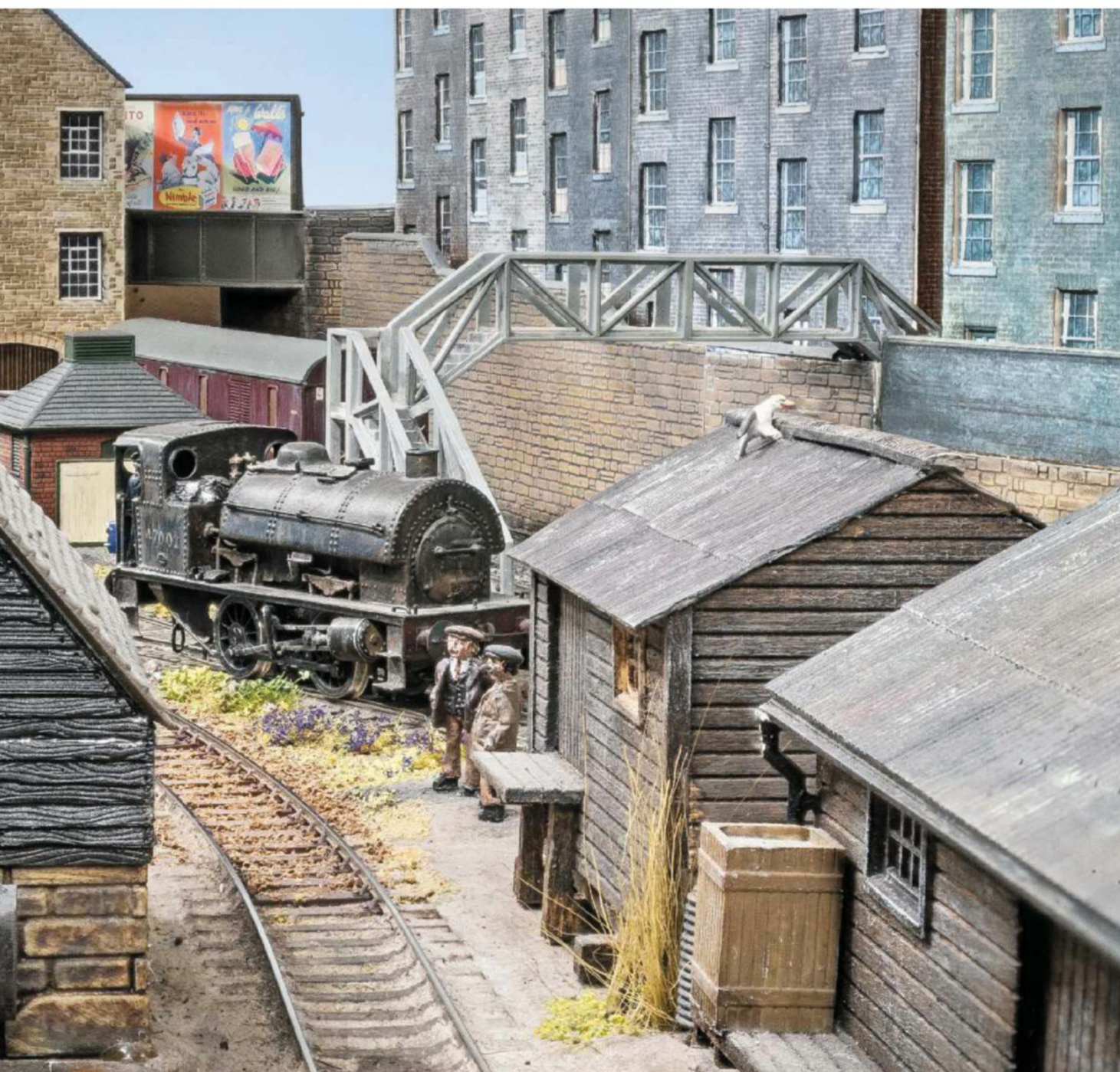
GWR '1366' 0-6-OPT No. 1369 passes the Ship Inn on the Weymouth Harbour Tramway. The pub survives, as does No. 1369 but, sadly, the tramway has closed and its future looks bleak. COLOUR RAIL



There is an independent track towards the rear of the layout that links an out-of-sight station with the rest of the world, with the quay sidings laid out in front. The off-scene fiddleyard and traverser storage roads are compact, allowing for short freight trains serving the quay and, on the independent line, a two-coach passenger or parcels train. The scenic section is 7ft 6in by 18in, with 2ft 6in fiddleyards.

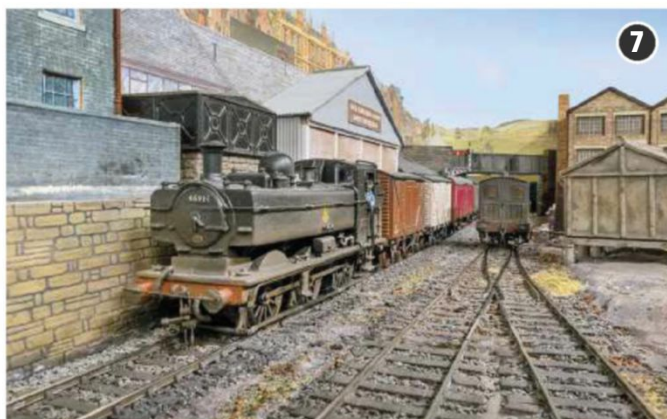
QUITE A CATCH

Several of the features found at 'Tormouth Quay' come from some unlikely sources. Take the two fishing boats in the foreground, for example. They were found in an end-of-season tourist stall clear-out and cost just a fiver for the pair. Graham tried a scale figure alongside the boats and, while they are a fraction small, they look good in context and provide a good, tactical 'view-through' feature placed at the front of the layout. ➤



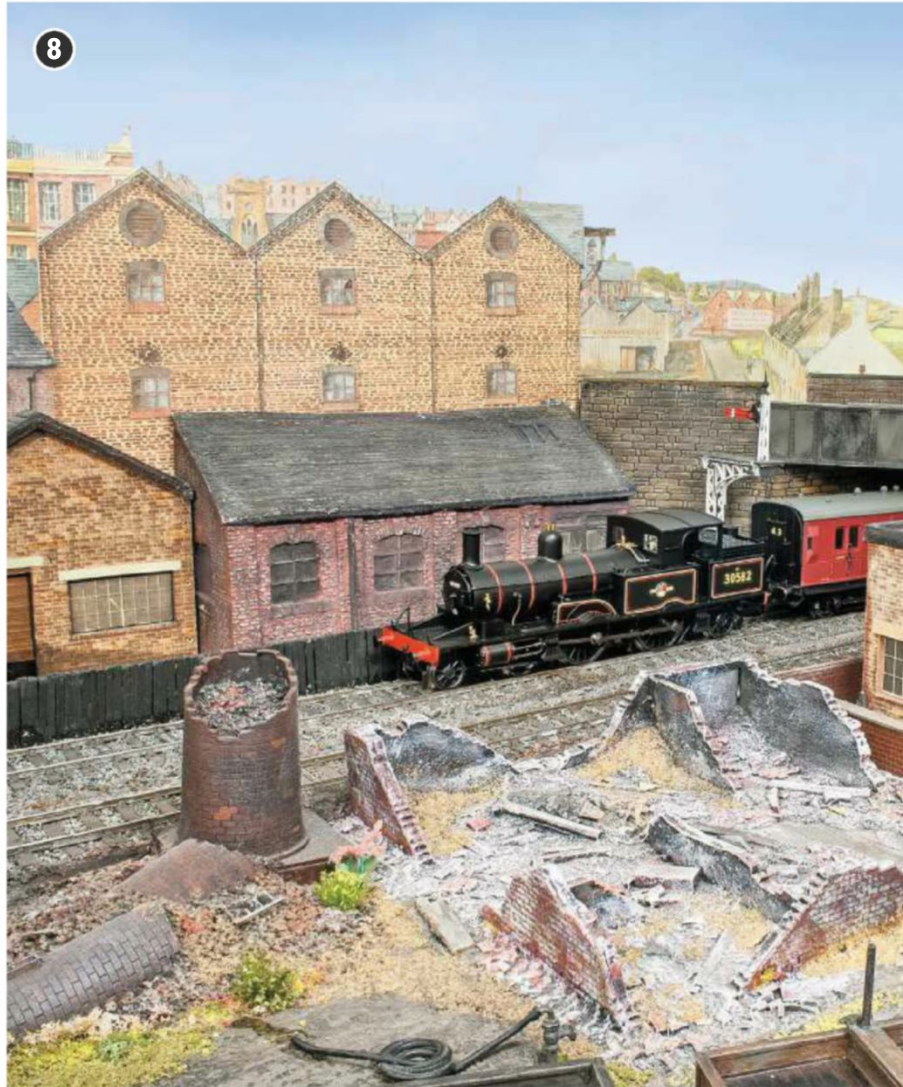
With hand-built points, Graham has used slow-acting - and hugely reliable - Tortoise point motors. Since there is no great depth beneath the baseboard framing, these are mounted on top of the boards, hidden inside or behind buildings and then worked by wire running inside tubing.

The track is a mix of SMP Scaleway Code 75 along with hand-built points (using copper clad sleepers). Says Graham: "I wanted the points to go where I wanted them to go, not where ready-made points dictated they had to go."



BEHIND THE SCENES

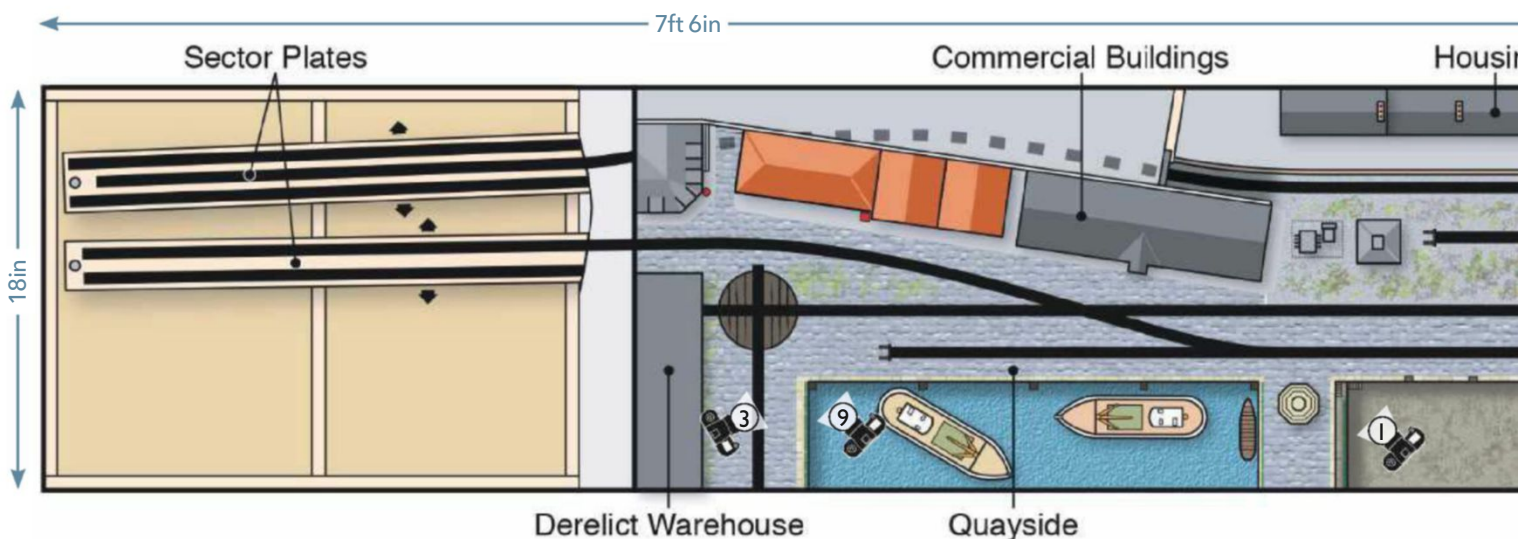
This 'crate'-like construction is a combined travel and support unit for the layout. Basically, it's a box with runners to hold the three scenic sections, rather like a chest of drawers. In 'transit mode', two 'doors' are bolted to the open front of the box to stop anything falling out. In 'support mode' these are removed and bolted instead to the outer ends of a pair of 'outriggers'. The inner ends of these outriggers are in turn bolted to the sides of the box, giving a stable support frame. Because of the limited headroom in the loft, the box is stored on its side rather than standing upright and Graham uses a different system to support the outer ends of the outriggers.



Another good find was the big derelict warehouse that was rescued from a junk box at an exhibition. Made from a dense foam-like material, it provided a good end-of-layout scenic feature and has been blended in with a cobble surface feature and a group of figures standing outside, enjoying their food.

BILTEEZI DOES IT

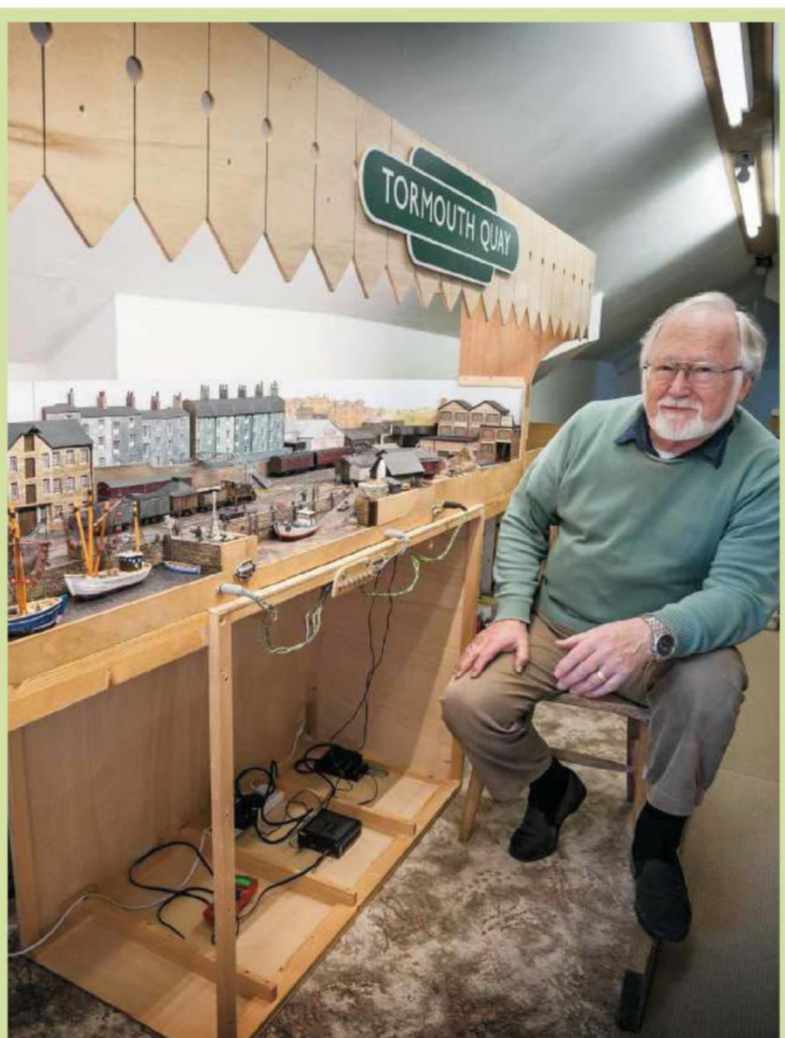
Many of the other buildings along the backscene make good use of the range of building kits and papers from





Bilteezi (www.freestonemodel.co.uk). For example, a large warehouse comprises three kits on top of each other. The pub and two blocks of houses also have their origins in Bilteezi products. However, in all cases, Graham has cut out windows and added replacements with sills and other features such as downpipes to give them a more three-dimensional quality, with different roof surfaces adding further individuality and character.

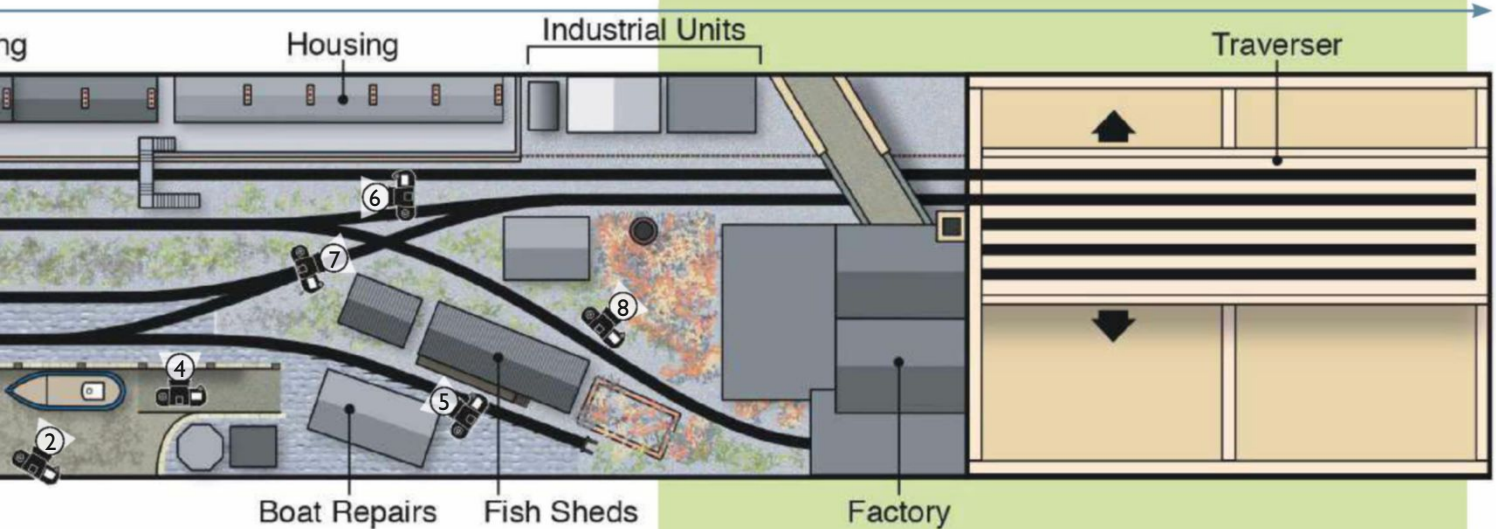
The most complicated roofline is that of the harbourmaster's office, with its complex angles and ►



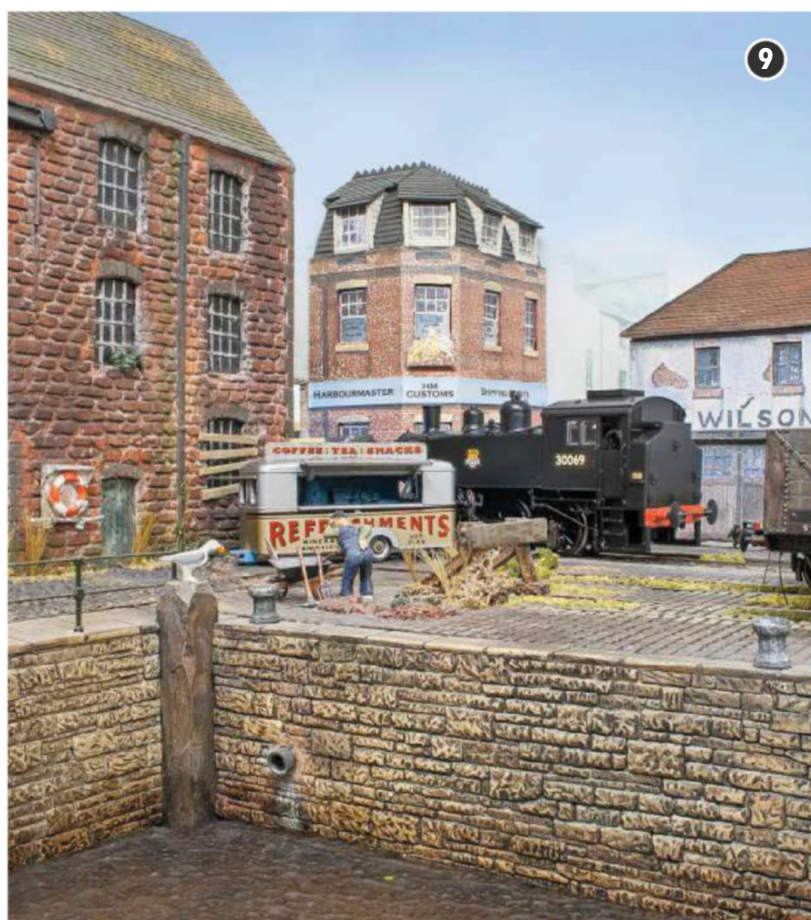
MODELLER CV: GRAHAM BEAN

Graham's model railway history began with a Tri-ang train set; in time he started building wagon kits before progressing to whitmetal locomotive kits. After gaining the sort of confidence that comes with practice, he began to build kits for friends. He also owns an 'O' gauge layout that he rescued: "It was too good to go in the skip".

Graham has no real interest in the modern railway scene but is partial to an occasional visit to the West Somerset Railway. He enjoys life in rural Devon, walking the dog and being involved in local life as treasurer of the village hall. He's also a "long-suffering" Blackpool FC supporter, though he says: "I don't always own up to that!"



THINGS YOU MAY HAVE MISSED



slopes. Elsewhere a simple flat roof has been improved by the use of really fine wet and dry paper. The more modern industrial building was scratchbuilt, and inspired by one of the Seaton Junction creamery buildings. There are also a couple of sheds that have been enhanced with embossed timber sheets.

One feature that attracts much attention is the derelict bombed-out building – a war games accessory – that adds another aspect of the unusual mix of structures ranging from the run-of-the-mill to the extraordinary.

Graham has tried not to overpopulate 'Tormouth Quay' with figures, opting for the occasional interesting individual or group, such as a couple of fishermen having a chat. While the layout is not set in a particular year, it "sort of represents the early 1960s," with most of the locomotives and stock reflecting this.

It may be 15 or so years old but time does not stand still at 'Tormouth Quay'. For example, Graham has invested in a Roco Multimaus, an ideal mid-level control system. It's "easy to handle and neither entry-level nor high-end".

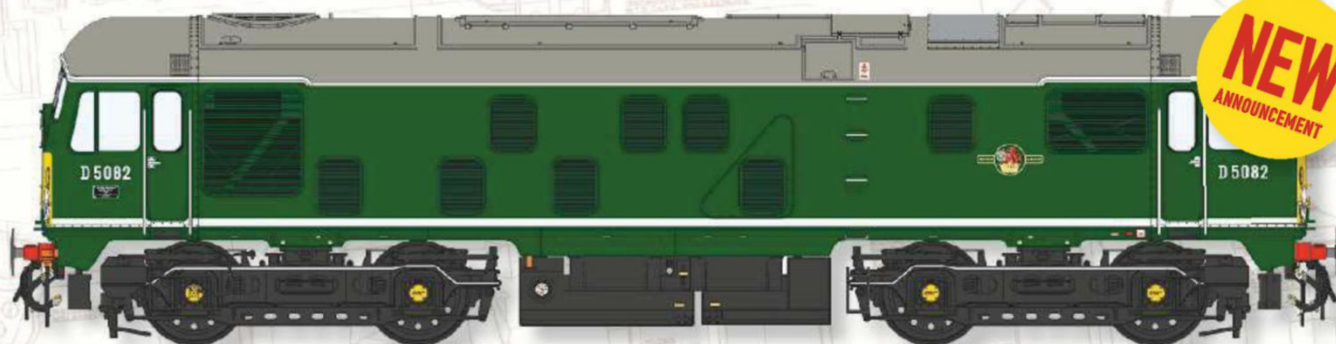
'Tormouth Quay' has proved popular at shows in the south and generally goes out to exhibitions about three or four times each year – gulls and all! **MR**

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

'Tormouth Quay' will be out and about this summer: it's booked to appear at Shepton & District MRS' Mendip Model Railway Show at Douling Village Hall on June 9/10, Bridport MRC's show on July 28 and Farnham & District MRC's show on October 6/7.

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30
Build an 'O' gauge
micro layout

Workbench

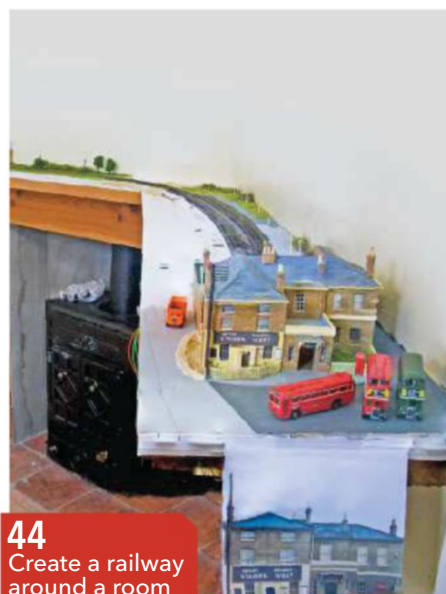
20 pages of projects, advice and top tips that show you how



36
Create an
urban layout



40
Make a layout
that fits in a crate



44
Create a railway
around a room

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Chris Leigh
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what Chris doesn't
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knowing!



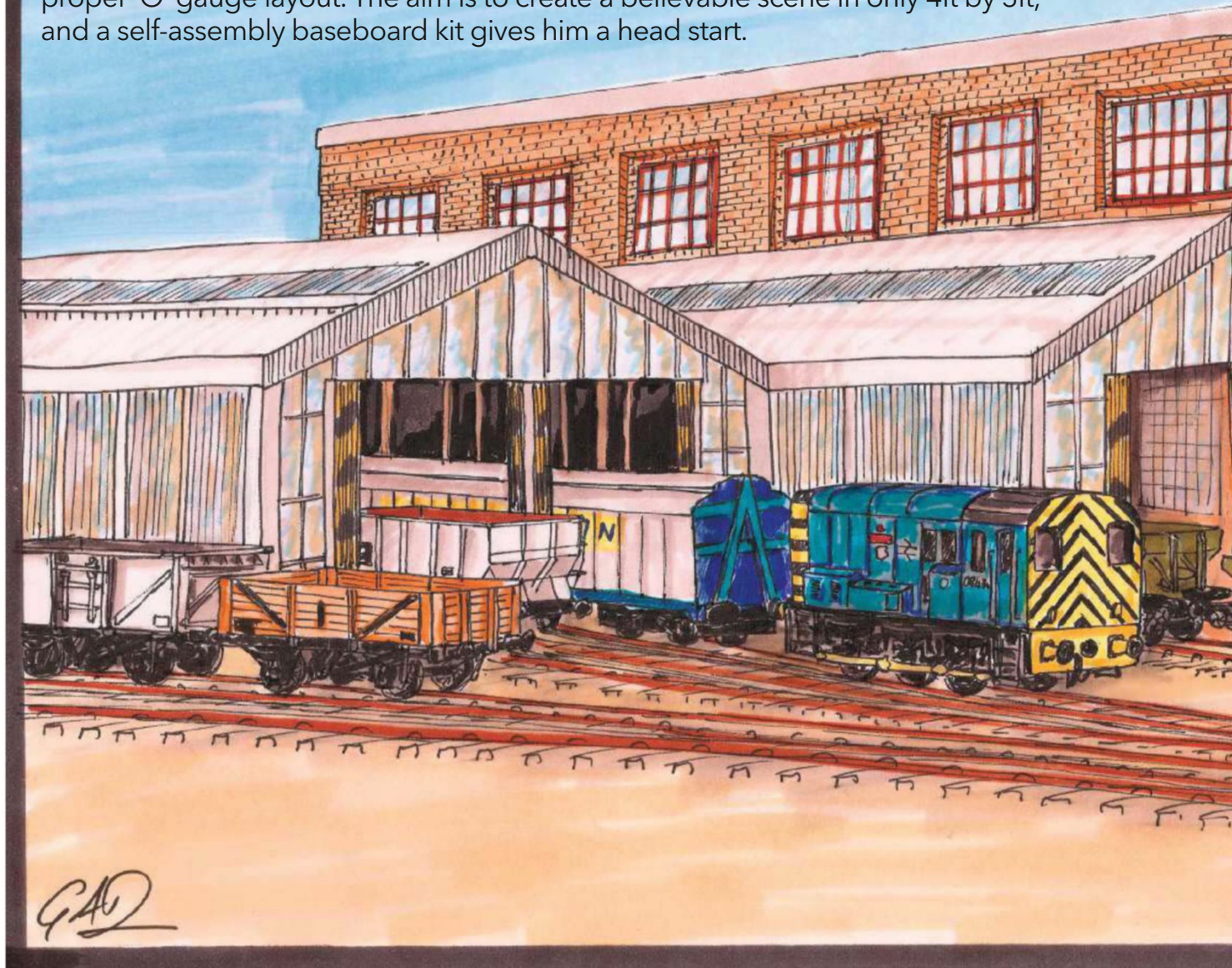
Peter Marriott
Scenic guru!
Knows what's
available and
how to use it.

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

HOW TO

BUILD BIG... IN A SMALL SPACE

Straying from his 4mm scale comfort zone, **George Dent** starts building his first proper 'O' gauge layout. The aim is to create a believable scene in only 4ft by 3ft, and a self-assembly baseboard kit gives him a head start.



The temptation to dip my modelling toes into 'O' gauge waters has increased significantly recently. While I've dabbled here and there with wagon kits and locomotive upgrades, any 'big stuff' in my collection has hitherto been confined to a couple of sagging display shelves. The acquisition of Dapol's Class 08 and a few small Heljan diesels, however, has intensified my urge to build a functioning 7mm scale layout.

Limited space is an issue for me – as it is with most railway modellers – and while my 'OO' layouts jostle for breathing space,

0 GAUGE **PRODUCT** 4ft by 3ft laser-cut birch plywood baseboard kit ♦ Price: £110.00

AVAILABILITY Tim Horn
Web: www.timhorn.co.uk

4 hrs



building an 'O' gauge version is probably madness. Regardless, I set myself the challenge of creating a layout that would be interesting to operate, would hopefully appear realistic, while taking up no more than 4ft by 3ft of scenic area, plus a metre-long fiddleyard.

The project is also intended as a learning tool, forcing me to delve into the realms of sliding traversers, forced perspective,

scratchbuilding structures, installing a lighting rig and other aspects of layout building that are new to me.

The planning stage has taken up plenty of brain power, with countless sketches made and track plans considered. After the thinking comes the practical stage and, kick-started by the arrival of a laser-cut baseboard kit from Tim Horn, work finally got under way.

Baseboard building

The baseboard forms the foundation of a layout and, as such, it needs to be up to the job of supporting the trains and scenery in a reliable manner. Boards capable of coping with the rigours of transportation must be made of sturdy stuff, especially when dealing with the significant mass of 7mm scale models and scenery.

Choosing good-quality materials is essential. This layout will reside in an unheated garage, out in the wilds of the Peak District, so the baseboard will have to be resilient against fluctuations in temperature and humidity.

While baseboard building is one of the aspects of the hobby that I usually relish, I'd heard very good reports of Tim Horn's laser-cut baseboard kits, especially from my *Model Rail* colleague, Chris Nevard. Therefore, I decided to try one for myself and it certainly saved hours of planning, cutting, aligning and fixing.

Furthermore, the cost of this 4ft by 3ft board was very reasonable, given the price of good-quality plywood. Birch-faced ply is employed, in 9mm thickness for the top, 6mm for the sides, ends and main internal ribs, while 3mm material is provided for the diagonal braces and decorative overlays.

Supplied in flat-pack form, the kit is cleverly designed for slot-together

construction. All parts mated up cleanly with no need for fettling, and the baseboard ends come ready-formed with sockets for alignment dowels and bolts, which are supplied.

Only a handful of tools is needed, with no cutting or drilling required. Just glue the parts together in the correct sequence, clamping securely while the glue dries. A handful of screws and nails must be driven home, with suitable holes pre-formed.

It's vital to get everything aligned correctly and it helps to work on as flat a surface as possible. Luckily, I have a workbench that proved big and flat enough, although I covered it with a large piece of card (from the baseboard's packaging) to protect it from glue spillages.

Construction took place over a few days, spending a couple of hours at a time, then waiting for the glue to set before continuing. And most enjoyable it was too. I'll still get to exercise my love of woodwork, however, as I also need to build a backscene frame and front fascia, plus a bolt-on traverser fiddleyard and a set of legs.

One of the catalysts for George's layout plan was the release of Heljan's modern MPD kit. Produced in modular form, it's the perfect candidate for modification to suit a restricted space.



What you will need

SHOPPING LIST

- ◆ M6 bolts 60mm
 - ◆ M6 washers
 - ◆ M6 wingnuts
 - ◆ 550mm ball bearing drawer runners (ref. no. 20420)
 - ◆ Straight door bolts
- Availability:** Screwfix
Tel: 03330 112112
Web: www.screwfix.com

TOOLS NEEDED

- ◆ Hammer
- ◆ Screwdriver
- ◆ Straightedge
- ◆ Sandpaper
- ◆ Clamps
- ◆ Drill and bits
- ◆ Spanner
- ◆ Spirit level



STEP BY STEP

BASEBOARD BUILD



1

The Tim Horn baseboard kit provides a sturdy top, sides and ends, along with internal bracing. Instructions are supplied and it's worth laying out all of the pieces to familiarise yourself with what goes where.



2

Helpfully, part numbers and descriptions are laser-cut into the components. Start by adding the centre brace to the underside of the baseboard top. Apply plenty of PVA glue to the joint face.



3

Slot the brace into position, ensuring that the tabs sit snugly within their slots. Add the lateral braces, slotting through the central brace. Check the angles with a set square and wipe away excess glue with a damp cloth.



4

The sides and ends can then be fitted, again using plenty of glue and wiping away the excess. Small screws are provided, along with pre-formed holes, to bring the elements of the board together tightly.



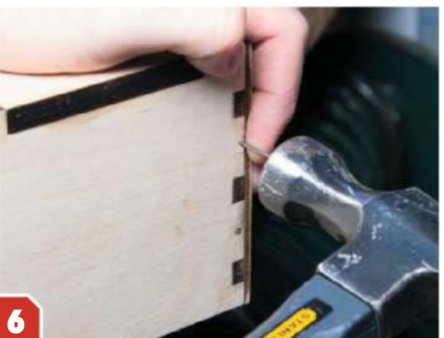
TOP TIP

Check that the assembly is flat and true while gluing up by placing a spirit level or dead-straight timber along each end. With your eyes level with the board, compare the two spirit levels/timbers. If any twisting is visible, make any corrections before the glue sets.



5

Carefully flip the board over and add the screws into the holes in the baseboard top. This adds greater rigidity to the assembly and helps keep all of the parts correctly seated while the glue dries.



6

Small recesses are formed in the outer corners of the ends to guide the supplied nails. Tap them home gently, ensuring that they remain straight and true, without splitting the plywood.



7

After an overnight rest, the end reinforcing panels were added, lining up the alignment holes carefully and keeping them firmly in position, using scrap pieces of wood to protect the outer faces.



8

The diagonal braces are next: don't worry if the parts need to be compressed slightly in order to slot them into place, the plywood is flexible enough to cope. Use plenty of glue and tidy up the excess.



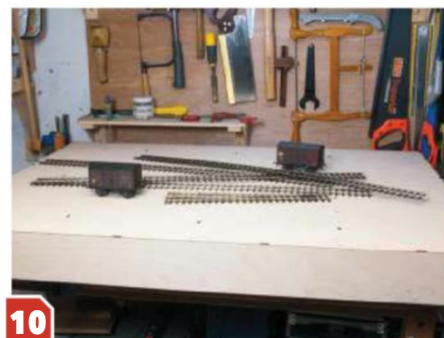
TOP TIP

When the glue has dried completely, clean up any dust and debris before sealing the timber with primer and paint. Alternatively, I applied a few coats of Danish Oil, which is quick to apply but takes a few days to harden fully.



9

The side overlays were temporarily employed to distribute weight over the diagonal braces, keeping them tightly in position while the glue set. Another overnight break is recommended at this point.



10

Any errant dried glue can be sanded away before the side overlays are fitted, clamping securely while the glue sets. Ensure that the laser-cut information is on the inside, and protect the outer faces with scrap timber.

Baseboard legs

With a reliable baseboard ready for action, the next requirement was a set of sturdy legs. To facilitate my plan of running trains at eye-level, the legs needed to be long yet secure, and mounted in such a way that the layout would not become top-heavy.

A simple design was required, the legs being readily affixed to the baseboard or dismantled and capable of being stored flat when not in use. Accordingly, a pair of legs was provided for each end of the baseboard, plus a third pair for the fiddleyard.

Each pair of legs consists of two uprights and two horizontal stretchers, formed from 34 by 34mm redwood PSE (Planed Square Edge), plus 9mm plywood strengthening brackets for the corners. The legs will also have 18 by 44mm PSE bolt-on horizontal and diagonal bracings for extra security.

I built in some allowance for expansion and contraction of the timber. Forcing the legs between the plywood baseboard frames is not a good idea, so they were made a few millimetres narrower.

Flat plastic shims (not the wedged variety) are available from DIY stores, designed to aid the fitting of door or window frames. One shim per pair of legs will make up the shortfall in width, and ensure a tight fit when the bolts are added, without complicating the assembly sequence.

Height matters

"Is that a geriatric modelling height?" enquired Mrs D in a teasing manner, as I showed off my handiwork. I'm not sure what she meant by that, but as a 6ft-plus chap hurtling towards middle age, the idea of spending hours leaning over a baseboard is no longer my idea of fun.

Finding the optimum height for a layout is a subjective matter. In the past, I've set mine at table-top level, with operation being from a seated position. However, this layout is designed for use by a standing operator and, in an effort to make life as easy as possible, I've provisionally set the baseboards at just below chest height.

There's an element of experimentation here and, in time, I may nibble a few inches off the legs once track laying and scenic work progresses, should it prove difficult to reach certain areas comfortably. It's certainly easier to shorten the legs than extend them!



STEP
BY
STEP

ADD THE LEGS



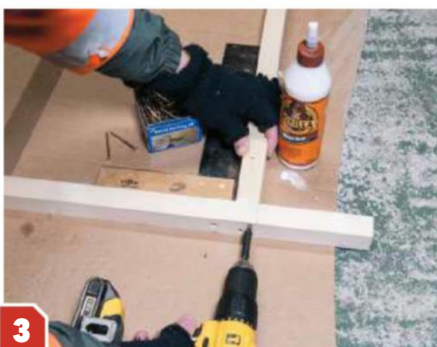
1

Having decided the baseboard's height, the leg uprights can be cut to length. Clamp these to the baseboard frame, inserting a plastic shim on one side of each pair of legs. This will allow for future shrinkage or expansion.



2

Check that the legs are standing at 90° in relation to the baseboard before measuring the gap between the two pairs. This will determine the required length of the horizontal stretchers.



3

With the stretchers at right angles to the uprights, drill and screw the parts together initially. If all is well, unscrew and fix the joints with glue before re-fitting the screws tightly.



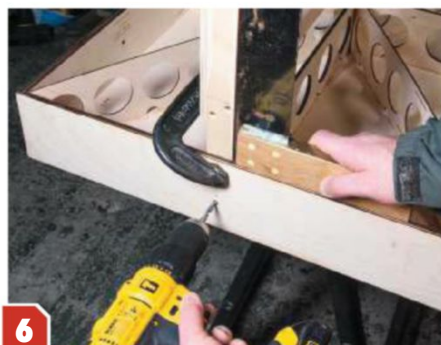
4

Plywood brackets reinforce the corner joints and bring extra rigidity to the framework. Glue and nail the panels neatly into position, wiping away the excess glue from the joints.



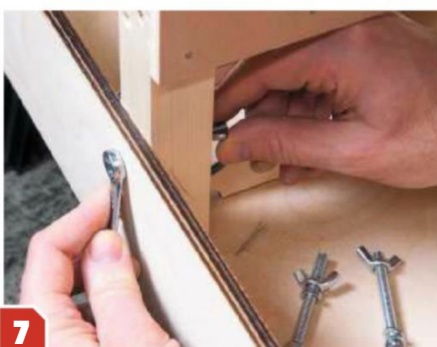
5

Keep checking that the joints are set at right angles as you work around all four corners. Leave the assembly on a flat surface while the adhesive cures, and repeat the process with the other sets of legs.



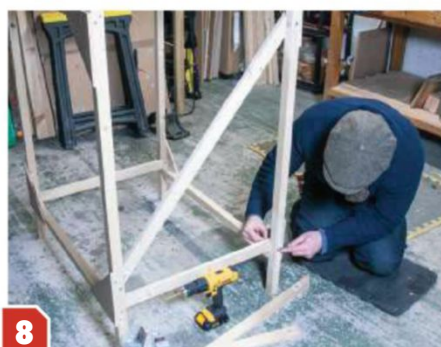
6

Re-clamp the legs into the baseboard, adding the shim and checking the angle before drilling holes for the demountable bolts. Clamp waste wood at the rear to reduce the risk of splitting the timber as the drill passes through.



7

M6 bolts were used, along with a pair of washers and a wingnut for rapid assembly/dismantling. Ensure that the bolts are long enough to cope with the size of the timber employed; I used 60mm bolts.



8

Clamp the longitudinal and diagonal bracings in position while drilling holes for the retaining bolts, washers and wingnuts, checking the angles with a set square as you go.

Setting things out



With the amount of space available, the layout had to take the form of a single scenic board with one exit/entry point for the trains, leading to a traverser-style fiddleyard. Faced with a 'dead-end' arrangement, with no room to accommodate a run-round loop, a depot or workshop theme seemed apt.

The plan matured when Heljan's modern-style MPD kit arrived; its modular nature makes customisation easy and it can be built in either full or half-relief form. Moreover, with a few tweaks here and there, it should be possible to alternate the scene between a locomotive depot and a wagon repair shop.

Having chosen the period of 1960-1980, the use of small diesel locomotives and predominantly short-wheelbase freight stock offers sufficient operating potential. Shuttling wagons back and forth may not be to everyone's liking but I find it therapeutic, and the possibility for up to five sidings to be accommodated will keep the resident shunter busy.

WHAT GOES WHERE?

At 4ft by 3ft, the scenic area offers the potential for creating a more realistic sense of depth than is possible with narrower baseboards. By carefully arranging the track and buildings, it is hoped that the resulting scene will be dramatic enough to grab the viewer's attention, while suggesting that much more is happening just out of sight.

While sketches and plans are useful,

Arranging buildings and track onto the baseboards allows us to tweak the angles and arrangement until happy with the overall composition.

Taken from what will be the primary vantage point, the angle of the depot and tracks helps to create a dynamic scene.



I generally prefer to plan layouts in 1:1 scale, using lengths of track, a selection of buildings (or cardboard boxes) and the trains themselves. These are arranged in various permutations, pushing the trains around to mimic possible manoeuvres and ensure effective operation.

Naturally, it helps when you're recreating a fictional location and, if something doesn't fit or look right, the plan can be easily altered. Furthermore, Peco's paper point templates (downloadable for free for

printing at home) allows one to decide on the exact geometry before spending any money.

We can also play around with perspective, placing buildings strategically to guide (or block) the viewer's gaze and disguise hidden exit/entry points, or even altering the angles of the walls to create the illusion of greater depth.

USEFUL SOURCES

Peco templates - www.peco-uk.com

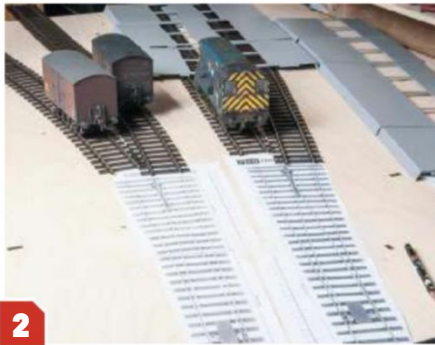
STEP BY STEP

TRACK PLANNING



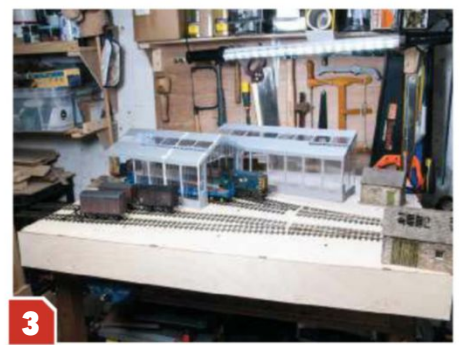
1

Before committing to the investment in 'O' gauge points, a variety of full-size templates can be downloaded from the Peco website. Being larger than A4 paper size, they need to be cut and pasted from two sections.



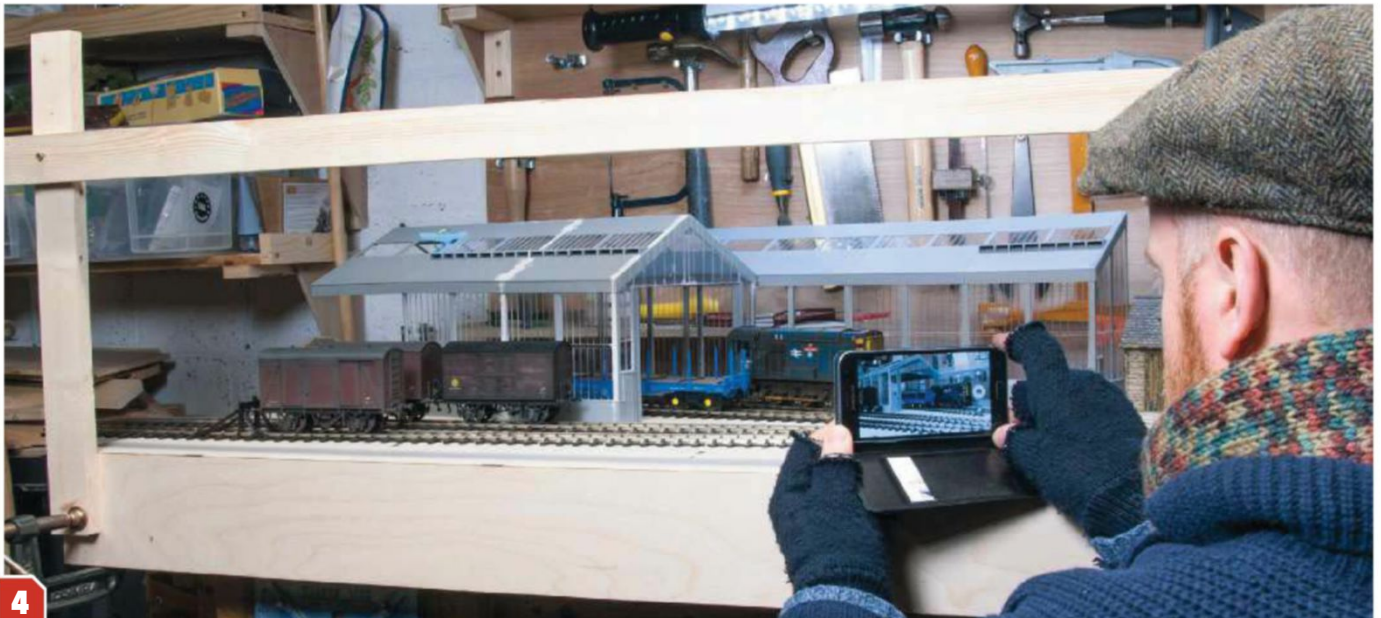
2

After experimenting with a few variations of my original track plan, it was decided to employ a pair of straight turnouts, one left-handed and one right-handed.



3

A start was made on the Heljan depot kit, combining a few kits to form full and half-relief structures, laying them on the baseboard to see how things will look and how their dimensions affect the track plan.



4

A fascia frame was mocked up to give a clearer idea of how the layout will eventually be viewed. Images were captured from the main viewing angles, allowing me to mull over the arrangement at leisure.

Having played around with various turnout and track plan options, investment was eventually made in a pair of suitable Peco points and the desired amount of flexible track.



What's next?

In MR247, George shows you how to make a sliding traverser fiddleyard. Follow George's progress on his blog: <http://georgedentmodelmaker.blogspot.co.uk>

PART
1
TERRAIN



PHOTOGRAPHY: PETER MARRIOTT

HOW TO

BUILD AN URBAN LAYOUT

Peter Marriott embarks on a new challenge that's a bit different to his usual layouts.

As many readers will know, I've built many layouts over the last four decades that feature minimal trackwork located in a rural setting. This time, however, *Model Rail* challenged me to model something with an inner-city theme.

Elevated railways winding through the city on retaining walls have appealed to me for quite some time. Leytonstone High Road and Glasgow Central are two such examples in the UK, and there are others located around Europe, such as in Salzburg, Austria.

Glasgow Central was of particular appeal, with frontages located inside the arches as the railway reaches the terminus. This is something I aimed to replicate, but with just three lines instead of 13! Part of my inspiration came from Ian Futers, who made two similar

stations which I never saw in person. He used only three points on each of his exhibition layouts. This still gave plenty of operating potential but, crucially, avoided any complicated wiring.

With that in mind I began to sketch possible track plans and obtained a few of the main manufacturers' catalogues to see what suitable products were available. Buying the right product avoids unnecessary frustrations further down the line.

As always, I asked myself the usual questions before I even began my planning. How much space do I have? What do I want to achieve with the layout? Where is the layout based? Only once I had the answers to these could I begin any detailed research and make my initial sketches.



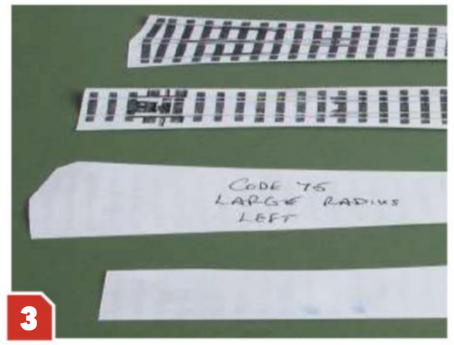
STEP BY STEP PLANNING



There are lots of good layout planning books available, with magazines providing a useful array of 'modellable' photographs to assist our research.



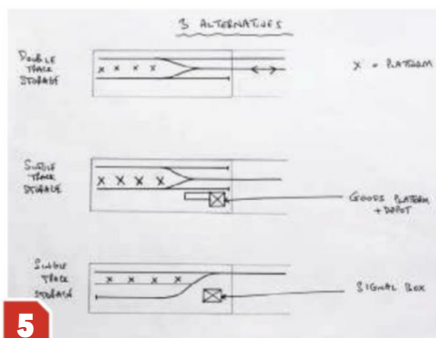
Peco point templates are useful track planning aids. Available to download in various gauges, they're the exact size of the points. This helped me to buy the right track.



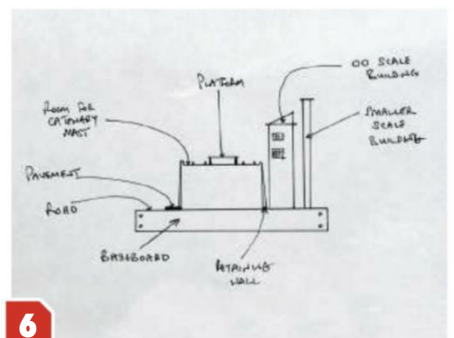
After I cut out the point templates with a sharp craft knife, I wrote on the reverse side what kind of point it was. It's easy to get the points mixed up (for example, the difference between large and medium radius points).



I find it useful to mix the paper point templates with the points I have in stock to see how the track geometry will work. I discovered that I would need some short sections to fill the gaps.



I had three alternatives for my track plan. On all three of them the station throat was laid out differently, but they all used just three points.



This end-profile sketch shows the raised central section – a focal point of this layout – with a road to the left and low-relief buildings to the right.

TERRAIN

The raised section of track will be the focal point of the layout and it's crucial that it stands on a solid base. Common techniques involve laying track on timber supports, but I find that Woodland Scenics SubTerrain System is a good alternative owing to its light weight. Easily stackable, any height can be achieved using a combination of pieces.

I had a few pieces of SubTerrain in stock and decided to use them in conjunction with a spare sheet of roof insulation foam. I've found these to be good for making light-weight scenery for layouts, especially if you're going to have to lift them on your own. I laid a sheet of Celotex on the baseboard, increasing the level of the track by 5cm, and built the remainder from SubTerrain pieces.



1

Woodland Scenics SubTerrain system comprises risers and inclines which can be stacked. Here I've used two risers to achieve the desired height in relation to the retaining wall.



2

I decided to use a mixture of foam roof insulation and SubTerrain risers on the layout, so I cut some to height with a Woodland Scenics Foam Knife.



3

After marking the correct size on the foam, the knife made light work of it, slicing through it with a single cut.



4

I fixed the Celotex sheet to the baseboard with Woodland Scenics Foam Tack Glue, spread on with a wide paintbrush. Foam Nails held it *in situ* while it dried, and I weighted it down with books.



5

Once it was fixed firmly to the baseboard I noticed a dip running along the length of one side. The remedy was a 3cm strip of bubble wrap, covered with mounting card.

	ROOF INSULATION BOARD	WOODLAND SCENICS SUBTERRAIN SYSTEM
ADVANTAGES	Available in a number of thicknesses and colours.	A system of integrated parts that can be used to make gradients and to raise the height of the track above the baseboard.
	For large areas it's easy to carve to the shape of the landscape.	Lightweight - ideal for portable layouts.
	Lightweight - ideal for portable layouts.	Each piece has been precisely cut to size.
DISADVANTAGES	Not a model railway product, so not as versatile as SubTerrain.	May work out to be expensive for large layouts.
	Not cut precisely, which may create some additional work.	
EASE OF WORKING	Quite easy to cut with long sharp blades.	A very easy way to build up a multi-tiered layout.
	Will take longer to work with compared to SubTerrain.	Easy to cut with a number of thicknesses of boards.
		Has a dedicated range of adhesives and tools.
AVAILABILITY	From most DIY stores.	Woodland Scenics stockists.





WALLING

Lightweight hard foam walling, some of which can be curved slightly for modelling walls on a bend, is available from a range of suppliers. Some manufacturers also offer buttresses and arches of different sizes and shapes. Langley Models makes various kits for retaining walls based on vacuum-formed plastic that requires an undercoat and paint finish, while Scalesscenes offers numerous wall effects that can be printed at home.

STEP BY STEP

1

I chose two different types of wall and was concerned that, because they were in such different colours and styles, they wouldn't look right next to each other, but I had them in stock, so decided to give them a go.

2

I gave them both two light coats of aerosol grey primer to blend the two styles together, which masked their differences well.



3

I used slightly diluted Earth Colours concrete paint for the brick mortar and applied it with a wide paintbrush. It filled all the courses in the brickwork and the detail was applied the next day.



4

I used Derwent Pastel pencils for the faces of the stones and bricks. It took two sweeps of the pencil to add the desired colour to the surfaces.



5

After some deliberation I decided to use Scalesscenes products to fill in the arches with brick paper. I downloaded a few sheets to see what might work best, along with Scalesscenes' free scale ruler (<https://goo.gl/3aXgqR>).



6

I used the Scalesscenes Low Relief Arches pack (RO18) with red brick finish, applying glue to both the wall and the brick paper. I included the optional graffiti arches to add variation.



7

I filled in the remaining arches using the same technique, adding further variation by applying lighter-coloured brick to one arch, to depict brickwork that was built at a different time to the rest.



8

Woodland Scenics Foam Tack Glue was used to fill in the gap at the base of the wall. The glue will dry clear and will not be visible on the finished layout.

VITAL STATS

Layout:

'Great Coles
Wood Halt'

Size: 72cm by 22cm

Gauge: 'OO'



HOW TO

MAKE A LAYOUT TO FIT IN A BOX

Chris Nevard thinks *inside* the box and creates a layout to banish the claim of 'not enough space' once and for all.

Just how small can a working model railway be?

One of the oft-repeated reasons for not building a layout is lack of space. But what if it were possible to produce a working layout so small that the excuse is no longer valid?

I was recently commissioned to build a layout that fits inside one of those large plastic storage boxes that you see in stores such as Wilko, Dunelm or Hobbycraft. The owner needed to be able to store the layout under a bed, or on its end in a cupboard, when not in use. I must admit, I hadn't considered plastic storage boxes for housing a layout, but being a fan and serial builder of micro layouts, I took the challenge.

The layout needed to be completely self-contained, with no extra bits for operation to be added other than to plug in a controller.

Just what would I be able to squeeze in?

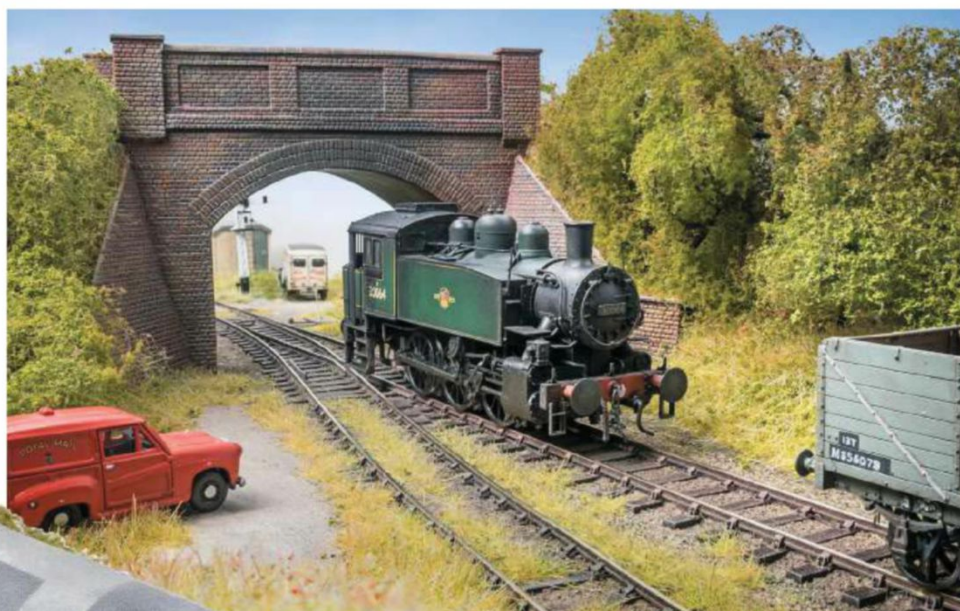
The owner and I decided that the layout would depict the early days of the Bluebell Railway, featuring a truncated railway halt for brake van rides. The Bluebell's Freshfield Halt provided some of the inspiration, with the line running through a shallow cutting.

The little truncated station halt was to pass under a road bridge and into a simple two-road fiddleyard. Originally, the fiddleyard was to be non-scenic, but after some discussion it was decided that a scenic fiddleyard would be a real bonus when looking along the layout and through the bridge. As such, it could also masquerade as a small goods yard or similar, rather than just being bare and uninteresting, and in this way the whole layout would be visually engaging.

So what did I manage to come up with?



If you choose the sand ballasting method, it's worth giving it a wash first to remove salt or clay. When you dilute the PVA to fix the ballast, mix the glue with soapy water to the consistency of full fat milk.



Peco's new Code 75 bullhead track was ideal for representing the Bluebell Railway's track.

Due to the restricted space, I used a small-radius Code 75 Peco Streamline point but with flatbottom rail. Modelling colleague Paul Marshall-Potter has recommended using cyanoacrylate to fix the track down.



TOP TIP

Choose soft natural colours, avoiding tones that are too rich or dark. Keeping the tones pale increases the feeling of space – just what we need for these 'nano layouts'.

Shopping list

- ◆ Model Scenery Supplies Deluxe baseboard. Built to a bespoke size to suit the container. Web: www.modelscenerysupplies.co.uk
- ◆ Whitefurze Allstore 27l Container, 81cm by 28cm by 16cm, £17.30
Availability: www.amazon.co.uk
- ◆ Bachmann Scenecraft Wooden Platforms 44-0010, £26.95; Wooden Platform Ramps 44-0011, £11.95, Shillingstone Platelayer's Hut, £12.95
Availability: Bachmann stockists
- ◆ Dapol SR Lattice Signal Home Starter 4L-003-005, £30.47
Availability: Dapol stockists or www.dapol.co.uk
- ◆ Lanarkshire Models & Supplies SR bufferstop kit BS03, £5.95 Availability: Lanarkshire Models & Supplies, 9 Nairn Avenue, Blantyre G72 9NF
Web: www.lanarkshiremodels.com
- ◆ Wills SS53 Brick Arch Bridge kit SS53, £13.50; Peco SL-E191 Code 75 Small R/H point, £13.85; Peco Code 75 Flexible Bullhead track SL-108FX, £5 each; Ratio Grounded Goods Van Body 507, £5.95
Availability: Peco stockists or www.gaugemaster.com

STEP BY STEP



1 I used cyanoacrylate to fix the track to the Model Scenery Supplies 'Deluxe' baseboard. I drilled holes for track-feed wires and cut a slot in the Sundeala surface to allow a point motor to be added at a later date.



2 Steam era ballast tends to be finer than that seen on the modern railway, so I use sand sieved through a tea strainer. Position it dry, then gently dribble on diluted PVA and allow to set overnight in a warm part of the house.



3 The Wills SS53 Brick Arch Bridge kit looks very 'Bluebell Railway' in design - especially the parapets, so it's an ideal choice, as well as being a great kit. It doesn't, however, come with a road deck, but don't worry...



4 ...because 6mm foam board is ideal. I cut a suitably sized piece. Adding it at this stage strengthens the structure too. I applied a layer of DAS modelling clay on top - ideal for depicting a rough track.



5 Start the painting with a good coat of Halfords Red Primer. Apply diluted washes of matt black and cream emulsion to tame the primer red. A drop of washing-up liquid helps the emulsion to 'adhere' to the surface.



6 The bridge was glued into place with neat PVA, followed by off-cuts of foam board to build up the basic scenery. Expanded polystyrene is good too. I covered the foam with DAS, but Polyfilla would also work.



7 Leave the clay to dry. It can take 24 hours to set properly. I put the layout outside on a windy day to speed things up! Once dry, I smeared a little DAS clay over the top to create the impression of steam-era cinder ballast.



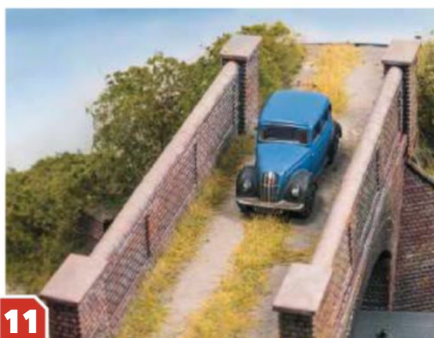
8 A dull muddy-coloured matt interior emulsion was applied to hide the DAS. Tester pots of emulsion are ideal for this work. Do people really use these 'colours' on their walls? Anyway, they're ideal for us modellers!



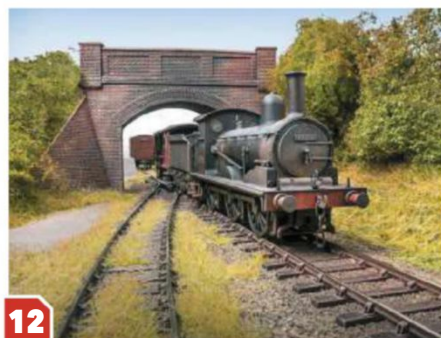
9 Wooden stirrers are a cheap way to make a barrow crossing. The paler areas of colour are matt emulsion. Dry-brush to simulate chalky soil. The platform is a Bachmann Scenecraft model (see 'Shopping list').



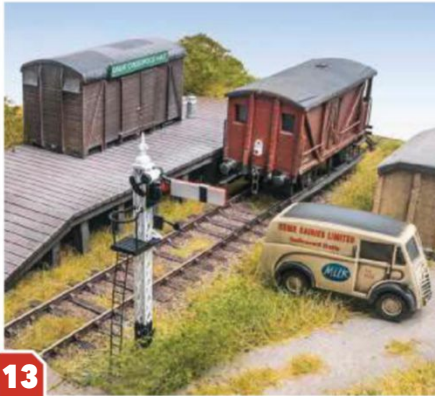
10 Static grass can look rather too even and flat. Glue pieces of hanging basket liner down with PVA. When set, trim to length. Brush more PVA on top before applying the static grass. It'll look as if something's gone wrong but just wait...



11 Static grass works really well for farm tracks. I wanted a late summer look, so I used 'autumn' and 'winter' colours. Many static grass colours are too 'green' to my eyes, but the WWS Scenic range is very good: www.war-world.co.uk



12 To complete the fiddleyard, I've added static grass to the nearside track to suggest the weedkiller train missed it out. Give the whole layout a dusting of cheap hairspray - but make sure you do a test first.



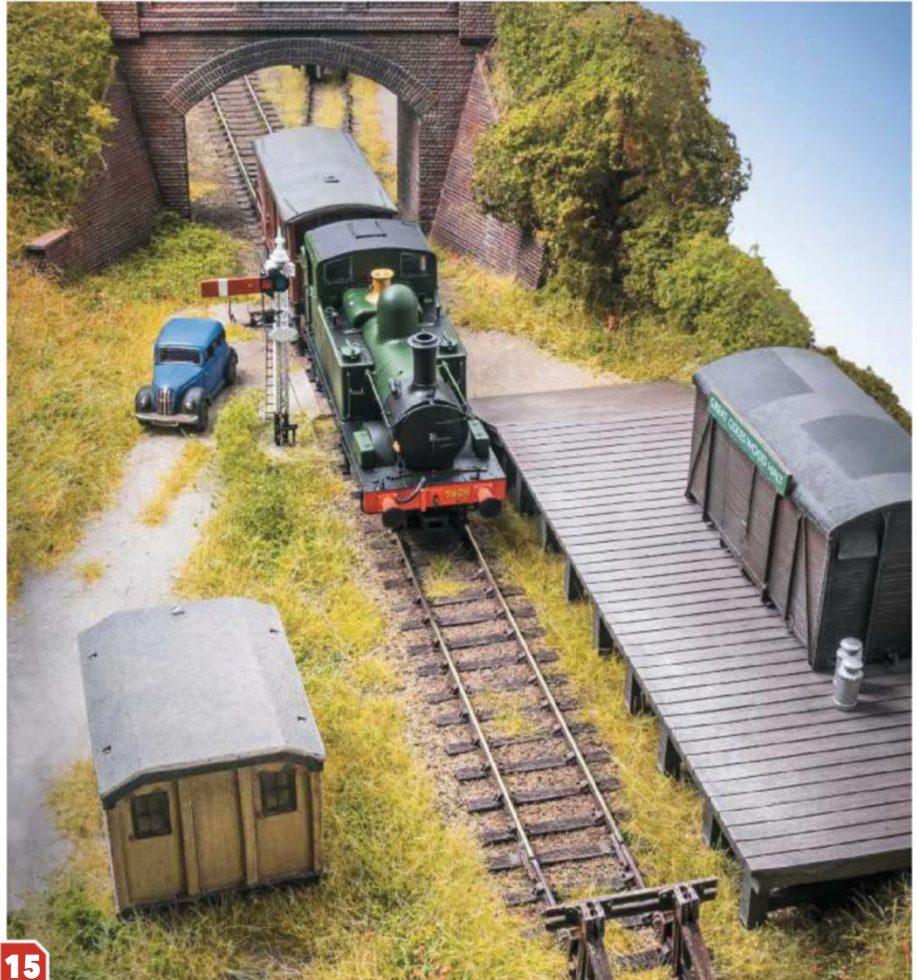
13

Being an early preservation scheme, an old van body makes a useful temporary station building. I made the nameboard on my computer, using Gill Sans typeface. I printed it out and glued it to a small strip of plastic.



14

The trees and bushes are Woodland Scenics Poly Fiber stretched over some dead heather. Next, cheap hairspray is used to hold a layer of flock in place. I misted it with a little Halfords Red Primer to give it a late summer look.

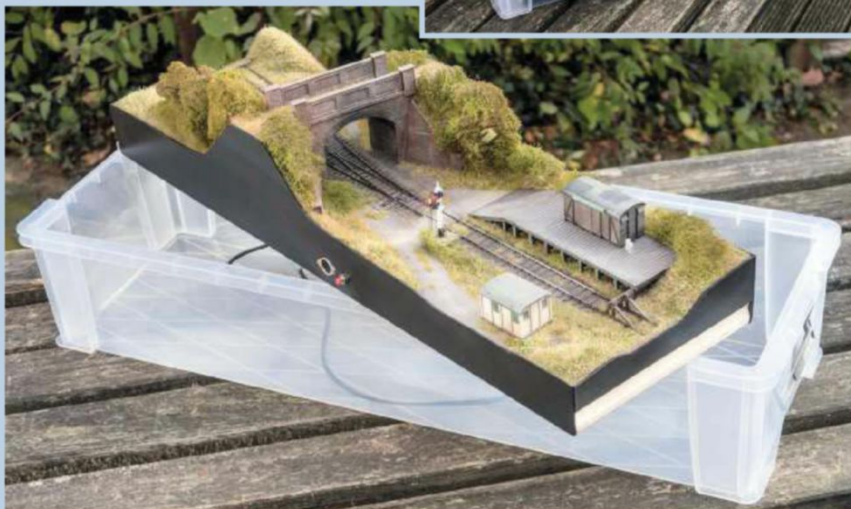


15

Overall view of the 'station end'. A professional signaller explained to me where the Dapol signal should go. With such a tiny layout, details such as signalling can be a little compromised, but I think the signal looks the part.

Conclusion

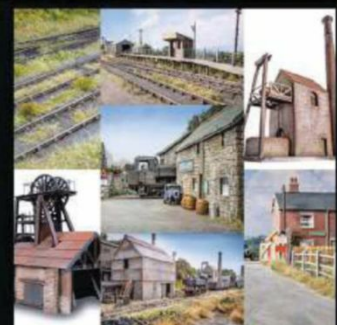
This little layout was built in under a week, putting in just a few hours a day over five days (amounting to 21 hours). Hopefully this might spur a few people on who are put off by the time a layout build might take. A layout like this has plenty of scope to be extended in either direction by adding further modules.



Build me a dream

Want Chris Nevard quality but not sure you can achieve it? Well, you can now hire the man himself to build your dream layout. For more details about Chris Nevard's layout building service, see www.nevard.com

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HOW TO

BUILD A LAYOUT ON SHELVING

Can **CHRIS LEIGH** squeeze memories of his youth onto a shelf round an 8ft² spare room?

I've made no secret of my fascination with the GWR station in the Middlesex town of Staines, where I grew up. Ali G and Christine Keeler were the only other notables from the town where linoleum floor covering was invented.

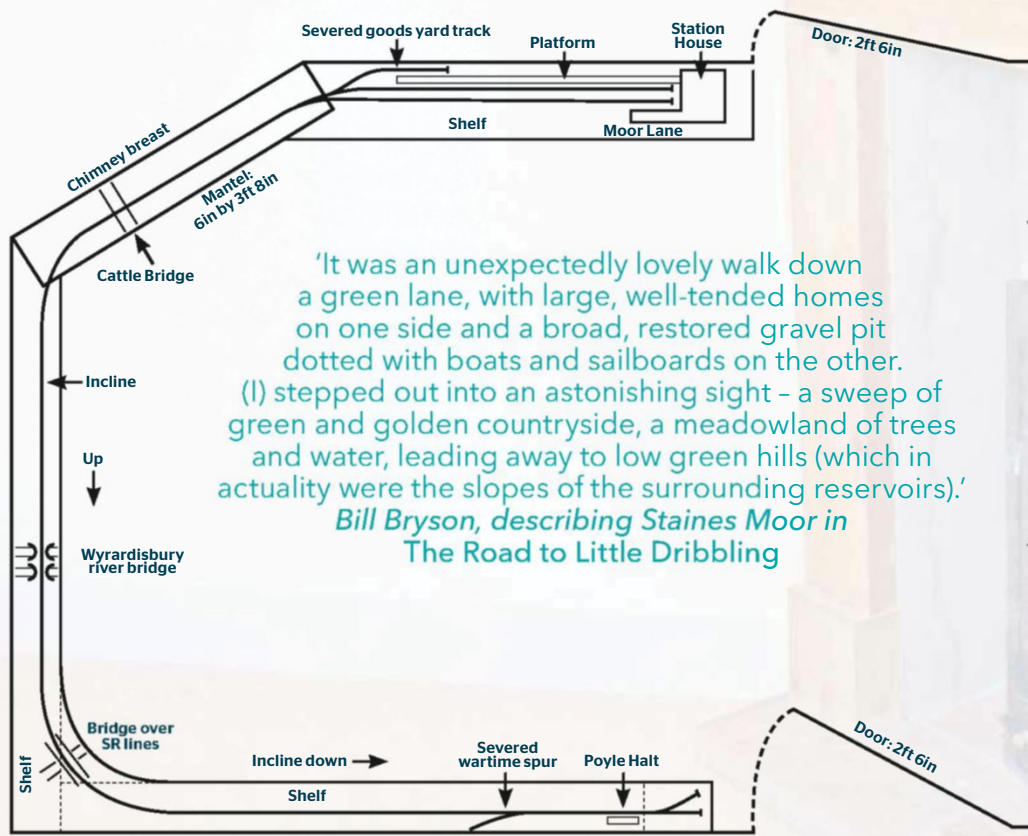
My family moved to my grandmother's house beside the Southern Region line between Staines and Egham around 1954, and my railway interests would be satisfied by watching the trains pass my home until the school summer holiday of 1962. I was 15 years old and summer meant fishing the streams on

Staines Moor to catch stone loach and gudgeon to bring home and put in the garden pond. The peace of Staines' own common was disturbed by the passing overhead of Vickers Viscounts, Bristol Britannias, De Havilland Comets and Boeing 707s climbing out of Heathrow and, about once an hour, by the passing of a dark green diesel railcar on the single-track railway.

DIESEL NOVELTY

Having exhausted the supply of 'cops' on the Southern, at home and at Weybridge, my

younger brother and I were keen to see some of the new diesels. The nearest that we could find them was on the Western Region, and Iver station seemed promising. "Catch the old pull-and-push from the station in Moor Lane," advised our mother. So began a relationship with that strange old station that was to last until (with the help of Staines Town Society) I played a part in preventing its demolition, in 1981. My one enduring memory of Staines West is looking through the booking office door, which provided a glimpse of the railcar standing at the platform. I modelled it once,



'It was an unexpectedly lovely walk down a green lane, with large, well-tended homes on one side and a broad, restored gravel pit dotted with boats and sailboards on the other. (I) stepped out into an astonishing sight - a sweep of green and golden countryside, a meadowland of trees and water, leading away to low green hills (which in actuality were the slopes of the surrounding reservoirs).'

Bill Bryson, describing Staines Moor in The Road to Little Dribbling

with the erstwhile Staines Model Railway Society, way back in the 1960s, but it's a project that has niggled at me to try it again, with 21st-century models, materials and techniques.

It's strange how a modelling project can start. About a year ago I made an impulse purchase in Peterborough's Trains4U model shop. So frequent are my visits to the one and only local model railway store that Mike Harris started calling it 'Trains4Chris', and now even my granddaughter knows it by this title! My impulse purchase was a Dapol 'N' gauge Class 121 railcar which shop proprietor Gareth had fitted with DCC sound. 'Ask for a demonstration' tempted the sign alongside it in the showcase. So I did. I was immediately hooked and I left the store with the little railcar in my pocket.

I had nowhere to run it as I didn't possess an 'N' gauge layout. Back in 2009 I had dabbled in 'N' gauge. At that time I had been prompted by the new Dapol 'Terrier' O-6-OT, and I built a little model of Hayling Island terminus and Langstone harbour bridge (see *Model Rail* January 2010).

My first 'N' gauge project was not an entirely happy experience. I was frustrated by the lack of kits, accessories and parts that I had grown accustomed to in 'OO', and my dislike of the 'Rapido' 'N' gauge coupler was even greater



than my dislike of the 'OO' tension lock.

Now, my railcar wasn't my only item of 'N' gauge rolling stock. I also had a Farish '64XX' O-6-OPT and autococh. If I built a little branch line layout which only had a passenger service of autotrains and railcars, the coupler would not be an issue. The perfect branch line for those two trains (and a Farish GWR railcar in due course) was obvious - West Drayton to Staines West. This had been my stamping ground as a teenager - I knew it well and have a large collection of photographs to prove it.

I enjoyed building my Cornish harbour layout 'Polwyddelan' as a *Model Rail* project. The discipline of building to deadlines had been helpful, and I love the finished result, as it is my first freelance location that I feel really worked.

However, I still prefer to model real places as accurately as possible, and 'Polwyddelan' does not satisfy me in that respect.

As my present home was once a railway station it has some rather curious rooms, two of which were small interconnected offices. They measure around 8ft by 8ft and both have one corner cut off by a chimney and fireplace. I use one as a study, but the other has been used for storage and was recently emptied to create an 'emergency' bedroom. Once cleared, and despite the space lost to two doorways, I could see that it offered potential for a single line of 'N' gauge round the walls, with a total run of around 20ft.

I realised that I could fit Staines West station on the wall to the right of the fireplace. The station approach would fit the mantel, and the line could then climb at 1-in-30, which should be manageable by single-coach trains. It would cross the Wyrardisbury river, over the Southern Region line to Windsor and descend to Yeoveney Halt. With a bit of luck I might squeeze in Poyle Halt and the adjacent bridge as the scenic break before the fiddleyard.

TAKING THE PLUNGE

Projects such as this usually remain as pipe dreams until something prompts me to make a start. Leaving aside my colleague Mike Harris' reprimands that "you can't spend that kind of cash on a model and not have anywhere to run it," I just needed something else to provide the impetus. That came with a tidying-up session at the village church. In the back of a shed I found several new lengths of tongue-and-groove timber. The planks were 5in wide and 1in thick. They were straight, dry and in good condition, and there was enough to make the shelf.

I found homes for the American organ and the clutter, and relics from the full-size railway were moved into the room instead. The fireplace already contained a GWR Courtier No. 5a coke stove which had been rescued from the station's cellar after it fell through the floor. It was becoming the perfect location for a Staines branch layout.

AFTER



CAN'T SEE THE JOIN

From the outset, this was to be a permanent layout. It is long and narrow, to use available space, and is not intended for display. This is the only place you are ever likely to see it. The big advantage of this was that I did not need to build baseboards and I could avoid baseboard joints. My experience of exhibition layouts or portable layouts has always been that the joints between boards are the biggest source of problems. These include issues with track alignment, baseboard levels and electrics, as well as accidental damage. The fixing of track alignment, cutting of rails and the alignment of the boards themselves can all cause derailments. Combine these with a change of level between boards and there would be problems of derailments and random uncoupling. Reliance on the gap between rails at baseboard joints for insulation is a recipe for hard-to-find short circuits.

I cannot imagine how I might ensure successful baseboard joints in 'N' gauge, so the beauty of this shelf arrangement is that there are no joints. Provided I set the shelves up carefully with a spirit level and constructed my gradients carefully, it should be plain sailing.



1 Here's the room before I began. The only item of 'furniture' is the American organ. The fireplace is a rebuild, the GWR coke stove is not in working order and the chimney is sealed.



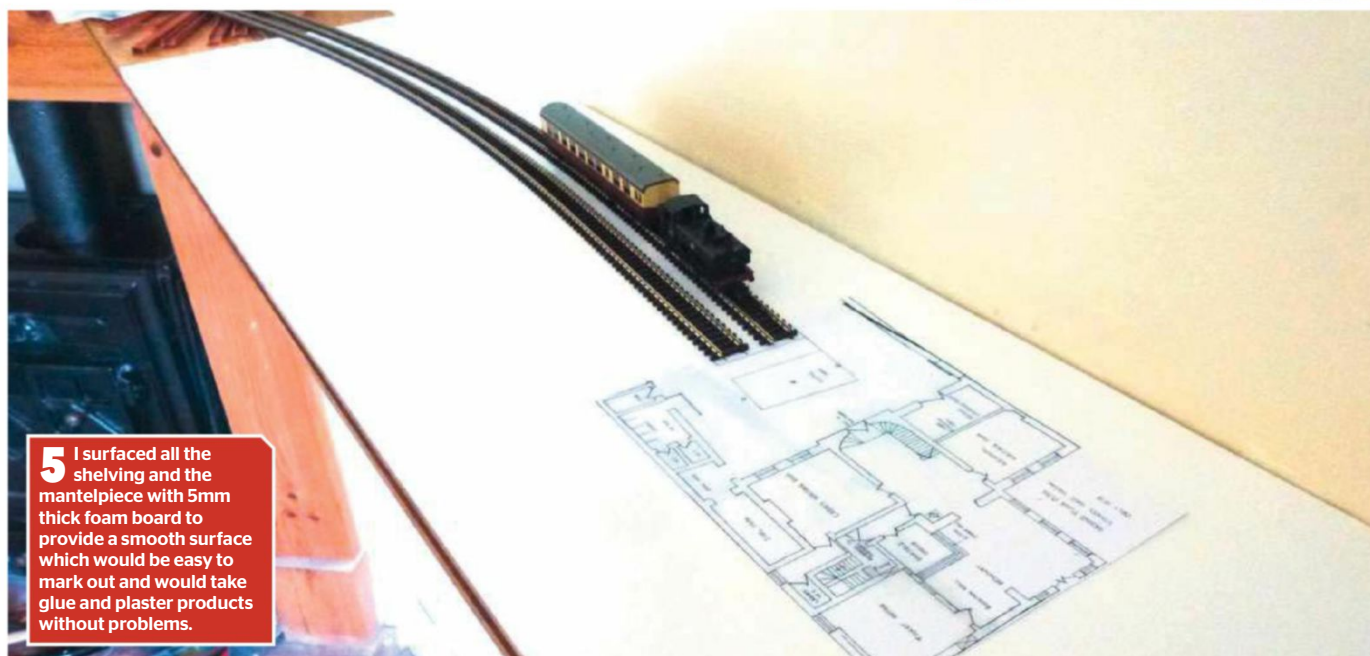
2 I'm not accustomed to working in 'N' gauge so I needed to get a 'feel' for how it might look. The mantelpiece gives the key to the height, and the little autotrain looks quite tiny in the available space.



3 I installed the shelf so it was level with the top of the mantelpiece. The first section is in place and is two planks wide, as this will be the station site.



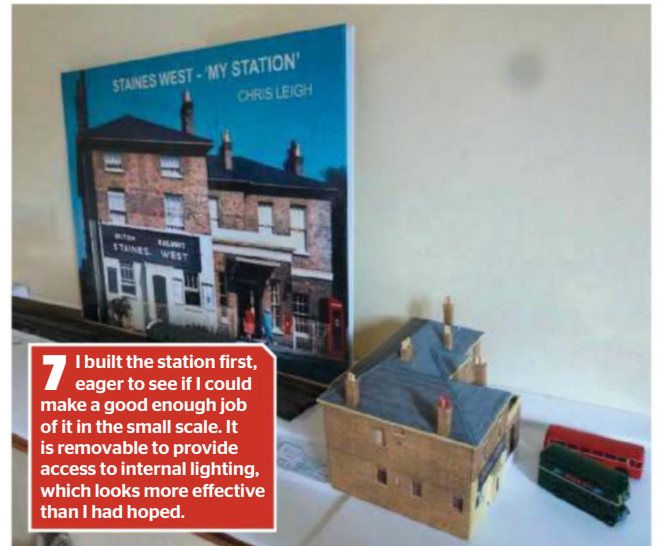
4 I have plenty of local railwayana and signs with which to decorate the walls.



5 I surfaced all the shelving and the mantelpiece with 5mm thick foam board to provide a smooth surface which would be easy to mark out and would take glue and plaster products without problems.



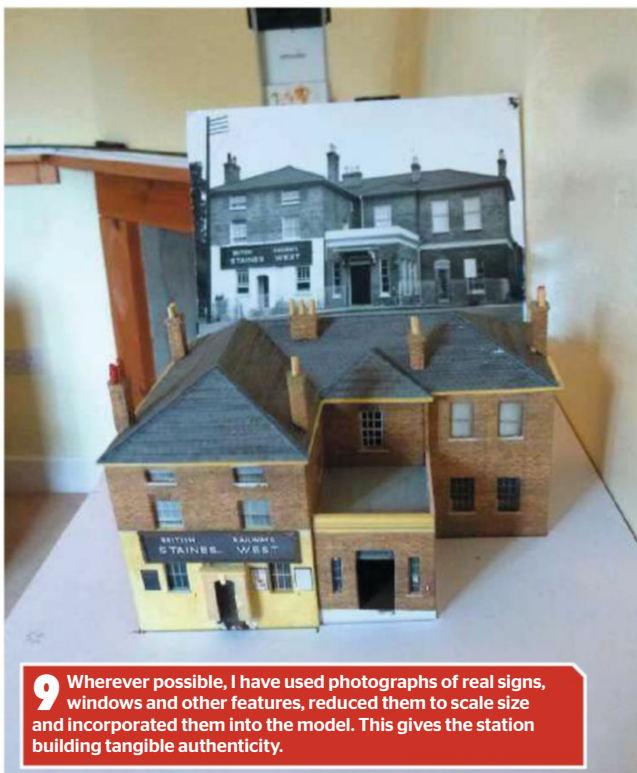
6 I needed to make sure that the station would fit the shelf so I printed out my 4mm:1ft scale plans of Staines West, reduced to 2mm:1ft scale, and mounted them on card.



7 I built the station first, eager to see if I could make a good enough job of it in the small scale. It is removable to provide access to internal lighting, which looks more effective than I had hoped.



8 One advantage of the smaller scale is that it is easy to produce templates for structures just by reducing photographs on the computer and trying them in place. This the Wyrardisbury river bridge, and (inset) the model structure being fitted into the scenery.



9 Wherever possible, I have used photographs of real signs, windows and other features, reduced them to scale size and incorporated them into the model. This gives the station building tangible authenticity.



10 The station as it stands at present, awaiting installation of its canopy which, in turn, awaits production of some suitable columns and brackets. I find it difficult to pass it by without giving the train a run!



INSTALL A SHELF

It seems that these days, most shelving comes in the form of systems with strips that attach to the wall and shelves that clip into them. I needed some large brackets to support the 9in wide shelf for the station. I wanted something reasonably decorative but could find nothing suitable, so I decided to make some wooden brackets.

IMPORTANT!

Do not drill into walls without first checking for pipes or cables. I happen to know that all my 13 amp wiring comes up from the basement so there was no danger of drilling into a cable for the socket below. Check if you are not sure!



STEP
BY
STEP



1 All my brackets had to be mounted direct to the wall using wall plugs and wood screws. I began with a vertical piece of 2in by 1in planed timber attached to the wall with plastic Rawlplugs and 2in wood screws.



2 The position of the bracket needed to allow for the thickness of the top planks and to align with the top of the mantel shelf. The supporting strut was cut from 2in by 1in timber with the ends at 45°, drilled and screwed in place.



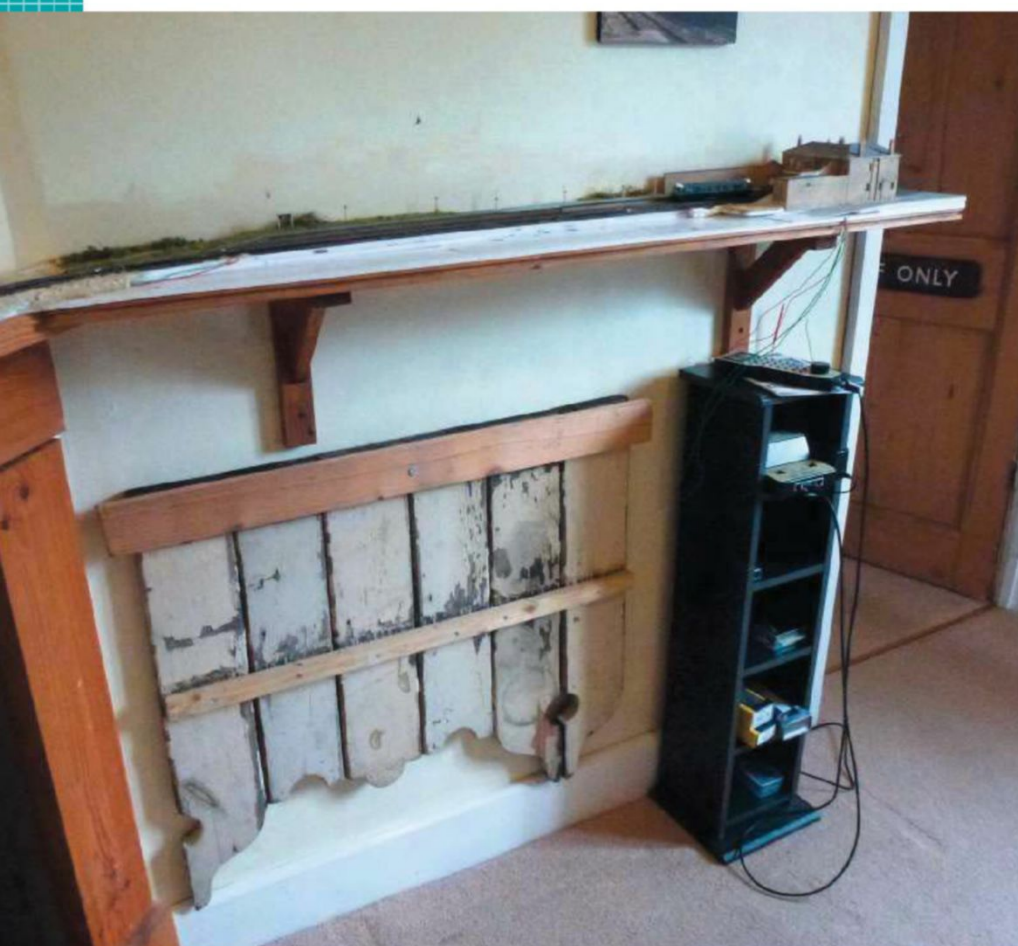
3 With two similar brackets completed, the tongue and groove top was added and secured with woodscrews. I always use woodscrews, drilling and countersinking the holes first. A job like this, inside the house, needs to be neat.



4 I used Colron wood stain for all the exposed woodwork in my house. Believe it or not, the newly stained shelf will eventually mellow to the same colour as the fire surround. Once the work is complete, the walls will be repainted.



5 The shelf was surfaced with 5mm foam board to provide a clean, smooth working surface. The board was lightly glued to the shelf with PVA so that the two could be separated reasonably easily if necessary.



6 Again, I tried a correctly scaled photograph to see how the station might look. I had in mind the possibility of widening the shelf if necessary, even at this late stage. However, a narrow layout requires less scenic work and fewer buildings.



7 Staines West station had been built as a private house and the conversion had resulted in a multitude of subtle changes of level. Another 5mm foam board layer was added and the floor plan, reduced to 2mm scale, was glued to this.



REALITY CHECK

Subtle changes of level were evident around the station forecourt and it was important to reflect these in the model. Note how the ground level at the left-hand corner of the building is lower than on the right-hand side. London Transport buses turned on the forecourt and a tap was provided on the station building so the drivers could top up their radiators.



8

Ratio spear fencing is available in 'N' gauge and it will withstand just enough careful flexing to follow the rising ground level. The pavement is a piece of 2mm mounting card marked to show which part is slabs and which is Tarmac.



9

I kept checking to ensure that the building still fitted in its recess after every change to its surroundings. 'RF' and 'RT' buses were a part of the scene, but will need their route blinds changing to '218 Kingston' and '460 Slough'.

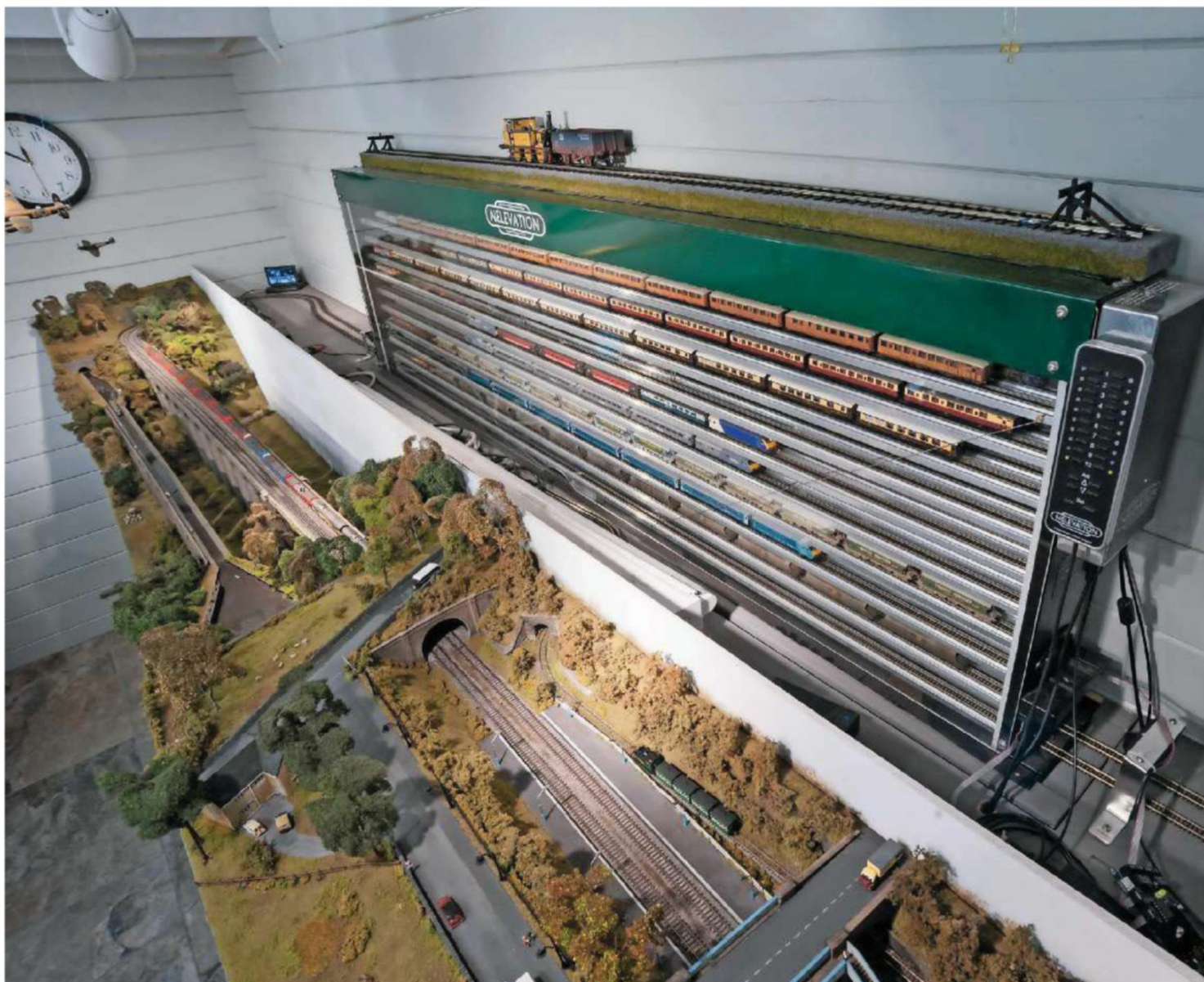


10

There was a marked change in colour of the road and forecourt surface, which I've replicated here. The two 'garden' areas within the iron railings were overgrown, and there was also a curious telegraph pole which I've modelled with styrene strip and a wooden barbecue skewer.

Next time

Construction of the station building will be described in a future issue of *Model Rail*.



MEET MR NELEVATOR

A lack of space for his layout's fiddleyard prompted **Allen Pearson** to design the Nelevator train stacker.



I had a problem that's common among railway modellers, I didn't have enough storage space, certainly horizontally. That made me think of creating a fiddleyard vertically, and led to the first design of the Nelevator. Sadly, I was never able to include one on my first layout as a tree fell onto the roof of the garage one night and destroyed everything in it.

"Its primary function is a storage yard; the only difference between the Nelevator and a conventional fiddleyard is the axis.

The advantage of the Nelevator is that 20 lines of track are catered for in the space of two. The glass sides also mean that locomotives are protected from dust while still being visible.

"The Nelevator can hold up to 20 realistic length trains in 'N' gauge and 12 in 'OO' gauge. It's compatible with UK, US and European outlines and operates with a 'plug and play' remote control design, meaning no soldering is required.

"One of the things we have found at shows is that the illusion it gives means

people don't always understand it when they first see it. A lot of people think it has a central conveyor belt, but this isn't the case. We decided that it would be too risky and difficult to rotate the locomotives, so instead they are two separate lanes which counteract each other; as one side comes up the other side goes down.

"The sides raise and lower thanks to two motors and every track is the same distance apart. This means that the computer in the Nelevator knows exactly where each track is, and once the desired track has been



programmed the Nelevator can be stopped in the correct place to an accuracy of 0.1mm.

"There is also a built-in safety feature that stops the mechanism from moving if there are any obstructions at the entrances, preventing crushed trains and fingers.

"It hasn't been an easy process to get the Nelevator up and running. The weight of the 'OO' version caused particular difficulties because the motors needed to be much more powerful to lift the tracks. We are looking at producing an 'O' gauge version, but this is going to involve a complete redesign, so for

the moment we are focusing on getting DCC fully operational with the 'N' and 'OO' gauge designs. We are also working on a traffic light project which will isolate the tracks either side of the Nelevator, avoiding collisions.

"The Nelevator can suit any layout, as long as there is enough space underneath the baseboards, as the Nelevator sits half above and half below them.

"It does get quite heavy when you add the locomotives to it – the 'OO' version can weigh up to 60kg fully loaded so we

recommend having a few beams of timber to support it underneath."

For more information, or to purchase a Nelevator, visit the Nelevation website www.nelevation.com or turn to page 142.

Where can I see it?

You can next see the Nelevator at Alexandra Palace for the London Festival of Railway Modelling on March 24/25.



VITAL STATS

Layout:

'The Running Shed'

Size: 53in by 17in

Gauge: 'O'

It's bigger on the inside...

David Thomas needed to maximise his use of space AND time. Enter 'grimelord' **Paul Bambrick**, whose supreme modelling and forced perspective skills resulted in this stunning shed diorama.

Words: **Chris Gadsby** Photography: **Chris Nevard**

In common with many modellers, David Thomas had always wanted a layout, but had to wait until his retirement before the dreams could become reality.

Unfortunately, the backlog of yet-to-be-built kits acquired over the years made him realise that building a layout was an unrealistic ambition. But a chance meeting with Paul Bambrick at an exhibition gave him the idea of having a diorama on which to display some of the stock instead.

Model Rail contributor Paul recalls how the diorama came to fruition.

"At first, we discussed two main ideas, a locomotive coaling stage with a clear display case or a shed interior with a more closely framed viewpoint. We decided on the latter, with a linear design, which would give David the option of adding fiddleyards and DCC in the future.

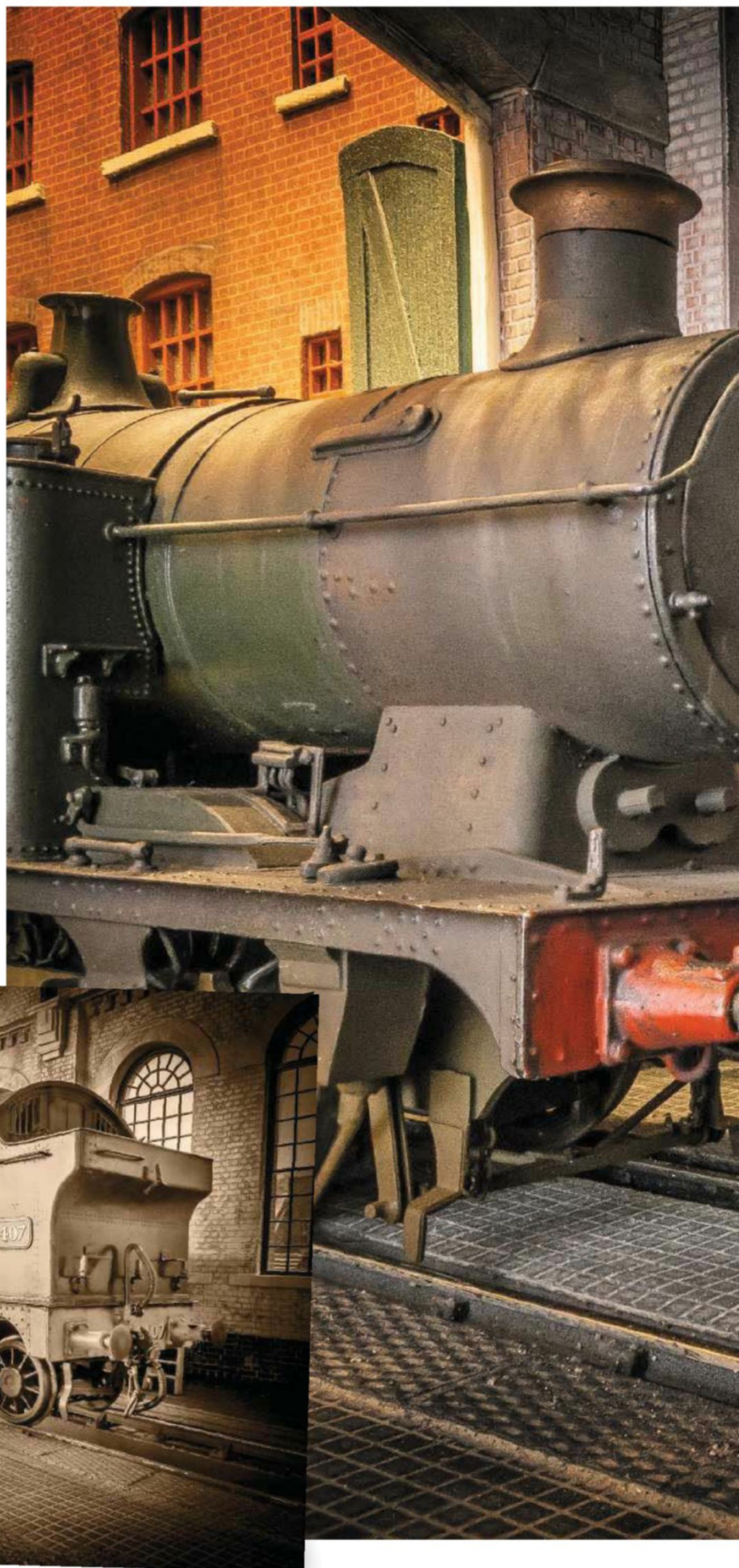
"I began with an MDF baseboard and was keen to include some significant height to the diorama as it wasn't going to be very wide or deep, particularly when the 'O' gauge locomotives were included. Naturally, going above the roof of the shed wouldn't be practical, so the only other solution was to go lower. After some deliberation, I decided to use an inspection pit as the 'absolute' base and then to use MDF to build the rest of the shed up to ground level.

"The shed itself is made from embossed plastic card. I was keen to avoid giving the impression that the shed was at 'the end of the world', so I employed a couple of techniques to add extra depth to the diorama. I placed large Victorian-style windows on the back wall to allow viewers to see through to the world behind. I also made it so that the ends of the shed can open, to allow for a potential future fiddleyard.

"Directly behind the shed is a 4mm:1ft scale line, then a 3mm:1ft scale line behind that, followed by ➤

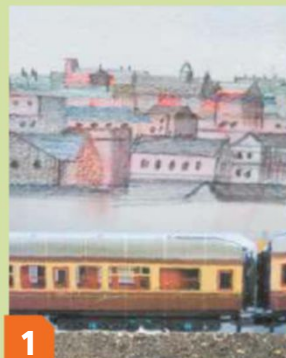
Right: David Thomas' diorama allows him to display his collection of GWR locomotives. '56XX' No. 5634 was built from a JLTRT kit and has been fitted with sound...

Below: ...while '44XX' 2-6-2T No. 4407 is a Malcolm Mitchell kit.



"I have purposely left the figures unglued so that they can be moved to create different scenes"

3 things we like



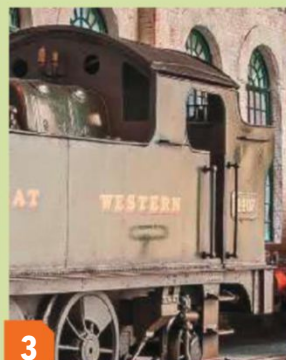
1

The painted backscene adds depth to the diorama.



2

The small details such as the noticeboard and the shelving unit.



3

The heavily weathered locomotives match the condition of the shed.

What makes this layout great?



There are a number of advantages to dioramas, such as their smaller size and correspondingly faster finishing times. Even with their small footprints, a great-looking result is still achievable. At the moment this is a layout display case, and probably one of the best-looking examples in the country.

“I was keen to avoid giving the impression that the shed was at ‘the end of the world’”



David can easily swap eras on his diorama: a Heljan 'Western' and Dapol '08' make this a perfect late 1960s diesel depot.



low-relief buildings and a painted backscene. For added width, the end pillars were cut in half before a mirror was placed against them. This, coupled with the restricted viewing area, gives the shed a TARDIS-like effect – it's much bigger on the inside than it appears."

VANISHING POINT

"The most enjoyable part of the entire project for me was painting the backscene. It's layered with progressively reducing scale back to the vanishing point, so I just kept adding smaller and smaller buildings until they reached that point. Coupled with David's 4mm then 3mm-scaled track, there is a real perception of depth that far outweighs the actual depth of 17in. It took me about three months, working on and off, to complete it."

Once the diorama was complete, it was handed back to David, who could then begin filling it with locomotives and figures from his collection.

"Paul built the main elements and I was then able to add details such as the lighting, tools and figures, which have come from the Modelu range. One of the things I really enjoy about a diorama is that you can keep adding to it with figures and small items to change its appearance. I have purposely left the figures unglued so that they can be moved to create different scenes. I have to admit that I got a bit carried away when adding to the backscene. There are some old K's kits on the 4mm:1ft scale track, but I then scratchbuilt the brake gear for the 3mm track. I've added lighting effects, but my fear of setting off the smoke alarm has stopped me from adding working smoke to the locomotives!

"The majority of the locomotives are steam but I have included a diesel Heljan 'Western' and ➤

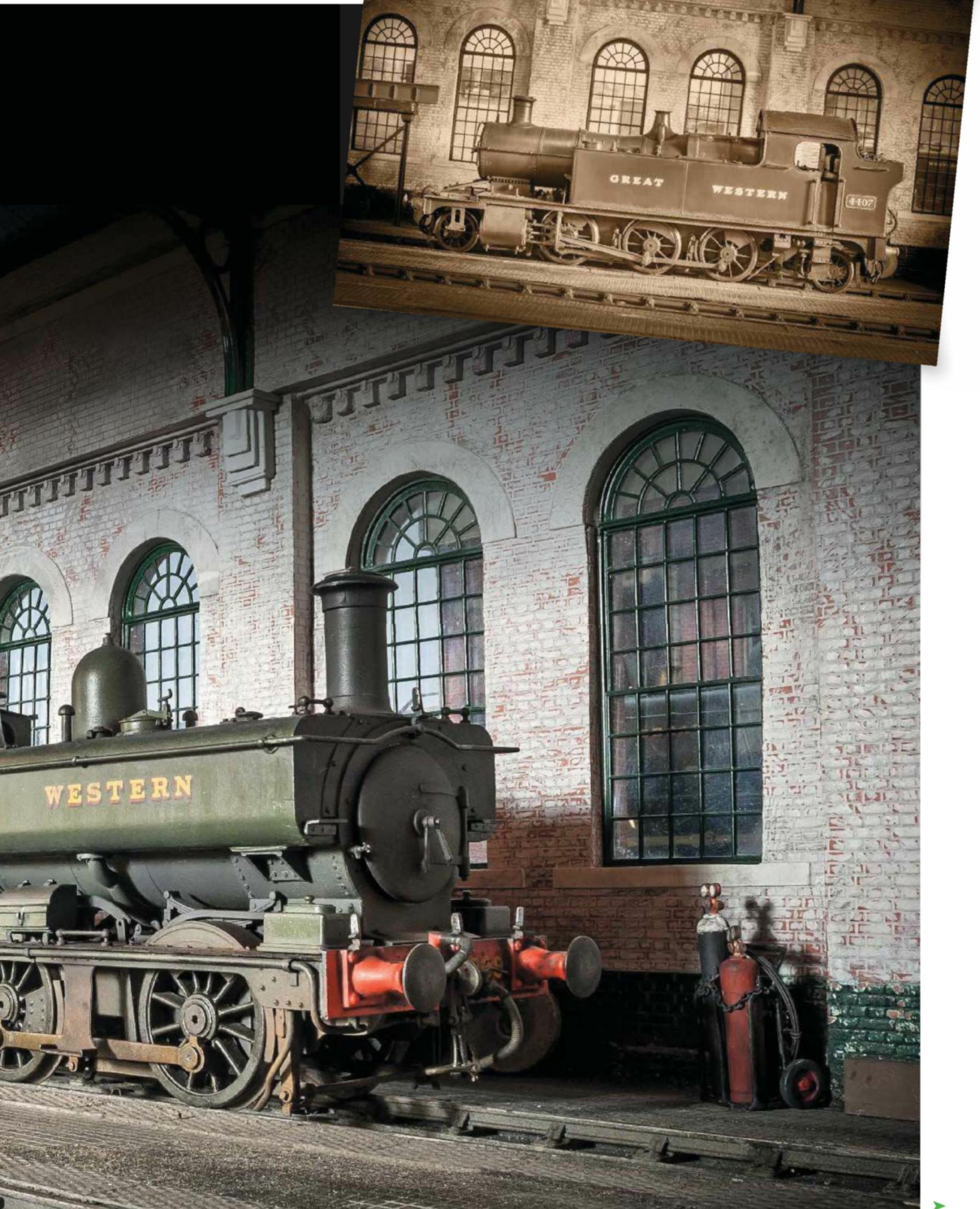
a Dapol 08 shunter to appeal to younger modellers. My steam locomotives are: a sound-fitted JLRT kit No. 5634; Malcolm Mitchell kit No. 4407 with a JLRT super-detailing kit; two smaller pannier locomotives that are based on Eric Underhill kits; two '45XX' class Lionheart RTR models and a Dean Goods kit-built locomotive. They have all been heavily weathered by Neil Podbery and they match the dirt and the grime that Paul modelled in the shed."

DIRTY LITTLE DETAILS

"One of the key things I wanted to avoid was making the shed look too busy," explains Paul. "This type of shed would only have been used as a sub-shed for the most part, so I tried to replicate that with the grime and clutter everywhere. I knew that the locomotives were heavily weathered, so the running shed needed to match. Even if it was clean and sparkling to begin with, when the locomotives came in for a maintenance check and a quick fix ►



To bring variety to the diorama, David has shunned the '57XX' pannier. Instead, he's featured a duo from an overlooked family of pannier tanks - the Armstrong 0-6-OSTs that were later rebuilt. Both '1901' No. 1012 and '2021' No. 2069 are Eric Underhill kits, with No. 1012 benefitting from a Scorpio detailing pack. The tender to the left belongs to a kit-built 'Dean Goods' 0-6-0.





Two for the price of one: can you spot the clue that D1011 is being reflected in a mirror, and that there aren't actually two Heljan 'Westerns' in this photograph?



Above: To force the perspective, the track to the coaling stage is 3mm:1ft scale...



Left: ...while the track in front of it is 'OO' gauge. The '14XX' is an old 'K's' kit that David built in his youth.



it wouldn't have remained clean for very long!

"I've made a lot of dioramas and it's always the little details that make them stand out. In 'The Running Shed' these include the shelving unit full of clutter and the noticeboard. I took both of them from my box of spares, something else which you appear to inherit when modelling. You can even read some of the notices on the board!"

For a diorama of such small proportions, particularly with relevance to the size of the locomotives that accompany it, the skills that both Paul and David have applied in creating 'The Running Shed' are impressive. They have shown that even with a lack of space, a highly detailed scene can be created. Paul's idea of allowing the sides of the shed to open gives potential for future expansion and the option for David to add fiddleyards in the future, but at the moment it makes for an incredible display case. **MR**

MODELLER CV: PAUL BAMBRICK

Whenever I'm suffering from 'modeller's fatigue' (as George Dent put it in MR243) I indulge in one of my other passions - drag racing. I have an American Pie racer with a Hilborn Chrysler V8, and I often go for a weekend away with my mates for some racing and drinking. Perfect!

Web: www.bambrickstudio.co.uk

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SR roof ventilator

SR cab window

SR bunker

'USA' of the Month

MR-111
'USA' 0-6-0T No. S73
British Railways
unlined black

This short-lived colour scheme bridges the gap between the post-war Southern Railway and the early days of British Railways. Southern Railway No. 73 retained its number, but with an 'S' prefix to denote Southern Region. Bulleid 'sunshine' green and yellow lettering was applied to the tank sides, only this time it read 'British Railways' rather than 'Southern'. This short-lived colour scheme was replaced by its new number, 30073, and the BR 'cycling lion' emblem in 1951.

No. 30073 would become one of the most popular 'USAs'. It was the first of the class to be

altered in March 1948, when it was fitted with a modified bunker and regulator. It remained at Southampton until June 1963 when it was transferred to Eastleigh. Withdrawn in January 1967, it was sold to Cashmore of Newport. It was the most popular locomotive of the fleet, taking part in eight special workings between 1960-66.

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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...



Chris Nevard
Our ace snapper is also a hugely talented modeller.



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

PLAYING WITH PERSPECTIVE ADDS GREATER DEPTH



I'm planning a small layout based on two 4ft by 2ft boards, with a very simple track plan and an urban setting. Are there any visual tricks for making the scenic area appear bigger than it actually is? Paul Potter, by e-mail

George says: There are a number of ways of fooling the viewer's eye and adding a greater perceived depth to a miniature scene, but one of the simplest methods is to play around with perspective.

A good example is 'Parpinton Gas Works' (MR223), built for *Model Rail* a couple of years ago. It was never meant to be a 'real' layout, more a working diorama, with the trains ultimately having nowhere to go except up and down Parpinton High Street and into the gas works.

This is a shame, as the streetscene and gas works would have made an eye-catching element of a larger layout, with coal discharge and tar loading sidings within the works, plus an exchange siding with the main line at the other end of the High Street.

CHOOSE YOUR VIEW

Most linear layouts are designed to be viewed from a single side. With the boards mounted at a suitable height and a framed fascia, we can further channel the viewer's gaze to street level, or just above – what I like to call the 'top-deck view', as if we're aboard the upper deck of a bus.

The main vista of 'Parpinton' was centred around an intersection of two roads outside the gates of the town's gas works. The viewer's eye was

directed either at the gas works gates, or along the length of Parpinton High Street, where the trains appeared around a bend and ran – tramway style – into the works.

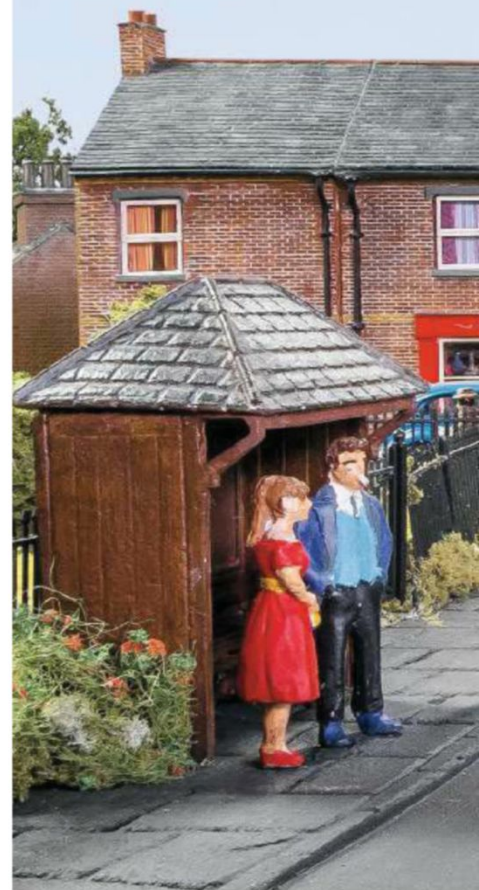
Built on a slab of thick MDF, 3ft long and just under 2ft wide, there wasn't a great deal of scenic space available. In order to add visual interest and portray a greater sense of depth, the width of the roads tapered significantly, with the ends nearest the viewer much wider than at their furthest point.

The main High Street is the only road that is seen running off into the distance, yet the gentle curve and presence of buildings and trees successfully disguises the reducing width and eliminates a stark 'vanishing point'. Additionally, the size of the kerbstones and paving slabs also diminishes with distance. This was achieved by scribing the slabs individually into a sculpted plaster base.

Choice and siting of the buildings either side of the road also helps. Luckily, Parpinton was pure fantasy so I didn't have to play around with the scale of real buildings. Instead, more imposing structures lie towards the front of the scene, with smaller buildings following.

Finally, none of the residential or industrial buildings were arranged

In order to create a greater sense of depth, Parpinton High Street tapers in width and curves gently away from the viewer. CHRIS NEVARD



squarely in relation to the edges of the baseboard. Everything is either on a slight curve or angle.

While this may look a little random when observed from above, only the operator is able to witness this aspect. Viewed from the front, at whatever angle, everything appears harmonious and organic.

But how do you get things looking 'right'? This is where scale prototyping helps, with a smaller version of the full scenic area mocked up from scrap card, such as cereal boxes.

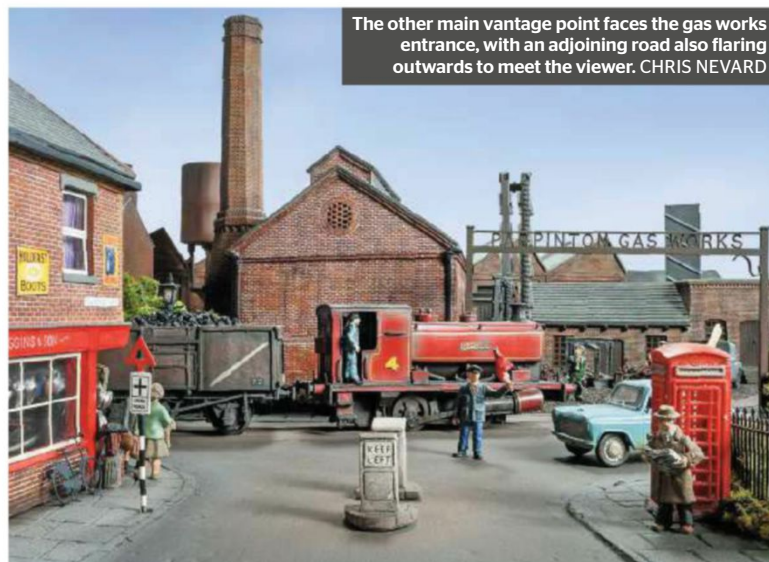
With the main viewing angle established, objects can be rearranged at will until you're happy.

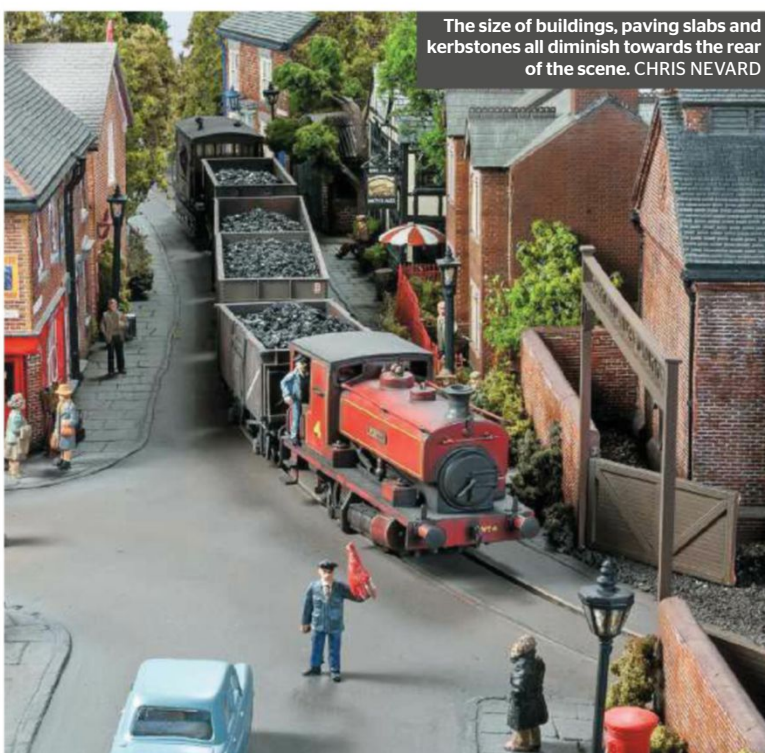
Alternatively, we can work 'full size', with the various model buildings moved around your bare baseboards to the same ends (which is how I designed 'Parpinton').

Again, not slavishly following a real location certainly helps, while modifying the prototype a little can be useful!

Alas, after a year or so of being bashed about in the garage, I recently broke up 'Parpinton', salvaging all of the buildings for future use on other projects.

The other main vantage point faces the gas works entrance, with an adjoining road also flaring outwards to meet the viewer. CHRIS NEVARD





The size of buildings, paving slabs and kerbstones all diminish towards the rear of the scene. CHRIS NEVARD

Playing with scales



GEORGE DENT

Combining multiple scales in one scene has the effect of exaggerating our perception of depth on a relatively narrow baseboard. The image above shows a scene barely 18in deep, with a 1:35 scale vehicle in the foreground and 'O' gauge (1:43 scale) track and building in the middle distance. The backscene, meanwhile, features a 1:72 scale building, which is slightly bigger than 'OO' (1:76).

MODELLING JARGON BUSTER

Perspective: the art of representing three-dimensional objects on a two-dimensional surface, so as to give the right impression of their height, width, depth, and position in relation to each other.

Technique of the month

Glazing awkward apertures

When faced with small openings for glazed windows on buildings, vehicles and rolling stock, cutting clear styrene to fit snugly can be an onerous task.

Instead, employing a liquid glazing medium makes for a quicker and easier option. Products such as Carr's Liquid Glaze and Deluxe Materials' Glue 'n' Glaze work in a similar manner, being milky white, sticky fluids similar to PVA glue. Once dry, the medium turns crystal clear and the flexible film offers a good amount of resilience.

Application takes a little practice, but perseverance is worthwhile. **(GD)**

Product: Glue 'n' Glaze

Availability: Deluxe Materials stockists



Fit a precision applicator to the tip of the bottle and squeeze a small amount onto waste paper to purge any air bubbles. Run a thin, even bead of liquid around the edges of the aperture.



Immediately, use the edge of a clean cocktail stick to draw the fluid over the opening. This creates a thin film which will stick to the opposite edge. Practise to gain an idea of how much medium to apply for the best results.



When the apertures have been treated, set the model aside, away from dust or disturbance. After a few hours, the film should turn crystal clear.



The foam layer in pizza packaging provides a handy - and free - building material that possesses a realistic texture.

BOTH: ROGER MERRY

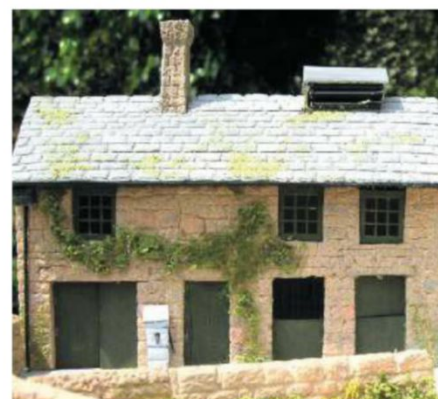
BUILD WITH FOOD PACKAGING

Roger Merry says: Almost all of the 40 buildings on my layout have been created from the foam commonly found in pizza packaging. It's a wonderful material to work with, being easy to cut, shape and scribe. Extremely light and stable, it takes acrylic or oil-based paints beautifully, with no need for a primer coat. Just be sure to wash away any traces of food beforehand.

The foam is usually about 4mm thick, so a single sheet can act as both the basic structure and outside surface of a building, with no need to build up layers. It possesses a realistic texture and, to top it off, it's absolutely free!

The first step is to cut out door and window apertures. I use Wills doors and window frames, and the softness of the foam allows the openings to be marked accurately by pressing the window frame onto the surface. This leaves a clear indentation to use as a cutting guide. Cut slightly on the inside of the mark to give the frame a tight fit, with no need for glue.

Cornerstones or mortar courses can be scribed with an old compass point, while the foam can also be squashed to gain other interesting effects.



Above: The foam can be readily scribed to form brick or stone courses. Wills plastic windows and scribed card doors complete this stable block.

Corners can be butt-jointed for strength, or cut at 45° to form neat mitre joints. I've found that Copydex adhesive works well, spread thinly on both surfaces and left to turn tacky before the parts are brought together for a rapid bond. The parts can be clamped with track pins while the glue cures. Reinforcing the inside of the corners with blocks of expanded polystyrene is recommended.

QUICK FIX - PHOTOGRAPHIC INTERIORS



Any ideas for how to portray an interior on a low-relief industrial building?

John Bedford-Ward, via e-mail

George says: An effective option is to create photographic interiors, using images found online or taken yourself to suit the nature of the building (such as a warehouse or factory). The perspective of the image is also important, matching it to the likely viewing angle of the building. Avoid overly bright images and, if taking the photographs yourself, be sure to get permission before poking your camera into commercial or industrial premises.



Although not perfect, a photographic interior can be convincing at first glance.

PROTOTYPE INSPIRATION

A tunnel ventilation shaft with a difference

Standing sentinel over the bleak Derbyshire moorland, between Kinder Scout and Rushup Edge, is a substantial ventilation shaft. Servicing the 3,700-yard Cowburn Tunnel, on the Hope Valley route between Sheffield and Manchester, this impressive structure can be seen for miles around, standing on the crest of a 1,700ft summit. The square crenellated tower provides an interesting variation from circular brick or stone-built air shafts more commonly found above Victorian tunnels.

A plinth and string of decorative header stones adds extra visual interest and, for those brave enough to slog up the hill to stand beside the walls, the size of the dressed stone blocks leaves one wondering how on earth they were moved to such a desolate location. The tower is around 14ft high above ground and approximately 16ft square, with a sinister-looking gated entrance on one elevation.

The Midland Railway began construction in 1888, the tunnel taking five years to complete. This is the sole ventilation shaft, which is unusual for such a long tunnel.



MARTYN WILLIAMS PHOTOGRAPHY/ALAMY

When speed isn't everything...



Airbrushing with acrylic paints is not without its challenges. Rapid drying is great in many respects, but the paint also has a habit of clogging up the airbrush unless flushed out regularly.

Water-based acrylics, such as Humbrol, RailMatch, Revell, LifeColor and Vallejo tend to form an emulsion-like film as they dry and filtering these paints before use is recommended.

Vallejo Retarder Medium is also helpful. Just a drop is required and the fluid slows down the drying time, while also improving the flow of the paint through the airbrush.

Compatible with most water-based acrylics, Vallejo Retarder Medium does not alter the shade or sheen of the original paint.

It's available in an easy-to-use 17ml eye-dropper jar, while a more generous 60ml flip-top plastic jar offers much better value for money.



Price: £2.99 per 60ml

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk

PROTOTYPE QUESTION OF THE MONTH



My small layout is based on the Southern Region's 'Withered Arm'. I'm wondering if the Southern ran any one-coach trains in the West Country? If so, what models are available in 'OO' gauge?

Jeffrey McNulty, Lewes

Chris says: The Southern's push-pull operations were usually composed of two-coach sets, either the Maunsell pattern (Hornby) or the older LSWR 'gate stock' (Kernow MRC).

However, there were a couple of lines where one-coach conventional trains were a frequent occurrence. Between Padstow and Halwill Junction, a single Bulleid brake composite was often hauled by a Bulleid 'Pacific', sometimes even running tender-first. That was a through-coach attached to, or detached from, a Waterloo express.

More in line with your requirements would be the rural service between Barnstaple and Halwill Junction, by way of the North Devon & Cornwall Junction Light Railway.

In its final years it was the preserve of Ivatt '2MT' 2-6-2Ts, 30 of which had been built to replace elderly Southern 0-4-4Ts.



Above: Ivatt '2MT' 2-6-2T No. 41313 stands at Torrington with the single-coach 10.52am Saturdays-only from Halwill Junction on July 8 1961. J.R. BESLEY/C.J.L. COLLECTION

Bachmann produces the Ivatt '2MT' 2-6-2T in 'OO' but there are two versions: an older model with shiny valve gear and no motion bracket, and the current, superior version (Ref. No. 31-440). If you want to tweak the appearance to suit Southern Region examples, you'll need a taller chimney (from 247 Developments) and extra lamp

irons for the SR route discs.

For the coach, you need a Bulleid brake composite, but until Bachmann introduces its new range of Bulleid coaches you'll have to make do with Bachmann's elderly Brake Second, unless you can find one of the discontinued Southern Pride kits.

CREATE CRYSTAL CLEAR WATER EFFECTS



How do I stop my water effect fluids from turning cloudy as they dry?

John Robinson, via Facebook

Peter says: Many modellers get nervous about creating water features, worrying about the clear liquid compounds turning cloudy. This usually happens when the medium comes into contact with adhesives or paints that haven't cured fully. It's happened to me a few times and it can be disheartening.

In the past, I've installed all of the surrounding landscape textures before pouring a water effect into a prepared river or pond bed. However, this creates more potential for contamination of the 'water' with adhesives. Indeed, I've found that PVA, even when fully dry, creates a cloudy effect in the water.

Therefore, I now create the water feature before the surrounding scenery. After pouring the 'water', it is left to cure fully before scenic work continues, ensuring that no glue seeps onto the water's surface.

Patience is essential when making any water feature. The prevailing weather and location also need to be considered; water effects dry much slower in a damp garage compared to a warm living room. The difference can be measured in days, rather than hours!

Always follow the supplied instructions carefully, paying special attention to the maximum suggested depth of each layer. If you have any doubt as to whether a layer is dry, leave it for another couple of days until you pour on the next layer.

Always pour thin, rather than thick, layers of water effect solutions. In extreme cases, overly thick layers may never dry fully and there's a greater chance of the surface turning cloudy.

Also, never pour the water fluid onto the scene without checking that the baseboard is truly level. A spirit level is an essential aid, preventing the fluid from following gravity and running to the lowest point, with an increased risk of leakage.

Another factor to remember is to vacuum the area prior to pouring the 'water', to prevent loose debris, grass fibres and scatter material from becoming permanently suspended in your water feature!

What you will need

- ◆ Deluxe Materials and Woodland Scenics products. Available from stockists or Gaugemaster.
Web: www.gaugemaster.com



Creating water features need not be a daunting prospect, but care must be taken with the various materials involved.

ANY GAUGE

60 mins



STEP BY STEP



1

Water modelling products may turn cloudy as they dry because of an adverse reaction with adhesives, such as PVA, or certain paints, especially if they were not completely dry before the 'water' was added.



2

Shape the base with plaster or Deluxe Materials Create and Shape. Apply the plaster up the banks of the water feature to the required depth. Leave to dry thoroughly before progressing.



3

Paint the base with acrylic paint, such as Woodland Scenics Water Undercoat. A mix of shades produces a greater sense of depth. Leave overnight to dry fully.



4

Pour thin layers of water effects - thick layers take much longer to cure and are more likely to turn cloudy. Each layer must be fully cured before adding another coating.



The large warehouse masks the 'hole in the sky', through which trains arrive and depart from the scenic area. GEORGE DENT

HIDDEN EXIT/ENTRY POINTS

I'm planning a micro layout based around a locomotive shed. But I'm struggling to work out how the trains can enter and leave the scenic area discreetly without resorting to the cliché of a tunnel or bridge.
J. Fisk, by e-mail

George says: When I built 'Breck Road Depot' (above), I was faced with a similar conundrum. There was space for only one entry/exit point into a hidden fiddleyard,

with no room for a tunnel or overbridge. Instead, a large warehouse (a Scalescenes kit) was employed as a scenic block. The locomotives moved off the turntable into a headshunt, where they reversed to take the entry/exit line behind the warehouse. Here, they ran through a hidden hole in the backscene.

The idea was inspired by Chris Nevard, who is a master at creating stealthy exit and entry points on small layouts, using buildings and trees as 'view blockers'.



Buildings and trees are effective means of obstructing the viewer's gaze. CHRIS NEVARD

Tool of the month

Riffler precision files reach the parts other tools cannot reach

Working into tight corners with regular needle files can sometimes be tricky. This is where miniature riffler files come in handy. Great for precision work in metal, plastic, resin and wood, they feature a twin-ended, swan-neck profile and are often sold in packs of different shapes: flat, round, half-round, concave and convex.

They're also great for work on surfaces partially obscured by other fittings, such as found on locomotive chassis or other complex objects.

Available from hardware stores, model shops or craft suppliers, with a typical ten-pack costing around £9.

Availability: Hobbycraft

Tel: 0330 026 1400

Web: www.hobbycraft.co.uk



Riffler files can work into tight, awkward corners, making them great for fettling kit parts before or during assembly.

THREE CAMEO IDEAS FOR YOUR LAYOUT...



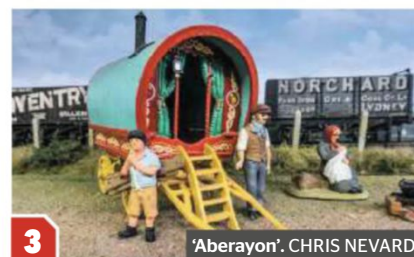
1 'Coleford'. CHRIS NEVARD

Modelling tips: Fly-tipping has long been the bane of urban and rural locations. Anti-social dumping makes for a worthy – if unpleasant – scenic addition.



2 'Clifton Bridge'. CHRIS NEVARD

Climbing the walls: This intrepid pair of climbers are scaling the sheer cliffs beside one of Brunel's icons, the Clifton suspension bridge. Happily, there's a safety rope!

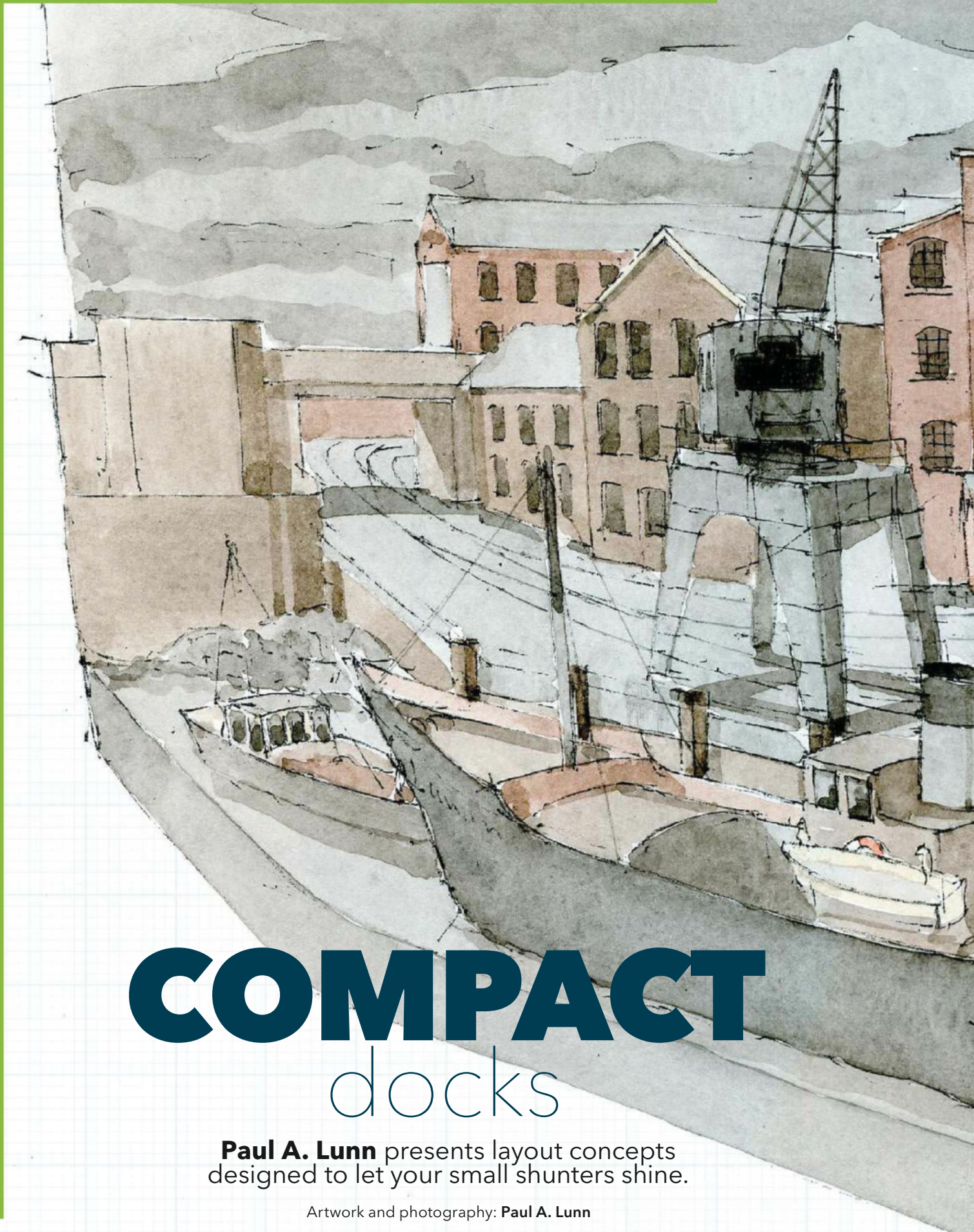


3 'Aberayon'. CHRIS NEVARD

Caravan of love: An ornately decorated caravan captures the romance of the traditional gypsy, with figures in suitable attire and a pot boiling on the camp fire.

Masterplan Small locomotives

Track plans to get you thinking in three dimensions



COMPACT docks

Paul A. Lunn presents layout concepts designed to let your small shunters shine.

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



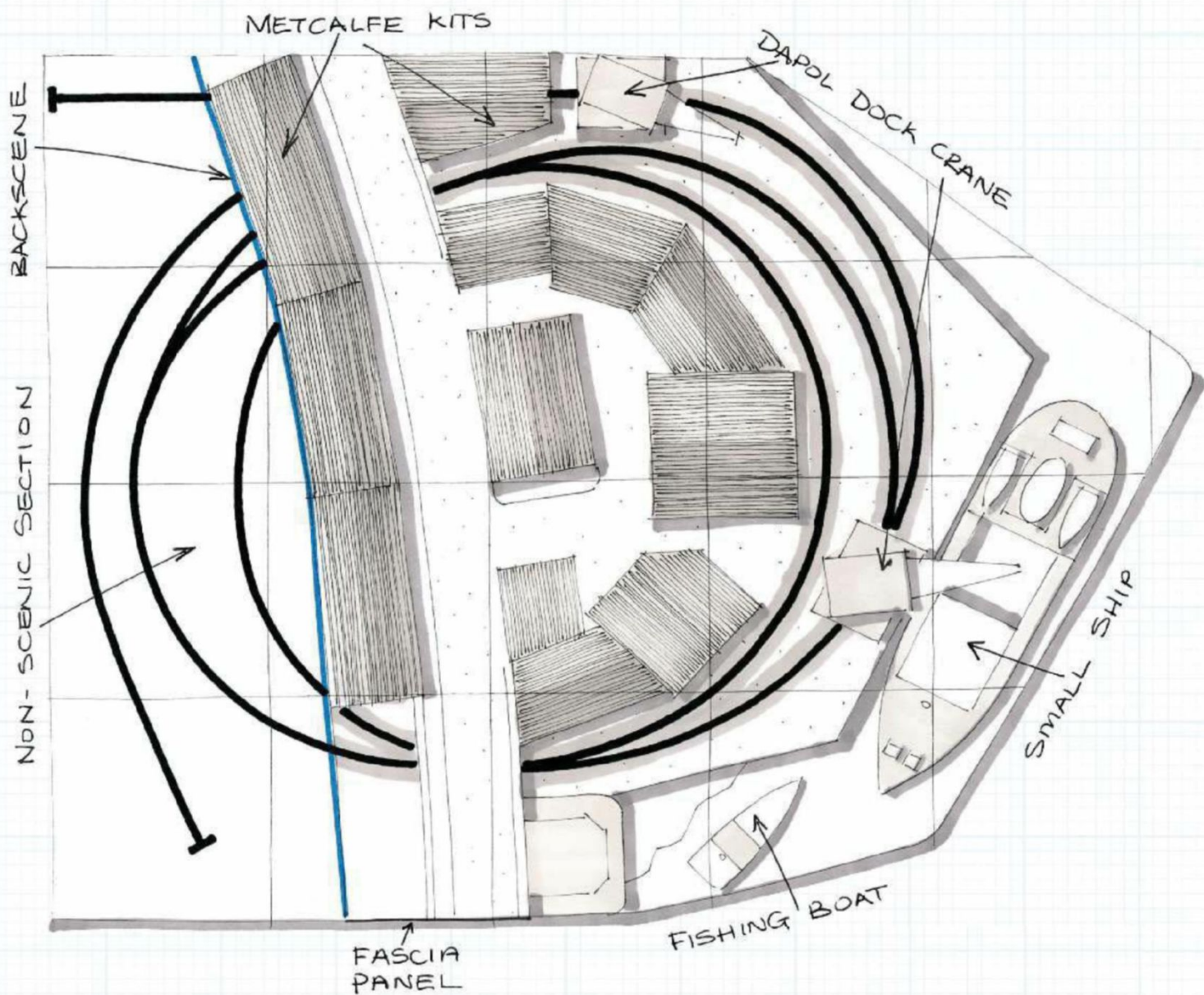
One of the handful of dockside locations that has found real favour with the modelling fraternity is the Weymouth Harbour Tramway. It has appeared in numerous publications and in model form over the years. While it perpetuates the prototype relationship, this version is not a faithful copy, but one that captures its essence - and it can easily be transferred to other regions or parts of the country.

I hate to start with a list but it's unavoidable here: Dapol, Hatton's, Heljan, Hornby, Kernow, and even *Model Rail* and the N Gauge Society have produced, or are producing, four and six-coupled locomotives that are perfect for small layouts in 'N', 'OO' and 'O'.

There really has never been a better time to look at small layouts for small locomotives.

Of the nine plans and ideas suggested here, the widest is 4ft and longest is just 7ft 6in. But that's as big as things get, so if you've got a Hornby Peckett or a Dapol Class 08 burning a hole on your shelf, there's no reason why you can't provide it with a suitable home...





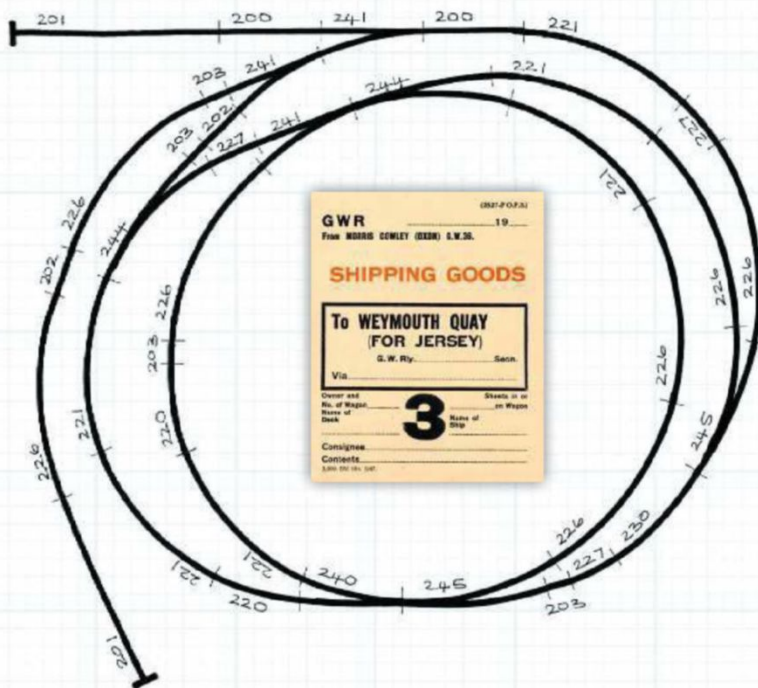
DOWN BY THE DOCKS

Designed for modellers looking to create a realistic effect from ready-to-run trains, track and products, this minimum-space 'OO' gauge design - at just 5ft 3in by 4ft - incorporates a scenic loop with one siding and virtually a mirror image for the non-scenic section. Curves are no less than R2; those with more space available might want to increase that to R3.

Loop and siding lengths in both sections allow for a two-coach passenger train, if modelling Weymouth or Southampton, to pass to the quayside terminus (non-scenic section) and then return in due course. In the meantime, shunting can take place on the outer loop and transshipment shed sidings, making further use of the inner loop between passenger workings.

Both non-scenic sidings can be used to remove loads from wagons so they can return realistically empty or vice-versa. Peco Setrack components are shown on the track-only plan (right).

I foresee widespread use of Metcalfe card kits, given suitable makeovers and angled to fit inside the low-level circuit. In front of the backscene will be a high-level roadway. All roads and paths between the two will be on quite a steep, though not impossible, gradient.



SMALL LOCOMOTIVES FOR SMALL DOCKSIDES

COLOUR RAIL



GWR '1366' 0-6-0PT

Docks they worked: Weymouth
Who makes them? Heljan
Where can I buy one? Heljan stockists



COLOUR RAIL

SR 'B4' 0-4-0T

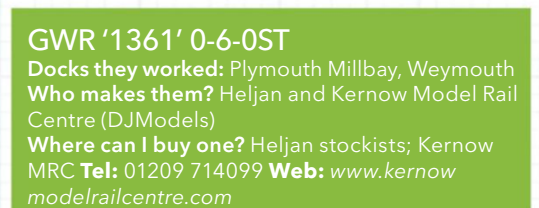
Docks they worked: Southampton
Who makes them? Dapol (due 2018)
Where can I buy one? Dapol stockists or www.dapol.co.uk

RAIL ARCHIVE STEPHENSON



LNER 'J70' 0-6-0T

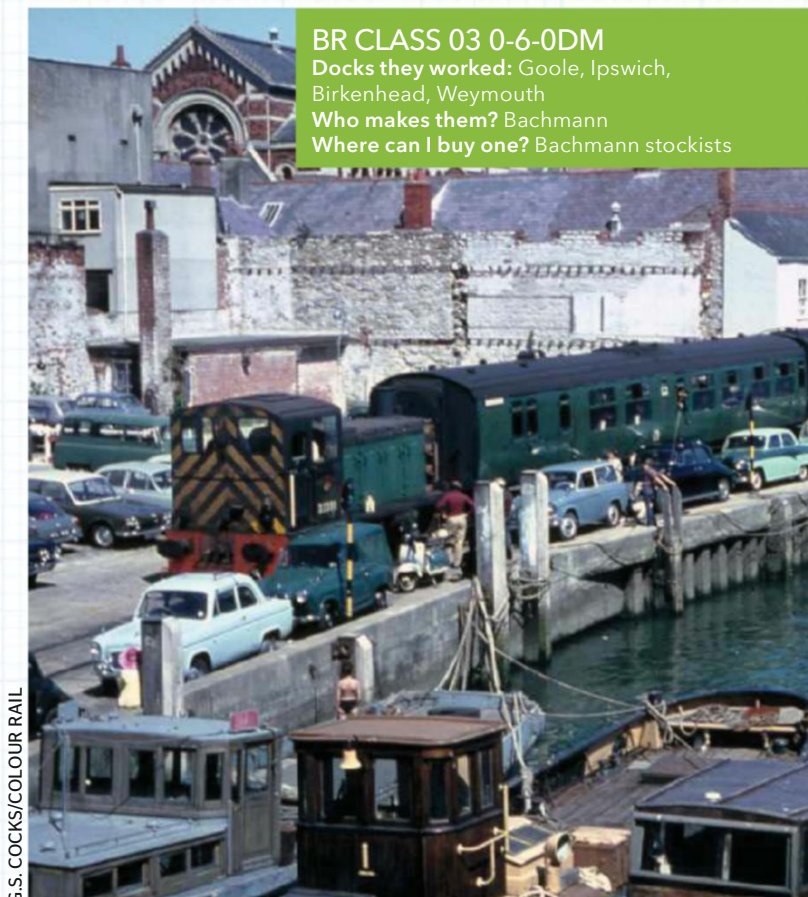
Docks they worked: Yarmouth, Ipswich and Colchester
Who makes them? Rapido Trains for Model Rail (due 2018)
Where can I buy one? Model Rail Offers
Tel: 01209 613984 **Web:** www.modelrailoffers.co.uk



RAIL ONLINE

GWR '1361' 0-6-0ST

Docks they worked: Plymouth Millbay, Weymouth
Who makes them? Heljan and Kernow Model Rail Centre (DJModels)
Where can I buy one? Heljan stockists; Kernow MRC **Tel:** 01209 714099 **Web:** www.kernowmodelrailcentre.com



BR CLASS 03 0-6-0DM

Docks they worked: Goole, Ipswich, Birkenhead, Weymouth
Who makes them? Bachmann
Where can I buy one? Bachmann stockists



COLOUR RAIL

SR 'USA' 0-6-0T

Docks they worked: Southampton
Who makes them? Bachmann for Model Rail
Where can I buy one? Model Rail Offers
Tel: 01209 613984 **Web:** www.modelrailoffers.co.uk

BR CLASS 05 0-6-0DM

Docks they worked: Goole, Parkeston Quay, Ryde Pierhead
Who makes them? Heljan
Where can I buy one? Heljan stockists

BR CLASS 07 0-6-0DE

Docks they worked: Southampton
Who makes them? Heljan (due 2018)
Where can I buy one? Heljan stockists

G.S. COCKS/COLOUR RAIL

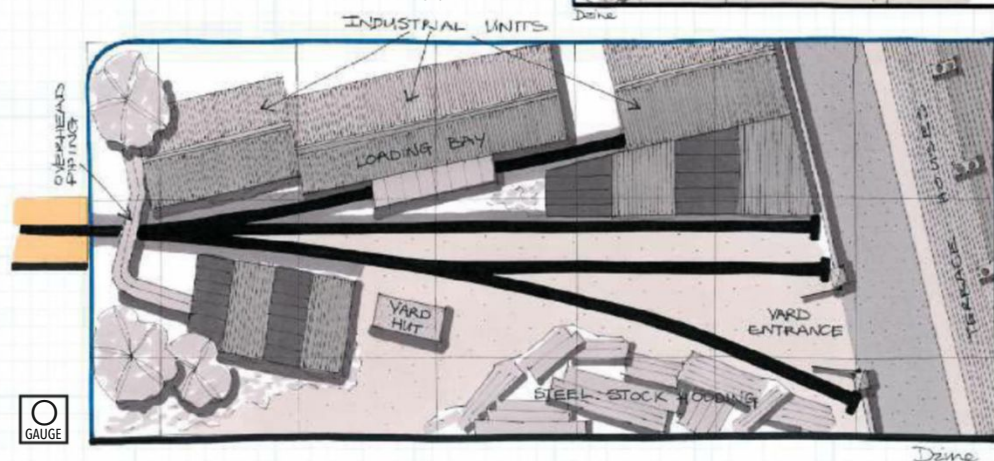
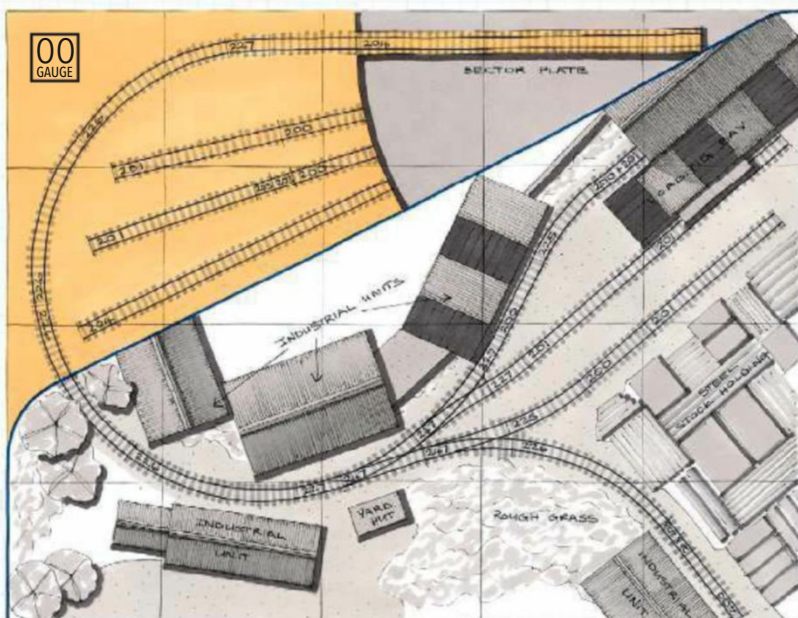
MIDDLETON MIX

The Middleton Railway has been around since 1758 and was one of the first railways in the world to be worked by locomotives. It was also one of the first standard gauge lines to be run by volunteers. Today, it offers rides for passengers from its Moor Road HQ, home to the 'Leeds Collection' of locomotives.

Uniquely, the Middleton provided a mix of passenger and freight services, the latter for Claytons, transporting fabricated and scrap metal between itself and Robinson and Birdsell, and making a link, for inward/outward materials, with the national rail network near Balm Road. Freight started to decline in 1969, with the last service hanging on to 1983.

The selection of images at the bottom of the page shows the area around Clayton's Dartmouth Yard, Leeds, and gives a clear indication of the exceptional relationship between the commercial company and preservation movement in its formative years. Pay particular attention to stock-piled steel components and to the varied structures around the site, and note their modelling potential.

- Each square represents 1ft.



SMALL LOCOMOTIVES FOR INDUSTRIAL LOCATIONS



LNER SENTINEL 'Y1/Y3' 4wVBT

There are two complete Sentinel 4wVBTs of this style left in the UK. *Isebrook*, at the Buckinghamshire Railway Centre, was once owned by the GWR but entered preservation via industrial service. No. 68153, meanwhile, was bought by the Middleton Railway direct from BR in 1961. It's been one of the railway's star attractions for nearly 60 years.

Who makes them? Dapol for Model Rail **Where can I buy one?** Model Rail Offers **Web:** www.modelrailoffers.co.uk



PECKETT 'W4' 0-4-0ST

This photograph shows the Middleton Railway Peckett 0-4-0ST No. 2003/41, known as 'John Blenkinsop' after the MR's pioneering locomotive engineer. It's not quite the same as Hornby's delightful model, as 'John Blenkinsop' is a 'W7' class, not a 'W4'. However, Hornby's model would suit this layout very well.

Who makes them? Hornby **Where can I buy one?** Hornby stockists or www.hornby.com



HORNBY SENTINEL 4wDH/0-4-0DH/GOLDEN VALLEY HOBBIES 'JANUS' 0-6-0DE

There are only two industrial diesel shunters available RTR in 'OO' and either or both would look superb in this setting. You can choose from Hornby's Sentinel (in either chain-driven or outside crank style) or Golden Valley Hobbies' Yorkshire Engine Company 'Janus' 0-6-0DE. **Who makes them?** Sentinel: Hornby; 'Janus': Golden Valley Hobbies **Where can I buy one?** Sentinel: Hornby stockists or www.hornby.com; 'Janus': Golden Valley Hobbies **Tel:** 01981 241237 **Web:** www.goldenvalleyhobbies.com



ANDREW BARCLAY 14in/16in 0-4-0ST

As Andrew Barclay was based in Kilmarnock, the Middleton Railway doesn't have any of its steam locomotives on display; its aim is to preserve and conserve locomotives built by the famous locomotive builders of Leeds. But one of Hatton's forthcoming models would fit in very nicely.

Who makes them? Hatton's (due 2018) **Where can I buy one?** Hatton's **Tel:** 01517 333655 **Web:** www.hattons.co.uk

SMALL LOCOMOTIVES FOR 'O' GAUGE INDUSTRIAL LAYOUTS

SENTINEL 'Y1/Y3' 4wVBT

Who makes them? Dapol announced plans to produce an 'O' gauge Sentinel 'Y1/Y3' at 2017's Warley exhibition. It's due towards the end of 2018.

Where can I buy one? Dapol stockists or www.dapol.co.uk

PECKETT 'E' CLASS 0-4-0ST

Who makes them? Minerva Model Railways. Again, not a Peckett class preserved at the Middleton Railway, but Minerva's model would fit in very nicely.

Where can I buy one? Minerva Model Railways **Tel:** 02920 531246 **Web:** www.minervamodelrailways.co.uk

HC 'COUNTESS OF WARWICK' 0-6-0ST

Who makes them? This was Anglo-Australian company Ixion's first attempt at an 'O' gauge locomotive and it was a beauty. The Hudswell Clarke is perfect for any industrial setting.

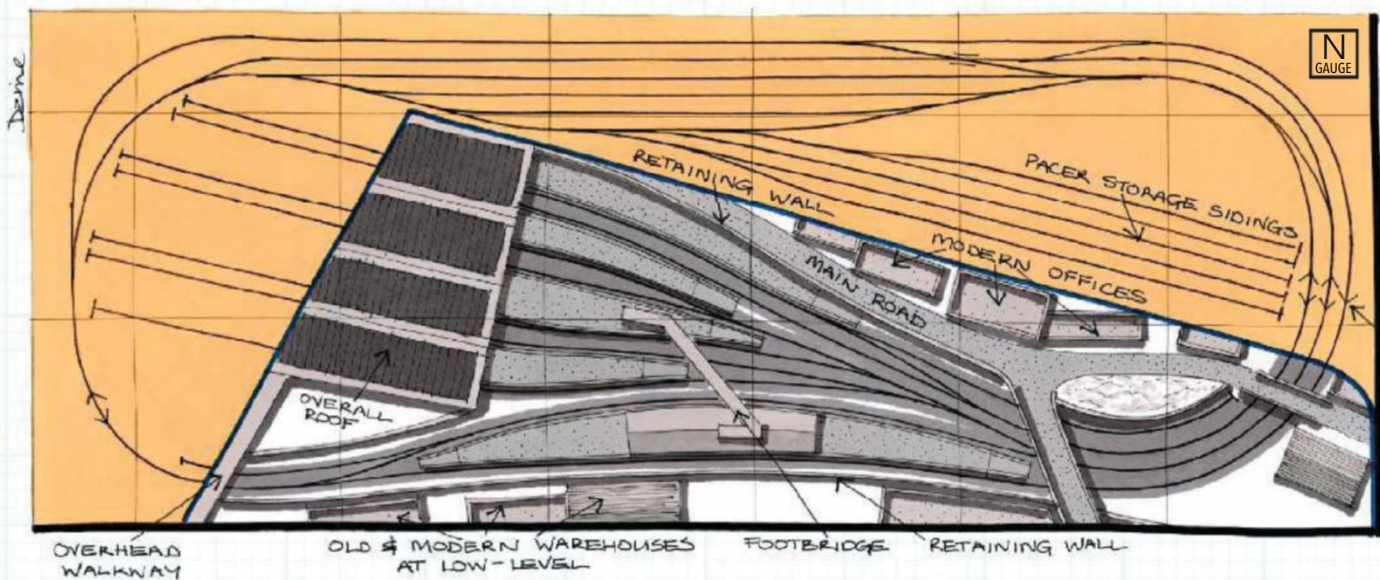
Where can I buy one? Tower Models **Tel:** 01253 623797 **Web:** www.tower-models.com

FOWLER 0-4-0DM

Who makes them? Another gem from Ixion and close enough in looks to the Middleton Railway's own Fowler, the ex-Keighley gas works 40hp 0-4-0DM 3900002/45.

Where can I buy one? Tower Models **Tel:** 01253 623797 **Web:** www.tower-models.com





MANIPULATING MANCHESTER

This layout continues the concept of building on a 6ft 6in by 2ft 6in door, but this time shows just how much 'N' gauge you can get in a fairly small space. You could model a lot of a small location or, as in this case, you can model a small amount of a very large location.

Inspired by, though not a slavish copy of, Manchester Piccadilly, it provides both through and terminus station combinations. There's plenty of storage and running area for a substantial 'Pacer' fleet alongside main line services, provided by Virgin 'Pendolinos'. Those craving for additional scenic running might want to develop the rear of the layout as a scenic fiddleyard with the dead end sidings remodelled into a maintenance depot.



MICRO MAINTENANCE

MAIN LINE TRAINS FOR A MICRO LAYOUT TERMINUS



VIRGIN TRAINS CLASS 390 'PENDOLINO'

Who makes them? Revolution Trains/
Rapido Trains

Where can I buy one? Revolution Trains stockists or www.revolutiontrains.com

BR CLASS 142 'PACER'

Who makes them? Dapol (due 2018)

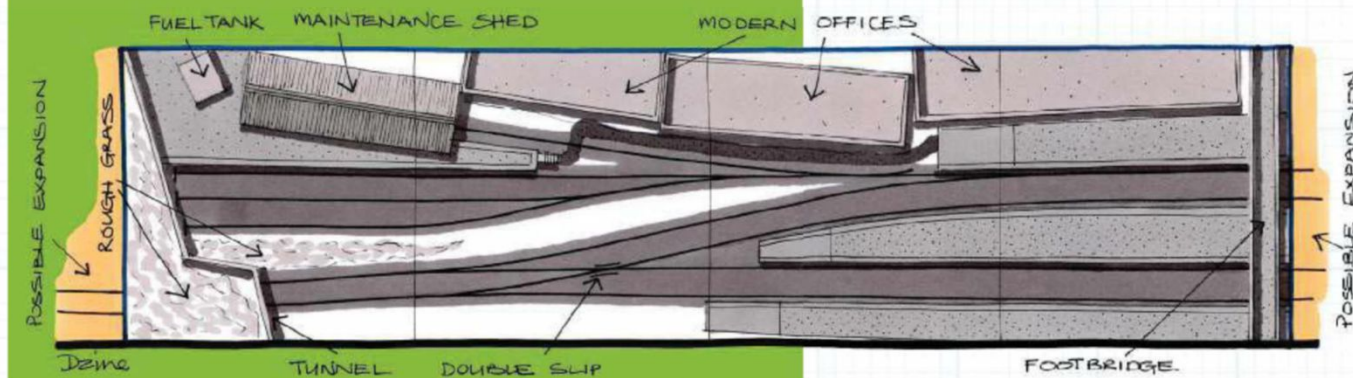
Where can I buy one? Dapol stockists or www.dapol.co.uk

BR CLASS 150 DMU

Who makes them? Heljan and Kernow Model Rail Centre (DJModels)

Where can I buy one? Heljan stockists;
Kernow MRC **Tel:** 01209 714099

Web: www.kernowmodelrailcentre.com



PERSPECTIVE PARTNERS

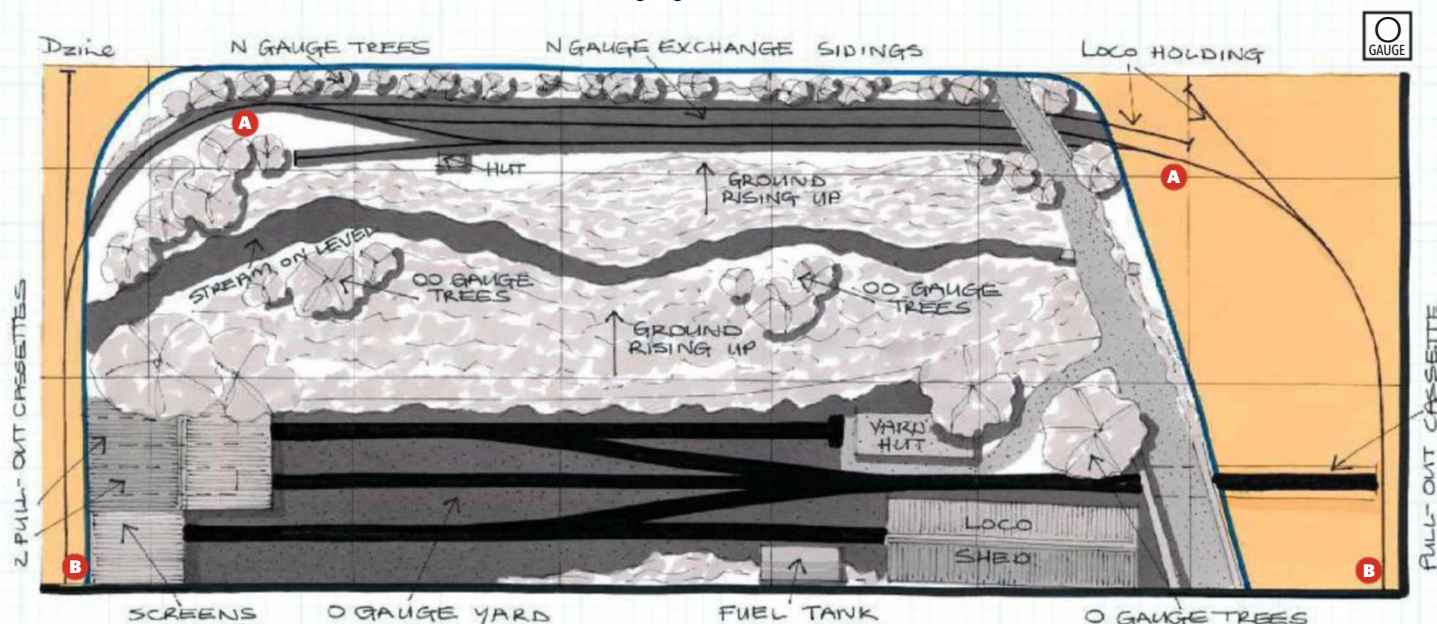
Forced perspective is a way to optimise the use of available space. This design was inspired by the photograph of the refurbished DMU. You can see the perspective effect in this view, the foreground line to be modelled is in a larger scale than that to the rear, and there's very little gap between one and the other.

Normally I'd suggest adjacent scale partners for such a venture ('O' and 'OO', or 'OO' and 'N'). In this case, I've been a bit daring and suggested 'O' and 'N', to make best use of available and forthcoming small locomotives in both gauges. That's why both lines have an industrial feel, to make best use of suitable models from Dapol, Graham Farish and the N Gauge Society, not to mention Dapol's forthcoming 'O' gauge HAA and HEA coal hoppers.

I can see no reason why this combination wouldn't work, providing care is taken in your layout composition. More important than ever, I stress the relevance of creating a full-size mock-up. It should go without saying that the importance of viewing such an effort at eye level is essential to ensure that the rear small-scale scene is higher than the foreground baseboard, so as to enhance the horizon line effect.



This will be covered further in a future issue of *Model Rail*. Of course, you don't have to pair up trains as though they're on one continuous journey - you could have different locomotives working each section. Please note: incorporating a slight grade downwards from 'A' to 'B' on the 'N' gauge system, at both ends, will provide increased clearance when pulling out 'O' gauge cassettes.



SMALL LOCOMOTIVES FOR PERSPECTIVE PARTNERS LAYOUT



BR CLASS 14 0-6-0DH

Who makes them? Graham Farish

Where can I buy one? Graham Farish stockists

HUNSLET 325HP 0-6-0DH

Who makes them? N Gauge Society (due 2018/19)

Where can I buy one? Only available to N Gauge Society members (<http://newweb.ngaugesociety.com>)

BR CLASS 08 0-6-0DE

Who makes them? Dapol

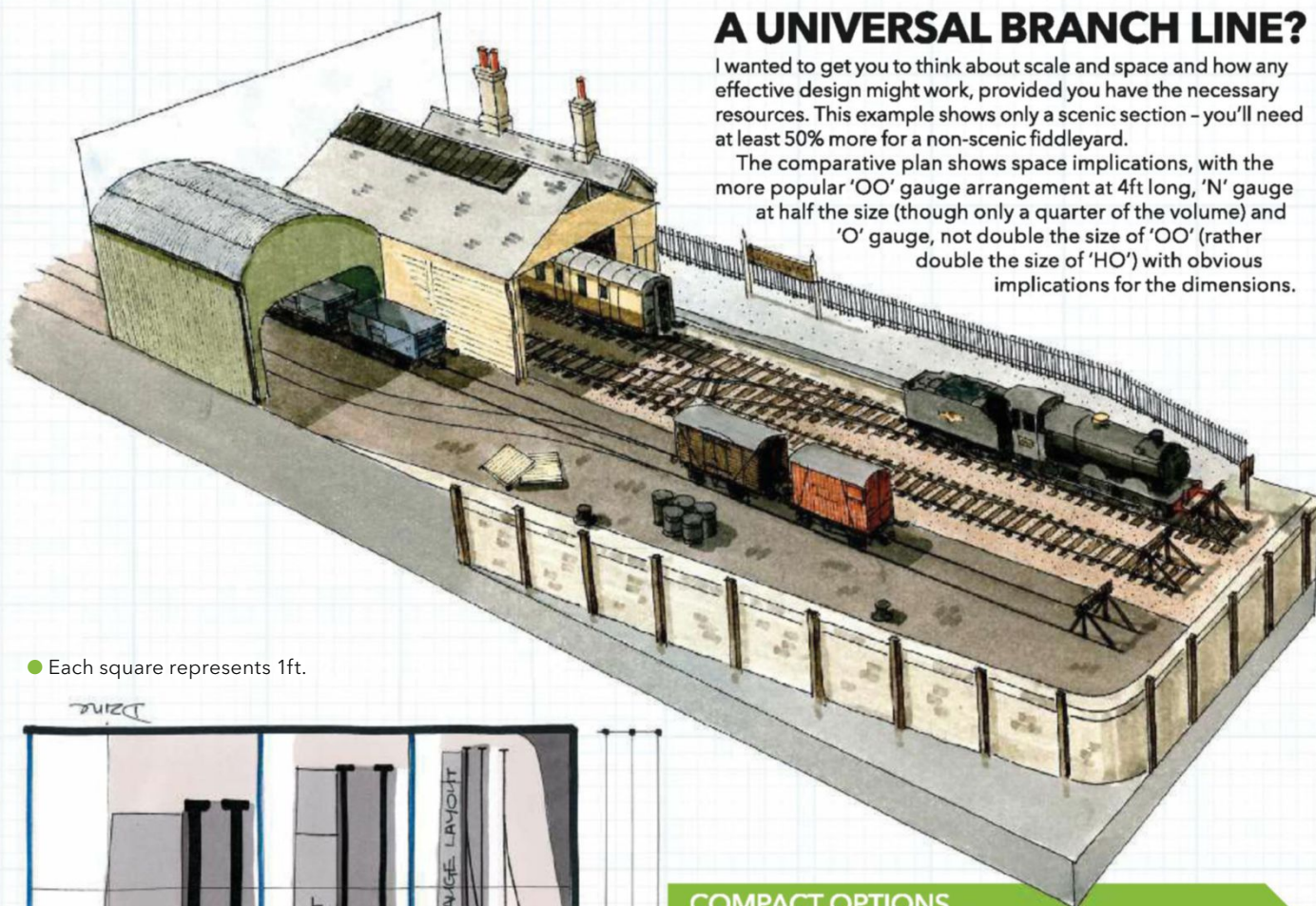
Where can I buy one? Dapol stockists or www.dapol.co.uk



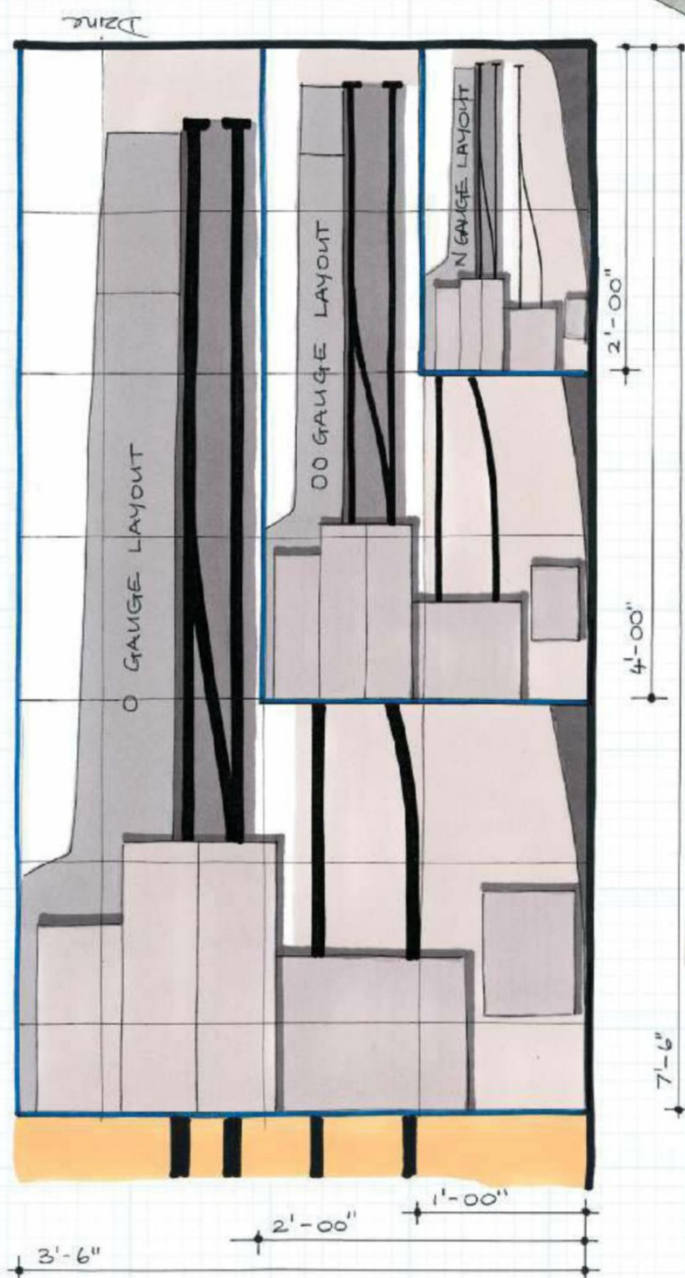
A UNIVERSAL BRANCH LINE?

I wanted to get you to think about scale and space and how any effective design might work, provided you have the necessary resources. This example shows only a scenic section - you'll need at least 50% more for a non-scenic fiddleyard.

The comparative plan shows space implications, with the more popular 'OO' gauge arrangement at 4ft long, 'N' gauge at half the size (though only a quarter of the volume) and 'O' gauge, not double the size of 'OO' (rather double the size of 'HO') with obvious implications for the dimensions.

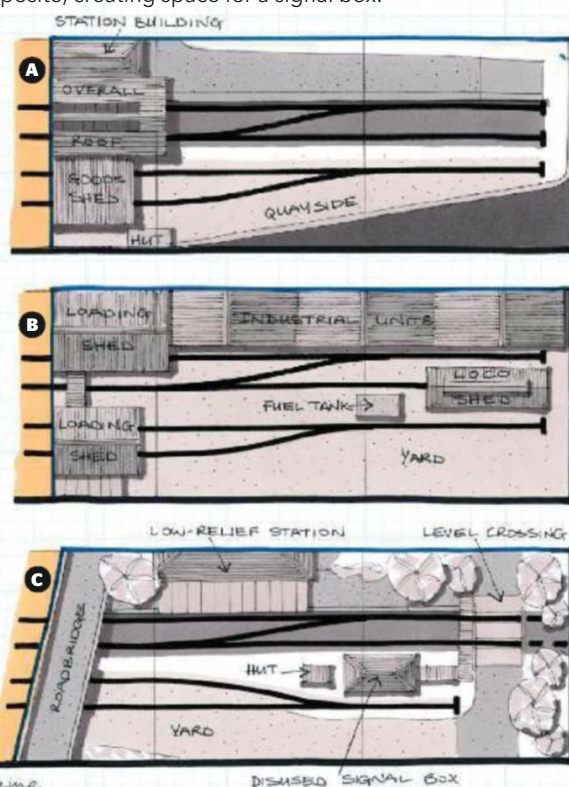


● Each square represents 1ft.



COMPACT OPTIONS

This design comprises three points and a few metres of track. While the accompanying 3D image depicts a minimum-space Great Western branch line terminus, inspired by Kingswear, it will transfer to almost any regional or subject scenario. Figure B depicts an industrial works with identical trackwork, while Figure C is a truncated station, with yard run-round opposite, creating space for a signal box.





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'TERRIERS'

Robust yet lightweight, the 'Terriers' certainly lived up to the name of their canine counterparts. **Chris Gadsby** explores their inception, careers and history.

Photography: **Richard Foster**

When No. 72 *Fenchurch* emerged from the London Brighton & South Coast Railway's Brighton Works, in September 1872, nobody could have predicted that William Stroudley's latest design would become such a steam icon. If longevity is the yardstick by which the success of a locomotive design is judged, then Stroudley's 'A1' 0-6-0Ts must be among the most successful locomotives built in Britain, for there are examples still running over 120 years after the class was introduced. The 'Terriers', however, would be successful for more reasons than their extraordinary longevity.

We think that the former Southern Region network struggles to cope with today's levels of commuter traffic, but the same problem existed in the 1870s. Demand for services over LBSCR metals increased to unprecedented levels, but those metals were laid with lightweight rails and shingle ballast. As the number of commuters and level of traffic grew, the track's shortcomings became apparent. There was also the problem of operating an intensive suburban service in South London using a motley assortment of locomotives.

Stroudley had served the Highland Railway at its Lochgorm Works, Inverness, from 1865-70 and that's where he produced his first locomotive, a small 0-6-0T. No. 57 *Lochgorm* was a rebuild of an earlier machine, but it featured some of Stroudley's own flourishes. He moved to the LBSCR in 1870 as

Locomotive and Carriage Superintendent, to find a situation similar to that which had existed on the HR before his arrival.

Stroudley managed to carefully rebuild elderly LBSCR locomotives to reduce late running and locomotive failures, and to drastically reduce operating costs. However, to improve the LBSCR suburban service he had to devise a locomotive that could haul frequent trains over steeply graded lines with short distances between stations, and be suitable for the lightweight permanent way. He came up with a train of close-coupled four-wheeled coaches to be hauled by an 0-6-0T, which owed its outline to his original HR design.

After their introduction, it was clear that the new locomotives, nicknamed 'Terriers', were far superior to the myriad designs produced by his predecessor, J.C. Craven. Stroudley's design used much less coal, had a simpler method of filling the boiler and featured condensing apparatus that recycled some of the exhaust steam back into the feed water. The apparatus allowed the water to approach boiling point in more favourable conditions, increasing the thermal efficiency.

The styling was pure Stroudley, with a neat little toolbox behind the bunker, a domed cab roof and the distinctive golden ochre ('Improved Engine Green' as he called it) livery. The first batch was in ►

DID YOU KNOW?
The nickname 'Terrier' seems to have been bestowed upon the class from the outset. They were also known as 'Rooters', which was taken by some to mean 'little pigs'.

DID YOU KNOW?
'Terrier' No. 40 Brighton was awarded a gold medal at the 1878 Paris World Fair.



O.J. MORRIS COLLECTION/RAIL ARCHIVE STEPHENSON



Main: A delightful scene on the Isle of Wight Steam Railway on October 10 2011. 'Terrier' No. W8 Freshwater steams through Ashey station, bound for Havenstreet, with the railway's collection of beautifully restored four-wheel coaches in tow. NICK BRODRICK/SR

Inset: The 'Terriers' were ideally suited to the Hayling Island branch, thanks to the weight limit imposed over Langstone Harbour bridge. No. 32650 scampers towards the island in July 1963. The branch would close in November and No. 32650 would be withdrawn. COLOUR RAIL

'Terrier' walk-round

'A1'

SUBJECT: No. 82
LOCATION: National Railway Museum



'Terrier' walk-round

'A1X'

SUBJECT: No. 32678
LOCATION: Kent & East Sussex Railway



IN MODEL FORM

Model Rail has reviewed 'Terriers' in 'N', 'OO' and 'O' gauges. Dapol offers an 'N' gauge model which was reviewed in MR130, Hornby provides 'OO' modellers with a 'Terrier' that can be finished in either 'A1' or 'A1X' condition. Dapol produced 'Terriers' in both 'N' and 'O' gauge. Details of all the 'Terrier' models can be found in *Britain's Model Trains* 2018, available now.



SEE MORE PHOTOGRAPHS
www.modelrail.co.uk

traffic for two years before a second delivery commenced in 1874.

They were an almost instant success in South London as they capitalised on inadequacies in the existing engines. Thanks to the LBSCR becoming part of the East London Railway consortium, 'Terriers' came to work north of the River Thames, to the Great Eastern Railway's Liverpool Street terminus via Marc and Isambard Brunel's pioneering tunnel under the river. This was why the 'Terriers' required condensing apparatus.

An increase in suburban traffic and tracks meant that traffic levels towards the end of the 19th century overtook the 'Terrier's' capacity. Made redundant in the capital, they took up light duties as shunters and station pilots, as well as providing a service on branch lines. However, the LBSCR planned to reduce its 'Terrier' fleet from 50 to just 15. Many of them were sold, but 11 did not find purchasers and were scrapped between 1901-1904.

In 1911 there was a big change to the LBSCR's remaining 'Terriers'. New Locomotive Superintendent Lawson Billington designed a new boiler. The dome was moved forward and the

DID YOU KNOW?
The 'Terriers' were all named after areas of London and the suburbs where they worked. The names were removed circa 1906. No. 32650 is actually owned by the London Borough of Sutton.

'Terrier' building

A total of 50 'A1s' emerged from Brighton Works between October 1872 and September 1880. Here is a breakdown of the batches, arranged numerically.

Nos. 70-75: Built October-November 1872, with a crosswise pipe connecting the tanks, immediately ahead of the cab. This enabled exhaust steam to circulate around the water tanks to pre-heat feed water. Also built with wooden brake blocks and plain three-link couplings.

Nos. 64-69: Built June-August 1874, as above but without condensing apparatus.

Nos. 52-63: Built October-December 1875, as above but without condensing apparatus.

Nos. 46-51: December 1876, as above but without condensing apparatus.

Nos. 41-45/76: Built June-July 1877, as above but without condensing apparatus.

No. 40: Built March 1878, with Westinghouse airbrake and screw couplings. It also received Stroudley's speed recording device, worked by a belt-driven fan off the rear axle. No. 40 received special treatment before being sent to the 1878 Paris World Fair, where it was awarded a gold medal. It did some demonstration running in France before returning to England, where the Brighton works staff commemorated the event by adding a gold leaf inscription to the tank sides.

Nos. 35-39: Built June 1878, with Westinghouse brake and screw coupling.

Nos. 77-84: Built June-September 1880, with iron brake blocks, Westinghouse airbrake and screw couplings.

■ Batches numbered consecutively for clarity. Westinghouse brakes and screw couplings were added to other class members.

Liveries



Bluebell Railway 'Terrier' *Stepney* has been restored in Stroudley golden ochre, known as 'Improved Engine Green'. All 'Terriers' would have been in 'A1' condition when this livery was in use. PHILIP BIRD/ALAMY



Marsh lined umber replaced Stroudley ochre. The '6' prefix was added in the early 20th century. This is the Bluebell Railway's *Fenchurch*. KATEWAIN IMAGES/ALAMY



Southern Railway Maunsell green suited the 'Terrier's' lines, as illustrated by Bressingham's No. 662 (*Martello*). IAN ROBERTSON



No. 2662 (*Martello*) ex-works in Bulleid unlined black at Brighton on March 25 1946. WILFRED BECKERLEGGE/RAIL ARCHIVE STEPHENSON



BR's 'Terriers' received mixed traffic lined black, with both the early and late BR emblem. Showing off the later style at Eastleigh in 1960 is No. 32646. GEOFF RIXON

SURVIVING 'TERRIER' FLEET STATS

LBSCR Number	LBSCR name	BR number	Current location	Current livery	Current status	Notes
72	<i>Fenchurch</i>	32636	Bluebell Railway	LBSCR Marsh umber	Awaiting overhaul	Rebuilt to 'A1' appearance
40	<i>Newport</i>	32640	Isle of Wight Steam Railway	Southern green	Operational	Running as IoW No. W11
46/646	<i>Newington</i>	32646	Isle of Wight Steam Railway	Southern green	Operational	Running as IoW No. W8 <i>Freshwater</i>
50/650	<i>Whitechapel</i>	32650	Spa Valley Railway	-	Under overhaul	Carries the name <i>Sutton</i>
54/654	<i>Waddon</i>	DS680	Exporail - The Canadian Railway Museum	Stroudley ochre	Static display	
55/655	<i>Stepney</i>	32655	Bluebell Railway	Stroudley ochre	Static display	
62-662	<i>Martello</i>	32662	Bressingham Steam Museum	Southern green	Operational	
70	<i>Poplar</i>	32670	Kent & East Sussex Railway	BR black	Awaiting overhaul	Became KESR No. 3 <i>Bodiam</i>
78/678	<i>Knowle</i>	32678	Kent & East Sussex Railway	BR black	Operational	
82/682	<i>Boxhill</i>	-	National Railway Museum	Stroudley ochre	Static display	

Key statistics



smokebox sat on an all-new saddle. This resulted in the removal of the wingplates and the combined splashers/sandbox arrangement being replaced by separate, new-design components. The rebuilt locomotives were reclassified as 'A1X', with the new boilers being supplied to the other operators who had bought 'Terriers' from the LBSCR.

The Southern Railway inherited 16 'Terriers' from the LBSCR at the Grouping in 1923 with two of them, LBSCR Nos. 642 and 682, still running as 'A1s' rather than the newer 'A1Xs'. Further 'Terriers' were acquired from other companies over the next four years, giving the SR 24 examples in total. Work was hard to come by, but these ageing locomotives still had one advantage – that lightweight design. 'Terriers' were perfect for lines with weight restrictions and, though the SR soon withdrew several examples, the remainder were focused on two main areas – the branch to Hayling Island and the Isle of Wight.

Despite their age, 16 'Terriers' became BR property

in 1948. They continued to work where they had before, as BR didn't have anything that could replace them. In fact, the 'Terriers' never were replaced – BR just closed their lines instead.

The arrival of hop-picking machines coincided with better pay and paid holidays in the East End, so demand for the annual 'hop pickers' specials to Kent and Sussex diminished. The Kent & East Sussex Railway closed on June 12 1961, the Hayling Island branch succumbed in 1963 and the remaining 'Terrier' had gone by the end of the year.

Ten 'Terriers' survive today – a testament to a class that's approaching its 150th birthday. Incredibly, four are in working order and one is in Canada. Could William Stroudley ever have dreamed that his design would be so long-lived?

■ Thanks to Anthony Coulls and Bob Gwynne at the National Railway Museum and Andy Hardy *et al* from the Kent & East Sussex Railway who helped make this feature possible.

What's next?

In MR248, we'll trace the history of the 'Terriers' which were sold second-hand and used on the Isle of Wight.

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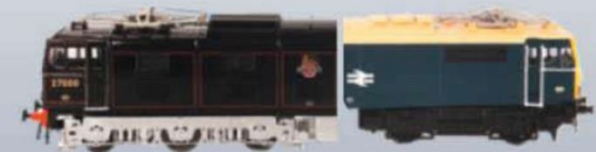
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88



96



97



92



100

Reviews

In-depth and unbiased reviews of the latest products

88 Hatton's Andrew Barclay

Richard Foster puts a model of the country's most preserved steam locomotive through its paces.

92 Dapol Class 68

The 'OO' version scored highly when it arrived in our office. How does its 'N' gauge cousin fare? *Model Rail's* 'N' gauge expert Ben Ando takes a look.

96 Oxford Rail GWR 'Toad' brake vans

Nothing completes a GWR layout more than a 'Toad', but does this one meet Chris Leigh's expectations?

97 Teak Thompson coaches

Bachmann replaced its range of Thompson coaches last spring. Richard Foster gives them the once-over.

98 N Gauge Society 'Carflats'

Chris Gadsby reviews the latest N Gauge Society exclusive.

100 Heljan Class 128

Chris Leigh examines the Heljan 'O' gauge in Royal Mail livery.

103 Innovative storage

Keep your workshop in order with these modular storage units.

Our reviewers

Chris Leigh

Wrote his first review in 1964!

Richard Foster

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

Chris Gadsby

Focuses on value for money.

Ben Ando

Model Rail's 'N' gauge guru.

George Dent

Modern image expert.

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.





Hatton's Andrew Barclay 0-4-0ST

◆ **SCALE** 'OO' gauge ◆ **MODEL** Hatton's H4-AB16-001 Andrew Barclay 16in 0-4-0ST No. 2244/47, NCB lined black; H4-AB14-002 14in 0-4-0ST No. 2047/37 GWR green; H4-AB16-004 16in 0-4-0ST No. 1964/29, CPC blue ◆ **PRICE** RRP £99.00 ◆ **AVAILABILITY** Hatton's, 0151 733 3655, www.hattons.co.uk

Pop quiz: what is the most common preserved steam locomotive in Britain? Yes, it's this one, the Andrew Barclay 0-4-0ST, of which 76 still survive.

The oldest survivor is Buckinghamshire Railway Centre's *Swanscombe*, turned out from Andrew Barclay's Caledonia Works in Kilmarnock in 1891, while the newest is No. 2369, built in 1955 and currently under restoration by the Appleby Frodingham Railway Preservation Society at

Scunthorpe steelworks.

All 76 share the same family look: the short wheelbase, the square-spoked wheels, the squat saddle tank and the distinctive, slightly concave Barclay smokebox door. But don't let the looks deceive you, because they're all slightly different. Buying a Barclay was a bit like buying a new car: you got to specify wheel diameter and cylinder size based on what your business required.

If you were going to choose an industrial design to offer as a 'OO' gauge ready-to-run

model, the Barclay 0-4-0ST is probably the one to go for. And that's what Hatton's has done.

FAR EASTERN PROMISE

Hatton's has previously worked with a third-party manufacturer, but the Barclay 0-4-0ST is its first attempt at working directly with a factory in China on a locomotive. First impressions are that Hatton's has chosen the right factory to work with.

We received three Barclays for review, covering all the key variants that Hatton's is making. There's 14in No. 2047/37, in

pseudo-GWR green as 'No. 705'. This locomotive wore this livery when based at the East Somerset Railway and it was inspired by the Swansea Harbour Trust's smaller Barclays that were absorbed by the GWR in 1923.

Next is 16in Barclay No. 1964/29 in Corn Products Company's dark blue with 'wasp stripes'. This locomotive is now based at the Lincolnshire Wolds Railway. The third variant also has 16in diameter cylinders, but a taller saddle tank. This has been finished as

NCB Ayrshire Area Group No. 10, which is preserved at the Scottish Industrial Railway Centre near Ayr.

Pre-production samples suggested that Hatton's factory had done a cracking job in replicating those classic Barclay looks. It is therefore no surprise that the production models really look the part. That smokebox really shouts 'Andrew Barclay' and the lines of the saddle tank - though a little square about the corners - capture the look of the real thing.

There are some aspects that you can't get away from when producing a model of a locomotive this small. The first is the solid block under the boiler, which is unavoidable. You need the metal to give the model enough weight to pull anything!

VARIATIONS

Hatton's has paid close attention to getting the key variations right. You get extended frames for the 16in locomotives, different footsteps, tank ladders, the option of a shield for the handbrake and different front spring positions.

Sadly, there are a couple of areas where things aren't quite so good. Photographs published in Russell Wear's *Barclay 150*, and those on Phil Trotter's excellent website (www.philt.org.uk) reveal that the boiler centreline of the 16in Barclays is too high and that the smokebox saddle should flare out to reach the frames. It appears that Hatton's has used the same boiler position for this and the 14in (it's correct for the latter).

The front cab spectacle glasses also appear to be in the wrong position for the Barclays with the smaller tanks. NCB



“That smokebox really shouts ‘Andrew Barclay’ and the lines of the saddle tank capture the look of the real thing”

No. 10 has the larger tank and the spectacles are close to the 'corner' of the saddle tank; on the smaller locomotives, the spectacles are in the same position as those of No. 10 and look a little stranded up in the top corners of the cab front.

As preserved, No. 10 didn't have the cab roof overhang at the front, nor does it have a ladder on the right-hand side. Both could be preservation

modifications, but it is worth pointing out that the ladder and its associated step should protrude a little further.

CAB QUIBBLES

There are a few niggles with the cab. The interior is beautifully finished with full firebox backhead detail and the distinctive curved bunkers, but the way the handbrake shield clips in looks a tad crude, as ►

3 things we like



1

The characteristic Andrew Barclay smokebox door.



2

The wonderful underframe detail, including the square-spoked wheels.



3

That firebox backhead detail is a miniature work of art.

REVIEW VERDICT

PROS. Andrew Barclay shape, decoration, attention to detail, performance, price.

CONS. Some detail compromises, doesn't like insulated frog points, DCC decoder installation is difficult.

LOOKS	7.5
PERFORMANCE	8.5
FEATURES	9
DECORATION	9
VALUE FOR MONEY	10

88%

Performance

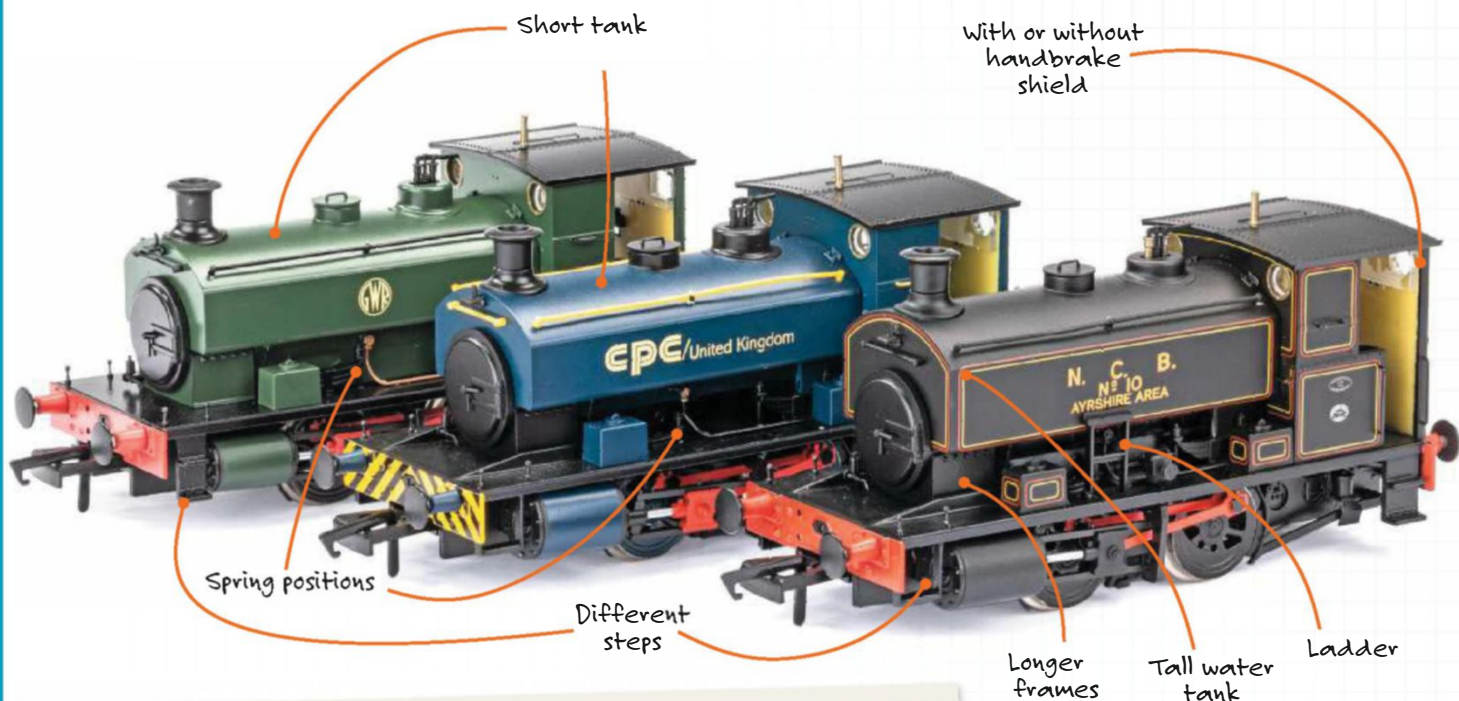
The thing that strikes you most is the Barclay's size. It's just so tiny, with a very short wheelbase. This can cause issues for model manufacturers. Let's see how Hatton's have got on...

The Barclay is lovely and smooth, even straight from the box. After minimal running-in, it got even better and the five-pole motor was very quiet. Haulage power was good and our little Barclay managed a quite reasonable four bogie coaches on level track, three over our 1-in-60 gradient and a very creditable two over the 1-in-30.

The biggest issue is the wheelbase. Our test track deliberately features insulated frog



points. The Barclay hesitated slightly when passing over them at speed, displayed a more noticeable jerk when running over them at a lower speed, and stalled on our insulated curved points at slow speed.



Above: 14in Andrew Barclay No. 2047/37 at the East Somerset Railway. It lost its pseudo-GWR green for BR black but still retained its 'No. 705' numberplates. 'No. 705' is under overhaul at its new home, the Plym Valley Railway, near Plymouth. KEVIN CARVER

Below: 16in Andrew Barclay NCB Ayrshire Area Group No. 10 is one of the star performers at the Scottish Industrial Railway Centre near Ayr. It sports the taller saddle tank, which was an option that customers could order. STEPHEN DUCKWORTH



DCC dilemma

By Richard Foster

The last Hatton's locomotive I reviewed was the excellent '58XX' 0-4-2T back in April 2017. This was made for Hatton's by DJModels, and though the model was small, it had what other DJM models have: the DCC socket was hidden in the smokebox behind a door secured with tiny magnets.

I'd expected something similar, but no, it was a case of removing two screws and pulling the chassis clear. Before that, you have to pull the pipes away from the clack valves on either side - not too difficult with a pair of fine tweezers.

I selected No. 1964 to be dismantled. The pipes came away easily, as did the screws. However, the chassis did not come away from the body. Then one of the motion brackets came away and the slide bars came out of one of the cylinders.

I decided to stop before I did any more damage and screwed the model back together again. The motion is still loose. I didn't dare to take another Barclay to bits - hence no photograph of the model's insides.

Whether this was an isolated case or not I couldn't say. But I did spot some other build quality issues - one cab wasn't fitted against the frame properly, and all three had undulating handrails.

REVIEW REFERENCE

◆ *Barclay 150 1840-1990* by Russell Wear, Hunslet-Barclay Ltd

◆ *The Last Days of Industrial Steam* by Eric Sawford, Sutton Publishing Ltd

does the piece of clear plastic glued to the back of the cab to glaze the rear spectacle glasses. Outside, there is a raised strip behind the handrail that doesn't appear in photographs of the real locomotives, but which has been tooled.

The finish on all three samples is simply delightful. All are eye-catching and the paint finish has a real lustre. Lining and printing is crisply applied, with No. 10's particularly fine. The 'wasp' warning stripes have neat edges between the yellow and black with no fuzziness.

Despite the slight shape compromises, this is an excellent little model that keeps the flag flying for ready-to-run industrials. It's the perfect locomotive for a micro layout that will feature lots of shunting, and for just £99, it's cracking value too.

Treat yourself to one. (RF)

HATTON'S ANDREW BARCLAY 0-4-0ST

OVERVIEW

Manufacturer: Hatton's
Ref. Nos. H4-AB16-001; H4-AB14-002;
H4-AB16-004
Unit No. See text
Scale/gauge: 1:76 scale, 16.5mm gauge 'OO'

Body: Plastic
Chassis: Metal with plastic parts
Weight: 223g (14in); 226g (16in)
Min. curve radius: R1 (371mm)

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole
Lights?: No

DCC ready?: Six-pin socket
Current consumption
Max. speed: 0.3A Stalled: 0.6A

MECHANISM

Drive system: Worm drive to rear driving axle

Flywheel(s): No
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length over buffers (14in)	N/A	N/A	92mm
Length over buffers (16in)	N/A	N/A	94.5mm
Height	N/A	N/A	42.6mm
Width (over cylinders)	N/A	N/A	34.1mm
Wheel diameter (driving)	3ft 5in	14mm	13.4mm
Wheelbase	N/A	N/A	23mm
Wheel back-to-backs	-	-	14.5mm

SERVICING

How to dismantle: Unclip pipes and remove two screws.
Where to oil: Factory-lubricated; instructions suggest further lubrication after running-in.



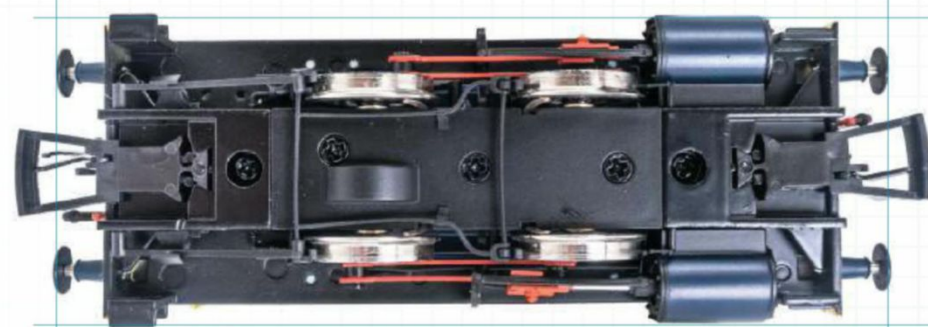
94.5mm (16in model)



42.6mm



34.1mm



System builder

Other items to complement this model...

WAGONS

Golden Valley Hobbies' NCB-liveried seven-plank wagons for Ayrshire Area No. 10. Limited edition, available from www.goldenvalleyhobbies.com



LOCOMOTIVE

If you can find one, limited edition Bachmann '9F' as No. 92203 'Black Prince' (32-850K), which worked with GWR 'No. 705' at the East Somerset Railway.

HOPPERS

CPC's Andrew Barclay No. 1964 was photographed shunting 21t hopper wagons in the 1970s. Hornby's 'HOP21' (RRP £16.99 from www.hornby.com) is ideal.



Dapol Class 68

◆ **SCALE** 'N' gauge ◆ **MODEL** Dapol 2D-022-003 DRS Class 68 Bo-Bo 68010 *Oxford Flyer*, Chiltern Railways; 2D-022-006 DRS Class 68 Bo-Bo 68007 *Valiant*, ScotRail 'saltire' blue; 2D-022-007 DRS Class 68 Bo-Bo 68001 *Evolution*, DRS blue ◆ **PRICE** From £139.95 ◆ **AVAILABILITY** Dapol stockists or www.dapol.co.uk

Dapol scored quite a coup in 2013 when it won the licence to produce the Vossloh 'UKLight' 3,750hp Bo-Bos, ordered by Direct Rail Services in 2012, in both 'N' and 'OO' gauges.

The 'OO' gauge model's blend of swooping curves, angular lines and complex liveries won Chris Leigh over when he reviewed it back in May 2017 (MR234). Now the 'N' gauge version has landed - does it match the quality of its larger cousin?

PERFECTLY PACKAGED

We received three versions for review: DRS blue 68001 *Evolution*, ScotRail 68007 *Valiant*, and Chiltern grey 68010 *Oxford Flyer*.

First impressions are very good. The model is supplied in a new-style clear box with rounded edges and with the manufacturer's name neatly printed in the corner. The box is slightly deeper than previous packaging; this is to allow the instructions to be included inside.

These are not your average sheets of instructions. With the '68', you get a full-colour 32-page booklet that features detailed drawings of the model and its various components, a full spares list, information about running-in and maintenance and comprehensive notes on the various DCC sound functions.

The model itself is wrapped in anti-static plastic and can be easily removed from the foam

tray by lifting the edges of the sheet. This ensures none of the separately fitted details at each end are damaged.

BUILD OPTIONS

The '68s' are supplied with full details at one end, and 'shortened' versions of the air and reservoir pipes at the other to accommodate the swing of the coupler. This differs slightly to what is stated in the manual, which was printed before the production run was completed. The detail parts are painted and exceptionally neat and fine. The Chiltern model has a prototypically correct additional



AAR multiple working socket.

There are other variations between the types; later builds, including the Chiltern and ScotRail versions, have larger fuel tanks which are replicated, and

68014 is also being supplied without handrails on the nose, as it appeared from 2015.

CLASSY COMPONENTS

This model just oozes quality. It's heavy and all the separate parts are neatly and crisply fitted together. The shape looks right, and while published dimensions are hard to come by, the model





was laser-scanned and certainly captures the stylish lines of the prototype.

The roof features several separately fitted parts (reflecting the modular nature of the real thing) and the louvres and roof grilles are very neatly moulded with a fine rendition of fans or components beneath.

The paint finish on all versions is superb, and the printing of the complicated DRS 'compass' livery is exceptional. Only under a glass can the print dots be made out - from usual viewing distances the effect is highly realistic.

The fine lettering is also to a high standard, and upon comparison with photographs all the small labels and badges

appear to be present. The engine room louvres have been picked out in black too, which is a nice touch.

LIGHTING OPTIONS

As supplied, the model features directional lighting for both directions, with illuminated cabs. However, for DCC users there are six different lighting configurations, allowing cab interior lights at either end to be switched off, and for tail lights to be deactivated when the locomotive is not running light engine. These are controlled by

two switches on the circuit board and are clearly explained in the manual; the body can be unclipped and removed relatively easily. DCC users can control these remotely.

In an improvement on previous models, the lighting units are now on the chassis, meaning there are no troublesome wire connectors and the body can be lifted clean off.

There is very little to criticise about this model. The only real issue is that due to a minor production error the bogie footsteps were missing from the review sample of 68010 (2D-022-003), as supplied, and this may affect others in this batch. Dapol says that spares will be available to those customers who need them.

This stunning '68' is proof that Dapol is really raising its game, not just with an accurate and well-engineered locomotive, but also with significant enhancements to the overall feel of the product in terms of packaging and presentation. (BA)



“This model just oozes quality. It's heavy and all the separate parts are neatly and crisply fitted together”

3 things we like



1

Engine room grilles have been picked out in black.



2

Direction lights are neat and realistically modelled.



3

Instruction booklet makes the '68' feel like a quality product.

Performance

All three of our samples were supplied 'DCC ready' and I tested them using a non-feedback controller. Dapol describes the Class 68 as its first 'new generation' model, with no lubrication or running-in required.

Under power, the model is smooth and controllable, and had no problem hauling a typical train. The direction lights are neat and realistically bright, and a directional cab interior light is fitted too.



History

Direct Rail Services ordered the first Class 68 diesel-electrics in 2012 from Vossloh (now Stadler) and they were based on the company's EuroLight design, reworked to fit the restrictive British loading gauge.

The first order was for 15 locomotives; this was subsequently increased and now there are 34 in service with more to come. All are operated by DRS, but some have been subleased to Chiltern Railways and Abellio ScotRail. Later this year Class 68s will be entering service with TransPennine Express.

DRS locomotives are used on flask trains and intermodals, Chiltern's work services from London Marylebone to Birmingham and Oxford, plus occasional freight for DRS. ScotRail serves 'Fife circle' trains between Edinburgh and Glenrothes. All liveries have been noted on engineer's trains across the network.



1

1: 68007 shows off its striking yet complex DRS 'compass' colour scheme as it passes Dalnacardoch, near Blair Atholl, with the 1319 Inverness-Mossend container service on October 18 2014. RON WESTWOOD

2: Chiltern Railways grey 68012 passes Tyseley South Junction with a London-Birmingham crew-training service on January 16 2015. FRASER PITHIE



2

REVIEW VERDICT

PROS. Superb rendition of new type and clear improvement on former models.

CONS. Little of note.

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

92%



DAPOL CLASS 68 DIESEL-ELECTRIC LOCOMOTIVE

OVERVIEW

Manufacturer: Dapol
Ref. No. 2D-022-001 to 007. Versions with DCC (suffix D) and sound (suffix S) also available
Unit Nos. 68001, 68002, 68005, 68006, 68007, 68010, 68014

Scale/gauge: 1:148 scale, 9mm gauge, 'N'
Body: Plastic
Chassis: Alloy with plastic parts
Weight: 99g
Min. curve radius: R1 (263.5mm)

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole
Lights? White headlights and marker, cab interior light, red tail lights

DCC ready? Next18 socket
Other features: Body-mounted NEM couplings, RP25.72 wheel profile

MECHANISM

Drive system: Power to both bogies via cardan shafts

Flywheel(s): Yes
Traction tyres: No

DIMENSIONS (mm)

Length (over buffers)
Height
Width
Bogie wheelbase
Wheel diameter (driver)
Wheel back-to-back

PROTOTYPE

67ft 3in
12ft 10 1/2in
N/A
N/A
3ft 7 1/2in
-

1:148 SCALE

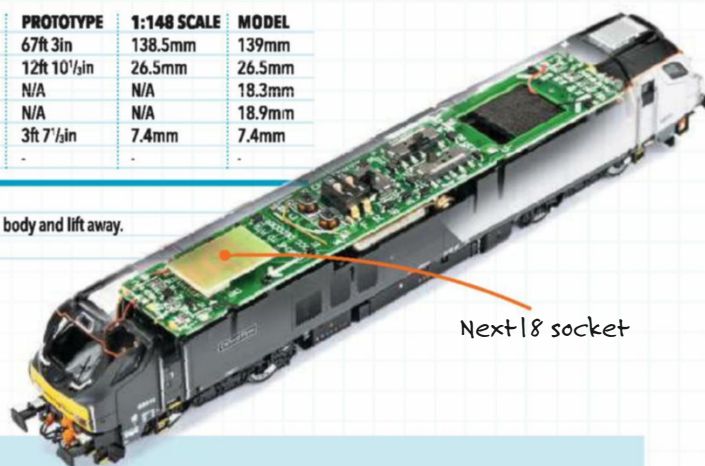
138.5mm
26.5mm
N/A
N/A
7.4mm
-

MODEL

139mm
26.5mm
18.3mm
18.9mm
7.4mm
-

SERVICING

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



Next18 socket

System builder

Other items to complement this model...

COACHES

Run a Chiltern '68' with Dapol's Mk 3s in BR blue/grey to replicate CR's 'retro' rake of Mk 3s. Available from Dapol stockists.



WAGONS

DRS' Class 68s are often used on container trains. Dapol's 'Megafret' is an ideal companion. Available from Dapol stockists.



FLEET

Build a DRS diesel fleet with Farish Class 57 (pictured), '37s' (Farish) and '66s' (Dapol and Farish). From Graham Farish stockists.





Oxford Rail GWR 'Toad' brake vans

◆ **SCALE** 'OO' gauge ◆ **MODEL** Oxford Rail OR76TOA002 Dia. AA1 six-wheel 'Toad' brake van No. 56946, GWR grey; OR76TOB002 Dia. AA3 four-wheel 'Toad' brake van No. 56034, GWR grey ◆ **PRICE** RRP £14.95 each ◆ **AVAILABILITY** Oxford Rail stockists or www.oxfordrail.com

Great Western Railway brake vans carried the telegraphic code 'Toad' and the title has become synonymous with the company's distinctive vans, with their large single end verandah.

Nevertheless, within that blanket description there were many variations in shape and weight to cover both lightweight branch goods services and heavy main line workings, including coal trains from South Wales. In a nutshell 'Toads', as we would recognise them, appeared in the late 19th century and with each new diagram the single-verandah design became longer and heavier to cope with longer and heavier trains. Accordingly, from a modelling point of view,

nothing identifies a GWR or Western Region freight train quite as readily as a 'Toad' on the end.

Last year, Hornby replaced its long-in-the-tooth GWR 20t 'Toad' brake van with a fine new model, the 24ft Diagram AA15 'Toad', which has been familiar in both Hornby and Bachmann ranges for many years. It was good news, therefore, when Oxford Rail announced the addition of a rather different 'Toad' to its 'OO' gauge wagon range. Oxford chose the Diagram AA1 20ft 16t 'Toad' with a six-wheel chassis, and then realised that the AA3 had a similar body on a four-wheel chassis and added that too.

Some versions of the model in GWR livery have now reached

the shops and we've seen two: No. 56034, a four-wheeler branded 'Acton R.U.' and six-wheeled No. 56946 branded 'Bridport R.U.' Both represent vehicles with steel panelling around the lower body. Earlier constructions had timber planking throughout. The 'R.U.' branding stood for 'Restricted User', meaning that the van could only be used on diagrams from the base point.

The immediate impression is that these are bargain-priced 'Toads' with crisply moulded bodies and underframes, metal spoked wheels and tension lock couplings in NEM pockets. They are accurately coloured, neatly printed and have a nice matt finish. The NEM pockets are mounted to the underframe with

screws and can be easily removed if scale couplings are to be fitted.

DETAIL DISCREPANCIES

Disappointingly, our samples and examination of photographs of the forthcoming BR-liveried versions reveal some issues with the detail. Certainly, some of these, such as the extraneous lamp irons on the sides, are minor and easily rectified or ignored. Other detail discrepancies relate to changes made over time and, doubtless in order to maintain the very keen price point, there has to be a lot of compromise over how many tooling variations can be accommodated. Thus, we need to accept that sizes of axlebox and the depth of the vertical

'kicker' board on the back of the long footboard are the same across all versions.

So, too, is the tiny cut-out in the 'kicker', which is necessary to clear the centre axlebox on the six-wheeler but should not be there on the four-wheel version. It's less clear why the separately fitted rectangular handrails all reflect the later style, when the earlier style plain horizontals could easily have been used where appropriate. It is an easy enough job to nip out the vertical sections to backdate them. While I would not classify such discrepancies as nit-picking, they certainly are not a deal breaker on what is, after all, a budget-priced model.

There is, however, a more serious disappointment for those of us whose modelling period requires the BR-liveried or later GWR models described by Oxford as 'plated (late)'. Here, it has apparently assumed that only the lower side planking was plated over whereas, in fact, the verandah section of later built vehicles was of steel construction on the sides and ends. Oxford's model has plating, correctly, on the body and verandah sides but retains the full planking on the verandah and body ends. This is much more noticeable than other detail discrepancies and will require some ingenuity with filler, thin styrene sheet or brass shim to conceal the planking detail and add rivets, plus a complete repaint.

WINDOW PAIN

Examination of the cabin end reveals that Oxford has apparently been misled by following a preserved example (probably the one at Chasewater) which has had a complete body rebuild. Presumably due to propelling manoeuvres, the Chasewater example has a three-pane window in place of the wooden hatch which gives access to the centre lamp iron. This window has been included on all the Oxford models.

The verandah contains planked floor detail, and a brake standard, plus sandbox fillers. Unlike the Hornby model, there is no sanding lever, nor does it have sand delivery pipes.

Having had some bad derailling experiences with six-wheeled vehicles, I was keen to try the model and I'm pleased to report that it ran without fault through even the sharpest curves on the *Model Rail* test track. The underframe carries brake hanger and brake rigging detail with brake blocks in line with the wheel treads. Springs and suspension are neatly modelled, but on the six-wheeler the centre axle springs should be



“The NEM pockets are mounted to the underframe with screws and can be easily removed if scale couplings are to be fitted”

suspended on J-hangers, while the model merely replicates the suspension used on the outer axles.

The paint finish on our two samples was GWR dark grey with number, allocation and weight neatly printed in white. A legible GWR registration plate is printed on the solebar.

It is good to have a ready-to-run 'Toad' which offers a bit more variety in terms of size and it is likely to find a home on many a layout where variety in the brake van fleet is needed. Those for whom accurate appearance of the ends on the plated versions is important will need to do some work on it. (CJL)

REVIEW VERDICT

PROS. Older, smaller 'Toad' in two chassis versions.

CONS. Body detail errors and compromises.

LOOKS	6
BUILD QUALITY	9
FEATURES	7
DECORATION	8
VALUE FOR MONEY	9

78%

'Teak' Thompsons

◆ **SCALE** 'OO' gauge ◆ **MODEL** Bachmann Branchline 34-410 Thompson 59ft 6in Corridor Composite 18510, LNER 'teak' finish
◆ **PRICE** RRP £54.95 each ◆ **AVAILABILITY** Bachmann stockists

Bachmann replaced its range of Thompson coaches with all-new models last spring. The initial releases were finished in BR crimson/cream, but Bachmann promised that LNER 'teak' would follow.

That version has arrived. It's not exactly teak. Edward Thompson's LNER coaches were steel-bodied, but to ensure that they matched with Gresley's pre-war vehicles they were painted with a faux teak finish.

We received Corridor Composite No. 18510 for review. Thompson CKs were built to

a 59ft 6in body (the first releases we reviewed were 63ft coaches). It matches diagrams in Nick Campling's *Historic Carriage Drawings Vol 1*, although the bogies appear to sit a little further apart than on the real thing.

The teak finish impresses, as does the LNER lettering, along with the 'no smoking'

signs. The wood grain is perhaps a little heavy and the 'wood' shade not quite red enough when compared to preserved vehicles. That said, the finish is a credit to Bachmann's factory.

Recommended. (RF)



N Gauge Society 'Carflats'

◆ **SCALE** 'N' gauge ◆ **MODEL** See panel ◆ **PRICE** £29.95 each ◆ **AVAILABILITY** Only available to N Gauge Society members

Having been handed a box of Hatton's 'O' gauge 'Warwell' wagons for review last month, I was intrigued by what was in the box I was given for this issue. More wagons, apparently! It contained the N Gauge Society's new 'Carflats' - tiny and delicate when compared to the heavyweight 'Warwells'.

This is the seventh ready-to-run model that the N Gauge Society has commissioned and the latest in a long line of successful partnerships with Bachmann. This partnership has been of particular use here as these 'Carflats' are based on the 48 converted from redundant Mk 1 coach underframes at Swindon Works in the 1960s (with a further batch in 1979 for wagon lessor Railase) and the Graham Farish range of Mk 1s is held in very high regard.

The NGS has commissioned six versions (see panel). For a vehicle that is essentially an underframe with railings along the side, there is lot of detail variation to take in.

First impressions are good and

the models seem to match photographs on Paul Bartlett's website (<http://paulbartlett.zenfolio.com/?q=carflat>). There are two bogie types (BR1 with leaf springs and the later B4 with coil springs). Both come from the Mk 1 coach range, so you already know they're very good.

There are also three variations of brake gear to choose from, with or without air reservoirs. One key change from the coach underframe is the ratchet handbrake. The obligatory 'bag of bits' contains air pipes - as well as dummy buckeye couplers - to allow modellers to choose between the vacuum brakes that the models are supplied with, or dual-braked versions.

I could read almost all of the lettering without the aid of a magnifying glass - a typical Bachmann paint finish - and the labelling matches that in the contemporary photographs. These vehicles really look stunning and the attention to detail is superb, so in terms of

appearance and decoration there are no complaints. Even the differing shades of wooden planking between liveries offers a neat variation between models.

However, there are a couple of minor issues. The biggest is that there are no chocks to hold the cars in place, something the Oxford Rail 'OO' 'Carflat' has (MR240), so you'll need to apply a few blobs of Deluxe Materials Tacky Wax to car and wagon.

The other issue was that I found a couple of 'Carflats' didn't seem to run properly around our test track. Further investigation revealed the axles were not in their axleboxes properly and were unable to turn freely. Ten minutes later, and with the help of a small screwdriver, I had removed the problem bogies, fixed the wheels and reattached them. This dramatically improved their performance. This running was further improved when weight was added to simulate a full load, as it helped avoid derailments when they 'jumped up' over pointwork.

At nearly £30 each they're not cheap and it'll stretch the coffers

'Carflat' choice

377-400U: 'Carflat A' B748715, BR bauxite, BR1 bogies

377-400V: 'Carflat A' B748719, BR blue, BR1 bogies

377-400W: FVV B745054, BR blue with Motorail branding, BR1 bogies

377-400Y: FVX B745080, BR bauxite, B4 bogies

377-400X: FVX B745085, BR blue with Motorail branding, B4 bogies

377-400Z: PFB RLS94401, Railase yellow, B4 bogies

to put together a typical Motorail rake of eight or nine. But I could imagine a Motorail terminal micro layout, shunting one or two up to the loading platform. Or how about a Longbridge diorama, with new Austins being taken away a few wagons at a time?

So, NGS members, should you buy a 'Carflat'? Most definitely! (CG)

REVIEW VERDICT

PROS. Intricate detailing, detail combinations, livery.

CONS. Check the wheelsets are in place.

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

84%



The N Gauge Society

Want to join the N Gauge Society? Go to www.ngsjoin.com or write to NGS Membership Secretary, 52 Gainsborough Road, Wallasey, Merseyside CH45 8PT.

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Heljan Class 128

◆ **SCALE** 'O' gauge ◆ **MODEL** Heljan Class 128 ◆ **PRICE** £599 ◆ **PERIOD** 1960-91 ◆ **REGION** Western/Midland/Scottish ◆ **AVAILABILITY** Heljan stockists

Can it really be five years since we reviewed Heljan's excellent 'OO' gauge Class 128 Diesel Parcels Unit? I've always had a soft spot for these interesting vehicles and was particularly pleased to learn that the Danish company was going to produce an 'O' gauge version.

As it did with the AC Cars diesel railbus, so Heljan has taken its 'OO' model, released back in May 2013, and enlarged it to 7mm:1ft scale to create a very impressive model.

Our sample, finished in the final red Post Office Royal Mail Letters livery, represents 55993.

BR ordered ten diesel parcels cars from Gloucester RC&W in 1960 as it sought to separate its parcels service from passenger train operations. Six cars, with end gangways, went to the Western Region, with four, without gangways, going to the London Midland Region.

Regional boundary changes led

to the Tyseley-based cars being passed to the LMR. In due course these cars had their gangways removed and the ends plated over, leaving only numbers 55991/2 in original condition. Two of the LMR units appeared in Red Star two-tone blue and red livery in the 1970s and in 1982 all the vehicles passed to Rail Express Systems, which operated them on behalf of the Post Office, and several were repainted in striking Royal Mail Letters red and yellow. They were eventually withdrawn in the early 1990s and all went for scrap.

GOOD FORM

Like its 'OO' counterpart, the 'O' gauge model captures the appearance of these units superbly. The shape of the body looks just right, and wherever separate details could be used, they have been. There are separate cab door handrails, separate door handles on the loading doors and separate end





“ Heljan has clearly endeavoured to overcome the problem of mounting plastic components onto a metal chassis ”

handrails. The roof vents and windshield wipers are also separate on what is otherwise a one-piece moulded bodyshell.

The modifications to the ends were very much a one-off exercise and 55993 had its headcode boxes removed, flush-panelled and replaced with marker lights, while 55994 had the marker lights installed in the headcode boxes. 55993's flush fittings are correctly replicated on the model, above an authentic array of MU hoses, jumper cables and a functional coupling hook with a screw coupling. However, the plating over the gangway opening has acquired an outline of dome-headed rivets which do not appear to have been present on the real thing.

Sprung oval buffers are fitted. The exhaust pipes, with their yellow-painted mounting hoops

and apparently hollow upper ends, are particularly effective.

NEW MECHANISM

The low-profile mechanism is clearly intended as a pioneer for the promised passenger DMUs. The floor of the car is a substantial metal casting which is flat throughout its length on the upper surface. The motor and drive mechanism are housed entirely within one bogie, with pick-up on all four wheels, and the other merely carries electrical pick-ups. I suspect that in future DMUs, those which are required to operate in two or three-car sets may have two power bogies.

The parcels railcars were equipped to haul a tail-load of two or three four-wheel vans, and they certainly did so in their earlier years. However, by the time the red livery was introduced it is unlikely

there was a requirement to haul a non-powered vehicle, although they certainly worked in multiple with other units from time to time. The cab bulkheads support a full-length ceiling-level board which carries the lighting PCB and the 21-pin DCC decoder socket.

The cab interiors have a driver's seat and controller handle details, and the bulkhead that separates the guard's area, which has an emergency brake valve and the handbrake wheel and standard. Cabs are illuminated but a switch on the underside allows this to be turned off. Apart from the cabs, there is no other internal detail.

Heljan has clearly endeavoured to overcome the problem of mounting plastic components onto a metal chassis which has, on some of their 'OO' gauge models, led to parts becoming detached in transit. On this model the main

3 things we like



1

Crisp detailing of door areas with well-defined detail.



2

Accurate underframe detail with location for speaker.



3

Fine application of striking Post Office livery.

REVIEW VERDICT

PROS. Looks, performance, decoration, lights, attention to detail.
CONS. Loose underframe component.

LOOKS	9
PERFORMANCE	9
FEATURES	9
DECORATION	9
VALUE FOR MONEY	7

86%

underframe details, including engines, gearboxes, final drives, battery and electrical boxes, are all mounted on a plastic false floor attached to the metal chassis by four screws, which also secure the body in place. This false floor also contains a 33mm by 25mm box in which a speaker can be mounted directly below the DCC socket.

FIT AND FINISH

The body is spray-finished in matt red with the Royal Mail lettering and logos crisply printed. There are BR logos on the cab doors and 'CA' (Cambridge) allocation plates below the numbers. 55993 was allocated to Cambridge from November 1988 until transfer to Chester in November 1990, from where it was withdrawn in the same month. During its stint at Cambridge it seems to have worked across much of the East Midlands, including leading an excursion to Skegness on one occasion (presumably a last-minute pilot for a failed DMU).

On test on Dave Lowery's layout the railcar ran smoothly and quietly throughout the speed range and negotiated straight and

curved Peco points without any problems. It was noticeable, however, that in either direction of travel, the rear marker lights which should be off were flickering continuously. Dave hung two Bachmann brass Mk 1 coaches on the rear coupling, which the railcar handled with ease. The maximum tail-load for these vehicles was 250 tons, usually a bogie vehicle and two or three box vans, and despite its single-bogie drive the Heljan model would have no difficulty with such a load.

Another great 'O' gauge offering from Heljan which bodes well for the forthcoming DMUs. (CJL)



55993, in rebuilt form, shows off its bright Royal Mail livery at Marylebone in May 1988. TREVOR OWEN/COLOUR RAIL

HELJAN 8951 CLASS 128 DIESEL PARCELS UNIT NO. 55993 IN POST OFFICE RED

OVERVIEW

Manufacturer: Heljan A/S Denmark	Body: Plastic
Ref. No. 8951	Chassis: Metal with plastic parts
Unit No. 55993	Weight (single power car): 1,338g
Scale/gauge: 1:43 scale, 'O' gauge	Min. curve radius: n/a

ELECTRICS

Electrical system: 12V DC two-rail	cab interiors
Motor type: Five-pole	DCC ready?: 21-pin socket
Lights?: Directional white markers,	Current consumption:
	Max. speed 0.6A; Stalled 0.5A

MECHANISM

Drive system: Motor, worm and gears on one bogie	Flywheel(s): One
	Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:43 SCALE	MODEL
Length over buffers	67ft 1in	261mm	263mm
Height (over vents)	12ft 8 1/4in	84mm	84mm
Width (over body)	9ft	63mm	63mm
Wheel diameter	3ft	21mm	21mm
Bogie wheelbase	8ft 6in	59.5mm	
Wheel back-to-backs	-	-	28.5mm

SERVICING

How to dismantle: Four screws in underframe.
Where to oil: Factory-lubricated.



Innovative workshop storage

◆ **PRODUCT** Three-drawer unit for 14ml enamel tins; tiered unit for 36mm bottles; three-tier display unit ◆ **AVAILABILITY** EBMA Hobby & Craft, www.ebmahobby.co.uk ◆ **PRICE** from £13.50 each

For those of us who like to keep an orderly workshop, EBMA Hobby & Craft offers a range of modular storage units designed to fit atop workbenches or mounted to walls. Manufactured from laser-cut MDF, they're designed to accommodate all of the popular paint ranges, from Humbrol to LifeColor, Tamiya to AK Interactive and Phoenix Precision to Citadel.

Three units have been received for review, each being 215mm deep and 305mm wide. A compact unit features three drawers, each with 45 circular cutouts to suit standard 14ml

metal enamel tins (Humbrol/Revell/Phoenix); 135 cutouts in total. The drawers operate smoothly, with the paints held securely, yet allowing for easy recognition of individual colours.

An alternative, tiered paint rack holds a total of 42 slightly larger paint jars (up to 36mm diameter), being ideal for Tamiya, LifeColor or Citadel bottles. This rack fits neatly on top of the drawer unit, and each module is supplied with powerful magnets to aid alignment and provide a secure temporary



bond, with no need for mechanical fixings.

Finally, a three-tier display stand is ideal for storing vehicles in between painting and weathering stages, or simply to admire your handiwork. Although compact, a 'Pacific'

steam locomotive and tender can be squeezed onto each shelf.

SHELF AND SAFETY

Again, the stand can be mounted directly atop the drawer unit or employed separately, with recessed 'rails' cut into each shelf (to 'OO' gauge on our sample, but 'EM' or 'P4' versions are also available) to keep the models secure.

Rendered in 3mm and 6mm MDF and supplied in flat-pack form, each module is simple to assemble, with positive location aids for each component. When bonded with regular PVA-type woodworking glue, a range of sturdy units can be built rapidly. The parts slot together in a largely self-explanatory manner, although instructions can be freely downloaded from the EBMA website.

Lots of different options are currently available, in a range of shapes and sizes, and to suit just about every brand of model/hobby paint, in rack or drawer format. Well designed and executed, there will be no excuse for not being able to find that elusive tin of paint again! (GD)



The club room

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

E-mail: theclubroom@bauermedia.co.uk

The guest chairman

The N Gauge Society celebrated its 50th anniversary last year. Chairman Richard Bardsley tells us how it all began and how you can get involved.

Society: The N Gauge Society
Established: 1967
Location: International
Chairman: Richard Bardsley

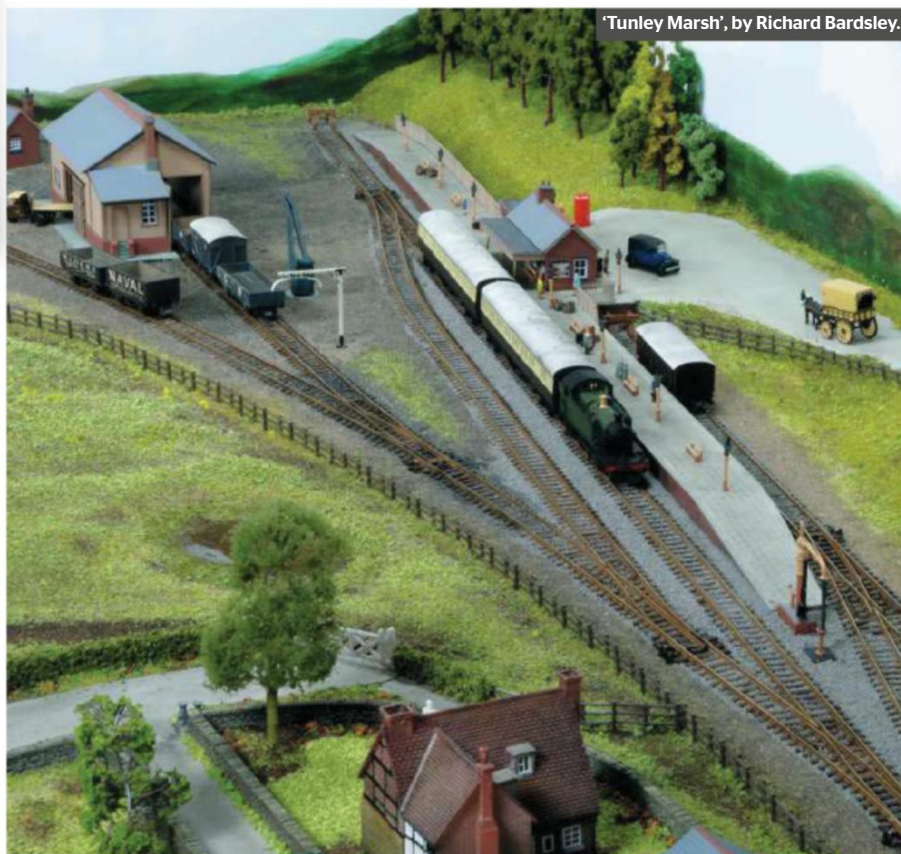


A small group of modellers from West Yorkshire formed the N Gauge Society in 1967, supported by the late Sydney Pritchard, founder of the present-day Peco company. The society's aims, as they have always been, are to promote the gauge and encourage active participation in 'N' gauge modelling. From its earliest beginnings, the society has strived to help its members with supportive services such as *The Journal*, area groups and a helpline.

Many returnees to the hobby or those new to 'N' gauge find the help on offer to be invaluable. All new members receive a 200-page handbook as part of the joining fee, which provides a useful reference for members with details about the society and 'N' gauge modelling. The information is designed to supplement readily available general publications. It's just the thing to get you started modelling in 'N' gauge.

If the handbook doesn't answer your question, the society offers a help service for all members via post and e-mail. If you need to know more about anything, from wiring a layout to researching a prototype, the helpline team will try to answer your query. Over time, this will build into an effective knowledge database to share with all members.

The society has a national network of local area groups which provide the opportunity to meet and discuss 'N' gauge and general railway matters. Group activities are varied, with many groups actively building layouts or helping members exhibit their privately owned layouts. There are also a number of special interest groups, focusing on specific eras, regions or types of railway, such as non-UK modelling. Whether you are a seasoned



'Tunley Marsh', by Richard Bardsley.



'Imperial Yard', by Pete Latham.

modeller or a beginner, a local group of like-minded enthusiasts might be just what you need to help move your own projects along. Even if there is not a convenient area group locally, the society provides full guidance and support to enable you to establish one yourself.

The organisation's *The Journal* is published six times a year, in full colour, and features news, views and reviews, as well as articles and photographs entirely about 'N' gauge. A supplement contains news about society business such as the AGM, committee meetings and a members' marketplace facility.

The society has a regular presence at exhibitions where it's possible to join or renew membership, get advice, and purchase one of the many exclusive society products (also available from the society's mail-order shop).

We also offer the largest range of 'N' gauge wagon kits, and a growing range of ready-to-run models. All of these products are exclusive to members, as they are only made possible by members banding together to bring these projects to fruition. Our next project is to produce a RTR 0-6-0 Hunslet diesel shunter.

Celebrating its 50th anniversary in 2017, the society continues to be at the forefront of 'N' gauge modelling – join us and enjoy the benefits that thousands of 'N' gauge modellers have already discovered.

Address: Membership Secretary,
52 Gainsborough Rd, Wallasey,
Merseyside CH45 8PT

E-mail: membershipsecretary@ngaugesociety.com

Web: www.ngaugesociety.com

Membership fees

Full: £16 (per annum) plus £5 joining fee

E-mail: membershipsecretary@ngaugesociety.com

Club news

Petering out

The Peterborough and District Model Railway Club was disbanded at the end of February owing to falling membership and no new suitable accommodation being available.

Changing Terrain

Train Terrain Models has a new telephone number and website, following its move. It can now be reached on 01692 670077 and its online shop can be found at www.train-terrain-models.mysupadupa.com. The existing website (www.trainterrainmodels.co.uk) will still be used for its layout design and build service.

Clean break

Bridlington MRS has moved to new clubroom premises above the Ocean Hand Car Wash at 248 Quay Road, Bridlington, East Yorkshire YO16 4JG.

The move to the new clubroom will be spread over several weeks so the club's layouts can be set up properly.

The new clubroom is somewhat larger, better insulated and more comfortable than the current premises, and it's hoped that this move will be the start of a new era for Bridlington's longest established group of railway modellers, now in its 36th year.

Contact details for BMRS are unchanged, and all are welcome to get in touch.

Web: www.bridrailmodellers.com

Muddle talk...

Modelling miscellany from the *Model Rail* Facebook page:

www.facebook.com/modelrail

Your feedback from MR244, the London and Southern Western Railway/SR Class H16 4-6-2T

I would certainly buy one. There is always room for another tank loco.

Alan Oakey via website

Am I right in saying this is like a tank version of an 'S15'? Looks very similar - I would be interested to know.

Matt Elliott via Facebook

It's definitely a smart but intriguing locomotive! I think the smokebox door looks slightly odd, but I like it!

Mark Horner via Twitter

Caption that pic!

Our Facebook community has been busy posting up jokes to caption the photograph (left). Keep an eye on our Facebook page for more amusing pictures for you to caption - and remember, it's just for fun!



CHRIS NEVARD

It's your letters

Not enough dirt!

I used to live on a canal boat at Beeston Castle Wharf in Cheshire, right next to the Crewe-Chester line. About four years ago a railhead treatment train passed through, topped and tailed by Network Rail Class 37s. The one on the back end was so filthy it took me some time to realise it was yellow.

Again, I once saw 66001 being towed by a Class 60. I think it was on its way to the European Transport Ministers' meeting in Chester. (E.W.&S - how long did that last?)

Where's a camera when you need one?

Chris Caplin, by e-mail

Weather, 'tis nobler

I read with great interest the articles on weathering - I enjoy weathering locomotives and stock, both with an airbrush and by hand. I use a few things not mentioned in the articles, so I thought I'd tell *Model Rail* readers about them.

I use car screenwash as an airbrush

acrylic paint thinner. I got this tip from a friend who is a military modeller.

The items I find most useful are Liquitex paint marker pens, which I use for wheels on wagons, and Windsor and Newton Artisan water-mixable oil colour (Raw Umber is my favourite). I apply the paint to the model then wipe it off with a cotton bud, which can be wet or dry, leaving an oily mark on the model and dirt in the corners. It gives the look of an engine that has been in service but has been kept clean.

Malcolm David Hirst, by e-mail

Nuclear option

I was interested to note the photo and comment in MR244, of Trawsfynydd nuclear terminal, and the note about six-wheel (axle) wagons. As you may know, there are no kits available of this wagon, and for my layout, which is based on Seascale to Sellafield in the 1960s, a couple were essential. I ended

up getting the four-axle kits from Genesis and obtained a couple of Tri-ang Trestrol wagons from an online auction site for their bogies. The photograph shows the results of their construction. The layout isn't finished by any means, but they have arrived and are sitting in a certain private siding. Who knows, they may have come from Traws. One thing which many modellers miss with DRS-era flask trains is that they always run with two locomotives, never just one.

Graham Worsnop, by e-mail





Show & Tell

The place to share your projects with the *Model Rail* community.

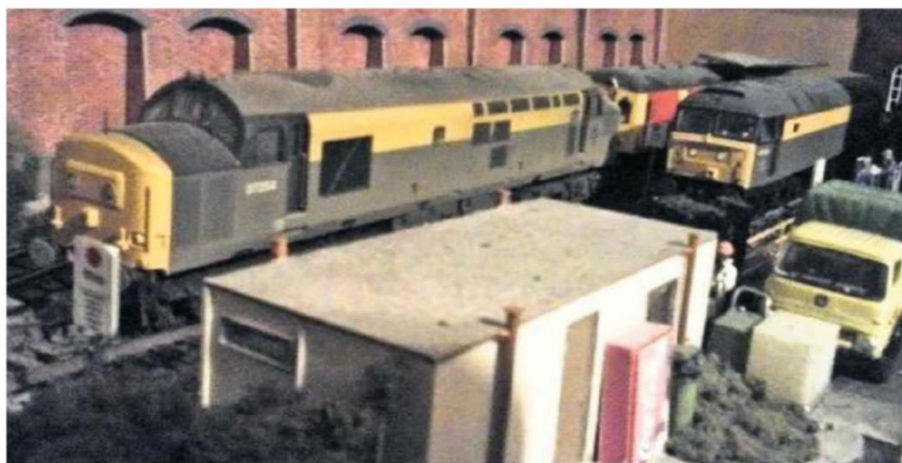
Friendly inspiration

Justin Main, by e-mail

I wanted to show readers my layout 'Paddington West'. The inspiration for it came when a couple of friends, Mike Hall and Kevin Lawrence, showed me their layouts 'Rock Junction' and 'Lock Joshie'. I hadn't done any modelling for 20 years, but seeing those layouts got me hooked again.

'Paddington West' started out as an analogue layout, but I soon caught the DCC bug. The layout is essentially a shunting puzzle measuring just 6ft by 1ft 6in. I wanted to make it as interesting as possible so I designed it to have a small station, an engineers' sidings and yard, TMD and a small fiddleyard.

I have scratchbuilt many items of track plant and have taken inspiration from larger layouts such as 'Tonbridge West Yard' and



'Fenwick TMD'. Like many layouts, it is still evolving and, thanks to the wide range of scenic products from Bachmann, it has now become very easy to add a lot of detail.

My thanks goes to Mike and Kevin, but also to my local railway shop The Railway Conductor, where the staff are always very helpful.

Moorside Valley Railway

Jordan, via e-mail

Our layout 'Moorside Valley Railway' is a 30ft preservation-based 'N' gauge layout depicted in deep winter. We exhibited the layout at the Warley Exhibition in 2017 and myself, Paul and Peter are looking forward to the next opportunity to display the layout.



Above: No. 92203 'Black Prince' on shed (now fitted with a memorial headboard).

Below: Phoenix Class 37 37884 with an unidentified Colas '37' on the rear, working a RHTT on loan from a friend.



'Black Five' alive

David Melhuish, Chorley

Some say that the Ivatt development of the Stanier 'Black Fives' was ugly. I like odd-looking engines and the penultimate Ivatt 'Black Fives' were certainly different but relatively easy to model in 'OO' gauge. The lower running plate necessitated the use of splashers above the driving wheels, but without the complex Caprotti external valve gear drives.

Starting with 'old' Hornby 'Black Five' boiler, chassis and Mainline/Bachmann running plate, splashers, cab and glazing, I have created a model of No. 44756, which operated in 1960 from Leeds Holbeck shed (55A). Romford wheels enhance the 'scale' appearance, as do the built-up cylinders and steam pipes. I used Evergreen plastic rod, plus square/strip/tube components to build the gearboxes and other details.

Photographic details are essential when building a model locomotive from scratch. *London Midland Steam Locomotives, Volume 1* by Brian Morrison and *Stanier Locomotive Classes* by A.J. Powell contain excellent close-up views of the Caprotti components. Fortunately, I have a scale drawing of these locomotives, found in a copy of Manchester Model Railway Society's *The Link* magazine from July 1982.

Tasks still to be done include final painting, transfers and smokebox number and shedcode plates. The attached photograph shows the Caprotti components in Evergreen white.

All I'll need to do then is to couple No. 44756 to a rake of BR Mk 1 maroon coaches and the 'Thames-Clyde Express' can head out of Leeds Central for the Settle to Carlisle line.



Exhibition Diary

What's on in your neck of the woods this month

MARCH 17

BAWDESWELL, NORFOLK. 32A MRC MRE. Bawdeswell Village Hall, Reepharm 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.largescalmodelrail.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 781989. **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@hotmail.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:** doughtantrum@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.tmrgr@hotmail.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 ONT. **Time:** 1100-1600. **Admission:** Free. **Tel:** 01349 277211. **Web:** www.felixstowengauge.org.uk

MARCH 24-25

NAILSEA, BRISTOL. Nailsea Exhibition. Nailsea School, Mizzymead 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.

MARCH 31 - APRIL 2

GAINSBOROUGH, Lincs. Gainsborough MRS Open Day. Florence Terrace, Gainsborough DN21 1BE. **Time:** Sat/Sun 1330-1730, Mon 1030-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

APRIL 1-2

WEXFORD, EIRE. Wexford MRC MRE, St Joseph's Community Centre, Wexford. **Time:** Sun 1200-1800, Mon 1100-1700. **Admission:** Adult £8, Concessions £5, Child £3.

APRIL 4-8

GRANTOWN ON SPEY. MRE. Grant Arms Hotel, The Square, Grantown on Spey. **Time:** All day. **Admission:** Free.

APRIL 5

THEYDON BOIS, ESSEX. Toy & Train Fair. Theydon Bois Village Hall, Coppice Row, Theydon Bois, nr Epping CM16 7ER. **Time:** 1900-2100. **Admission:** £1. **Tel:** 07866 641215.

APRIL 7

BECKENHAM, KENT. Beckenham and West Wickham MRC Vintage MRS. St John's Church, Eden Park Ave, Eden Park BR3 3JN. **Time:** 1000-1700. **Admission:** Adult £5. **Tel:** 07545 469610. **Web:** www.bwwmrc.co.uk

CHURCH STRETTON, SHROPSHIRE. The Strettons Railway Society MRE. Church Stretton School, Shrewsbury Road, Church Stretton SY6 6EX. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Concessions £3.50. **Tel:** 01694 722189. **Web:** www.strettonrailwaysociety.org.uk

EASTLEIGH, HANTS. Wessex Narrow Gauge Modellers Narrow Gauge South 2018. **Time:** 1000-1700. **Admission:** Adult £8, Child £2, Family £18. **Web:** www.narrowgaugesouth.org.uk

HOLT, WILTS. West Wiltshire MRC MRE. The Holt Village Hall, The Street, Holt, nr Trowbridge BA14 6QH. **Time:** 1030-1600. **Admission:** Adult £6, Child £1. **Tel:** 01225 774440. **E-mail:** pybus@btinternet.com

IPSWICH, SUFFOLK. Ipswich Railway Modellers Association. IRMA Club Rooms, 40a Norfolk Road, Ipswich IP1 6AR. **Time:** 1000-1300. **Admission:** Free. **Web:** www.irma.org.uk

PITSTONE, BEDS. Tring & District MRC Beacon-Rail 2018. Pitstone Memorial Hall, Vicarage Road, Pitstone LU7 9EY. **Time:** 1030-1630. **Admission:** Adult £3, Child £1.50, Family £7. **Tel:** 01525 850703. **Web:** www.tdmrc.co.uk

SINDLESHAM, WOKINGHAM. N Gauge Society MRE. Sindlesham Baptist Church, Bearwood Road, Sindlesham RG41 5BB. **Time:** 1000-1600. **Admission:** Adult £4. **Web:** www.bagladdies.weebly.com

YIEWSLEY, LONDON. Hillingdon Railway Modellers Test Track Open Day. Yiewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1600. **Admission:** £4. **Tel:** 0208 368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

APRIL 7-8

CHELTENHAM, GLOS. Cheltenham Great Western Modellers Group MRE. St Margaret's Hall, Coniston Road, Off Windermere Road, Hatherley GL51 3NU. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £4, Child £2.50, Family £9. **Tel:** 01242 517788. **Web:** www.cheltmodrail.org.uk

LITTLEBOROUGH, LANCS. The 54th Rochdale MRG MRE. The Coach House, Lodge Street, Littleborough, Lancs. OL15 9AE. **Time:** Sat 1000-1630, Sun 1000-1630. **Admission:** Adult £3.

SCARBOROUGH, YORKS. Scarborough and District Railway, Newby and Scalby Community Hall, Scalby Road, Scalby, Scarborough YO13 0RA. **Time:** Sat 1000-1700, Sun 1000-1530. **Admission:** Adult £3.

APRIL 8

GREAT DUNMOW, ESSEX. Great Dunmow MRS. Foakes Hall, Stortford Road, Great Dunmow CM6 1DG. **Time:** 1000-1630.

KEIGHLEY. Aire Valley Railway Modellers Club Open Day. Melbourne House, Dalton Lane, Keighley BD21 4LG. **Time:** 1000-1600. **E-mail:** info@avrmc.org.uk **Web:** www.avrmc.org.uk

APRIL 14

HEYWOOD, LANCS. Heywood MRG Open Day. Club Rooms, Unit 4, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Admission:** Free. **Web:** www.hmrg.co.uk

LUTON, BEDS. Luton MRC MRE. Stopsley High School, St Thomas' Rd, Luton LU2 7UX. **Time:** 1030-1700. **Admission:** Adult £6, Family £15. **Tel:** 01582 612949. **Web:** www.lutonmodelrailwayclub.org.uk

NEWPORT, SOUTH WALES. NEWGOG - the South Wales O Gauge Show. Lysaght Institute, Orb Drive, Newport NP19 0RA. **Time:** 1000-1630. **Admission:** Adult £6, Gauge O Guild members/Concessions £5. **Tel:** 07896 967526.

Web: www.newgog.wordpress.com

PORT TALBOT, WEST GLAMORGAN. MRE. St Agnes Church, Forge Road, Port Talbot SA13 1US. **Time:** 1000-1600. **Admission:** Adult £3.50, Child £1. **Tel:** 01639 680702. **E-mail:** sib_2@hotmail.co.uk

REDHILL, SURREY. East Surrey N Gauge MRE. St Joseph's Catholic Primary School, Linkfield Lane, Redhill RH1 1EA. **Time:** 1000-1600. **Admission:** Adult £5, Child £2, Family £12. **E-mail:** bart.hyd@gmail.com

SAWSTON, CAMBRIDGE. 31A Cambridge MRC MRE. Sawston Village College, New Road, Sawston CB22 3BP. **Time:** 1000-1600.

Admission: Adult £4.50, Concessions £3.50, Child £2. **E-mail:** modelrail.club31a@ntlworld.com

APRIL 14-15

COTGRAVE, NOTTS. Bingham MRG MRE. Cotgrave Welfare, Woodview, Cotgrave NG12 3PJ. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Concessions £4, Child £3, Family £12. **E-mail:** circel@btinternet.com

CORSHAM, WILTS. Bentley MRG Trainwest 2018. Springfield Community Campus, Beechfield Road, Corsham SN13 9DN.

Time: Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £8, Child £5. **Tel:** 01249 654417.

Web: www.trainwest.org.uk

DUKINFIELD, MANCHESTER. Tame Valley Scout Council Rail Road 2018. Astley High Sports College, Yew Tree Lane, Dukinfield SK16 5BL.

Time: Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £4, Concessions £1.50, Child £9.50. **Tel:** 07719 259638.

HORSHAM, SURREY. Crawley MRS MRE. Tanbridge House School, Guildford Road, Horsham RH12 1SR. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £4, Family £17. **Tel:** 07411 353757. **Web:** www.crawleymrs.org.uk

MARYPORT, CUMBRIA. Maryport Model Club. Netherhall School Hall, Maryport CA15 6NT. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £12.

APRIL 21

WELWYN GARDEN CITY. De Havilland MRS MRE. Ludwick Way Methodist Church, Ludwick Way AL7 3PN. **Time:** 1000-1700. **Admission:** Adult £5, Child £2. **Tel:** 01707 267541.

APRIL 21-22

BANGOR. North Down MRS MRE. Bangor Grammar School, Gransha Road, Bangor BT19 7QU. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £5, Child £4, Family £15. **Tel:** 02891 450833. **Web:** www.northdownmodelrailwaysociety

HELSTON, CORNWALL. Helston MRS. Helston Community College, Church Hill, Helston TR13 8NR. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £3, Family £10. **Web:** www.hfmrc.com

LIVERPOOL. Liverpool MRS MRE. Ian Robinson Sports Centre, Merchant Taylors School, Liverpool Road, Crosby, Liverpool L23 0QP. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Senior £4.50, Child £2, Family £12. **Tel:** 0151 526 1574. **Web:** www.lmrs.org.uk

APRIL 22

TYNE & WEAR, NORTH SHIELDS. Blyth and Tyne MRS Sunday Skills Day. 40 Saville St, Tyne & Wear NE30 1NT. **Time:** 1000-1600. **Web:** www.btmrs.co.uk/about-us.html

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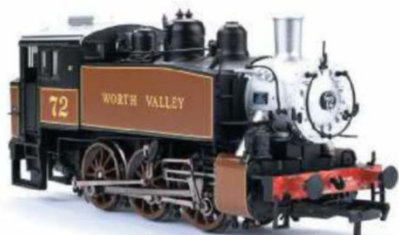
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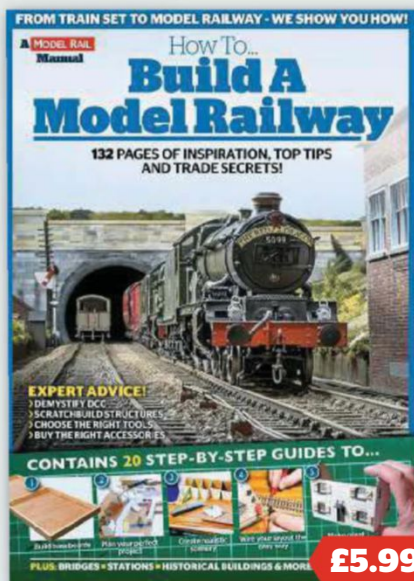
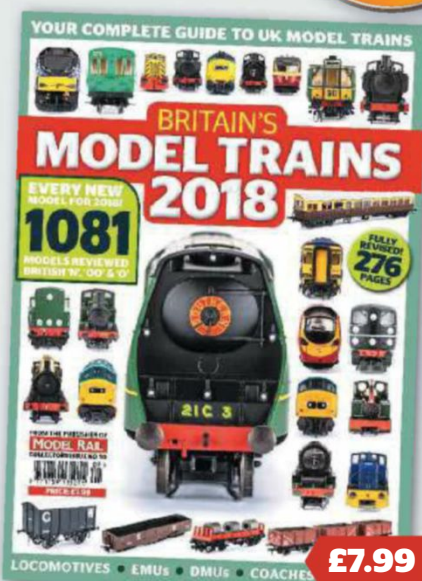


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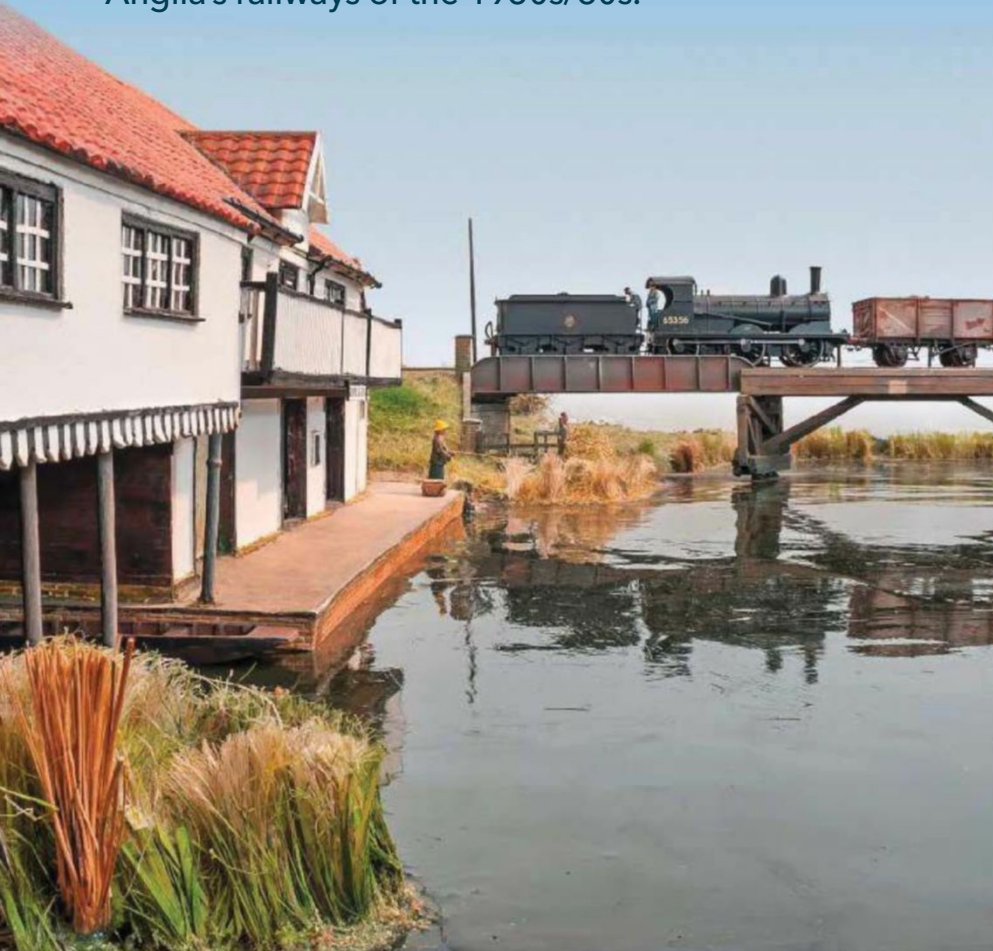
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'Diddington'

We visit Alex Warren's homage to East Anglia's railways of the 1950s/60s.



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Media House, Lynchwood,
Peterborough Business Park,
Peterborough PE2 6EA
E-mail: modelrail@bauermedia.co.uk

EDITORIAL

Telephone: 01733 468000
Editor: Richard Foster
Deputy Editor: George Dent
Consultant Editor: Chris Leigh
Staff Writer: Chris Gadsby
Model Consultant: Dave Lowery
Editorial Assistant: Jane Skinner
Art Editor: Matthew Hunt
Production Editor: Shane Collins
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Photography: Jacques Portal, Chris Nevard
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PRODUCTION

Telephone: 01733 468377
Print Production Manager: Richard Woolley
Advertising Production: Zoe Bellamy
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ADVERTISING

Senior Sales Exec Display: Gemma Smith
01733 366379
Sales Exec Classified: Victoria Matthews
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Group Advertisement Manager: Karen Gardiner
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MARKETING

Telephone: 01733 468171
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How to give your trains a proper spring clean.

REVIEWED NEXT MONTH

A bumper reviews section, featuring Hatton's 'OO' gauge 'P' 0-6-0T, Heljan's 'O' gauge Class 20, Hornby's 'OO' gauge Class 800 and Bachmann's '009' Baldwin.



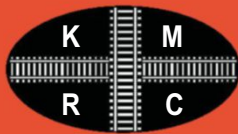
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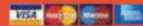




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SB006G YCV Turbot Bogie Ballast Wagon DB978356 EWS	£29.99
SB006H YCV Turbot Bogie Ballast Wagon DB978488 EWS	£29.99



KMRC EXCLUSIVE

393-025 Covered Goods Wagon No. LR7997 WW1 WD Grey, weathered	£31.95
393-026 Covered Goods Wagon No. 63 Nocton Light Grey	£28.95

BACHMANN OO-9 WAGONS

393-025 Covered Goods Wagon No. LR7997 WW1 WD Grey, weathered	£31.95
393-026 Covered Goods Wagon No. 63 Nocton Light Grey	£28.95

BARGAINS - OO GAUGE

BACHMANN OO LOCOMOTIVES

30-325 Ambulance Train Pack	£129.99
30-525 Shakespeare Express Train Pack	£129.99
31-085 3200 Earl Class 4-4-0 Steam Loco No. 9022 BR Black E/E, weathered	£99.99
31-088 3200 Earl Class 4-4-0 Steam Loco No. 9028 BR Black E/E	£99.99
31-167DC L&YR 2-4-2 No. 50795 BR Lined Black E/E, weathered, DCC Fitted	£69.99
31-214 Patriot Class 4-6-0 Steam Loco No. 45538 'Giggleswick' BR Green E/E	£99.99
31-531 Class A2 Steam Loco No. 60536 'Trimbrush' BR Green E/E	£99.99
31-679 Class 85 ALS Electric Loco No. E3095 Electric Blue	£89.99
31-933 Midland 4-4-0 Compound Steam Loco No. 41157 BR Lined Black L/C	£99.99
32-067 Class 43 Warship Diesel No. 842 'Royal Oak' BR Blue	£99.99
32-880 Fairburn 2-6-4 Tank No. 2278 LMS Black, weathered	£89.99

BACHMANN OO WAGONS + VANS

38-146 29 Tonne ex VDA Sliding Door Box Van ZRA No. ADC200654 BR, weathered	£15.95
38-210B JJA Mk2 Auto-Ballast Generator Unit Ex-Railtrack, weathered	£29.99
38-260Y Delabole Slate Preslio Wagon Triple Pack, BR Bauxite	£49.99
38-340 13 Tonne High Sided Steel Open Wagon Triple Pack BR Bauxite, weathered	£26.99

BACHMANN OO COACHES

39-129C BR Mk1 CK Composite Corridor W15060 BR (WR) Choc & Cream, withrd	£23.99
39-340A Mk2A FK First Corridor No. E13468 BR Blue & Grey	£24.99
39-380A Mk2A BSO Brake Second Open No. E9418 BR Blue & Grey	£24.99
39-426 BR Mk1 POS Post Office Sorting Van No. W63034 BR Blue & Grey with nets	£38.95

BACHMANN OO SCENECRAFT

44-0001 Two Road Brick Engine Shed	£34.99
44-0002 Stone Engine Shed with Tank	£34.99

44-0006 Wooden Village Hall	£32.99
44-0010 Two Wooden Platforms	£24.95
44-0011 Two Wooden Platforms Ramps	£9.99
44-0013 Post War System-Built Station	£39.99
44-0014 Post War Platform Shelter	£13.99
44-0015 Post War Station Canopy	£16.99
44-0017 Double Rail Over Road Bridge	£36.99
44-0018 Small Water Tower	£31.99
44-0020 The Jackdaw Pub	£39.99
CO4411 Servicing Depot	£34.99

DJ MODELS OO LOCOMOTIVES

OO71-097 Class 71 Electric Locomotive No. E5002	£99.99
OO71-098 Class 71 Electric Locomotive No. E5019	£99.99
OOJ94-003 Class J94 0-6-0 Steam Locomotive No. 8064 BR Black	£69.99
OOJ94-004 Class J94 0-6-0 Steam Locomotive No. 8023 BR Black	£69.99

HELJAN OO LOCOMOTIVE

26601 Class 26 Bo-Bo Diesel Locomotive No. D5300 BR Green	£79.99
26611 Class 26 Bo-Bo Diesel Locomotive No. D5301 BR Green	£79.99
26621 Class 26 Bo-Bo Diesel Locomotive No. D5309 BR Green	£79.99
26631 Class 26 Bo-Bo Diesel Locomotive No. D5317 BR Green	£79.99

HORNBY OO LOCOMOTIVES

R1177 Gloucester City Pullman Express Train Set	£119.99
R2670 GWR Steam Freight Train Pack	£29.99
R3010 King Arthur N15 Class Steam No. 771 'Sir Sagamore' Southern Maunsell	£99.99
R3276 Railroad LMS Compound No. 1072 LMS Black with Fowler tender	£49.99

NEW RELEASES - N GAUGE

GRAHAM FARISH N LOCOMOTIVES

372-247 Class 47/0 No. 47 209 'Herbert Austin' Railfreight Triple Grey Distribution	£114.95
372-248 Class 47/4 No. 47 550 'University of Dundee' BR Intercity Mainline	£114.95

GRAHAM FARISH N WAGONS

374-120A BR Mk1 RU Restaurant Car BR Crimson & Cream	£27.95
374-121A BR Mk1 RU Restaurant Car BR Maroon	£27.95

GRAHAM FARISH N CATALOGUE

379-018 Graham Farish by Bachmann Catalogue 2018	£7.95
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BARGAINS - N GAUGE

GRAHAM FARISH N LOCOMOTIVES

371-700 Class 350/1 Desiro 4 Car EMU No. 350 111 'Apollo' Silverlink Unbranded	£99.99
371-701 Class 350/2 Desiro 4 Car EMU No. 350 238 London Midland	£99.99
371-702 Class 350/1 Desiro 4 Car EMU No. 350 101 London Midland	£99.99
372-310 Merchant Navy Steam No. 35024 'East Asiatic Company' BR Blue E/E	£109.95

372-311 Merchant Navy Steam No. 35023 'Holland-Africa Line' BR Green E/E	£109.95
372-313 Merchant Navy Steam No. 35021 'New Zealand Line' BR Malachite	£109.95
372-750 Fairburn 2-6-4 Steam Tank Loco No. 2691 LMS Black	£81.95

GRAHAM FARISH N VANS + COACHES

374-807 BR Mk1 RFO Restaurant First Open Coach No. E10 BR Crimson & Cream	£14.99
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374-808 BR Mk1 RFO Restaurant First Open Coach No. M1 BR Maroon	£14.99
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GRAHAM FARISH N VANS + SCENECRAFT

42-031 Hampton Heath Colliery Woodstocks	£1.99
42-043 Lineside Transformer Site	£26.95
42-196 Rail Interchange Shed	£19.99

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BACHMANN OO LOCOMOTIVES

31-650L Class 47 Diesel No. D1670 'Mammoth' BR Two Tone Green	£149.99
31-650LDC DCC Fitted	£169.99
31-650U Class 47 Diesel No. 47 829 Police	£149.99
31-650UDC DCC Fitted	£169.99
31-651L Class 47 Diesel No. 47 973 'Midland Counties Railway' 150 1839-1989	£149.99
31-651ZDC DCC Fitted	£169.99
31-652L Class 47 Diesel No. 47 706 ScotRail NSE branding, weathered	£159.99
31-652ZDC DCC Fitted	£179.99
31-653ZDC DCC Fitted	£179.99
32-066Z Class 43 Warship Diesel No. D845 'Sprightly' BR Green	£164.95
32-066ZDC Class 43 Warship Diesel No. D845 'Sprightly' BR Green, DCC Fitted	£184.95
32-135X Class 4575 Prairie Tank Stream Loco No. 5541 BR Green L/C, weathered	£119.95
32-384Z Class 37 Diesel No. 37 672 'Freight Transport Association'	£139.99
32-384ZDC DCC Fitted	£164.99
32-640Z Class 491 4-TC Unit No. 416 BR Blue with small yellow warning panel	£269.95
32-641Z Class 491 4-TC Unit No. 404 BR Blue & Grey	£269.95
32-642Z Class 438 4-TC Unit No. 8022 BR Blue & Grey Network SouthEast branding	£269.95
32-643Z Class 438 4-TC Unit No. 8023 Network SouthEast	£269.95
32-644Z Class 438 4-TC Unit No. 410 Premier Charter Blue	£269.95
32-646Z Class 438 4-TC Unit No. 8007 BR Research Department	£269.95
32-727W Class 66 Diesel No. 66 709 'Sorrento' GBRI	£169.95
32-727WDC DCC Fitted	£189.95
32-727WDS DCC Sound Fitted	£249.99
32-762Z Class 57 Diesel No. 57 305 Network Rail known as 'Sand Castle'	£169.95
32-762ZDC DCC Fitted	£189.95
32-762ZDS DCC Sound Fitted	£269.95
32-777W Class 37 Diesel No. 37 304 'John Tiley' Network Rail, weathered	£159.99
32-777WDC DCC Fitted	£179.99
32-777WDS DCC Sound Fitted	£259.99
32-780U Class 37 Diesel No. 37 261 DRS	£149.99
32-780UDC DCC Fitted	£169.99
32-976Z Class 66 Diesel No. 66 418 Debranded DRS Freightliner, weathered	£174.95
32-976ZDC DCC Fitted	£194.95
32-976ZDS DCC Sound Fitted	£274.95

BACHMANN OO VANS, WAGONS & COACHES

33-300W 20 Ton Toad Brake Van ZTO No. DW35377 BR Departmental Green	£16.99
33-300X 20 Ton Toad Brake Van No. 68642 GWR Grey 'Penzance'	£15.99
33-300Y 20 Ton Toad Brake Van No. W63636 BR Grey 'Gwinear Road'	£15.99
33-825X 25 Ton Queen Mary Brake Van No. ADS56289 BR Engineers Grey	£24.95
33-825Y 25 Ton Queen Mary Brake Van No. LDS56293 BR Bauxite 'Electrification'	£24.95
37-238Z 16 Ton Steel Mineral Wagon Triple Pack, weathered	£59.99

37-537Y 20 Ton Brake Van B954687 BR 'TO WORK WITH AIR BRAKED TRAINS ONLY' £24.95	
38-326Z High Sided Steel Wagon No. DB479526 'S&T Cable Wagon Guildford', withrd	£24.95
38-328Z High Sided Steel Wagon No. ADE282721 'AME St Blazey Stores', withrd	£24.95
39-000G Cornish Riviera Coach Pack BR (WR) Chocolate & Cream	£114.99
39-001T Network SouthEast Mk2 BR Blue & Grey Coach Pack	£59.99
39-011U ScotRail Mk2 BR Blue & Grey Coach Pack	£59.99
39-273Z BR Mk1 GUV Coach S86804 BR (SR) Green	£44.95
39-380Z BR Mk2a BSO Brake 2nd Coach W9426 BR Blue & Grey Network SouthEast	£29.99
39-411Y BR Mk2a BFK Brake 1st Corridor Coach ADB975654 HST BARRIER VEHICLE	£29.99

DJ MODELS OO LOCOMOTIVES

K2056 2-4-0WT Beattie Well Tank Steam No. 30587 BR Black L/C	£109.99
K2056DC 2-4-0WT Beattie Well Tank Steam No. 30587 BR Black L/C, DCC Fitted	£129.99
K2101 0-4-4T Class 02 No. 24 'Calbourne' BR Black E/E	£124.99
K2102 0-4-4T Class 02 No. 16 'Ventnor' BR Black L/C	£124.99
K2103 0-4-4T Class 02 No. 30182 BR E/E & push-pull equipment	£124.99
K2104 0-4-4T Class 02 No. 30225 BR Black L/C	£124.99
K2105 0-4-4T Class 02 No. 225 Southern Black (1949)	£124.99
K2106 0-4-4T Class 02 No. 30193 BR Black E/E	£124.99

DJ MODELS OO GATE STOCK & WAGONS

K1001 1914 LSWR Push-Pull Gate Set No. 374 SR Lined Maunsell Green	£129.99
K1002 1914 LSWR Push-Pull Gate Set No. 373 SR Unlined Malachite Green	£129.99
K1003 1914 LSWR Push-Pull Gate Set No. 363 BR Crimson	£129.99
K1004 1914 LSWR Push-Pull Gate Set No. 373 BR (SR) Green	£129.99
SB002E/F/G/H PBA TIGER China Clay Wagons ECC International white, withrd	£49.99 EACH
SB002J/K/L PBA TIGER China Clay Wagons ECC International blue	£44.99 EACH
SB004M/N/O/P JIA TIGER China Clay Wagons ECC International blue, withrd	£49.99 EACH
SB004A/B/C/D ZAA PIKE Open Wagons Dutch Civil Engineers	£29.99 EACH
SB005A/B/C/D SPA Open Wagons BR Railfreight, weathered	£32.99 EACH
SB005E/F/G/H SPA Open Wagons EWS	£29.99 EACH

HELJAN OO LOCOMOTIVES

K4101 Dogfish BR Black, weathered, Pack of 4	£99.99
K4102 Dogfish BR Olive, weathered, Pack of 4	£99.99
K4103 Dogfish BR Civil Engineers, weathered Dutch, Pack of 4	£99.99

KERNOW MODELS OO LOCOMOTIVES

K2701 Bulleid 1-Co-Co-1 Diesel No. 10201 BR Black E/E	PRE-ORDER £169.99
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KERNOW MODELS OO WAGONS

SB006 DUTCH YCV Turbot Bogie Ballast Wagon Bulk Pack	£109.99
SB006A/B/C/D YCV Turbot Bogie Ballast Wagons Civil Engineers Dutch	£29.99 EACH
SB006E EWS YCV Turbot Bogie Ballast Wagon Bulk Pack	£109.99
SB006E/F/G/H YCV Turbot Bogie Ballast Wagons EWS	£29.99 EACH

OXFORD DIECAST OO VEHICLE

SBP47 Land Rover Series 1 Registration English China Clays International	£49.99
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GRAHAM FARISH N MODELS

371-465Z Class 370 Diesel Locomotive No. 37 207 'William Cookworthy' BR Blue	£129.95
374-130Z BR Mk1 GUV No. E86247 BR Maroon with Parcels Express branding	£34.99
377-475Z China Clay 5 Plank Wagon Triple Pack. Flat style tarpaulin, weathered	£34.99
377-476Z China Clay 5 Plank Wagon Triple Pack. Tent style tarpaulin, weathered	£34.99
377-490Z China Clay 5 Plank Wagon Triple Pack. English China Clays	£46.99

GRAHAM FARISH N MODELS

371-465Z Class 370 Diesel Locomotive No. 37 207 'William Cookworthy' BR Blue	£129.95
374-130Z BR Mk1 GUV No. E86247 BR Maroon with Parcels Express branding	£34.99
377-476Z China Clay 5 Plank Wagon Triple Pack. Tent style tarpaulin, weathered	£34.99
377-490Z China Clay 5 Plank Wagon Triple Pack. English China Clays	£46.99

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K7071 7 Plank Open Wagon No. 30 in Heilston Glass Company livery	£49.95
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Produced exclusively by Hatton's



Due in Stock: May 2018

H4-P-001 - 178 in SE&CR full lined green (with brass)

H4-P-002 - 753 in SE&CR full lined green (with brass)

Due in Stock: 9th March 2018

H4-P-003 - 754 in SE&CR grey

H4-P-004 - A325 in SR lined Maunsell green with Maunsell lettering

H4-P-005 - 1555 in SR black with Egyptian lettering

H4-P-006 - 1558 in SE black with sunshine lettering

H4-P-007 - 31027 in BR black with early emblem

H4-P-008 - 31323 in BR black with late crest

H4-P-009 - "Pioneer II" in Bowaters Paper Mill green

H4-P-010 - "Pride of Sussex" in Robertsbridge Flour Mill green

H4-P-011 - 27 "Primrose" in Bluebell Railway lined black (1960s)

H4-P-012 - 323 "Bluebell" in Bluebell Railway lined blue (2010s)



Andrew Barclay 14" & 16" 0-4-0ST

Pre-order for £99

Due in Stock: 9th April 2018

www.hattons.co.uk/barclay

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H4-AB14-001 - 14" 2047 '705' in BR black with early crest

H4-AB14-002 - 14" 2047 '705' in GWR green with shirtbutton roundel

H4-AB14-003 - 14" 2134 "Coronation" in lined green

H4-AB14-004 - 14" 1863 in Caledonian Railway lined blue

H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2043 'No.6' in NCB green

H4-AB16-003 - 16" 2226 "Katie" in lined maroon

H4-AB16-004 - 16" 1964 in CPC UK blue

ICI Hopper Wagons

Pristine versions in stock

Weathered version in stock mid-2018

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20 versions available covering the lifespan of the wagons from 1936 to 1997, with multiple tooling variations.

Beilhack ZZA Snowplough

Pre-order for £43

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Produced exclusively by Hatton's



12 versions available covering both the ex-class 40 and ex-class 45 versions of the ploughs.

Class 121 'Bubble Car'

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Hatton's New Rolling Stock Announcements in OO

Rail Head Treatment Train (RHTT)

Due in Stock: November 2018

www.hattons.co.uk/RHTT

Produced exclusively by Hatton's



Water Tank Module

Water Jetting Module

Sandite Module

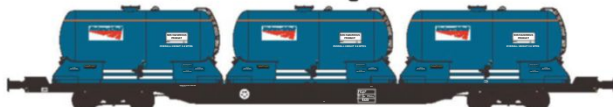


Pristine

H4-RHTT-001 'Sandite' with 2 wagons and sandite modules

H4-RHTT-002 'Water Jet' with 2 wagons and water jetting modules

H4-RHTT-003 Additional 'Water' wagon with 3 water modules



Weathered

H4-RHTT-004 'Sandite' with 2 wagons and sandite modules - weathered

H4-RHTT-005 'Water Jet' with 2 wagons and water jetting modules - weathered

H4-RHTT-006 Additional 'Water' wagon with 3 water modules

FEA Intermodal Wagon

Due in Stock: November 2018

www.hattons.co.uk/FEA

Produced exclusively by Hatton's



H4-FEAE-001 6410xx in Freightliner green

H4-FEAE-002 6410xx in Freightliner green

H4-FEAE-003 6410xx in Freightliner green

H4-FEAE-004 6410xx in Freightliner green



H4-FEAE-005 641015 in Freightliner green with track panel carriers



H4-FEAS-001 6406xx in GBRf blue

H4-FEAS-002 6406xx in GBRf blue

H4-FEAS-003 6406xx in GBRf blue

H4-FEAS-004 6406xx in GBRf blue



H4-FEAS-005 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FEAS-006 6409xx in GBRf/Metronet yellow with track panel carrier

H4-FEAS-007 640931xx in TransPlant yellow

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HORNBY 2018 Range Announced - See the full range at: www.hattons.co.uk/hornby2018

SR 'Lord Nelson' 4-6-0

Pre-order from £136. TTS-fitted £156

Due in Stock: July 2018



R3603TTS 30850 "Lord Nelson" in BR green with late crest - TTS sound fitted

R3634 851 "Sir Francis Drake" in Southern Railway olive green

R3635 30863 "Lord Rodney" in BR green with early emblem

Class J36 0-6-0

Pre-order from £112. TTS-fitted £132

Due in Stock: August 2018



R3600TTS 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted

R3621 851 722 in LNER black

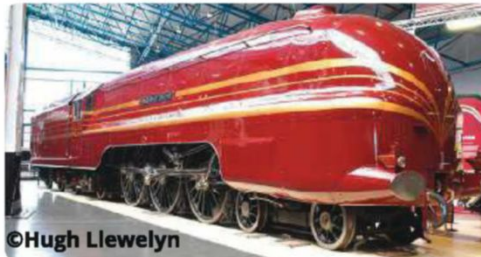
R3622 65311 "Haig" in BR black with early emblem

Class 8P Streamlined Princess

Coronation 4-6-2

Pre-order for £152

Due in Stock: October 2018



©Hugh Llewelyn

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

Maunsell Kitchen & Dining car

Pre-order for £40

Due in Stock: October 2018



R4816 7869 in SR olive green

R4817 S7946S in BR green

Class 87

Pre-order from £136

Due in Stock: April 2018



R3580 87035 'Robert Burns' in BR Blue

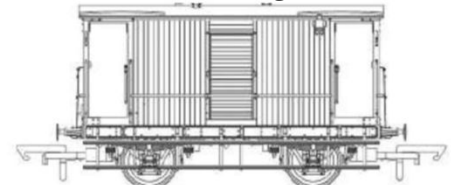
R3582 87010 'King Arthur' in Intercity Swallow livery

R3635 87019 "Sir Winston Churchill" in Virgin Trains red and black

LNER 20-ton Toad Brake van

Pre-order for £19

Due in Stock: August 2018



R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)



2018 Range Announced

See the full range at: www.hattons.co.uk/bachmann2018

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

OO9 Quarry Hunslet 0-4-0ST

Pre-order from £114 (Estimated)

Due in Stock: TBC



391-050 "Alice" in Dinworic 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

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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.

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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							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							Due 9th Mar
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							Due 9th Apr
Bellhack ZZA Snowplough	hattons.co.uk/bellhack	£43	Oct 2016							
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
Hitachi 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 15/02/18.



17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: info@hattons.co.uk

Est. 1946

OO Gauge (1:76 Scale) Steam locos



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 'Sir Archibald Sinclair' in British Railways malachite green (Hor) £139.50



R3454 Castle Class 4-6-0 5076 'Dryslwyn Castle' in GWR Green (Hor) £140



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) **BARGAIN** £79



H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) £99



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) £99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) £99



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) £97.71



32-826A Class 2MT 2-6-0 Ivatt 46460 in BR lined black early emblem (Bac) £123.21



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



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) **BARGAIN** £82



32-135B Class 4575 'Small Prairie' 2-6-2T 5532 in BR green late crest (Bac) £97.71



H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green Shirlbutton logo - Lightly weathered (DJ) £99



R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR Green - Railroad range (Hor) £67



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN** £58



R3547 Class 4MT 4-6-0 75008 in BR green late crest (Hor) £144



R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler tender - Railroad range (Hor) (RRP £85.99) **BARGAIN** £45



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) £99



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor) £80



R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor) £144



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) £93.46



31-635A Class 64xx 0-6-0PT pannier tank 6424 in GWR green (Bac) £84.96



R3278 Class 6P Patriot 4-6-0 45518 'Bradshaw' in BR Green early crest - Railroad range (Hor) £64.80



R3420 Class 700 'Black Motor' 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) **BARGAIN** £69



R3546 Class B12/3 4-6-0 61576 in BR black early emblem (Hor) **NEW** £136



R3004 Class B17 4-6-0 61631 'Seriby Hall' in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) £169.96



R3419 Class 700 'Black Motor' 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69



R3520 Class 7MT 4-6-2 Britannia 70007 'Coeur-de-Lion' in BR green late crest (Hor) £153



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



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (RRP £110.99) **BARGAIN** £55



R3284TTS Class A1 4-6-2 4472 'Flying Scotsman' in LNER Green TTS Sound - Railroad range (Hor) £108



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99) **BARGAIN** £58



R3437 Class A3 4-6-2 2503 'Firdaussi' in LNER apple green - gloss finish (Hor) £132.50



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



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £155.99) **BARGAIN** £88



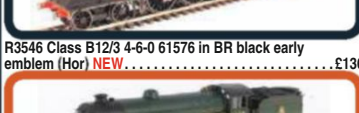
R3524 Rebuilt 'West Country' 4-6-2 34096 'Trevone' in BR green late crest (Hor) £144



32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac) **NEW** £144.46



32-254A WD Austerity 2-8-0 77003 in LNER plain black (Bac) £135.96



32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac) **NEW** £144.46



31-147 Class D11/1 4-4-0 501 'Mons' in GCR green (Bac) £157.21



31-137A Class D11/2 4-4-0 6401 'James Fitzjames' in LNER black (Bac) £148.71



R3495 Class D49/1 4-4-0 62760 'The Cotswold' in BR early crest - Railroad Range (Hor) (RRP £85.99) **BARGAIN** £59



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) **BARGAIN** £80



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.99) **BARGAIN** £69



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.99) **BARGAIN** £69



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) **BARGAIN** £82



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervis de Revel' in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** £108



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £93



Diesel locos

UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)

1000HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (RRP £105) **BARGAIN**.....£94R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) **NEW**.....£139.501603 Class 16 North British Type 1 D6407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN**.....£721604 Class 16 North British Type 1 D6409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN**.....£722655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) **NEW**.....£104
2656 Class 26/0 26010 in BR railfreight grey red stripe (Hel) **NEW**.....£1042657 Class 26/0 26011 in BR civil engineers 'Dutch' (Hel) **NEW**.....£1042658 Class 26/0 26014 in BR blue (Hel) **NEW**.....£1042661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95).....£61
2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN**.....£612614 Class 26/1 26026 in BR blue (Hel) **NEW**.....£104
2638 Class 26/1 26028 in BR blue (Hel) **NEW**.....£104
2639 Class 26/1 26036 in BR civil engineers 'Dutch' (Hel) **NEW**.....£1042640 Class 26/1 26040 in BR railfreight grey red stripe (Hel) **NEW**.....£1042615 Class 26/1 26044 in BR blue - weathered (Hel) **NEW**.....£104

2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel).....£110



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel).....£119



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor).....£88



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac).....£117.26



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac).....£203.96



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99).....£74



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99).....£39



R3571 Class 50 D400 in BR blue - Class 50 50th anniversary pack - Special edition (Hor).....£144



5311 Class 53 D0280 "Falcon" in BR two tone green - Ltd Ed (Hel).....£125



R3590 Class 55 "Deltic" 9010 "The Kings Own Scottish Borderer" in BR blue - Railroad Range (Hor).....£56



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac).....£225.21

32-980A Class 66/7 66728 "Institution of Railway Operators" in GB Railfreight - weathered (Bac) **NEW**.....£152.9632-983 Class 66/7 66779 "Evening Star" in BR green GB Railfreight branding (Bac) **NEW**.....£144.46

4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap).....£131.71

4D-022-008D Class 68 68003 "Astute" in Direct Rail Services compass - DCC fitted (Dap) **NEW**.....£151.16
 4D-022-009D Class 68 68006 "Daring" Scotrail - DCC Fitted (Dap) **NEW**.....£151.16
 4D-022-009S Class 68 68006 "Daring" Scotrail - DCC Sound fitted (Dap) **NEW**.....£254.96



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap).....£131.71
 4D-022-010D Class 68 68008 "Avenger" in Direct Rail Services compass - DCC fitted (Dap) **NEW**.....£151.16
 4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap).....£254.96
 4D-022-011D Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Fitted (Dap) **NEW**.....£151.16
 4D-022-011S Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Sound fitted (Dap) **NEW**.....£254.96
 4D-022-012S Class 68 68015 Chiltern Railways - DCC Sound fitted (Dap) **NEW**.....£254.96

Electric locos



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel).....£165

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (RRP £139.95) **BARGAIN**.....£79

R3480 Class 92 92016 "Brahms" in Railfreight grey EWS "Beastie" vinyls (Hor) (RRP £99.99).....£52



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor).....£246

DMUs

32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) (RRP £159.95) **BARGAIN**.....£89

32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95).....£94



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-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - 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-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack "coaching stock" maroon - 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-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap).....£123.25



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (RRP £119.95).....£59



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95).....£69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95).....£69



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac).....£490



8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel).....£94

EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25).....£62



R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99).....£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

R1180 GWR Postal Express train set - operating travelling post office (Hor).....£70

Visit

www.hattons.co.uk/new

for all new releases

Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £130



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 £264.99) 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 £210.99) 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' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 2638 in SR malachite green (Hor) £38



R4794 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 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 lavatory 3518 in SR olive green (Bac) £55.21



39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) NEW £55.21

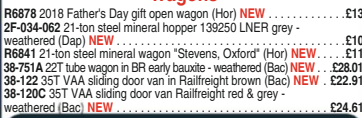


39-620 60' SECR Birdcage brake third 1182 in SE&CR dark lake (Bac) £55.21
R4806 Mk2D SDO brake second open E3181 in BR blue and grey (Hor) NEW £34
R4807 Mk2D FO first open E3180 in BR blue and grey (Hor) NEW £34



R4806 Mk2D TSO tourist second open E5714 in BR blue and grey (Hor) NEW £34

Wagons



R6878 2018 Father's Day gift open wagon 139250 LNER grey - weathered (Dap) NEW £13
R6841 21-ton steel mineral wagon 'Stevens, Oxford' (Hor) NEW £10
38-751A 22T tube wagon in BR early bauxite - weathered (Bac) NEW £28.01
38-122 35T VAA sliding door van in Railfreight brown (Bac) NEW £22.91
38-120C 35T VAA sliding door van in Railfreight red & grey - weathered (Bac) NEW £24.61



4F-040-015 4-plank open wagon 'B. W. and Co.' (Dap) NEW £9.50
4F-040-016 4-plank open wagon 'B. W. and Co.' - weathered (Dap) NEW £10.50
4F-016-031 4-wheel banana van B881931 BR bauxite Fyffes logo (Dap) NEW £9.50
4F-016-032 4-wheel banana van B881931 in BR bauxite Fyffes logo - weathered (Dap) NEW £10.50
4F-020-031 4-wheel cattle wagon B893324 in BR bauxite (Dap) NEW £9.50
4F-020-032 4-wheel cattle wagon B893324 BR bauxite - weathered (Dap) NEW £10.50
4F-071-138 7-plank open wagon 'The Fife Coal Company' (Dap) NEW £9.50
4F-071-139 7-plank open wagon 'The Fife Coal Company' - weathered (Dap) NEW £10.50



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 AA15 20 ton 'Toad' brake van W56748 in BR grey (Hor) NEW £19



38-302 OTA (ex VDA) timber carrier wagon in Kronspan blue lumber load (Bac) £25.46



38-300A OTA (exVDA) Timber Carrier Wagon Railfreight (Red) Lumber Load - Weathered (Bac) £31.41



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) BARGAIN £15



37-237 Pack of three 16 ton steel mineral wagons BR grey - weathered loads (Bac) £48.41



4F-027-009 Silver Bullet bogie tank wagon in NACCO/ ECC - 3887 7898 070-0 - Weathered (Dap) £28.05



4F-027-012 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 042-2 - Weathered (Dap) £28.05



4F-027-011 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 118-0 - Weathered (Dap) £28.05
R6839 SR Dia 1529 cattle wagon in BR bauxite (Hor) NEW £20

Containers & Loads



36-071 4 x Type A small containers (two liveries) (Bac) NEW £9.31



36-004A Pack of three BD containers in Bauxite and Crimson (Bac) NEW £13.56

Analogue controllers



R8012 HM2000 High output power & speed controller, mains supply (Hor) £87



R8247 DCC accessory decoder (for points and motors) (Hor) £40

Digital controllers



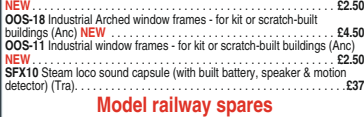
R8214 DCC Elite unit digital controller (Hor) £205
R8213 DCC Select unit (boxed) (Hor) £90
R8235 DCC Select Walkabout additional controller unit (Hor) £63

Point motors



R8243 Surface Mounted point motor (Hor) £8.50

Switches & Levers



R044 Passing contact lever frame switch (for point motors) (Hor) £9

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
OOS-D3 Domestic Window frames - for kit or scratch-built buildings (Anc) NEW £2.50
OOS-18 Industrial Arched window frames - for kit or scratch-built buildings (Anc) NEW £4.50
OOS-11 Industrial window frames - for kit or scratch-built buildings (Anc) NEW £2.50
SFX11 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Model railway spares



SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge) code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

Buildings - railways



44-0033 Brick-built two road engine shed (Bac) £84.96

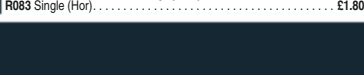


44-072 Depot Crane (Bac) (RRP £43.95) BARGAIN £21
411 GWR/LMS Joint Loading Gauge - plastic kit (Rat) NEW £4
GJ04 LNWR-style station - pack of four plain boarded panels - plastic kit (Rat) NEW £5.50
GJ02 LNWR-style station - pack of four window panels - plastic kit (Rat) NEW £3



44-017 Modern servicing depot - Scenecraft range (Bac) £84.96
511 Pair of Wooden Lineside huts - plastic kit (Rat) NEW £5.50
P0334 Settle and Carlisle style railway station shelter - card kit (Met) NEW £10

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) £189
LK-55 76ft Well type turntable (Pec) £39



R070 Electrically Operated Turntable (Hor) £64

Signals

R406 Colour Light Signal (Hor) £19
462Ratio GWR Home/Distant Signal - plastic kit (Rat) NEW £12
466 GWR Square Post Signal - plastic kit (Rat) NEW £8.50
4L-002-001 Signal - Motorised, LMS home (OOSIGN) (Dap) £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN) (Dap) £22

Buildings - general



44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £12.71
OOS-D6 Domestic Window frames - for kit or scratch-built buildings (Anc) NEW £5.50



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) £21.21



Man-made scenic structure - non-railway
LK-3 Coal Staithes (Pec) NEW £3
LK-23 Milk Churns (Pec) NEW £2.50
SS393 Queen Victoria Statue (Hor) NEW £17
SS389 Street Scene - bags, bins, slabs and BT Cabinet (Hor) NEW £8.95

Bridges, Tunnels & Walls



R8008 Grand suspension bridge (Hor) £39



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
LK-34 Road bridge sides. Stone type, for double track (Pec) NEW £8.50
LK-32 Tunnel mouth & walls. Stone Type, for double track (Pec) NEW £7
LK-31 Tunnel mouth & walls. Stone Type, for single track (Pec) NEW £5.50

People - civil

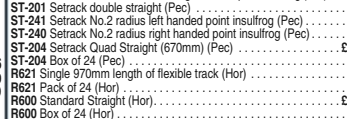


36-408 12 x Seated Coach Passengers (Bac) £11.50
QS405 Fisherman in Yellow Oilskins net (Hor) NEW £6



36-047 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Sctrack



R609 3rd radius double curve track (8 make a circle) (Hor) £2.60
R608 Circle of 8 (Hor) £20
R601 Double Straight (Hor) £2.10
R601 Box of 24 (Hor) £47
R602 Left Hand Standard Point (Hor) £9
R603 Long Straight - 670mm (Hor) £3



R8073 Right Hand Standard Point (Hor) £9
ST-245 Sctrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Sctrack curved double radius right handed point insulfrog (Pec) £14
ST-201 Sctrack double straight (Pec) £2
ST-241 Sctrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Sctrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Sctrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £76
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.35
R600 Box of 24 (Hor) £31

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70

SL-99 3 way medium radius point - insulfrog (Pec) £26

Prices valid until 04/04/18

All prices correct
when going to press.
Errors excepted.

SL-90 Double slip - insulfrog (Pec)£32



SL-E87 Left hand curved point - electrofrog (Pec)£12.50



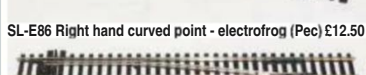
SL-E96 Left hand medium point - electrofrog (Pec)£10



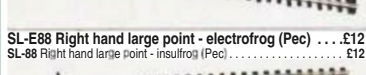
SL-96 Left hand medium point - insulfrog (Pec)£10



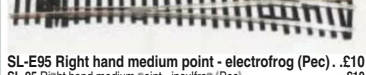
SL-E92 Left hand small point - electrofrog (Pec)£9.50



SL-E86 Right hand curved point - electrofrog (Pec)£12.50



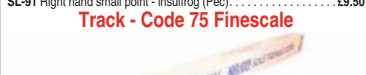
SL-E88 Right hand large point - electrofrog (Pec)£12



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



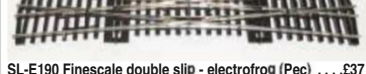
SL-E91 Right hand small point - electrofrog (Pec)£9.50



SL-91 Right hand small point - insulfrog (Pec)£9.50

Track - Code 75 Finescale

SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec)..... £100



SL-108F Single (Pec)..... £4



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)..... £72



SL-100F Single (Pec)..... £3



SL-E190 Finescale double slip - electrofrog (Pec)£37



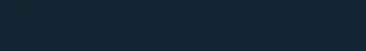
SL-E189 Finescale left hand large point electrofrog (Pec)£12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec)£11.50



SL-E192 Finescale left hand small point - electrofrog (Pec)£10



SL-E191 Finescale right hand small point - electrofrog (Pec)£10

SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec)£26

SL-U1189 Right hand large radius bullhead rail point - unifrog (Pec)£26

Track & Points

R8262 Double 4th radius curve (8 make a circle) (Hor).....£3

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec)£10

Railway publications

36-2018 Bachmann Branchline 2018 Catalogue (Bac) NEW.....£7.61

R8155 Hornby 2018 Catalogue - 64th Edition (Hor).....£8

Buses

76BI002 Beadle Integral Maidstone & District (Oxf) £15.50



16540 Leyland Atlantean Metro-Cammell - "Ribble Motor Services" - "101 to Preston" (EFE).....£25.46



OM46619A New Routemaster, Go-Ahead London, 88 Camden Town (Cor).....£34

Cars

76SET52 5-piece Volvo set (Oxf) NEW.....£23

76AMB2004 Aston Martin DB2 MkII DHC Snow Shadow Silver (Oxf) NEW.....£5

76AMV003 Aston Martin Vanquish coupe quantum silver (Oxf) NEW.....£5

76MN011 Austin Mini Cooper White Union Jack (Oxf) NEW.....£4.50

76M3001 BMW M3 coupe E92 mineral white (Oxf) NEW.....£5



76CDS005 Citroen DS19 Monte Carlo blue/aubergine (Oxf) NEW.....£5

76COR1008 Ford Cortina Mk1 Lombard grey/red (Oxf) NEW.....£5

76COR3008 Ford Cortina Mk3 strato silver (Oxf) NEW.....£5

76F006 Ford Fiesta Mk1 terracotta (Oxf) NEW.....£4.50

76JFE002 Jaguar Formula E electric racing car (Oxf) NEW.....£5.50



76DIS5001 Land Rover Discovery 5 in Silver (Oxf) NEW.....£5

76RRS001 Range Rover Sport SVR Satorni blue (Oxf) NEW.....£5

76RRS002 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS003 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS004 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS005 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS006 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS007 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS008 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS009 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS010 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS011 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS012 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS013 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS014 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS015 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS016 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS017 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS018 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS019 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS020 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS021 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS022 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS023 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS024 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS025 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS026 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS027 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS028 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS029 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS030 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS031 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS032 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS033 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS034 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS035 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS036 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS037 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS038 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS039 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS040 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS041 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS042 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS043 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS044 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS045 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS046 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS047 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS048 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS049 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5

76RRS050 Range Rover Sport SVR Indus Silver (Oxf) NEW.....£5



76SDV002 Rover SD1 3500 Vitesse Metropolitan Police (Oxf) NEW.....£4.50

Tools

PR-HO-04 4-piece Roller set for OO/HO scale locos wheel cleaning pads (Pro) NEW.....£59

SL-43 Loco Lift and storage unit (Pec).....£12

PRR-HO-01 Rolling Road stand for OO/HO scale locos wheel cleaning rollers (Pro) NEW.....£133

HO Gauge (1:87 Scale)**Digital decoders**

524-175 4-function 1.3A (2A peak) D13SRJ decoder wiring harness (Size: 1.50" x 0.63" x 0.25") x4 (NCE) NEW.....£47

Cars

87BS36003 Buick Special convertible couple - 1936 cardinal maroon (Oxf) NEW.....£5

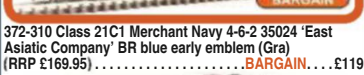
87CP65003 Chevrolet Step-side pick up 1965 metallic maroon (Oxf) NEW.....£5

Public Service vehicles

87BC55003 Buick Century 1965 - "California Highway Patrol" (Oxf) NEW.....£5

N Gauge**Steam locos**

372-310 Class 21C1 Merchant Navy 4-6-2 35024 "East Asiatic Company" BR blue early emblem (Gra) (RRP £169.95).....£119



372-629 Class 2MT Ivatt 2-6-0 46460 in BR lined black early emblem - weathered (Gra).....£114.71



2S-010-002 Class 49xx 4-6-0 4914 "Cranmore Hall" in BR lined green late crest (Dap).....£113



2S-010-002 Class 49xx 4-6-0 4914 "Cranmore Hall" in BR lined green late crest. DCC fitted (Dap).....£123



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra).....£101.96



372-385 Class A2 4-6-2 525 "A H Peppercorn" LNER Apple green (Gra) (RRP £169.95).....£94



372-386 Class A2 4-6-2 60537 "Bachelors Button" BR Brunswick green early emblem (Gra) (RRP £169.95).....£94



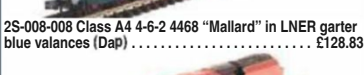
2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap).....£128.83



372-184A Princess Coronation Class 4-6-2 46228 "Duchess of Rutland" in BR crimson late crest (Gra).....£144.46

Diesel locos

371-037 Class 20 20205 in BR blue - as preserved (Gra).....£101.96



372-976A Class 24 D5031 in BR green (Gra).....£101.96

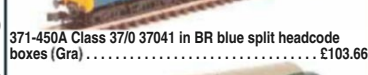


371-087A Class 25/2 25225 in BR blue (Gra).....£101.96

2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap).....£110



371-450A Class 37/0 37041 in BR blue split headcode boxes (Gra).....£103.66



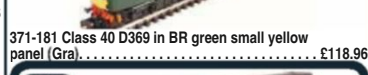
371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra).....£103.66



371-181 Class 40 D369 in BR green small yellow panel (Gra).....£118.96



372-247 Class 47/0 47209 "Herbert Austin" in BR railfreight triple grey distribution sector (Gra) NEW.....£114.71



372-248 Class 47/4 47550 "University of Dundee" in Intercity Mainline (Gra) NEW.....£114.71



2D-009-002D Class 121 single car DMU "Bubble car" 55032 in BR blue/grey (DCC Fitted) (Dap).....£107

Train sets - analogue

GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau).....£185



374-120A BR Mark 1 RU in BR crimson & cream (Gra) NEW.....£25.46



374-121A BR Mark 1 RU in BR maroon (Gra) NEW.....£25.46



2F-034-061 21-ton steel mineral hopper 139250 in LNER grey (Dap) NEW.....£9

2F-013-053 4-wheel gunpowder van 701025 in LMS (Dap) NEW.....£8.50

2F-013-054 4-wheel gunpowder van 701025 LMS - weathered (Dap) NEW.....£9.50



SL-311 Insulated Rail Joiners/Fishplates for N & O09 gauge (12 per pack) (Pec).....£1.70

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



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-E395F Finescale right hand medium point electrofrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9
SL-E389F Finescale scissors crossover electrofrog (Pec) £61

Railway publications

379-018 Graham Farish 2018 Catalogue (Gra) **NEW** £7

Cars

NH001 Hillman Imp willow green (Oxf) **NEW** £4

Commercial vehicles



NMB004 Mercedes Actros D-TEC Combitrailer Trailer John Mitchell (Oxf) **NEW** £11.50

Farming & Construction

NTRAC004 Fordson Tractor matt grey (Oxf) **NEW** £4

Military ground vehicles

NCHT001 Churchill Tank - Kingforce (Oxf) **NEW** £6
NLRL001 Land Rover Lightweight - "United Nations" (Oxf) **NEW** £4

O Gauge (1:43 Scale)

Steam locos

7S-026-002D Class 3F 'Jinty' 0-6-0T 16554 late LMS black - DCC sound fitted (Dap) £340
7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) £191.25



7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) £191.25



7S-010-009 Class A1X Terrier 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) £191.25

Diesel locos



2591 Class 05 shunter in BR green wasp stripes (late version) (Hel) £315



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) £191.25



7D-008-008U Class 08 shunter in BR green early crest and wasp stripes - unnumbered (Dap) £191.25



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550



2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) £470
2010 Class 20 BR green small yellow panels and 4-character headcodes (Hel) £470



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550
2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470



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



8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) £470

Coaches



7P-004-005 GWR 59' Auto Coach in BR crimson (Dap) £170

Wagons



7F-080-027 8-plank open wagon 'Derbyshire Carriage and Wagon Company' (Dap) **NEW** £38
7F-080-027W 8-plank open wagon 'Derbyshire Carriage and Wagon Company' - weathered (Dap) **NEW** £38



H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (Hat) £85



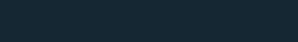
H7-WW-705 Warwell wagon 50t diamond frame bogies M360333 in BR grey (Hat) £85



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hat) £85



H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 in War Department (LNER) (Hat) £85



H7-WW-708 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) £85



H7-WW-710 Warwell wagon 50t Gloucester GPS bogies MODA95536 in MOD 2000s olive (Hat) £85



H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) £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-E787BH Left hand O gauge curved turnout (Pec) £52
SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £41



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £41

Cars



VA01317 Austin Mini 7 Zircon Blue Lord Austin's Daughter (Cori) **NEW** £24



43RUB002 Austin Ruby Saloon dark blue (Oxf) **NEW** £16
43AS006 Austin Seven RN saloon light grey (Oxf) **NEW** £14.50
VA01011 Morris Minor Traveller Bermuda Blue (Cori) **NEW** £24



43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy (Oxf) **NEW** £21
43RR002 Rolls Royce Corniche Conv. (Closed) Persian Sand (Oxf) **NEW** £21

Commercial vehicles

43AK017 Austin Threeway van - "Civil Service Stores" (Oxf) **NEW** £12

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30

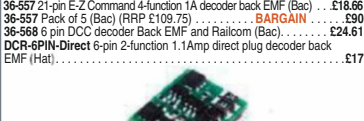
D Double/Twin track power controller (Gau) £80
Q Quadriple 4 circuit power controller (Gau) £140

Digital decoders



Imperium1 'Imperium' 21 Pin MTC 6-function DCC decoder (Dap) £19.51

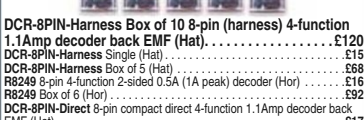
DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £15
DCR-21PIN-Direct Box of 5 (Hat) £68
DCR-21PIN-Direct Box of 10 (Hat) £120
36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £18.68
36-557 Pack of 5 (Bac) (RRP £109.75) **BARGAIN** £90
36-568 6 pin DCC decoder Back EMF and Railcom (Bac) £24.61
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120
DCR-8PIN-Harness Single (Hat) £15
DCR-8PIN-Harness Box of 5 (Hat) £68
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
R8249 Box of 6 (Hor) £92
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
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) £36

R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) £36
R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor) £36
R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) £36
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) £36
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) £36



R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) £36

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor) £36
R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) £36
R8104 TTS DCC Sound Decoder 8 pin plug - Class 60 diesel (Hor) £36
R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor) £36
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) £36
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) £36

Digital control accessory decoders

DCC-ADS-SX 8-way accessory decoder for solenoid motors and individual CDUs (DCC) £68

Digital controllers



36-504RC Dynamis Ultima DCC System Trial copy RailController Software (Bac) £240



50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) £600



524-042 NCE Power Cab 2 Amp DCC controller (NCE) £140



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £220
DCC04 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) £369
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £129

Point motors

DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £169
DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC) £19.50



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-TWIP2 Cobalt Point Motor install kit (DCC) **NEW** £9
DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £125
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 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £162

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

Tools

DCM-RR12 Rolling Road - Active Set - 12 Way - For OO, N, HO, TT Gauge (DCC) £85
GH658 Super Hands Modelling Aid magnifier and adjustable work holder (Gau) **NEW** £19



GAUGEMASTER *Spotlight* Scenic Trees & Hedges



Ready-Made Trees

Our bulk pack of trees are an economical way of filling large areas at a keen price. These trees also make ideal starting points for providing extra detail using the complimentary range of **GAUGEMASTER** Scenics.

The heights of the trees are provided as generally model trees are suitable for all scales, unless where noted.



GM120
Deciduous Trees (25)
9cm to 15cm tall
£22.95



GM121
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9cm to 15cm tall
£22.95



GM122
Fir Trees (25)
9cm to 15cm tall
£22.95



GM124
Spring Deciduous Trees (25)
9cm to 15cm tall
£22.95



GM125
Spruce Trees (25)
9cm to 15cm tall
£22.95



GM127
N Scale Mixed Trees (10)
4cm to 10cm tall
£9.95



GM128
Spring Trees (10)
8cm tall
£11.95



GM129
Summer Trees (10)
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£11.95

Our smaller packs contain a few of each different variety of tree, allowing you to add variety to your miniature woodlands with a minimum of fuss.



GM180
Plum Trees (3)
8cm tall
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GM181
Plum Trees in Blossom (3)
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£7.95



GM182
Fruit Trees (3)
8cm tall
£7.95



GM183
Apple Trees (3)
8cm tall
£7.95



GM184
Birch Trees (3)
8cm to 10cm tall
£7.95



GM185
Weeping Willow Trees (3)
8cm tall
£7.95



GM186
Poplar Trees (3)
12cm tall
£7.95



GM187
Pine Trees (3)
12cm tall
£8.95



GM189
Beech Trees (2)
12cm tall
£7.95

Seafoam Trees



This starter set enables you to create trees, bushes, and hedging with a realistic appearance. Seafoam is a natural product which can be 'planted' straight from the box if you wish, but adding scatter material with spray adhesive is well worth the effort.

GM195 Seafoam Tree Starter Set
£19.95



GM156
Light Green Scenic Leaves
£4.15



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Ideal for building up vegetation on your layout.



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GM159
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Yellow (42)
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Hedgerows and Lichen

Hedgerows and lichen can be used to add additional green features to your layout right out of the packet! Combined with flocks/scatters you can get some great effects.



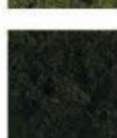
GM160
Light Green Hedgerow
Most suited to OO/HO
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GM164
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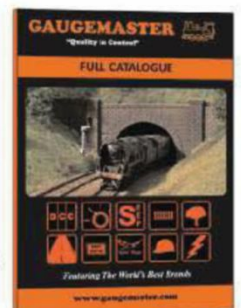


GM166
Mixed Lichen (80g)
£4.95

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GM153
GM156

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GM401 Fordhampton Station Plastic Kit

Pre-coloured in 4 colours with brick and stone overlays. Built up kit measures approximately 240mm x 73mm (9.4" x 2.9") not including canopy. Additional painting may be required if desired.



GM402 Fordhampton Signal Box Plastic Kit

Pre-coloured in 3 colours with brick and stone overlays. Built up kit measures approximately 94mm x 46mm (3.7" x 1.8") Additional painting may be required if desired.



GM403 Fordhampton Footbridge Plastic Kit

Pre-coloured in 3 colours. Built up kit measures approximately 150mm x 220mm (5.9" x 8.7") Additional painting may be required if desired.



GM404 Fordhampton Level Crossing Plastic Kit

Pre-coloured in 2 colours. Built up kit measures approximately 100mm x 120mm (3.9" x 4.7") Additional painting may be required if desired.



GM405 Fordhampton 1960s Three Bedroom House Plastic Kit

Pre-coloured in 3 colours. Built up kit measures approximately 125mm x 85mm (4.9" x 3.3") Additional painting may be required if desired.



GM406 Fordhampton Locomotive Depot Plastic Kit

Pre-coloured in 3 colours. Built up kit measures approximately 255mm x 173mm (10" x 6.8") Additional painting may be required if desired.



GM407 Fordhampton Carriage Platform Plastic Kit

Pre-coloured kit. Built up kit includes two lengths measuring 390mm x 22mm (15.4" x 1") each. Additional painting may be required if desired.



GM408 Fordhampton Village Stores/Public House Plastic Kit

Pre-coloured in 3 colours. Built up kit measures approximately 85mm x 132mm (3.3" x 5.2") Decals are provided for both a pub or a village stores.



GM410 Fordhampton Surgery Plastic Kit

Pre-coloured in 4 colours. Built up kit measures approximately 165mm x 132mm (6.5" x 5.3") Sticker sheet included allows you to build either a Doctors, Nursing Home, or Dentist. Extra painting may be required if desired.



GM411 Fordhampton Farm House Plastic Kit

Pre-coloured in 4 colours. Built up kit measures approximately: Main Building 125mm x 70mm (4.9" x 2.8") Outbuilding 70mm x 29mm (2.8" x 1.1")



GM412 Fordhampton Gasometer Plastic Kit

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GM413 Fordhampton Nurseries Plastic Kit

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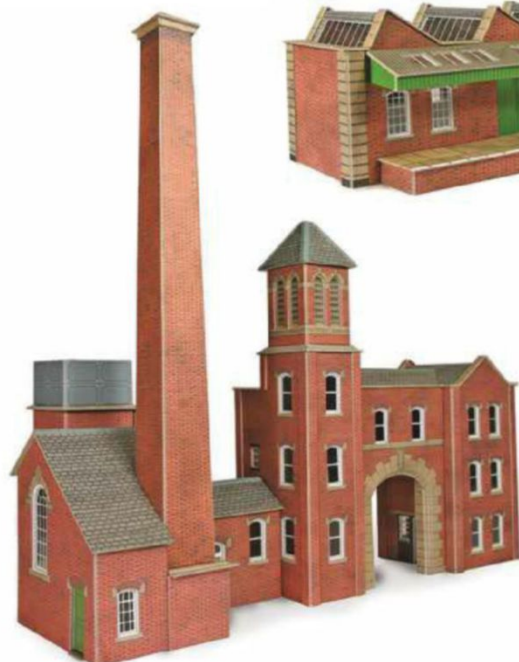
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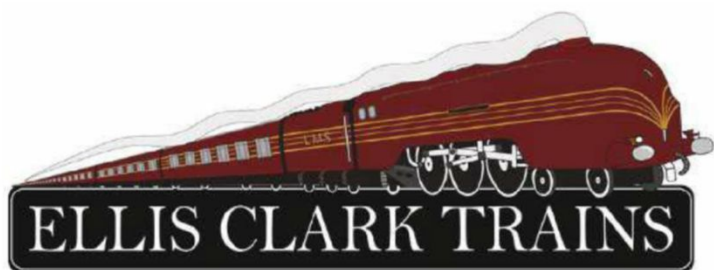
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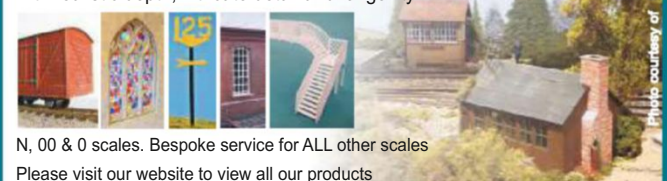
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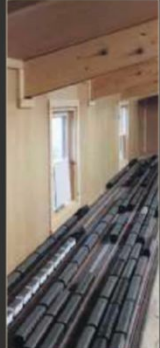
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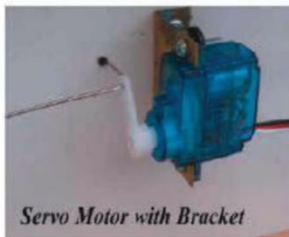
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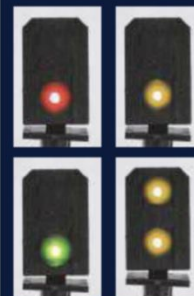
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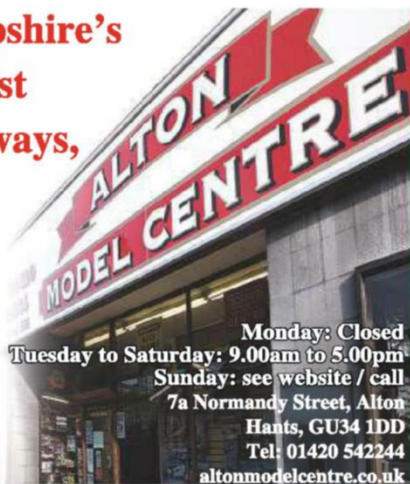
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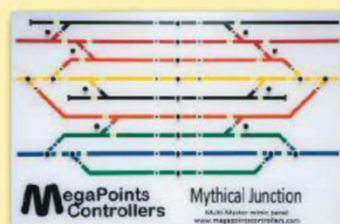
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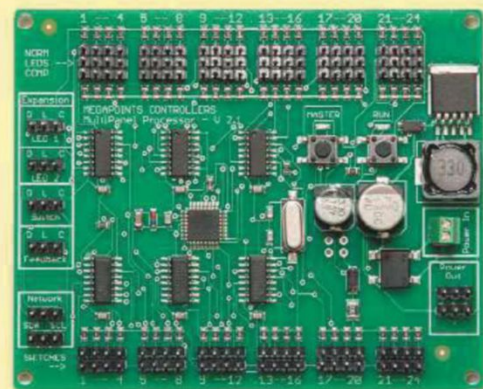
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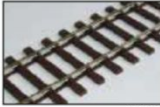
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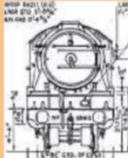
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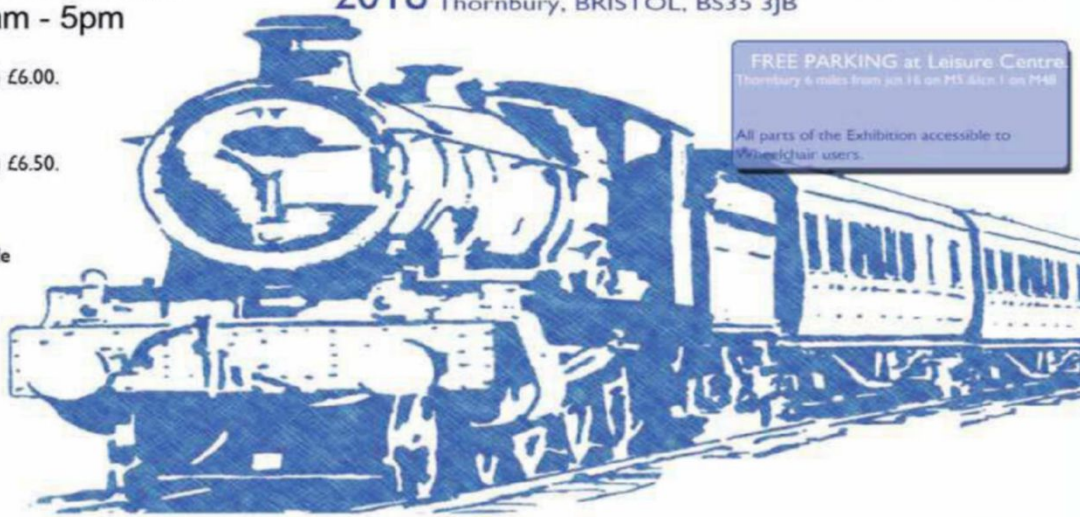
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Model Rail 246 2018

ADVERTISERS' INDEX

AC Models	133
Alton Model Centre	138
Anoraks Anonymous	142
Association of Model Railways	141
Blackwells of Hawkwell	134
C&L Finescale	137
C&M Models	138
Coastal DCC	137
Crane Sheds & Summerhouses	135
Dapol	2
Digitrains	12
Durham Trains of Stanley	138
Ellis Clark Trains	132
Express Models	134
Finescalebrass (UK)	133
Fox Transfers	133
Gaugemaster	122-123, 148
GFB Designs	134
Golden Valley Hobbies	134
Harburn Hobbies	141
Hatton's	79, 114-121
Heathcote Electronics	136
Hoves Models	139
Irish Railway Models	99
Isinglass Models	141
Kernow Model Rail Centre	113
Langley Models	140
Mac's Model Railroading	142
Marcway Pointwork	140
Mega Points Controllers	138
Mercian Models	140
Metcalfe Models	124-125
Mike Pett's Supercast	134
Model Railway Solutions	133
Modelrailwayscenery.com	136
Modula Layouts	135
Morris Models	137
Nelevation	142
Olivia's Trains	86
Osborn's Models	135
Peter's Spares	140
Rail Exclusive	27, 28
Rails of Sheffield	126-129
Ron Lines	141
Scalescenes.com	139
Southwest Digital	136
Special Auction Services	131
Ten Commandments	139
The Airbrush Company	139
The Hereford Model Centre	10
The Hobby Shop	137
Tower Models	130
Trains4U	136
Train-Tech	136
Train Tees	135
Warners Group Publications	137
Warwick & Warwick	147
York Modelmaking	135
YouChoos	134

CLASSIFIED INDEX

Classified advertisers on pages 143-144

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Church Street Models	Monk Bar Model Shop
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JACKIE COPE

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Proposed by: Jim Wigmore, Dawlish

What is it?

Rapido Trains' forthcoming 'Stirling Single' and the return of Bachmann's 'C1' 4-4-2 (MR245) means that, with the old Hornby 'N2' 0-6-2T and 'J52' 0-6-OST, there are four '00' gauge Great Northern Railway locomotives but no GNR coaches for them to pull. Hornby's Gresley and Bachmann's Thompson coaches are not suitable for the pre-1907 GNR era.

Many coaches designed by E.F. Howden had very long lives and they lasted well into the LNER period. In later years, many branch line trains would have comprised Howden-designed coaches. The only coaches of this type currently available are in kit form, the best of which are probably those produced by Mousa Models.

Six-wheel Luggage Vans ran as part of important express trains up to the late 1930s and continued to be used on lesser trains for even longer.

Modellers interested in the GNR/LNER would really appreciate seeing coaches of this type becoming available as ready-to-run models to complement the older models of GNR locomotives now appearing.

What would make it viable?

There are suitable vehicles to study at the

Keighley & Worth Valley Railway and the National Railway Museum. The design of GNR coaches followed a set of standard dimensions for First, Second and Third Class compartments and it is possible, once you know the compartment widths for each class, to work out the sizes of a coach from any photograph. The roof profile is the same for all, as are luggage compartment widths and guard's duckets.

Three types of Howden's 45ft bogie stock are prime candidates: the Composite Brake, Lavatory Composite and Brake Third. There are also six types of six-wheel non-passenger stock in 33ft 6in, 32ft and 29ft body lengths. And that's without talking about Howden's six and four-wheel coach types. All could be offered in both GNR or LNER livery and I feel sure they would find many homes.

Can I see a real one?

Yes. The Vintage Carriages Trust has Lavatory Composite Brake No. 2856, while six-wheel (some now on four-wheel chassis) and four-wheel vehicles can be found at the Tanfield, KWVR and North Norfolk Railways, as well as the National Railway Museum and Buckinghamshire Railway Centre.



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Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



Chris Leigh,
Consultant
Editor

I guess most of us have specific aspects of railway interest that run side-by-side within our hobby. For me, railway buildings, and particularly GWR stations, hold as much interest as the trains themselves, and a lot seems to be happening at present on that front; I've just received Oxford Rail's GWR station for review, I built Handborough for last month's *Model Rail*, and I recently bought a 'Ladies Room' door plate from a railwayana auction.

I have a collection of door plates and the latest acquisition particularly appealed because it is a cast iron plate which retains its original paint, just as it was when removed from the door at Lavington station, in Wiltshire, soon after it closed on April 18 1966. I had to check the map to discover exactly where Lavington was - on the Berks & Hants Extension between Savernake and Westbury and close to the spot where 'Castle' No. 4079 shed its firebars on the 'Great Western' excursion of May 9 1964.

I find that one thing often leads to another, and the next thing I wanted was photographs of the station. I seem to have missed it on my extensive

station visits in the 1960s, probably because I was obsessed by Savernake Low Level, which was a bit closer to home and had a similar building. These days, if I'm researching a particular station, I put the name into the search box on eBay. There are several regular sellers of postcard prints there, and one that I've been using recently, 'Redgate8', has a wide selection and offers a quick turnaround too.

The Middleton Press book *Western Main Lines: Newbury to Westbury* has been my other main research aid. I picked up a copy second-hand through Amazon.

Thus equipped, I'm ready to start modelling! Watch for a feature in *Model Rail* in due course.

Modelling hours this month: Lots, as usual.

Note to self: You're thinking up projects faster than you can build them!



Above: The Down side building at Savernake Low Level was similar to the structures at Lavington. It comprised two waiting rooms, the Ladies Room being separate. CHRIS LEIGH

Inset: Ladies Room door plate. The paint is at least 60 years old.



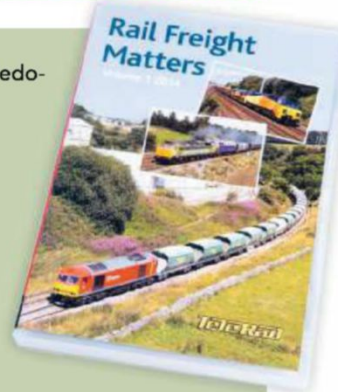
Chris Gadsby,
Staff writer

I definitely feel as though I'm following in my father's footsteps somewhat. I'm surrounded by modellers on a daily basis, which is causing me to think much more about my wish to model different stadia and get down to some serious planning. While football stadia will have to be in 'N' gauge, their ice hockey counterparts are more than manageable in 'OO'. Bringing home a paper template of a 'OO' gauge ice hockey rink the other week, I was greeted with: "and what are you going to do with it when you've finished it?"

"I'll work that out when I get to that stage," I replied, echoing a phrase I've heard my father use on numerous occasions, particularly when talking about his old cars. While discussing the project in the *Model Rail* office, Richard suggested casting the stands rather than making them by hand. It would make life easier, but there is a part of me that feels it may be quite therapeutic spending an evening gluing together 6mm² pieces of card to form the seats and securing them onto their bases under a magnifying glass. Whether I'll still be saying that when I'm halfway through the 7,500-seater stadium I'm not so sure! Either that or I'll base my model on my own team's stadium (which has just 30 seats), but where's the fun in that?

Modelling hours this month: Six (of planning).

Note to self: It doesn't have to be done quickly and it will only be one metre long in the end!



George Dent,
Deputy
Editor

Despite the month of April being on the cover of this month's *Model Rail*, I'm writing this in the midst of February, when the winter cold is biting and the days still short, especially in the

wilds of the Peak District. Such weather makes cosy nights in front of the fire ever more tempting and they're a perfect opportunity for dosing up on prototype inspiration, in

book, magazine or DVD form.

On the moving pictures front, I've recently enjoyed a couple of new offerings from Telerail: *Railfreight Matters, Volume One* and *Scottish Explorer*. Both are wonderful in terms of cinematography and content, with plenty of useful operational and scenic detail for the modeller.

The *Railfreight Matters* volume, in particular, was riveting, not least as it contained plenty of contemporary footage of the local Derbyshire quarry traffic, along with the flows of biomass to Drax, Colas' timber traffic, Class 60s on bitumen tanks from Preston and lots more.

Scottish Explorer, meanwhile, takes an exhaustive look at present-day services north of the border, stretching from the Highland main line to the reopened Borders route. There's also plenty of

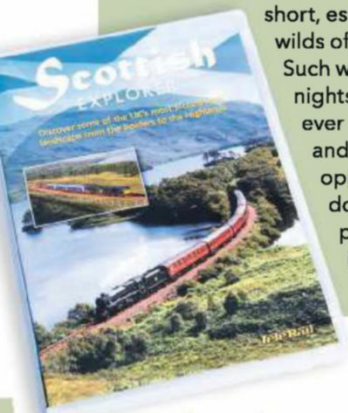
footage of the 'Caledonian Sleepers' (including the re-engineered Class 73s) and the luxurious 'Royal Scotsman' service. The breathtaking scenery has certainly made me want to plan a trip or two to Scotland this year.

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Modelling hours this month: 40

Note to self: Travel on a Scottish Mk 3 sleeper service before the Mk 5s arrive.



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EXCELLENT PRICES - Because of the strength of our customer base we are in a position to offer prices that we feel sure will exceed your expectations.

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www.warwickandwarwick.com

Warwick & Warwick Ltd., Chalon House, Scar Bank,
Millers Road, Warwick CV34 5DB England

Tel: (01926) 499031 • Fax: (01926) 491906

Email: richard.beale@warwickandwarwick.com



GAUGEMASTER Spotlight

SEEP Point Motors



SEEP GMC-PM10 Classic Solenoid Point Motor



- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.



The in-built terminal block means that installing the PM10 is a breeze, with no soldering required. The motor can be fitted either directly to the point, or under the baseboard.

The GMC-PM10 Classic Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handy screwdriver with the Value Pack, for use with the solderless terminals.

The Digital version (GMC-PM10D) comes complete with an accessory decoder and harness, with the same features and flexibility as the Classic version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



SEEP GMC-PM20 Surface Mounted Point Motor



- 'Plug and Play' installation with reversible 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.

Designed with easy installation in mind, the GMC-PM20 Surface Mounted Point Motor 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, needing much less current than most other brands. The GMC-PM20 also has a plug-in harness that is very easy to use. Mounting screws are included.

GMC-PM20 has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor. Simply plug in the pre-terminated harness and connect the wires to your power source.



GMC-PM50 Connection Boxes (3)

Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



GM09RB Red/Black Twinned Wire 10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.



GMC-PM52 Point Motor Accessory Pack Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.



GMC-PM51 Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)

This is a useful 10m reel of tripled wire; with red, green, and black wires together. Easier, tidier wiring for point motors.



GM612 45mm Hole Saw & Arbor for Point Motor Fitting

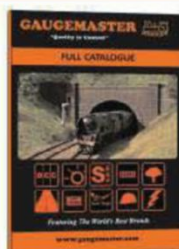
Great for drilling holes in your baseboard if you are fitting your motors directly to the track.

PRICES

Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue.

It also contains details of our Analogue and Digital Controllers, Scenes, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.



GM353 Gaugemaster Full Catalogue £3.95
GM356 Gaugemaster 2016 New Items Leaflet FREE

SEEP Point Motors

GMC-PM1	Point Motor with Built-In Switch	£5.75
GMC-PM2	Point Motor No Switch	£5.25
GMC-PM4	Point Motor with Latching Mechanism	£6.50
GMC-PM10	Classic Solenoid Point Motor	£6.95
GMC-BPPM10	Classic Solenoid Point Motor (5 Pack)	£29.95
GMC-PM10D	Classic Solenoid Point Motor (DCC-Fitted)	£18.95
GMC-PM20	Surface Mounted Point Motor	£9.95
GMC-BPPM20	Surface Mounted Point Motor (5 Pack)	£44.95
GMC-PM20D	Surface Mounted Point Motor	£22.95

Point Motor Accessories

GMC-PM50	Connection Boxes (3)	£3.95
GMC-PM51	Point Motor Wire (Red/Green/Black) 10m Tripled (14x0.15)	£7.95
GMC-PM52	Point Motor Accessory Pack	£2.95
GM09RB	Red/Black Twinned Wire 10m (14x0.15)	£5.95
GM617	45mm Hole Saw and Arbor for Point Motor Fitting	£3.50

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com