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MODEL RAIL

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Richard Foster

Richard topped up on narrow gauge inspiration with a visit to the Statfold Barn Railway on March 24.



George Dent

Couldn't wait for the snow to melt - '40' fanatic George wanted nothing to hinder his visit to the ELR's '40 at 60' gala!



Chris Leigh

Chris is such a regular visitor to Peterborough's Trains4U that we've started calling it 'Trains4Chris'...



Chris Gadsby

An instant layout? Chris and his dad have hit the jackpot with a star second-hand buy. Find out more 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.

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



GEORGE DENT



It's said that you should never meet your heroes because you'll be disappointed, but I recently spent time with one of mine... and I came away inspired!

The 'hero' in question was Dave Lowery's 'P4' layout 'Bevet'. For a layout built in the 1980s, Dave's little slice of LNWR in 'P4' was remarkably forward-thinking. It sports a curved backscene, and is housed in its own box with integral lighting – features that micro layout specialists Chris Nevard and Paul Marshall-Potter continue to espouse to this day.

It was the level of scenic detail that really grabbed my attention, reminding me that Dave is a great all-round modeller – and possesses a talent far beyond the brass kit-building and painting that he's best known for today. What was most intriguing was that Dave planned to include both 'Bevet' and sister layout 'Bevleys' as part of a modular 'P4' exhibition set-up that included a never-built main line junction station.

The result of all this is an exciting project for our *How To Build A Model Railway* publication that will be published in August. Full details will be released soon.



In the meantime, enjoy this month's selection of Workbench features that show you how to get the best from your scenery.

Subscribe now and get six months of Model Rail for just £19

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

COVER LAYOUT

Chris Nevard's Somerset & Dorset inspired-terminus 'Combwich' was featured in November 2008 (MR124) and March 2011 (MR154), giving us an insight into how to make great scenery. In this scenic-themed issue of *Model Rail* we give you even more hints and tips to make your scenery look as good as possible.



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.

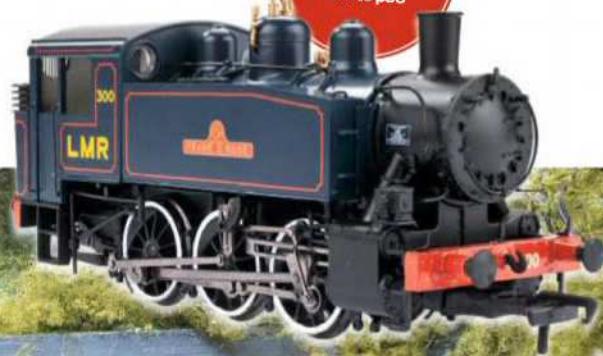
From the archives 156, May 2011

It's a new look for *Model Rail* this month as we unveil only our second re-design since our launch in 1997. Chris Leigh remembers the simple joys of holidaying in a railway carriage, while our star layout is Darren Rees' superb take on Torrington – his first layout, no less!

Star review: Heljan's 'OO' gauge BRCW Co-Co *Lion*
Masterclass: Camping coaches

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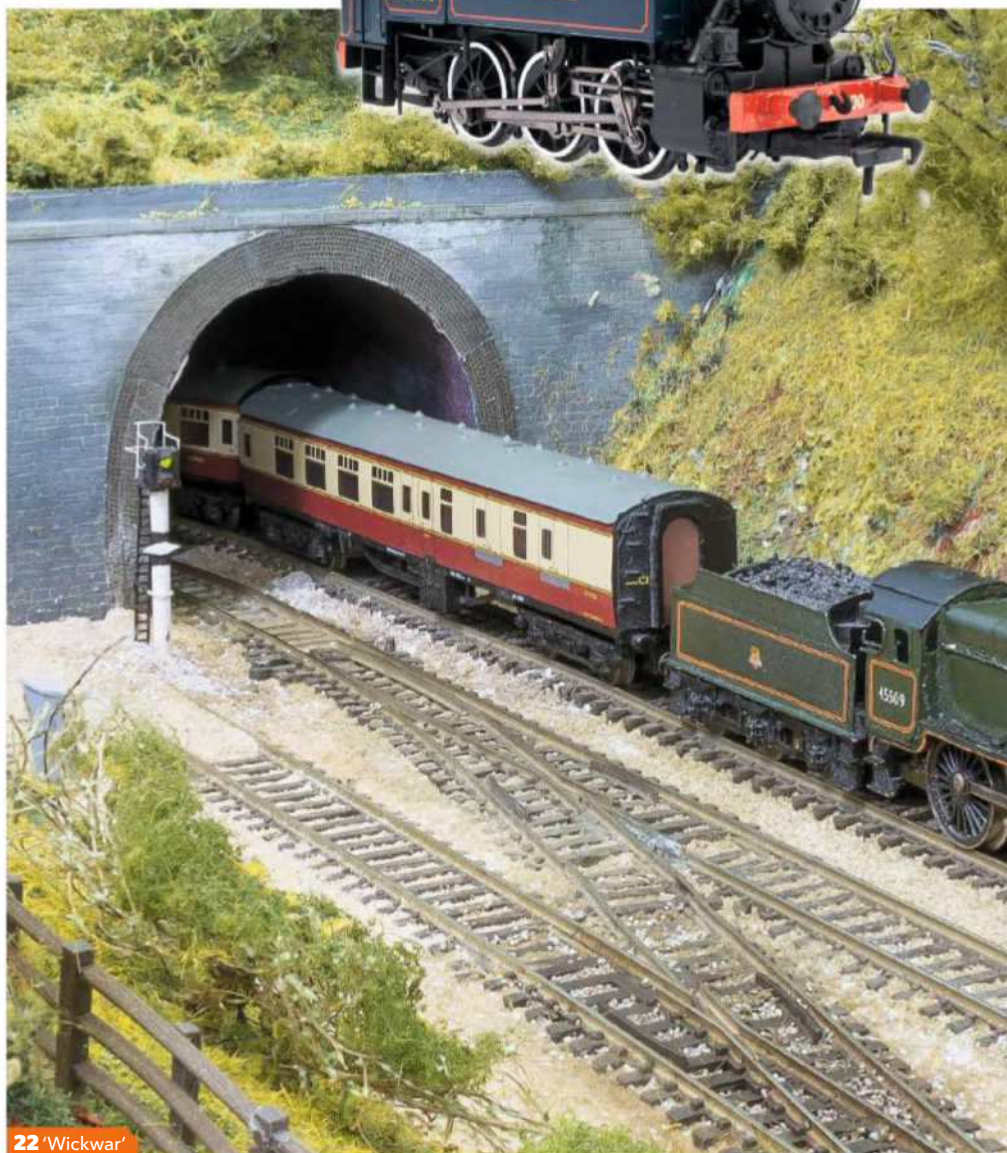
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This month's miscellaneous meanderings from the *Model Rail* team.

Opening the box

The latest happenings from the world of model railways



The Big Picture

We're well into spring, so with nature bursting into life now's the perfect time to look at your scenic detail. And nowhere does scenic detail better than Pendon Museum. This is the famous Brunelian viaduct on the 'Dartmoor Scene', with Guy Williams' superb 40-wagon coal train, hauled by scratchbuilt '28XX' 2-8-0 No. 2844.

A visit to Pendon is guaranteed to inspire your model-making. If you've never been, why not make a date in your 2018 travel plans? For more information, go to www.pendonmuseum.com

TOP TEN PENDON FACTS

1 Despite its quintessential 'Englishness', Pendon was actually the brainchild of an Australian.

2 Having arrived at Plymouth in the late 1920s, Roye England fell in love with the landscape of English villages as he travelled up to London through the Vale of the White Horse by GWR train.

3 During his time in England he saw, first-hand, the destruction of many fine old buildings in the villages he visited, including the replacement of a pub's thatched roof with pink concrete tiles. As a result, he began to measure and photograph threatened buildings and to build models of them.

4 His model of that thatched pub became the Waggon and Horses and was destined to be the first model on Pendon's Vale Scene. Since then dozens

of modellers have worked on different aspects of the museum.

5 As a museum of miniature landscape, Pendon began life in a disused Nissen hut behind a Youth Hostel in Long Wittenham, Oxfordshire. The present building was constructed over it and then the Nissen hut was demolished.

6 Pendon now houses three historic layouts: John Ahern's 'Madder Valley', which is generally considered to be the first fully scenic British model railway; the Dartmoor Scene, the centrepiece of which is Guy Williams' scale-length Brunel viaduct; and the Vale Scene, begun by Roye England, which occupies the entire upper floor.

7 The locomotives and most of the rolling stock on the Vale Scene and Dartmoor Scene are scratchbuilt.

Many of the locomotives were made by Guy Williams, who also built the museum's one and only aeroplane – a Westland Wessex in joint GWR/Imperial Airways livery.

8 Roye England added the 'e' to his first name to make it appear more English.

9 In the early days, human hair was used for thatch on the model roofs, but more recent models have used plumber's hemp thatch. The walls are made from card, with stonework individually painted.

10 *Model Rail's* Chris Leigh made a small contribution to one of the buildings. He drew the artwork for the cast iron brackets (based on Culham) which support the canopy of the station building.



Workbench

5 skills you can master in this issue

- ◆ Add miniature flowers p36
- ◆ Scratchbuild trees p42
- ◆ Build a plastic kit p54
- ◆ Paint whitmetal animals p70
- ◆ Add realistic wagon loads p72

FIRST LOOK AT DAPOL'S DIESEL-ELECTRIC DUO



Dapol has revealed the first engineering prototypes of its 'OO' gauge Class 21 and Class 29 diesel-electrics. Both are long-awaited - Dapol announced its intention to produce these locomotives in 2011 (MR152).

The 58 North British Type 2s, famed for their spoked wheels, were not a successful design. To improve their performance, the original MAN engines were replaced with Paxman power units. The MAN-fitted machines became Class 21 and the rebuilt versions Class 29. There were detail differences between the two.

Dapol's new models use its excellent Class 22 tooling, as the Class 21/29 shared the same bodysell as their diesel-hydraulic cousins. Running numbers and liveries have yet to be confirmed.

For more information, see www.dapol.co.uk



News in brief

BALLAST BAGS

Southern Railway modellers can now take prototypical authenticity even further. Osborn's Models is selling Attwood Aggregates 'N', 'OO' and 'O' gauge ballast (sold as 'extra fine', 'fine' and 'coarse', respectively)... which comes from the former Southern Railway ballast quarry at Meldon, on the edge of Dartmoor. The 250g bags retail at £2.95, while the 500g bags cost £4.50. **Availability:** www.osbornsmodels.com

TWEAKED 'J70' NEARS PRODUCTION STAGE

Rapido Trains has produced a revised sample of our 'OO' gauge LNER 'J70' O-6-OT.

It's not a production sample and has been assembled from assorted components, but allows us to check that corrections - such as the footsteps and sandbox dimensions and interior features - have been made. Some minor tweaks still need to be undertaken.

Computer artwork files have been signed off. Once decorated samples have been approved, production will begin. Delivery is expected Q3/Q4 2018.

To order your 'J70', go to www.modelrailoffers.co.uk or turn to page 112.



Incoming

Updates on exciting new ready-to-run model projects



BACHMANN CLASS 117 DMU

Price? £299.95

What stage is it at?

Engineering prototype

Where can I find out more?

www.bachmann.co.uk



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



DAPOL LAUNCHES LIONHEART

Lionheart's superb '64XX'/'74XX' 0-6-OPT has once again been made available, but this time in Dapol packaging. Dapol now produces all former Lionheart products. Received in the *Model Rail* office is '64XX' No. 6439 in BR lined green. **Product code:** 7S-024-004 **Price:** £400.00 **Availability:** Dapol stockists or www.dapol.co.uk



MINERAL MAKEOVER

Another ex-Lionheart model that's now part of the Dapol range is the 16t mineral wagon. B142798 in unfitted grey is one of 12 guises offered. **Product code:** 7F-030-051 **Price:** £45.00 **Availability:** Dapol stockists or www.dapol.co.uk

ROADWORKS RANGE

Busch has produced three new packs in its Action Set range to complement any modern image roadworks diorama. Pack 7801 contains an asphalt saw and traffic cones, 7802 has a figure with a tar boiler

and 7805 stars a small road roller. **Price:** 7801, £16.50; 7802, £24.30; 7805, £23.50 **Availability:** Golden Valley Hobbies **Tel:** 01981 241237 **Web:** www.goldenvalleyhobbies.com



NEW SITE FOR SCENERY

There's a new name in the world of model railway scenery: Natural Scenics. The firm, based in Cambridgeshire, offers a range of scenic products, including ballast, grass scatters, cork chippings, lichens, sands and even snow scatters.

A full review of the Natural Scenics range will appear in a future issue of *Model Rail*. All products are competitively priced.

Availability: Natural Scenics **Tel:** 01353 721888 **Web:** www.naturalscenics.co.uk

LOCO FOR ROCO

The latest addition to Roco's 'HOe' range is a six-wheel diesel locomotive, which could easily be adapted to mimic products from either German builder O&K or North American manufacturer Plymouth.

Product code: 33209 **Price:** £48.50 **Availability:** Gaugemaster **Tel:** 01903 884488 **Web:** www.gaugemaster.com



MINI MODEL TOOLKIT

Gaugemaster has produced a little toolkit designed to help you to get your models back in tip-top condition. The GM590 Model Railway Maintenance Set comprises a precision oiler, a glass fibre pencil for wheel cleaning and a set of jeweller's screwdrivers.

Price: £12.95 **Availability:** Gaugemaster **Tel:** 01903 884488 **Web:** www.gaugemaster.com



NORTHERN'S NEW-BUILDS...

Northern Bridge 3D Models, the brainchild of North Staffordshire Railway enthusiast Andy Sollis, has unveiled a range of buildings inspired by Andy's other passion, the Leek & Manifold Valley Light Railway.

Produced to Andy's designs by 3D printing firm Shapeways, the range includes the line's distinctive water towers, coaling stages and waiting shelters, as well as Beeston Tor station building and the locomotive shed and station building at Hulme End. The latter is available either as a complete kit or as a frame to be clad in a material of the modeller's choice.

Prices start from £3.61 for Leek & Manifold gutters and finials. All buildings are available from Northern Bridge 3D Models' Shapeways shop. (www.shapeways.com/shops/nb3dm).



WAGON POSTERS TO WIZARD

Wizard Models has taken over the former Hollar Models range of 'OO' and 'O' gauge wagon posters. The posters are available either in themed packs - Bananas, Cement, Textiles & Carpet, Animal Feed, Fertiliser and The Rest - or in single packs per company (20 packs to choose from).

Price: £3.00 ('OO'); £3.90 ('O')

Availability: Wizard Models, PO Box 70, Barton-upon-Humber DN18 5XY **Tel:** 01652 635885

Web: www.wizardmodels.ltd



PRODIGY DCC ON YOUR PHONE

Gaugemaster has produced a handy new gizmo that allows its Prodigy DCC system to be controlled via a smart-phone or tablet. The DCC05 Prodigy

WiFi unit blocks into the controller or socket on the Prodigy base unit, and you can download either JMRI Engine Driver or WiThrottle apps, using both via the DCC05, to control the layout.

Price: £99.95

Availability: Gaugemaster **Tel:** 01903 884488

Web: www.gaugemaster.com



Peter's Picks

Our scenic expert chooses the most exciting new products to appear on the market.

ALL ABOARD!

Noch has developed a pack of seated figures specifically for populating coaches and multiple units. The figures are ready-painted, but have no legs. **Price:** £18.75 for 12 figures **Stock number:** 15250

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



FOREST FIGURES

Noch has also introduced a pack of six forest workers in different poses, some with chainsaws. The figures are well painted, and feature protective helmets and common overall colours - perfect for depicting council staff removing overhanging branches, tree surgeons working in a garden or Forestry Commission workers. **Price:** £12.00 for six figures

Stock numbers: 15061 **Availability:** Gaugemaster **Tel:** 01903 884488 **Web:** www.gaugemaster.com

VMM'S NEW VESSELS

Vintage Miniature Models is set to produce a range of British outline vessels for 'OO' and 2mm:1ft scale.

The range of 1:76 and 1:152 scale resin kits will focus on vessels measuring in the region of 200ft, which equates to around 14in in 'N' and 31in in 'OO'.

Among the vessels earmarked for the range are Clyde Puffer, Thames barge, steam trawler, small coaster, lobster boat and two paddle steamers (PS *Waverley* and PS *Medway Queen*). Further plans include sailing craft and barges, along with a complementary range of accessories.

Availability: Vintage Miniature Models, 17 Wycombe Street, Darlington DL3 7DA **Web:** www.vintageminiaturemodels.co.uk



RESIN RANGE GROWS

The latest addition to the Oxford Structures range of resin 'OO' gauge buildings is this GWR signal box. Like the station building (MR247) it's based on the

surviving structure at Moreton-in-Marsh. **Price:** £24.99
Availability: Oxford Diecast stockists
Web: www.oxforddiecast.co.uk

News in brief

NEW TRAFFIC LIGHTS FROM TT

Train-Tech has produced Automated Traffic Lights in 'OO' gauge. They can be powered in a number of ways, including the 16V DC supply on a DCC controller or a 9V battery. They adopt the standard UK traffic light sequence and are available as either a working single or working pair.

Price: From £25.00 for one working and one dummy pack

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

AIRBRUSH OVERHAUL?

If you have an old airbrush that's seen better days, don't condemn it to a life at the bottom of a drawer. Instead you could send it to The Airbrush Company, whose new Valet Service will professionally clean, service and return the brush to you for £40. To find out more about the Valet Service, call 01903 767800 or go to www.airbrushes.com

APT-P IS GO!

West Coast's 'OO' gauge APT-P will happen - it's official!

The crowdfunding project to produce the Class 370 EMU is just 22 pledges short of the required total, but promoter Durham Trains of Stanley and manufacturer DJModels have decided to go ahead anyway.

If you haven't already, you'd better order soon because those pledges are likely to go fast. West Coast is to produce at least 20 extra sets and will offer them for general sale, but that will be all.

Surviving Class 370 vehicles at Crewe Heritage Centre will be scanned on April 28. Meanwhile, DJModels has started work on designing the tilt mechanism.

To order your APT-P, go to www.durhamtrainsofstanley.co.uk, or call 01207 232545.

MINERVA'S MINIATURES

Minerva Model Railways and ModelU have joined forces to offer owners of Minerva's GWR pannier tank a footplate crew of unrivalled authenticity. ModelU, which specialises in scanning and 3D-printing miniature people, has produced a driver and fireman for the pannier. They are available in both GWR and BR uniforms and are based on volunteers who posed with



BUDGET BOAT

Arch Laser has produced this 3D-printed 'N' gauge fishing trawler. It comes unpainted and without figures for just £10.95.

Availability: Osborn's Models

Tel: 01237 423453

Web: www.osbornsmodels.com

QUARTET OF COUPLERS

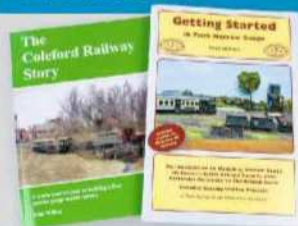
Hornby has produced a pack of four working Scharfenberg coupler units for 'OO'/'HO' gauge multiple units (and for units with the similar looking Dellner couplers). They clip into NEM coupler pockets.

Price: £10.36

Availability: Hornby stockists



Bookshelf essentials



Ever wanted to get started in narrow gauge modelling? If so, here are two books that will help, whether it's 4mm:1ft scale 'OO9' or 7mm 'O-16.5' that interests you.

The Coleford Railway Story is self-published by John Wilkes and tells the tale of how he built his wintry Gloucestershire 'OO9' scene. It provides a bit of prototype history as well as many practical techniques, from laying track and building landscapes to making trees and kit-bashing rolling stock. This 92-page softback volume is full of colour photography and John's own artwork. Sponsored by the 'OO9' society, it costs just £9.95 from <https://shop.narrowplanet.co.uk>

Getting Started in 7mm Narrow Gauge is a 44-page publication from the 7mm Narrow Gauge Association and it offers lots of practical advice. RRP is £6 plus £2 P&P and you can buy it from 7mm NGA Publications, 5 Link Hill, Storrington, Pulborough RH20 4LS or www.7mmnga.org.uk

Website of the month

RAILTOUR RECORDS

Forget Wikipedia - here's the website to browse this month: www.sixbellsjunction.co.uk

The Railtour Files at Six Bells Junction is THE place to go for railtour gen. Tours are arranged chronologically, dating as far back as the 1900s and beyond, and all entries usually contain timings, locomotives used and, where possible, tickets and photographs.

▼ GWR outlines HST changes

Here's an interesting modification to make to your Hornby GWR HST train pack. GWR is to retain 11 HST sets for use between Exeter and Penzance and, later, Gloucester, Taunton and Cardiff. Wabtec Rail at Doncaster will fit up to 48 Mk 3s with sliding doors to replace the drop light/exterior door handle arrangement currently in use. DAVID HUNT



▼ New TOC adopts BR livery

There's a new train operator on the main line... but its livery looks rather familiar. Locomotive Services Ltd is based at Crewe and will operate preserved steam and diesel traction on the main line under its Saphos Trains brand. LSL has overhauled former DRS Class 47s 47501 *Craftsman* and 47805 and turned them out in BR two-tone green, while its fleet of overhauled Mk 1 and Mk 2 coaches wear BR crimson & cream. TOM SWIFT



▲ Add a 'Duff' to your depot

Want to add interest to a depot scene? You can find old Lima or Hornby (or Farish) Class 47s for a few pounds on second-hand stalls, so why not recreate this image of the mortal remains of 47236, which was scrapped at West Coast Railway Company's Carnforth HQ in late March? Built in 1965, the 'Duff' hadn't hauled a train since it was withdrawn by EWS in 1999. MICHAEL SMITH



▣ Mackintosh in miniature

Here's a fun adornment for any miniature 'Pendolino': Virgin West Coast named 390008 *Charles Rennie Mackintosh* on March 19 to help commemorate the 150th anniversary of the Scottish artist, architect and designer's birth. Aside from its new name, 390008 also sports a take on Mackintosh's trademark 'tache'. Incidentally, Mackintosh remodelled the Northampton home of Wenman Joseph Bassett-Lowke, founder of the famous model company. VIRGIN TRAINS



'Manors' get a makeover

BR lined black seems to suit almost every style of locomotive that it's applied to, and Charles Collett's 'Manor' 4-6-0s were no exception. Complete with red-back nameplates and numberplates, newly painted No. 7820 *Dinmore Manor* makes a splendid sight outside the Gloucestershire Warwickshire Steam Railway's Toddington depot in March. It's the only opportunity to see a lined black 'Manor' in service and although classmate No. 7821 *Ditcheat Manor* carries the livery, it's on static display at STEAM - The Museum of the GWR at Swindon. DAN WIGG



'B1' goes back to black

The Thompson B1 Locomotive Trust has celebrated the 70th birthday of its charge - 'B1' No. 61264 - by repainting it into LNER lined black at its North Yorkshire Moors Railway base. The former Colwick stationary boiler carried LNER green from 1997 to 1999, and BR lined black ever since. No. 61264 never carried LNER lined black and so will carry the identity of long-scrapped classmate No. 1040 *Roedeer* for the remainder of the year. ADRIAN HALL



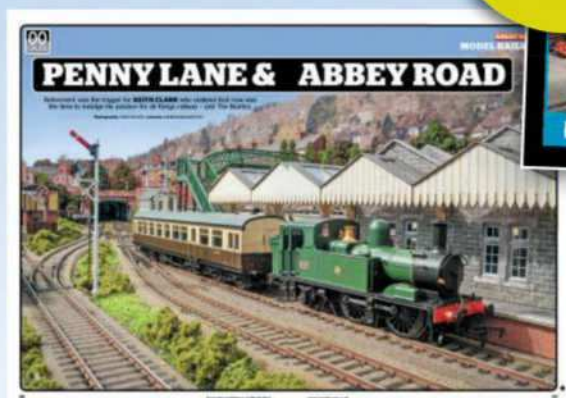
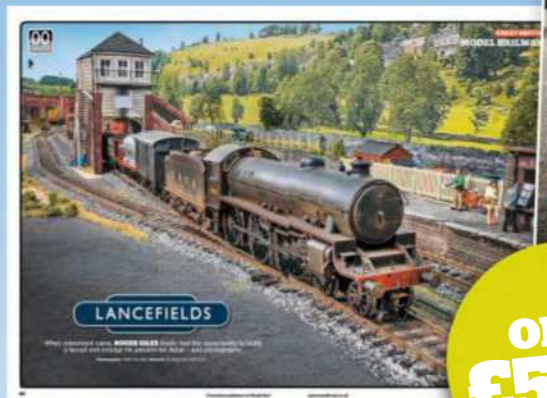
Cut-down cab

Got a Hornby or a DJModels Hunslet 'Austerity' 0-6-OST that you want to make look a little bit different? Why not fit a Lambton Hetton & Joicey Colliery cut-down cab? Hunslet No. 3686/48 was built new for the LHJC, where it became No. 60, and the distinctive cab shape allowed it to pass through the tunnels on the approach to Lambton staithes at Sunderland. No. 60's overhaul is nearly complete and it will move to the Aln Valley Railway, near Alnwick, during the summer. AVR



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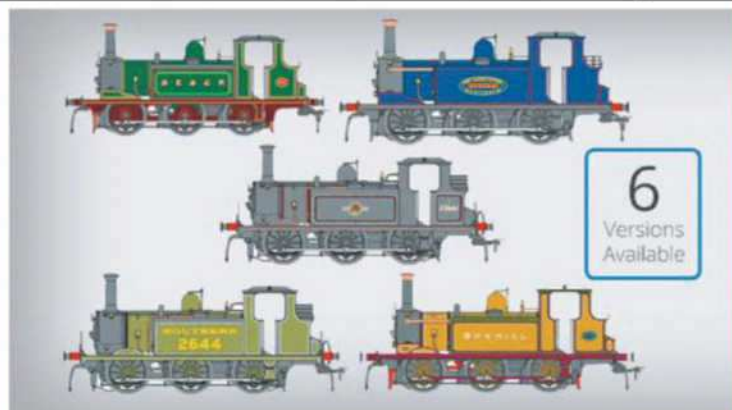
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CLASS 43 HST

NEW!



2D-019-006 - Class 43 HST East Coast 43309/43306

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



NEW!

MJA



These are 1st Decorated Samples Copyright Dapol Ltd.

4F-025-005 - MJA Freightliner Heavy Haul Bogie Box Van 502019 & 020
4F-025-006 - MJA Freightliner Heavy Haul Bogie Box Van 502005 & 006
4F-025-007 - MJA Freightliner Heavy Haul Bogie Box Van 502011 & 012

4F-025-008 - MJA GBRF Bogie Box Van 502023 & 024
4F-025-009 - MJA GBRF Bogie Box Van 502025 & 026
4F-025-010 - MJA GBRF Bogie Box Van 502031 & 032

4F-014-017 - Fruit D - BR W3105 Blue
4F-014-018 - Fruit D - BR W3105 Blue W'thd
4F-015-009 - Fruit Mex - GWR 38239
4F-015-010 - Fruit Mex - GWR 38239 W'thd
4F-015-011 - Fruit Mex - BR 8833329
4F-015-012 - Fruit Mex - BR 8833329 W'thd
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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!

Towards the end of their maximum potential eight years in office, US presidents tend to give a great deal of attention to their legacy.

I'm inclined to the view that if their legacy isn't obvious after several years in office, then whatever they do in the final six months isn't going to make much difference. Those of us who build model railways or collect model trains (or both), however, are likely to leave a very definite legacy, in physical terms.

In my case, it falls into two categories: things I've made and things I've bought. Within those categories, there are books, photographs, models and items of railwayana. It's probably a pretty typical collection for someone of my age, and just recently I've been helping to dispose of a collection which a friend had assembled. I'm occasionally asked to assist a family with the disposal of a deceased relative's collection, and it reminds me how difficult a task it is for those who don't have any interest or experience in the railway hobby, and sometimes even for those who do.

It makes me acutely aware of how much my own family will need to be assisted in disposing of my 'clutter', because of the sheer scale of a lifetime's accumulation by someone who worked in the hobby and was reluctant ever to dispose of anything: "I know if I get rid of that, I'll soon find that I had a use for it after all," was my usual reasoning.

I have a tendency to volunteer my services and then, later, to wonder what I've let myself in for, as was the case with the subject of spring cleaning (p50). When Richard suggested the topic for this issue, I promptly offered to prepare a feature based around tidying up my layout. "It'll give me an incentive to tidy up," I said. I was also thinking that, if I did so, I might find one or two rather special items that had been missing for a long time. After all, tidying up and cleaning has to be good, and it can't do any harm... can it?

Getting started was not easy but, having said I'd do it, there was no 'opt-out clause'. But I didn't have to do it straight away. I could leave it for a while. In the end I left it until the Easter break. I don't work here at *Model Rail* on Thursdays or Fridays, so my Easter break was a full five days. Layout tidying is one of those jobs that gets worse before it gets better. I began by trying to unite models with their boxes, which worked for a while. But before long I had models with no boxes and boxes with no models. I re-boxed the 30-plus banana vans that I'd had out for a load

haulage test with the Model Rail 'J70', but I quickly ran out of shelf space upon which to store them.

Eventually the pull of doing some 'proper modelling' proved too great. I needed to find a home for the new and improved Oxford Rail station that I had just finished detailing. One location was obvious – on the layout. My secondary station, 'Bolventor', was intended to be a minor SR station but I was never happy with it. I'd mixed several resin buildings – Medstead, and bits from Sturminster Newton – with a Colonel Stephens-style building converted from a Hornby cricket pavilion. As an enthusiast of GWR and SR country stations, what was I doing with a nondescript S&D-esque station?

I began stripping everything from the platform – Bachmann S&D buildings, Ratio fencing, Mike's Models lamp posts, milk churns, vehicles and a phone box. Pretty soon the airfield end of my layout had become a scrapyard of station fittings. It reminded me of Honeybourne station yard after the Beeching closures, when large amounts of

material from Worcester line wayside stations had accumulated there.

When I tried the new station building in place, it showed up how uneven my platform surface had been, so that came off too. What had started as a spring clean had become a major rebuild of the Up platform, and what should have been progress had actually gone backwards.

I have several more weekends of work to do but the end result should be a better looking station on a neat and tidy layout... for a while, at least.



BEFORE

Above: Somehow, this station never really 'worked' for me. The badly boded nearer end to the platform, nondescript grounded coach body and Bachmann models of S&D buildings – that I had never seen in real life – just didn't do it for me. CHRIS LEIGH



AFTER

Above: The station site stripped back almost to bare baseboard – the platform already has a new and neater front wall. CHRIS LEIGH

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



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Modelling Lives

Tales from the miniature world.



A new friendship helped to rekindle **Kelly Harding's** love of model railways.

My interest in trains started at an early age, mainly due to being dragged around by my father to preserved railways. He had a rule that all holidays should feature two things: 1) at least one good book shop, and 2) a preserved railway within a short driving distance.

However, I didn't really take much interest in model railways at that time as I was more interested in computers and model aircraft. Indeed, for several years following university I didn't pursue either modelling interest. However, after moving to the Midlands I met Natalie Jones, who quickly became my best friend. Having previously worked for BR as a signaller, she had a long-standing interest in railways, especially signalling systems.

Sure enough, Natalie's enthusiasm served to rekindle my own love of railways and thoughts soon turned to building a layout together. My interest in electronics led me to join MERG (the Model Electronic Railway Group), allowing me to take advantage of their excellent range of kits and expertise.

Additionally, a visit to Scalefour North convinced me that 'P4' was the way to go. One of the main attractions was the improved appearance of the trackwork and I've been a Scalefour Society member ever since.

GETTING INVOLVED

For many years, I'd been aware of the DEMU group (Diesel and Electric Modellers United) and, not long after joining, I heard that a new editor for the society's *UPDate* magazine was being sought. I duly volunteered and am now onto my fifth issue as editor.

This quarterly journal continues to improve, with the help of material submitted by DEMU members. Feedback has been very positive, which is immensely rewarding.

Having settled on 'P4' as our preferred gauge, we decided to build a simple 'shunting puzzle' style of layout, which would act as an introduction to the art of track building. Plenty of thinking and research was carried out, before Natalie suggested looking to the Harton Electric Railway for inspiration.



TREVOR OWEN/COLOUR RAIL

Our plan is fairly modest, based on a 6ft by 1ft 6in baseboard, plus an additional 3ft of non-scenic storage sidings. The trackwork features short-radius points (five in total) and 21t coal hoppers will form the principal rolling stock, handled by industrial 0-4-0T steam and Bo-Bo electric traction, based on Judith Edge kits.

Our ultimate aim is to build a larger 'P4' layout with more of a main line theme.

“Sure enough, Natalie's enthusiasm served to rekindle my own love of railways and thoughts soon turned to building a layout together”

We've considered plenty of possible prototype locations, initially looking at the North Kent Lines – where I grew up – but that was discounted on the grounds of space and complexity, especially considering that this would be our first 'serious' layout.

Instead, we were attracted to Shepperton station as a basis for a layout. By taking this location's track layout and adding material derived from old maps of the area, we've been able to formulate a plan, which we've

called 'Eversley Road'. Progress of both layout plans can be found on the Scalefour Society forum, RMWeb and my personal blog.

MODEL FRIENDSHIP

Meeting Natalie by chance, at a mutual friend's party, has led to a long-lasting friendship and a new-found interest in modelling, for which I am grateful. Our Harton-based layout plan is nearly finished in Templot, requiring some final tweaks before I can start building the track. I'm also researching rolling stock and hope to get a locomotive and some wagons started soon. Exciting times...!

DEMU SHOW

The annual DEMU Showcase event takes place at the Town Hall, Burton-upon-Trent (DE14 2EB), over the weekend of June 2-3 2018. For more information, see www.demu.org.uk

MODELLER'S CV

Kelly Harding has been editor of DEMU's quarterly magazine – *UPDate* – since November 2016. As well as model railways, she maintains an interest in military aviation, history and jewellery design. She also enjoys the company of her fiancé and their lovable young rescue dog, Poppy.
Web: <http://d827.wordpress.com>
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VITAL STATS

Layout:

'Wickwar'

Size: 17ft 6in by
3ft 6in

Gauge: 'N'



Patience **Prevails**

Can you tell that it took Farnham & District Model Railway Club several years to decide on its next exhibition layout? 'Wickwar' is proof that the best things do come to those who wait.

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



“Two or three people can put ‘Wickwar’ up in half an hour”



A

ll modellers plan their layouts. Some will spend a few minutes, whether it's scribbling ideas down on the back of an envelope or by positioning a few bits of track and some cardboard boxes on a baseboard. Others will spend ages poring over books, finessing here and there, checking everything. An investment of days, weeks or even months in the planning stage will reap benefits later on.

Farnham & District MRC took the planning stage to the extreme – it took five years to get from talking about a new project to ‘Wickwar’, the wonderful ‘N’ gauge layout you see here.

“Our previous club layout was nearing the end of its life, so we began to discuss a new one in 2007,” explains Noel Leaver, one of the members leading the project.

Club members spent 2008 setting out what they wanted to achieve from the new ‘N’ gauge project,

fitting it around work on existing ‘OO’, ‘P4’ and ‘O’ gauge layouts. By 2009, the club had started to think about track plans and potential locations to model.

“This went on until 2010,” Noel recalls, “because no sooner did we think we’d got to the end of the proposals when another ten or so would be submitted. Eventually it went to a club vote and ‘Wickwar’ narrowly won. Many years down the line we have now reached a point where it’s more or less finished.”

BRISTOL FASHION

Wickwar is a real place, north of Bristol, on the Bristol-Gloucester main line. It’s an almost perfect location for a model railway, with a tunnel at one end to form a scenic break, a compact station with goods shed (the station closed in 1965 but the goods shed still survives) and an impressive brewery between the railway and the road. ➤



2

3 things we like



1

Dual control from either DCC or DC allows anything to run.



2

The brewery in the centre forms a striking focal point.



3

All that wiring is a very impressive accomplishment.

3



What makes this layout great?

If anything really shows off the benefits of 'N' gauge, it's 'Wickwar'. By pushing the track to the back, in front of the backscene, you get a real sense of space and depth, despite the scenic section being only a foot or so deep.



4

Away from the rails

"As a club we feel that cameo scenes are overdone so we've avoided them on 'Wickwar' but we have other things on the layout to catch people's eyes. Our signals move automatically using a train-on-track detection system and we use the Faller car system for moving vehicles. There is also a figure of a lady who puts her arm out for the bus as it approaches."





Having settled on this delightful South Gloucestershire station, the team spent 2012 building baseboards, designing the trackplan and making mock-up buildings to ensure that the view-blocking was right.

The Farnham & District MRC team feel that they have achieved most of those aims on the list that they painstakingly compiled. First and foremost, they've built a high-quality exhibition layout. Then there was the small matter of building a layout that was easy to erect and dismantle.

"Our previous layout took 90 minutes to put up and then the same to take down," says Noel. "Two or three people can put 'Wickwar' up within half an hour."

SHUNTED OUT

"[The layout] had to be an accurate model of the location with a continuous run and shunting capabilities. Sadly we were unable to achieve shunting as it became apparent that it would be too difficult for the operator to see the lines accurately. It also came to light that there was only one locomotive that did shunting per day, blocking all the lines as it did so.

"We spent 2013 completing the electrics and the scenery, with the layout's first exhibition taking place in 2014 while it was still in an incomplete state. By the spring of 2015 the layout was more or less finished although, as everyone knows, a layout is never truly completed!" 



Running at night

"We can switch from day to night with the lighting to add extra interest at exhibitions. For daytime running we have both strips of LED lights on, a warm glow in the centre and a bright white at the front, removing the warm glow strip for night-time running to give the effect of a soft moon glow. There are 24 trains on the layout with eight of them able to run in our nocturnal setting, so no matter what the time of day something is always moving."



Workbench section starts on page 35 

BEHIND THE SCENES

Erecting 'Wickwar' is a well-rehearsed process and two or three club members can set it all up in about half an hour.





The club transports the backscene in a roll and simply unfurls it on location, then inserts it into its dedicated slot behind the scenic section but in front of the automated fiddleyard, hiding it from view.





“The baseboard is made from insulation foamboard between two pieces of plywood”

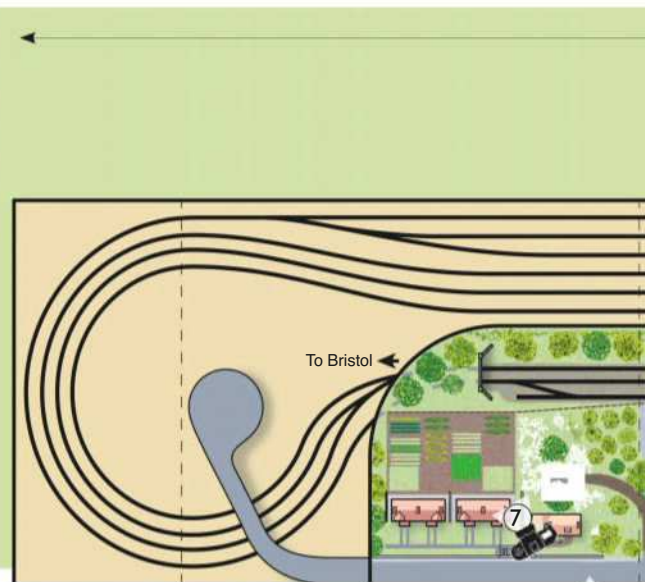
CLUB PROFILE

FARNHAM & DISTRICT RAILWAY CLUB

“Sixty members strong with 16 in the ‘N’ gauge group, the Farnham & District MRC also caters for ‘OO’, ‘P4’, ‘OO9’ and ‘O’ gauge enthusiasts. We meet every Wednesday afternoon in the

dedicated club room and have begun running beginners’ workshops as a lot of new people have joined us recently.”

Web: www.farnhammrc.org.uk





Building from the ground up

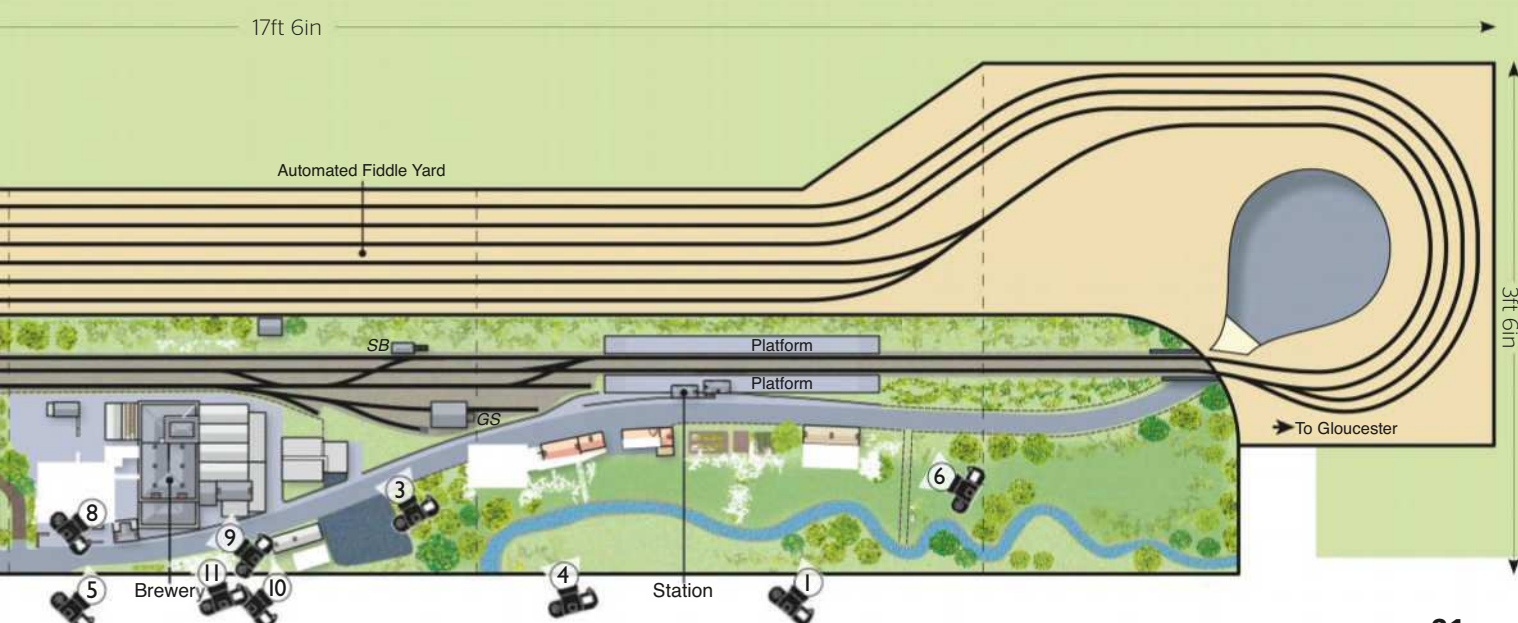
"I made quite a lot of the buildings," says Noel. "They are all scratchbuilt and quite easy to do. I just went and took photographs of the brewery, then edited them to reflect how the building looked in the period that we're modelling, and scaled them down to 2mm:1ft scale. I printed them out and assembled them just as you would a downloadable card kit."

"We thoroughly enjoyed researching the brewery. The staff kept us well stocked with their produce during our visit [<https://wickwarbrewing.com>]."

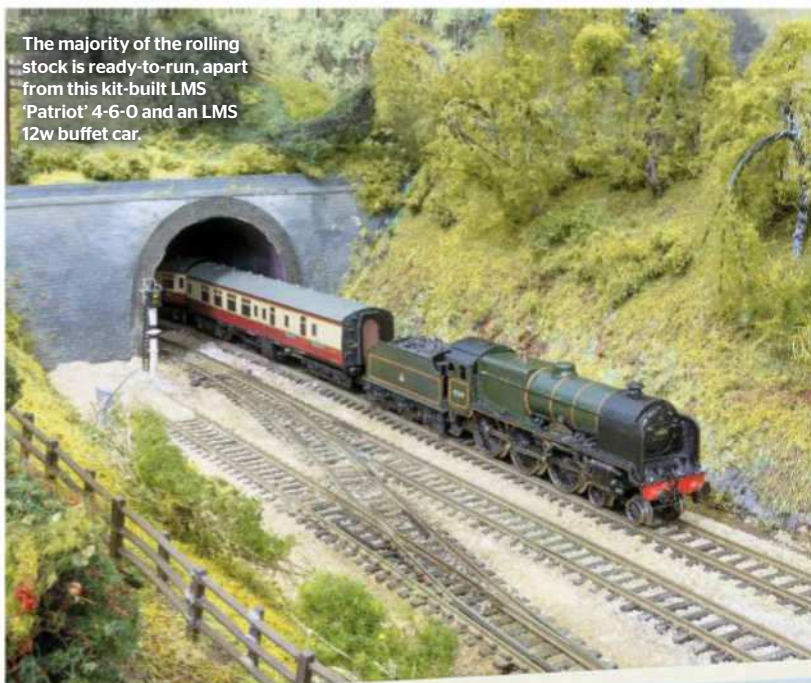


DO MORE, SEE MORE

'Wickwar' is starring at the International N Gauge Show near Leamington Spa on September 8/9 and at Warley National Model Railway Exhibition on November 24/25.



The majority of the rolling stock is ready-to-run, apart from this kit-built LMS 'Patriot' 4-6-0 and an LMS 12w buffet car.



Factfile: Wickwar

Wickwar station was built by the Bristol & Gloucester Railway, which appointed Isambard Kingdom Brunel as its engineer.

Sitting firmly in GWR country, it was controversially built to broad gauge. The station building was designed by Brunel and is narrower than the others on the line. This is because at Wickwar the line passes through the middle of a valley and, to avoid costly excavation works, it was decided that the station was to be made narrower.

The GWR operated the B&GR and was expected to absorb the line. In the end it merged with the Birmingham & Gloucester Railway and, to cut a long story short, eventually gave the Midland Railway access to Bristol.

Wickwar station closed in 1965 but the line is still open.



CANON BRIAN R. ARMAN/COLOUR RAIL



It's in the bag

"The backscene took several attempts to get right because after we had taken all of the photographs we had to work hard to get the features to line up with the scenic section properly."

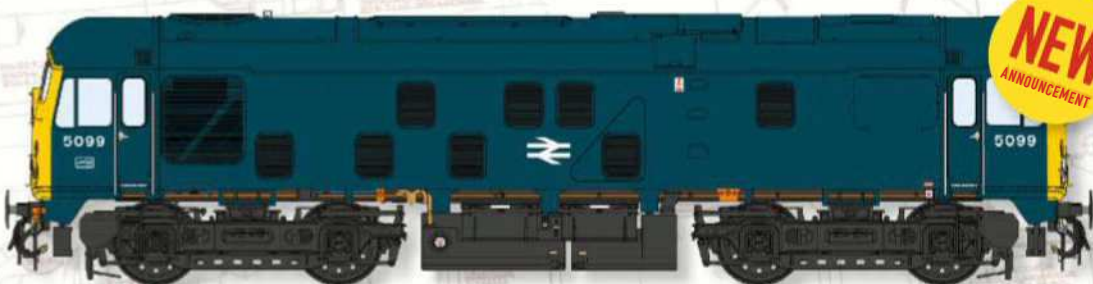


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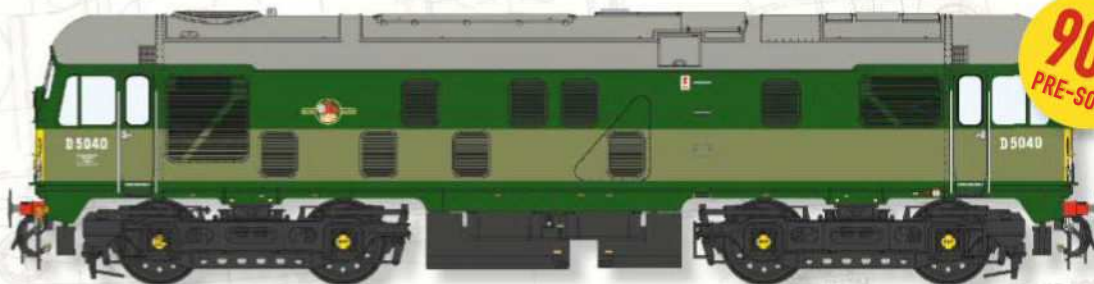
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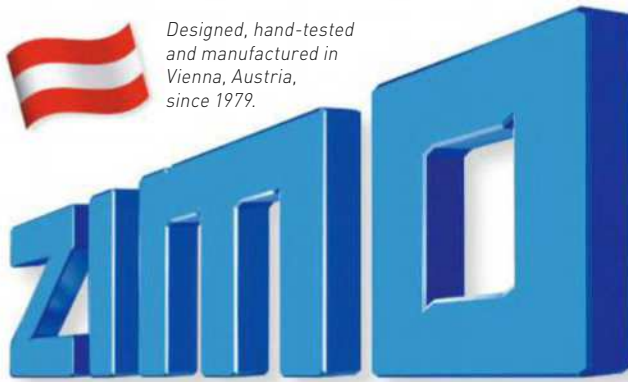


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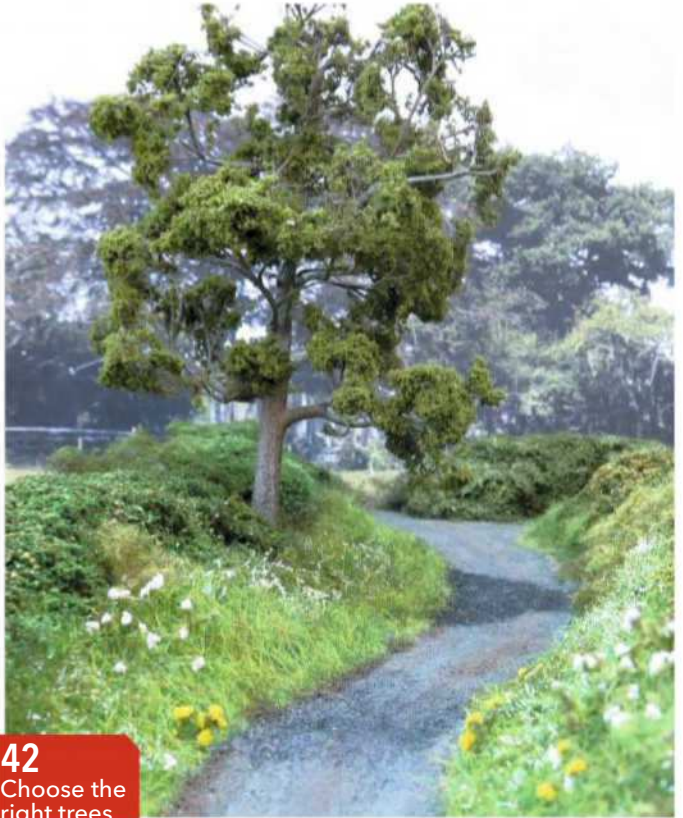
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*Prices exclude P&P; Sound offer: MX644/MX645/MX648/MX649/MX658 (from retailers that offer sounds); Motor offer: MX600/MX618/MX622N/MX638D; RailCom is a trademark of Lenz GmbH.
Don't get overcharged. All genuine ZIMO products can be distinguished by blue-themed blister packaging and English language instructions.



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Modelling spring
landscapes

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Choose the
right trees

Workbench

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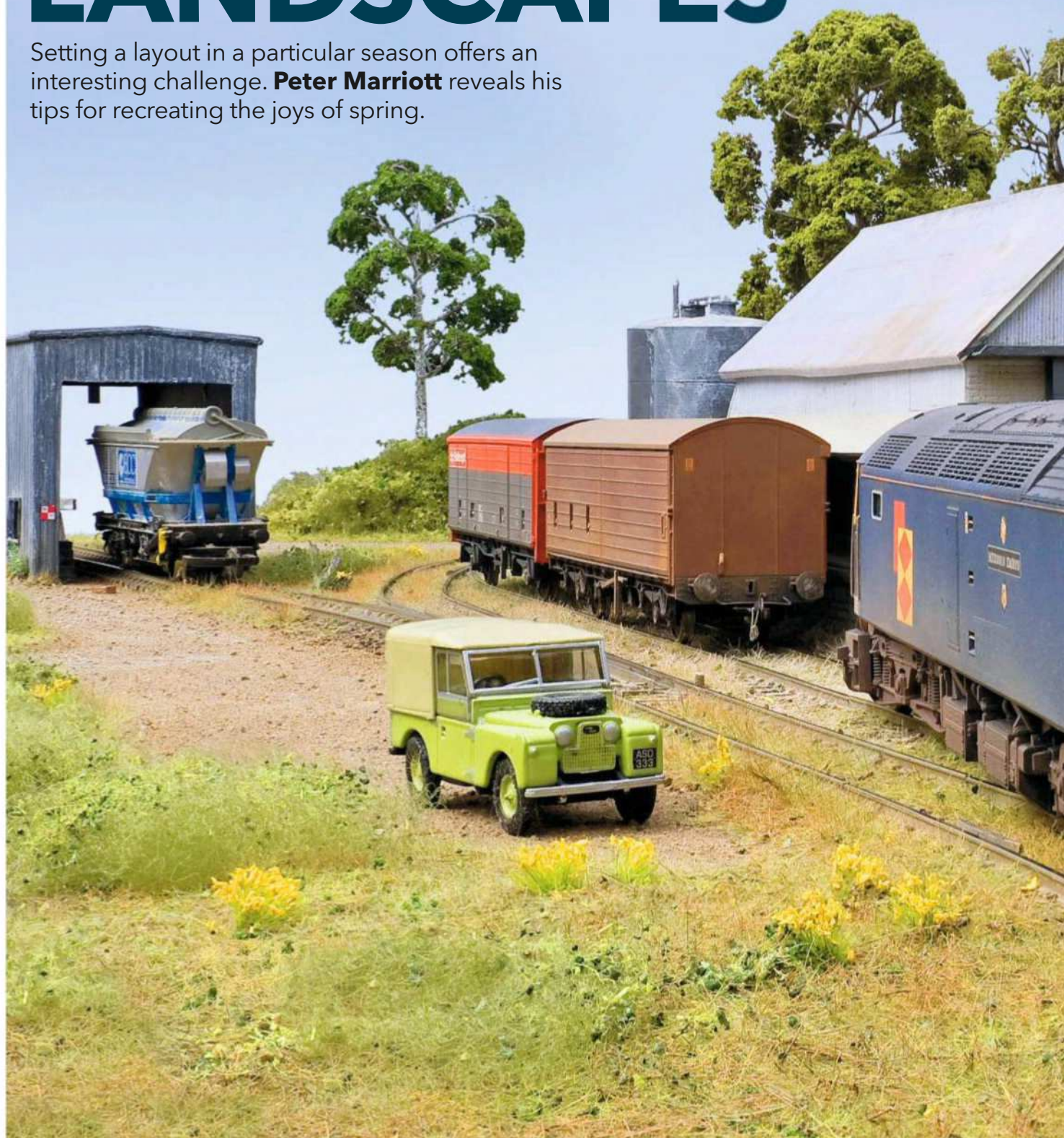
Peter Marriott
Scenic guru!
Knows what's
available and
how to use it.

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

HOW TO

MODEL SPRING LANDSCAPES

Setting a layout in a particular season offers an interesting challenge. **Peter Marriott** reveals his tips for recreating the joys of spring.



PHOTOGRAPHY: PETER MARRIOTT

Clumps of daffodils by the lineside and vibrant shades of greenery help to place 'Coombe Mill' firmly in the spring season. CHRIS NEVARD



2hrs per square metre



We railway modellers can be very particular about certain facets of a layout, such as region and period, yet we seldom invest as much effort into portraying a particular season as we do ensuring that a locomotive is in the correct livery.

Unless covered in snow or featuring striking autumnal trees, most layouts offer a superficial impression of summer. Green grasses, trees in full leaf and bright blue backscene skies hint at idyllic summer days.

But look closer and we realise that most of the buildings feature closed windows (as do the railway carriages and road vehicles) and some of the miniature human figures may be wearing clothing more suitable for the winter months.

Fields of lush, green grass can also be misleading. Moisture is essential for grass to flourish, so is it a wet summer? If so, shouldn't the roads and paths appear damp and muddy? If not, the fields ought to be pale and parched, and streams and ponds almost dry.

Gardens, allotments and farm fields differ in appearance over the months, as certain flowers bloom, fruits ripen and crops mature. Some animals, especially cattle, are kept under cover during winter, while sheep will be joined by lambs in spring and be sheared in summer.

Portraying seasons accurately requires plenty of thought and observation of those essential, smaller details that are easily overlooked. They are vital, especially if you're aiming to portray a particular moment in time, such as the last few months of a branch line or the final days of steam operation in a particular area.

HUSTLE AND BUSTLE

Spring is certainly an exciting time of year, as rising temperatures and longer days transform the drab winter landscape with vibrant colours. Early spring flowers, such as daffodils, primroses, crocuses and snowdrops, add colour to roadsides, linesides, gardens and wooded areas, followed later by bluebells, daisies and red campion.

Hedgerows become covered in blossom, as do fruit trees, while fresh green shoots appear everywhere. Streams and rivers remain high as April showers add to the groundwater levels.

The fields are busy as farmers begin planting their summer crops and there will be more people out and about in towns and villages than during the winter months. Cyclists are more common and on sunny days some motorists can be seen braving the elements in their convertible vehicles!

While a keen eye is needed to plan scenic additions that are appropriate, portraying a spring-like atmosphere is easy, with plenty of scenic products available. Now's the perfect time to get out and about with a camera, recording the sight of nature waking up from her winter slumbers. ➤



STEP BY STEP



1 Gaugemaster's Static Grass Starter Kit includes a plastic 'puffer' bottle, a bag of light green grass fibres (perfect for a spring landscape) and a small bottle of adhesive.



2 Empty part of the bag of static grass fibres into a bowl and grab a handful, separating any solid 'blobs' in the palm of your hand before use.



3 Gently push the diffused static grasses into the 'puffer' bottle, taking care not to compress them too much in the process. When about half full, fit the perforated lid.



4 With a finger covering the top, shake the bottle vigorously for a few minutes. This action applies the necessary electrostatic charge to the fibres. In this instance, 1.5mm grass fibres are being used.



5 After painting white PVA-type glue onto the area to be treated, hold the bottle about 8cm from the surface. 'Puff' the sides of the plastic container until the fibres begin dropping into the wet glue.



6 Allow the glue to dry fully before adding a second layer in the same manner. This second application provides a more convincing result, especially when combining different lengths of grass.



8 Woodland Scenics' Poly Fibre offers a great means of creating hedges. It needs to be teased out into thin layers, and stray fibres to be trimmed with a sharp pair of scissors.



9 This scene includes foliage created from teased-out Poly Fibre, secured with PVA glue. After spraying with hairspray, light green leaf effects are sprinkled onto the tacky surface.

Tools needed

- ◆ Knife
- ◆ Tweezers
- ◆ Scissors
- ◆ Electro-static grass tool

Spring greens



An inexpensive way to start planting static grass is to use a Gaugemaster or Noch 'puffer' bottle, which is ideal for smaller areas. They're easy to use, especially with the shorter grass fibres that are so well suited to spring landscapes.

For 'OO', fibres up to a maximum of 2.5mm in length are recommended (1.5mm for 'N') and there's plenty of choice from the likes of Noch, Peco and WW Scenics, each offering suitably vibrant spring colours.



7 When adding areas of more dense foliage, 'leaf effect' packs are ideal. These are also available in suitable spring colours and from a range of sources, including Noch, Polak and Treemendus.



10 Verdant shades of green beside the line, crowned with bright wild flowers, create the ambience of a sunny spring scene.

SPRING FLOWERS

Hedgerows, meadows and fields are a riot of colour at this time of year, providing the ultimate inspiration for seasonal layouts.



Snowdrops are an early sign that spring is around the corner.



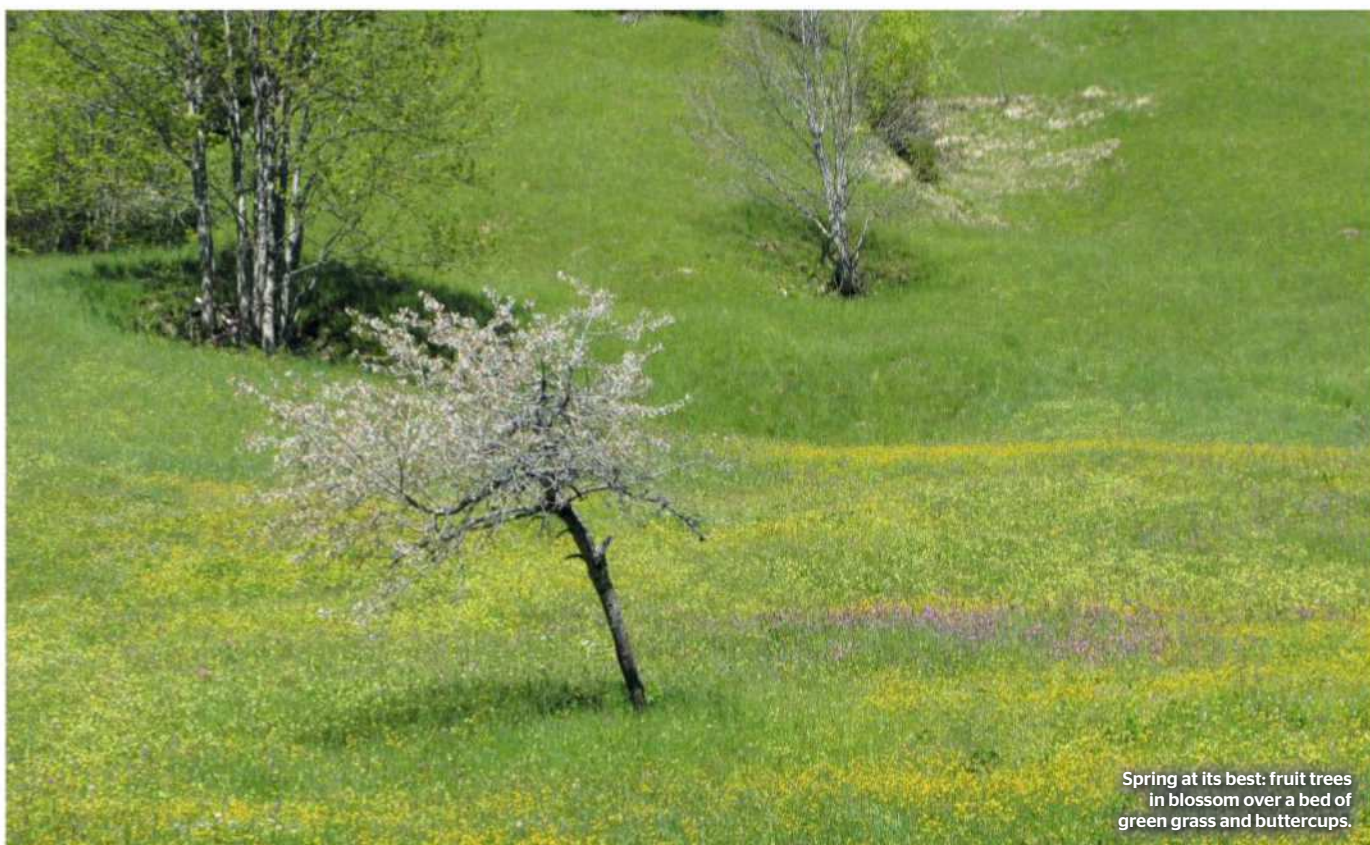
A blanket of wildflowers, including bluebells and red campion, adds colour to the edge of this Devon woodland. GEORGE DENT



Daffodils are the archetypal spring flower, appearing in gardens, fields, verges and beside railway lines.



Although often fleeting, trees and hedges sporting pink or white blossom are a joy to behold. This can be replicated with fibre foliage, tacky PVA glue and fine, coloured scatter material.



Spring at its best: fruit trees in blossom over a bed of green grass and buttercups.

STEP BY STEP



1 Snowdrops are easy to create by adding a little white paint to the tips of grass fibre tufts. Any excess paint can be removed with a paper tissue.



2 Allow the paint to dry fully before planting the snowdrops into a bed of PVA glue.



3 Daffodils epitomise the arrival of spring. An easy way of recreating them is to use a pack of WW Scenics' ready-made daffodils, branded for use on 4mm scale layouts.



4

Use a small pair of sharp scissors to cut bunches of daffodils into smaller clumps and then peel them away from the backing paper. With a set of tweezers, press the flowers into a blob of PVA glue.



5

An alternative is to create your own grass tufts using the WW Scenics Pro Grass Box. Brush PVA onto a sheet of greaseproof paper and hold it over a pile of static grass fibres laid out on top of the tool.



6

The fibres then 'jump' upwards and fix themselves to the blobs of wet glue. When dry, more PVA can be brushed onto the tops of the fibres and allowed to turn slightly tacky.



7

Yellow scatter material, as produced by Model Tree Shop, Noch and others, can be harnessed to represent the flower heads. Simply scatter over the grass tufts while the glue is tacky.



8

The homemade daffodils look effective and, when the glue has fully dried, the tufts can be gently peeled away from the greaseproof paper backing, ready for planting.



9

Place small blobs of PVA glue into the scenery and, with a set of tweezers, plant the daffodils carefully.

Railway staff sporting short sleeves and waistcoats and passengers clad in lightweight clothing suggest that the layout is set in a temperate season, before the onset of high summer. GEORGE DENT



SPRINGTIME HUMANS

As well as getting the scenery looking suitably spring-like, it's also important to choose appropriately clad figures.

Heavy overcoats, hats and scarves are more suited to winter, while vests and shorts suit high summer.

Much depends on the layout's period, as fashions have changed drastically over the years. However, generally speaking, spring's fluctuating temperatures and frequent

showers makes the wearing of layers a practical proposition. Lighter fabrics and shorter-tailed jackets are the thing, and springtime fashions are often brighter than winter clothing. The more sensible people would be carrying an umbrella, just in case!

There's certainly plenty of choice from figure manufacturers, including Preiser, Dart Castings, Falcon Figures and Mike Pett, to name but a few.

Useful sources

Gaugemaster

Tel: 01903 884321

Web: www.gaugemaster.com

The Model Tree Shop

Tel: 01890 819 021

Web: www.themodeltreeshop.co.uk

WW Scenics

Web: www.wwscenics.co.uk



HOW TO

CHOOSE 5 GREAT TREES

Scenic expert **Peter Marriott** gives a root and branch selection of the best model trees on the market, and shows you how to improve their realism.

The production and retail of miniature trees is, if you'll pardon the pun, one of this hobby's growth areas. There are so many manufacturers out there offering such a huge choice that it's difficult to know where to start looking when you're ready to start developing the greenery on your layout.

Budget plastic trees can look quite toy-like but don't dismiss them; they're a cheap and effective way to bulk out a forest or wooded area towards the back of a layout. At the other end of the spectrum are the high-quality

specimen trees, which might set you back £50 but you only need to buy one or two for the foreground.

There are many manufacturers who sit neatly in the middle, with a good range of budget trees and an equally good range of economic specimens. All have roughly the same strengths and they will usually have the same weaknesses too.

Can't see the moulded plastic wood for the trees? Then worry no longer, because here is a selection of my top five trees that will suit almost any layout.

9 TIPS FOR BETTER TREES

- 1** Remember that trees are not all of the same size! You don't need to stick to your chosen scale to find the right tree for your layout: a 25cm model tree could represent a 40m tree in 'N', a 20m tree in 'OO' and an 11m tree in 'O'.
- 2** With this in mind, make sure that you plant trees of varying heights. An internet search will reveal which types grow tallest.
- 3** Vegetation is never uniform in colour. Pick trees that are slightly different shades to the rest of your scenery in order to inject a little variety into the landscape.
- 4** A really good, high-quality tree in the foreground will create the impression that the rest of the layout is just as detailed!
- 5** Plastic tree trunks are always too shiny and need to be toned down to reflect the shades of real, weathered, moss-covered wood. Either repaint the whole trunk or dry-brush on some subdued shades to improve the look.
- 6** Storms and high winds damage trees. Don't forget to model broken branches, fallen trees and stumps. Small twigs from your garden can be used to represent all of these things.
- 7** It's an easy thing to overlook but make sure that you study the types of tree that grow in the area you're modelling. The trees in a South Devon valley are very different to those that populate a Scottish mountainside.
- 8** You don't have to stick with off-the-shelf trees. There is an equally large range of kits - with metal or plastic trunks and branches - with which you can customise your own trees by covering them in suitable flocks or scatters.
- 9** People spend vast sums on getting the right locomotive or coach for their layout. Why not do the same with a tree? If there's nothing commercially available for the tree you want, there are plenty of tree builders out there who would be happy to build them for you.

MODEL 200mm Deciduous Tree, PL1079 ♦ Price £6.00 each

AVAILABILITY The Model Tree Shop, 4 David Hume View, Heathgrange, Chirnside, Duns TD11 3SX Tel: 01890 819021
Web: www.themodeltreeshop.co.uk

1. MODEL TREE SHOP

PETER'S CHOICE: 200mm DECIDUOUS TREE



Before: The model, fresh from the box.

The Model Tree Shop makes a huge range of trees from a number of different materials (plastic, brass etch and twisted wire).

My favourite is the 200mm Deciduous Tree, even though it has a few faults: the trunk is shiny plastic, the joins are too visible, the roots look unrealistic and the foliage is far too dense.

The reason why I like it is that with just a few minutes' work you can turn it into a really good-looking tree. What's more, it's an absolute bargain at just £6. With a bit of tinkering, you can turn it into a model of a real-life specimen that looks more expensive than it really was!

After: The Model Tree Shop's 200mm Deciduous Tree (P1079) after some work and planting.



STEP BY STEP



1

Pull away some of the foliage with your fingers to reveal the trunk and branches beneath.



2

Fill between the trunk and the main branches with Deluxe Materials' Create and Shape.



3

Use acrylic paints to blend in the Create and Shape and to tone down the trunk's shiny plastic finish.



4

Discard the moulded plastic root section - it isn't very realistic.

MODEL 165mm Premium Cherry Trees, 181190 ♦ Price £14.00 per pack
AVAILABILITY Gaugemaster Tel: 01903 884488
 Web: www.gaugemaster.com

2. FALLER

PETER'S CHOICE: PREMIUM CHERRY TREES

German manufacturer Faller is arguably best known in Britain for its huge range of plastic building kits and accessories. However, its Premium tree series is an often overlooked gem.

You can buy Premium trees in packs of two, three and five, depending on the type of tree and the size. The Premium collection includes horse chestnuts, pollard willows, rowans, maples, alders, ash and Lombardy poplars. The trees vary in height from eight to 20cm.

Premium products come nicely packaged and the trees are protected within plastic domes. All the products' packages are easily identified by the deep red background colour and the use of Faller Premium branding. I like the Premium Cherry Tree pack because you get two good-sized trees for not much money.

STEP BY STEP



1 Cut off the unrealistic base with a pair of sprue cutters.



2 Repaint the plastic trunk with acrylic paint.



3 Spray the tree with unscented hairspray and sprinkle on some additional foliage, such as Noch Leaves.



Faller's 181190 Premium Cherry Tree, fresh from the box but on a layout.



Faller's Premium Cherry Tree on a layout.

MODEL Gaugemaster Tree Pack, GM128 (8cm/12cm) ♦ Price £12.95
AVAILABILITY Gaugemaster Tel: 01903 884488
 Web: www.gaugemaster.com

3. GAUGEMASTER

PETER'S CHOICE: TREE PACK

Gaugemaster's range of deciduous trees is aimed at the budget end of the market, but they can be effective when used towards the rear of a layout. The trees are sold in packs of five or ten, of up to 12cm in height.

The trunks are moulded in plastic and finished in matt paint, but a bit of dry-brushing on the trunk brings out a little more of the moulded detail. The foliage is multicoloured, but it can be improved further by using a squirt of hairspray and a few more slightly different coloured leaves. Each tree works out at about £2 apiece. These are a really quick way to add background trees to an 'OO' gauge layout, or foreground trees in 'N'.

The tree straight out the box. At £2 per tree they're the cheapest in this round-up, but also the smallest.

STEP BY STEP



1 Using a flat paintbrush, gently drybrush a little grey acrylic paint onto the tree trunk.



2 All of the foliage is the same colour so paint some darker green to the underside of the leaves on the branches.



The completed tree after highlighting the texture on the trunk and painting the underside of the branches a darker shade of green.

MODEL Noch Chestnut Tree 19.5cm,
21800 ♦ Price £10.25 each

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

4. NOCH

PETER'S CHOICE: CHESTNUT TREE

Noch has dedicated 30 pages of its 2018 catalogue to its model trees, which range from its economy tree packs to the high-quality Profi models. The trees come well packaged and I have generally found their Profi trees to be almost 'plantable' straight out of the box. Sometimes the foliage colours are a little too bright, but this can be toned down by adding a thin sprinkling of different-coloured, more subdued leaf-effect scatter material. The trunks on the more expensive trees look very good, although the bases need to be cut off (a 30-second job). In this round-up I found the Noch trees to require the least work to bring them up to scratch.

Before: The 19.5cm Chestnut Tree straight out the box.



**STEP
BY
STEP**



There were some excess leaves on the branches and trunk which needed to be brushed off with a hard paintbrush.

After: The completed tree.



The tree came with a large base that needed to be removed. I used sprue cutters to reduce the size of the base, piece by piece. It is made from very tough plastic!



This is the trunk without any extra detailing. Of all the models examined here, it was the most realistic trunk out of the box and needed no attention, apart from chopping off the base.

MODEL Woodland Scenics 220mm Medium Green Tree, WTR1519 ♦ Price £18.50 for two

AVAILABILITY Invicta Model Rail, 130 Station Road, Sidcup, Kent DA15 7AB Tel: 0208 302 7774
Web: www.invictamodelrail.com

5. WOODLAND SCENICS

PETER'S CHOICE: MEDIUM GREEN TREES



Before: A Ready Made Realistic tree straight out the box.

The Woodland Scenics range of over 600 scenery products from the USA is well known in railway modelling circles. The firm's products are generally of good quality and provide an excellent scenic backdrop to our model railways. The Premium range is a little more expensive than the regular trees but they offer foreground-quality models. Many of the trees are suitable for the UK, including the Scottish Highlands, the Devon coast or London suburbs. Birch, sycamore, oak and poplar trees are common in the UK and these deciduous trees are ideal for UK layouts. Their Classic and Ready Made Realistic tree ranges provide a variety of good-looking trees (after a little work) at reasonable prices.

After: The Woodland Scenics Medium Green Tree on a layout.



STEP BY STEP



1

Pull away the base to reveal a useful 'plug' which you can use to plant the tree into the layout.



2

The bark is nicely textured but it's a little too shiny. Remove the mould lines and then tone it down with some suitable shades of acrylic paint.



3

Give the tree a good spray with some extra-hold hairspray.



4

With the hairspray still wet, sprinkle on some light green Noch leaves (Laub).

Olivia's Trains of Sheffield

'OO' Gauge UK DCC
Sound Specialists.



25a Mansfield Rd,
Intake, S12 2AE

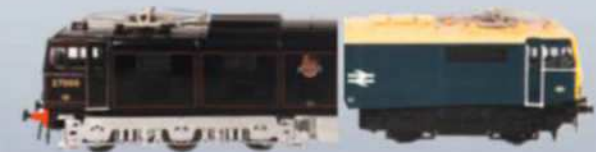
Extensive UK sound library utilising the Loksound decoders.

DCC/ Sound Fitting Whilst You Wait.



Heljan Class 58's Available Now.

Bachmann Class 66 111 Available Now!



Heljan EM2 Class 77 / EM1 Class 76 - Available Now.



Heljan "Falcon" 4 Versions.



Heljan "Kestrel" Available Now.



Dapol Class 73's
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HOW TO

MAKE TREES... FAST

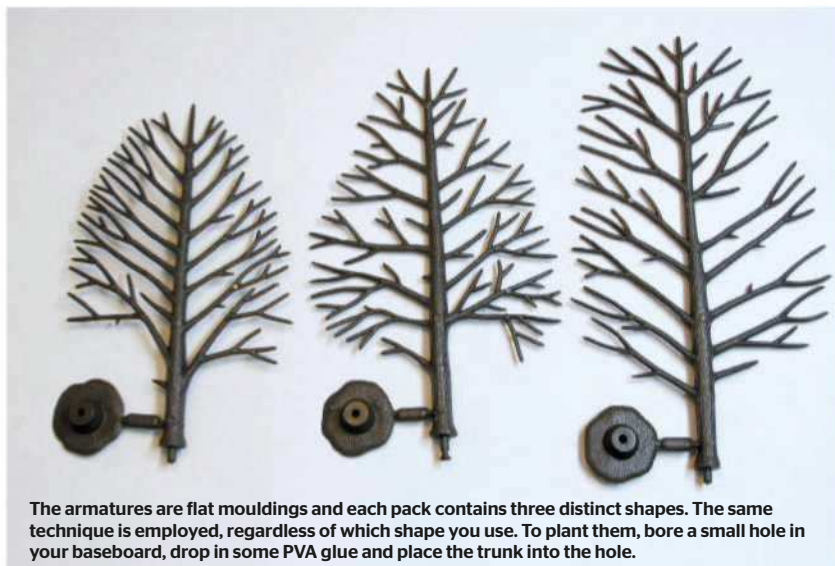
Need to create a lot of trees in a hurry? **Paul Marshall-Potter** knows a few shortcuts through the forest of options.

I needed to make a sizeable area of woodland for my new project 'Shelfie 2'. It depicts a loading dock and sidings set in a Northumberland woodland (somewhere near Guyzance). The yard is surrounded by woodland.

The fastest method that I've found to make trees is to use Woodland Scenics Deciduous Tree armatures for the core structure. These are relatively small, about 7-8in tall, so they don't overpower the scene. What they lack in height can be balanced against the fact that I can make a denser covering over a given area.

This technique is effective and quick for making a large number of trees. The key to getting a realistic overall effect is not to put too much foliage on the trees, otherwise you'll end up with something that looks like green candyfloss.

Go for colours and shades that will ensure your trees don't stand out, but instead look a natural part of the scenery.



The armatures are flat mouldings and each pack contains three distinct shapes. The same technique is employed, regardless of which shape you use. To plant them, bore a small hole in your baseboard, drop in some PVA glue and place the trunk into the hole.

Buying the fibre

I used a North American poly fibre product from Micro-Mark for the basis of the foliage. It's dark brown/black, which suits the colouring on the layout and scenery well and is far easier to blend into the foliage. I've found that Woodland Scenics' green poly fibre isn't as effective in this regard.

Micro-Mark Poly-Fiber used to be stocked by Model Junction of Slough but it isn't available in the UK anymore. You can order it from www.micromark.com/Black-Poly-Fiber-12-oz_2

There are several substitutes. You can buy postiche, which is used for wig-making (www.banburypostiche.co.uk). Peter Marriott has found that Finest-Filters replacement Aqua One Aquis 1200/1250 and 1000/1050 pond pump filter material works the same way (www.amazon.co.uk/Finest-Filters-AquaOne-AQUIS-White-Filter/dp/B007PFZ03A).

What you will need

SHOPPING LIST

- ◆ Woodland Scenics WTR1123 Deciduous Tree Armatures, £13.28 Availability: Osborn's Models Tel: 01237 423453 Web: www.osbornsmodels.com
- ◆ Peco Scene PSG-11 Layering Spray, £9.35 Availability: Osborn's Models Tel: 01237 423453 Web: www.osbornsmodels.com
- ◆ Halfords Plastic Primer Grey, £6.49; Matt Black, £7.99 Availability: Halfords stores or www.halfords.com
- ◆ Tamiya TATS48 Gunship Grey, £5.99 Availability: Hannants Tel: 02082 056697 Web: www.hannants.co.uk

Work over a sheet of A2-sized paper. This will allow you to collect and re-use any material that doesn't stick.

STEP BY STEP

1



The first job is to cut away the base from the tree. Clean the mould lines with a file, just as you would with any other plastic kit. Study photographs of real trees to form an idea of how you want your finished model to look.

2



The plastic is quite soft and pliable for twisting into shape. However, gently heating it with a hairdryer makes this job much easier and safer. Twist the armature into a three-dimensional tree shape.

3



To make each tree unique you can add or remove branches. To remove a branch, cut it away with a razor saw. To add a branch, remove one from a donor armature and twist it to your desired shape.

4



File a flat section into the trunk and fix the new branch using cyanoacrylate. Hold the branch in place and use an accelerator so the glue cures in seconds. You can then use cyano as a filler to blend the new branch with the trunk.

5



Your armature is ready for painting. Apply a mist of grey primer. This ensures that the trunk is no longer a solid block of colour. Add matt black and Gunship Grey to give a tonal variation across each tree trunk.

6



The trick with this technique is to use both fibre and leaf cover sparingly. Too much of either and the tree will lose that see-through quality. Tear off a small piece of fibre and tease it out into a fine, wispy section.

7



Drape the fibre over the ends of the branches that you want to cover. Glue it in place. Once the tree is covered, get your scatter materials ready.

8



Gently spray Peco glue across the tree, rotating it as you work. When it has an overall coating of glue, scatter the leaf materials across the tree and some will stick.

9



Gently shake the tree to remove any material that hasn't stuck and repeat the process until you are happy with the density of the foliage. Your tree is now ready for planting.

Scatter materials

When applying the fibre to the tree armature, I find it easier to start at the bottom and steadily work upwards. It's important to choose a leaf cover that matches what you've used on your layout. Go for colours that are quite muted, mixing autumn and winter ones. The foliage and grass also need to be consistent in the colour tones used. I made my own blend from four different manufacturers. If you want to copy my trees, you'll need the following:

- ◆ Woodland Scenics WT44 Burnt Grass Fine Turf, £3.17; WT45 Green Grass Fine Turf, £3.17
Availability: Osborn's Models Tel: 01237 423453
Web: www.osbornmodels.com

- ◆ Green Scene GS 131 Woodsorrel Green Fine Grade, £2.95; GS 132 Coppice Green Fine Grade, £2.95
Availability: Green Scene Tel: 01905 24298 Web: www.green-scenes.co.uk
- ◆ Woodland Scenics T44 Burnt Grass/T45 Green Grass
Availability: <http://woodlandscenics.com/show/category/FineTurf>
- ◆ Treemendus Mid-Summer Scatter (Medium and Fine), £3.00 each; Late Summer Scatter (Medium and Fine), £3.00 each
Availability: Treemendus Tel: 01619 732079
Web: www.treemendus-scenics.co.uk

What's next?

Paul's layout 'Shelfie' starred in MR215 (October 2015). If you missed it, you can order a copy by calling the Model Rail Back Issues Department on 01858 438884.



Even in a fairly dust-free environment, a layout needs going over with the vacuum a couple of times a year. A soft brush attachment and a lot of care are necessary for delicate features, such as Chris Leigh's timber trestle bridge.

HOW TO

SPRING-CLEAN YOUR LAYOUT

He's not the tidiest person in the world, but **Chris Leigh** has resolved to turn over a new leaf and start by organising his railway room and his layout.

I'm not a tidy or organised person. My colleagues, George, Chris and Richard are. But I lurch from one project to the next, often without pause for breath, never mind stopping to tidy up.

But there's no denying that a project goes more smoothly when you're organised, your workbench is clear and you know exactly where all your tools and materials are. Of course, the particular requirements of working for *Model Rail* produce pressures which other modellers don't have. I currently have no fewer than seven *Model Rail* projects in progress, plus a number of other projects which are not for the magazine and mostly concern my Canadian layout.

I suspect most modellers fit into one of two categories, either the 'neat and tidy' like my colleagues, or the 'untidy and disorganised', like me. One of the problems with being untidy and disorganised is that the amount of modelling 'kit' that one has grows exponentially. I noticed this as I built 'Polwyddelan', my 'OO' gauge Cornish harbour layout. As the need arose to find certain materials, accesso-

ries and scenic items, my experience varied. For instance, I have a storage drawer for boats and harbour-related items. This includes lots of Harburn Hamlet detail items, plus small details such as anchors, fairleads and bollards and lengths of chain and thread in varying sizes and colours to represent rope. As a consequence, the harbour construction and detailing was an easy and enjoyable job.

SCATTERED MATERIALS

On the other hand, my much larger collection of station parts, details and accessories is spread all over the place - some in my modelling room, some on the workbench, some outdoors in the shed.

I knew that I had such things as Ratio GWR spear fencing but when I came to need it I couldn't find it, so I bought more. A week later, guess what I found?

Multiply this across the vast range of 'OO' accessories and it is no wonder I have boxes and drawers full of the stuff, none of it organised. Well, I exaggerate slightly. I have organised my stocks of styrene sheet,

Evergreen and Plastruct styrene strip, decal sheets and brick paper so that I know what I've got and where it is. I only did this after years of frustration at not being able to find things when I needed them.

I have items for 'OO' British, 'HO' Canadian, and 'O' gauge British, and as readers of MR246 will know, I'm now venturing into 'N' gauge too. I try to keep all the items in their own scale-specific storage 'bins'.

I have organised my tools in a similar fashion as I have three toolboxes - one for cutting tools, files and drills, another for painting and finishing tools, and a third which is kept upstairs beside the layout so that I don't need to keep going up and down the stairs to fetch tools for routine maintenance, tracklaying, and for hanging up my latest railwayana purchase.

I do a lot of model making, but I suspect my output is nowhere near that of George Dent or Dave Lowery. I've seen their tidy workbenches. Mine is so cluttered that I can't use it, and I do most of my modelling on the dining room table. I eat meals on a tray, on my lap!

Making a start

My spring clean is going to be a marathon! I need to make a start and draw up a plan. Here are some random thoughts which I've tried to put into a logical order, because untidiness is a vicious circle and we have to break it somewhere.

- ◆ Create space.
- ◆ Eliminate heaps of stuff on the floor.
- ◆ Put things away after use.
- ◆ Create special storage where necessary.
- ◆ Remove extraneous models and tools from the layout.
- ◆ Dispose of surplus models and materials.



Time to tidy the layout. Some of these models have stood still long enough to gather dust!

DON'T HOARD!

Start a programme of repairs and finishing of incomplete parts of the layout. Have a deadline or, at least, a target date, for completion.

After that it is really just a case of biting the bullet and getting on with it. There are a couple of areas on my layout where I have yet to create the scenery, and these have become dumping grounds for models, tools and clutter. However, I soon found that once they were cleared up I had a much greater desire to get on with completing the scenery.

CREATING SPACE

I decided that I needed to create storage space. I have two large IKEA shelf units which are almost completely full. In order to temporarily store models and materials I obtained some stackable plastic storage boxes from B&Q. Rather bizarrely, these are sized by volume in litres, rather than showing their dimensions. I needed to look at them in order to decide which size I needed and I selected the 35l size, which measures 15in by 13in by 10in (internal) and is therefore large enough to take most Hornby or Bachmann boxes.

At the same time, I needed the crates to be small enough to lift single-handed ▶



It's all too easy to fill any free space on the layout with stock, tools and all those bits and pieces that don't really have a 'home'.

TOP TIP

These B&Q storage boxes are stackable and straight-sided. Storage crates with tapered sides makes them less easy to fill with boxed models. The size that I chose will accommodate the longest Hornby and Bachmann boxes.



If the top is bad, the low-level section is even worse. Seventeen BR coaches of my review sample test train get stored under here.



When preparing items for disposal I label boxes so that I don't have to keep opening them to remind myself what is inside.

when full, as I already have one such storage box which, when full of drawings and paperwork, I can't lift.

Provided they are not over-filled, these crates can be stacked with their lids on. I would not go above four crates high, however, and keep the heavier ones at the bottom.

DISPOSALS

At least one of these crates will be used for disposals. I already have a box of kits and other items obtained for projects but not assembled or used. I intend to have a clear-out of my models, particularly duplicates of locomotives. I also have some GWR locomotives and stock to sell for the widow of a former friend.

I tend to put disposals on eBay from time to time, but photographing, uploading, monitoring and then despatching them by post is quite a time-consuming job. To give you an up-to-date view of eBay sales, I put three models up for sale in March this year - an Airfix '14XX', a Lima 'Western' with Ultrascaple wheels, and a limited edition Lima Class 156. The old '14XX' did better than expected, at £26, but the two Lima models were disappointing. The limited edition realised less than £30 and the 'Western' hardly covered the original cost of its Ultrascaple wheelsets. On that basis I would suggest that disposing of unwanted models on eBay is a good way to free up space, but the money that you receive may not seem worth the effort.

TOP TIP

In railway modelling, the need for storage comes in all shapes and sizes. These plastic mini-drawer units, intended for small nuts and bolts, are ideal for all manner of small detail items and parts such as track pins and rail joiners. Labels are essential!



But, view it positively; at least you've created a little more shelf space.

Over several years I have sold a couple of dozen models this way, and only had one instance where an eBay purchaser failed to pay. I did not send the goods. I did lose out in the sense that I now have to pay again to re-advertise the model. There are alternatives. eBay has a system for reporting non-payments and you can take the next-highest bid, if there is one.

If you have enough models to make it worthwhile, try asking your local model railway club about having a second-hand sales table at their next exhibition. You will have to pay a charge, and you may get beaten down on price for anything you sell, but at least it is cash in hand.

At least two of Britain's major retailers, Hatton's and Rails of Sheffield, offer a simple purchase service for your unwanted locomotives and stock. All you have to do is list them, send in the list and then await the offer. Various other shops also buy used items - Trains4U in Peterborough accepts buildings and accessories as well as locomotives and stock, for instance.

FILLING A VACUUM

Once the clutter has been cleared it is inevitable that a certain amount of debris will be revealed. Even in the cleanest locations, there will be some dust in the atmosphere. In my layout gallery, which has laminate floors, there is no carpet or upholstery to create dust. Nevertheless, I find that smooth, flat areas such as roads and station platforms accumulate a very fine coating of dust after a while. I'm allergic to house dust, so this needs to be removed with minimal disturbance and I find a vacuum cleaner essential.

I use a Black & Decker rechargeable Dustbuster for small jobs around the layout. Its 'nozzle' is actually quite large and care is needed not to cause damage on the layout as the nozzle is rigid plastic. My weapon of choice is the household vacuum cleaner - an elderly Dyson - which

Shelves

This image is a typical example of my storage areas, and the creation of more space by disposing of some older, under-used locomotives and stock will require effort. This is mainly old Lima BR locomotives and European stock dating from a short-lived plan to build a Dutch-themed layout.



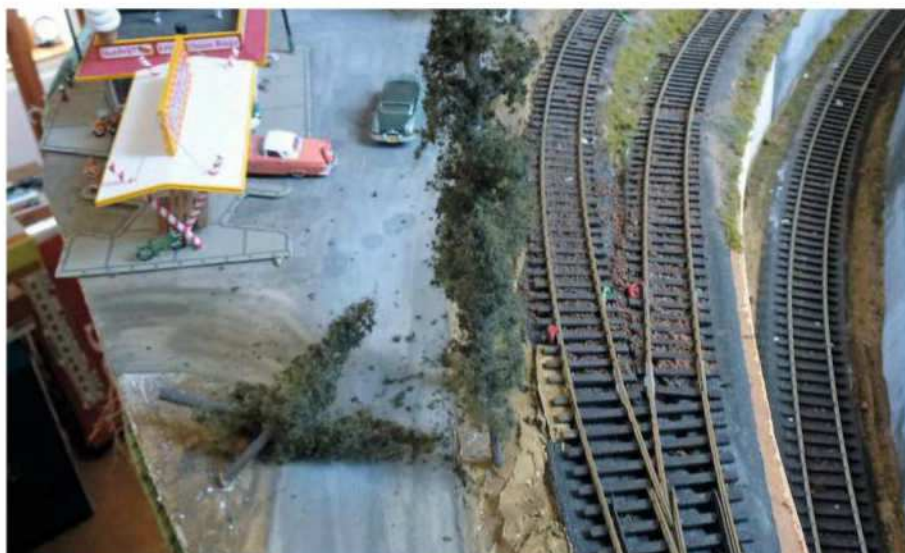
has a small brush-type nozzle attachment for its hose. The brush is quite soft and gentle on layout details, while the cleaner itself has enough suction to do a good job. I just need to be careful not to suck up loose figures or other details!

I did buy, on eBay, a very small battery-operated vacuum cleaner for use on the layout, primarily for tidying up scenic scatter and ballast, but it wasn't up to the job.

DAMAGE CONTROL

There's no better way to spot areas of the layout that need repairs than when you are cleaning it. As you vacuum, inch by inch, it's inevitable that you'll notice things which need fixing. Loose street signs and figures can be glued back in place but chipped scenery, or bald areas where the scatter is worn away, will also be highlighted. Make a note so you can attend to them later.

Among the issues that I spotted were:



When cleaning a layout, areas that need repairs soon come to light. Fallen trees, chipped scenery and spots where the scatter has worn away are typical examples of the problems encountered.



Small housefly bodies are a hazard on my layout. Their bodies are difficult to spot on the track and can easily cause a derailment.

- ◆ Loose low-relief buildings, one of which was falling over.
- ◆ Chipped-off bits of plaster, particularly from road surfaces.
- ◆ Several fallen trees.
- ◆ Incomplete or damaged platform surfaces.
- ◆ Damage to the vulnerable edges of the layout around the central operating space.

FOREIGN BODIES

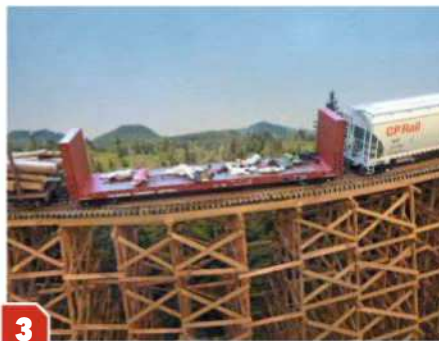
Depending on where your layout is situated, you may experience problems with 'visitors'. In garages and sheds there may be a problem with spiders or even mice, while lofts in older properties can harbour a nasty surprise in the form of wasps' nests. My particular problem is a type of common small housefly. I suspect an underlying reason for this is because of the rural surroundings, as I know other properties in the village also suffer from such insect incursions.



1 It doesn't look good and it doesn't do the layout any good. A clutter of locomotives and stock fill an unfinished corner of the layout - there's even a box on the track.



2 A tea tray is a useful means of carrying models and tools as they are cleared off the layout to a place where they can be sorted and put back in their boxes.



3 If you have younger family members who enjoy playing with your layout, you are likely to find some unlikely 'passengers' riding on any flat surface. Watch out for the ones that have fallen off, too.



4 Models which have been left standing on the layout for a prolonged period will have acquired a coat of fine dust. Brush this off with a soft brush before putting the model away in its box.

The flies seem attracted to light, bright, areas and my gallery, with its white ceiling and large skylights, seems to offer them the perfect environment to escape the autumn chill and come indoors to die. I find their corpses all over my layout but they are not easy to see on the track, so careful attention with the vacuum cleaner is the best way to ensure the track is clear.

Confederate soldiers can also be

a problem on my layout, together with zoo animals and various other loose figures! These are the result of my grandchildren's games, and my grandson in particular makes much use of the American Civil War figures which his dad and I cast many years ago. It does no harm to tidy them away once in a while, but I would never stop children playing with the layout. Modellers of the future should be encouraged!

Suck it and see



Black & Decker's Dustbuster is very handy. It needs to be left on charge when not in use, and if used with powdery materials, the filter will need frequent cleaning.



My weapon of choice for clean-up jobs on the layout is this brush attachment to the hose of the household vacuum cleaner. It has a soft brush and plenty of suction.



A cheap battery-operated mini-vacuum that I bought off eBay. I'm thinking of exchanging it for something more useful... like a chocolate teapot.



Thanks to the local housefly problem, I find that my track needs vacuuming a couple of times a year. Occasionally this may lead to the need for localised re-ballasting.

HOW TO

BUILD A WINDMILL

A purchase based on nostalgia and curiosity led **Chris Nevard** to build this 60-year-old kit.



MODEL Dapol C016 Windmill
♦ Price: RRP £7.91

AVAILABILITY
www.dapol.co.uk



I bought this kit at the Warley show last year. I was curious to see what a kit released around 60 years ago would be like, compared to modern standards. I've often eyed up Dapol's windmill kit over the years but have always dismissed it, thinking that it was little more than a toy.

What would a kit designed in the late 1950s be like to build today? Having discovered that the ex-Airfix kit is based on a real post mill, I could resist no longer. This plastic kit can now be found in the Dapol range, along with several other 'vintage' designs inherited from Airfix.

It's strange to think that this kit dates from a time when the steam locomotive reigned supreme on BR, but it still builds into a model suitable for 21st-century layouts. There is quite a bit of flash to remove because the moulds have aged, but the parts themselves are still lovely and crisp.

This bargain-priced model is highly recommended for rural layouts. I can already envisage it on a layout featuring *Model Rail*'s forthcoming 'J70'...

Factfile: Post mills



The post mill design dates back to the 1600s, if not before. The mill pivots on a central post which allows it to be manually rotated to face into the wind. Pitstone Mill in Hertfordshire (pictured), Saxtead Green in Suffolk, Outwood in Surrey and Rolvenden in Kent are fine examples of preserved post mills.

Post mills also offer an advantage to modellers - they're relatively small so they won't dominate even the most modest of layouts.

STEP
BY
STEP

1

The parts are supplied in a clear bag and are all easily recognisable. The exploded diagram instructions are easy to follow. Give the parts a wash in soapy water to remove any grease and allow them to dry thoroughly.

2

Be prepared to remove quite a bit of flash (liquid plastic that has escaped because the moulds are worn and don't sit flush together). Trim the bulk away with a knife or snips and then tidy the edges with files or sanding sticks.

Tools needed

- ◆ Self-healing cutting mat
- ◆ Scalpel or craft knife
- ◆ Needle file or sanding sticks

3

The window frames are quite thick so ignore the instructions and apply them from the inside to make them less prominent and more refined. Glaze with clear plastic film, or do as I did and leave the apertures empty.

4

If the rear door doesn't fit snugly in its aperture, don't worry. Take a sheet of plastic card, cut a piece that's a little bigger than the door and glue the two together. When cured, glue the plastic card to the inside wall.

5

Take two side pieces, hold them together and run some liquid solvent adhesive along the inside of the join. Repeat and then bring the two halves together to complete the structure. Allow enough time for the solvent to cure.

6

Fit the base doors, gluing them from the inside. Assemble the base in the same way as the main body. You might find a small 'lip' where the pieces meet. Wait until the glue has hardened and run a file or sanding stick over it.

7

Fit the floor piece to the main body and glue in place. Test-fit the body to the base but don't glue the plastic securing washer yet - waiting until after each section has been painted will make life a lot easier.

8

The next stage is to assemble the staircase, its handrail and the awning above the door. These moulded parts had quite a lot of flash on them, so take extra care because they're delicate and easily broken.

TOP
TIP

Touched the solvent and left a fingerprint in the plastic? Don't worry! Wait until the plastic has hardened, then tidy the blemish with a fine-grade file or sanding stick.



9

A real post mill has a beam that enables it to be turned into the wind. This part required a lot of flash to be removed but it's particularly fragile. Rather than break it, I decided to replace it completely using a wooden coffee stirrer.



10

Assemble the sails as per the instructions. They're secured with a small plastic pin that didn't look very robust. I used a thin metal screw instead, which gives the assembly a lot more strength.



11

When it comes to painting, my usual method is to mist on a blend of Halfords red and grey primers and a little matt black. This provides a good key for dry-brushing on the top coats.

What's the right colour?



I wanted my mill to look worn-out and derelict, unlike many of the preserved windmills you see today. I didn't want to use any heavy colours or tones, so I chose pale greys, creams and faded green (I use this on anything requiring a vintage look!).

For the brickwork around the base, I used Humbrol 70 and a little Humbrol 103. The conical roof was painted with Humbrol 27, with Humbrol 120 for the doors. The main body was painted in Humbrol 147, with a little Humbrol 27004 applied randomly to darken some areas, especially those in shade.

Don't worry if you cannot obtain these exact colours. They're only a personal choice and a rough guide; my best advice is to avoid any garish bright colours.



Painting - the Nevard way

You'll need to get down to your local Halfords and pick up some aerosols: matt black, red primer and grey primer.

Remember only to use aerosols outdoors and to wear a mask. It's also worth covering the hand that you'll be holding the model with - a plastic bag is ideal for this. From two to three feet away, mist on each colour in turn, allowing the previous colour to show through, and allowing each coat to dry. As a rule of thumb, spray the darker colours from below and the lighter ones from above.



Motorise or not?

It should be possible to motorise this model in order to add a bit of extra movement to a layout. I model the 1950s period, however, when most mills of this type would have been out of use - well, that's my excuse anyway for chickening out of motorising it!



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'USA' of the Month

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time than
'S160' 2-8-0
No. WD500 owing to the
availability of spare parts from
other 0-6-OTs in Britain and France.

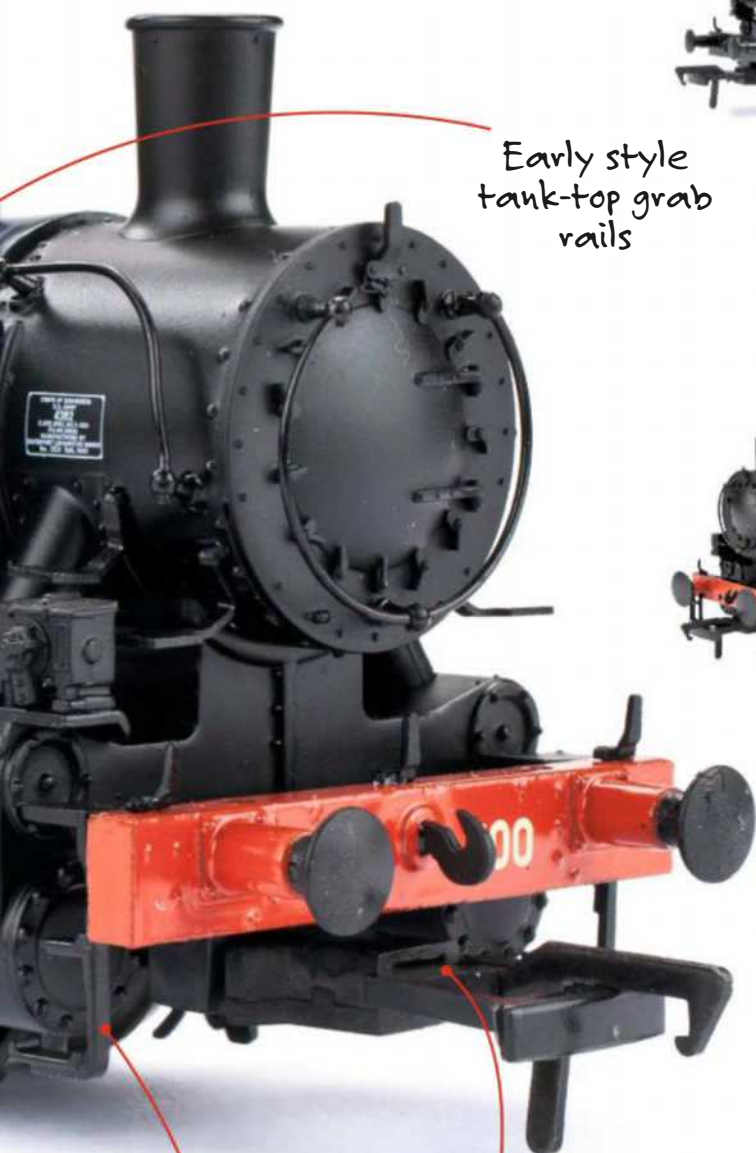
It found its niche training brakesmen and shunters in the days of National Service, working predominantly in Woolmer Yard, but it also did short runs with light loads. In its final week No. WD300 completed short runs between Longmoor and Oakhanger before being withdrawn on Saturday, September 27 1958.

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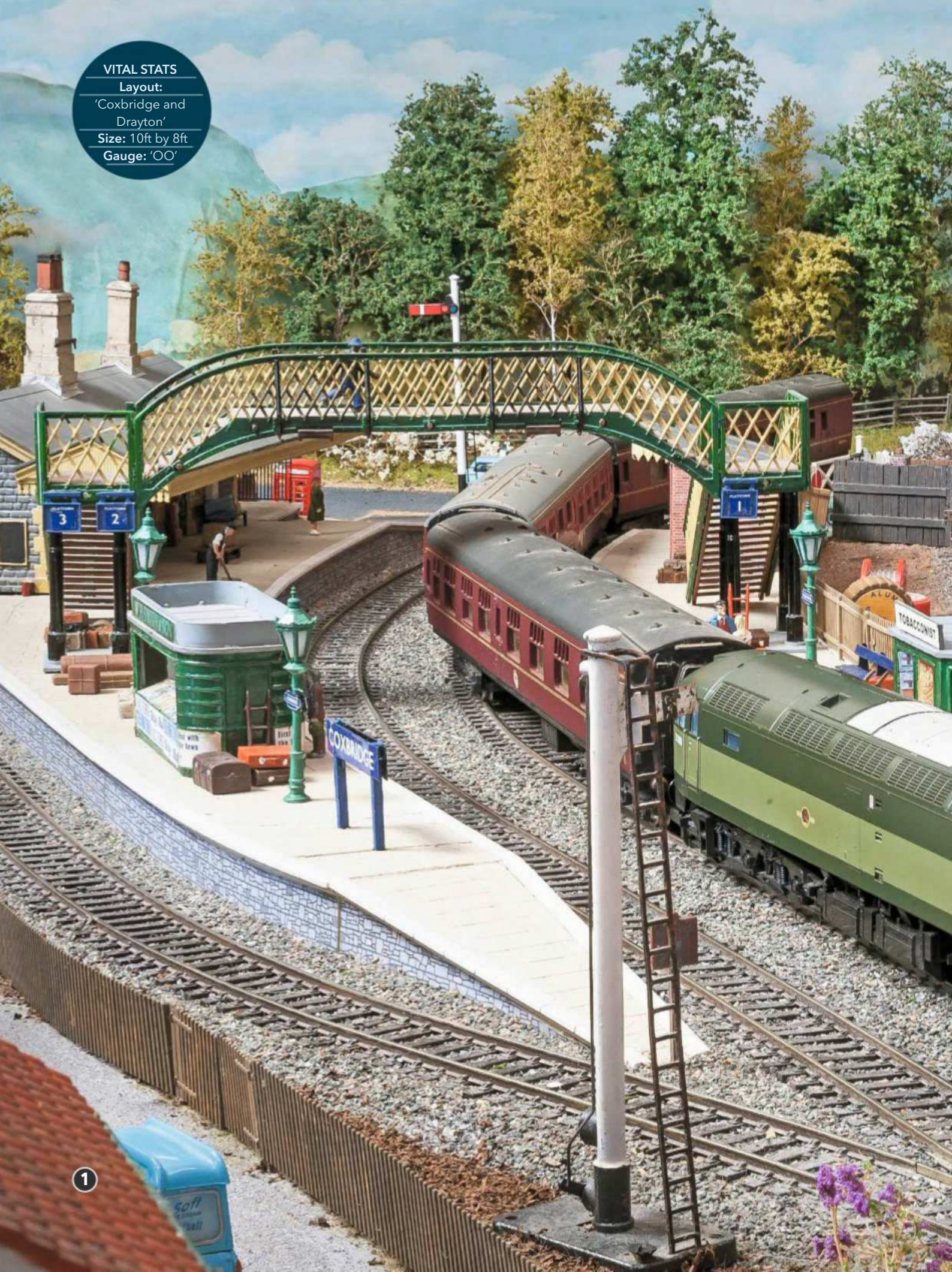
VITAL STATS

Layout:

'Coxbridge and
Drayton'

Size: 10ft by 8ft

Gauge: 'OO'



LAYOUT **COXBRIDGE AND DRAYTON**

Four in one

Like the Vivaldi of modelling, **John Yard** chose to depict all four seasons within one layout.

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





2 Left: With Christmas out of the way, the new projects can begin. Lets hope that it doesn't rain!

3 Whilst the children play in the road on the left, No. 45010 passes through Coxbridge station.

Creating a realistic weather setting is an important part of any layout. Making sure that one season looks correct can be a challenge, but John quadrupled his workload by covering all four!

John began by outlining some of the visual challenges of depicting such an ambitious layout.

He said: "I had to think about a lot more for each scene other than just the obvious sky and trees. I also had to consider the different shades of grass, people (how many of them there would be, and their attire), choose the correct plants for each season, pick appropriate seasonal activities, plus alternative backscenes, and then figure out how to achieve a phased transition throughout the year.

"The layout is a freelance design influenced by the Cambridge area and the Bletchley line. The baseboards are made from chipboard, with the higher level boards made out of Sundeala and plywood. I've used Peco Code 100 Streamline track on a base of cork and DCCconcepts' PowerBase to enable the trains to climb the 1-in-25 slope to the higher level terminus. I control the locomotives from my DCC Gaugemaster Prodigy, but prefer to operate the points and signals with analogue levers as a signalman."

Each of the seasons on John's layout blend together seamlessly, giving you a real sense of travelling through the year as you observe different sections of the railway. From the cold December evening at Drayton station to the bright summer's day in the village of Coxbridge, each section is different enough to be distinguishable but similar enough to create seamless transitions.

"With trees you must consider not only the leaf colour, but at what time of the year there are no leaves at all. The shade of green or brown on grass varies significantly throughout the year and it is important to mix more than one colour. You need to know which plants are appropriate for the time of year and the months in which they flower and grow. People wear different clothing at different times of the year, and the backscene has to reflect the season as well."

SPRING

"Spring is full of new life. In the river is a family of swans, and the riverbanks are covered with Gaugemaster's Spring Grass Mat, on top of which I've added some static grass. The plants, from K&M Countryside, are gorse, which flowers in April. It was trimmed and teased out to remove the blocky effect.

"The building site is protected from the railway line by a blackthorn hedge with white blossom. Across the railway is a wood of trees with suitably coloured leaves, but also one or two trees which have yet to sprout leaves. All leaves and blossom are from Green Scene. The backscene is from Peco. I made it years ago, before photographic backscenes were commonplace." ➤



“The riverbanks are covered with Gaugemaster’s Spring Grass Mat, on top of which I’ve added some static grass”

3 things we like



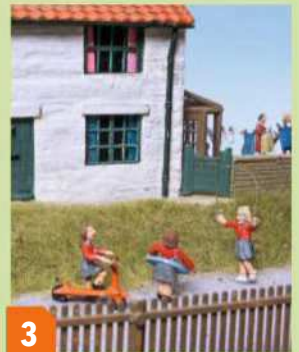
1

As a golfer, nothing beats being on the course in autumn.



2

Fishing and trainspotting at the same time. I wonder if he's caught anything?



3

These children at play add plenty of motion to the otherwise static scenery.

What makes this layout great?



Some modellers spend years perfecting just one season, let alone four! John has used subtle details to reinforce the more obvious seasonal changes, with a result that leaves you noticing extra little nuggets every time you look at it.

LAYOUT **COXBRIDGE AND DRAYTON**

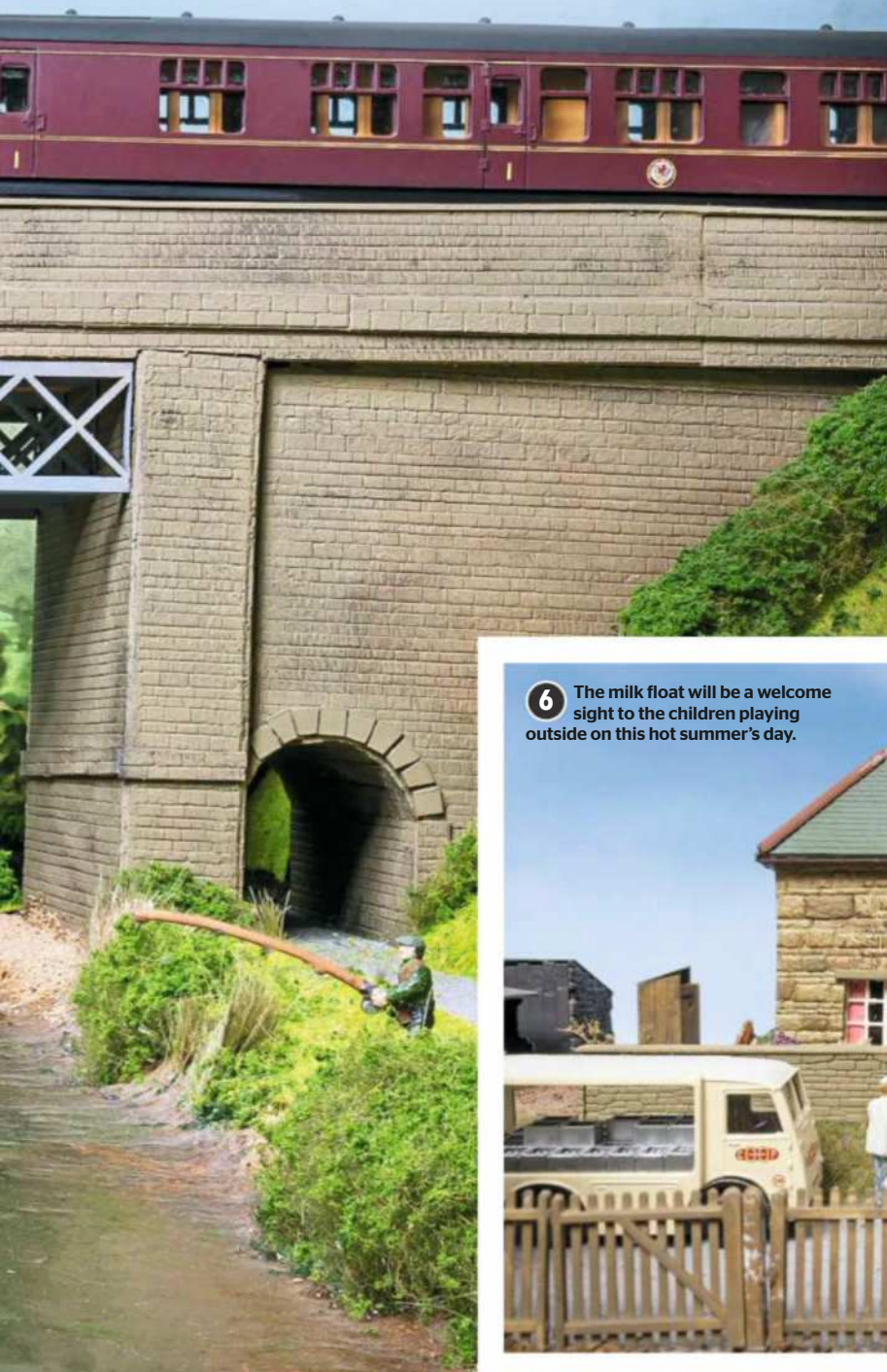
SUMMER

"The summer scene consists of Coxbridge. The grass is now a less bright green colour than it was in the spring and the trees are in full leaf. Residents' allotments and gardens are full of fruit, vegetables, flowers and climbing roses. The allotment is a mixture of off-the-shelf plants and scratchbuilt items made out of string and tissue. Buddleia plants are a common sight by the railway, which I have imitated here. People are dressed in light clothes, children are playing in the street. The ice cream van is parked and doing good business. Coxbridge signal box has its windows open and customers are sitting out in the pub garden." ►

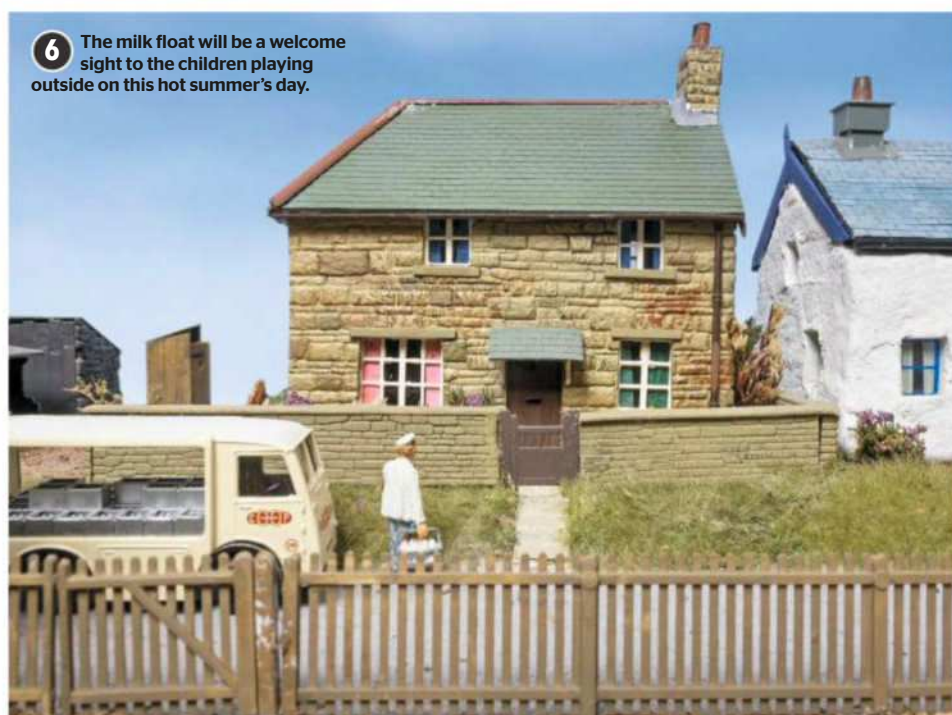
4 Immersed in his pastime, the fisherman is oblivious to the Class 47 passing overhead.



“The baseboards are made from chipboard, with the higher level boards made out of Sundeala and plywood”



5 The allotments are in full bloom during the summer with food and flowers that will be ready to be harvested later in the year.



6 The milk float will be a welcome sight to the children playing outside on this hot summer's day.

AUTUMN

Nearer the golf course the year moves on to September, and John reckons that this may well be the hardest season of all to model effectively.

"The cottage has an apple tree with ripening fruit, but I added some green paint to the red apples to give a more realistic effect. The Wills greenhouse has been cleared and logs are stored in the shed ready for the cold weather. Over the road the farmer is ploughing the stubble, followed by some grateful seagulls. The half of the field that's been ploughed is corrugated cardboard painted brown and covered in dried tea leaves (I use them a lot to model earth and soil). The other half, which is still stubble, is made from 2mm straw-coloured static grass. In the barn at the farm is the stored harvest, which is made out of a carved polystyrene block covered in straw-coloured static grass.

"The golf course in the corner of the layout is in full autumn colours, replicating October and November. The trees are made from seafoam and covered in brown and yellow leaves, with some scattered around on the ground. The backscene is a Gaugemaster Valley photographic backscene, which I thought was suitable for autumn due to many of the trees and bushes having no leaves and the yellowing grass in the foreground. I've also used computer printouts to achieve a 3D effect. In the future I'm going to try to simulate frost on this side of the layout by spraying it lightly with white and light grey paint."



7 Hopefully the golfers don't put too much mustard on their approach shots or the Class 37 might end up with dents in it!



WINTER

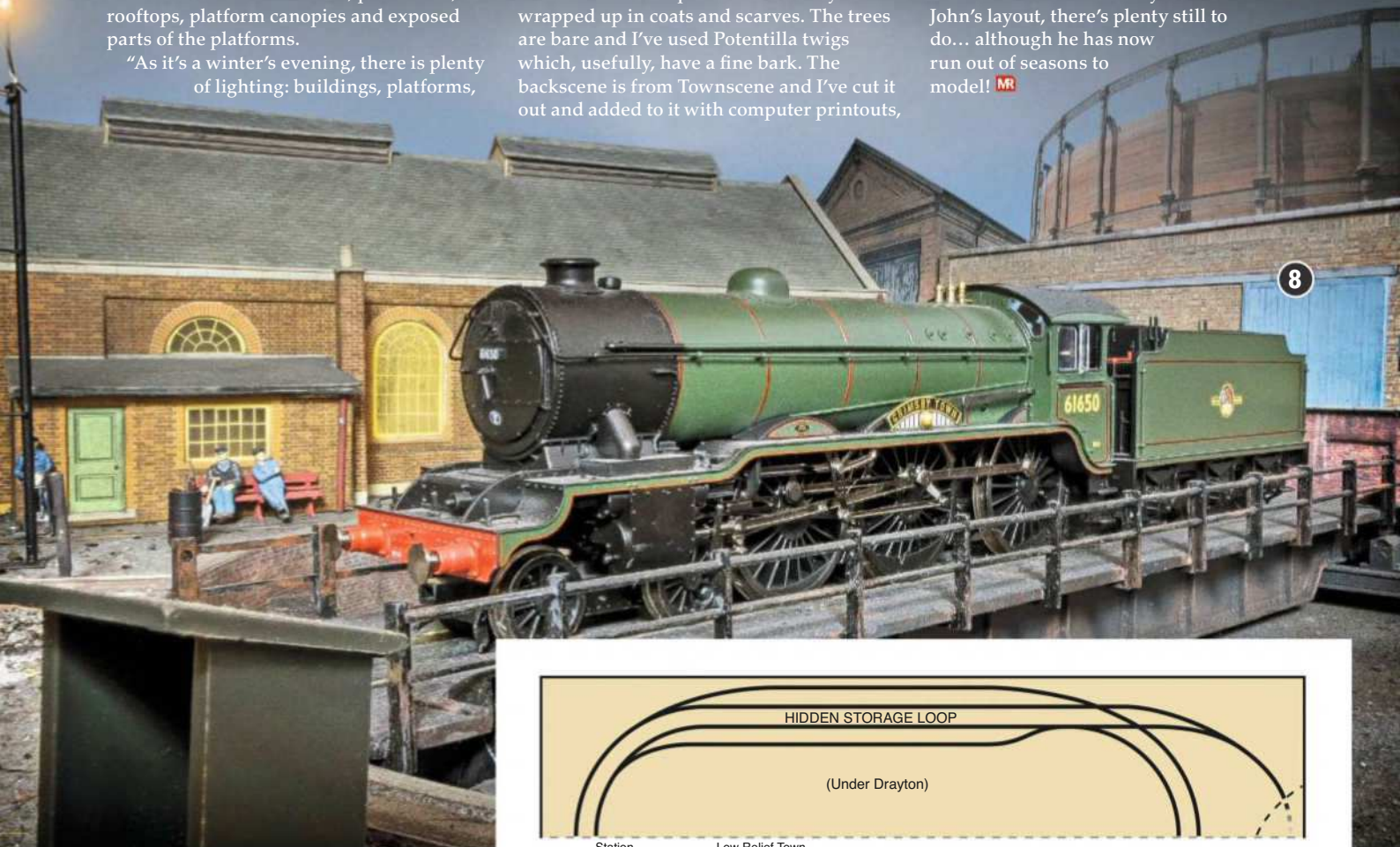
"Finally, the high-level terminus Drayton is set on a winter's evening. I have simulated moonlight with a row of blue LEDs under the overhead shelf. Somewhat traditional for a winter's night, I've set it just after a rainstorm, which is achieved by painting satin varnish over the roads, pavements, rooftops, platform canopies and exposed parts of the platforms.

"As it's a winter's evening, there is plenty of lighting: buildings, platforms,

streets, buffers, yard lights, a diesel fuelling point and Belisha beacons. The lights are amber and warm white to create the correct effect for the 'late crest' era. The locomotive drivers are gathered around a brazier at the engine sheds. There are a few people in the streets and on the platforms but they are wrapped up in coats and scarves. The trees are bare and I've used *Potentilla* twigs which, usefully, have a fine bark. The backscene is from Townscene and I've cut it out and added to it with computer printouts,

trying to achieve a 3D effect similar to Paul Bambrick's methods. The sky is grey instead of blue and it is my intention in the future to introduce light snowfall."

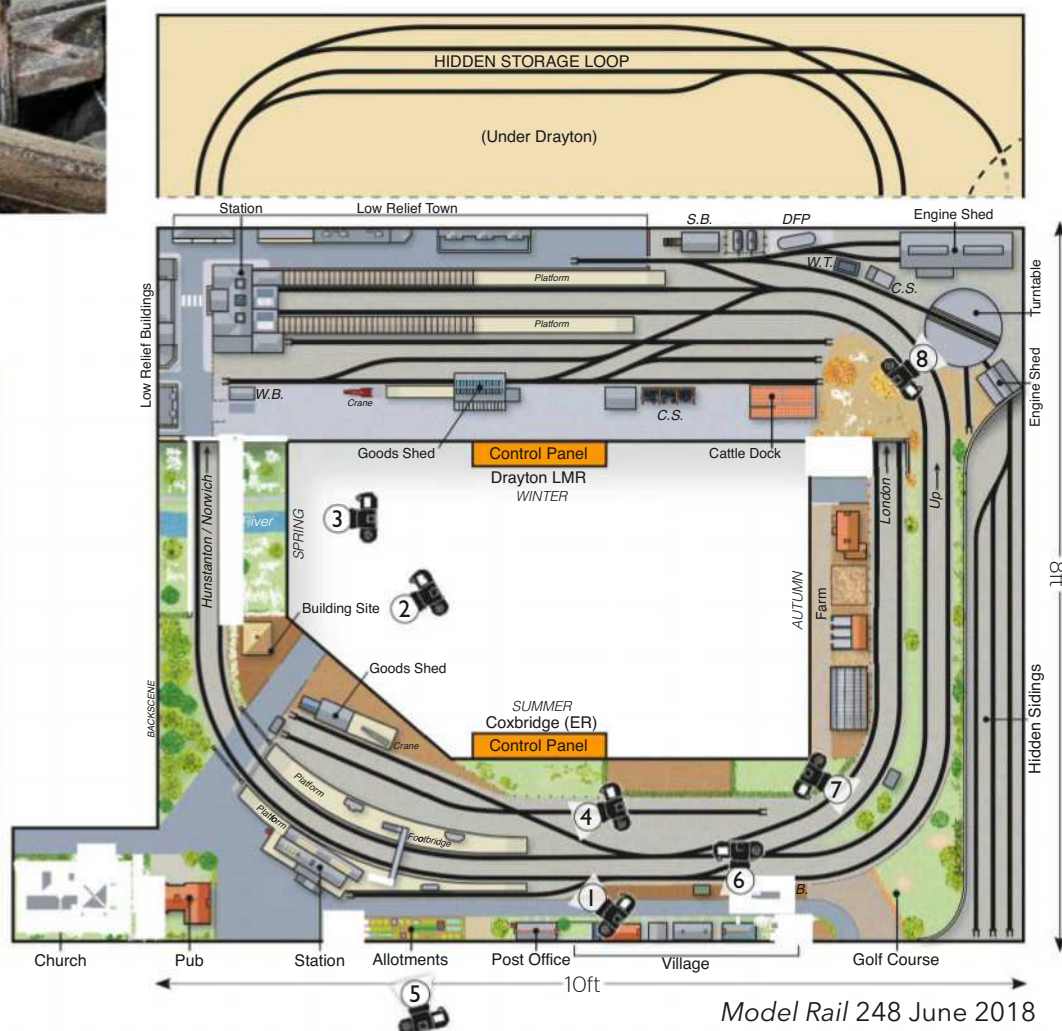
With more detailing and an extension of the Coxbridge bay platform to form a branch line to the coast yet to come on John's layout, there's plenty still to do... although he has now run out of seasons to model! **MR**



8 One of 24 'B17s' to be named after football clubs, *Grimsby Town* is turned on the turntable prior to servicing.

MODELLER CV: JOHN YARD

"My initial enthusiasm for model railways began when I saw one of my friend's father's layouts. This was followed by me receiving a Tri-ang train set for Christmas, when I was seven. I went to a school in Cambridge that backed onto a railway line, but it's taken me since then to complete a layout."



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George Dent
MR's Deputy Editor
harbours a dream of
founding a retirement
home for sheep.



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



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MR's resident scenery
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SPRINGTIME IN THE FIELDS

If your layout is set amidst grazing land, populating the fields with sheep and lambs is a great way of portraying an archetypal spring landscape. **GEORGE DENT** offers tips on improving your miniature sheep.

Spring is easily my favourite season. There's real excitement in watching the barren winter landscape being swept away. Empty trees begin budding, primroses and daffodils bring colour and the meadows come alive with rabbits and other wild animals who have been laying low during the colder months.

The arrival of the first lambs is also thrilling. Having watched my sheep neighbours growing larger by the week, the appearance of new bundles of fleece each day is a real treat – and no doubt a great relief for the ewes.

The sight and sound of sprightly, gambolling lambs is certainly life-affirming. Farmers may plan for lambing between February and May, depending on the region, breed, or farming processes, but the presence of lambs is one of the simplest means of placing a model railway within the spring season, especially when backed up with the appropriate flora.

As modellers, we can benefit from looking a bit closer at the woolly animals in our midst. Lambs invariably appear cleaner and brighter than their mothers and may mirror certain features, such as black faces and legs on an otherwise pale body. Also, while lambs tend to follow their mothers

around for the first week or so, they soon find the confidence to congregate with groups of other lambs, even appearing to 'play' together.

Another useful bit of sheep trivia concerns their tendency, when grazing or resting, to martial themselves in such a way that individual members are facing every direction. Some ewes instinctively take on the role of sentinel, warning their comrades of impending danger – or announcing that the farmer is arriving with **fresh feed!**



Above: The sight of ewes and their lambs is an idyllic aspect of springtime. **GEORGE DENT**

Placing lambs in a field with sheep is a simple way of suggesting that a layout is set in the springtime. **GEORGE DENT**



How to: Create lifelike miniature sheep



1 While this set of 'O' gauge sheep from Langley Models has been finely cast, there are still a few areas of excess metal to be carefully filed away, especially on the animals' backs and legs. Use the point of a blade to reinstate any missing surface relief in the fleece.



2 Temporarily fix the sheep with a tiny drop of cyanoacrylate glue to a block of wood, using the cast mounting lugs where provided, drilling suitable holes. A few light coats of white primer, preferably from an aerosol, can then follow. Be sure to wear a face mask.



3 When the primer is fully dry, build up a few coats of the desired colours. Combine several similar shades on a palette in order to create an authentic appearance rather than a 'flat' colour. Pick out ears, faces and hooves in contrasting shades, adding subtle variety to your 'flock'.



60 mins



PRODUCT: Langley Models assorted sheep, 'O' gauge (ref. L20). **PRICE:** £8.65 plus p&p.

Right: Farmers often use dyes to mark their flocks, while numerals or symbols help to match ewes with their offspring. GEORGE DENT



4

Leave the paint to dry overnight before coating the sheep with weathering washes. I used a brown shade for the lower areas and neutral – a grey shade – for the upper body, allowing them to blend into each other. Dab away any excess with a cotton swab.



5

Once the wash layers have dried, we can add any colour identifying marks or numbers. Blue, red and green are popular colours, usually applied in real life with aerosol dyes, so the colours need to appear diffuse. A stippling action, with only a trace of paint, can be effective.



Above: Sheep come in many colours, with different breeds prevalent in certain areas. The Herdwick is a hardy breed popular in upland areas. GEORGE DENT

AVAILABILITY: Langley Models **Tel:** 01293 516329 **Web:** www.langley-models.co.uk

TOP TIP

OIL & WATER: Using enamel weathering washes over water-based acrylic paints avoids the risk of the underlying finish being affected by oil-based thinners.

Technique of the month

DIY chain link fencing

Maquett, an innovative Dutch brand, offers some highly useful plastic sheet, tube, rod and sections, as well as a number of other useful aids for scratchbuilders. Sheets of PVC mesh are a great example, allowing for the creation of fencing or grilles. Unlike metal mesh, Maquett's flexible plastic version can be cut with scissors and bonded easily with poly cement, cyano glue or impact adhesive.

Distributed in the UK by Albion Alloys, it's available from model shops and online outlets.

See www.albionhobbies.com or call 01202 511232 for more details. (GD)



Maquett offers a choice of straight or diagonal PVC mesh patterns. With gaps of 1.2mm, the mesh looks at home on either 4mm or 7mm scale layouts and is supplied in A4-sized sheets.



Strong poly cement is required to bond the PVC mesh to styrene, such as Mr Hobby's Mr Cement S. The long tail end of each fence post will permit a more secure bond into the baseboard.



The fence was left to set overnight before spray-painting with an aerosol. When dry, the posts were fixed into holes drilled into the baseboard.



Dried hawthorn twigs make for lifelike wagon loads in 'OO'. GEORGE DENT

CREATE REALISTIC LOG LOADS



I'm thinking of using real twigs to recreate wagon loads of tree trunks, chained to LMS bogie bolster wagons. I assume that I'd need to dry them out first. How do I do it? Mark Walters, Twickenham

George says: There's nothing quite as lifelike as real materials, especially when portraying natural elements like wood or stone. I've used hawthorn twigs and branches to create realistic wagon loads for modern and steam-era vehicles, as the colour and texture of the bark looks at home in a small-scale setting.

Much depends on the bush or hedge that you have access to, but hawthorn branches tend to run fairly straight, which is helpful, although the presence of thorns demands careful handling. A sharp set of secateurs is essential for achieving clean cuts.

Drying the twigs is essential. First, cut the wood into rough lengths appropriate for your wagons and then leave them somewhere warm and dry, such as an airing cupboard or window ledge. Do not wrap them or place them in a container, as air needs to circulate around them to prevent mould growth. It will



take a few weeks for them to dry this way, but the risk of cracking is greatly reduced. Baking in an oven, on a very low setting, is possible, but not something I'd recommend, not least because of the risk of the wood catching fire!

Fine brass wire can be used to secure the logs on steam-era wagons. Choose a pre-blackened chain, or paint them *in situ* to tone down the bright appearance. Chain is available from Langley Models.

Web: www.langley-models.co.uk

DETAILS FOR 'OO' GAUGE LORRIES



Does anybody produce a detailing kit for 4mm scale lorries?

Gerald Morton, Staffs

George says: Langley Models offers a handy pack of etched brass details, including wing mirrors, footsteps, registration plates and warning signs, with each pack including enough to treat several vehicles. Automobilia (based in Germany) also produces etched details for 'HO' cars and lorries, featuring windscreen wipers, door handles and mirrors.

Web: www.langley-models.co.uk
www.automobilia.de





PLANT RIDGE AND FURROW CROPS



How can I create a realistic ploughed field, complete with crops?

Mark Hunter, by e-mail

Dave says: Layouts aren't all about tracks and trains - the scenery is an equally important element. Central to the foreground of my 'P4' layout, 'Bevet', is a crop field. This was created with a piece of finely corrugated paper, painted in earthy-toned watercolours before installation.

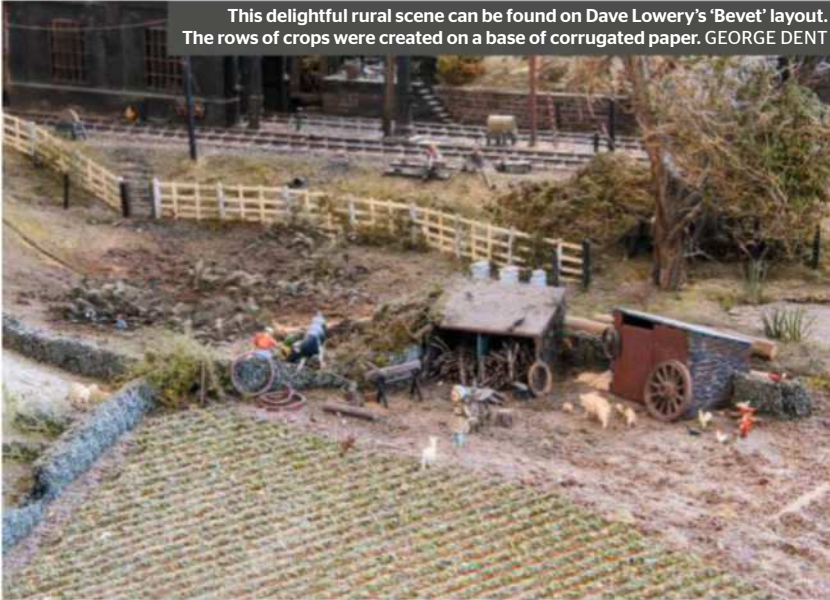
Once dry, a thin coat of PVA glue was spread along the ridges, before green-coloured flock powder was sprinkled over. When this layer had dried, the surface was

re-coated with glue and a further layer of flock was added.

The process can be repeated, tailoring the amount of layers and flock colour to suit your desired crop. Allow the whole thing to dry overnight before laying your crop field onto a bed of PVA, fixing randomly shaped pieces of card - of various thicknesses - between the baseboard and the crop layer. This will create a realistically uneven surface and avoid a flat, uniform appearance.

Finally, blend the crops with the surrounding land with a thin coat of plaster, covered with a light sprinkling of scenic flock.

This delightful rural scene can be found on Dave Lowery's 'Bevet' layout. The rows of crops were created on a base of corrugated paper. GEORGE DENT



Rust in a pot...

New from Spanish weathering experts MIG is a range of high-quality oil-based paints contained within handy plastic jars, complete with built-in, high-precision brushes. The Oilbrusher paints are ready-diluted to optimum viscosity for applying by hand and the design of the pots reduces the risk of the paints drying out.

A wide variety of weathering shades is on offer, with pots available individually or in triple packs for better value. The

Rust Tones pack is especially useful, containing Rust, Red Primer and Dark Brown shades. Similar to cosmetic applicators, the built-in brush emerges from the pot with just the right amount of paint on the bristles and the fine tip allows for fine patches or streak effects to be created. The paint can be manipulated or removed with white spirit or oil paint thinners.

Price: £10.49 per three-pack

Web: www.scalemodelshop.co.uk



PROTOTYPE INSPIRATION

PATCHWORK OBA

Fulfilling BR's need for a general-purpose open wagon, a fleet of 800 air-braked vehicles was built during the late 1970s.

Similar to a preceding design (OAA), the OBAs boasted a 32T capacity and featured four sets of drop-down doors on each side. Steel ends, lined internally with plywood, stood slightly higher than the sides, with some batches having the ends extended further to help with the transit of certain cargoes.

Commonly employed for brick, concrete block, pipe, roof tile, newsprint and metals traffic, many were later cascaded into Departmental use, lasting well into the privatisation era. In later years survivors wore a cornucopia of colours, as liveries faded and timbers were replaced with unpainted or recycled material, providing an interesting modelling challenge.

Models are available from Bachmann ('OO') and Graham Farish ('N').



Above: Showing traces of several liveries, OBA 110700 stands at Mossend Yard in August 2003. TOM SMITH

HOW DO I CONVERT MY 'USA' TANK TO DCC?



Is it easy to convert *Model Rail's* 'USA' O-6-OT to DCC control? Is the body easy to remove and what are the

extra bits in the bag?

Bob White, by e-mail.

Chris Leigh says: *Model Rail's* 'USA' O-6-OT is manufactured by Bachmann and comes with that firm's new-style, comprehensive instruction sheet, which should answer all of your questions. You will need to remove the bodyshell in order to access the DCC socket, but this simply involves removing two small crosshead screws.

As the instruction sheet illustrates, the screw beneath the cab end is accessed by removing the coupling and mounting socket first. This can be achieved with a small flat screwdriver blade inserted horizontally between the top of the coupling and the chassis. A gentle prising action will lift the coupling socket out of its recess, revealing the screw.

With the screws removed, the body can be lifted straight off the chassis. The main circuit board stands vertically, in front of the motor, and a small horizontal blanking plug is pre-fitted into the six-pin DCC socket. This needs to be pulled out and a suitable decoder slotted in its place.

However, before any DCC conversion, you should check that the model runs correctly on an analogue layout or test track.

You'll need a Bachmann 36-568 six-pin decoder and be sure to check that Pin 1 lines up with the corresponding number on the socket. Push it home carefully so as not to distort the connector pins.

Before reassembling the model, give the chassis a thorough test run on a DCC-equipped layout. When happy, re-fit the body and screws, pushing the cab-end coupling back into its socket.

There have been questions about the plate supplied with some of the SR and BR-liveried models. This was hinged and dropped down to enable easier cleaning out of the smokebox. You can glue it in place either up or down.

Brake and steam-heating pipes are also supplied with SR and BR models, for fitting into pre-formed holes in the bufferbeams. The instruction sheet shows where these fit and a drop of liquid polystyrene adhesive will secure them in place.

What you will need

- ◆ Bachmann 36-568 decoder
- Availability:** Bachmann stockists www.bachmann.co.uk



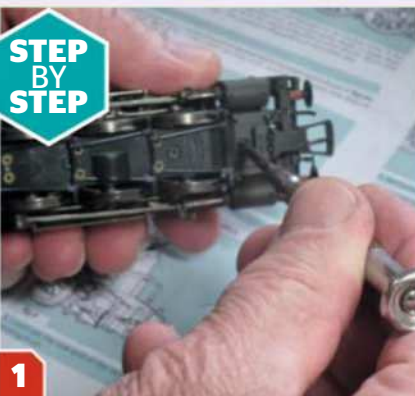
Like most DCC-ready RTR models, *Model Rail's* exclusive 'USA' O-6-OTs are simple to convert to DCC. GEORGE DENT

00
GAUGE

30
mins



STEP
BY
STEP



1

Two screws must be removed in order to release the bodyshell, one between the cylinders and the other beneath the cab. The latter is revealed by lifting out the cab end coupling and its mounting socket.



2

Gently pull the blanking plate (the green horizontal circuit board) away from its socket. Take care not to distort the sharp pins and keep the socket safe in case you need to replace it at a later date.



3

The six-pin decoder fits horizontally into the same socket. Ensure Pin 1 of the decoder slots into the corresponding hole on the circuit board, as shown on the instructions.



4

Once the decoder is fitted the chassis can be tested on a DCC-equipped layout before re-fitting the bodyshell, checking that all of the functions operate correctly.



The perils of rushing a job: George forgot to clean a couple of soldered joints of excess acid-based flux, leading to corroded masts and wires. An acid-free flux (below) is a safer option.

AVOID RUSTY OVERHEAD LINES



I was impressed by Peter Marriott's new layout in MR246, although the catenary system wasn't mentioned. Has

Model Rail tested the Peco catenary system yet? I'm tempted to try it, but am worried about the need to solder the wires.
Paul Craven, by e-mail.

George says: Peter used Peco catenary for much of his layout, but has also employed elements of the Viessmann and Electrotren ranges. And yes, we tested the Peco catenary system extensively in 2016, with a full installation demo featuring in MR225 (call 01858 438884 to order a back issue).

I really enjoyed installing the Peco system and, although it took a little time to assemble the first few sections, work soon speeded up as familiarity with the components developed.

Soldering is not essential for the overhead wires if they're to be for cosmetic use only (with pantographs posed at a fixed height, avoiding contact with the wires). Indeed, Peter employed Woodland Scenics' Scenic Glue on his catenary, making it easier to remove or replace in future.

However, I decided to solder the wires on my diorama, which produced a surprisingly sturdy network of wires. The soldering process was fairly straightforward, ensuring that the iron was hot, the surfaces clean and an effective flux employed. I used DCCcon-

cepts' acid-free Sapphire flux in the main. However, for the first couple of bonds, I tried an acid-based flux paste, thinking that the thicker medium would cling to the wires more effectively. In the end, the liquid Sapphire flux worked just fine but I must have forgotten to clean up the other soldered joints of excess flux.

The result? A thick layer of corrosion on the registration and cantilever arms of the masts and the overhead wires. This only manifested itself a few months later, after the layout had been stored in the garage over winter.

Any *in situ* repairs are likely to be fiddly, so I'm more inclined to replace the affected masts and wire sections, taking care to use the Sapphire no-clean flux this time.

Web: www.dccconcepts.com



Tool of the month

Keep your files in order

This useful circular pad is intended for cleaning a range of abrasives, helping to keep them working effectively.

Produced by Albion Alloys, the pad is formed from a tough, waxy material and is designed for removing traces of plastic, wood, resin and metal debris.

Simply draw the abrasives across the face of the disc to clean the working surfaces and extend the life of sanding sticks, pads and sheets.

The disc is equally effective on files of all shapes and sizes, especially modellers' needle files, quickly unclogging the serrated faces and capturing the dust and debris.

This is an essential addition to any modeller's toolbox, and the 50mm diameter pad will last for years. The surface can be cleaned with a stiff brush or rinsed in clean water.



Product: Abrasive cleaning disc
Availability: Wonderland Models

Price: £6.99

Tel: 0131 229 6428

Web: www.wonderlandmodels.com



THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

'Badgers Mount'

At the buffers: Outer terminal platforms and sidings suit an abundance of weeds and ferns, along with an array of warning lights and other period-specific adornments.



2

'Mortomley'

Scrapyard finds of the future: In the years to come, perhaps this trio of discarded vehicles will be salvaged and restored by a classic car enthusiast?



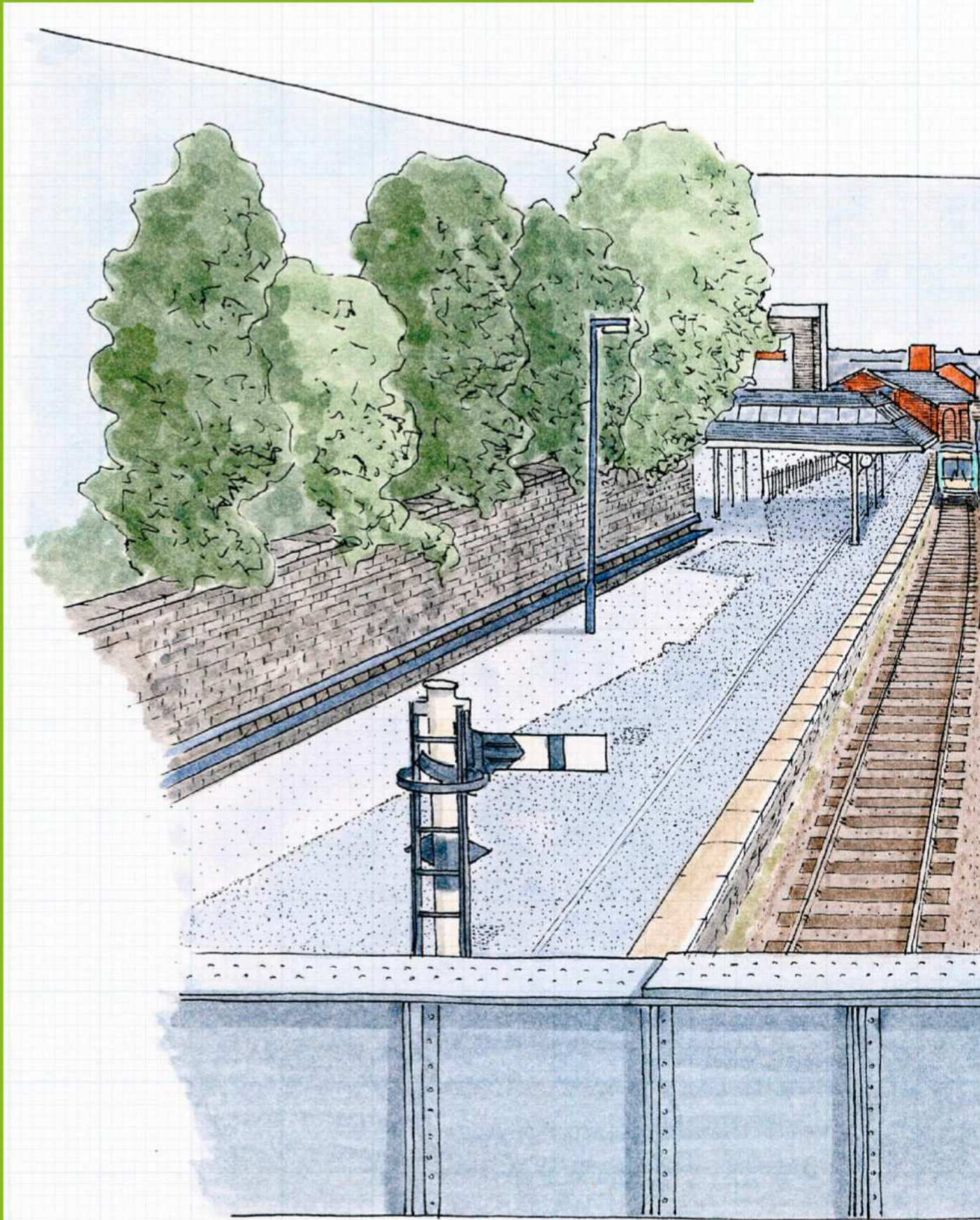
3

'Ledleigh Depot'

Snack shack with a view: Who can resist the smell of fried onions wafting on the breeze? And with a view of a locomotive depot, who could ask for more?

Masterplan Seaside attractions

Six trackplans to get you thinking in three dimensions



HOLIDAY haunts

Paul A. Lunn composes layout concepts that evoke his holiday memories of the '50s and '60s.

Artwork: **Paul A. Lunn** Photography: **Paul A. Lunn Collection**

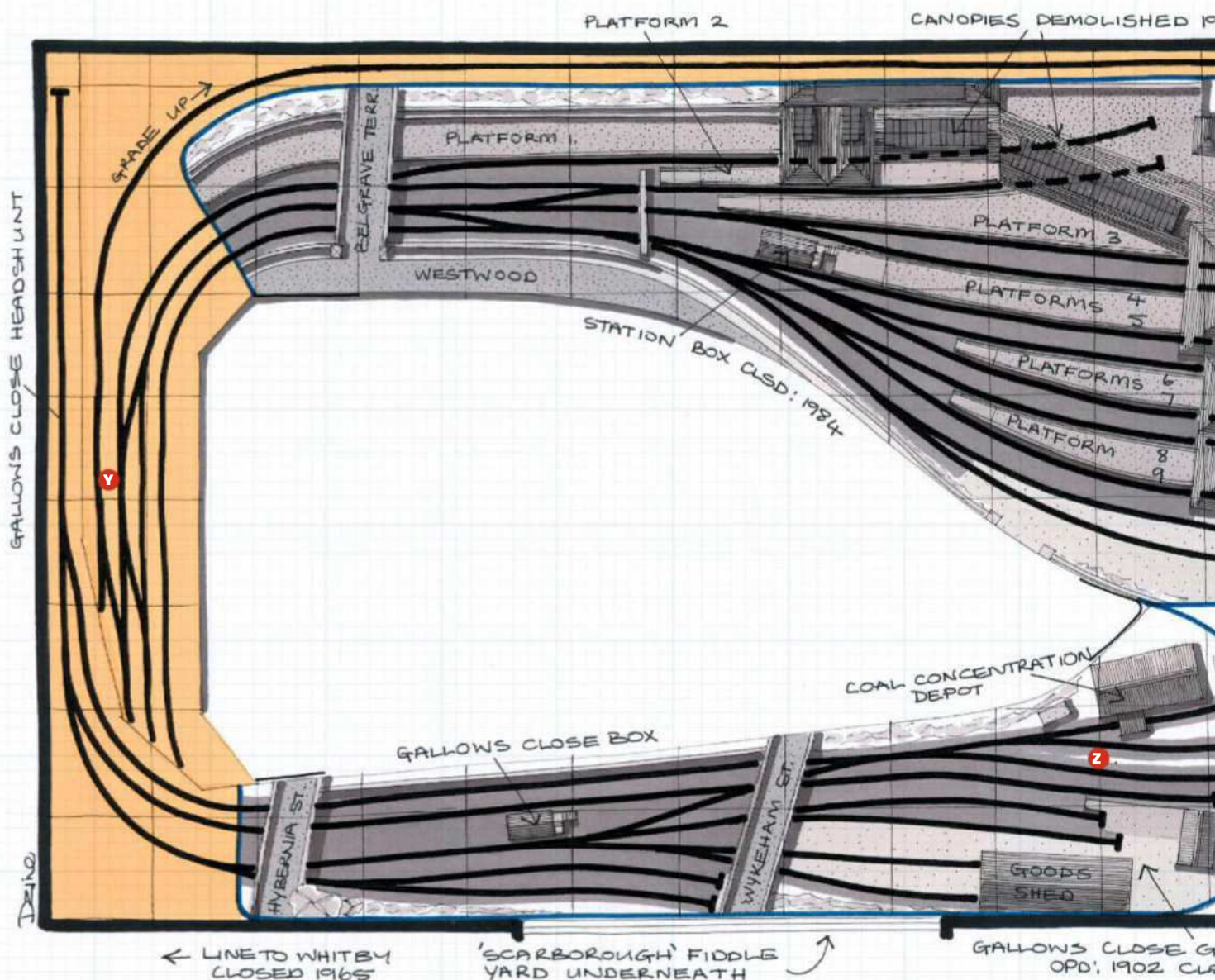


Loffhouse & Outwood station, in Wakefield, was the springboard for all our family seaside adventures. We travelled light for day trips and even lighter for holidays as we sent our luggage on in advance.

I'm sure such journeys were hauled by an elite 'Pacific', perhaps with recently introduced Mk 1s. Most of my experiences are of downtrodden locomotives and fusty pre-nationalisation coaches plying their way along some circuitous route to avoid congested lines. We were fortunate that most of the family worked on the railway and we certainly enjoyed the benefit of free rail travel.

Morecambe, Blackpool and Southport on the west coast, and Whitby, Scarborough and Bridlington in the east became our regular haunts, starting in the spring and culminating with the Blackpool Illuminations. For me though, the highlight was always changing trains (at Manchester, Leeds and Wakefield).

If you're a northerner like me, these track plans should rekindle fond memories of childhood holidays. If you're not, then here's a snapshot of what life was like growing up in the West Riding in the 1950s and 1960s. I've picked all my favourite holiday haunts and devised a number of modellable layout plans. Some are prototypically faithful, others are prototypically manipulated and some are downright fictitious!



SCARBOROUGH

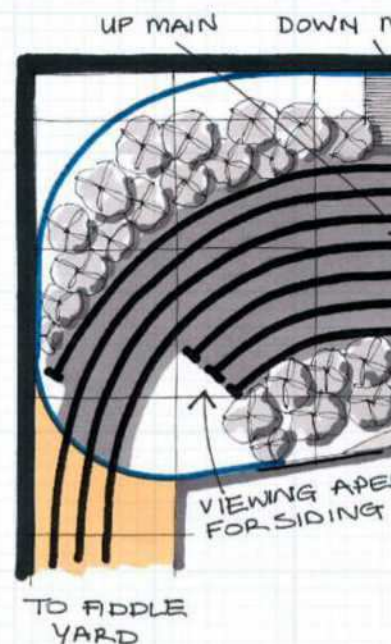
Scarborough station opened on July 7 1845. The resort's popularity forced the North Eastern railway to expand its facilities so much that a second station for excursion traffic opened in 1908, a year after the massive 120-lever frame Falsgrave signal box opened.

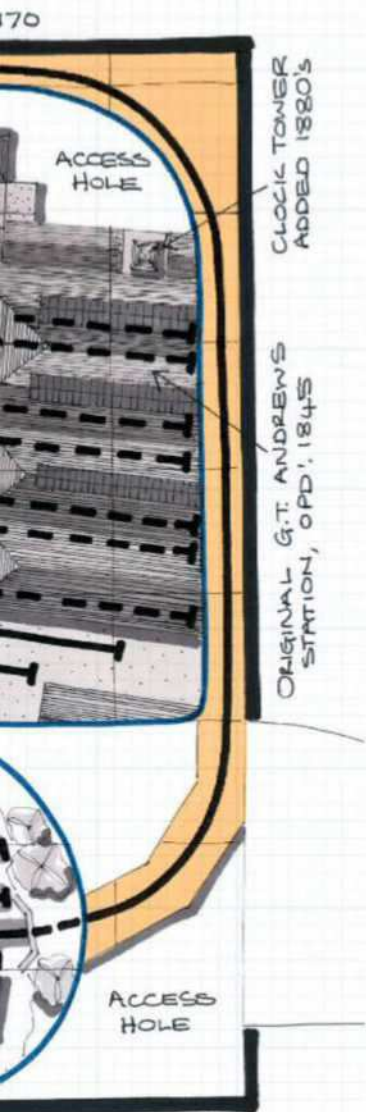
Both layouts are designed for those who love watching trains and shunting trains. The Falsgrave layout depicts the fascinating station throat arrangement. To do it justice, you'll need a further 2ft at the Belgrave Terrace end, for a 180° turn, creating an oval format with a fiddleyard on the opposite side.

Scarborough Central Station baseboard, at 13ft long, includes all the salient features of the steam era, with nine platform faces. The longest is approximately 6ft 6in. The rising 1-in-36 gradient from Y to Z gives a clearance of 8in between Gallows Close Goods Yard and fiddleyard. If that's not to your liking, Gallows Close Goods Yard can be substituted with a section of coastal line to Whitby and Middlesbrough, with or without a station.



Much of the original George T. Andrews station building remains, and while a number of 'modern' structural features have been added, it would be relatively easy to survey the key elements. The clock tower was added in 1884.





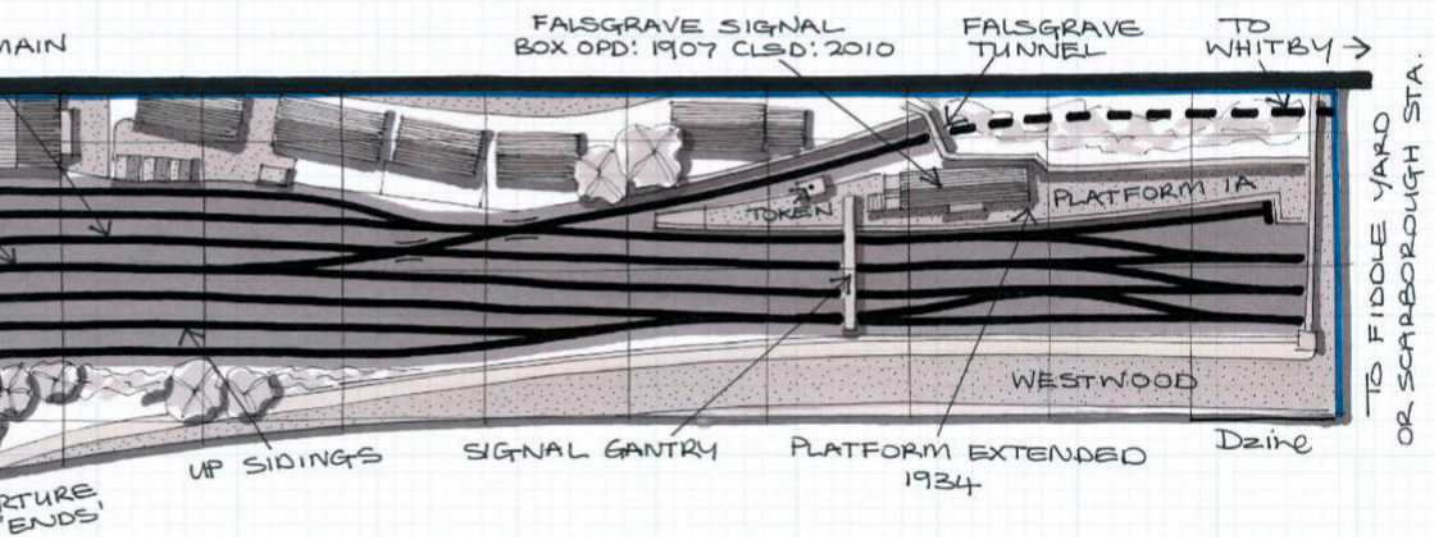
The York to Scarborough line was one of BR's 'steam approved' routes and has carried many preserved locomotives since 1972. There was LNER superpower at Scarborough on April 21 1973 with 'A4s' Nos. 4498 *Sir Nigel Gresley* and 60019 *Bittern*. Both were used on Scarborough Railway Society's 'Scarborough Flyer' trains.



Belgrave Terrace Bridge and the accompanying shallow cutting, with its impressive stone retaining wall, are an essential feature. The beautiful sand-coloured housing, on the far side of Westwood (road), was reluctantly omitted to provide a clear view of the line.



I decided to visit Falsgrave signal box and the famous signal gantry before it was demolished. The bricked-up tunnel portal is where the line to Whitby diverged.



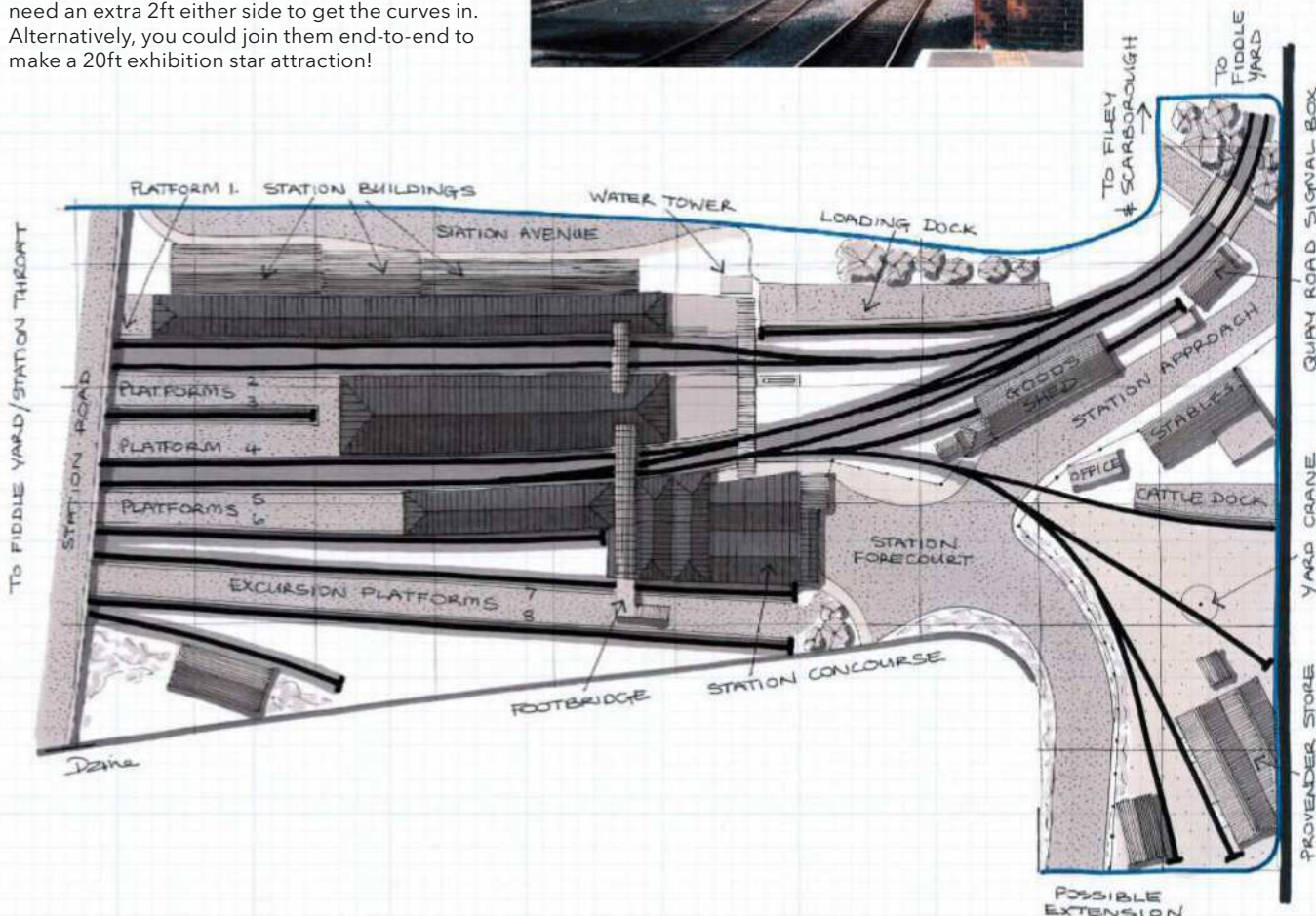
BRIDLINGTON

The York & North Midland Railway's station at Bridlington opened in 1846. It became a through station when a link was built via Filey to connect to the YNMR's York to Scarborough line. Bridlington's station can be split into two key sections and both, as I've shown, make effective 'OO' gauge layouts.

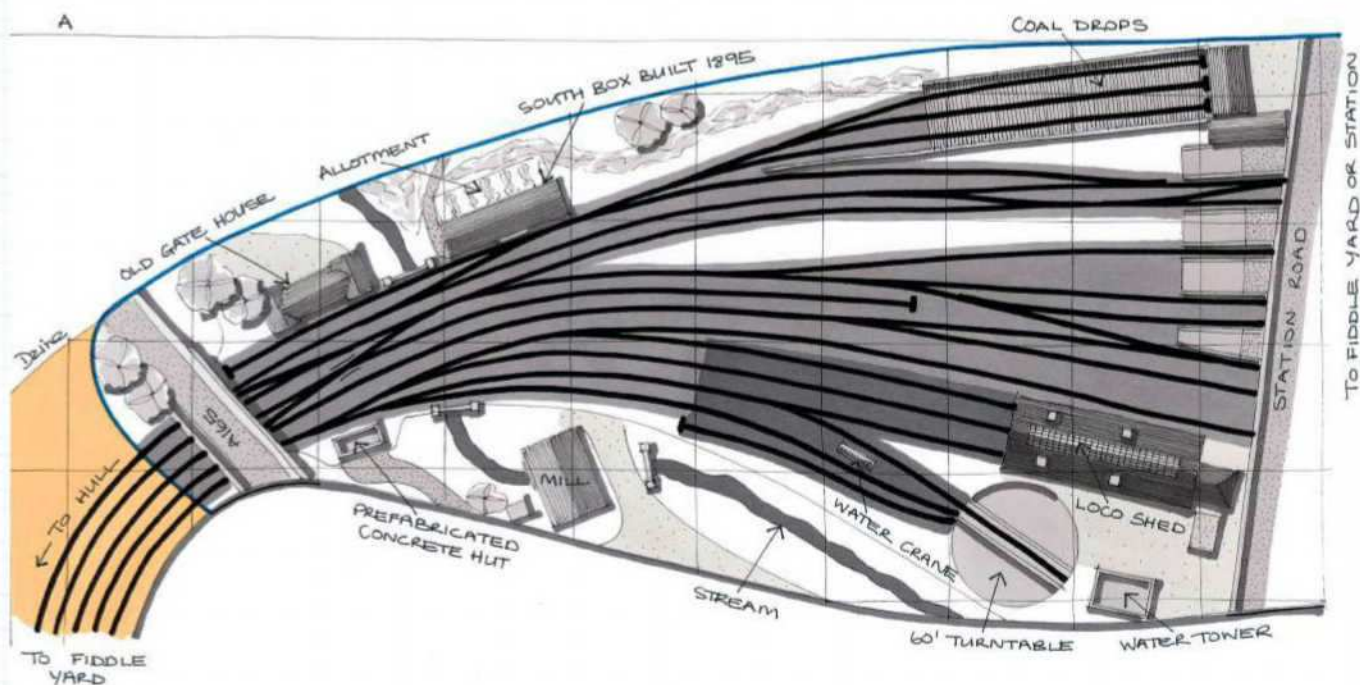
You can choose between the station throat and depot in a 10ft long space, or the station and goods yard in 10ft 6in. You could even join the two together to make a room filler. In this case, you'd need an extra 2ft either side to get the curves in. Alternatively, you could join them end-to-end to make a 20ft exhibition star attraction!



Be aware of modern modifications when studying the real railway for inspiration. The brick supports are likely to be original - the concrete deck is not.



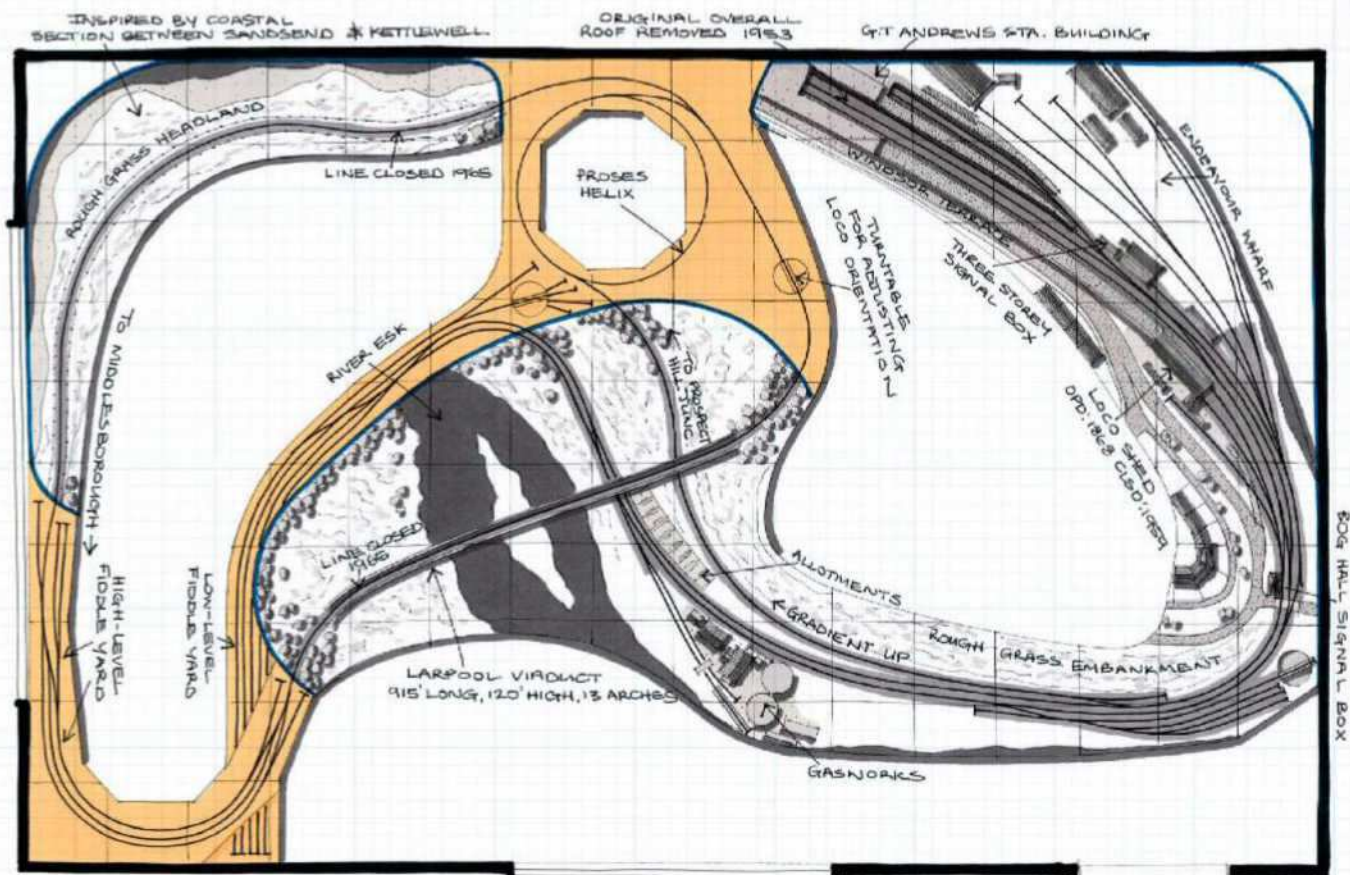
Bridlington station's appearance changed dramatically with the demolition of platforms 1-3 in 1983. What remains has changed very little. On the extreme left is Platform 4 with station buildings. Platforms 5 and 6 retain their original canopy. The excursion platforms are to the extreme right and the listed goods shed is to the rear, behind a solitary tree.



These photographs show Bridlington's station concourse area, ticket barriers and footbridge in more recent times, and there's one image from the 'orange sign' era, with Quay Road signal box just visible in the background.



This superb colour image of 'B1' No. 61326 standing at Platform 8 reveals a wealth of modelling detail: platform surfacing, adjacent ground cover, loading dock on the extreme left and part of the station footbridge exposed to the elements.



WHITBY

This Yorkshire location provides us with an opportunity for a unique 'N' gauge layout. I've managed to join the Esk Valley line and the high-level Scarborough-Whitby West Cliff lines with a prototypical incline. The gradient and different routes are not easy to build but your efforts will be rewarded with a really striking layout.

At low level we have a reverse 'S'-shape track plan curving alongside the River Esk, with Whitby at one end and a fiddleyard at the other. Almost central along the route is Larpool Viaduct, which carries the high-level route. There's a Proses helix at one end and a simple curve at the other, together with turning facilities to ensure that all locomotives point the correct way.

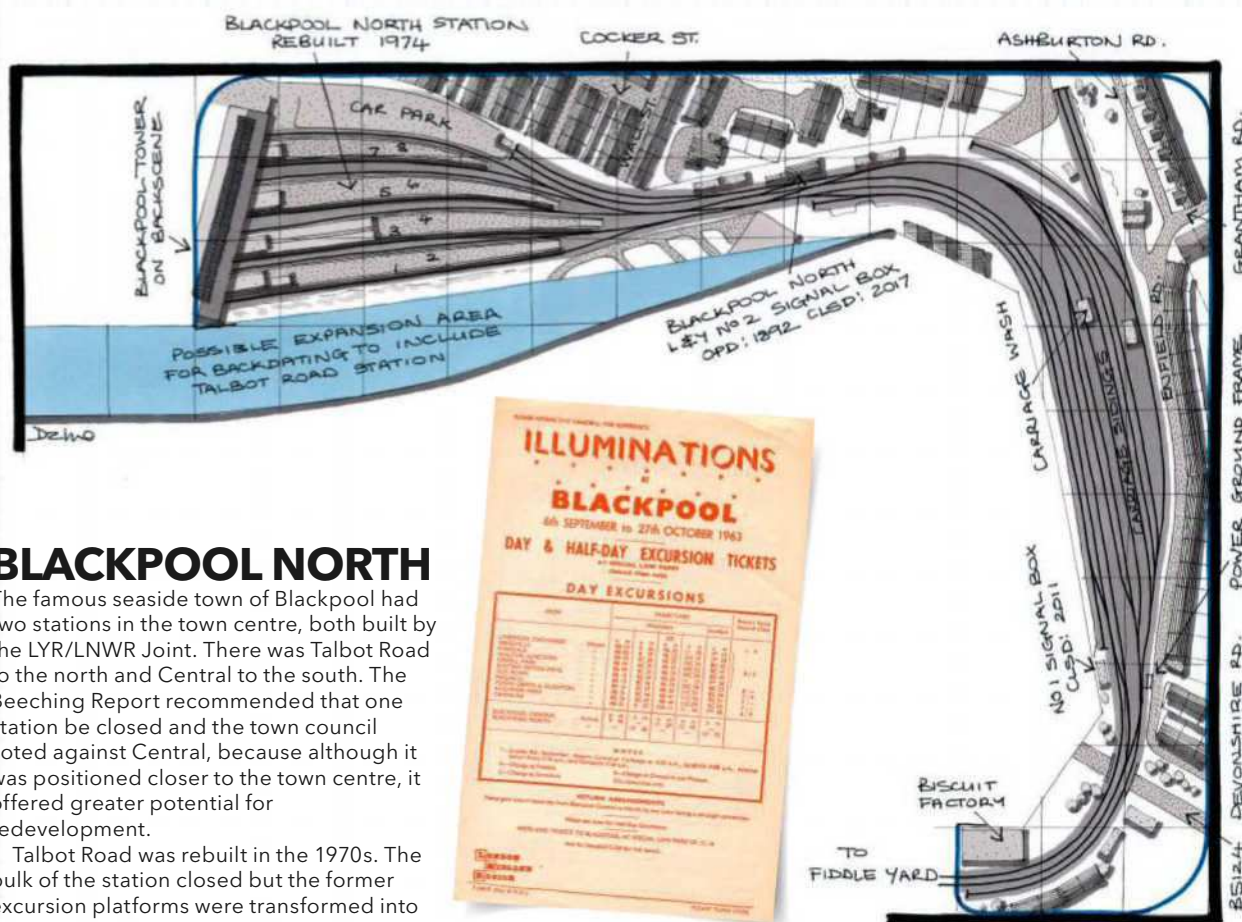
This view remained fairly consistent until quite recently. It shows tracks leading off to the quayside and the edge of Bog Hall Junction signal box to the extreme right; eagle-eyed readers might be able to make out Whitby Abbey.



The original George T. Andrews overall roof was removed by BR in 1953. There were originally four platform faces but only two survive today. Platform 2 was reopened in 2014 to serve trains for the North Yorkshire Moors Railway.



The gradient post between Bog Hall and Prospect Hill Junctions is lost in the vegetation. In model form 1-in-30 would be acceptable, but you'll need DCCconcepts' PowerBase to lend a hand.



BLACKPOOL NORTH

The famous seaside town of Blackpool had two stations in the town centre, both built by the LYR/LNWR Joint. There was Talbot Road to the north and Central to the south. The Beeching Report recommended that one station be closed and the town council voted against Central, because although it was positioned closer to the town centre, it offered greater potential for redevelopment.

Talbot Road was rebuilt in the 1970s. The bulk of the station closed but the former excursion platforms were transformed into the new Blackpool North station, which opened in 1974. It's still a vibrant place from a railway point of view and it only recently gave up its semaphore signals and signal box.

It's easy enough to swap eras on this layout, using the Talbot Road baseboard expansion area, shown in blue, if space allows. I had hoped that someone, somewhere might make a model of the famous Blackpool Tower, but there's nothing. Therefore, it's included as part of the backscene.

Whereas other designs here have unique physical features, Blackpool's uniqueness came with the number of trains that arrived here. Summer was obviously the busiest time but there was considerable winter traffic when it was time to switch on the famous illuminations.



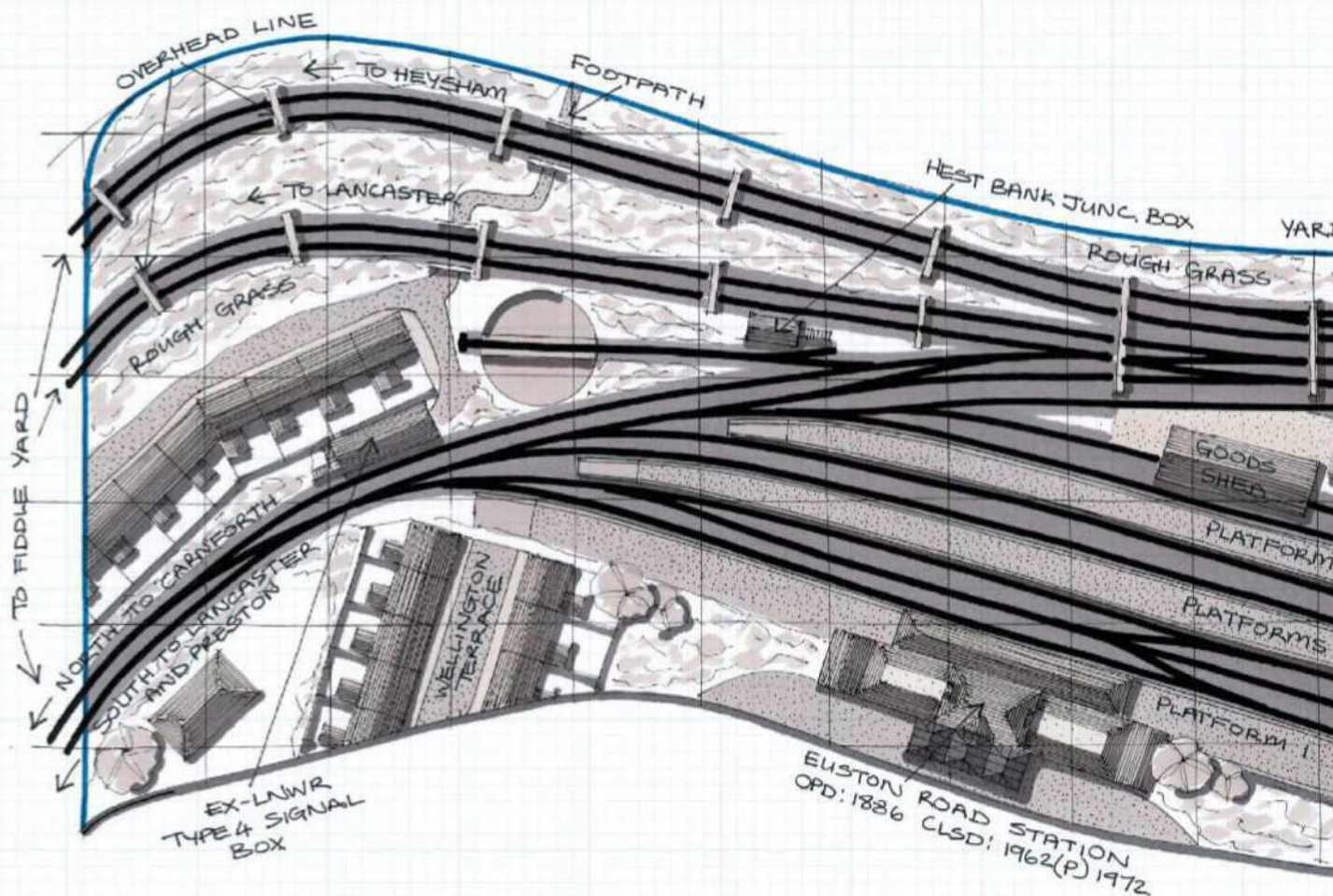
PETER SALMON



PETER SALMON

The view from the top of Blackpool Tower is of immediate benefit to modellers! In fact it was invaluable in designing this layout as it enabled me to exaggerate the curve between station and carriage sidings to create an 'L'-shaped format.

Originally named Blackpool Talbot Road A, Blackpool North No. 2, a Lancashire & Yorkshire Railway 'box, once had a 120-lever frame. There's much here to stretch modelling skill in terms of surfaces and textures and the contrast with the uPVC windows, fitted in 2000. Sadly, the 'box was demolished in 2017.



Any layout of Morecambe will require the Morecambe-Heysham electric units. The route was electrified in 1908 and 'AM1' EMUs were introduced in 1953. 3D-printed 'AM1' bodies are available from www.rue-d-etropal.com

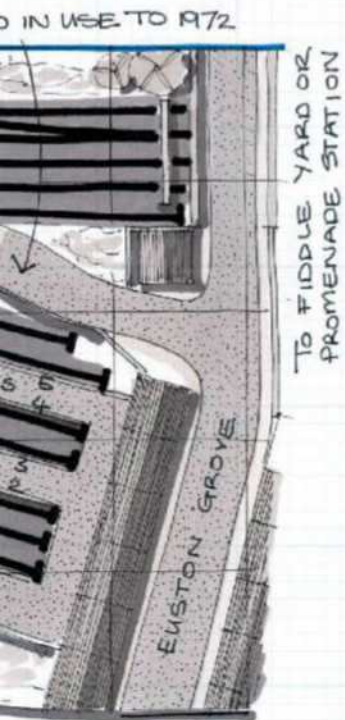
MORECAMBE

Morecambe had two termini. There was the LNWR's Euston Road and the Midland Railway's Promenade. To model Euston Road (finally closed by BR in 1972) in 'OO' will require a 16ft-long space to include the 180° curves to all the fiddleyards. Alternatively, if you keep the Lancaster Green Ayre and Heysham lines as static features, Euston Road, arranged in a 'U' shape, will fit into a 14ft by 11ft space.

Morecambe Promenade in 'OO' requires a space 12ft long and 7ft wide to incorporate the Midland Hotel to the right. The board can be suitably arranged in a 'U'-shaped format by adding a further 2ft at the left-hand end for a semi-circle of track leading to a fiddleyard opposite the Promenade Goods Yard.

Morecambe and Heysham became popular haunts for people who wanted to see the last remnants of BR's steam fleet in 1968. 'Black Five' No. 44949 and '5MT' No. 73069 work the Morecambe Promenade-Stockport Edgeley leg of the Warwickshire Railway Society's 'North Western Steam Tour' away from Promenade on May 18 1968.

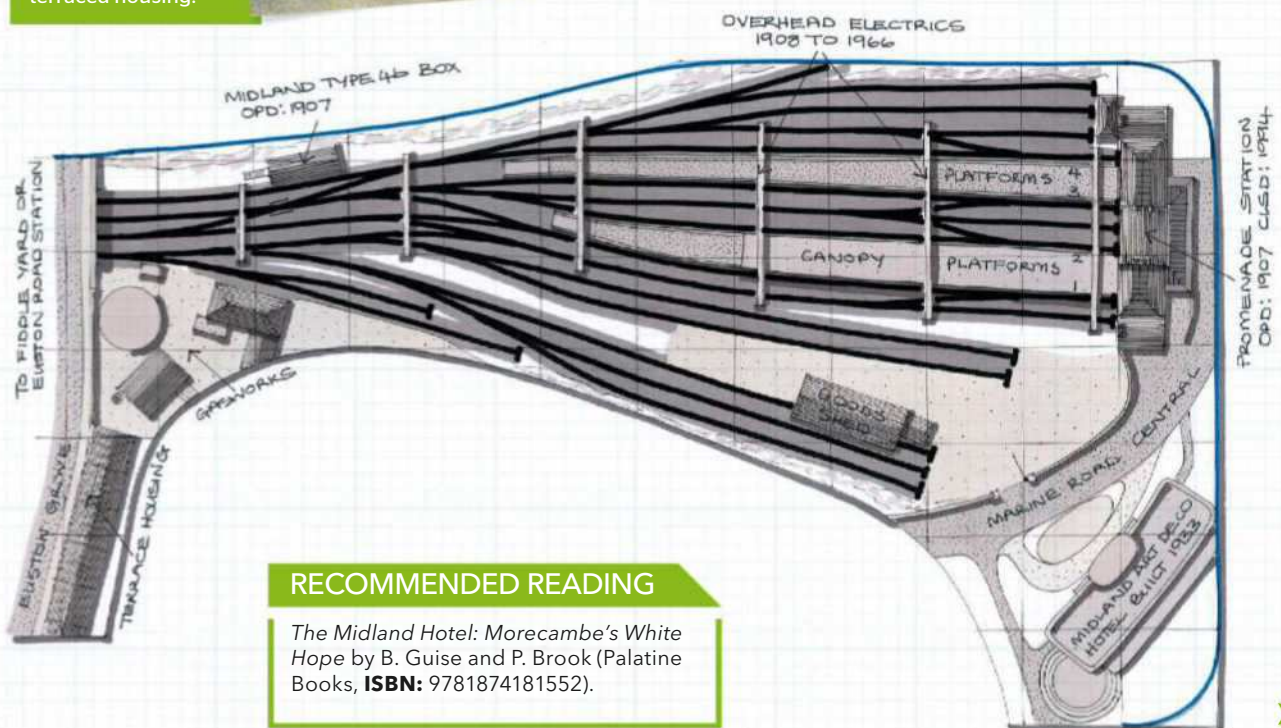




Promenade station was built from sandstone with a blue slate roof and has a partly glazed canopy with a pitched roof on four cast iron columns. Photographed on June 5 1965, it closed in 1994 and was replaced by a new station closer to the town. This handsome structure still survives.



This postcard of Euston Road shows the track layout between platforms 1 and 2 and the relationship with the neighbouring gas works and terraced housing.



RECOMMENDED READING

The Midland Hotel: Morecambe's White Hope by B. Guise and P. Brook (Palatine Books, ISBN: 9781874181552).

SOUTHPORT

I use several different approaches to layout design. When it comes to small layouts, I start by working out the operational dimensions to ensure that the result is going to be interesting to play with. Therefore, everything in this 'OO' gauge design - the platform, the sector plate and the maintenance shed roads - can all hold a two-car DMU. The remaining platforms and non-scenic storage sidings can even hold two two-car units each.

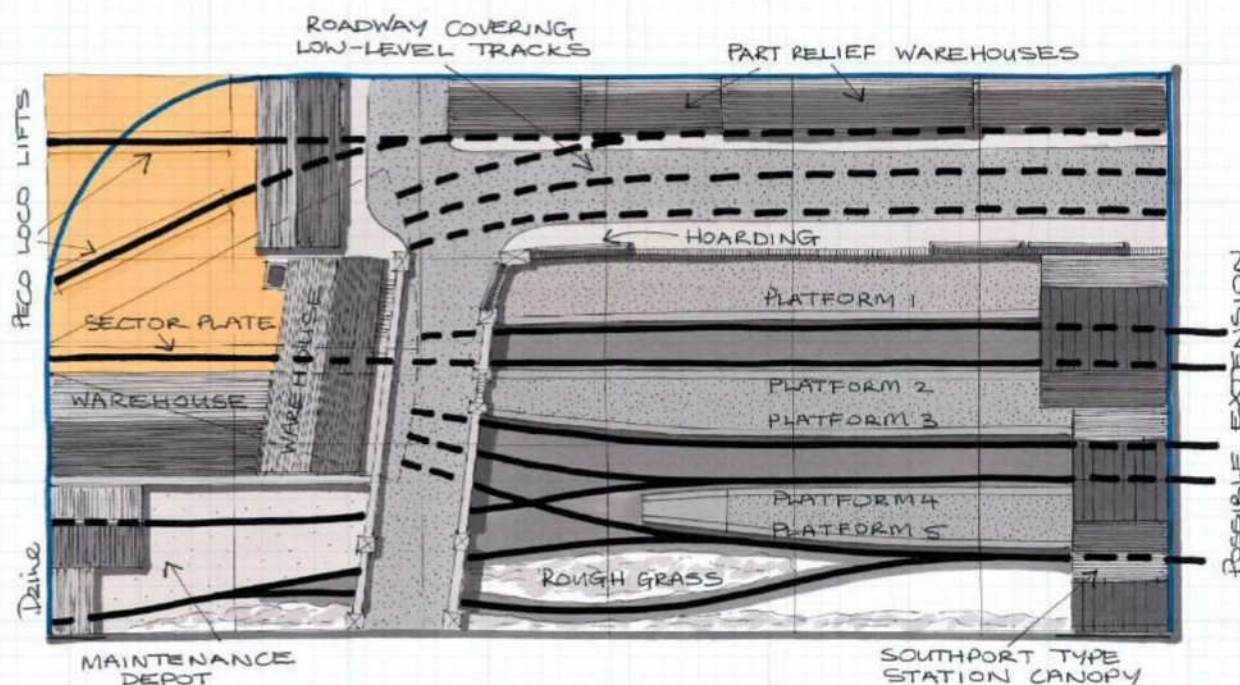
With that sorted, I start to focus on the visuals. I masked the platform ends with Southport Chapel Street's overall roof. The sector plate is disguised by a full-width bridge and 'L'-shaped high-level warehouses and the rear with a row of low-relief warehouses and hoarding, masking the joint between layout and backscene. If you've got an extra 1ft available, you could get away with a 3ft sector plate, a longer shed and increased platform length.



Class 507 and Class 508 EMUs are available in kit form in 'OO' gauge from Ayjay Models (www.southernregionmodels.co.uk). 507011 awaits departure from Southport's Platform 3 on July 28 1992.



Southport station's train shed is a spectacular structure. To reduce the amount of scratchbuilding needed on the model, I've reduced its length to an absolute minimum.



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STROUDLEY'S 'TERRIERS'

The tale of William Stroudley's masterful 0-6-0Ts was given an extra twist when they were sold to other railways. **Chris Gadsby** investigates.

The lives and careers of William Stroudley's 'Terrier' 0-6-0Ts are complicated enough, but the tale is made even more complex by the fact that the London Brighton & South Coast Railway soon realised that it had a locomotive on its hands that others wanted to buy. It's a story unlike any other in the annals of British railway history. Two even ended up in South America.

The 'Terriers' were victims of their own success. The popularity they brought to London led to the expansion and upgrading of many of its lines and stations, which meant that they could no longer cope with traffic demands. The LBSCR's Locomotive Committee decided, in 1899, to reduce the fleet to just 15. The plan was to withdraw the locomotives when they required an overhaul. But the committee had overlooked the saleable commodity that the 'Terrier' had become.

THE PENNY DROPS

Pioneer 'Terrier' *Fenchurch* was the first to be sold. Newhaven harbour was the LBSCR's premier port and it competed with Dover and Southampton. It was, due to legal issues, an independent company and it bought No. 672 in 1898.

It was only when the Isle of Wight Central Railway had to almost beg to be allowed to buy a 'Terrier' that the LBSCR finally realised that the class could find buyers on other railways.

A staggering 21 'Terriers' were purchased by other operators between 1898 and 1920. Here's how their individual stories unfolded. ➤

A locomotive with more owners than a 1970s Ford Cortina... No. W8 *Freshwater* was sold by the LBSCR to the LSWR, which sold it back to the FYNR. It then became part of the Southern and BR fleets and, after being owned by a brewery in the 1960s, is now back on the Isle of Wight. THOMAS BRIGHT/SR



PART 2
FOR PART 1, SEE MR246



Newhaven Harbour Company

No. 72 *Fenchurch* was the first 'Terrier' to be sold by the LBSCR when it was bought by the Newhaven Harbour Company in 1898. The Southern Railway bought NHC in 1925 and *Fenchurch* became part of its fleet, gaining the number B636 (later 2636). As BR No. 32636, it left Newhaven in 1955 for Fratton shed after a period on the KESR.



'A1X' No. 32636, formerly *Fenchurch*, makes a return to Newhaven in 1958. It was bought by the Bluebell Railway in 1964 and, although rebuilt as an 'A1X', has been backdated to an outwardly 'A1' appearance. COLOUR RAIL

Kent & East Sussex Railway

The Rother Valley Railway (later called the Kent & East Sussex Railway) bought 'A1s' Nos. 70 *Poplar* and 71 *Wapping* in 1901 and 1905 respectively. They became Nos. 3 *Bodiam* and 5 *Rolvenden*.

Both became life-expired in the 1930s so they were combined into one good locomotive in 1932, which returned to service as No. 3 *Bodiam* and was fitted with a unique bunker. It lasted until 1943 when it was fitted with an 'A1X' boiler and smokebox at Rolvenden shed, retaining 'A1' splashers. It became BR property when the KESR was nationalised, being numbered 32670. Transferred to the Hayling Island branch when the KESR closed, it was withdrawn in 1963. It is now preserved at the KESR.



KESR No. 3 *Bodiam* at Rolvenden on September 24 1947. The locomotive sports a unique bunker, fitted in 1932. It was also fitted with an 'A1X' boiler at the KESR's own workshops, with help from the Southern Railway. J.M. JARVIS/ONLINE TRANSPORT ARCHIVE/RAS

London & South Western Railway

The LSWR bought Nos. 46 *Newington* and 68 *Clapham* for use on the Axminster-Lyme Regis branch in 1903. They were not a success on this tightly curved branch but the LSWR found its two 'Terriers', numbered 734 and 735, so useful that they were fitted with new Drummond boilers where their old ones needed replacing.

No. 734 was transferred to the Isle of Wight in 1914, while No. 735, the erstwhile *Clapham*, became part of the Southern Railway fleet in 1923 before it was withdrawn in 1937.



LSWR 'Terrier' No. 735, formerly LBSCR *Clapham*, at an unknown location. Its Drummond boiler, with safety valves atop the dome, stovepipe chimney, and pulley and wire control for working motor trains on the Lee-on-Solent Light Railway, is clearly visible. BERNARD WHICHER/RAIL ARCHIVE STEPHENSON

Pauling & Co.

Contractor Pauling & Co. bought 'A1s' Nos. 36 *Bramley*, 39 *Denmark*, 49 *Bishopsgate*, 52 *Surrey* and 57 *Thames* in 1902 for use on the construction of the GCR/Met Joint Line between High Wycombe and London Marylebone. Three were scrapped in 1909 when the line was completed but two were rebuilt into tram locomotives for La Plata Tramways in Argentina.

South Eastern & Chatham Railway

'A1' No. 54 *Waddon* was sold in 1904 for use on the Sheppey Light Railway. It had been built by Colonel Stephens but operated by the SECR. The purchase was a strange choice, given the strong rivalry between LBSCR and the SECR.

Waddon, as SECR No. 751, retained its Stroudley 'A1' smokebox when it was fitted with a new boiler to Harry Wainwright's design.

It became Southern Railway property in 1923 and, from 1932, was used as a works shunter at Lancing, until being withdrawn in 1962.



Waddon, as Departmental No. DS680, at Lancing Carriage Works in August 1933. It had been fitted with a Wainwright boiler in 1910, but retained its 'A1' smokebox. It later gained an 'A1X' boiler but the original smokebox remained, and it's in this condition that it has been preserved... in Canada! O.J. MORRIS/RAIL ARCHIVE STEPHENSON

The Admiralty

The Admiralty bought five 'A1s' for £1,200 each at the conclusion of the First World War in 1918, for use at its Scottish bases. Nos. 37 *Southdown*, 81 *Beulah* and 83 *Earlwood* went to Inverness, while Nos. 38 *Millwall* and 79 *Minorities* travelled further north, to Invergordon on the Cromarty Firth. Nos. 38, 81 and 83 were sold to the Shropshire & Montgomeryshire Railway. *Southdown* was last recorded in the Grangemouth area circa 1920, while *Minorities* ended its days at Chatham in 1933.

Shropshire & Montgomeryshire Railway

The Shropshire & Montgomeryshire Railway opened in 1911 and bought Nos. 38, 81 and 83 from the Admiralty in 1923. They became SMR Nos. 8 *Dido*, 7 *Hecate* and 9 *Daphne*, respectively. They remained in 'A1' condition, although *Dido*, at least, received larger diameter buffers and a larger bunker.

Both *Dido* and *Hecate* were cannibalised in 1934 to keep *Daphne* running. However, *Daphne* was sold to the Southern Railway in 1939 as a source of parts and was finally scrapped in 1949.



Shropshire & Montgomeryshire Railway No. 9 *Daphne* rusts away in the yard at Eastleigh, having been sold to the Southern Railway as a source of spares in 1939. RAIL ARCHIVE STEPHENSON

Recommended reading

- *Portrait of the Terriers* by Handel Kardas (Ian Allan)
- *Stroudley Locomotives: A Pictorial History* by Brian Haresnape (Ian Allan)
- *Stroudley and his Terriers* by Tom Middlemass

Ryland & Smith

The final 'Terrier' sold by the LBSCR was 'A1' No. 67 *Brixton*, which was sold to Messrs Ryland & Smith of Sheffield in 1920 for £1,500. It was resold to Grassmore Collieries at Chesterfield, which renamed it *Ashgate*. It was scrapped in 1935.

Weston Clevedon & Portishead Railway

The Weston Clevedon & Portishead Railway bought two 'A1Xs': No. 43 *Gipsyhill* in 1925 and No. 53 *Ashted* in 1937. They became No. 2 *Portishead* and No. 4 respectively. The WCPR closed in 1940 and the GWR took possession of its assets. The GWR renumbered them Nos. 5 and 6.

No. 6 was scrapped in 1948 but No. 5 *Portishead* became British Railways property, albeit Western Region property and not Southern Region. It was withdrawn in 1950 but was not scrapped until 1954.

WHAT'S NEXT?

Missed part 1 of our look at Stroudley's 'Terriers'? Order a copy of MR246. Tel: 01858 438884, or e-mail: bauer@subscription.co.uk



Could William Stroudley ever have foreseen this? Western Region 'A1X' No. 5 *Portishead* rests in the roundhouse at Bristol St Phillips Marsh alongside a '56XX' 0-6-2T, on March 29 1948. RAIL ARCHIVE STEPHENSON

Edge Hill Light Railway

This intriguing railway was another part of the Colonel Stephens empire, which also included the KESR, the SMR and the WCPR. It was two miles long and linked the Stratford-upon-Avon & Midland Junction Railway with an ironstone quarry and opened in 1920.

The ELR bought 'A1X' No. 673 *Deptford* in 1919, followed by 'A1' No. 74 *Shadwell* a year later. Both of these locomotives were abandoned in 1925 when the line closed.

They languished for 21 years, even surviving the Second World War scrap drive, until they were finally broken up circa 1946.



Edge Hill Light Railway 'A1X' No. 1 (No. 73 *Deptford*) dumped at Kineton on May 3 1936. J.M. JARVIS/ONLINE TRANSPORT ARCHIVE/RAIL ARCHIVE STEPHENSON

Second-hand 'Terrier' walk-round

PHOTOGRAPHY: RICHARD FOSTER/MR



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The Isle of Wight

The railways of the Isle of Wight were a microcosm of the railway system on the mainland, and the way both networks evolved bore similarities. Within the island's 146 square miles, 55 miles of railway were built by three different companies: the Isle of Wight Central Railway, the Isle of Wight Railway and the Freshwater, Yarmouth and Newport Railway.

The Isle of Wight Central Railway was responsible for the Cowes-Newport-Ryde main line, the Newport-Sandown secondary route and the branch to Ventnor West. It was desperate for new but cheap motive power and wrote to the mainland railway companies to see if they had any locomotives going begging. The LBSCR declined to sell a 'Terrier', but the IWCR persisted, presumably aware that the LBSCR wanted to reduce its 'Terrier' fleet.

Success came in 1899. The IWCR bought No. 75 *Blackwall* for £800, which it renumbered as 9. This was followed by No. 69 *Peckham* a year later, also bought under a hire purchase agreement. Two more came to the island in 1902/03.

The IWCR operated the FYNR's line from Newport to Freshwater until the relationship broke down in 1913. The FYNR needed locomotives and stock urgently and managed to acquire LSWR



A beautiful portrait of No. W13 *Carisbrooke* at Ryde St John's Road shed on March 17 1936. Nos. W13 and W14 had originally been numbered W3 and W4 when they arrived on the island but had their identities changed so that 'E1' 0-6-0Ts could become Nos. W3 and W4. O.J. MORRIS/RAIL ARCHIVE STEPHENSON

No. 754, along with some ex-Great Central Railway coaches.

The island's railway system became part of the Southern Railway's network at the Grouping in 1923. The SR settled on three 'standard' classes for the island, the ex-LSWR 'O2' 0-4-4Ts, the ex-LBSCR 'E1' 0-6-0Ts and, of course, the 'Terriers'. The SR brought more 'Terriers' to the island

and they gained island-appropriate modifications, names and numbers.

The last 'Terriers' returned to the mainland in 1949 and were given numbers in the 326XX series - their past exploits clearly evident from their extended bunkers. Happily, the Isle of Wight Steam Railway is home to two of Stroudley's little masterpieces.

Original name/ number	Brought to island	Island name/ SR number	Rebuilt to 'A1X' status	Returned to mainland	Fate
77 <i>Wonersh</i>	1927, by Southern Railway	W13 <i>Carisbrooke</i>	1911	1949	Withdrawn as No. 32677 in 1959.
78 <i>Knowle</i>	1929, by Southern Railway	W14 <i>Bembridge</i>	1911	1936	Withdrawn as No. 32678. Now on KESR.
50 <i>Whitechapel</i>	1930, by Southern Railway	W9 <i>Fishbourne</i>	1920	1936	Withdrawn as No. 32650. Now on Spa Valley Railway.
46 <i>Newington</i>	1913, by FYNR	W8 <i>Freshwater</i>	1932	1949	Withdrawn as No. 32646. Now on IWSR.
75 <i>Blackwall</i>	1899, by IWCR	W9	-	-	Withdrawn 1927.
69 <i>Peckham</i>	1900, by IWCR	W10 <i>Cowes</i>	1930	1936	Scrapped 1949.
40 <i>Brighton</i>	1902, by IWCR	W11 <i>Newport</i>	1918	1947	Withdrawn as No. 32640. Now on IWSR.
84 <i>Crowborough</i>	1903, by IWCR	W12 <i>Ventnor</i>	1916	1936	Scrapped 1949.

'A1X' No. W11 *Newport* at its namesake station on March 17 1936. This was the first of the island's 'Terriers' to be fitted with the extended bunker. This omitted the coal rails, which obscured the view when running in reverse. *Newport* was a former IWCR locomotive and it is still at work on the island. O.J. MORRIS/RAIL ARCHIVE STEPHENSON



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96

Reviews

In-depth and unbiased reviews of the latest products

96 Dapol '57XX' 0-6-0PT

In direct competition with Minerva's model, how will Dapol's '57XX' fare under scrutiny from our steam expert?

100 Bachmann Class 70 (modified)

A re-tooling has brought the Class 70 back into the *Model Rail* office and Richard Foster has been seeing if it was worth the wait.



100

Our reviewers

Richard Foster

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

George Dent

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

Chris Leigh

Wrote his first review in 1964!

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.



Dapol '57XX' 0-6-0PT

◆ SCALE 1:43.5 ◆ MODEL Dapol 7S-007-002 '5700' 0-6-0PT No. 5700, GWR pre-war green ◆ PRICE £235.00 ◆ AVAILABILITY Dapol stockists or www.dapol.co.uk

“I’ll have to be very special indeed if it’s going to better Minerva’s model.”

That’s how we concluded our review of Minerva Model Railway’s ‘O’ gauge ‘57XX’ 0-6-0PT back in November 2017’s issue. It was a cracking take on the classic GWR pannier, and it seemed to render Dapol’s take on the subject – then still under development – redundant.

But Dapol’s pannier is now here, some six months after Minerva’s. And, boy, is it special.

Remember how Dapol’s ‘N’ gauge models were a revelation when they first appeared on the scene and then seemed to get better and better with every new release? Well, the same looks set to be true regarding its ‘O’ gauge range. The first few models, it’s probably fair to say, took a bit of a beating from the critics. Now Dapol’s design team, ably led by Richard Webster – who has one of the hobby’s most impressive CVs – and Andy Forty, continue to push boundaries with 7mm:1ft scale models that combine superb looks, refined detail and innovative technology.

Its last ‘O’ gauge locomotive, the LMS ‘Jinty’, that we reviewed

in January’s issue (MR243), was impressive, with its moulded inside valve gear and removable section of cab roof. Well, a few issues later and we have the ‘57XX’ with its working inside valve gear and a cab roof that comes away completely.

First and foremost, Dapol’s model looks every inch the GWR ‘57XX’. It looks right from every angle. The classic GWR smoke-box door has the right amount of ‘dish’ to its shape and the distinctive curving bunker – another Swindon style – is also beautifully captured.

There’s lots of very fine detail, from the sandbox linkages to the tank filler lids. Handrails are plastic, but they’re very fine. As you’ll see, Dapol has really done its homework, with every detail carefully considered. It seems churlish to criticise the lack of rivets on the outside edge of the front spectacle plate, and the fact that the

Sprung buffers

“The cab is excellent – with a roof secured by tiny magnets. Pull it away and you get to enjoy a wealth of detail”

Sound

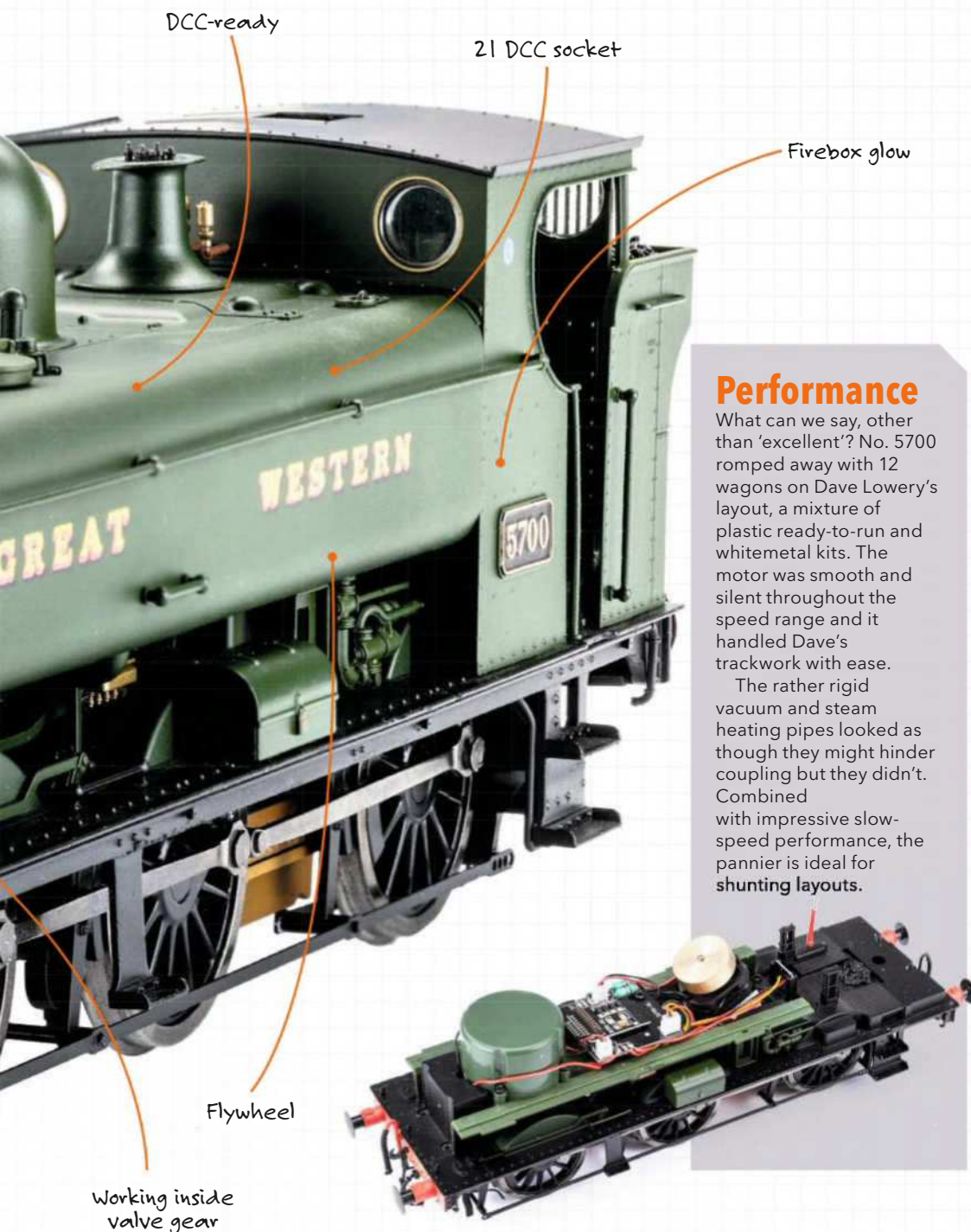
Screw couplers



steam heating pipes along the running plate valance just end in mid-air, with no attempt to route them underneath anywhere.

The cab is excellent, with a roof secured by two tiny magnets. Pull it away and you get to enjoy a wealth of footplate detail. All fixtures and fittings are present and correct and there’s even a small pile of spilt coal on the floor.

But that mixture of chequer plate and wooden planks would really benefit from some coal dust and, of course, a crew. The mounts that hold the magnets are not prototypical, but are not



Performance

What can we say, other than 'excellent'? No. 5700 romped away with 12 wagons on Dave Lowery's layout, a mixture of plastic ready-to-run and whitmetal kits. The motor was smooth and silent throughout the speed range and it handled Dave's trackwork with ease.

The rather rigid vacuum and steam heating pipes looked as though they might hinder coupling but they didn't. Combined with impressive slow-speed performance, the pannier is ideal for shunting layouts.

visible from normal viewing angles. It's a shame, therefore, that the moulded roof ventilator is a little crude.

GEARS IN MOTION

What really grabs the attention is the working inside valve gear. It's rendered in self-coloured red plastic and is wonderfully subtle in its movement. What's more, the crank axle is sprung, offering a degree of compensation.

Equally subtle is the firebox glow, visible through the open firehole door.

If the pannier has one flaw it's that it isn't easy to dismantle - or

rather, it's easily damaged when dismantled. Remove the eight screws and the boiler/tank and the cab assembly comes away to reveal the vertically mounted motor and flywheel, 21-pin decoder socket and factory-fitted sound speaker.

You need to take great care with the body at this stage - the safety valves came out of the bonnet (the paint of which was also easily chipped), a handrail knob popped out of its socket and the injector pipework came off.

Dapol models have sometimes suffered with their decoration,

but there are no big issues with the pannier. The mid-chrome green is well applied, with a pleasing finish. The 1930s 'Great Western' lettering looks the part, although the green showed through in places, which spoils the effect slightly. The bufferbeams are perhaps a little on the pink side, but the numbers have the correct weight and colour. However, the choice of brown/beige for the firebox and ashpan is questionable!

The blue power and weight restriction code is spot-on and there are some wonderful ➤

3 things we like



1

Working inside valve gear.



2

Removable cab roof and full cab interior.



3

Painted padlock on the toolboxes.



Factfile: No. 5700

George Jackson Churchward did not include a shunting locomotive in the standardised range of designs he put together for the Great Western Railway. Instead, his successor Charles Collett inherited a mixed bag; six-coupled pannier tanks of Victorian vintage to various diagrams, many of which had been rebuilt from saddle tanks.

Collett selected the best boiler, the biggest cylinders and the wheelbase of the most successful and blended them together to form the '57XX' 0-6-0PT. The design, with its bulbous dome, might have still looked Victorian but it perfectly suited the GWR's needs. It was an ideal shunter, could handle quite lengthy passenger and goods trains and had a fairly wide route availability. It was so successful that 863 were built, with the biggest change being the more modern cab introduced with No. 8750 in 1933.

Pioneer No. 5700 was built by North British (which built a batch of 50) in 1929. It went new to Banbury shed and spent time at Leamington Spa and Tyseley before being withdrawn from Oswestry in March 1956.

No. 5700 at Oswestry shed on August 12 1951. It still lacks top feed and retains the original injector pipe-through-running plate, but has gained bunker steps, an extra handrail and the later style of cabside handrails. TREVOR OWEN/COLOUR RAIL



Flat front footsteps
fitted to Nos.
5700-99, 6700-49,
7700-99 and 8700-49

brass/copper highlights, from the whistle to the little moulded padlocks on the toolboxes.

The cabside numberplates are a treat, too. They protrude just enough from the cabside and the amount of relief is just right.

Minerva's pannier is excellent, there's no denying it. But Dapol's offers a little extra finesse. Factor in the removable cab roof, firebox flicker and working valve gear and it definitely has the edge.

But the factor that clearly makes the Dapol model the winner is its price. At £265, Minerva's model is good value. So, you'd think that with all these extra features Dapol's would be more expensive, but it's not - it's actually £30 cheaper.



If this doesn't tempt you to give 'O' gauge a try, nothing will. We can't wait for more Dapol 'O' gauge steam models. (RF)

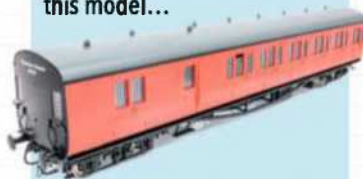
REVIEW REFERENCE

◆ *The Pannier Papers*
(Nos. 2, 3 & 4) by Ian Sixsmith
& Richard Derry (Irwell Press).

“The 1930s 'Great Western' lettering looks the part, although the green showed through in places”

System builder

Other items to complement this model...



Coaches

Dapol (ex-Lionheart) 'B Set' coaches suit the '57XX'. Availability: Tower Models Web: www.tower-models.com Price: £699.99 for four



Brake van

There's no RTR 'O' gauge 'Toad', so you'll need Peco's kit. It's available for just £36.55 from Osborn's Models. Web: www.osbornsmodels.com



Buildings

Timber Tracks' station building kit of Dymock, on the Ledbury & Gloucester Railway. Price: £300. Availability: www.timbertracks.co.uk

REVIEW VERDICT

PROS. Shape, attention to detail, price, excellent features.

CONS. Some build quality and livery issues, but nothing of note.

LOOKS	9.5
PERFORMANCE	10
FEATURES	10
DECORATION	9
VALUE FOR MONEY	10

97%

DAPOL '57XX' 0-6-0PT

OVERVIEW

Manufacturer: Dapol
Ref. No. 75-007-002
Unit No. 5700
Scale/gauge: 1:43.5 scale, 32mm gauge, 'OO'
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 760g
Min. curve radius: 1,028.7mm
Wheel back-to-back: 29mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole
Lights? Firebox flicker
DCC ready? 21-pin socket
Current consumption:
Max speed: 0.5A Stalled: 0.9A

MECHANISM

Drive system: Gear train to rear driving axle
Flywheel(s): Yes Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	31ft 2in	217mm	217mm
Height (over chimney)	12ft 3 1/4in	86mm	86mm
Width (over footsteps)	8ft 7in	62mm	59mm
Wheel diameter (driving)	4ft 7 1/2in	33mm	31.6mm
Wheelbase	15ft 6in	109mm	107.8mm

SERVICING

How to dismantle: Remove eight screws.
Where to oil: Factory lubricated; instructions suggest further lubrication after running in.



217mm



86mm



59mm





Bachmann Class 70 (modified)

◆ **SCALE** 'OO' gauge ◆ **MODEL** Bachmann Branchline 31-590 Freightliner Class 70 70015, Freightliner green/yellow ◆ **PRICE** £169.95 ◆ **AVAILABILITY** Bachmann stockists

It's strange to think that since the railways were privatised in the mid-1990s only four new diesel-electric locomotives have been introduced to the UK. English, Welsh & Scottish brought the Class 66 and 67 from General Motors EMD, Direct Rail Services took delivery of the Class 68 Bo-Bo from Vossloh and Freightliner ordered the Class 70 'Powerhaul' Co-Co.

'Powerhaul' was a collaboration between Freightliner and General Electric of Erie, Pennsylvania, to produce a modern, powerful and environmentally friendly alternative to the EMD 'JT42CWR'

(Class 66). The first in an order of 30 arrived in 2009 and their looks immediately divided enthusiast opinion, being a blend of angular North American 'hood unit' and British crash-resistant cabs.

That order for 30 was curtailed at 70020, but it didn't stop Bachmann from working with both Freightliner and GE to produce a superb 'OO' gauge take on the subject. On its 2011 release it was lauded as Bachmann Branchline's finest diesel outline model to date. Some seven years later, it still holds its own in terms of looks, detail and finish.

So why are we looking at

a seven-year-old model? Because another operator decided to take up the 'Powerhaul' option. Colas Rail ordered ten 'Powerhauled', including a Turkish-built demonstrator, and they arrived in the UK in 2014, followed by a further seven in 2017. Colas Rail's Class 70s were numbered in the 708XX range and this has led to them being described as Class 70/8, but the whole class is officially still Class 70/0.

RETOOLED

It was great news for Bachmann because it means that its excellent model could be offered in Colas's distinctive yellow/orange/black livery. But it caused a problem because these new locomotives had a modified air intake arrangement. As this arrangement was retro-fitted to Freightliner machines, Bachmann decided to re-tool its '70'.



“The re-tooled '70' has unfortunately been rather a long time coming. The wait, however, is now over”



The re-tooled '70' has, unfortunately, been rather a long time coming, as it was originally announced in May 2015. The wait, however, is now over.

Received for review is 70015 in Freightliner's distinctive green and yellow colour scheme. First impressions are difficult to judge, because the new model looks very much like the original!

Everything that made the first model great has been carried over: great shape, impressive detail and superb printing. The only disappointment is that the yellow lacks opacity and the green base coat can be seen in a few areas.

Performance was impressive and 70015 made light work of

a 14-coach train of Bachmann and Hornby bogie coaches. There is a 21-pin decoder socket and exterior and interior lights, controlled by small slide switches underneath. You can tell, however, that this model is essentially seven years old. Dismantling it to access the decoder socket is not easy, with screws tucked away and obscured by wheels and bogie frames.

And what of those all-important detail differences? At first glance these are limited to the raised intake boxes on the bodysides. They compare well to photographs of the real thing.

Other changes are more subtle. Bachmann has tweaked

the cabsides. Freightliner's 70001-70006 had panel lines on the cabsides, which were not present on its 70007-70020, even from new. By removing these Bachmann can produce more Freightliner '70s' than was previously possible. There's also a revised grille just behind the cab door, and one of the bodyside door windows is in a different position.

Times have changed since Bachmann's '70' was first released (its RRP was just £94.95!), but the model is as good today as it was in 2011. The detail tweaks have added another couple of strings to an already impressive bow. *(RF)*

3 things we like



1

Impressive number of warning labels, beautifully printed.



2

There are over 30 separately fitted wire handrails.



3

Tooling tweaks widen the options for future models.

NEW



OLD

New air intake box

Different window position

Revised grille arrangement

Revised cab sides

REVIEW VERDICT

PROS. Attention to detail, shape, features.

CONS. Difficult to access DCC socket.

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

90%



WIN! EXCLUSIVE

Biffa Class 66

Another month... and another new livery for one of GBRf's Class 66s! Red 'Sheds' are not unusual on our network but not even DB's livery is quite as eye-catching as this one.

GBRf cemented links with waste management specialist Biffa in March when 66783, now bright red with large Biffa logos, was named *The Flying Dustman* at York station. The name, chosen by Biffa staff, was unveiled by GB Managing Director John Smith and Ian Wakelin, Biffa CEO.

66783 was one of the ten '66s' that GBRf bought from DB towards the end of 2017. It

was formerly 66058 and was repainted during its recent overhaul at Arlington Fleet Services at Eastleigh.

GBRf commissioned Dave Lowery to produce a series of commemorative models of 66783 in its new guise – and Dave has produced an extra one for one lucky *Model Rail* reader to win!

Dave has used a Bachmann Branchline 'OO' gauge model of a Class 66, finishing it with RailMatch paints, and has commissioned John Peck at Precision Labels to produce the logos, numbers and GBRf lettering. 



Immaculate – and eye-catching – GBRf 66783 passes Marholm, near Peterborough, with Arlington Fleet Services translator vehicles, bound for Doncaster on March 23. Five days later the locomotive was named *The Flying Dustman*. JOHN RUDD



Don't have the internet? Don't worry: send your answer, plus contact details, to Biffa 66 Competition, *Model Rail*, Media House, Peterborough Business Park, Lynchwood, Peterborough PE2 6EA. For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html Closing date is June 10 2018.

To stand a chance of winning a 'OO' gauge version of 66783 *The Flying Dustman*, painted by Dave Lowery, go to www.model-rail.co.uk/biffa-class-66-comp and answer the following question:

Q: Biffa was founded in 1912 by Richard Henry Biffa in which Greater London suburb?

A. Wapping **B.** Wembley **C.** Wimbledon

The club room

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The guest chairman

Alan Morton, chairman of the Leicester Model Railway Group, tells readers about the oldest organisation of its kind in the region.



Society: Leicester Model Railway Group

Established: 1971

Location: Leicester

Chairman: Alan Morton



'Cossington Junction'

The Leicester Model Railway Group is the oldest model railway club in the area. We were founded in February 1949 and over the past 69 years we have had six clubrooms in the city, moving to our present one in Cossington in June 1999.

Between 1949 and 1981 we held 20 week-long exhibitions during the August school holidays. We also exhibited at Central Hall, Westminster and the Corn Exchange, Manchester.

Between 2007 and 2015 we held our successful 'Cossrail' exhibitions in Barrow-upon-Soar but due to a rent increase we have been unable to hold any more and have found it difficult to find another suitable venue. The group and individual members exhibit layouts at events all over the country.

The club currently has four layouts and a test track for 'O', 'OO' and 'N' gauges. Our largest layout is 'Stacton Magna' which runs down one side of the clubroom and is

connected to the 'O' gauge section of the test track. It was started in 2001 and depicts the station and junction with two engineering yards and connecting railways. It was designed as a multi-level layout but initially comprised just eight straight boards in order to fit into the clubroom. A later addition was the installation of a DCC test track with trailing and facing points.

Our 'N' gauge layout 'Cossington Junction' is a three-level walk-through layout. We also have two 'OO' layouts: 'Cossington Vale' is a Code 100 track layout that was originally controlled with analogue but is currently being converted to DCC, while 'Stonesby Manor' is our new layout which is currently under construction using a MegaPoints controller and servo-operated points.

On the upper level of our clubroom you'll find our 'Pullman' tea and coffee bar next to our extensive reference library. The library covers real and model railway subjects from the early days to the present.

Club meetings

Wednesday: 1900-2230

Membership fees

Full: £48 per year

Contact:

Group Secretary Brian Gillespie

Tel: 01162 848684

Events

We will be having an open day this year as part of the 'Cossington Open Gardens' event.

When: May 27/28 2018 (Sunday and Monday).

How much?: £5

The clubroom is open on Wednesday evenings from 1900-2230, but we also open up a couple of mornings each week for members who may want to work on a project. Members can use the test track at all times to operate their own locomotives/rolling stock on the various gauges or just to work on the layouts. We have been known to just chat and drink tea or to conduct research in the library...

We have about 30 members at present and are always looking to increase this figure, especially through the addition of younger members. Currently we have three very enthusiastic young members who are bringing new ideas to our tracks and learning some 'old tricks' from our experienced members. We are also hoping to set up a Facebook page in the near future, so people can get in touch with us through social media and see the various activities that the group gets up to.



'Stacton Magna' (left) and 'Cossington Vale' (right)

It's your letters

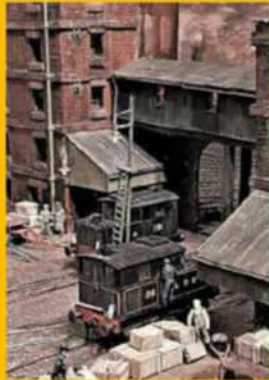
Hidden from view

I was interested to see the suggestions for how to hide an entry point on a small layout. I have overcome the scenic break situation at one end of the model by using a pair of warehouses with a covered goods bridge between. It hides the entrance to the yard from the viewing public. It is seen here (right) with two of the 'Sentinels' that work the layout.

Gavin Rose

Coupling concerns

I live in the USA but was born and raised in the Liverpool area. I am building a model based very loosely on the Mold &



Denbigh Junction Railway in the steam era. Having visited layouts belonging to railway modelling friends over here, I am convinced that (correctly mounted and maintained) Kadee couplings are better for operation and close coupling than tension lock couplings – and both look equally 'unprototypical'. I have purchased several

models produced by Oxford Rail and overall have been extremely satisfied with the quality of the modelling, finish and running qualities.

However, I have one 'quibble' with both of the 'Toad' models. The couplings provided with these do not conform to the 'NEM' standards as I know them. When I tried to replace the supplied tension lock couplings with Kadee Magnematic couplings, I found a dimensional discrepancy in the length of the NEM box. When I mounted the Kadee NEM couplers, they slid back and forth, and to correct this, I had to glue the Kadee couplings in place, which makes them a permanent attachment.

Neville Parry

Present Your Case MR246

Your views on the GNR Howlden coaches proposed by Jim Wigmore in Model Rail 246.

I totally support Jim Wigmore and his request for GNR Howlden Coaches. The GNR is the 'Cinderella' of the pre-grouping companies where ready-to-run models are concerned, with the GWR, Midland, SECR and LSWR being quite well served. The Howlden coaches would be ideal for running with the two Locomotion models and the six-wheelers would also be very useful for those of us trying to model the GNR branches.

John Waldron, via Facebook

I fully support Jim Wigmore's plea for the production of GNR Howlden Coaches. My father, grandfather and several of his brothers worked for the GNR, and later the LNER. From my early years I have always had an interest in railways and a particular soft spot for the 'Stirling Single'. I have a model on order from Rapido. As Jim says, there seems to be nothing on the market for these period engines to haul. I sincerely hope that a manufacturer will take on the challenge, and I also believe that there would be sufficient interest to make such a project worthwhile.

Malcolm Dexter, via e-mail



'Coxbridge and Drayton'. CHRIS NEVARD

Caption That Pic!

Our online community has been busy coming up with suggestions to caption last month's picture. The reader who made us laugh the most this month was Harun Bashir – congratulations! This month we're inviting your caption suggestions for this picture. We'll post it on our social media pages for you to comment on. Remember, it's just for fun!

Last month's responses

"I've taxed worse."
Philip Jackson

"I don't think the Fat Controller will be very happy that we used his tyres for the new guided bus route."
Andy Sollis

"I said 'do you do anthracite nuts?',

not 'take off my wheel nuts!'"
Colin Penfold

"Can you believe it? This guy just came up to me and asked if he could have a couple of lumps of coal to crush for his model railway!" "Get away! Well

I never!"
Brian Rogers

"Put it there Fred. I really admire how you have stood there with your shovel for the last three months without managing to fill the barrow even once."
David Hughes



'Diddington'. CHRIS NEVARD

"We're never buying British Leyland again!"
Harun Bashir



Show & Tell

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



Converting kits Simon James, by e-mail

Having found a couple of CCW EMU ends on a certain auction site, I remembered an article I read in *Model Railway Constructor* in 1962 in which Alan Williams, he of 'Effingham Junction' and *Modern Railways* fame, converted the Tri-ang shortie Pullman cars into a 'Brighton Belle'. My conversion was plagued by a bereavement and a subsequent house move, as well as some design changes from the original plan. The motor bogie is now in one of the



kitchen cars, rather than an end vehicle.

I must also place on record my thanks to your own Chris Leigh who, a long time ago, made a 'kit' after this conversion. Chris didn't have any parts, but he did supply me with some transfers so

I was able to finish the unit. Now for another, in blue and grey...

These photos are of a new 'Garden Railway' around the patio table. I've been told by the 'domestic authority' that it cannot stay as it obstructs access to the gin and tonic!

GWR alive and well

Richard Hart

I expect by now you have been inundated with responses to your editorial comment in MR247 (May edition) about the dearth of GWR main line layouts. Nevertheless, I thought I'd attempt to redress the imbalance with a modest contribution. My layout 'Hartley Poole' (which is a pun on my name and where the layout is set, Poole in Somerset on the GWR main line) is set in the three years prior to nationalisation. It is not, therefore, BR Western Region, nor is it a branch line either! My grandfather, the Poole Siding signalman, used to say that the drivers of the 'Cornish Riviera' used to slow down so his passengers could admire his trackside allotment's onions.





Across the Channel Karl-Heinz Wunderlich

I have been a reader of *Model Rail* for 15 years. Although I model US railroads, I really like your magazine. Over the years, *Model Rail* has given me many tips and help, and I think it's the best European model railway magazine. I look forward to it every month!

Here are some pictures from my model railroad. It measures 23ft 5in by 6ft 10in and is a freelance layout. I know things aren't perfect!

Many thanks to you from a happy reader from Germany.



The 'What If?' question

David Joyce

Having spent a number of years building my layout and collecting the appropriate locomotives, my mind has strayed in recent years to wondering what some of these locomotives would look like if they had been finished in different, but not unfeasible, liveries.

The SR 'West Country'/'Battle of Britain' locomotives were always defined as mixed traffic but were finished in lined green. I wondered what they would look like if BR had insisted upon lined black?

Despite being a Southern fan, I have always loved the look of the Gresley 'P2', especially the original profile. I was delighted when Hornby produced one,



although due to the limited time they existed I had a big problem with relating it to the early years of BR. The problem was I just had to have one, and then I would find a way to run it. BR blue was an obvious livery and I discovered that, had Thompson not rebuilt them as 'A2s', they would have been allocated the numbers 990/5 in the 1940s LNER scheme. Mine has subsequently been renumbered 60990.



Starting small

Carolyn Nix

I am of a generation where I was given dolls and my brother got the train set. However, I was given a 'Z' gauge Märklin train as a present last year, my first ever train. It was all very new and unexplored, and I had a great time building a little world for it. The base is only 25in by 18in, and it reminded me of the *Model Rail* article about making a layout to fit in a box (MR246). Mine doesn't take up any room and the train happily goes round and round the layout.





Exhibition Diary

What's coming up in your
neck of the woods...

MAY 12

BLOXWICH, W. MIDS. Bloxwich (St John's) MRC. St John's Methodist Church, Victoria Ave, Bloxwich WS3 3HS. **Time:** 1000-1630. **Admission:** Adult £4, Child £2. **Tel:** 07970 390258. **E-mail:** bloxwichstjohnsmrc@gmail.com

BUSHEY, HERTS. The South West Herts MRS MRE. Queens School, Aldenham Road, Bushey, Herts WD23 2TY. **Time:** 1000-1630. **Admission:** Adult £6, Child £3. **Tel:** 07783 823457. **Web:** www.southwesthertsmrs.org.uk

HEXHAM, NORTHUMBERLAND. Hexham MRS. Hexham Auction Mart, Tyne Green, Hexham NE46 3SG. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 07919 368418.

HEYWOOD, LANCs. Heywood MRG Open Day. Club Rooms, Unit 4, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

PORTSMOUTH. Victory MRC MRE. Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12. **Tel:** 07979 594926. **E-mail:** njohn.hopkins858@gmail.com

STAMFORD. Market Deeping MRC Stamford MRS. Stamford Welland Academy, Green Lane, Stamford PE9 1HE. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £10.

READING. Loddon Vale MRC MRE. Swallowfield Parish Hall, Swallowfield St, Reading RG7 1QX. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £9. **Tel:** 07917 669235. **Web:** www.lvmrc.co.uk

MAY 12-13

DERBY. Derby MRE. The Roundhouse, Roundhouse Rd, Pride Park, Derby DE24 8JE. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £8. **Tel:** 07973 640746. **Web:** www.mmrg.org.uk

GLENROTHES, FIFE. Glenrothes MRC MRE. Lomond Centre, Woodside Way, Glenrothes KY7 5RA. **Time:** Sat 1000-1700, Sun 1030-1630. **Admission:** Adult £4, Senior £3, Child £2, Family £11. **Tel:** 01334 475311.

SCUNTHORPE. Scunthorpe Modern Image Railway Group MRE. St Pauls Church Hall, Ashby High St, Scunthorpe DN16 2JR. **Time:** Sat 1000 1700, Sun 1000-1600. **Admission:** Adult £3.50, Concessions £3, Child £2, Family £9. **E-mail:** peterfawcett125@yahoo.co.uk **Web:** www.smrg.co.uk

MAY 19

ELY, CAMBS. Ely & District MRC MRE. City of Ely Community College, Downham Road, Ely CB6 2SH. **Time:** 1030-1630. **Admission:** Adult £5, Child £3. **Tel:** 01353 721280. **Web:** www.elymrc.org.uk

LITTLEHAMPTON, W. SUSSEX. The Southdowns Group of the 7mm Narrow Gauge Association MRE. The

Littlehampton Academy, Fitzalan Rd, Littlehampton BN17 6FE. **Time:** 1000-1630. **Admission:** Adult £6, Members £5. **Tel:** 07970 556651. **Web:** www.swingmodel-railway.org.uk

LUTTERWORTH, LEICS. Lutterworth Railway Society MRE. The Wycliffe Rooms, George St, Lutterworth LE17 4ED. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £8. **Tel:** 01788 310354. **Web:** www.lutterworthrailwaysociety.co.uk

MIRFIELD, YORKS. Mirfield West Yorkshire Team Parish Music Guild MRE. St Mary's Community Centre, Church Lane, Mirfield WF14 9HU. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 01924 495929. **E-mail:** Mrs.Drainsfield@btinternet.com

TUNBRIDGE WELLS. Tunbridge Wells MRS. Southborough Primary School, Broomhill Park Road, Southborough, Royal Tunbridge Wells, Kent TN4 0JY. **Time:** 1000-1630.

MAY 19-20

BRACKNELL, BERKS. The EM Gauge Society Expo EM Spring 2018. Bracknell Leisure Centre, Bagshot Road, Bracknell RG12 9SE. **Time:** Sat 1030-1730, Sun 1000-1630. **Admission:** (two-day pass): Adult £9, Child £2, EMGS £7, Family £16. **E-mail:** expoem@emgs.org **Web:** www.emgs.org

IMMINGHAM, LINCs. Immingham MRS. Immingham Museum, Civic Centre, Pelham Road, Immingham DN40 1QF. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Child £1, Family £7. **E-mail:** admin@imminghammuseum.org **Web:** www.imminghammuseum.org

TROON, AYRSHIRE. Kyle MRC MRE. Walker Hall, Municipal Buildings, 8 South Beach, Troon, South Ayrshire KA10 6EF. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child/Concession £3, Family £11. **Tel:** 07751 044984.

SALISBURY. Salisbury & South Wilts Railway Society MRE. Michael Herbert Hall, South Street, Wilton SP2 0JS. **Time:** 1030-1630. **Admission:** Adult £5, Child £2. **Time:** 07768 448369. **Web:** www.sswrs.org.uk

MAY 25-26
BANGOR, CO. DOWN. First Bangor MRC MRE. First Bangor Presbyterian Church Halls, Upper Main St, Bangor, Co. Down BT20 4AG. **Time:** Fri 1900-2130, Sat 1000-1630. **Admission:** Adult £5, Concession £3, Child £2, Family £10. **Tel:** 02891 455363. **E-mail:** secretary@firstbangormrc.co.uk

MAY 26

DULWICH, LONDON. Dulwich MRS. James Allen's Girls School, 144 East Dulwich Grove SE22 8TE. **Time:** 1000-1630.

MAY 26-27

AYLESBURY. Raillex 2018. Stoke Mandeville Stadium, Stadium Approach, Aylesbury HP21 9PP. **Time:** Sat 1030-1730, Sun 1000-1700. **Admission:** Adult £9, Child £5. **Web:** www.raillex.org.uk

BROCKENHURST, HANTS. New Forest MRS MRE. Brockenhurst Village Hall, Highwood Road, Brockenhurst SO42 7RY. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 01425 673668.

MAY 26-28

BALA, GWYNEDD. Bala Lake Railway MRE. Ysgol y Berwyn, Bala School, Ffrydan Rd, Bala LL23 7RU. **Time:** Sat & Sun 1000-1700, Mon

1000-1530. **Admission:** Adult £5. **Web:** www.bala-lake-railway.co.uk

MAY 27-28

LEICESTER. The Leicester MRG open days. Clubroom, Main Street (Sibley end), Cossington. **Time:** 1100-1700. **Admission:** £5.

MAY 28

FARNHAM, SURREY. Farnham & District MRC OO Gauge Group Open Day. Wrecclesham Community Centre, Greenfield Road, Farnham GU9 8TJ. **Time:** 1000-1600.

JUNE 2

BILSTON, W. MIDS. West Bromwich MRC MRE. Bilston Sports and Social Club, Wellington Road, Bilston WV14 6AY. **Time:** 1000-1500. **Admission:** Adult £4. **Tel:** 0121 559 5673. **E-mail:** Ianmiles1@outlook.com

LEICESTER. Lionel Collectors Club UK Exhibition. Trinity Methodist Church, Narborough Rd, Leicester LE3 2RD. **Time:** 1000-1600. **Admission:** Adult £3. **Tel:** 0116 233 34843. **E-mail:** ps.dracycott@outlook.com

JUNE 2-3

BURTON UPON TRENT. DEMU Showcase. Burton Town Hall, King Edward Place, Burton upon Trent DE14 2EB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £9, Member/Child £6, Family £22. **Web:** www.demu.org.uk

SHILDON. Shildon MRC MRE. The Locomotion Museum, Shildon DL4 2RE. **Time:** Sat 1000-1700, Sun 1000-1700. **Tel:** 07720 975208. **E-mail:** SMRC_liz@yahoo.com

JUNE 3

ASHMANHAUGH, NORWICH. Ashmanhaugh Light Railway Open Day. East View Farm, Stone Lane, Ashmanhaugh NR12 8YW. **Time:** 1400-1700. **Web:** www.ashmanhaughlightrailway.co.uk

JUNE 9

BIGGLESWADE, BEDS. Model Railway and Vintage Toy Show. Trinity Methodist Church, Shortmead Street, Biggleswade SG18 0AP. **Time:** 1030-1630. **Admission:** Adult £4, Concession £3.

GLASGOW. Strathclyde O Gauge Group. Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE. **Time:** Sat 1000-1600, Sun 1100-1600. **Admission:** Adult £6. **Tel:** 0141 637 4189. **E-mail:** wcampbell23@yahoo.co.uk

HEYWOOD, LANCs. Heywood MRG Open Day. Club Rooms, Unit 4, Park Works, River St, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

KNOWL HILL, READING. Marlow, Maidenhead & District MRC MRE. Knowl Hill Village Hall, Bath Road RG10 9XB. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £10. **Web:** www.mmdmrc.org.uk

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

JUNE 9-10

BAKEWELL. The Peak MRE. The Agricultural Centre, Bakewell DE45 1AH. **Time:** 1000-1700. **Admission:** Adult £5, Concession £4, Family £12. **E-mail:** enquiries@chesterfieldrailwaymodellers.co.uk

SHEPTON MALLET, SOMERSET. Shepton & District MRS MRE. Doulling Village Hall, nr Shepton Mallet BA4 4PL. **Time:** Sat 1030-1630, Sun 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 01761 232950. **E-mail:** jp.perrett@btinternet.com

JUNE 16

ALRESFORD, HANTS. National Festival of Toy Trains. Perins School, Pound Hill, Alresford SO24 9BS. **Time:** 1030-1630. **Admission:** Adult £6, Child £2, Family £14. **Tel:** 01962 733475. **Web:** <http://alresford-toy-trains.org.uk>

ARUNDEL, W. SUSSEX. Arundel MRS Exhibition. Cathedral Ctr, London Rd (corner of Mt Pleasant), Arundel BN18 9AY.

GAINSBOROUGH, LINCs. Gainsborough MRS Open Day. Florence Terrace, Gainsborough DN21 1BE. **Time:** 1030-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

HUCCLECOTE, GLOS. Hucclecote Methodist Church MRE. Carisbrooke Road, Hucclecote GL3 3QP. **Time:** 1000-1700. **Admission:** Adult £4. **E-mail:** info@hucclecotemc.org.uk **Web:** www.hmcmrs.org.uk

HULL. Hull Miniature Railway Society MRS. Walton St Leisure Centre, Gothland Close, off Walton Street, Hull HU3 6JB. **Time:** 1030-1600. **Admission:** Adult £2.50, Child £1. **E-mail:** dasmith761@gmail.com

JUNE 16-17

EXBURY, HANTS. Exbury Gardens & Steam Railway MRE. Exbury SO45 1AZ. **Time:** 1000-1630. **Admission:** Adult £10.45, Child £4. **Tel:** 02380 891203. **E-mail:** info@exbury.co.uk

HUNSLET, LEEDS. Middleton Railway Trust MRE. Middleton Railway, The Station, Moor Road, Hunslet LS10 2JQ. **Time:** 1000-1700 (both days). **Admission:** (Exhibition only) Adult £5, Child £2.50, Family £13. **Tel:** 01274 613687. **Web:** www.middletonrailway.org.uk

MERE, WILTS. Mere MRE. Mere Lecture Hall, Salisbury Road BA12 6HA. **Time:** 1000-1600. **Admission:** Adult £4. **Tel:** 01747 861977. **Web:** www.mererailwaymodellers.co.uk

JUNE 23

ASTON CLINTON, BUCKS. Tring & District MRC Vale Rail 2018. Aston Clinton Primary School, Twitchell Lane, off London Road, Aston Clinton HP22 6JJ. **Time:** 1030-1530. **Admission:** Adult £3, Child £1.50, Family £7. **Tel:** 01525 850703. **Web:** www.tdmrc.co.uk

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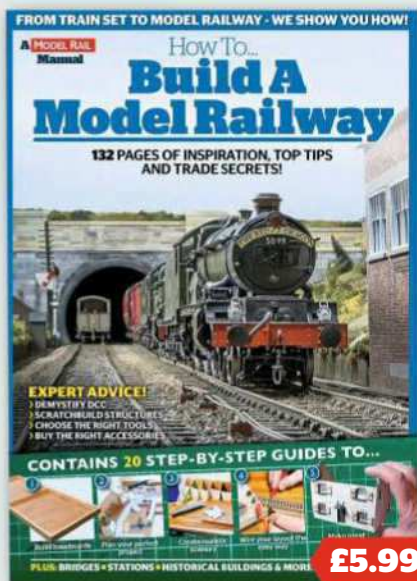


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H4-P-007 - 31027 in BR black with early emblem

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)

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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

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ex Class 40 bogies

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H4-BH-003 ADB965578 in BR yellow

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H4-BH-005 ADB965580 in Railtrack Black

H4-BH-006 ADB965581 in Railtrack Black

H4-BH-007 ADB965578 in Network Rail black

H4-BH-008 ADB965579 in Network Rail black

ex Class 45 bogies

H4-BH-005 ADB966098 in BR yellow with NSE Branding

H4-BH-006 ADB966099 in BR yellow with NSE Branding

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H4-BH-012 ADB966099 in Network Rail black



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H4-RHTT-001 'Sandite' with 2 wagons and sandite modules

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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

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H4-FEAE-001 6410xx in Freightliner green

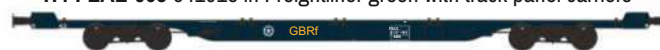
H4-FEAE-002 6410xx in Freightliner green

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

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SR 'Lord Nelson' 4-6-0

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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
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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: May 2018



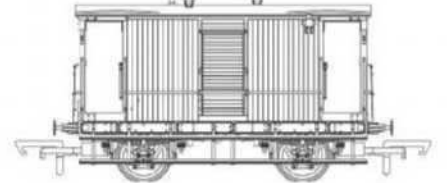
R3580 87035 "Robert Burns" in BR Blue

R3582 87010 "King Arthur" in Intercity Swallow livery

R3656 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: March/April 2019



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: March/April 2019



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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

Class 117 3-Car DMU

Pre-order from £254.96
Due in Stock: July 2019



35-500 BR green with speed whiskers

35-501 BR blue and grey

35-502 Network SouthEast 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

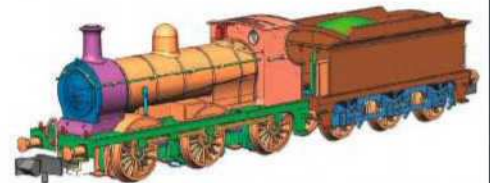
391-053 "Dorothea" in Dorothea Quarry lined green



2017/18 Announcements

Class C Wainwright 0-6-0

Pre-order for £127.46
Due in Stock: TBC



372-775 271 in SE8CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 450 4-car EMU

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Due in Stock: TBC



371-725 450073 in South West Trains livery

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
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							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	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
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
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 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
O Gauge Class 61xx Large Prairie	hattons.co.uk/hel61xx	£500	Sep 2015							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hltachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	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

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Information correct at the time of going to press on 13/04/18.



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31-933 Class 1000 Midland Compound 4-4-0 41157 in BR
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1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) £124

H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late
crest (DJ) £99

H1413 Class 14xx 0-4-2T 1444 in BR Lined green early
emblem (DJ) £99

32-304A Class 2251 0-6-0 Collett Goods 2251 in GWR
green Churchward tender (Bac) £97.71

32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black
early emblem and Collett tender (Bac) £97.71

OR76DG003 Class 2301 Dean Goods 0-6-0 2475 in Great
Western green (Oxf) £95

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

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

4780 Class 47xx 2-8-0 'Night Owl' 4704 in GWR green
shirtbutton emblem (Hel) **NEW** £154

NEW
4783 Class 47xx 2-8-0 'Night Owl' 4706 in BR black early
emblem (Hel) **NEW** £154

H1403 Class 48xx 0-4-2T 4871 in GWR Unlined green
Shirtbutton logo - Lightly weathered (DJ) £99

R3170 Class 49xx 4-6-0 4901 'Adderley Hall' in GWR
Green - Railroad range (Hor) (RRP £94.99) **BARGAIN** £62

R3499 Class 49xx 4-6-0 6947 'Helmingsham Hall' in
BR Green late crest - Railroad Range (Hor) (RRP
£95.99) **BARGAIN** £57

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)
(RRP £170.99) **BARGAIN** £119

R3276 Class 4P Compound 4-4-0 1072 in LMS Black Fowler
tender - Railroad range (Hor) (RRP £85.99) **BARGAIN** £45

H1402 Class 58xx 0-4-2T 5814 in GWR Unlined green
Great Western lettering - Lightly weathered (DJ) £99

R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined
Black early crest - TTS sound fitted (Hor) £170

R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late
crest (Hor) £144

NEW
R3516 Class 6000 'King' 4-6-0 6004 'King George III' in post-war
GWR green - 'The Final Day' special edition (Hor) **NEW** £161

NEW
R3534 Class 6000 'King' 4-6-0 6023 'King Edward II' in
GWR green garter crest (Hor) **NEW** £157

R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR
Green late crest (Hor) (RRP £182.99) **BARGAIN** £109

R3452 Class 6800 'Grange' 4-6-0 6825 'Llanvair Grange'
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R3552 Class 6800 'Grange' 4-6-0 6860 'Aberporth
Grange' in GWR green shirtbutton emblem (Hor) £132

R3330 Class 6000 King 4-6-0 6000 'King George V' in BR
green early crest - as preserved (Hor) £148.14

R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR
Green late crest (Hor) (RRP £182.99) **BARGAIN** £109

R3452 Class 6800 'Grange' 4-6-0 6825 'Llanvair Grange'
in BR lined green late crest (Hor) £132

R3552 Class 6800 'Grange' 4-6-0 6860 'Aberporth
Grange' in GWR green shirtbutton emblem (Hor) £132

R3420 Class 700 'Black Motor' 0-6-0 30346 in BR Black
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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

R3564 Class 8F 2-8-0 48045 in BR black late crest -
Fowler tender (Hor) £123

R3565 Class 8F 2-8-0 8035 in LMS black (Hor) £123

32-858 Class 9F 2-10-0 92189 in BR black late crest &
BR1F tender - weathered (Bac) £169.96

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** £68

R3380 Class J15 0-6-0 65464 in BR Black late crest (Hor)
(RRP £127.99) **BARGAIN** £79

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76

31-531 Class A2 4-6-2 60536 'Trimbrush' in BR lined
green early emblem (Bac) (RRP £179.95) **BARGAIN** £121

R3518 Class A3 4-6-2 108 'Gay Crusader' in LNER apple
green - 'The Final Day' special edition (Hor)
(RRP £189.99) **BARGAIN** £129

R3132 Class A3 4-6-2 2599 'Book Law' in LNER apple
green (Hor) (RRP £152.99) **BARGAIN** £99

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

R3320 Class A4 4-6-2 60023 'Golden Eagle' in BR Blue early crest (Hor) £126

R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor)
(RRP £155.99) **BARGAIN** £87

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R3588 Class B17 4-6-0 2864 'Liverpool' in LNER green -
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R3004 Class B17 4-6-0 61631 'Serlby Hall' in BR Green
early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** £79

31-147 Class D11/1 4-4-0 501 'Mons' in GCR green (Bac) £157.21

35-075 Class E4 Brighton tank 0-6-2 579 in LB&SCR
umber (Bac) (RRP £109.95) **BARGAIN** £80

35-076A Class E4 Brighton tank 0-6-2T 2517 in Southern
Railway green (Bac) £110.46

R3416 Class J15 0-6-0 65464 in BR Black late crest (Hor)
(RRP £127.99) **BARGAIN** £79

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76

R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99) **BARGAIN** £76



UK P&P £4 per order
£2 per single diecast item
£7 guaranteed Next Day delivery
 (Orders before 2pm)



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) **BARGAIN** £69
 R3242A Class K1 2-6-0 62032 BR Black early emblem (Hor) **BARGAIN** £82
 (RRP £129.99)



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) **BARGAIN** £82
 (RRP £129.99)



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) £100



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £160.99) **BARGAIN** £109



R3524 Rebuilt 'West Country' 4-6-2 34096 'Trevone' in BR green late crest (Hor) £144



H4-P-009 SECR P Class 0-6-0T 'Pioneer II' in Bowaters Paper Mill green (Hat) **NEW** £99



H4-P-010 SECR P Class 0-6-0T 'Pride of Sussex' in Robertsbridge Flour Mill green (Hat) **NEW** £99



H4-P-005 SECR P Class 0-6-0T 1555 in SR black Egyptian lettering (Hat) **NEW** £99



H4-P-006 SECR P Class 0-6-0T 1558 in SR black sunshin lettering (Hat) **NEW** £99



H4-P-011 SECR P Class 0-6-0T 27 'Primrose' in Bluebell Railway lined black (1960s) (Hat) **NEW** £99



H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat) **NEW** £99



H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) **NEW** £99



H4-P-012 SECR P Class 0-6-0T 323 'Bluebell' in Bluebell Railway lined blue (2010s) (Hat) **NEW** £99



H4-P-003 SECR P Class 0-6-0T 754 in SE&CR grey (Hat) **NEW** £99



H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell Green Maunsell lettering (Hat) **NEW** £99



31-980 Standard Class 3MT tank 82020 in BR green late crest - weathered (Bac) £118.96



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac) £114.71



32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac) £144.46



Diesel train packs



R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) **BARGAIN** £139



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (RRP £105) **BARGAIN** £94



32-111Y Class 08 08833 'Liverpool Street Pilot' in Great Eastern Railway blue (Bac) **NEW** £89



R3484 Class 08 shunter 13363 in BR green red con rods (Hor) £118



1409 Class 14 D9531 in BR green - as preserved (Hel) £110

1406 Class 14 D9535 in BR green - last loco built at Swindon works (Hel) £110



1411 Class 14 National Coal Board Ashington No.4 in NCB blue (Hel) £110



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72



32-035K Class 20 20172 'Redmiere' in BR Blue Thornaby red stripe - Ltd Ed for Bachmann Collectors Club (Bac) £109.95

32-404XDS Class 25/3 25276 in BR blue (Bac) **NEW** £92



32-408 Class 25/3 25286 in BR Blue (Bac) £93.46



2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel) £104



2658 Class 26/0 26014 in BR blue (Hel) £104



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) **BARGAIN** £61



2614 Class 26/1 26026 in BR blue (Hel) £104



2615 Class 26/1 26044 in BR blue - weathered (Hel) £104



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) £110



3357 Class 33/1 33116 in BR engineers grey (Hel) £94



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) £88



32-781B Class 37/0 37041 in BR blue - split headcode (Bac) £135.96



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) £135.96



32-484 Class 40 40159 in BR Blue (Bac) £123.21



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) **BARGAIN** £74



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN** £39



32-065 Class 43 North British (NBL) Warship D865 'Zealous' in BR Maroon Small Yellow Panel (Bac) £118.96



31-663 Class 47/0 47209 'Herbert Austin' in Railfreight Distribution Sector (Bac) **NEW** £135.96



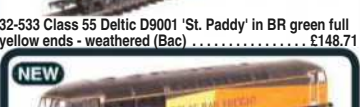
32-819 Class 47/8 47814 'Totnes Castle' in Virgin Trains (Bac) **NEW** £135.96



32-534DS Class 55 Deltic 55004 'Queen's Own Highlander' in BR blue - DCC sound fitted (Bac) £225.21



32-533 Class 55 Deltic D9001 'St. Paddy' in BR green full yellow ends - weathered (Bac) £148.71



R3291 Class 56 56094 in Colas Rail Freight (Hor) **NEW** £134



5820 Class 58 58012 in Mainline triple grey (Hel) (RRP £125) **BARGAIN** £96



5827 Class 58 58016 in EW&S maroon and gold (Hel) (RRP £125) **BARGAIN** £99



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) **BARGAIN** £96



5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125) **BARGAIN** £99



R3572 Class 60 60087 'CLIC Sargent' in Colas Rail Freight orange/black (Hor) £149



32-980A Class 66/7 66728 'Institution of Railway Operators' in GB Railfreight - weathered (Bac) £152.96

R3388 Class 67 67004 'Cairn Gorm' in Caledonian Sleeper (Hor) **NEW** £89



R3272 Class 67 67006 'Royal Sovereign' in EWS Royal claret (Hor) £127

Visit

www.hattons.co.uk/new

for all new releases



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap) £131.71
4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass - DCC sound fitted (Dap) £254.96



4D-022-009 Class 68 68006 "Darini" in Scotrail (Dap) £131.71



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) £131.71
4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) £254.96



OLIV003 Class 73/1 73141 "Charlotte" in First GBRf purple - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £99



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £99



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £99



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) **BARGAIN** £129



32-991 Type 27 Wickham Trolley and trailer B30W in BR Maroon (Bac) £76.46

Electric locos



R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £59
7602 Class 76 EM1 Woodhead electric E26049 in BR blue - Ltd Ed for Olivias Trains (Hel) (RRP £160) **BARGAIN** £119



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160) **BARGAIN** £124



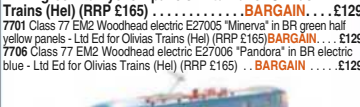
7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129
7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



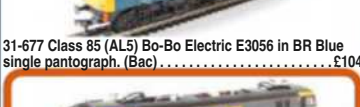
7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



7705 Class 77 EM2 Woodhead electric E27003 "Diana" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129
7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN** £129

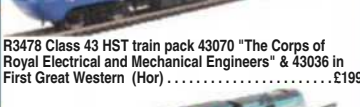


31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR blue single pantograph. (Bac) £104

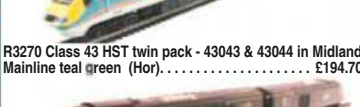


R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) **BARGAIN** £52

HSTs



R3478 Class 43 HST train pack 43070 "The Corps of Royal Electrical and Mechanical Engineers" & 43036 in First Great Western (Hor) £199



R3270 Class 43 HST twin pack - 43043 & 43044 in Midland Mainline teal green (Hor) £194.70



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) £246
R3390 Pair of Class 43 HST Power Cars Virgin Trains East Coast (Hor) **NEW** £154

DMUs



32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) **BARGAIN** £94



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in GWR chocolate and cream - Hatton's limited edition (Dap) £129.95



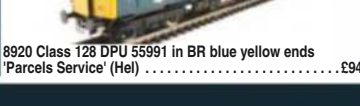
4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) £129.95



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) £129.95



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) £123.25



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) £94

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) **BARGAIN** £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) **BARGAIN** £69
R3214 Class 153 single car DMU 153309 "Gerard Fienness" Greater Anglia (Hor) **NEW** £89

EMUs



30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac) £178.46

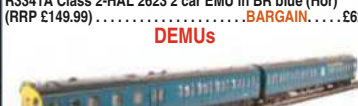


R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62



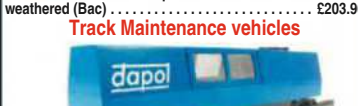
R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62

DEMUs



31-238A Class 205 'Thumper' in BR blue - weathered (Bac) £203.96

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



R1155 Pendolino trainset Class 390 390004 in Virgin Trains "Alstom Pendolino" branding (Hor) £150

Train sets - digital



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) **BARGAIN** £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £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** £150



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199

Coaches



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) £55.21



39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) £55.21



R4617A Mk2E FO first open 3221 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17



R4622 Mk2E TSO second open W5860 in BR blue & grey - Railroad Range (Hor) £23



OR763RM002 Mk3a RFM restaurant first modular buffet 10201 in Intercity swallow (Oxf) £29
OR763T0002B Mk3a TSO second open 12015 Intercity Swallow (Oxf) **NEW** £29



R4661 Pullman Third Class Parlour Car - K-Type Pullman Car (Hor) (RRP £49.99) **BARGAIN** £33
34-385 Thompson 3rd class corridor in LNER teal (Bac) £46.71



34-435 Thompson composite brake in LNER teal (Bac) **NEW** £46.71



34-410 Thompson composite corridor in LNER teal (Bac) **NEW** £46.71
34-485 Thompson first Corridor in LNER teal (Bac) £46.71

Wagons



MU60003 4-wheel gunpowder van "Salvage, Save for Victory" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £13
MU60002 7-plank open wagon "Albion Brewery, Wrexham" - Ltd Ed for Modelleisenbahn Union (Dap) **NEW** £10.50
OR76CK003 7-plank open wagon "Exec. of John Hargreaves, Burnley" coke rails (Oxf) **NEW** £9.50
OR76MW7031 7-plank open wagon "Napsbury Hospital Committee" (Oxf) **NEW** £9.50
OR76MW7030 7-plank open wagon "National Coal Board - NCB internal user" (Oxf) **NEW** £9.50



OR76CK004 7-plank open wagon "Renishaw Iron Company" coke rails (Oxf) **NEW** £9.50
4F-080-121 8-plank open wagon "Smith, Parkinson and Cole Ltd, Bradford" - weathered (Dap) **NEW** £11



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) £83



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



R6883 Pack of three GWR horse boxes in GWR brown (Hor) **NEW** £52

Prices valid until 30/05/18

All prices correct
when going to press.
Errors excepted.

4F-027-010 Silver Bullet bogie tank wagon in NACCO/ ECC - 3780 7898 072-9 (Dap) £25.50



OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf) £25



R6852 ZFP 'Trout' ballast hopper in National Coal Board yellow (Hor) NEW £20

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply (Hor) £87

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £40

Digital controllersR8214 DCC Elite unit digital controller (Hor) £210
R8213 DCC Select unit (Hor) £98**Point motors**

R8243 Surface Mounted point motor (Hor) £8.50

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway sparesSL-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
18KADEE NEM362 Kadec coupling - Medium (8.63mm) - Pack of four (Kad) £5**Buildings - railways**

LK-20X Double length overall arched station roof (Pec) £22.50



44-586 Ground Lever Frame and Board (Bac) NEW £12.71

Man-made scenic structure - railway-related89121 21.5 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £199
LK-65 76ft Well type turntable (Pec) £41R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80

R070 Electrically Operated Turntable (Hor) £64

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £25

4L-003-001 Signal - Motorised, SR lattice home (Dap) £26.68

Buildings - general

R9866 AA Telephone kiosk (Hor) NEW £8



44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £12.71

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39

People - civil

36-408 12 x Seated Coach Passengers (Bac) £11.50

H4-CrewP-002 Crew set for P Class driver and fireman in BR uniforms - unpainted (Hat) NEW £9



H4-CrewP-001 Crew set for P Class driver and fireman in early uniforms (SECR & SR) - unpainted (Hat) NEW £9

Track - Code 100 SettrackR605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £18
R607 2nd radius double curve track (8 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor) £18

R601 Box of 24 Double Straight (Hor) £47

R601 Single (Hor) £2.10

R8072 Left Hand Standard Point (Hor) £9.50

R603 Long Straight - 670mm (Hor) £3.70

R8073 Right Hand Standard Point (Hor) £9.50

ST-245 Settrack curved double radius left handed point insulfrog (Pec) £14.50

ST-244 Settrack curved double radius right handed point insulfrog (Pec) £14.50

ST-241 Settrack No.2 radius left handed point insulfrog (Pec) £9

ST-240 Settrack 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) £1.50

R600 Box of 24 (Hor) £34

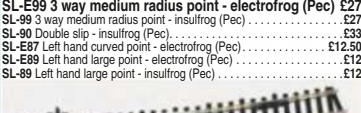
Track - Code 100 Streamline

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-E99 3 way medium radius point - electrofrog (Pec) £27

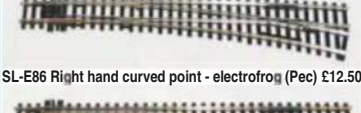
SL-99 3 way medium radius point - insulfrog (Pec) £27

SL-90 Double slip - insulfrog (Pec) £33

SL-E87 Left hand curved point - electrofrog (Pec) £12.50

SL-E89 Left hand large point - electrofrog (Pec) £12

SL-89 Left hand large point - insulfrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50

SL-96 Left hand medium point - insulfrog (Pec) £10.50

SL-E92 Left hand small point - electrofrog (Pec) £9.50

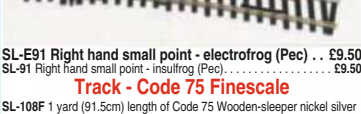
SL-92 Left hand small point - insulfrog (Pec) £9.50



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) £10.50

SL-95 Right hand medium point - insulfrog (Pec) £10.50



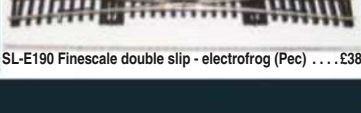
SL-E91 Right hand small point - electrofrog (Pec) £9.50

SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4

SL-108F Box of 25 (Pec) £100



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3

SL-E190 Finescale double slip - electrofrog (Pec) £38



SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50

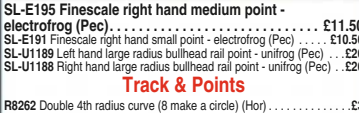


SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50

SL-E186 Finescale right hand curved point - electrofrog (Pec) £13



SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50

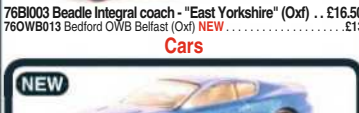
SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50

SL-U189 Left hand large radius bullhead rail point - unifrog (Pec) £26

SL-U188 Right hand large radius bullhead rail point - unifrog (Pec) £26

Track & Points**Buses**

R8262 Double 4th radius curve (8 make a circle) (Hor) £3



76B1003 Beadle Integral coach - 'East Yorkshire' (Oxf) £16.50

76OWB013 Bedford OWB Belfast (Oxf) NEW £13



76AMD9003 Aston Martin DB9 Coupe Cobalt Blue (Oxf) NEW £5

76ASS006 Austin Seven Saloon light grey (Oxf) NEW £4.50

76ETYP013 Jaguar E-Type White (Oxf) NEW £4.50

Commercial vehicles

76DXF002 DAF XF Euro 6 curtainside - 'Wreford's Transport' (Oxf) NEW £21.50



76MB010 Mercedes Actros Semi Low Loader JCB (Oxf) £21



76SCT004 Scania Car Transporter - Green Tiger (Oxf) NEW £30

Farming & Construction

76LS001 JCB JS220 Tracked Excavator JCB (Oxf) £19.50



76LDL001 JCB 531 70 Loadall JCB (Oxf) £16



76JLS001 JCB Major Loader Mk1 Excavator JCB (Oxf) NEW £20

Military ground vehicles

76SET58 RAF Centenary Set (Oxf) NEW £42



76SM001 Sherman Mk3 Tank - 10th Armoured division, 1942 (Oxf) £11

Tools

SL-43 Loco Lift and storage unit (Pec) £12

PRR-HO-01 Rolling Road stand for OO/HO scale locos wheel cleaning rollers (Pro) £133

N Gauge**Steam locos**

372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) (RRP £169.95) BARGAIN £119

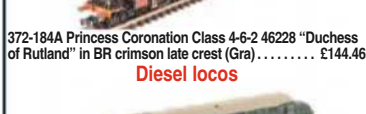


372-536 Class 4MT Standard 2-6-4T 80119 BR lined black late crest (Gra) £101.96

25-002-005 Class V Schools 4-4-0 30934 'St Lawrence' in BR malachite green (Exclusive to Dapol Collectors Club) (Dap) NEW £150



372-184A Princess Coronation Class 4-6-2 46228 'Duchess of Rutland' in BR crimson late crest (Gra) £144.46

Diesel locos

371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra) £103.66

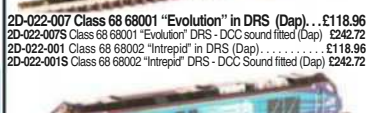


2D-022-007 Class 68 68001 'Evolution' in DRS (Dap) £118.96

2D-022-007S Class 68 68001 'Evolution' DRS - DCC sound fitted (Dap) £242.72

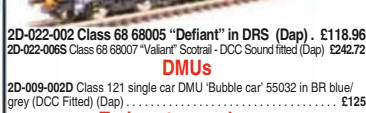
2D-022-001 Class 68 68002 'Intrepid' in DRS (Dap) £118.96

2D-022-001S Class 68 68002 'Intrepid' DRS - DCC Sound fitted (Dap) £242.72



2D-022-002 Class 68 68005 'Defiant' in DRS (Dap) £118.96

2D-022-006S Class 68 68007 'Valiant' Sootral - DCC Sound fitted (Dap) £242.72



2D-009-002D Class 121 single car DMU 'Bubble car' 55032 in BR blue/grey (DCC Fitted) (Dap) £125

Train sets - analogue

GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £224

Train sets - digital

370-048 The Highlander Digital Train Set Class 37/4 in BR large logo blue and two Mk2 coaches in 'Kyle Line' green and cream (Gra) NEW £229.46

Coaches

2P-012-252 Pack of six Maunsell coaches in SR olive green (Dap) £116

Wagons

373-656 14 Ton Tank Wagon 'Shell BP' (Gra) NEW £16.11

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

2F-023-012 Siphon H BR W1431 (Dap) **NEW** £13

Cables & Wires

PL-82 Power feed joiners - Code 55/60 (x4 pairs) (Pec) £6

Model railway spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Buildings - railways

PN933 Settle and Carlisle style railway station building - card kit (Met) **NEW** £12

PN934 Settle and Carlisle style railway station shelter - card kit (Met) **NEW** £7

Track - Code 80 Setrack

ST-19 N Setrack No. 4 radius double curve (Pec) £2.50

ST-17 N Setrack No.3 radius double curve (6 form a circle), 238.5mm/11.75" radius (Pec) £2

ST-15 No.2 radius double curve (Pec) £1.80



ST-6 Setrack left hand point insulfrog (Pec) £8.50

ST-5 Setrack right hand point insulfrog (Pec) £8.50

ST-300 Starter Track Set (Pec) £49

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3

SL-300 Pack of 25 (Pec) £64



SL-E396 Left hand medium point electrofrog (Pec) £9.50

SL-396 Left hand medium point insulfrog (Pec) £9.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50

SL-395 Right hand medium point insulfrog (Pec) £9.50

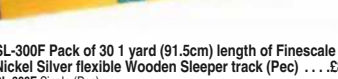
Track - Code 55 Finescale

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84

SL-300F Single (Pec) £3

SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50

SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28

SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E399F 3-way finescale turnout (Pec) £28

SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £38

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) £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

O Gauge (1:43 Scale)

Steam locos



7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) £191.25



7S-007-002 Class 57xx 0-6-0PT pannier 5700 in Great Western Green (Dap) **NEW** £199.75



NEW



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) **NEW** £199.75

7S-024-001 Class 64xx 0-6-0PT pannier 6412 in Great Western green (Dap) **NEW** £340

7S-024-001D Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC fitted (Dap) **NEW** £359.50

7S-024-001S Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC sound fitted (Dap) **NEW** £467.50

7S-024-002 Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntbutton emblem (Dap) **NEW** £340

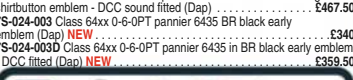
7S-024-002D Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntbutton emblem - DCC fitted (Dap) **NEW** £359.50

7S-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shuntbutton emblem - DCC sound fitted (Dap) **NEW** £467.50

7S-024-003 Class 64xx 0-6-0PT pannier 6435 BR black early emblem (Dap) **NEW** £340

7S-024-003D Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC fitted (Dap) **NEW** £359.50

NEW



7S-024-004 Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest (Dap) **NEW** £340

7S-024-004D Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest - DCC fitted (Dap) **NEW** £359.50

7S-025-001 Class 74xx 0-6-0PT pannier 7411 in GWR green (Dap) **NEW** £340

7S-025-001D Class 74xx 0-6-0PT pannier 7411 in GWR green - DCC fitted (Dap) **NEW** £359.50

7S-025-002 Class 74xx 0-6-0PT pannier 7444 in BR black late crest (Dap) **NEW** £340

7S-025-002D Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC fitted (Dap) **NEW** £359.50

Diesel locos

7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap) £191.25

7D-008-011D Class 08 shunter 08173 in BR blue (without ladder) - DCC sound fitted (Dap) £340



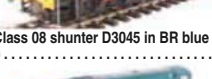
7D-008-002 Class 08 shunter D3045 in BR blue wasp stripes (Dap) £189



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

2014 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and '0000' headcodes - weathered (Hel) £470

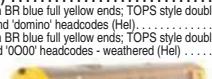


2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550

2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470



5350 Class 53 D0280 'Falcon' in original lime green cast crest (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



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) £550

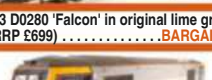
2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43

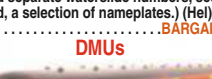
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6



43JAG5001 Jaguar MkV DHC Open Opalescent Silver (Oxf) **NEW** £21



43R25001 Rolls Royce 25/30 - Thrupp & Maberly Burgundy (Oxf) £21



43FDE017 Ford 400E van - 'Lotus' (Oxf) **NEW** £12

43LR2AS001 Land Rover Series IIA SWB Hard Top Royal Mail PO Recovery (Oxf) **NEW** £14.50



VA00518 Triumph Herald, Monmouthshire Constabulary (Cor) **NEW** £26



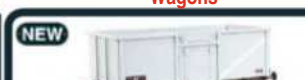
8951 Class 128 parcels DMU 55993 in Royal Mail red (Hel) £470

Coaches

4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) £250

4993 Mk1 GUV full brake in BR blue Newspapers branding (Hel) £250

Wagons



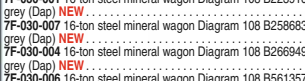
7F-030-003 16-ton steel mineral wagon Diagram 108 B144783 in BR grey (Dap) **NEW** £38.25

7F-030-001 16-ton steel mineral wagon Diagram 108 B223910 BR grey (Dap) **NEW** £38.25

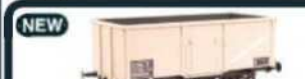
7F-030-007 16-ton steel mineral wagon Diagram 108 B258683 in BR light grey (Dap) **NEW** £38.25

7F-030-004 16-ton steel mineral wagon Diagram 108 B266949 BR grey (Dap) **NEW** £38.25

7F-030-006 16-ton steel mineral wagon Diagram 108 B561357 BR bauxite (Dap) **NEW** £38.25



7F-030-005 16-ton steel mineral wagon Diagram 108 B563823 in BR grey (Dap) **NEW** £38.25



7F-030-008 16-ton steel mineral wagon Diagram 108 B570259 in BR bauxite (Dap) **NEW** £38.25

7F-030-009 16-ton steel mineral wagon Diagram 108 B582100 BR bauxite (Dap) **NEW** £38.25

7F-030-002 16-ton steel mineral wagon Diagram 108 B68921 BR bauxite (Dap) **NEW** £38.25

7F-030-051 16-ton steel mineral wagon Diagram 109 B142798 BR grey (Dap) **NEW** £38.25

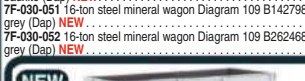
7F-030-052 16-ton steel mineral wagon Diagram 109 B262468 BR grey (Dap) **NEW** £38.25



7F-030-050 16-ton steel mineral wagon Diagram 109 B70100 in BR grey (Dap) **NEW** £38.25



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-704 Warwell wagon 50t diamond frame bogies MODA95560 MOD 1970s olive (Hat) £85



SL-700BH 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £6.50

SL-700BH Box of 12 (Pec) £75

SL-E790BH Double slip (6 degree angle). Electrofrog (Pec) £85



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43

ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6



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SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43



GAUGEMASTER Spotlight Analogue Control



Lifetime Guarantee & Controller Types

Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

Mains Powered Cased Controllers

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

**BEST FOR
Beginners**

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

**BEST FOR
Twin Tracks**

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track mains powered controller available today. It offers impressive value for money with its four 12V DC track outputs, and two each of 16V AC and 12V DC outputs for accessories.

**BEST FOR
Four Tracks**

Panel Mounted Controllers

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some experienced modellers may wish to incorporate their controller into a panel they have made to control their layout. The Model 100 Controller has a single 12V DC output.

**BEST FOR
Control Panels**

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

**BEST FOR
Realistic Running**

Hand Held Controllers

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

**BEST FOR
Flexibility**

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!



GMC-WM1 Wall Mounted Transformer
16V or 12V DC 1.1a

Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Digital Controllers, Scenics, Point Control, 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

PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£44.95
GMC-100M	Single Track Controller	£94.95
GMC-100MO	Single Track Controller for D Scale	£94.95
GMC-10LGB	Single Track Controller for G Scale	£109.95
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£189.95
GMC-P	Single Track Controller with Simulation	£104.95
GMC-D	Twin Track Controller	£104.95
GMC-DS	Twin Track Controller with Simulation	£189.95
GMC-TS	Three Track Controller with Simulation	£189.95
GMC-Q	Four Track Controller	£199.95

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£39.95
GMC-100O	Single Track Controller for O Scale (GMC-T2/M2)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£44.95
GMC-UD	Single Track Controller with Simulation for D (GMC-T2/M2)	£64.95
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£59.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T2/M2/WM1)	£64.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£79.95
GMC-UTS	Three Track Controller with Simulation (GMC-T1/M1/WM1)	£89.95
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£94.95

Walkabout and Hand Held Controllers

(All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£39.95
GMC-W5	Single Track Walkabout Controller with Simulation	£59.95
GMC-HH	Single Track Handheld Controller with Feedback	£41.95

Transformers

GMC-M1	Cased Transformer 16V AC	£52.95
GMC-M2	Cased Transformer 18V AC 2.5V	£57.95
GMC-M3	Cased Transformer 24V AC	£57.95
GMC-M4	Cased Transformer 12V AC	£57.95
GMC-T1	Open Transformer 2x 16V AC 1a	£29.95
GMC-T2	Open Transformer 18V AC 2.5a	£29.95
GMC-T3	Open Transformer 24V AC	£29.95
GMC-T4	Open Transformer 2x 12V AC 1a	£29.95
GMC-WM1	Wall Mounted Transformer 16V or 12V DC 1.1a	£21.95
GMC-WM2	Wall Mounted Transformer 9v DC (1600mA) 1.6A	£16.95
GMC-WM3	Wall Mounted Transformer Kato Untrack UK Power Supply	£16.95
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£16.95
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.95
GMTFK2	Transformer Fitting Kit for T2	£15.95

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 884488 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com



GAUGEMASTER *Spotlight* Structures



OO SCALE PLASTIC KITS & LASER CUT FENCING



Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.

To build the Fordhampton range of plastic kits, we recommend Faller **FA170492** Expert Kit Glue. To view articles about building and finishing the kits in the Fordhampton range, go to www.gaugemaster.com/Fordhampton

Full details of our Structures range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**.

It also contains details of our Analogue and Digital Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range. Also featured are selected items from many of the other brands that we stock.

GM353 Gaugemaster Full Catalogue

£3.95



GM414 Fordhampton Bridge



GM416 Fordhampton Play Park



GM430 Mortimer GWR Station

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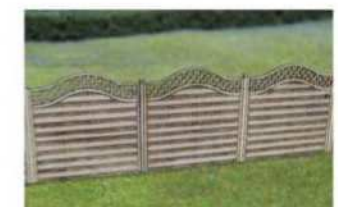
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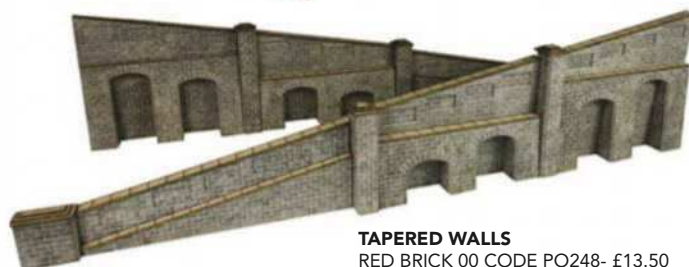
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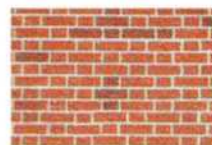
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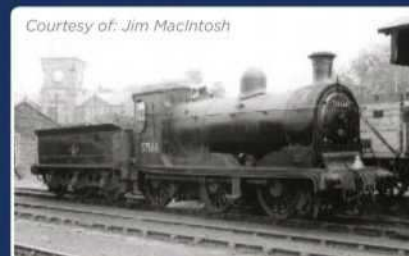
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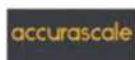
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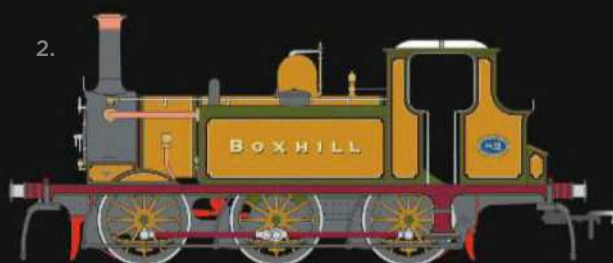
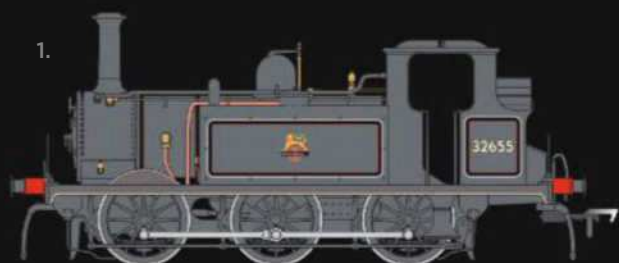
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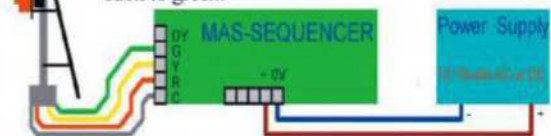
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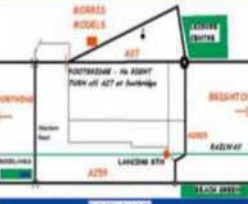
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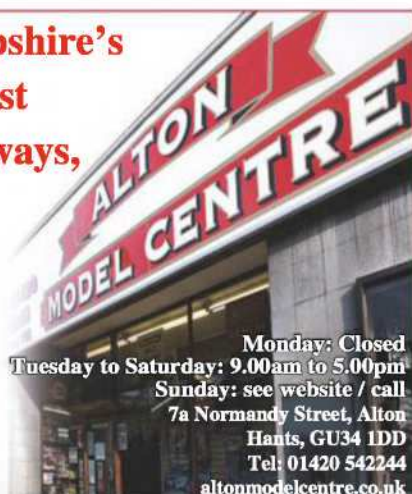
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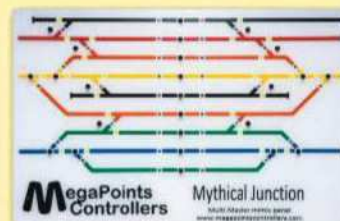
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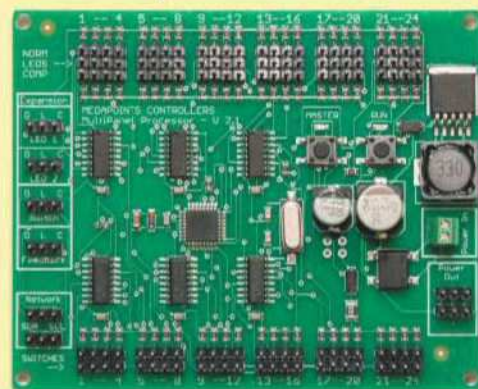
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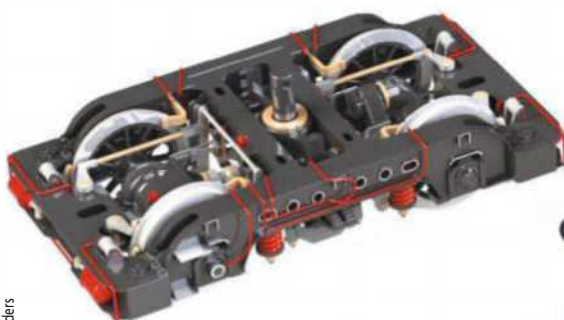


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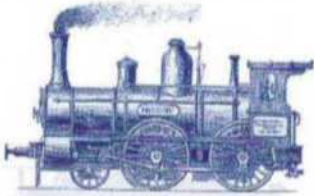
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JOHN CHALCRAFT

Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: Class 104 and 110 DMUs

Proposed by: Michael Grange, County Durham

What is it?

I may be being greedy here but I think there's a case for two DMUs. It's been about a decade

transferred to the North East to replace withdrawn Tyneside electric EMUs. Scotland famously received '104s' and the final units were withdrawn from the Greater London area in the 1990s.

A further 30 sets, based on the same design but with a modified nose with headcode boxes, were introduced in 1961 for use on the trans-Pennine Calder Valley lines. They also sported powerful Rolls-Royce engines and were configured as two and three-car sets. They became Class 110 and the last were withdrawn in the late 1980s.

The Class 104s were first built with headcode panels on the nose, which were later removed. Between the classes there are numerous liveries to offer, including BR green, plain blue, blue/grey, white and blue, Network SouthEast, MetroTrain, Departmental and the 'Mexican bean' maroon and white applied to 104325 for the Crianlarch-Oban shuttles in the late 1980s.

Can I see a real one?

There are 13 Class 104 vehicles, spread between Churnet Valley, Llangollen and Telford Steam Railways, but only five

Class 110 vehicles: the Wensleydale Railway and Lakeside & Haverthwaite have a two-car set each, and the Churnet Valley Railway is home to Trailer Second Lavatory 59701.



Have your say

Do you agree with Michael's argument?

Go to www.facebook.com/modelrail or www.twitter.com/modelrailuk and post your verdict.

How to join in

Want to present your own case? Send us 400 words explaining your choice to modelrail@bauermedia.co.uk, putting 'Present Your Case' in the subject line.



GORDON EDGAR/RAIL PHOTOPRINTS

since Hornby's Class 110 was last on the market, and it can still fetch a healthy price second-hand. Sadly, the '110' really lags behind Bachmann's Class 101, 105 and 108, so I propose a new version. But with today's model-making technology, surely it would make sense to offer the Class 104 as well?

What would make it viable?

Birmingham RC&W's 57ft 6in DMU was introduced in 1957 and was offered in two, three and four-car sets. Production ceased in 1959 after 302 vehicles had been built. What would become Class 104 under TOPS was mainly allocated to the North West, with some

Backscene

Something a little different for this month. Here's each of the team's 'Top Ten' fantasy layout list... the ones that they'd like to build if time, money and space were no issue.



An aerial view of Cardiff Canton depot, looking west. The Principality Stadium is in the foreground, with Cardiff Central's station throat occupying the bridge over the River Taff. The line to Penarth and Barry disappears off to the left. FFOTOGRAFF/ALAMY



Chris Gadsby,
Staff
Writer

- 1 Cardiff, including all of the Canton sheds, Queen Street and Cardiff Bay leading to Newport, modern day
- 2 Midland Railway Centre - Butterley
- 3 Nottingham to Newark Castle, modern day
- 4 ECML along the coast near Berwick-upon-Tweed, 1930s
- 5 Snowdon Mountain Railway, 1896-present day
- 6 Grand Central Station, New York, steam era
- 7 Stratford International station, 2012
- 8 Chirk Viaduct, steam era
- 9 The London Underground in 'T' gauge
- 10 Forth Bridge, 1890s



Chris Leigh,
Consultant
Editor

- 1 The Lynton & Barnstaple
- 2 Savernake (High and Low Level stations)
- 3 Staines West (in 'O' gauge)
- 4 The Calne branch
- 5 BMC/Austin factory, Longbridge
- 6 Southampton Docks
- 7 Swindon Works, early 1960s
- 8 Invergarry & Fort Augustus, Highland Railway days
- 9 Chipping Campden
- 10 Welford Park interchange with RAF Welford



Richard Foster,
Editor

- 1 Carnforth shed, 1968-1975
- 2 Longmoor Military Railway, 1950-1969
- 3 GWR main line, 1910-1940
- 4 London Transport, 1960-1970
- 5 Isle of Wight, 1965/66
- 6 North Wales slate quarry
- 7 Lynton & Barnstaple, 1898-1935
- 8 Forest of Dean, 1950-1975
- 9 Barmouth-Ruabon line, 1950s/1960s
- 10 Golden Valley Railway, 1930s



George Dent,
Deputy
Editor

- 1 Dent and Garsdale with the Hawes branch, 1960-1990
- 2 Warrington Bank Quay and Arpley Yard, 1980s
- 3 Sankey for Penketh, 1960/70s
- 4 Birkenhead Docks, 1980s
- 5 Earlestown, with the Haydock colliery branch, 1960s
- 6 Peak Forest, 1980s-2000s
- 7 Woodhead line (western side), 1970s
- 8 Dovey Junction, 1970-1990s
- 9 War Department, somewhere in northern Egypt, 1940-45
- 10 Welsh Valleys, 1970-1980s

An unidentified '4F' threads its way through Garsdale station in July 1963. The Hawes branch is hidden behind the trees to the right, but eagle-eyed readers will be able to spot the viaduct in the background. COLOUR RAIL



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