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Richard Foster

'Gedney' makes good progress. Wiring is done and it works – now it's time to start on the scenery.



George Dent

Typical! With the sun now shining over Derbyshire, George has got a snowplough to review...



Chris Leigh

You should see what he's done with an Oxford Rail 'Toad' brake van! Doubtless you will before too long...



Chris Gadsby

The track is laid but his layout is still nameless. How do you name a mix of Cardiff, Chirk and scenic countryside?



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



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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



CHRIS NEVARD



Welcome to the July issue of *Model Rail*. It's a hugely exciting time here in the office because we have not one but *two* exclusive 'OO' gauge ready-to-run locomotives to announce. You can find out what they are on pages 8 and 10 respectively.

We're pleased to be working once again with Rapido Trains on our two projects. However, you won't be able to place orders yet because we can't fix the prices until the design work is complete. We're making good progress with both projects so, with a fair wind, it won't be long before you can secure your favourite. In the meantime, why not sign up to our *Model Rail* Exclusives newsletter, which will keep you updated with the latest progress on all of our models? Go to www.model-rail.co.uk/newsletter

Announcing two new models is not the only exciting thing going on here at the moment. We're also working on new feature ideas, some of which have never been tried before in British model railway publishing – so watch this space. This comes off the back of a circulation increase that is, in a competitive market such as this, a truly superb result. Out of ourselves, *Railway Modeller* and *Hornby Magazine*, *Model Rail* was the only one to record a growth in circulation in 2017. We couldn't have done it without your support, so thank you!

Richard Foster Editor

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From the archives MR119, July '08

Was it coincidence that with Ben Jones on holiday, and Chris Leigh back at the helm, this issue had a distinctly Great Western theme? It featured Barry Sargeant's 'Portreath', plus articles on modelling GWR branches and modifying Autocoaches. Chris Nevard also revealed his photographic secrets.

Star review: The first of Hornby's Skaledale buildings
Masterclass: GWR Collett '2251' 0-6-0



Contents

**MODEL
RAIL'S 'USA'
EXCLUSIVES**

Turn to p58



Cover: John Holden's 'Liverpool Lime Street'.
CHRIS NEVARD

Opening the box

6 Opening the box

We announce details of our next two exclusive models.

13 According to Chris...

Chris Leigh looks at the history of his favourite place on the railway, Staines West.

15 Modelling Lives

Andy Sparks' has been photographing the nitty-gritty of British Rail for 40 years.



64 'Aldwych'

Features

18 Day of the diesels

Three generations have worked together to model this 'O' gauge marvel.

64 Going underground

Basildon MRC marked 150 years of the Tube by modelling an abandoned station.

78 Masterplan

Paul A. Lunn presents layout concepts for five stations that he'd love to model.

88 Loco spotlight

Chris Gadsby explores the history of the Class 87 as it nears half a century in service.



18 'Calvercar Town'

95 Reviews

Heljan's '47XX' 2-8-0 and Hatton's Beilhack snowplough ZZA.



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



74 Bunker building made easy



78 Masterplan

Workbench

32 Build a modern station

George Dent builds a typical contemporary wayside station scene.

36 Detail resin buildings

Chris Leigh modifies an Oxford Rail resin station building to its original glory.

42 Build a station in 'N'

He's built it in 'OO' and 'O', now Chris Leigh builds Staines West in 'N'.

46 Pick the right platform

George Dent presents some of his favourite platform systems.

50 Weather platform tops

Chris Nevard shows you a method for modelling platform imperfections.

52 Improve Mk 1 coaches

Dave Lowery gives Darstaed's Mk 1 coaches a detail boost.

56 Renew a Dublo station

Chris Leigh takes a trip down memory lane and upgrades an old toy.

60 Run it like a real station

Chris Gadsby shows you how to add extra authenticity to your layout.



52



32 Build a modern station



36 Detail resin buildings



46 Pick the right platform



56 Renew a Dublo station



60 Run it like a real station



76 Create realistic platform surfaces

Regulars

16 Subscribe to *Model Rail*

Turn to page 16 for this month's special offer.

58 Order your 'USAs'

Browse our range of exclusive 'USA' O-6-OT models - order yours today!

72 Know Your Stuff

Our team of experts answer your queries and offer dozens of top tips.

102 The Club Room

The section all about you, the *Model Rail* reader. Includes Exhibition Diary.

108 *Model Rail* offers

Order from our range of exclusive models and publications.

112 Next issue

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

145 Present your case

The place to voice your opinion on potential new models.

146 Backscene

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

Welcome to our station special. What better way is there to introduce the topic of modelling a railway station than by bringing you another chance to see John Holden's simply magnificent 'EM' gauge take on Liverpool Lime Street? This breathtaking piece of work is booked to appear at 2018's Warley National Model Railway Exhibition at the NEC on November 24/25.

'Liverpool Lime Street', with Chris Nevard's top-notch photography, appeared in MR176 (December 2012).

Photography: CHRIS NEVARD

SEE
THIS
LAYOUT AT
THE WARLEY
NEC SHOW ON
NOVEMBER
24/25 2018.

TOP TEN FACTS

Liverpool Lime Street

1 'Liverpool Lime Street' is John's third attempt at modelling the station. It's 45ft long and 8ft wide and is housed in a purpose-built 70ft-long building in John's garden.

2 The layout is set in 1947 for two reasons: there aren't many layouts depicting the post-war 'Big Four' period, particularly the LMS, and because 1947 is the year that John was born.

3 The layout's centrepiece is the overall roof. It was designed by modelling colleague Les Green and etched onto 43 A3 sheets' worth of nickel silver. It was assembled in eight sections and there are some 330,000 soldered joints.

4 Les designed the 16 pillars. He made a 3D pattern and the pillars were then produced in resin by Unit Models of Keighley.

5 The London & North Western Railway hotel, which was built in front of the station in 1871, was modelled using laminated frontages produced by laser-cut model specialist York Modelmaking. The canopies above the entrance were created in etched nickel silver.

6 The deep approach cutting is just 12in wide and was created from car body filler, cast into shape in silicone moulds.

7 There are three operating stations at the front of the layout to control the station area, the approaches and the storage yard, assisted by 16 CCTV cameras positioned at strategic points.

8 Working buses, taxis and a Post Office van - thanks to a modified Faller Car System - provide movement when there are no trains working. They're coordinated with the working trams.

9 Lime Street station was opened by the Liverpool & Manchester Railway in 1836, replacing its original Edge Hill terminus. The single-span roof was added in 1849 by the London & North Western Railway.

10 Lime Street, symbolically, was the starting and arrival point of BR's last standard gauge steam-hauled train - the 'Fifteen Guinea Special' - that ran on August 11 1968, 50 years ago this summer.



Workbench

5 skills you can master this issue

- ◆ Detail a resin building p36
- ◆ Scratchbuild with card p42
- ◆ Weather coach bogies p52
- ◆ Make your own filler p74
- ◆ Apply a weathering wash p76





REVEALED:

MODEL RAIL PROJECT 16XX!

Model Rail's LNER 'J70' 0-6-0T is in the final stages of development... so it's now time to unveil what 'OO' gauge ready-to-run locomotive we're going to produce next.

We're going to make the Hawksworth '16XX' 0-6-0PT and, as with the 'J70', we're pleased to announce that we'll be working

once again with Rapido Trains to produce it.

The '16XX' will be made to the highest possible specifications. It will have die-cast metal components to maximise weight and thus haulage power, a Next18 DCC socket, firebox glow, a factory-fitted sound speaker and sprung buffers.

We will use original works drawings as well as a close

study of the sole survivor, No. 1638, which is based at the Kent & East Sussex Railway, to ensure that our model is as accurately detailed as possible.

Six guises will be produced:

- MR-301: No. 1648, BR black, early emblem
- MR-302: No. 1627, BR black, early emblem (weathered)
- MR-303: No. 1646, BR black, early emblem

- MR-304: No. 1624, BR black, late emblem
- MR-305: No. 1636, BR black, late emblem (weathered)
- MR-306: No. 1638, GWR green (as preserved)

Each guise is limited to 500 pieces. Delivery expected mid-2019.

We are unable to take orders at this stage as the design work is not yet complete. However, you can register your interest - and sign up to our newsletter - where you'll be regularly updated with progress. To do so, go to www.model-rail.co.uk/newsletter

But that's not all. In this issue we're announcing not one but two new locomotives. Turn the page to see what else we have planned...

FACTFILE: HAWKSWORTH '16XX' 0-6-0PT

Looks really can be deceiving. These handsome little pannier tanks may look like they date from a time when Queen Victoria sat on the throne, but they were actually one of British Railways' newest locomotives.

The '16XX' was designed by Frederick Hawksworth and his team as a post-war replacement for the '2021' 0-6-0PTs of 1901. They kept the 4ft 1½in wheel diameter but were fitted with the Standard No. 16 boiler and other contemporary fittings. Swindon built 70 '16XXs' in three batches between 1949 and 1955 and, despite their GWR looks, they were 100% BR locomotives.

Their low weight and height made the '16XXs' perfect for many a backwater branch line and industrial location. Beautifully bucolic byways, such as the Tanat Valley and the Forest of Dean, became favoured '16XX' haunts, but the little panniers were also kept busy on short-haul goods workings in South Wales and Cornwall, as well as in the main London, Bristol and Birmingham Divisions.

The most curious event in the '16XX' story took place in 1957 when No. 1646 was transferred from Croes Newydd to Helmsdale in Scotland. The two Highland Railway 0-4-4Ts that worked the Dornoch branch had failed – somewhat catastrophically in one case – and the '16XX' was the only locomotive light enough to work the line. No. 1646 was joined by classmate No. 1649 and the pair remained in Scotland until 1962, two years after the branch closed.

Like their post-war '15XX' and '94XX' pannier counterparts, the reduction in rural branch lines and increased dieselisation meant that the '16XXs' were withdrawn with many years of life still left in them. No. 1652, for example, entered service in December 1954 and was withdrawn in January 1960.

No. 1628 was the last '16XX' in BR service and was withdrawn in September 1966. The careers of two '16XXs' continued after that: No. 1607 was withdrawn from Llanelly in August 1965 but was sold to the National Coal Board, and would continue to work until 1969; No. 1638's fate was much more favourable. It was bought by the Dart Valley Railway and would work the Totnes-Buckfastleigh line until it was sold to the Kent & East Sussex Railway in 1992. No. 1638 has been on the KESR ever since, running in attractive but inauthentic post-war GWR green and, most recently, in BR black.

MR-305: Work-stained No. 1636 at Slough shed on August 17 1963, a year before it was scrapped after just 13 years in service. It had also been based at Oswestry, Machynlleth and Didcot in its service life. We are producing No. 1636 in BR black with late emblem (weathered). K.C.H. FAIREY/COLOUR RAIL



MR-301: BR unlined black, early emblem. TREVOR OWEN



MR-302: No. 1627 in grubby BR black, at what is believed to be Lydney shed, on July 4 1954. A.W. CROUGHTON/RAIL ARCHIVE STEPHENSON



MR-303: No. 1646 at Dornoch in May 1957, which will be modelled as pictured, in unlined BR black. COLOUR RAIL



MR-304: BR unlined black, late emblem. J.M. WILTSHIRE/COLOUR RAIL



MR-306: Preserved No. 1638 in attractive yet inauthentic GWR green during a visit to the North Norfolk Railway in 2008. BEN BOGGIS

● Model running numbers do not always correspond with photographs printed.

EXCLUSIVE: MODEL RAIL'S PROJECT E1

00
GAUGE



MR-402: 'E1' No. 127 *Poitiers* in LBSCR goods green at Three Bridges shed. RAIL ARCHIVE STEPHENSON



MR-403: 'E1' No. B96, still in LBSCR Marsh umber at Peckham Rye electric shops on March 31 1927. O.J. MORRIS/RAS



MR-404: 'E1' No. 2142 in Southern black but with LBSCR numbers at New Cross shed in April 1937. O.J. MORRIS/RAS

We don't do things by halves here at *Model Rail*, so rather than bring you one exclusive '00' gauge ready-to-run locomotive, we're going to bring you two. Our '16XX' will be followed by the Stroudley 'E1' O-6-OT.

As with the 'J70' and '16XX', we have joined forces with Rapido Trains to produce the London Brighton & South Coast Railway O-6-OT. This is a more complex project than the '16XX' and will require two main tooling variants: as built, with Stroudley boiler and fittings; and the final development, with Marsh boiler, curved safety valve bonnet and plated coal rails. We will also be able to cater for key Isle of Wight variations.

As with the '16XX', the 'E1' will have die-cast metal components to maximise weight and thus haulage power, a Next18 DCC socket, firebox glow, a factory-fitted sound speaker and sprung buffers.

Ten guises are planned:

- MR-401: No. 97 *Honfleur*, LBSCR golden ochre
- MR-402: No. 127 *Poitiers*, LBSCR goods green
- MR-403: No. B96, Marsh umber
- MR-404: No. 2142, Southern Railway black
- MR-405: No. 2606, Southern Railway black, 'sunshine' lettering
- MR-406: No. 32151, BR lined black, no emblem
- MR-407: No. 32113, BR black, early emblem

■ MR-408: No. 32689, BR black, early emblem (weathered)

■ MR-409: No. W2 *Yarmouth*, Southern Railway green

■ MR-410: No. W4 *Wroxall*, BR black, early emblem

Production numbers had yet to be confirmed at the time of writing but each model is expected to be limited to 350 pieces. Development will follow the '16XX' and delivery is expected in early 2020.

Again, as with the '16XX', we are unable to take orders until the design work is complete. However, you can register your interest and sign up to our newsletter, which will keep you up to date on progress. Visit www.model-rail.co.uk/newsletter to sign up.



MR-405: 'E1' No. 2606 in Southern black with 'sunshine' lettering at Brighton on July 27 1946. WILFRED BECKERLEGGE/RAS



MR-407: 'E1' No. 32113 in BR unlined black at Eastleigh on September 5 1953. D.L. BRADLEY/RAS



MR-409: 'E1' No. W2 *Yarmouth* in Southern Railway green in the mid-1930s. W. CLARK/RAS



MR-410: 'E1' No. W4 *Wroxall* in early emblem unlined black at Ryde St John's shed on September 12 1959. K.L. COOK/RAS

Factfile: LBSCR 'E1' 0-6-0T

William Stroudley's 'E1s' were essentially the larger cousin of what was, probably, his best-known design - the cheeky 'Terrier' 0-6-0T. Though they had the looks of a grown-up 'Terrier', they actually made use of components - cylinders and boiler - of his 'D' class 0-4-2Ts.

The first 'E' class emerged from Brighton Works in November 1874 and the result was an especially useful shunting and short-haul goods locomotive. However, they were less well received on passenger duties as they left those on board feeling a little shaken.

As with other LBSCR locomotives they received names, mainly inspired by European cities, regions and, in the case of Nos. 152 *Hungary* and 153 *Austria*, even empires! No. 110 became *Burgundy* because, as Brighton Works' 100th locomotive, that's where the wine came from for its celebratory toast.

The last six 'Es' were built in 1891 under the auspices of Stroudley's successor, R.J. Billington. They had slightly different boilers and were classified 'E1'. This designation was eventually used for the whole class.

The story is made even more complicated by Billington's successor, Douglas Earle Marsh. He also fitted new boilers to the 'E1s' and yet another type of chimney, along with other design tweaks.

Withdrawals began just prior to the start of the First World War and accelerated in the 1920s. Some 'E1s', including No. 110, were sold to industry.

Three 'E1s' were transferred to the Isle of Wight in 1932 after an overhaul at Eastleigh (where they were fitted with Drummond chimneys). As with 'Terriers' and 'O2s' shipped across the Solent, they gained Southern lined green and island-themed names. Nos. 1-3 were joined by No. 131 *Gournay*, which became No. 4 *Wroxall* in 1933. Ryde Works managed to cure the 'E1s' ride issues and, as well as goods duties, they were put to use on the Ventnor-Newport leg of the 'Tourist' passenger service.

BR inherited 21 'E1s'. They were still used on former Brighton metals but some received cab-to-shore radios for working Southampton Docks. *Wroxall* became the final 'E1' to be withdrawn from the Isle of Wight in October 1960, while classmate No. 32694 lasted until July 1961.

Happily, one 'E1' survives - the former No. 110 *Burgundy*. It was sold to the Railway Preservation Society by the NCB in the 1960s and was finally restored to working order in the 1990s at the East Somerset Railway. During its coal board days it received a new boiler, to similar dimensions but not to an LBSCR or Southern Railway design. This boiler curtailed its use in preservation. It's now based on the Isle of Wight Railway, where it will be restored as No. 2 *Yarmouth*.

It's worth quickly mentioning three 'E1' variants:

No. 157 *Barcelona* was a one-off 'E Special', built for goods traffic on the Eastbourne-Tunbridge Wells line in 1884. It had larger cylinders and a larger boiler but the same 'E1' wheelbase. It lasted until April 1922 when it was rebuilt as a standard 'E1'.

Marsh fitted No. 89 *Brest* with a larger diameter (4ft 6in) boiler in 1911. It also sported larger tanks and a new cab and became 'E1X'. However, it was too top-heavy and Marsh had to fit new 4ft diameter boilers to the class. No. 89 was rebuilt to 'E1' form in March 1930.

A shortage of locomotives in the South West led to ten 'E1s' being rebuilt as 0-6-2Ts. The frames were extended and a Maunsell 'N' 2-6-0 pony truck fitted. The 'E1Rs' also received new cabs and bunkers among numerous other detail differences. The first were rebuilt in 1927 and the last were withdrawn in 1959.



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2D-026-004/D - Class 86 Meteor 86216 BR Blue FYP/DCC

Class 86 artwork for illustration purposes only. Decorated samples expected for review end of May, watch the Dapol's website for more details...

CLASS 22



4D-012-004/D - Class 22 D6325 BR Green No WP Font A Disc H/Code/DCC

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7F-080-029 - 8 Plank - Enoch Haythorn 109

7F-080-029W - 8 Plank - Enoch Haythorn 109 Weathered

7F-200-001 - BR 20T Brake Van B951771 Grey CAO

7F-200-002 - BR 20T Brake Van B952182 Grey

7F-200-003 - BR 20T Brake Van B953095 Grey

7F-200-004 - BR 20T Brake Van B951224 Bauxite CAP

7F-200-005 - BR 20T Brake Van B952042 Bauxite

7F-200-006 - BR 20T Brake Van B952978 Bauxite

7F-200-007 - BR 20T Brake Van Unnumbered Grey

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4F-016-106 - Banana Van - N E Grey 158650

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4F-034-111 - 21T Hopper - Pilkington 1970 Weathered

4F-071-011 - 7 Plank - BR 238761

4F-071-012 - 7 Plank - BR 238761 Weathered

2F-013-051 - Gunpowder Van - LMS 299039

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Product Scale Key

O Gauge

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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!

I was captivated by rural GWR branch lines, and particularly their stations, from my teenage years. I progressed from trainspotting after I realised that merely concentrating on taking numbers meant that I was missing out on an awful lot of other interesting things.

I bought an Airfix railbus kit when they first came out and immediately wanted to see one for real. That quest took me to Kemble and the branches to Cirencester and Tetbury, which were operated by railbuses of a rather different type to the Airfix model. Although it was easiest to start such trips from Egham station and travel to Reading, it was much more interesting to travel from Staines West, and that was within walking distance of home, unlike Egham.

For anyone interested in railway stations, and by that time I was, Staines West was unique and fascinating. Built as the home of Quaker businessman Charles Waring Finch in the 1830s, it was acquired by the Staines & West Drayton Railway as the site for a station. Finch was a promoter of the new railway and, when it ran into financial trouble, instead of demolishing the house and building a station, the house was simply converted.

With the track and platform in its front garden, the back of the house became the street frontage. A single-storey booking hall entrance was added, some outbuildings were demolished, the kitchen door was blocked up and a ticket window cut into it.

The curved staircase with a mahogany rail now rose from the booking hall, and a gate at the bottom of the stairs carried a 'Private' sign. In the waiting room another door gave staff access to what had been the 'back stairs'. A beautiful double-aspect room had been divided to form a parcels office and a bicycle



Then: Staines West station as it was in 1965. This frontage had originally been the back of Charles Waring Finch's house. The room at the bottom left had been the kitchen and became the ticket office, reached from the single-storey booking hall. CHRIS LEIGH

store, and both these humdrum facilities boasted moulded ceiling cornices with plaster oak leaves and flowers!

Originally one large apartment, by the 1960s the upper floors had been divided into two flats, one for the stationmaster and the other for the lady porter. On the platform the canopy survived, complete with its cast columns and timber valancing. These were unlike anything else on the GWR and were the work of John Wilson, whose family firm was also building the Mildenhall branch at the time. The Staines West columns and valancing became the prototype for those at Mildenhall and other locations on the Great Eastern Railway.

In its last years, the stationmaster was Tom Bye. The other flat was occupied by the porter, Alice Tucker, a somewhat forceful character who shared her time between Staines West and Colnbrook doing all the station duties. Her son would be the last tenant to occupy the station until it was condemned in the late 1970s. To prevent its demolition by BR it was listed Grade II by the Department of the Environment.

Sadly, despite its listed status,

when Staines West was converted into an office building in 1981/82 (its third incarnation), most of its original features were removed. Due to dry rot none of the interior could be saved but the frontage, which should have been protected by the listing, was also changed almost beyond recognition.

The two photographs on this page show all too clearly why we should build models of real stations. In 1963, Beeching added some 2,500 stations to the list of those already closed. Some received sympathetic conversion to other uses, usually as homes, but most were either demolished or suffered conversions which were anything but sympathetic. Staines West had its floor levels changed, its interior gutted and a basement added. It had been listed because it was 'an interesting amalgam of domestic and railway architecture', yet all of that was removed or rebuilt, the small porch over the front doors being the only original feature remaining. Even the 'railway-style iron railings' are not accurate replicas of GWR spear fencing.

Despite its small size my 'N' gauge Staines West layout has brought me closer to the Staines branch I remember more than anything I've done or built in the intervening 53 years since I hung a 'The End' board on the back of the last train.



Now: The front of the former station as it is today. It would now yield little to assist in building an accurate model of the station as it was. In addition to the obvious changes, the window style has been changed, the rendering and small porch removed and a basement level added. CHRIS LEIGH

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



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A three-car Class 116 draws into Leicester with the 1637 to Birmingham New Street, in the summer of 1980. ANDY SPARKS

Modelling Lives

Tales from the world of professional model makers.



Andy Sparks' youthful interests lay in railways and photography and, during the 1970s, he embarked on a mission to capture the nitty-gritty of British Rail operations.

I can trace my passion for railways all the way back to 1960, when I was just 18 months old. We lived near Reddish North depot and Mum would take me out daily to see the trains. I can vividly recall steam-hauled passenger and freight trains, noisy diesels, whirring electrics and, best of all, the Midland 'Blue' Pullman, which was serviced at Reddish.

My mum's efforts laid the foundation for a life-long absorption in the hobby. Day trips, holidays and shopping expeditions to Manchester were invariably by train, all of which reinforced my growing interest in railways. It wasn't just the locomotives and the trains they hauled that caught my attention; it was the complete package.

I loved people-watching and was fascinated by details such as signs, posters, railway architecture, gas lamps, live pigeons in baskets, coal fires in waiting rooms and station furniture. All of these everyday elements were observed and absorbed into my memory bank.

“I was fascinated by details such as signs, posters and railway architecture. All of these everyday elements were observed and absorbed into my memory bank”

One particular memory is of the numerous Lancashire stations that boasted cased models of Isle of Man Steam Packet ships, as well as the ubiquitous machines for stamping out words on a piece of aluminium.

In 1965, Father Christmas delivered me a Tri-ang train set containing an oval of track, 'Nellie' and three wagons. I was thrilled with it. As time went on more track, locomotives and rolling stock were added. The following year, my mum and dad bought me a beautiful Tri-ang Blue Pullman – just like the one we'd seen at Reddish depot. Most of my pocket money then went on Hornby-Dublo, Airfix and Merit accessories and buildings, allowing me to add those smaller prototype details that caught my imagination.

As I pored over books and magazines, I began to notice railway photographs that featured unusual compositions, capturing the gritty, run-down contemporary environment in true-to-life lighting conditions. The images were also packed with the peripheral details that I'd been so interested in from such a young age.

My favourite practitioner of this style of camera work was Colin T. Gifford and my first attempts to emulate this style, using a Kodak 126 camera obtained from a local junk shop, were poor to say the least. I decided to put railway photography on hold until I was a bit older.

By my 14th birthday, funds were sufficient to allow me to buy a Soviet-made camera and some film from our local second-hand camera

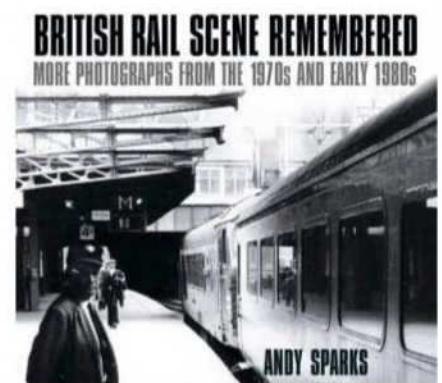
shop. This time the results weren't bad at all. Emboldened, I decided to begin a tour of the British Rail network, as well as visiting many industrial locations, with the aim of photographing the rapidly changing scene.

The 1970s were characterised by a mix of dereliction, modernisation and rationalisation, albeit with much of the steam-age infrastructure still in place. Social and economic change also had a bearing on what I was capturing on film. All the time I was adapting and honing my favoured style of photography. Other cameras followed, a Russian Zorki and then a Pentax SP1000. I felt a 50mm lens most truly represented what we see when looking at something and I was keen for my photographs to record the reality of the day. Fast 400 ASA black and white film, Ilford HP5 and Kodak Tri-X were the norm for me.

Thousands of miles were covered between 1972 and 1982, travelling by train and a series of beat-up old cars, with a huge number of railway photographs taken. Many of these remained unseen, because I couldn't afford to have the negatives printed or, in some cases, the films processed. Alas, my quest was brought to an end in 1982 by a very demanding job. My photographic work was tucked away, and, sadly, some of it was lost while in storage.

A change in circumstances occurred in 2005, leading to increased leisure time. I also became computer literate, giving me the ability to digitise my huge stock of images. These factors allowed me to pursue my long-held ambition of publishing a book, with my idea being to create a series of chapters based around themed images.

My first book of photographs appeared in 2006 and did well enough for further instalments to be commissioned; this year I have just released my fourth volume (see below). Along with the trains of the period, the images also captured the minutiae of everyday life on Britain's railways, providing a useful resource for social historians and railway modellers alike!



MODELLER'S CV

Andy Sparks' fourth book of railway photographs, *British Rail Scene Remembered*, has recently been published by The History Press.

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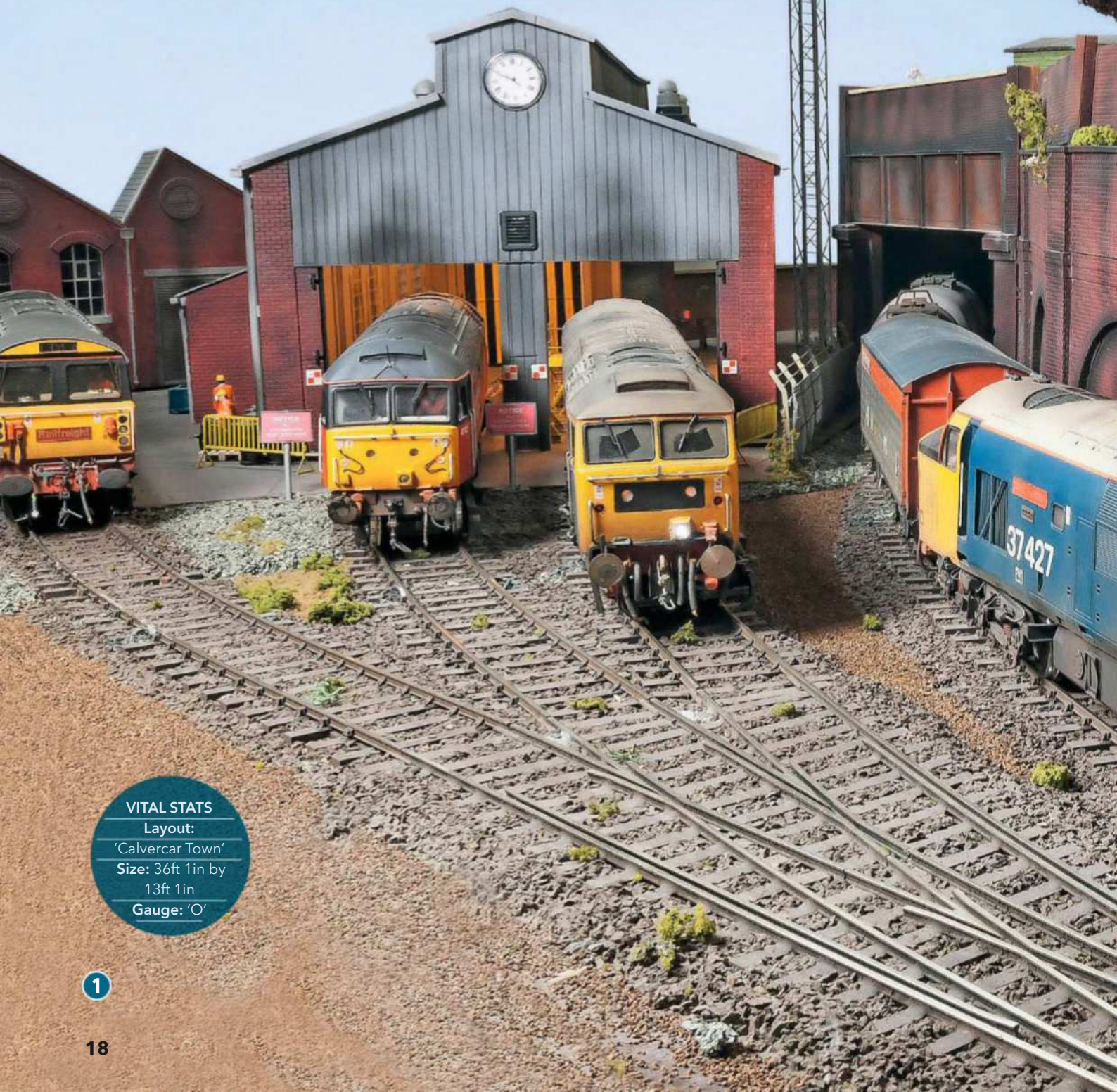
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Day of the Diesels

Three generations were involved in creating this 'O' gauge marvel, which is just as well considering it covers an area of just under 500 square feet!

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



VITAL STATS

Layout:

'Calvercar Town'

Size: 36ft 1in by
13ft 1in

Gauge: 'O'



LAYOUT **CALVERCAR TOWN**

Did you ever use the excuse “He told me to do it” for a misdemeanour at school? And did your teacher come back with “If someone told you to jump off a cliff, would you?”

‘Calvercar Town’ puts a modelling slant on that old classroom cliché: “If Dave Lowery told you to build a shed around your layout, would you?”

In the case of ‘Calvercar Town’, the answer is yes.

The need for a dedicated layout shed became apparent when the father-and-son team of Peter Besant Sr and Jr decided, after chatting with long-time friend Dave Lowery, to convert their 30ft

end-to-end layout into a looped layout to allow for the continuous running of trains.

Peter Jr explains: “After being introduced to Dave by a mutual friend 12 years ago I visited him a few times. I’d always wanted somewhere that I could just switch off and play trains, and found that the more I visited Dave the more envious I became of his purpose-built railway building.

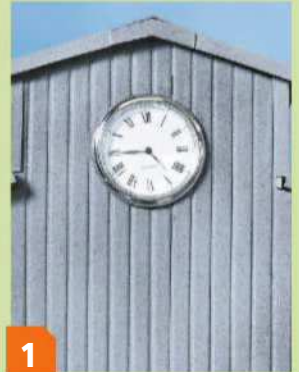
“We wanted to run a decent length ‘O’ gauge train and have more than a single line in operation at any one time, so a looped layout was a necessity. By the time the 180° turn was made at each end and ➤

2



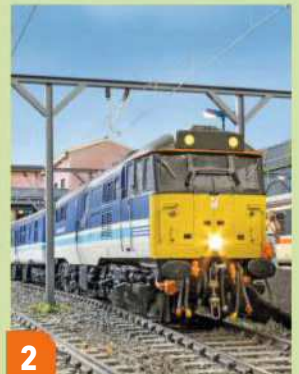
“By the time the 180° turn was made at each end and connected behind the scenic section, the layout’s size had grown to slightly over 36ft by 13ft”

3 things we like



1

The clock on the engine shed actually works. That's dedication to detail!



2

Installing catenary is painstaking work but it's been completed to great effect.



3

These old cars look ripe for saving from the scrapheap and restoring.

What makes this layout great?

At almost 500 square feet you can't help but admire the dedication that's been put into the layout. It's a shame that it won't be on the circuit anymore, but considering how difficult it is to transport, that's understandable.

LAYOUT **CALVERCAR TOWN**

connected behind the scenic section, the layout's size had grown to slightly over 36ft by 13ft, so we had to have a purpose-built railway building. I couldn't cope with the end-to-end layout - it just couldn't hold my interest. Whenever I go to shows I can only stay at an end-to-end layout for a couple of minutes, but I can watch trains go around and around all day."

The Besant family have been involved with the railways for generations. Peter Sr was a founding member of the East Ham & District Model Railway Society when it was formed in 1960, and his grandfather was a driver on the East Coast Main Line.

The layout is based predominantly in the BR sectorisation era, but it crosses over into the post-privatisation era to match the trains that Peter Jr enjoys depicting. With a layout of such magnitude and with such intricate trackwork, they were forced to look beyond 'off-the-shelf' offerings in some areas.

"The basic track is from Peco but a lot of the pointwork has been custom-made by Marcway as the layout is too complex for Peco Setrack turnouts. With a layout as big as ours we needed a simple and reliable method of controlling everything. The points and signals are controlled using the TrainController Gold computer software and the locomotives by the ECoS Digital Central Unit.

"It allows us to program the software to operate the layout the way we want to, rather than having to try to learn a built-in system. It also means the layout can be operated wirelessly from a laptop or mobile device."

TRAVELLING LIGHT

"The baseboard is constructed from plywood because it's cheap and light, and since we planned to take it to an exhibition we built it with that in mind," says Peter Sr. "It is also robust enough ➤

3 There's so much to see at Calvercar Town. Have you spotted the cat? It took us several minutes to find it.



4 'Calvercar Town' doesn't represent a specific era. The Besants appreciate everything from 'Large Logo' blue to the post-privatisation colour schemes.







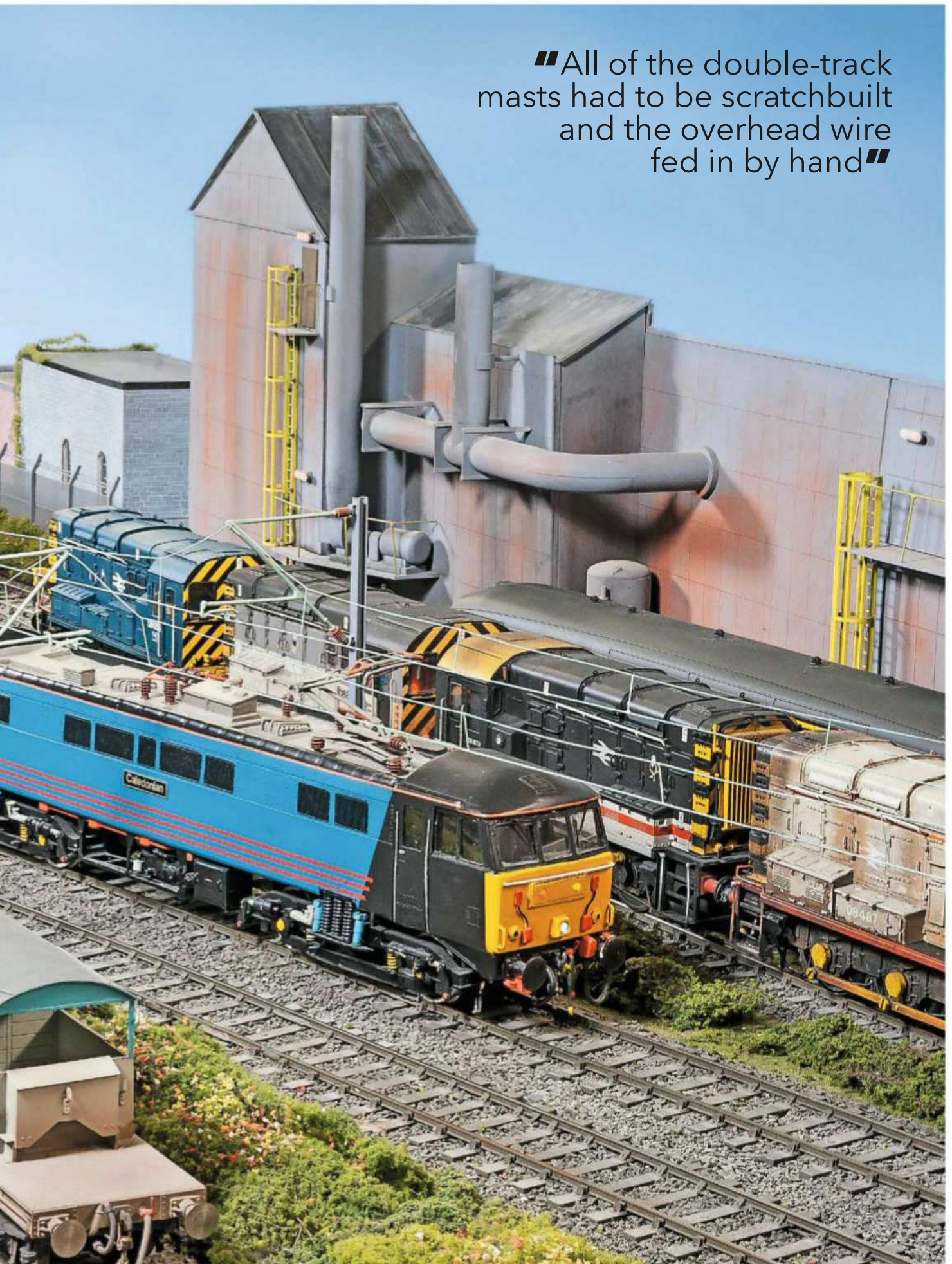
6 Peter Besant Jr estimates that there is 1,250 metres of wiring on the layout!



7



“All of the double-track masts had to be scratchbuilt and the overhead wire fed in by hand”



PR Model Railway Products

PR Model Railway Products is a small business that the two Peters run in their spare time. They stock a range of kits for the modern image 7mm modeller, with over 25 different types of diesel locomotives and various electric ones. They also offer a painting and weathering service. "Before I purchased the business I found myself buying a lot of kits that Dave had built for other people. Since then we've been working closely together and often brainstorm new kits," said Peter Sr.

Contact: PR Model Railway Products, 115 Heywood Way, Heybridge, Maldon, Essex CM9 4BJ **Web:** www.prmrp.com

to deal with us! We changed our minds a lot during the build. Strip away the scenery and the baseboard is like a cheese grater – full of holes where point motors used to be and where scenery has been remodelled.

"The scenic section can be split into three distinct parts. There's the station with the shed on the left-hand side, in the middle is a nuclear fuel terminal and on the right-hand side there's the country section, before it heads into the off-scene fiddleyard."

It's not just PRMRP locomotive and rolling stock kits that star on 'Calvercar Town'; the catenary is also from the range.

"Making the catenary was a painfully slow process," Peter Jr recalls, "especially as all of the double-track masts had to be scratchbuilt and the overhead wire fed in by hand. Although the layout is 'O' gauge, I used 'OO' gauge wire because I think it looks better. It isn't powered yet as the locomotives are diesels – and powering the catenary is currently beyond my skills!"

It's hardly surprising that the two Peters elected not to make the whole layout scenic as the most difficult challenge they faced was the time constraint ahead of the Warley exhibition.

SHOWTIME

"Three months before the show there was barely any scenery on the layout and nothing had been wired up. Even the existing scenery wasn't up to exhibition standard, so we were working on it every night and at weekends to get it done.

"It was our goal to take it to a show but now that we have achieved that we aren't taking 'Calvercar Town' out any more. For Warley I needed to hire a seven-tonne lorry and a van to get it there and back. It took seven of us to do it, so I'm not doing that again!"

"The most enjoyable part for me was laying the track, while my dad particularly enjoyed doing the scenery. All of the buildings have been scratchbuilt.

"We are always adding more to the layout. Since Chris Nevard came to take the pictures we've added another loop for even more running potential and included a steel factory and country station onto it."

There are various things that can bring families together, and for the Besants that thing is model railways. Even Peter Jr's youngest child, Jack, is now getting involved with the layout and it's great to see a youngster coming into the hobby and learning valuable skills. 

8 It's not just the trains and buildings that can help to 'age' a layout. In this image, note the photographer in jeans: the style of clothing instantly puts the layout in the final quarter of the 20th century.





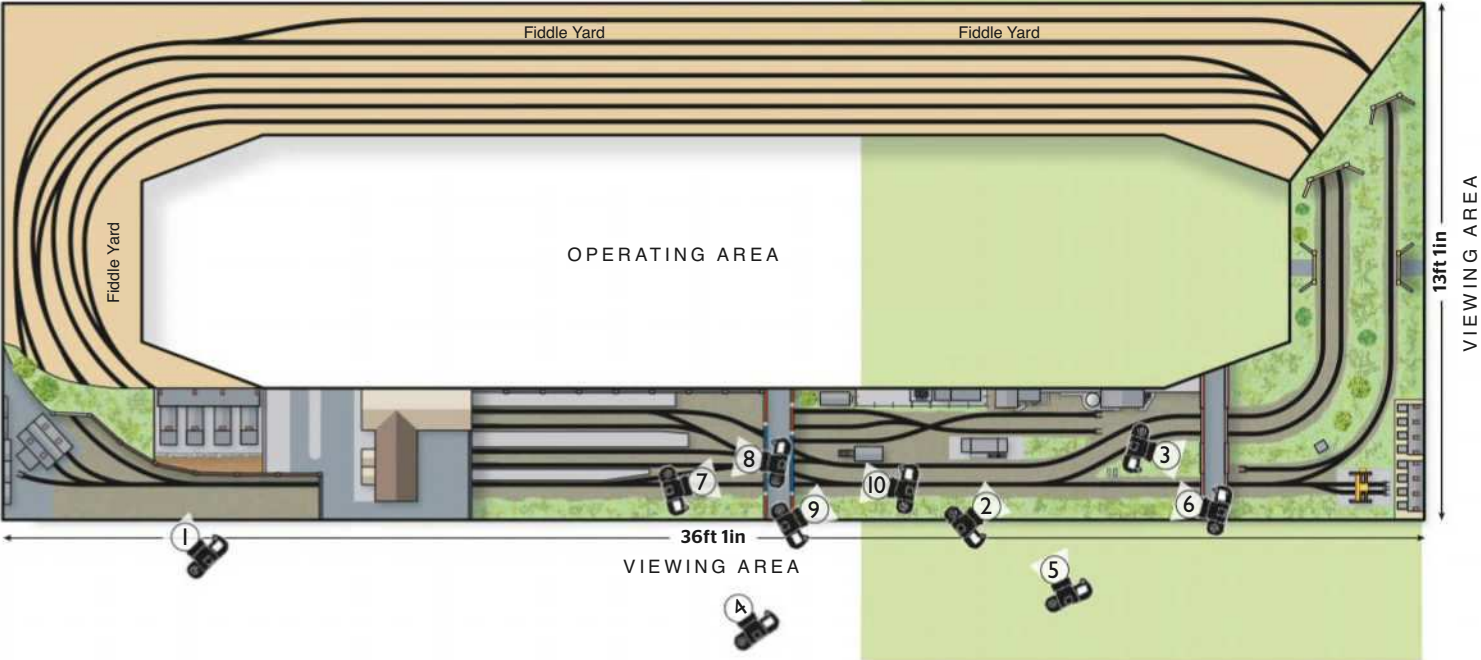


THINGS YOU MAY HAVE MISSED



MODELLERS' CV:
PETER, JACK AND PETER

"The layout is a real family affair as dad and I started the layout, and now my youngest child, Jack, can get properly involved. He takes a lot of pictures and I love the fact that there are three generations working on the same layout. As dad is now retired, he also answers the phones for the business!"



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32
Build a modern station



36
Detail and modify resin buildings

Workbench

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



42
Build a station in 'N' gauge



46
Choose the right platform



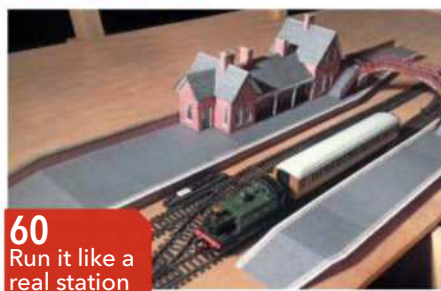
50
Make weathered platform tops



52
Improve Darstaed's Mk 1s



56
Restore a Dublo station



60
Run it like a real station

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HOW TO

BUILD A MODERN STATION

Drawing inspiration from his local network, **George Dent** builds a typical contemporary wayside station scene.



Modern stations have an air of utility about their design, with security and car parking facilities being essential features.

The modern railway offers the modeller plenty of inspiration, with colourful liveries adorning trains and stations alike. With multiple units reigning supreme, simplified track layouts and passenger facilities often being on the 'sparse' side, there's a good chance that we'll need less space compared with a traditional steam-era subject.

Having set myself the challenge of building a small contemporary station on a 4ft by 2ft baseboard, my aim was to incorporate a range of typical features, such



as paved platform surfaces and the ubiquitous bus shelter-style passenger accommodation.

Other 21st-century additions, such as CCTV and high-security fencing, were also essential, along with modern-style signage, incorporating a colour scheme to match a regional franchise holder. Having based my model on observations of my

local stations, I duly plumped for the Northern Rail blue scheme, as employed across much of northern England over the past decade.

Although the surrounding landscape on my diorama suggests a rural setting, the station would look equally at home amid an urban or suburban environment, albeit with a likely need for increased parking spaces. Indeed, many of the facilities would be perfect for a metro-style commuter station. Who said modern railways were boring?!

PLATFORMS

Although primarily designed to replicate the pre-cast concrete sectional platform favoured by the Southern Railway, Peco's plastic components are equally suitable for modern day structures. As only the edging is provided, the rest of the platform must be constructed from plastic sheet, foam board or timber.

I opted for the latter material, although wood does add significantly to the overall weight of the baseboard. The surface was

rendered flat and smooth with a light 'skim' coat of plaster. After sealing with a few coats of acrylic paint, the final surface finish was realised with printed detail taken from a Scalescenes downloadable kit for a small modern station building.

STEP BY STEP



1

The Peco concrete-style platform edging is installed at an early stage of the layout's construction. The rest of the platform was formed of timber, with a flat layer of plaster spread over the surface.



2

The platform was painted before the track was laid and ballasted. Aerosol primer was employed before the structure was painted by hand using various acrylic shades.



3

The platform surfaces were overlain with printed sheets from a Scalescenes station kit. A sealing coat of matt varnish (from an aerosol) will protect the printed sheets from fading.



4

Mounting holes were drilled for the sections of fencing, as well as the platform lamps. Check with a straightedge to ensure that they stand vertically. Benches are from the Bachmann Scenecraft range.

What you will need

SHOPPING LIST

- ◆ Scalescenes: S07 BR station signs; S09 modern signs; R003a small modern station

Availability: www.scalescenes.com

- ◆ Wills: SSM316&317 palisade security fencing and gates; SSM319 modern level crossing road bed; SSM321 CCTV posts; SS87 concrete trunking; SSMP221 Victoria stone paving

- ◆ Peco: LK62 concrete platform edging; LK68 platform ramps
- ◆ Bachmann: 36-046 shopping figures; 44-514 wooden benches
- ◆ Evergreen styrene

Availability: Hatton's Tel: 0151 733 3655 Web: www.hattons.co.uk

- ◆ Slater's 4A10 Midland diagonal timber fencing
- ◆ DCCconcepts modern station lamps
- ◆ GM381 crash barriers

Availability: Gagemaster Tel: 01903 884 488 Web: www.gagemaster.com

TOOLS NEEDED

- ◆ Knife
- ◆ Straightedge
- ◆ Tweezers
- ◆ Drill and bits
- ◆ Pliers
- ◆ Set square
- ◆ Paintbrushes

SIGNAGE

Contemporary stations combine elements of the 1960s British Rail corporate identity, mixed with branded elements denoting the incumbent train operating company (TOC). Scalescenes offer packs to suit both, with a customisable feature, allowing the purchaser to enter the desired station name. I also created some of my own signs

in Microsoft Word, tweaking the typeface and text size until satisfied.

The sheets are then printed out via a home computer and mounted to plastic sheet or card. Real-time information screens, noticeboards and timetables are also provided to suit a variety of modern TOCs.



1

Scalescene's customisable station signs can be printed and mounted to card or plastic backing with double-sided tape. Touch-in any exposed edges with appropriate shades of paint.



2

Mount information boards and station signs at appropriate heights, often at a comfortable adult eye-level. Station names are usually affixed to lampposts to render them visible in the dark.

GIMME SHELTER

Modern waiting shelters come in various shapes and sizes. Some may have doors, while others may be open-faced and with differing amounts of clear glazing and solid panelling. Few ready-made or kit options exist, so I opted to scratchbuild my own, based loosely on one of the shelters at Chapel-en-le-Frith.

Chapel station boasts a shelter on both platforms, each to a slightly different design and of modest size (approx. 6ft by 10ft). My version is slightly larger, filling a scale 10ft by 20ft footprint and standing a maximum of 9ft tall at the roof's apex.

STEP BY STEP



1

The shelter's front elevation was laid out on a sheet of plywood. Evergreen 1.6mm styrene rod formed the uprights, with 0.75 by 1.5mm strip employed for the horizontal members.



2

Plastic sheet (20thou) formed the solid panels fixed to the inside of the framing. Once cured, the styrene sections proved fairly strong but still required careful handling.



3

The four walls were erected on a sheet of Wills embossed paving sheet, cut slightly larger than the intended footprint of the structure. Check the angles with a set square.



4

The apexes for the side walls were shaped from 0.75 by 1.5mm strip and laid out against the plan, ensuring that the angle of each pair was identical. Allow them to cure before installing.



5

Bench seats were created with Evergreen 2mm angle and 0.75 by 3.2mm strip, fixed to the inside of the rear wall. A miniature seated figure was used as a guide for setting them at an appropriate height.



6

The joints between the various styrene sections were improved with blobs of Mr Dissolved Putty (www.scalemodelshop.co.uk). Brush on liberally and allow to cure before tidying with abrasives.



7

The assembly was then cleaned before an overall coat of aerosol-based primer. Mr Surfacor 500 was employed (www.albionhobbies.com), built up over several light coats.

STREET LIFE



1 Add road and parking space markings with a white ink gel pen and a straightedge. Use scale vehicles to discern suitable sizes for parking spaces. Don't forget to include disabled spaces closest to the station entrance.



2 Thick brass wire, shaped with round-nose pliers, is perfect for creating locking stumps for bicycles. Prime and paint the stumps and bicycles in suitable colours before installation.



3 A dedicated cycle park can be marked out with the white ink gel pen. Corrugated steel crash barriers are another common feature of station car parks.

RAMPS OR STEPS?

The traditional platform ramp is no longer a staple feature of new or refurbished stations, as an increased accent on security has meant a move towards gates and steps down to track level. Anti-trespass plates, formed of triangular-section timbers or pyramid composite tiles, discourage passengers from stepping around the edges of railings and gates.

Wills' modern level crossing road bed pack provides anti-trespass plates which can be readily trimmed to the necessary size. Appropriate warning signs are also essential features to include at the platform ends, cut from the Scalescenes signage packs.



8 The roof sections were then created over clear plastic sheet, 0.75 by 1.5mm strip forming the ribs. The roof will be bonded to the walls after painting, ensuring easy access to the building's interior.



9 The shelter can then be painted, inside and out, with the appropriate shades. The clear roof panels were masked with tape during painting. Humbrol No. 25 acrylic is a close match to Northern's shade of blue.



10 Clear plastic sheet was cut to form the glazing material, secured to the inside of the walls with Glue 'n' Glaze adhesive from Deluxe Materials. A fine bead of adhesive is applied with a cocktail stick.



11 The opaque roof was created by spraying a few layers of matt varnish to the clear plastic sheet before securing the roof to the walls. Again, Glue 'n' Glaze adhesive was employed for a neat bond.



12 The waiting shelter sits on the platform nicely and its proportions suit the overall scene, accommodating about a dozen passengers. Yellow hazard paint has been added to highlight the small step up into the shelter.



HOW TO

DETAIL & MODIFY RESIN BUILDINGS

Oxford Rail's range of ready-made resin buildings has been launched with a GWR red brick station, but **Chris Leigh** reckons it's begging to be restored to its original glory.

When I first took an interest in travelling further afield from Reading I was still mainly interested in trainspotting.

However, once I'd 'copped' railbuses on the Tetbury branch, I was really hooked on GWR rural stations and soon wanted to go elsewhere. I had been captivated by articles in *Model Railway News* which featured Chipping Campden station, and my brother and I decided to go and have a look at the place.

We made the trip one Saturday and used the 1.25pm Saturdays-only, all-stations service from Oxford, which had a layover at Moreton-in-Marsh before it continued to Evesham. The stop allowed a fast train to overtake it, and allowed us time to explore the station and its surroundings. This was the junction for the branch to Shipston-on-Stour and though the branch line had already been closed and lifted there were plenty of interesting features in and around the junction station.

In the yard there was a small brick-built

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6 hrs



goods lock-up which apparently replaced the classic Brunel timber goods shed, destroyed by fire in 1954. Four box vans stabled in the siding showed that the yard was still in use – just. There was a GWR covered footbridge which also gave access to a footpath on the 'branch' side of the station and there was a smart brick-built signal box at the south end of the Up platform.

DERELICT DELIGHTS

A derelict little building in alternate courses of red and blue bricks had apparently been a standard GWR stable block for delivery horses. The south end of the Down platform boasted one of several grounded coach bodies, while an adjacent short siding was block-paved and gave access to the cattle dock.

The waiting room on the Up platform was the

original Oxford, Worcester & Wolverhampton Railway timber building but it had lost its two canopies in the late 1950s. It would be replaced in 1967 by a modern prefabricated building. The GWR footbridge was replaced by a modern open structure in 1967 and this in turn has since been replaced by a disabled-accessible bridge.

The main building on the Down platform was originally an OW&WR timber building, similar to that provided at Handborough and other wayside stations on the line (see MR245, March 2018). It was replaced by the GWR in 1872 when the present structure, in cream bricks decorated with reds and blues and with curved concrete lintels, was provided. In 1967 this building was substantially modernised and some time afterwards its chimneys and slates were removed and the roof was covered with felt.

STEP BY STEP



1 I used Scalescenes slates, downloaded from Scalescenes.com. These come with a printed grid which needs to be cut to size. With a pair of compasses, I measured the length of the base of the triangular end.



2 I marked this length on the baseline of the horizontal grid. Next I took the length of the other side of the triangle, with the compasses. With the point on the ends of the baseline I scribed a cross to give the apex of the triangle.



3 The triangular piece was then cut out and glued in place between the moulded ridges of the roof. If it has been marked and cut accurately it should fit. If not, trim it to obtain a good fit. Ensure that the grid lines are horizontal.



4 The rest of the roof was treated in the same way, with grid paper cut to shape and glued in place with Velo-Set quick-drying PVA, the consistency of which is good for this sort of work.



5 The next job is to cut the Scalescenes slate sheet into strips using a steel rule and a sharp craft knife on a self-healing cutting mat. I cut several strips at a time, discarding any that I have failed to cut accurately.



6 Normally, I would glue the strips and trim them to length afterwards, but for this job they need to fit precisely between the moulded roof ridges. I positioned each strip, marked it and cut it to length, with angled ends where appropriate.



8 I wrapped Scalescenes brick paper around the core of the main chimney and then built it up with card and styrene strip (also brick-papered after installation). A thin card top was painted with two black flues to complete the stack.



9 A 'V' was cut into the base of the chimney stack and trimmed to fit over the roof ridge. Note how the excess brick paper is used to aid firm attachment of the chimney to the roof. This will, in due course, be slated over.

Oxford Rail models

Oxford Rail's new 'OO' structures range features a GWR station and signal box both based on the extant structures at Moreton-in-Marsh. The station building is now available and I suspect I'm not the only modeller to be disappointed that Oxford has chosen to model this fine old building in its current state, without chimneys or slates. Nevertheless, I bought one and decided at once to see how well I could backdate it.

In addition to adding chimney stacks and roof slates, I decided to investigate the possibility of adding the storm porch which was built sometime in the early 20th century and was still present in the 1960s. The awning on the model represents its current appearance and is similar to the original awning, which dated from construction in the 1870s. I also intend to investigate whether a couple of modern doors can be replaced with something more traditional. Finally, in repainting the model into BR Western Region chocolate and cream, 1960s style, I will rectify some rather haphazard paintwork which afflicts my example but may not affect others.



7 The first of the hip-ends is finished, but before the remaining roof sections can be slated the chimneys must be installed. Photographs showed there were three chimney stacks, all slightly different. I used 1/4in balsa as the core.



10 The second chimney is taller and narrower, with only a single flue. Again, I used a core of 1/4in balsa wood and wrapped it in red brick paper. The rest of the construction followed the same methods as before.



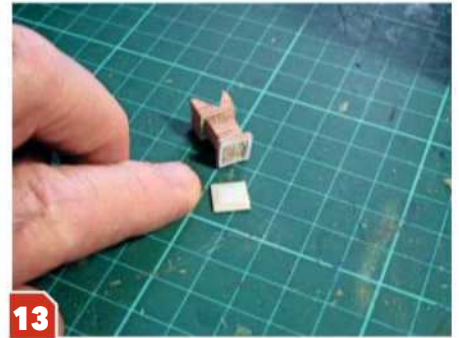
11

The base of the stack was built out of pieces of card and then brick-papered. The same .60in by .20in styrene strip was used, but on this chimney it is flush with the top. This was papered with a two-course wide strip of brick paper.



12

Chimney pots are usually held in place with a substantial fillet of mortar. For this I used a small square of 2mm mounting card. I trimmed the edges to a 45° bevel with the flat edge of a new scalpel blade.



13

This is how the chimney 'cap' looks after all four edges have been trimmed to shape. It was then glued to the top of the chimney stack and a short piece of 1/8in diameter styrene tube was cut to form a chimney pot.



14

The completed chimney was glued in place on the roof ridge. A similar chimney was then made for the hip-roof end, but the base of this was cut at an angle to fit the roof. Gradual trimming was necessary to get the angle correct.



15

Once the chimneys are in place, work on the slating can resume. Each strip needs to be cut to length and angled where necessary. This slows the process but will give a better result than trimming the whole roof at the end of the job.



16

Having finished the roof, I set about tweaking the paintwork to 1960s style using RailMatch GWR coach chocolate and coach cream. I painted the gutters and down spouts cream and the door frames chocolate.



17

The next job was to alter the awning to accommodate the storm porch. I cut off the valancing with a junior hacksaw but, even working slowly, it snagged and broke off a corner. Don't breathe the dust!



18

I trimmed the valancing off the broken piece and then glued the corner of the roof back in place with Deluxe Materials Roket Rapid cyanoacrylate glue. The valancing needs to be cut off flush with the underside of the roof.



19

I drew out the storm porch, main wall and two ends on 2mm mounting board, under-sizing the parts slightly to allow for an overlay of thin balsa. Crosses mark the areas which will need to be cut out.



20

The three wall components and the card base for the storm porch. I subsequently found out that the opening for the entrance is too big, but it was too late to change it. It appears to have been just a standard doorway.



21

I cut the window frames from a postcard, fitted them and painted the walls, before glazing and assembling them on the base and attaching the unit under the awning. This porch once had rounded valancing but it was gone by the 1960s.



22

Next I added corner posts, windowsills and trim, using $\frac{1}{32}$ in and $\frac{1}{16}$ in thick balsa attached with the Velo-Set PVA glue. I found tweezers to be useful for the precise positioning of smaller parts.



23

Final painting could then be completed *in situ* and, like all the rest of the woodwork, this was cream. There seems to have been very little chocolate colour on this particular building.



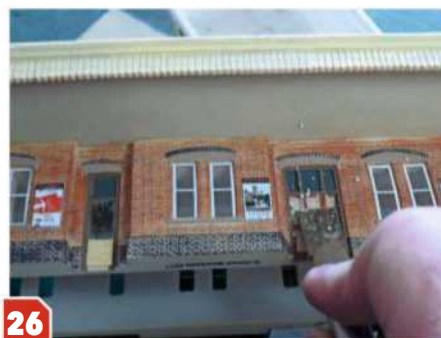
24

The posters all came from Scalescenes sheet R001. Each sheet comes with appropriate coloured poster boards. The locations for boards on the model are slightly under-sized, so boards must be carefully chosen to fit.



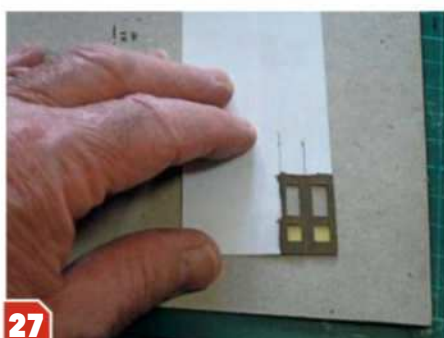
25

I made up two-piece doors using postcard and thin glazing material, the lower part of which was painted cream. The frames were painted brown before the glazing was glued in place.



26

I found that I could fit new old-style doors over the moulded ones without the need to cut the thick resin, but the extra raised framing on the main doors needed to be scraped off with a miniature chisel blade.



27

New double doors were required to replace the modern ones and, again, I made these with postcard and thin glazing material. The moulded doors on the model were painted matt black before fitting the new doors on top.



28

The platform elevation of the finished model, with revised doors, poster boards and the canopy valancing and gutters repainted in 1960s style. The chimneys and slates restore the traditional look of this fine old building.

The real Moreton-in-Marsh



Moreton-in-Marsh station, looking up the line in 1965. The water tank, footbridge and OW&WR waiting room on the Up platform were all removed in the late 1960s. CHRIS LEIGH



The booking office entrance has had three different awnings. This is the present version.



This slightly damaged picture shows the storm porch which apparently dated from the 1930s and lasted until the 1960s modernisation. CHRIS LEIGH



Detail view of the window, lintel, decorative brickwork and under-side of the canopy.



Despite its 1960s modernisation, the 1870s station at Moreton-in-Marsh remains a handsome building. CHRIS LEIGH



We've yet to see a GWR standard stables from any manufacturer. The one at Moreton was derelict in 1996, but now just one wall remains.



The most reliable turnout motors ever.

Every single batch of Cobalt iP series and Omega turnout motors is fully life-tested. Every test we do is counted using a motor's own switches so we are testing them as well. Acceptance happens only when we have simulated more than 100 years constant operations on a very, very busy club layout.

That's why we offer lifetime warranty on Cobalt iP & Cobalt Omega motors!

"World's best" for good reasons!

When we set out to create any new product, it has to be better, different... or simply easier to use for the average modeller.

We don't compromise for the sake of costs so all materials are MIL spec or better, electrical contacts are 24k gold plated and all of the switch tracks are hard gold plated.

Plastics are all special engineering types not the usual polystyrene and every item we make is tested more than once before packing.

That's why we confidently offer such generous warranty and "Industry Best" customer service assistance to help you get the best from them.



Cobalt-S Levers

Over 140mm high, Cobalt-S levers are very comfortable to use and look really good when painted like the real thing.

Brass numbers and cast "top trims" are included with them to add to the realism.

These brass levers ooze quality. Each of the 3 switches have 24k gold contacts for a very long life.

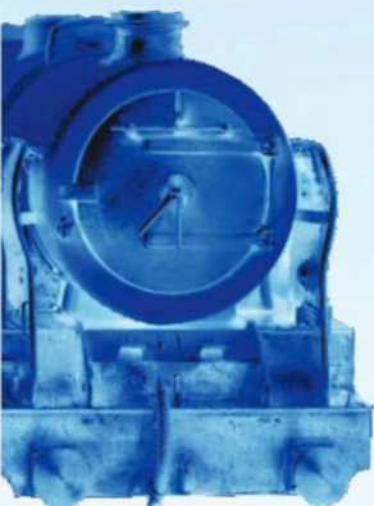
Cobalt-S levers are the best there are!

Cobalt-SS ultra-small motor drive turnout motor ready to go "as is" to use with either DC or DCC.

This motor is so small it can be almost hidden in the ballast, yet it is strong enough for all common scales.

Very stable stepper motors provide the drive power.. and all the power and control connections are plug-and-play.

Economical as each control output handles 2!





HOW TO

BUILD A STATION IN 'N' GAUGE

He's built it in 'OO' and part-built it in 'O', now **Chris Leigh** tackles Staines West in 'N' gauge.

I guess we all have fond memories of the town where we grew up. I certainly do. Until 25 years ago, when I moved to Northamptonshire, I had always lived within a few miles of Staines and as a teenager my nearest station to home was Staines West. In the early days of Staines Model Railway Society (now Egham & Staines MRS) a group of us built a model of Staines West station in 'OO' and it featured in a 1965 issue of *Model Railway Constructor* magazine.

By that time the real station had closed, the

last passenger train running on March 27 1965, and the branch itself survived as a freight-only line until 1981. Then the track was lifted and part of the route disappeared under the M25 and Junction 14, the turn-off for Heathrow Terminal 5.

Even then, Staines West station continued to handle trains as the central heating oil distribution centre, built on the old goods yard site in 1964, was now served by a connection to the Southern Region, and the engines still ran round using the station's loop. It was during this period that Staines West station was

condemned as unfit for habitation, and the tenant, Alice Tucker's son (the former station porter) moved out, leaving the station to the twin evils of vandalism and dry rot.

MADE THE GRADE

When BR sought to demolish it I got together with Colonel Peter Harris and Staines Town Society and between us we got the station Grade II-listed by the DoE as 'an interesting amalgam of domestic and railway architecture.' That description was the station's magic as far as I was concerned, because before it

STEP
BY
STEP

1

Back in the 1970s I measured and drew the station building. I scanned those drawings and printed them off in 2mm:1ft scale. Using 3M Photo Mount adhesive I then mounted the drawings onto 2mm card.

2

The four main walls were cut out using a steel straightedge and a Swann-Morton craft knife with a fresh blade. Once I had separated the four walls, I cut out all the window and door openings.

3

I downloaded Scalesscenes TX03a London Brick in 2mm scale and printed it off on regular paper. The walls were then papered with this, having cut the wall to size and then applied Photo Mount to the back of the paper.

4

I always cut over-size and wrap the vertical edges of the wall and the openings for the windows and doors. This avoids the need to paint exposed card edges and reduces the risk of frayed edges to the brickpaper.

5

The brickpaper was cut and wrapped tightly into the window apertures. The knife handle can be used to ensure nice, crisp corners and the Photo Mount will stay tacky long enough to allow for this exercise.

6

I had good square-on photographs of most elevations, so I scaled them down and printed them off. I then cut out windows, windowsills and any other details that I could use and glued them in place with Velo-Set quick-drying PVA.

7

I just had to try the first wall in place to see how it might look. You can't do too many 'test fits', especially if the building is to be removable, as this one is. 'RF' and 'RT' buses were a constant feature, so I already had some stock.

8

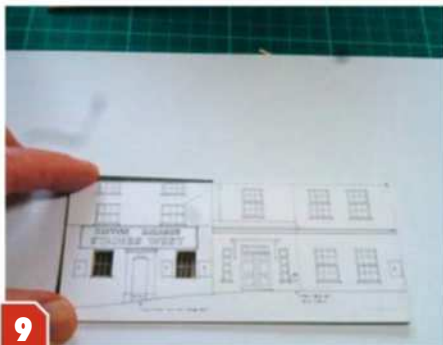
Here's the frontage on my computer, reduced to scale size and ready to print. By making several copies I had sufficient window frames and windowsills, as well as the big nameboard. This really gives the model its character.



was a station it was a private house. It was during that time that I was given access to the station on various occasions and I used the opportunity to study and understand this 'rabbit warren' of a property, with all its intriguing nooks and crannies resulting from piecemeal alterations over more than 100 years. In the early 1980s it was converted to offices. All that interior was lost and the exterior was radically altered. (See 'According to Chris' on page 13)

As a modeller, now, the only research which could be gleaned from examination of the building would be little more than the overall dimensions. I was lucky in that my access to the building enabled me to study and record features while they were still present, although I now wish I had done a lot more. In particular I have had to rely on a few interior photographs taken by others back in 1965. Boarded windows and lack of electric power made indoor photography all but impossible during my 1980 visits.

Nevertheless, I have sufficient data to enable a pretty accurate model, and that's what I set out to build, rather surprisingly, in 2mm:1ft scale.



9

A test fit of the cut-out wall over the photograph of the front windows. At this point I realised that I needed to complete the dummy porch (over an old, sealed-up door) and paint the wall before I fitted the windows.



10

Having finalised the front wall, I cut it out and brick-papered the upper part. The lower section was painted cream. On the real building this rendered area covered brickwork that was revealed when outbuildings were demolished.



11

I made up the nameboard using the photograph and some styrene sheet and strip and glued it in place. The doorway was painted with GWR coach chocolate. Posters and poster boards are from Scalescenes sheet R001aSO1 in 'N' gauge.



12

From here on it was simply a case of repeating the processes to produce each wall section and then adding it to the previous assembly. Normally I would use offcuts to brace the walls at 90°, but this particular corner was not at 90°!



13

The next two walls form the single-storey booking hall entrance, which was the main addition that made it a station. Construction was the same as before. I used scaled photographs of the windows - and even the postbox.



14

Another test fit ensured that I could still get that all-important view through the doors and out to the train. This was carefully preserved by fitting both doors wide open before adding the side wall and the roof.



15

I had no square-on photographs of some of the upper-floor windows so I made them up by ruling the frame and glazing bars onto black paper. There aren't many of these windows so they don't detract from the authenticity.



16

This part of the building is quite complex but I wanted to include all the subtle changes in the walls, which presumably resulted from adaptation of the house before it was a station. It was just modelled one wall at a time.



17

There is something satisfying about reaching the final wall as this was originally the front of Finch's house. The opening on the extreme right led to the coal store, a narrow passage which disrupts the 'squareness' of the building.



18

I cut a flat roof, slightly over-size in all directions in order to form the gutters. These were a distinctive feature. I made sure that the overhang was equal on all sides of this complex roof shape.



19

I trimmed the underside of all the edges at a 45° angle to represent the gutters. I then painted the edges all round in GWR cream. On reflection, the top would have been more appropriate in black or grey.



20

Once the paint had dried this false roof was glued in place, taking care to ensure it was correctly positioned with equal overhangs all round. The 'spines' which will support the roof ridges will be mounted on this base.



21

The main hipped roof section was cut as a single piece, scored along the ridge and folded. Gluing this on its long edges and to the 'spine' under the ridge results in a strong structure. There is still detailing work to do on the rear wall.



22

All the roof sections are covered with Scalescenes Tx18a slates in 1:148 scale. These are a download which I printed on regular paper, cut into strips and installed as shown many times on these pages (see page 36).



23

With the main roof section slated it was time to cut and add the spine for the section over the porter's flat. There will be another small triangular roof section on the flat area above the booking hall.



24

Once the front section of the main roof was slated, I added the hipped roof section over the ticket office and flat. Again, this has a main section cut as one piece and folded along the ridge. Take care when measuring and cutting.



25

Work began on the complex roof shape, with each section slated in the same way. The Scalescenes ridge tiles were added and the chimney stacks made in the same way as those described on page 36 for the Oxford building.



26

Once the chimney stacks were installed, chimney pots were added from pieces of 80thou plastic rod set in a small pool of Velo-Set adhesive. When dry, the chimney pots were painted in colours seen in photographs.

Take a look inside

These two photographs show, as best I can, what I am trying to achieve with the model. Mrs Pearse's photograph shows what passengers saw as they passed through the booking hall, with the stairs to the stationmaster's flat on the right. Having had success in using the photographic windows on the outside of the building, I wondered if I could use a photograph for the only visible part of the interior – the view through the booking hall.

The booking hall on the last day, March 27 1965. As always, a vase of flowers adorns the alcove and the gate, with its 'private' sign, is closed. A passenger walks out onto the platform.
MRS PEARSE/CJL COLLECTION



The view through the door of the model. The white spot is a marker light on the Dapol Class 121.

I printed off one of my own photographs of the booking hall and stairs, reduced it in size to fit the location and cut out the open door area. It was then mounted in position on the floor section of the model. I have modelled only the booking office floors and the ramp that led up to the rear door. The rest is photograph. It works well to the naked eye, though I cannot get the camera quite low enough for the desired effect.

My own little camera can't cope with focusing through the doorway, but when the layout is finished I intend to invite Chris Nevard to try

his hand at taking a shot through the building and out to the train.

The photograph was sized down to 40mm high, and the colours and sharpness adjusted to obtain the best possible result on my printer. My own photograph was taken in 1980, when the station was boarded up and derelict. I will now replace it with the photograph from March 1965.



27

Over the lifetime of a building, chimney pots would often need to be replaced. Staines West had a mixture, including some that were obviously GWR substitutes. Check photographs and cut plastic rod to appropriate lengths.



28

A look at the underside shows how I've treated the interior, providing a floor only through the middle of the booking hall. I used a photograph to provide a glimpse inside the building, as explained in the panel.



HOW TO

CHOOSE THE RIGHT PLATFORM

George Dent presents some of his favourite platform systems, in off-the-shelf and kit form, for 'OO' and 'N' gauges.

Unlike railways in other parts of the world, UK practice has involved the use of raised platforms almost since the beginnings of the 'iron roads'. Over the years they have been built from all manner of materials, including timber, brick, stone and concrete, with surfaces consisting of compacted earth, cinders, asphalt, stone slabs and sleepers.

Most of us include at least a small wayside station on our layouts, so at some point we all need to add some form of platform into our miniature landscapes. As well as passenger stations, platforms are also to be found at other locations, such as goods depots,

servicing sheds, or wherever there's a need for ready access to locomotives and rolling stock above ground level.

There are plenty of options available, in terms of ready-to-plant and kit-built platforms and some offer a greater degree of versatility than others. Indeed, most ready-made platforms will dictate the layout's track plan to a certain extent, with the majority offered in straight sections and, in one or two cases, a very limited choice of curve radii.

Kits are a slightly better option, especially if your station is to be set on anything other than straight track. Again though, few kits make it easy to cope with curves

without recourse to some careful surgery.

Building from scratch allows for greater independence and there are a few off-the-shelf options to make the task simpler, whether you prefer building in card, plastic or a combination of both. Cost is also an important factor, especially if you're building a substantial station with numerous platforms.

Presented here, therefore, is a selection of some of the best platform building products that I've encountered over the years. Few are perfect, but they each offer plenty of potential in terms of realism, easy installation and customisation.



Platforms are a fundamental feature of most layouts, either for passenger use or goods handling.



GRAHAM FARISH

Products: 379-200 platforms; 379-201 ramps
Format: Ready to fit
Size: Width 30mm; height 11mm
Price: £11.00 per pack
Availability: Farish stockists or www.bachmann.co.uk

- Features:**
- Straight format only.
 - Platform pack provides four 115mm lengths.
 - Fully finished.
 - Twin-faced platforms.
 - Block-faced walls and edging, Tarmac-style surface.
 - Clip-together sections, gaps need filling.
 - Not easy to modify.
- Overall rating:** 75%



RATIO

Products: Ref. 209 platforms; 210 ramps
Format: Plastic kit
Size: Width 40mm; height 11.5mm
Price: £4.85 per pack
Availability: Ratio stockists
Features:

- Straight sections only.
- Brick/block-faced walls and edging blocks.
- GWR-style appearance.
- Can be built as either single or twin-faced platforms and cut to any width.
- Each pack provides max. 240mm length.
- Easy to modify.

Overall rating: 85%

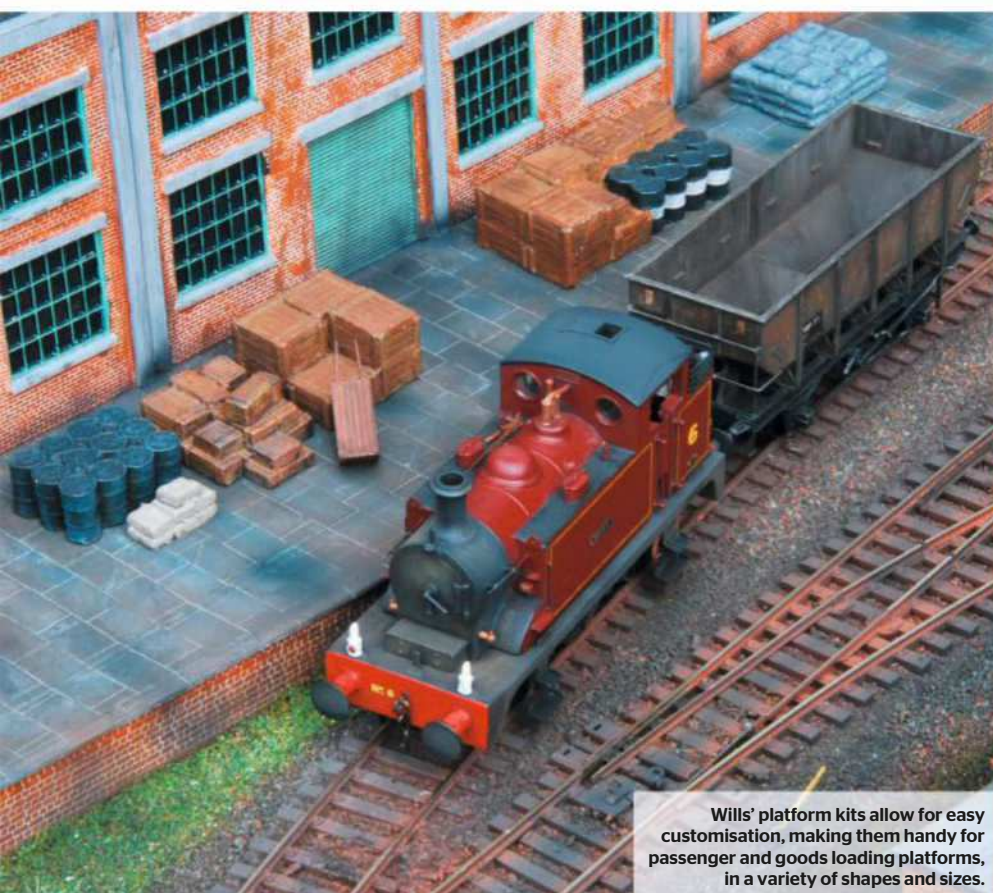


WILLS

Products: SS61 platform; SS62 platform ramp sections
Format: Plastic kit
Size: 130mm long sections, 17.5mm high
Price: £5.85 per pack
Availability: Wills/Peco stockists
Features:

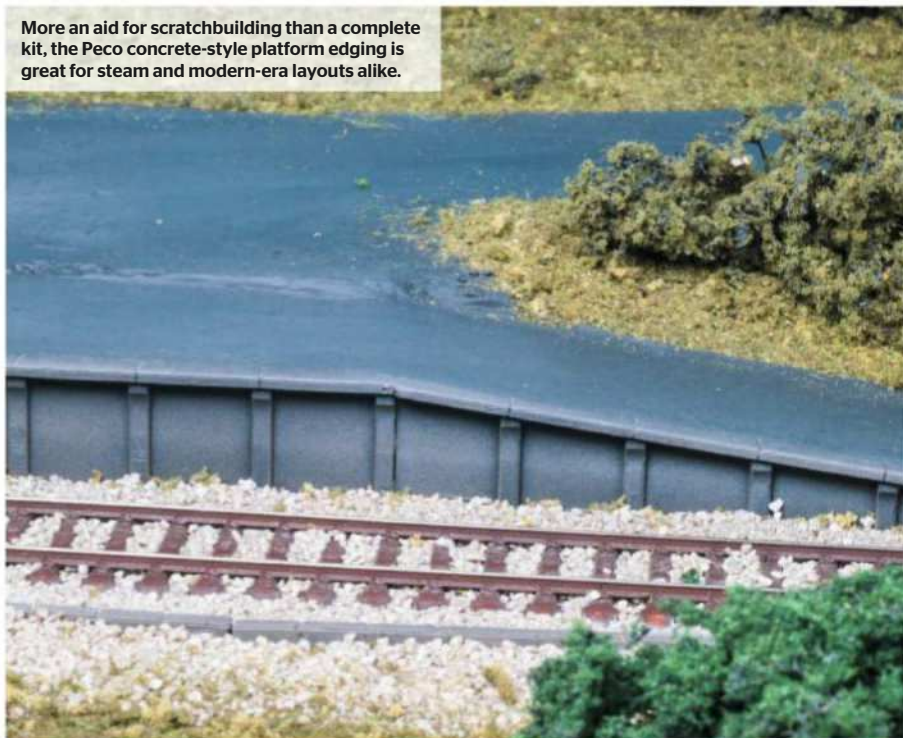
- Embossed plastic brick wall sections, paving sheets, edging stones.
- Can be built to any length or width.
- More skill required, especially when creating curved sections.
- High-quality moulded parts.
- Easy to bond and paint.
- Large projects can prove costly and time-consuming.
- Paving slab surface can be replaced with other Wills sheets, such as SSMP214 Cement Rendering or SSMP201 Wood Planking.

Overall rating: 90%



Wills' platform kits allow for easy customisation, making them handy for passenger and goods loading platforms, in a variety of shapes and sizes.

More an aid for scratchbuilding than a complete kit, the Peco concrete-style platform edging is great for steam and modern-era layouts alike.



OO
GAUGE

PECO

Product: LK62 concrete platform edging, L68 platform ramps

Format: Plastic kit

Size: Height 19mm; 168mm length sections

Price: £5.25 per pack (LK62)

Availability: Peco stockists

Features:

- Highly versatile edging, can be built straight or curved, matching ramp sections available.
- Platform surface must be sourced separately (plastic sheet or card is ideal).
- Concrete style great for Southern Region and modern stations.
- Simple to assemble and install.
- Good value, pack LK62 provides up to 840mm of single-sided platform.

Overall rating: 90%

OO
GAUGE

DAPOL

Product: C22 station platform

Format: Plastic kit

Size: Height 18mm, width 45mm, max. length 380mm

Price: £5.00 per pack

Availability: Dapol stockists or www.dapol.co.uk

Features:

- Easy to assemble, modify and improve.
- Walls to one platform face only; open, concrete-style pillars to rear.
- One ramp supplied.
- Paved surface with edging stones, brick and concrete walls.
- Warped parts and inconsistent relief, aged tooling.
- At least two packs needed to make a typical, short platform.

Overall rating: 70%

N
GAUGE

OO
GAUGE

HORNBY

Products: Various Skaledale and Lyddle End packs available

Format: Ready to fit

Size: Various

Price: from £9.00 per pack

Availability: Hornby stockists or www.hornby.com

Features:

- Straight and curved sections (first and second radius) available in 'N' and 'OO'.
- Choice of sizes and styles.



- Fully finished.
- Slot-together sections.
- Brick facing and paving slab surfaces.
- Convincing surface relief.
- Resin cast, difficult to modify.

Overall rating: 85%

With a little modification, Knightwing's platform kit can look convincing.



00
GAUGE

KNIGHTWING

Product: PM114 Station platform and shelter

Format: Plastic kit

Size: Width 80mm; height 20mm; max. length 630mm

Price: £16.75

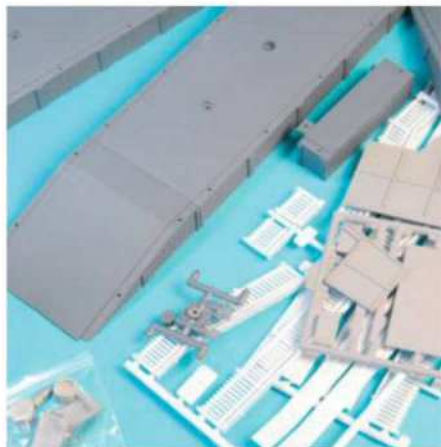
Availability: Knightwing Tel: 01484 537191

Web: www.knightwing.co.uk

Features:

- Pack contains two straight sections, two ramps and two straight ends, plus fencing, timber-style waiting shelter, signs and cast metal platform accessories.
- Easy to assemble, modify and improve.
- Straight sections only.
- Brick and concrete-style walls.
- Grid and manhole details.
- Holes in platform surface needs filling.
- Excellent value.

Overall rating: 90%

N
GAUGE 00
GAUGE

METCALFE

Product: PO216 Red Brick Platform

Format: Card kit

Size: Material for up to 8ft of platform

Price: £9.50 ('N'); 12.50 ('OO')

Availability: Metcalfe Models Tel: 01729

830072 **Web:** www.metcalfemodels.com

Features:

- Pre-cut walls, edging stones and strengthening strips, plus A4-sized sheets of 'Tarmac' surfacing.
- Easy to assemble and modify.
- Virtually any size or shape of platform



The Metcalfe kits are well-designed, producing sturdy structures.



can be built.

- Choice of brick or stone-faced walls is offered in both gauges.
- Excellent value.
- Ready finished.
- Printed card lacks embossed detail.

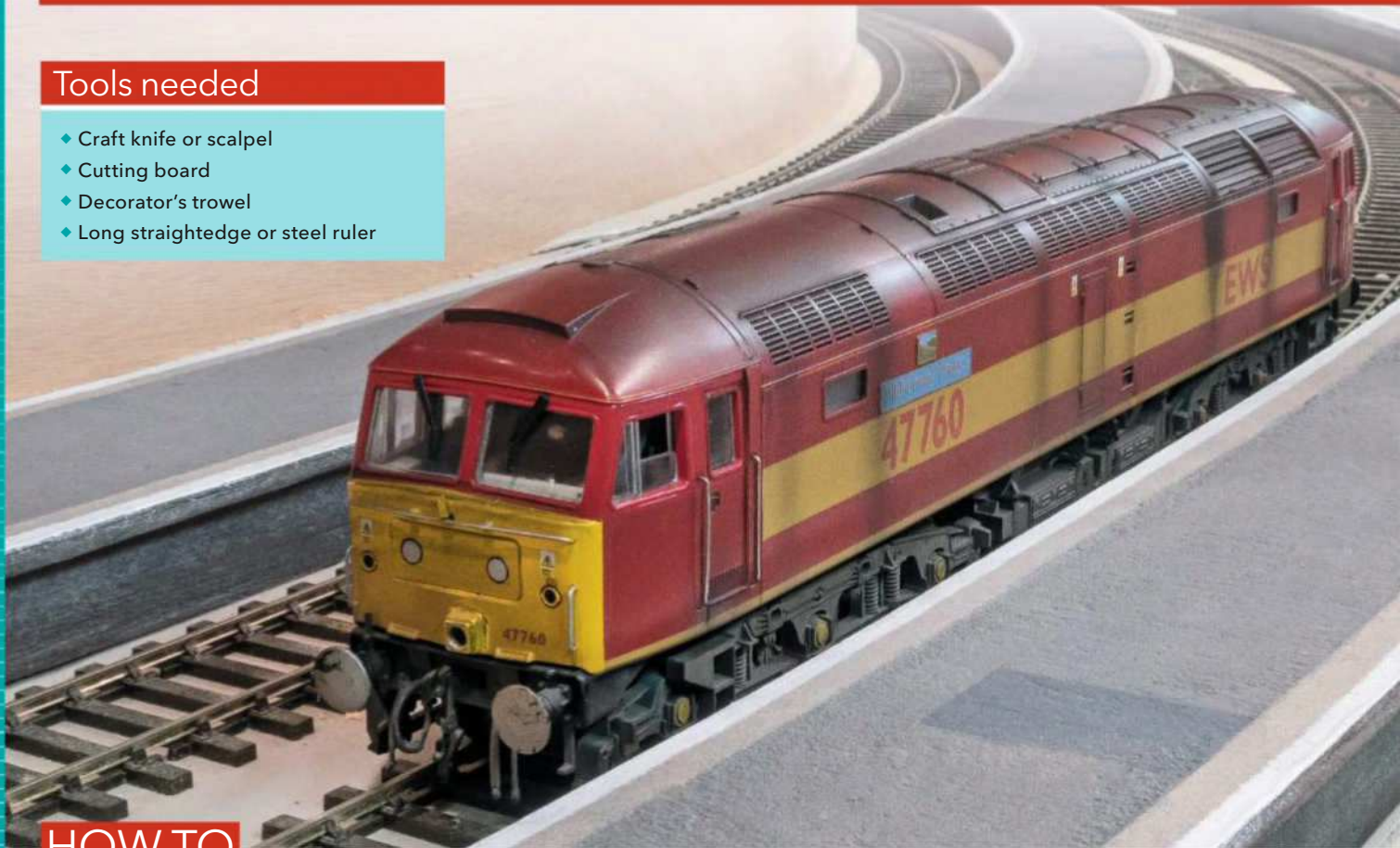
Overall rating: 90%



The ancient moulds mean that the brick relief is shallow, but careful painting and weathering can get the best from the Dapol platforms.

Tools needed

- ◆ Craft knife or scalpel
- ◆ Cutting board
- ◆ Decorator's trowel
- ◆ Long straightedge or steel ruler



HOW TO

MAKE WEATHERED PLATFORM TOPS

Chris Nevard has the perfect method for modelling imperfections on platform surfaces.



18hrs
for 30ft



The railway never standardised on anything, including what material to use to surface platforms. Station platforms were built using everything from ash and clinker to shingle and old sleepers, and flagstones and concrete sections.

Asphalt is another common platform surface but, as road users will know all too well, it's prone to breaking and is often patched up. I was inspired to model some 'weathered' asphalt platforms by this photograph that I took at the long-closed Marchwood station on the Fawley branch in December 1986 (right). It suits my ongoing obsession with recreating decay and grot – a recurring theme when modelling the period before and just after the end of steam.

For this exercise I've shown an 'O' gauge platform for clarity. However, this technique will work just as well in 'OO' and, possibly, in 'N' if the modelling is kept tidy.





STEP BY STEP

1

A typical British railway platform is 915mm from the platform edge to the top of the rail. This will vary depending on the age of the station; older stations often have lower platforms. The base for this platform comprises 1½in-high strips of MDF.

3

Glue the edging stones in place with neat PVA woodworking glue; it only takes a couple of minutes for the card to stick firm. If your platform has a tight curve, cut notches along the scribe lines as this will help the card to bend more easily.

2

Use strips of fairly thick mounting card to make the edging stones. Scribe the stones by running a blade across the card but don't cut through. For this project, I cut the card strips 15mm wide which, in 'O' gauge, equates to just over 2ft at full size.

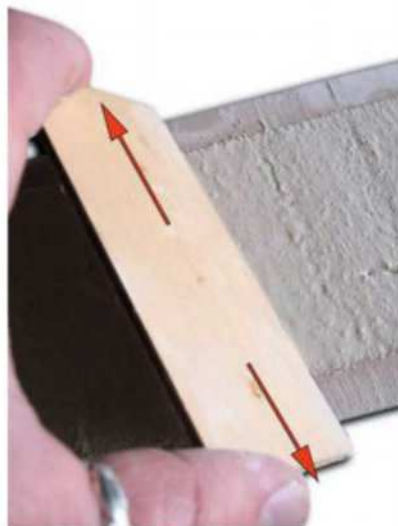
4

Now for the fun bit: mix Polyfilla to the consistency of sloppy porridge and add a good dollop of PVA for extra strength. Spread it on with a decorator's trowel so that it's level with the coping stone. 'Wobble' it (see panel) and leave to dry overnight.

The wobbling tool

After a little experimentation I cut a length of thin plywood (thick card or plastic will also work) a little wider than the platform. This will form the spreading tool, which will help to bed the plaster in and remove any bubbles. The trick is to wobble the spreader from side to side, rather than simply dragging it.

The card edging stone might start to shred a little with the moisture if worked too aggressively. If this happens, don't worry. Once the plaster is fully dry you can remove any shredded areas with the sandpaper.



5

Sand the surface with 180-grit abrasive paper and remove any dust. Now you can paint. I used Homebase Slate Grey emulsion and Homebase Pecan for the edging stones. You can paint the white edge now or leave it until last for a more 'freshly applied' look.

7

Take a sheet of printer paper and cut some squares and rectangles in it to create a mask. These will form your repair patches. Position it where you want the repairs to be and stipple on some darker grey. Carefully pull the mask away to reveal the 'repair'.

6

Mist on - from a distance of 3ft - some matt black aerosol to darken the sides, followed by the slightest hint of red to represent brake block dust. Finish off with a little hint of grey primer. It's worth experimenting first and then erring on the side of 'reserved'.

Painting the edges

I wanted a concrete look for the platform edges and misted on aerosol paints (from Halfords). If you don't have a vented spray booth, do it outside and always wear a face mask.

You can use the same technique if you've clad your platform edge with brick or stone plastic sheet - just be sparing with your misted paint.

TOP TIP

I was a little concerned that if I were to use tape to mask the platforms it might pull the paint away from the plaster when I came to remove it. To avoid any problems I made masks using strips of plastic card.



HOW TO

IMPROVE DARSTAED'S Mk 1s

Take a little coaching in coaches from **Dave Lowery** to give Darstaed Mk 1s a detail boost.

Whether you're a professional model-maker or an enthusiastic hobbyist, there are probably some modelling jobs that you'd like to avoid. For me, it's building coaches, so I was delighted with these Darstaed Mk 1s – so much so that I made a space for them on my layout!

We reviewed these coaches in the March issue (MR245) and they really do measure up, boasting a solid construction, flush glazing and internal lights (which don't permeate through the coach sides like they do in some plastic coaches). But, as with most models, there are still a few tweaks you can make to turn a good model into a great one.

1 Adjust the buckeyes

The coaches have been assembled to suit 6ft curves but if, like me, you have tighter curves, you can adjust them to suit. Three pairs of holes for mounting the Kadees have been provided: just remove the screws, move the Kadee and put the screws back.



2 Improve the bogies

Here's a really simple tweak: give shiny metal wheels a coat of black paint. While you're at it, you might as well add some weathering highlights to the excellent detailing already present on the coaches.



1

You can paint the shiny wheels black either before or after you unscrew the bogies. Weathering the bogies away from the coach means that you get grime on the top edge, which would otherwise be hidden if weathered *in situ*.



2

Give the bogies a good coat of RailMatch Track Dirt. Follow this with an ultra-light coat of RailMatch Express Dark Blue to give the impression of thick grease. When dry, re-fit the bogies.

3 Fit passengers

The interior detail on these coaches is superb, so they're crying out for some passengers.

Taking the coach apart is easy and it's an ideal job to do while the weathering on the bogies is drying. All you need is a crosshead screwdriver with a long shaft.

STEP
BY
STEP



1

There are captive nuts set into the roof which connect with screws set into the crosspieces accessible from the bottom of the coach using a long-shaft screwdriver; undo them to remove the roof.



2

With the roof off, you'll see the lighting bar going across the top of the coach. Remove the screws and (taking care with the wires) edge the lighting bar to one side. You can then add passengers to the seats.



3

The seats sit a bit high up inside the coach so you will need to adjust the passenger figures to fit them in and make them look right. Dab glue to the base and use tweezers to place them inside.

4 Improve lights

The interior lights are pretty effective but there are only pick-ups on one bogie per coach. This means that when moving around the layout the lights can flicker slightly, like an Underground train. The simplest solution for flicker-free lighting is to add extra pick-ups to the other bogie.

STEP
BY
STEP



1

You will need some copper-clad strip (used for sleepers) from Marcway (www.marcway.net) and some phosphor bronze strip from Slater's Plastikard (www.slatersplastikard.com).



2

When gluing items to painted parts, it's always best to scrape away some of the paint so that you're gluing directly to the metal. It's best not to rely on the bond between paint and metal to hold the part in place.



3

Glue two strips of copper-clad sleeper strip to the bogie frame. Bend a support wire and solder in place. Bend a length of phosphor bronze strip so that it brushes against the wheel backs and solder to the support wire.



4

Solder black wires to the copper strips and thread them under the underframe detail to reach the other bogie. You need enough wire to allow for the bogie pivoting. Secure with tape and glue.

TOP
TIP

We *always* look at the instruction booklet before we do anything else... don't we? Joking apart, the booklet supplied with these coaches is a mine of useful information. Not only does it describe all of these coaches' useful features, it also contains suggested formations, coach type abbreviation explanations and excellent illustrated photographs of how to remove the roof.

5 Apply the transfers

Darstaed supplies an excellent sheet of decals with the coaches: there are numbers for different regions, coaching stock roundels and different signage for different eras. You can apply the decals straight to the coach, but by doing so you run the risk of the carrier film showing. Here's how to avoid such a scenario...



Here's what can happen: the carrier film of the decals is clearly visible and detracts from the looks of this excellent model.

STEP BY STEP



1

Mask the area where the transfer will go and lightly spray it with gloss varnish.



2

With the varnish dry, apply the transfer. Once dry, spray with a thin coat of satin varnish.

6 Add weathering

I focused the weathering on the underframes, ends and roofs, as the bodies would have been kept clean by the carriage washing plants.

STEP BY STEP



1

Mask the coach so that the underframe, ends and roof are exposed. Give the frame and ends a good covering of RailMatch Track Dirt, followed by a light coat of RailMatch Express Dart Blue.



2

The roof needs a light dusting of grime and dirt, particularly around the vents. My roof-weathering shade of choice is RailMatch Falcon Grey.

7 Add a tailboard

I really like Darstaed's working gangway connection system, but the large magnet/metal block spoils the end of the train. A tailboard over the gangway ends will make a big visual difference and is really easy to make. The metal piece can be easily pulled out to give a flat surface. Cut a suitable shape from some Plastikard and fix it to the gangway with PVA. This is an ideal adhesive as the board can be easily removed if you want to add extra coaches to your rake... and with coaches this good, who wouldn't?



Olivia's Trains of Sheffield

'OO' Gauge UK DCC
Sound Specialists.



25a Mansfield Rd,
Intake, S12 2AE

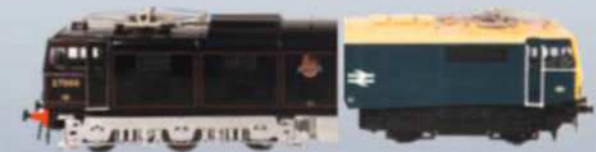
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HOW TO

RESTORE A HORNBY

Want a ready-to-plant station that isn't made of resin? **Chris Leigh** takes a trip down memory lane and upgrades a favourite old toy.

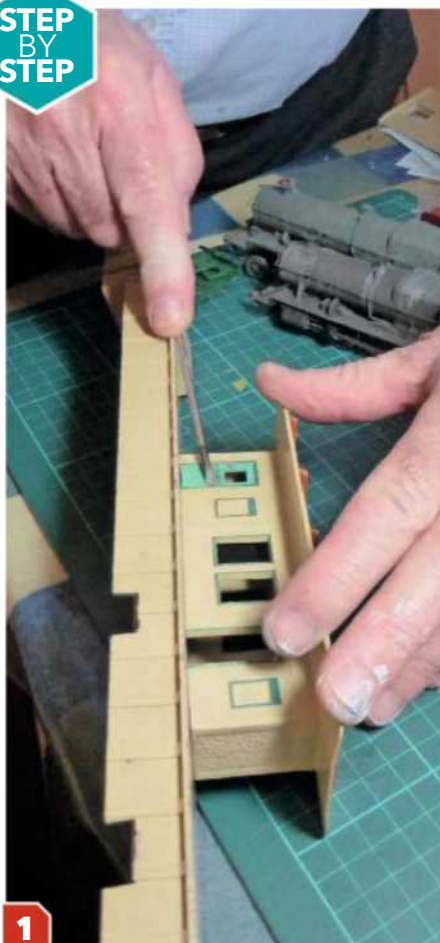
I received my Hornby-Dublo train set for Christmas 1955, when I had just turned 11. At that time, Hornby-Dublo buildings were all made of metal, assembled from cast and pressed parts (in zinc alloy, I think) and included a fine contemporary 'art deco' station, a footbridge, a signal box and a level crossing (with working gates).

The cream 'concrete' walls were OK, but the orange roofs left a lot to be desired. Green window frames and doors suggested 'Southern' to me, so that was fine.

Not long after I completed my metal station, Hornby-Dublo revised the whole range. These models were plastic, though Meccano-style assembly with nuts and bolts took over from the riveted system. I desperately wanted the suburban station - instead I was given the much larger and more expensive terminus. There's no pleasing some kids!

These metal buildings are still readily available and their battleship-like construction has ensured that they have outlasted most of the locomotives and rolling stock. Checking eBay at the time of writing, I would expect to pay no more than £25 for a fair condition Through Station and less than £20 for the matching Island Platform. Both models should include a pair of platform ramps and are ripe for refurbishment.

STEP BY STEP



1 There was glue residue where labels had been stuck to the doors, so I began by scraping this off with the blade of a small screwdriver, taking care to avoid scratching the paint.



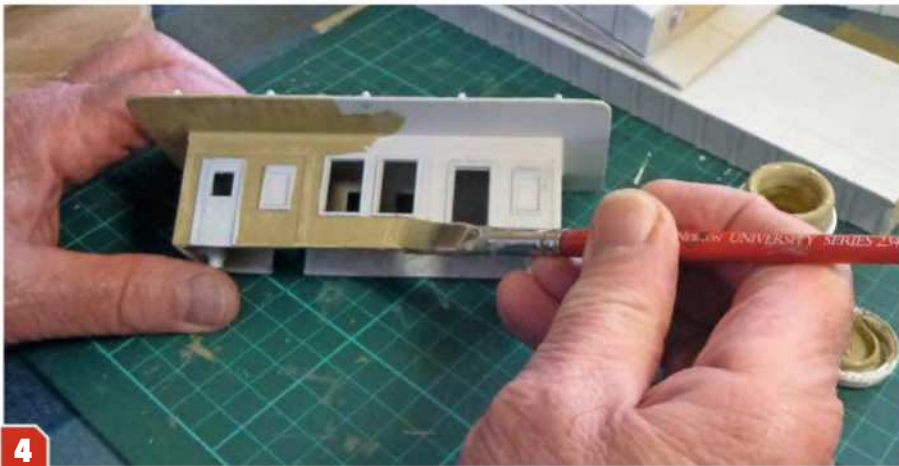
2 The island building is attached to the platform by two rivets with dimpled heads. These are easy to remove with a sharp bit in a hand drill, with the platform held in a vice. The building will just pull away.



3 The platform surface had some chips, and the area where the building had been was very dirty. I cleaned it up with some medium-grade sandpaper.



Y-DUBLO STATION



4

I primed the buildings all over with Halfords white primer. However, the RailMatch concrete acrylic needed two coats. I brush-painted the roof with Humbrol No. 72 Dark Grey acrylic.



5

The doors and window frames were given a coat of Humbrol No. 02 Emerald acrylic. Use green for a Southern or Eastern Region building, chocolate for Western or Scottish and maroon for Midland.



6

I used 10thou clear sheet for the glazing and glued it in place with Velo-Set quick-setting PVA glue. If you do get any on the glazing this glue dries clear so mistakes are less obvious.



7

On this building I used Scalescenes' R001 signs sheet in Southern Region green. This has editable name signs so that you can insert your own choice of name.



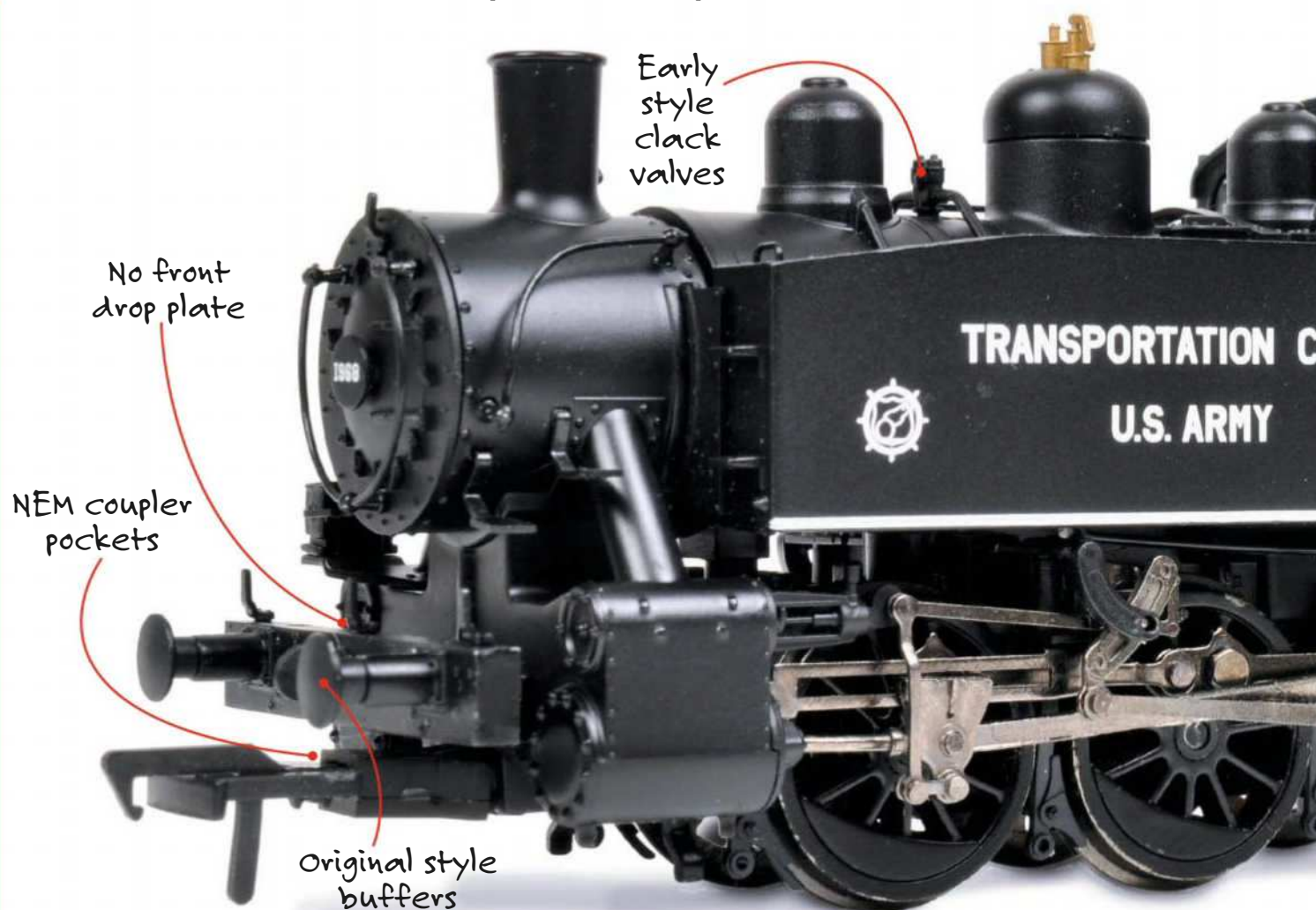
8

The Scalescenes posters and poster boards really bring the model to life. These were also attached with the Velo-Set adhesive. I added some to the inside walls of the entrance.

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nationalisation. The class had an operational career at Southampton that lasted for more than a decade, but they were replaced by Class 07 diesels and No. 30065 was withdrawn in 1962 at the Ashford Works. It has survived into preservation and is currently operational on the Kent & East Sussex Railway.

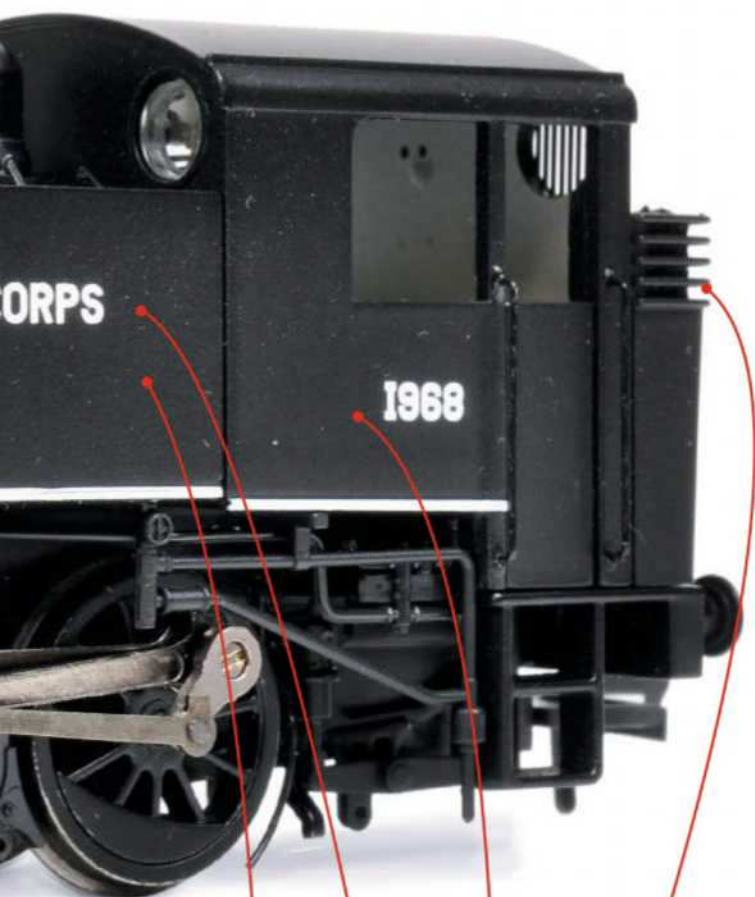
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HOW TO

RUN IT LIKE A REAL STATION

Chris Gadsby shows you how to add that extra level of authenticity to your layout.

I am a firm believer that model railways should be – first and foremost – fun. For me ‘fun’ means running what I want, how I want and when I want, but there are many modellers who derive the most pleasure from having everything perfect on their layouts.

People go to great lengths to make sure that everything looks perfect, but one area that many overlook is realistic operation in stations – and how it was done before the push-pull era, in particular.

Since the introduction of push-pull trains station operation has been straightforward. The driver gets out at one end and gets in at the other, and many of the major stations have since removed all trace of the run-round operations that they previously employed.

In the steam era, however, a locomotive would have to uncouple from the front carriage, cross over to the relief line, run around its rake and recouple at the other end. This method can still be seen on some branch lines, where the trackwork has remained in place. Great Yarmouth and Whitby are two examples of this at terminus stations.

LINES CROSSED

The most common mistakes occur when transferring carriages from one line to the other, whether at a terminus or a through station. Here I'll show you the correct way to ‘run it like a real station’ in accordance with the LMS School of Transport teaching book and as explained in Bob Essery's book *Railway Operation for the Modeller*. We also put the track plan and

situation on our social media channels for you to suggest your solutions. Nobody supplied the answer that the LMS deemed to be ‘correct’, although a few were close.

The track plan outlined in the LMS handbook that I have replicated looks simple but there are several different ways of achieving the same result. Once the underlying principle has been established the same methods can be used on any track plan.

In this scenario, a train approaches its terminus at the station on the Down line and needs to transfer its coaches to the Up line platform after the passengers have alighted. In the first example, I'm going to show you a method of solving this as detailed in the book, and to which just under half of you supplied an answer on social media.



THOMAS BRIGHT/SR

WHAT YOU SAID ON SOCIAL MEDIA



Model Rail Magazine
@modelrailUK

Something for you to think about on your lunch break. Having just arrived on the Down platform, the coach and loco need transferring to the Up platform to return back the way they came with the loco at the front. Tell us, how would you do it? Tweet us with your answer.



"The locomotive would just run round and the coach would remain on the Down platform, with the train leaving from there - unless departure was a long way in the future and another train was due to pass on the Down line."

John Spencer

"I would shunt carriages onto the platform using Points B, then run round while passengers get on the carriage."

Carl Andrews

[In response] "That's the way I'd do it too."
Geoffrey Baines

"Loco off. Forward and then reverse over Points A until clear of Points B. Cross over Points B to return the coach and then return over Points B. Move into the other platform."

Francis Rossi

"Loco runs around coach, then pushes the coach past Points A, then reverses over them, bringing coach into the platform ready for departure."

Jaymz Hatstand

"Loco moves forward, crosses over via Points A, runs up the line, crosses back via Points B, pushes coach past Points A, then pulls back across Points A into the platform."

Jon Smith

"Loco would run round the coach then, depending on which move is the signalled move, shunt to Up platform via the respective signalled crossover."

Graham Muspratt

"Run locomotive round, drag coach onto Up line and shunt into platform."

Daniel

"Loco off, run round, push forward past Points A and into the Up platform through the points."

Andy Sollis

"I don't know if there is a protocol but I'd run the locomotive round then pull the carriage across and back down into the other platform."

Matt Cooke



www.facebook.com/modelrail



www.twitter.com/modelrailuk

STEP BY STEP

METHOD ONE



1

The locomotive uncouples from the coach and moves forward past the points so that they can be switched, allowing the locomotive to move to the Up line.



2

After moving through the points the locomotive is able to reverse along the length of the Up line platform while the coach remains in the Down line platform.



3

Moving past the points at the far end of the platform, the locomotive can wait for the points to be switched so that it can collect the coach from the platform.



4

Coming back across the points, the locomotive moves up to the rear of the coach and couples up, ready to perform its next manoeuvre.



5

The coach is then pulled back through the points that the locomotive just came through on to the Up line, clearing the Down line for another train to come through.



6

The train can move forward into the platform to be loaded for its next journey while another train occupies the other platform.

STEP BY STEP

METHOD TWO



4

The locomotive has run round and has coupled back on to the coach on the Down platform. It is at this point that the manoeuvre is different to the previous one.



5

Rather than pulling the coach through the points at the far end of the station, it is pushed forward past the points on the near side.



6

The coach can then be pulled through the points and into the station platform to be loaded while the Down line platform is occupied by another train.

The reason that these two methods are deemed 'incorrect' by the LMS is because they cause the Down line platform to be blocked for a long period of time. Arguably the first method is slightly more inconvenient for the rest of the service as the pulling of the coach through the far side points means that another train cannot occupy the Down side platform until the manoeuvring train is wholly on the Up line. With the second method of moving the coach forward past the near side points a train could, in theory, occupy the Down line platform while the manoeuvring train crosses the points to arrive in the Up line platform.

The final example is the one outlined in the LMS teaching handbook as the correct way to perform this manoeuvre. The crucial difference between this and the previous two examples is the speed at which the Down line platform is cleared of traffic to allow the rest of the service to continue normally. A few of you on social media suggested something very similar to this, but pulled the coach through the other set of points, and not the set indicated in the LMS handbook. I'm going to take you through the correct method, in accordance with the handbook.

STEP
BY
STEP

METHOD THREE

1



Here is the crucial difference: the whole train is pulled forward past the near side points, freeing up the Down line platform for another train.

2



The whole train is then taken through the near side points, completely clearing the Down line for any other traffic.

3



The coach can then be loaded with passengers or parcels while the Down line is occupied by other traffic. The locomotive can run round the coach when the line is free.

4



As the Down line is about to become free again, the locomotive can uncouple from the coach and prepare to run round.

5



The locomotive can cross over the near side points while the coach is left in the correct platform and can continue to be loaded. The Down line is now blocked again.

6



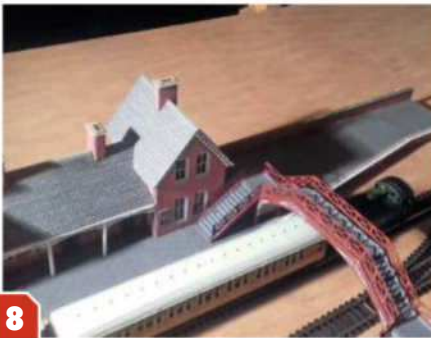
The line remains blocked while the locomotive reverses along the length of the Down line platform and under the footbridge.

7



Crossing back over to the Up line after going through the points at the far end of the station, the Down line is free once again.

8



With the points switched back the locomotive can move forward and couple up to the coach, which will now be loaded and ready to leave.

● A few people on social media suggested initially pushing the whole train through the far side points and on to the Up line that way, which is more efficient than the first two examples but less so than the third.

The principle to note from the LMS manual is never to leave a line blocked for longer than is necessary. In the LMS example the Down line is cleared as quickly as possible to allow for another service to pass through. Then the locomotive can run around the coach when the line is free. In the first two examples the coach blocks the Down line for a much longer period.

This principle can be utilised with any station design, whether it involves shunting into sidings and doing the run round there or doing it on the platforms.



For more tips go to www.model-rail.co.uk/mdr-tips

1

VITAL STATS

Layout:

'Aldwych'

Size: 8ft by 1ft 3in

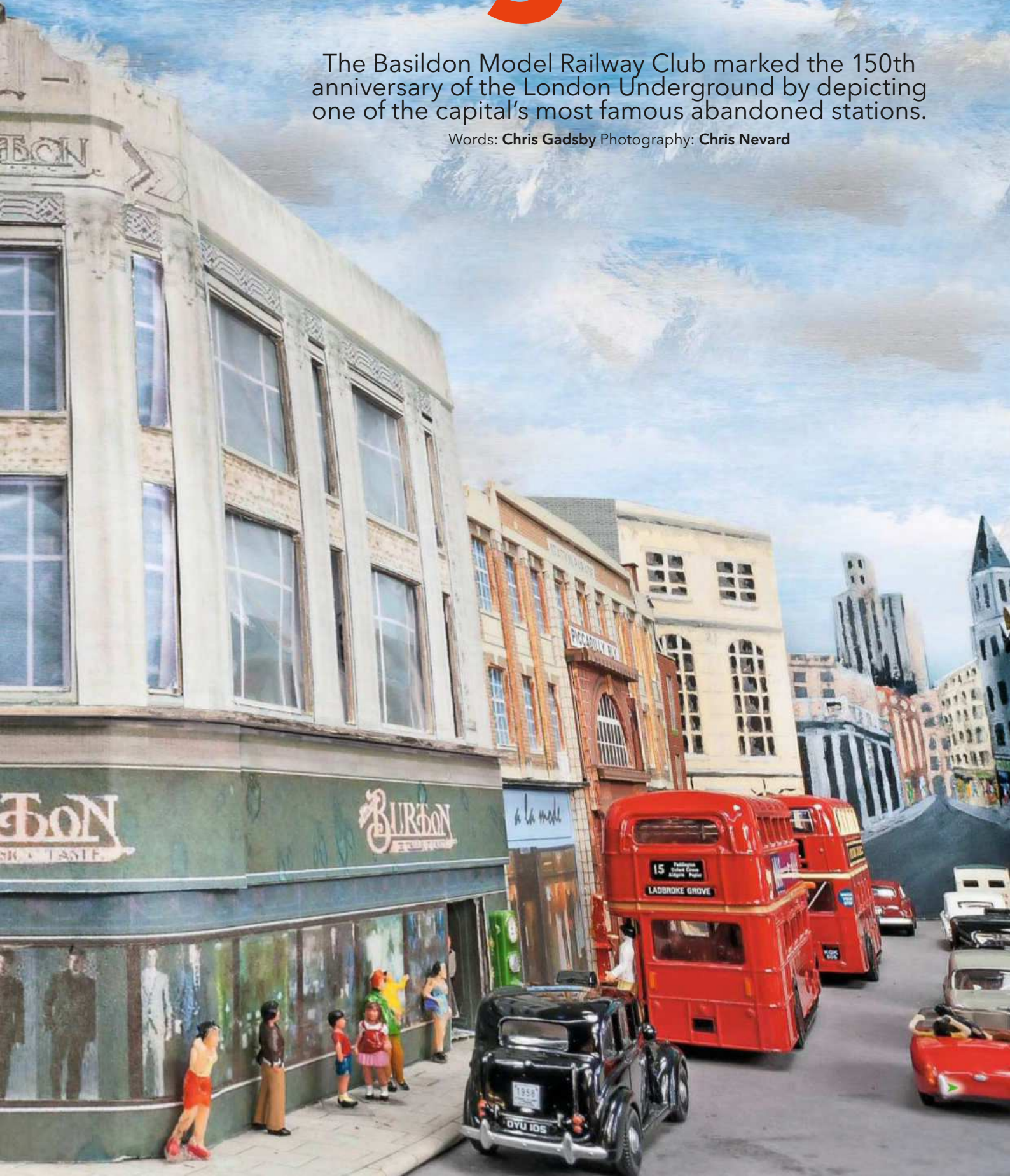
Gauge: 'OO'



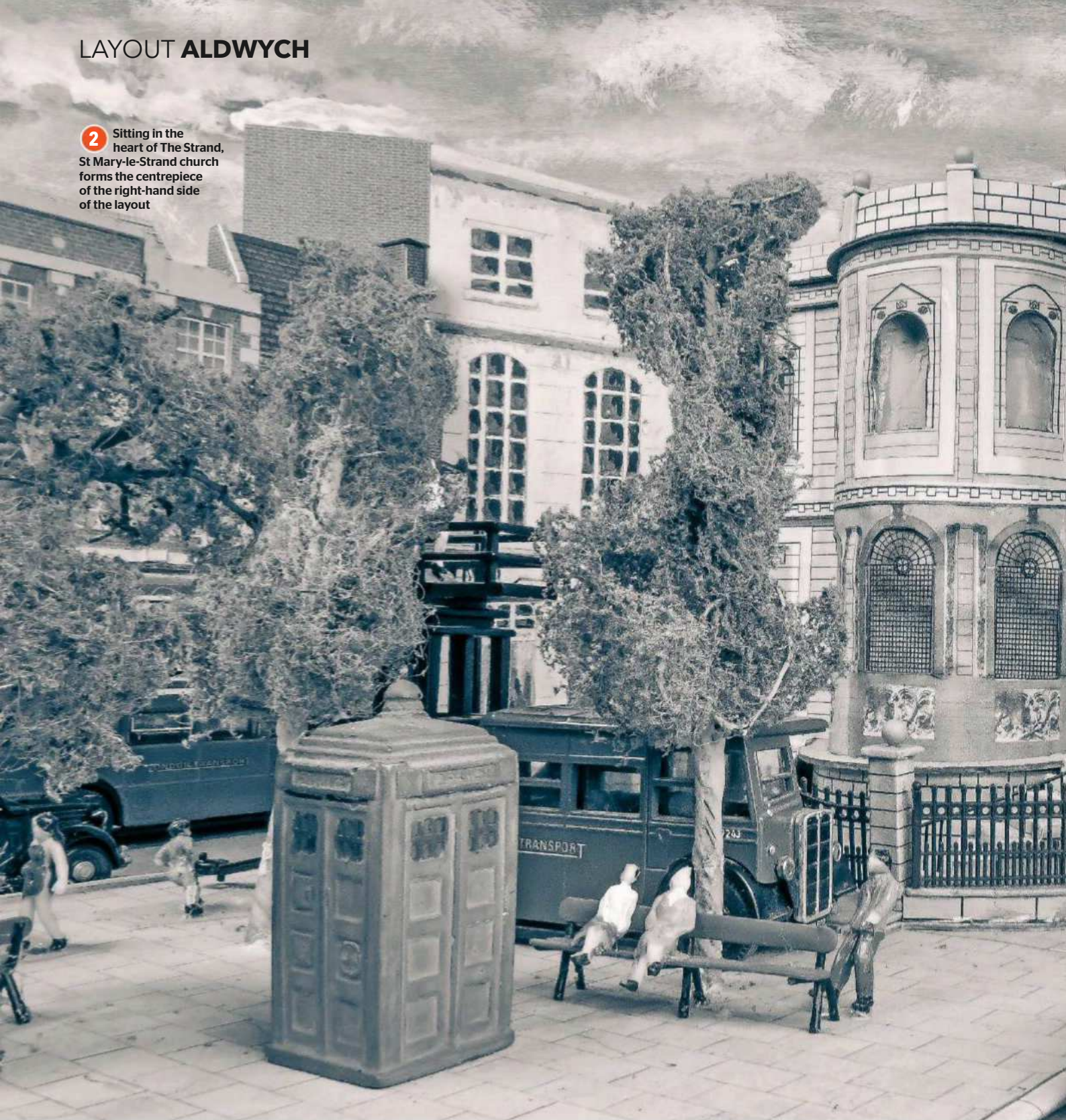
Going **underground**

The Basildon Model Railway Club marked the 150th anniversary of the London Underground by depicting one of the capital's most famous abandoned stations.

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



2 Sitting in the heart of The Strand, St Mary-le-Strand church forms the centrepiece of the right-hand side of the layout



Aldwych is one of London Underground's most famous and intriguing 'hidden stations'. Surrey Street used to be a busy thoroughfare, leading down to the River Thames and close to the London Eye, Houses of Parliament and Shakespeare's Globe. Few people are aware of the former Piccadilly Line branch line terminus beneath their feet. It opened in 1905, was temporarily closed during the Second World War – it became an air raid shelter – and closed for good in 1994. However, it's found a second life as a film set.

Basildon Model Railway Club chose to recreate it, depicting it in the busy 1950s. It initially took six months to complete.

"The club committee wanted to have a new layout

completed for a club exhibition in 2013, and with it being the 150th anniversary of the London Underground we decided on Aldwych," explains Peter Briscoe, who manages the layout. "We managed to get it completed but all of the buildings were placed onto the layout loose. When transporting the buildings between exhibitions, they were getting bashed and it was detracting from the look of the layout. We decided to reconstruct the scenic section in a more permanent way so that we wouldn't have the same problem in the future."

Modelling central London automatically leads to an essay in architectural modelling rather than hills, woodlands and quaint villages, which means that you're going to need to model a lot of buildings.

3 things we like



1

The viewing holes give an insight into what goes on under the capital.



2

Great attention to detail has been paid to create an authentic Tube station.



3

'Aldwych' makes good use of 1:76 scale road vehicles from Oxford, Pocketbond and EFE.

What makes this layout great?

We're always talking about the perception of depth in a layout but rarely do we talk about the perception of height. The club has done a really good job of condensing down 92 feet!



'Aldwych' makes good use of the excellent range of card kits from Kingsway Models (www.kingswaymodels.com) including the Burtons shop centrepiece.

However, there are two scratchbuilt items that dominate the layout's flanks: the building site on the left and the church on the right.

"Club member Roy Emery built the construction site," Peter recalls. "We wanted to add extra interest to the layout. The story there is that when digging the foundations the construction workers found an unexploded bomb, resulting in the area being cordoned off by the bomb disposal team."

"The main iron girders of the building work are made from Stripstyrene, while the barriers are made from tile spacers and barbecue sticks bought from ➤



3

4 There are so many hidden things to see on the London Underground if you look closely. Next time you're there take a look at the tiling for hidden gems.



5 Building work such as this was common in the 1950s as the impact of the war was still visible on the streets.





“The club wanted a new layout for 2013 – the 150th anniversary of London Underground”



Poundland. The first floor of the construction area has been made from mounting card, but it got damaged on the way to a show so we have put a brick wall at the front of the site to hide the damage.”

HISTORICAL PERSPECTIVE

Roy was also responsible for the hand-painted backscene. Says Peter, “It was composed using reference photographs taken from Google Maps and research into the history of the area. It was painted straight onto mounting board and stuck onto the backboard once it had fully dried to create the perspective backscene.”

St Mary-le-Strand church dominates The Strand and it was modelled by club member Graham Davis. Rather than trying to build it in one go, Graham decided to construct the church in three layers, adding to the structure each time.

“The inner layer is the windows which were then supported with the wall strengtheners before the walls themselves were wrapped over the top,” he says. “I printed lines of stones and some of the details but left some of them off until later, marking their future positions in white. The grey colouring is an asphalt-effect sheet from Scalescenes, which I cropped and edited to reduce the colour. The walls were fixed to their strengtheners and then wrapped around the window openings to give a smooth finish at the frames. The relief details were then printed and fixed on top of the main walls layer. The roof is covered with Scalescenes slates and was a result of trial and error – mainly error!”

NIGHT LIGHTS

To prevent any further damage to any of the buildings the club decided to completely box in the layout, which has given them the advantage of being able to fit lights to the roof.

The roof lights are wired in with the streetlights and building lights in such a way that the operators can dim the overhead illumination to give a night-time effect, ➤



“We elected not to fix the road vehicles in place so we can change them for each exhibition”

and the street and buildings lights will automatically come on. The ticket machines are also illuminated.

Peter says: “We elected not to fix the road vehicles in place so we can change them for each exhibition. It allows us to change the location and types of cars and buses to add a little bit of variation for people who go to a lot of shows. One of the buses is a Routemaster, which was just beginning to enter service in the mid-1950s, so we can just about get away with it!”

‘Aldwych’ is not just a London street scene diorama but a working model railway, with the added complication of modelling the Underground. The station is another Kingsway kit, but the Basildon team had to overcome the usual problem of how to model the conductor rails.

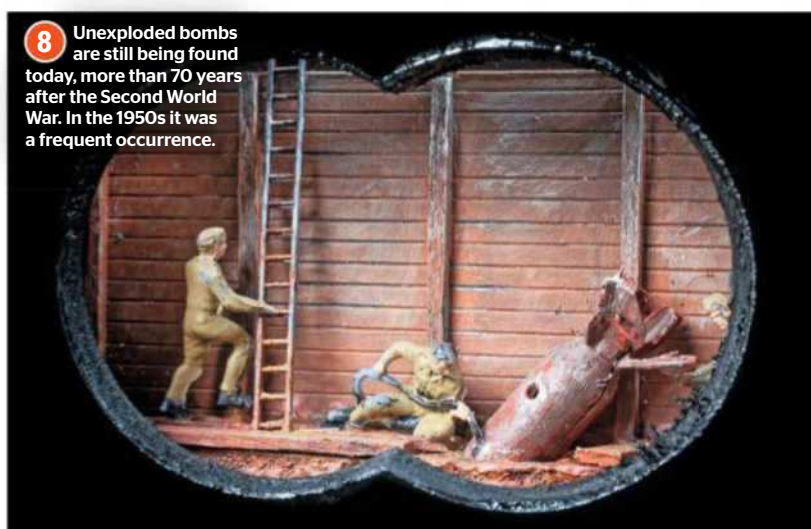
“One of the advantages that we had compared to Phill Hutchings’ ‘Addison Park’ (MR241) is that we only have a single straight line of track, which made it much easier to fit the third and fourth rails,” says Peter. We used Peco Code 100 track for the running rails and Code 60 for the additional rails.”

The track was kept straight to suit the motorised EFE 1938 Tube Stock cars, which can struggle on curves.

AUTOMATIC OPERATION

“We only have a single train on the layout so there’s no need for DCC. The layout is completely automated on a shuttle timer, with a five-second pause at each end before the cars then head back the way they came. We bought three cars and motorised two. This gives us a backup in case one fails.”

Most layout accounts finish with a ‘what’s next’ section. In the case of Aldwych, there’s no talk of signals or point rodding. No, the Basildon MRC wants to include a ghost, for the station is meant to be haunted. It even starred in the TV show *Most Haunted*. A previous attempt at modelling a ghost wasn’t hugely successful – but the team has an idea of how to do it better next time. **MR**



8 Unexploded bombs are still being found today, more than 70 years after the Second World War. In the 1950s it was a frequent occurrence.

THINGS YOU MAY HAVE MISSED



CLUB PROFILE

BASILDON MRC

"The club was founded about 20 years ago and we are based in an old cricket pavilion from the Basildon cricket club. We meet on Wednesday evenings and always welcome new members."

Web: www.basildon-mrc.org.uk



Basildon MRC members
Graham Davis and Peter
Briscoe with 'Aldwych'.

Know your stuff

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



George Dent
MR's Deputy Editor can draw on over 30 years' worth of modelling experience.



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



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



Dave Lowery
Professional model maker who's been there, done that and got the T-shirt!



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TROUBLE WITH BUBBLES...

Prompted by a recent feature on the safe storage of models, **GEORGE DENT** checked on the condition of his rolling stock collection. Alas, he discovered that bubble wrap packaging had damaged the paintwork on a number of carriages.

In MR247, I revealed how I'd discovered corroded steel wheels and axles on a number of wagons retrieved from the attic. The issue was caused by storing delicate models in an unforgiving environment, one prone to drastic variations in temperature and humidity.

Having become concerned for the wellbeing of the rest of my treasured model collection, I decided to embark upon an inspection and repackaging programme. This has taken a fair amount of time and demanded a modest investment in superior, stackable clear plastic boxes – with tight-locking lids – and plenty of moisture-absorbant silica gel sachets.

The combination of the boxes and silica allows the models to be sealed in their own micro-environments, in which the levels of humidity and moisture can be controlled to an acceptable level.

NASTY SURPRISE

While most of my models were found to be in good condition, I did get a shock when I realised that a couple of unboxed carriages had suffered damage to their paintwork.

The worst example was a Dapol LMS coach, a model to which I'd devoted countless hours of super-detailing and finishing work. The paint job was formed from a mix of acrylic colour

coats, topped with a semi-gloss layer of Alclad II clear lacquer. The finished model had run on a layout for a few weeks before entering storage, so the paintwork was definitely fully cured before the model was packed away.

And yet, despite being carefully packaged in bubble wrap, this 'protective' material had welded itself to the sides of the carriage, leaving a permanent imprint in the paintwork.

Perhaps it was the fluctuating temperatures of the attic that contributed to the problem? Or perhaps it was a foible of that particular brand of lacquer?

After unwrapping other kit-built and re-finished RTR models, it wasn't just those coated with Alclad II varnish that had suffered. Others also showed signs of damage, especially those known to have received acrylic-based clear coats.

SALVAGE JOB

Luckily, in all cases, the damage was limited to the final clear coat layers, so a very light abrading with ultra-fine abrasives was enough to cut back the surface without damaging the paintwork beneath.

Having masked or removed the glazing, a fresh layer of varnish was applied via an airbrush and left to harden for at least a week before handling. Any disturbed weathering



The varnished bodywork of this super-detailed coach has suffered from being wrapped tightly in bubble wrap.



was then reinstated and the models now look as good as new.

When it came to repacking the models, I employed a single sheet of acid-free tissue paper as an intermediate layer between the model and a fresh sheet of bubble wrap. I mentioned in MR247 about the perils of packing models within porous materials, such as paper and card, as they tend to retain moisture. However, this risk will be offset by the inclusion of silica gel sachets packed beside each model.

I used acid-free tissue extensively during my former career as a museum conservator and art handler, so I'm confident that my models will be safe. If it's good enough for wrapping works by Van Gogh and Turner, it will do for my coaching stock!

Furthermore, I've also resolved to store most of my models in a more stable environment, rather than an inhospitable attic. In addition to cataloguing each item more effectively (making for easier retrieval), I've also noted when each box was packed so that the silica gel sachets can be renewed periodically.



Acid-free tissue paper provides a safe intermediate layer between bubble wrap and a model's paint finish, while a silica gel sachet will absorb any unwanted moisture from the local atmosphere, reducing the risk of corrosion.

DID YOU KNOW?

Silica gel is a man-made substance (it's made synthetically from sodium silicate). It's a desiccant, a term for something that removes moisture from an environment. Save the packets that come with things such as delicate electrical equipment or flat-packed furniture. Alternatively you can buy 50 sachets from Amazon for just £8.99.

NAME THAT BOX



Clear boxes allow their contents to be visible, but if items have been wrapped in tissue paper, bubble wrap or foam, the models will be obscured. Writing a list of the contents on the box, or on a sheet of paper visible through the clear lid, will help when searching for a particular item in your collection.

These stackable boxes, with locking lids, are great for safely storing delicate models and are available in many different shapes and sizes.

Web: www.reallyusefulproducts.co.uk



Bubble wrap is ideal for padding between models pre-wrapped in other materials such as acid-free tissue paper. Scraps of foam are also useful. With the models tightly packed, a few extra silica sachets can be placed within the box before the lid is locked in place.

TOP TIP

TAKE A PEEK: Periodically check on the condition of your models in long-term store, inspecting metal components for tarnishing or corrosion and collecting any detail parts that have come loose. Place these parts in sealed bags for re-fixing at a later date.

Technique of the month

Fill holes in plastic in an instant!



I need a fast-drying filler. I usually use Milliput but that demands 24 hours to cure fully and I'm too impatient!

John Fox, by e-mail

Cyanoacrylate (a trade name of which is 'Super Glue') cures almost instantly and we can harness this attribute to create our own fast-setting filling medium. For very small holes, a gel-type cyano glue can be used alone as a filling agent, or a regular formula can be mixed with talc or a special powder to form a paste which, when dry, can be filed and sanded smooth. It can even be drilled. Keep it away from glazing though! (GD)



With a pinpoint applicator tip or cocktail stick, apply a small amount of cyano glue into the recess or hole. Choose a medium-viscosity formula of cyano - if it's too thin it'll simply run away.



Before the glue sets, sprinkle talcum powder or a cyano filling agent (such as Rokat Powder) over the area and leave for about one minute. Any excess powder can be blown or brushed away.



The cyano mixture cures fully in a matter of minutes. It can then be filed and sanded smooth. Be sure to work in a well-ventilated area.

BUNKER BUILDING MADE EASY

GEORGE DENT trials an innovative range of plastic building materials, creating a staple scenic accessory for a 'OO' gauge layout.

The Maquett range of plastic sheet and section is a real boon for modellers, especially those wanting to dabble in a little scratchbuilding. As well as the usual array of styrene strips and rods - in a wealth of dimensions - Maquett also offers some innovative corner and straight connector profiles.

These profiles feature rebates in various faces, allowing flat section material to be slotted within. Perfect for forming uprights on modular buildings, they really speed up the assembly process and create rigid structures. Indeed, they offer countless building possibilities and, with a wide range of sizes available, the Maquett range is suitable for modellers in any scale.

In order to test the system, I decided to build something fairly simple. Inspired by an image in the latest Maquett catalogue, I opted for a modest, three-berth coal bunker that's destined for a corner of my colliery-themed layout. For the uprights, I employed a range of 'H', 'T' and curved 'L' section connectors (each with 1.5mm wide rebates), while 4mm by 1mm flat plastic strip formed the individual, horizontal planks.

Erected onto a sheet of 1mm thick styrene, the upright connectors and strip planks went together quickly and easily. Mr Hobby's Mr Cement S liquid poly cement provided neat, secure bonds and the whole thing was built in less than an hour.

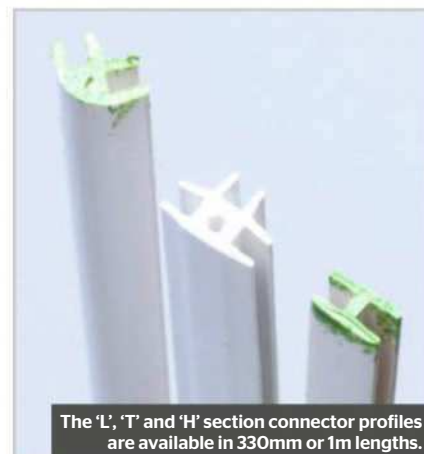
Having treated the planks to a texturing effect with a wire brush (to mimic wood grain), the use of individual strips paid off with a welcome degree of imperfect alignment. This was especially

noticeable after painting and weathering, producing a pleasing overall effect.

As for the overall dimensions, the uprights were rendered to a scale 6ft tall and the planks 8ft long, which is the standard length for timber sleepers - a typical source of planking for such structures. Perhaps I should have drilled holes where rail chairs were once sited, confirming the apparent use of recycled materials!

After priming, painting and weathering, piles of real coal dust were positioned and soaked with Ballast Bond from Deluxe Materials. When fully cured, the bunker was set into the steam shed scene on 'Maudetown Colliery', where it looks very much at home.

Offering great value and modeller-friendly properties, the Maquett range is highly recommended - look out for it in your local model shop.



The 'L', 'T' and 'H' section connector profiles are available in 330mm or 1m lengths.

'OO' GAUGE



60 mins



STEP BY STEP

1

First job is to give the flat plastic strip a textured, grainy feel on the outer faces, to help mimic real timber. A mini steel wire brush is effective, run along the length of both sides of each strip before cutting.

2

A mini mitre box and razor saw were used to cut the various upright sections and planks to consistent lengths. A sheet of 1mm thick plastic forms the base. Tidy up the cut edges with flat needle files.

**INNOVATION
STATION**



Taking just an hour to build and another to paint, this coal bunker proved an enjoyable project, helped by the innovative Maquett styrene profiles. **GEORGE DENT**

PRODUCT: Maquett plastic section **PRICE:** from £0.50 per 330mm length **AVAILABILITY:** Albion Hobbies Tel: 01202 511232 Web: www.albionhobbies.com



3

Begin by fixing one corner upright, then add a plank to act as a spacer, helping to position the following upright. Use a strong liquid poly formula, such as Mr Hobby's Mr Cement S. Check the corners with a set square.



4

Once the main frame is secured, the rest of the planks can be slotted into the uprights and secured with glue. Assembly is rapid and the slotted nature of the components produces a very sturdy structure.



5

As well as running the thin liquid cement into the joints with the uprights, it's worth running the glue between the planks too. Double-check the alignment of the parts with a set square before leaving to cure overnight.

CREATE REALISTIC PLATFORM SURFACES



How can I get my platform surfaces looking as realistic as possible, when painting them by hand?

George says: Much depends on what material was used on the station you're modelling. Among those used by railway companies were timber planks, compacted cinders, asphalt and stone paving slabs. Timber can be replicated with real wood veneer or matchsticks treated with wood dye, while scatter material can give a convincing representation of cinders.

For asphalt and similar surfaces, a textured paint coating can be effective. Simply mix acrylic paints and dry weathering powders to create a suitable shade and brush over the platforms with a flat brush. Two or more coats are recommended to produce an even finish, with the textured medium mixed to a consistency that can be brushed easily, without being too gloopy, adding a little water or acrylic thinners if necessary.

Paving slabs, especially those rendered from embossed plastic sheet, require a slightly more labour-intensive approach, but the extra work can really pay off.

After priming and a generic grey undercoat, try picking out individual slabs with slightly different shades of the base colour. Grey is a common colour, but your layout's locality may demand an alternative shade, depending on the type of stone employed.

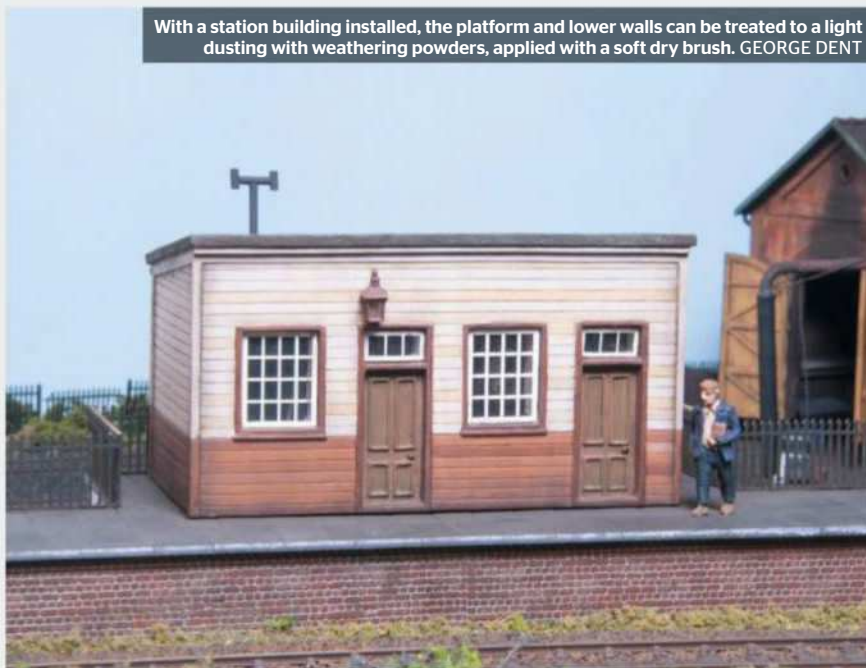
A small flat brush is best for this task, and introducing a wide tonal variation - lighter and darker - will make for interesting results. The patchwork appearance may be stark to begin with but, once the paint has dried fully, overall coats of dark weathering washes will tone everything down. The washes will also deposit dark pigments into the recessed joints between each slab, enhancing the surface relief of the embossed sheets (Wills sheets have been used in this demonstration).

It may be worth practising on a scrap section of paving in order to gauge how the different paint shades will appear after the washes are applied.

What you will need

- ◆ MIG weathering washes
Availability: Scale Model Shop
Tel: 01422 405040
Web: www.scalemodelshop.co.uk
- ◆ LifeColor acrylic paints and dry pigments
Availability: The Airbrush Company
Tel: 01903 767800
Web: www.airbrushes.com

With a station building installed, the platform and lower walls can be treated to a light dusting with weathering powders, applied with a soft dry brush. **GEORGE DENT**



ANY
GAUGE



60
mins



STEP
BY
STEP



1

After applying a grey primer, an undercoat of general grey acrylic can be brushed over the platform faces. When this has dried, pick out individual slabs with a small flat brush, using a range of different shades of grey.



2

The patchwork effect need not be perfect as dark enamel weathering washes will disguise any imperfections. Brush on, allowing the pigment to settle between the stones. Dab away excess with tissue.



3

Repeat the wash stage with other shades to create more tonal variation. Allow each layer to dry overnight and, if you're not happy, the pigment can be removed with white spirit.



4

The edge of the platform can be masked and a white line applied. For an authentic patchy appearance, apply a small amount of an off-white shade using a scrap of sponge.



PH Designs offer an etched metal kit for a Warrior APC transport cradle, designed to fit the Hatton's 'Warwell' wagon.

WARRIOR FOR A 'WARWELL'?



Where can I obtain a 'OO' gauge Warrior APC kit for my Hatton's 'Warwell' wagon?

John Plummer, by e-mail

George says: I couldn't find a source for a true 1:76 scale Warrior kit for my 'Warwell' fleet. Instead, I opted for an excellent 1:72 version from Revell. The scale discrepancy is fractional, with the real vehicles overhanging the 'Warwell' slightly, so my re-creation looks pretty convincing.

One other thing you'll definitely need is

a special transport cradle, as employed by the MoD to raise the Warrior's tracks above platform height, thus addressing some of the clearance issues. PH Designs offers an etched metal kit that's designed to fit the Hatton's 'Warwell'.

Full instructions are supplied and the kit can be soldered or glued together. Like the Hatton's 'Warwell', the PH Designs kit is available for both 4mm and 7mm scales.

Web: www.phd-design-etchings.co.uk
www.revell.de/en
www.hattons.co.uk



Although the Revell kit is slightly over-scale, it still makes for a dramatic load for the Hatton's 'Warwell', resting atop the PH Designs transport cradle. BOTH: GEORGE DENT

Tool of the month

A modeller's flexible friend

Trumpeter's translucent, flexible gauges make the measuring and marking out of three-dimensional objects so much easier.

Made from a gossamer-thin (0.1mm) acetate film, the pack provides an 18cm straight ruler, with 0.5mm and 1.0mm increments, along with a 180° protractor with single and half-degree markings. Additionally, a 9cm by 4cm grid is supplied, which is great for setting out square and rectangular components.

The clear printed markings are only 0.05mm thick, ensuring very precise reckoning, and the flexible material copes with uneven and curved surfaces well, springing back to its flat state readily. The film is resilient enough to give years of dependable service, especially if stored carefully between duties.

Proving a real boon for all manner of scratchbuilding, detailing and conversion tasks, it's a worthy addition to the toolbox.

Product: 0.05mm Acetate Gauge

Availability: Scale Model Shop

Price: £4.50

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

'Carrick Road'

Spot of bother: The 'boys in blue' seem to have taken exception to the activities of these trainspotters. Perhaps they're blocking the public highway with their 'bubble' car?



2

'Farkham'

Get ahead with advertising: Choosing advertisements to suit your layout's era is important. It's even possible to pinpoint a precise year with a famous campaign.



3

'Orestone Quay'

Getting crabby: Is your fishing harbour location famous for a particular catch? If so, the fishing fleet may need equipping with specific types of nets.

Masterplan Stations

Five track plans to get you thinking in three dimensions

FAVOURITE

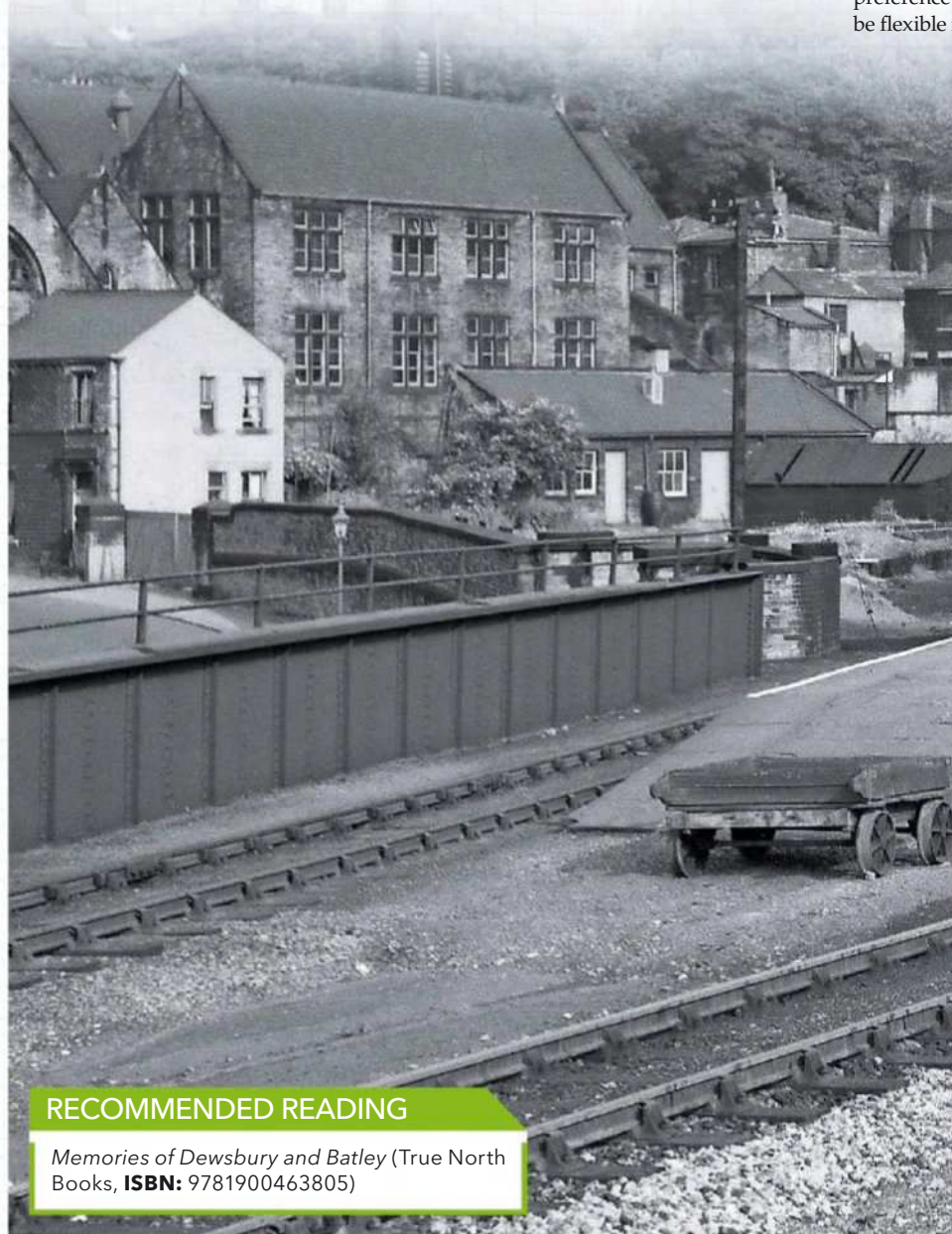
5

Paul A. Lunn
presents
five stations
that he'd love
to model.

Stations, whatever their era, builder or operator, all have broadly the same set of features. As most layouts feature a station of some kind, when they are all together at an exhibition there can often be something uncomfortably repetitive about them.

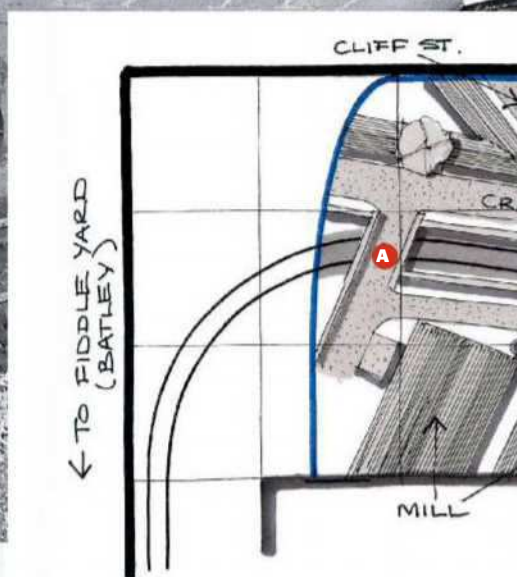
I always look for a station that, together with its immediate surroundings, is a bit unusual and quirky, offering something that sets it aside from the others. There are plenty to choose from and I struggled to whittle my selection down to just five.

The beauty of this quintet is that each plan can be easily adjusted to suit your personal circumstances. Calstock could be interpreted as a 'OO' gauge sectional track design with second, third and fourth radius curves and modified Hornby R180 three-arch bridges to make the viaduct. Similarly, if you model Brynamman East only, with a non-scenic curve beyond the overbridge into a fiddleyard, you'll reduce the length to just 9ft in 'N' gauge. Whatever your preference here, or whichever is your favourite, always be flexible in your design to find the best result.



RECOMMENDED READING

Memories of Dewsbury and Batley (True North Books, ISBN: 9781900463805)



1

Dewsbury Central

Being a native of the West Riding, I have an affinity for millstone grit retaining walls, viaducts and buildings. This minimalistic plan features a cross-town embankment with stone retaining walls. Naturally occurring features give prototypical view-blocking at each end.

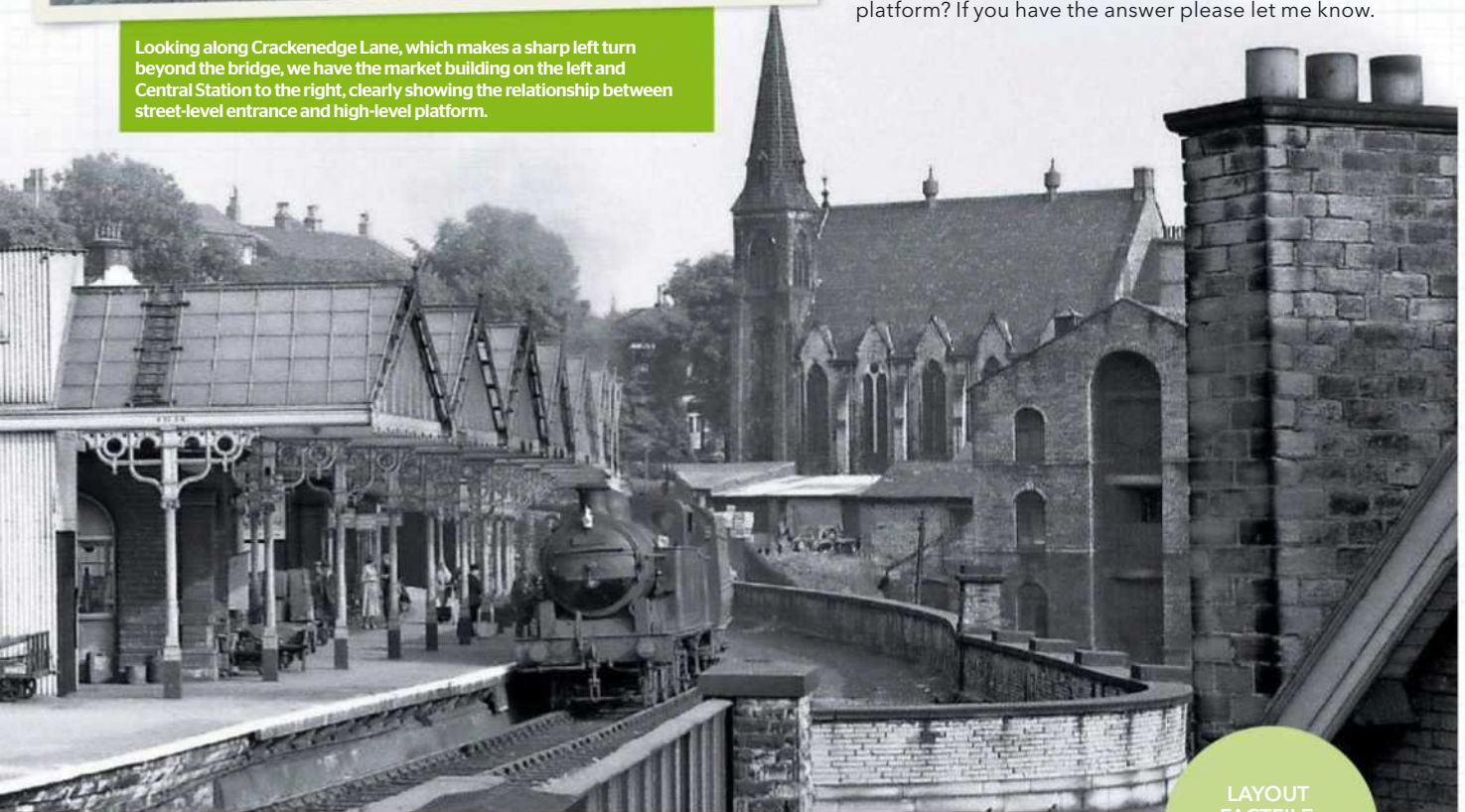
The goods yard was shunted by entering Wakefield Road tunnel, on a sharp curve from Dewsbury Railway Street. Trains always squealed their way round and could be heard long before they burst into the daylight.

The layout has multiple levels, with a terraced effect from front to rear. The station boasts an unusually wide island platform and a full-length sawtooth glazed roof. However, the length and width of the platform, and track section between platform end and overbridge at **A** have all been compressed.

Despite my best efforts, I've been unable to locate the position of a signal box - perhaps it was on the station platform? If you have the answer please let me know.

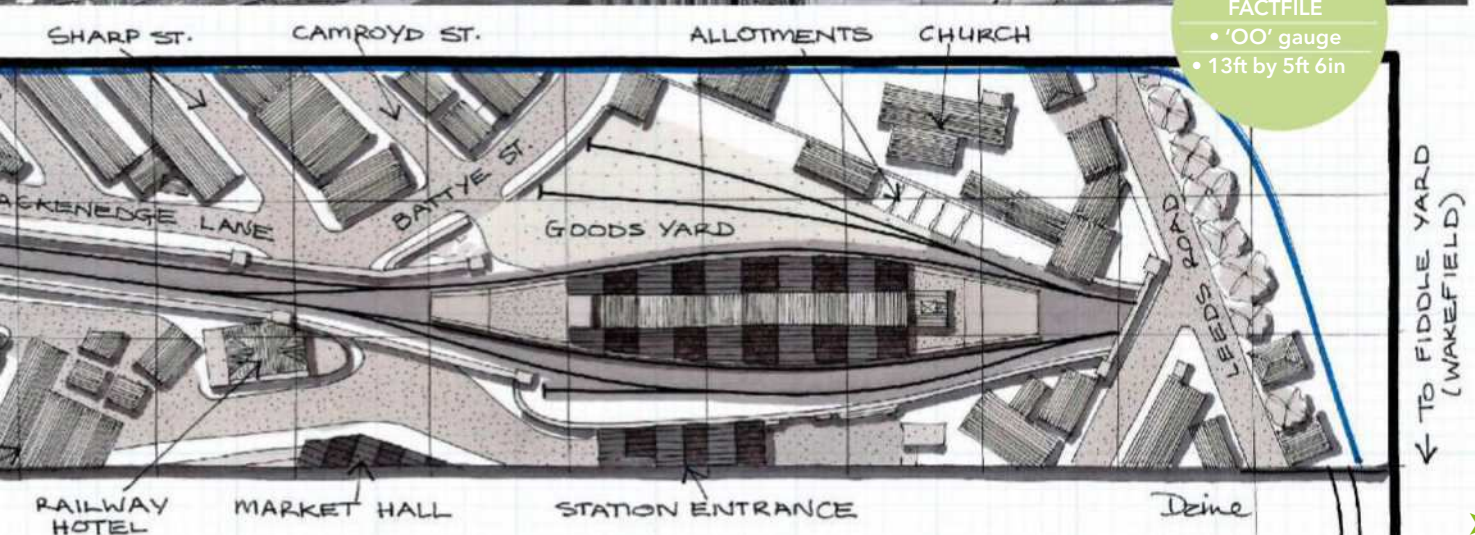


Looking along Crackenedge Lane, which makes a sharp left turn beyond the bridge, we have the market building on the left and Central Station to the right, clearly showing the relationship between street-level entrance and high-level platform.



LAYOUT FACTFILE

- 'OO' gauge
- 13ft by 5ft 6in





FACTFILE: DEWSBURY CENTRAL

Opened: September 9 1874

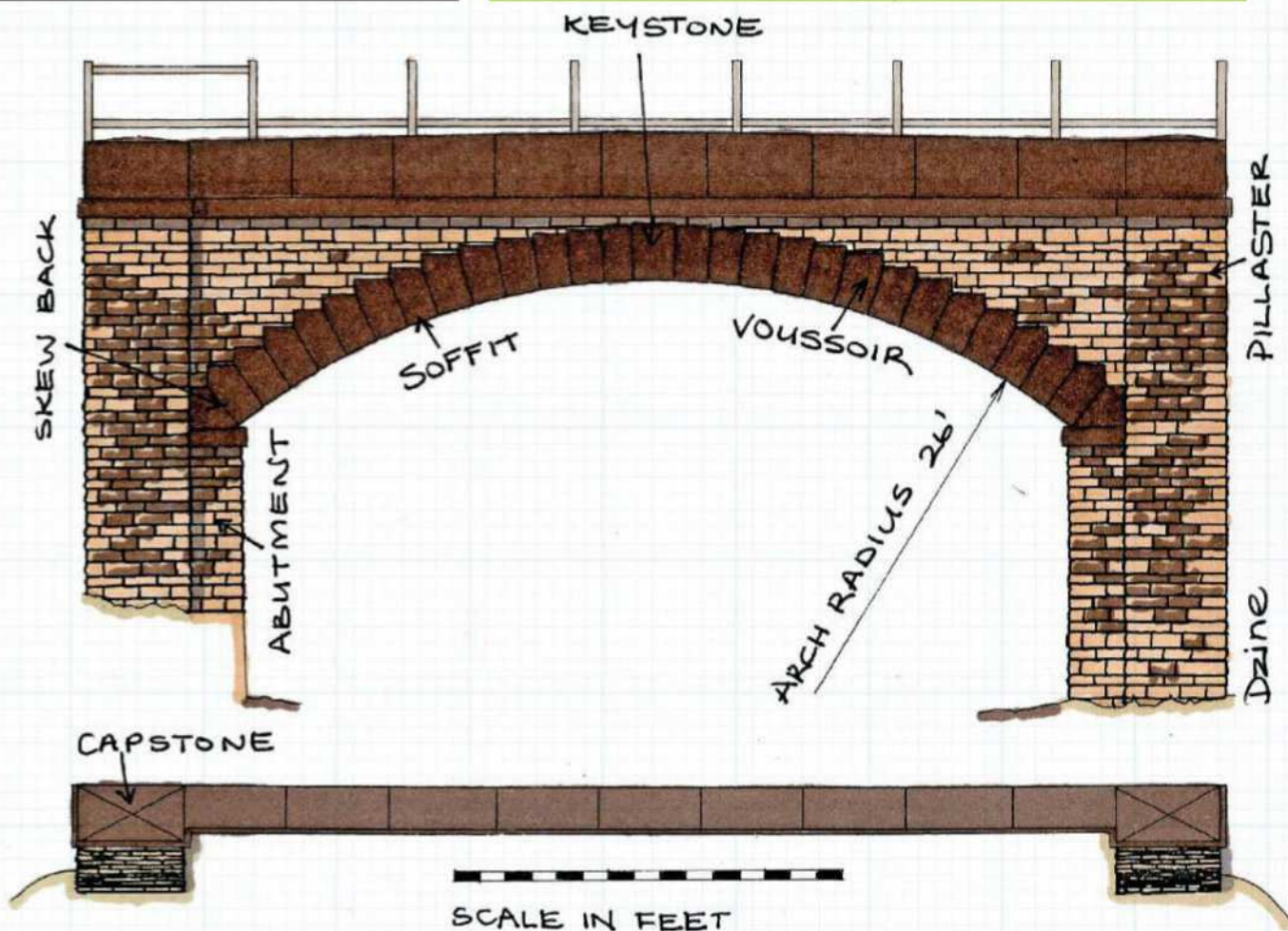
Built by: Great Northern Railway

Closed: September 5 1964 (passengers),
February 15 1965 (freight)

Current status: A638 built on the trackbed but
main station entrance and hotel remain.

Above: The main station entrance remains today, but with a bypass above it.
You can see the steps up to the platform through one of the windows.
PAUL LUNN COLLECTION

Below This elevation is of the opposite end of the Leeds Road tunnel, near
Railway Street Goods Yard. It's reasonable to assume the station portal was, in
the main, identical except for the angle girder addition, to support the road
junction (see plan).



2 Bishop Auckland

This triangular junction station was created in 1905 to serve five routes, one being particularly historic - the Stockton & Darlington Railway. From here you could go north-east to Durham, north-west to Wearhead, south-east to Darlington and south-west to Barnard Castle. There was also another line, running broadly east-south-east, to Port Clarence via Byers Green.

This layout features a drop section baseboard between points **B** and **C** to provide an over-rooftop view of the foreground housing and two fiddleyards for maximum capacity.

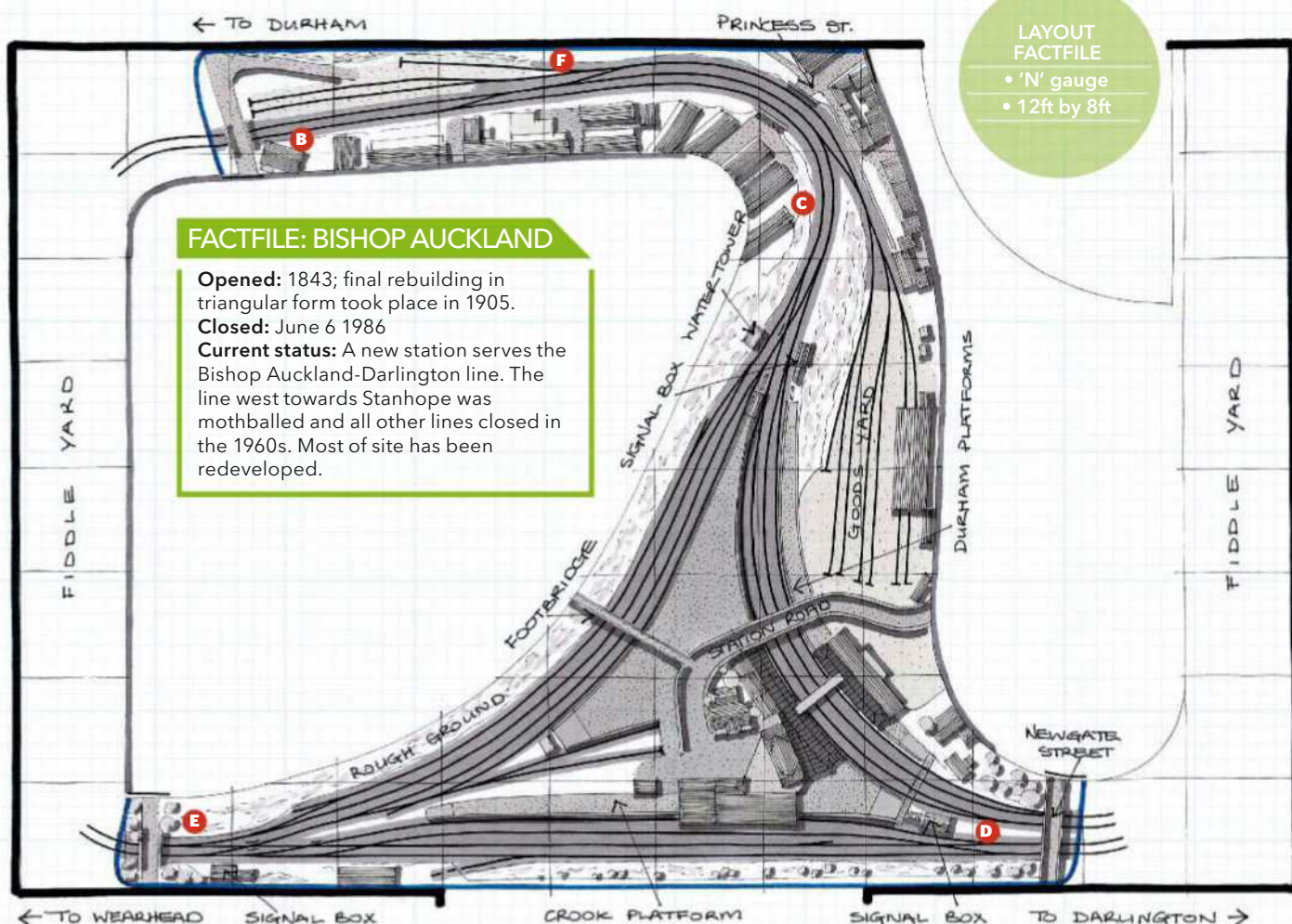
A layout design that's based on a prototype is always about compression of the original, usually into a small space, and there's a fine line between creating something that looks like the original and slipping into the realms of fiction. There's no better way to make a clear locational statement than by focusing on key, well-known scenes. At Bishop Auckland that would be Junction **D**, with a single-track train shed on the left and the curving main line and station road overbridge to the right. Therefore, the main compression is at the lesser known and blander locations: Junction **E** and in the line at and around **F**.

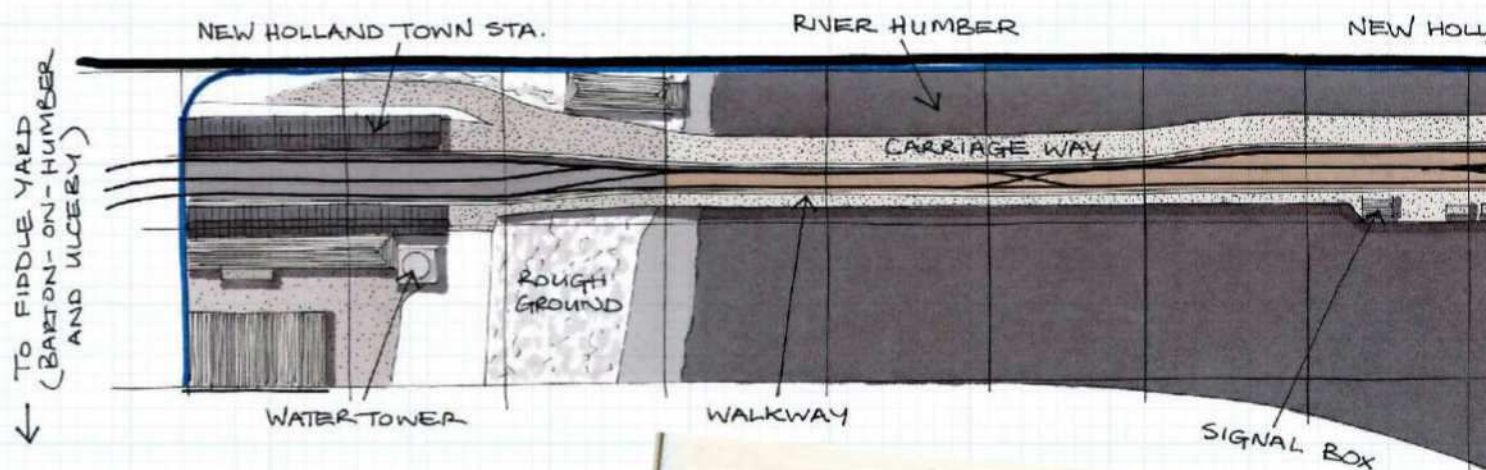
Recommended reading: www.disused-stations.org.uk



East signal box is the datum point between the two photographs: here are the platforms that served the Durham and Port Clarence lines on April 28 1978. PAUL LUNN COLLECTION

Bishop Auckland station, looking west, towards the Wearhead branch, with the SLS/RCTS's 'North Eastern Rail Tour' standing in the main trainshed behind 'B1' No. 61037 on September 28 1963. Beyond is the line towards Wearhead. Behind the photograph the line diverges: one heading to Shildon, the other to Barnard Castle. TREVOR OWEN/ COLOUR RAIL



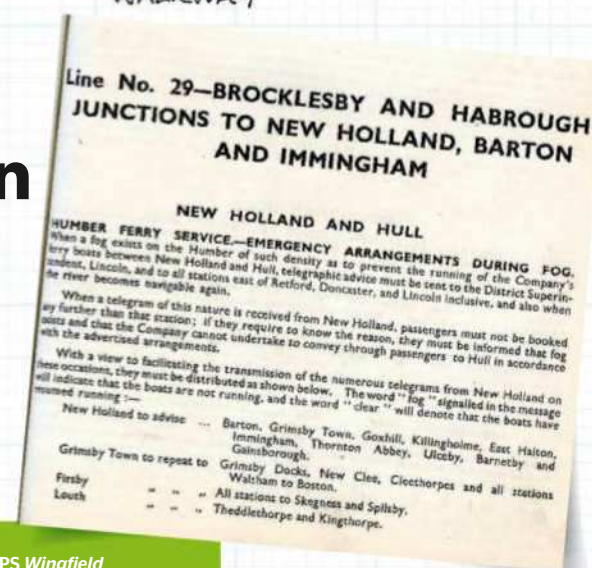


3 New Holland Pier and Town

The River Humber is not high on the list of watery locations with obvious railway links, but the LNER offered a ferry service between Hull on the northern bank and New Holland on the southern. A 1,375ft pier was built on the North Lincolnshire coast, with a timber deck on cast columns with dual track, plus a footpath and carriageway that gave an appearance of continuous platforms along both sides, between New Holland Pier and New Holland Town stations.

I love this dramatic coastal structure, in which the two stations are in close proximity, and I've designed the layout to include a large area of water so that you could include a vessel, albeit one of the smaller, diesel ferry types, such as *Farringford*.

I've used Town station as a view-blocker to the fiddleyard section, so the layout must be viewed at eye level. I've reduced the running length between stations and shortened the pontoon in order to keep an acceptable baseboard width. If you have a larger space available, such as a 16ft garage, you'd minimise design compromises.



LAYOUT
FACTFILE

- 'N' gauge
- 11ft 6in by 6ft

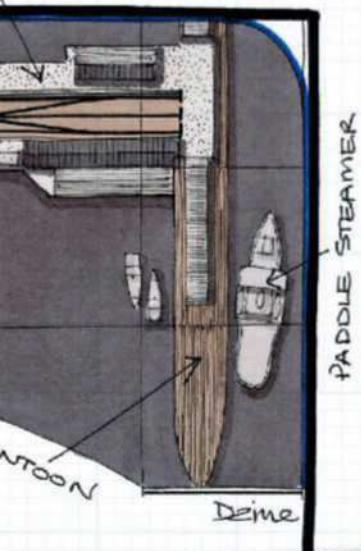
PS Wingfield Castle throws out a column of smoke as it pulls away from New Holland Pier for another trip across the River Humber in this mid-1970s view. A DMU rumbles across the pier, bound for New Holland Town, and a second ferry is moored to the left. KIRK MARTIN

RECOMMENDED READING

Branchlines North of Grimsby: including Grimsby and Immingham by V. Mitchell and K. Smith (Middleton Press, ISBN: 97819103560908)



AND PIER STA.



FACTFILE: NEW HOLLAND TOWN & PIER

Opened: March 1 1848 by Manchester Sheffield & Lincolnshire Railway
Closed: June 24 1981 (when the Humber Bridge opened)
Current status: Pier station buildings have been incorporated into a non-rail-served grain terminal. Town station was demolished and replaced with a new station called New Holland.

New Holland Town station circa 1968. The current station is a typical modern affair - short platform and minimal shelter. RAIL ONLINE

My visit coincided with some pretty grim weather on the River Humber. I'd love to model this layout with a grey cloudy backscene, low-level lighting, the sound of a ship horn and the occasional railway detonator - utterly atmospheric.



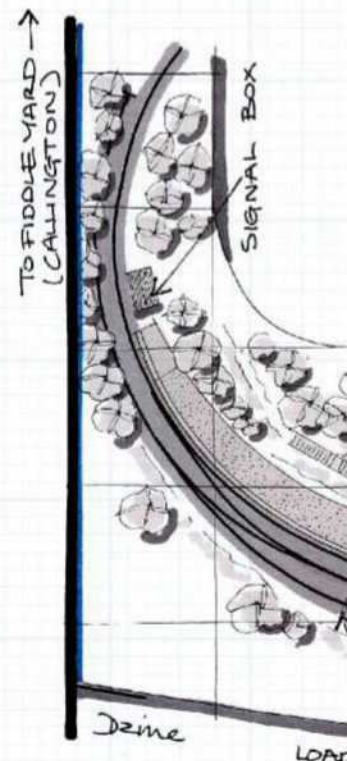
DISCOVER **MORE**, DO **MORE**

Humber ferry PS *Wingfield Castle* is preserved at the Museum of Hartlepool and a visit is highly recommended if you intend to model such a vessel. See www.hartlepoolsmaritimeexperience.com





The station building was a Colonel Stephens lightweight structure, typical of the line, and it lasted into the 1960s. You can see the wagon lift in the middle distance. In later years this had changed to a main line and two loops, all with direct access from either end. PAUL LUNN COLLECTION



4 Calstock

Colonel Stephens' light railways are remembered for being built on the cheap and operated by an eclectic mixture of second-hand rolling stock, so it's easy to forget that some small stretches are still in use as part of the national network. The Bere Alston & Calstock Light Railway is one such railway, where trains still twist their way through the lush Tamar Valley, albeit only as far as Gunnislake.

Calstock station is a particular favourite of mine, thanks to its proximity to the dramatic single-track viaduct.

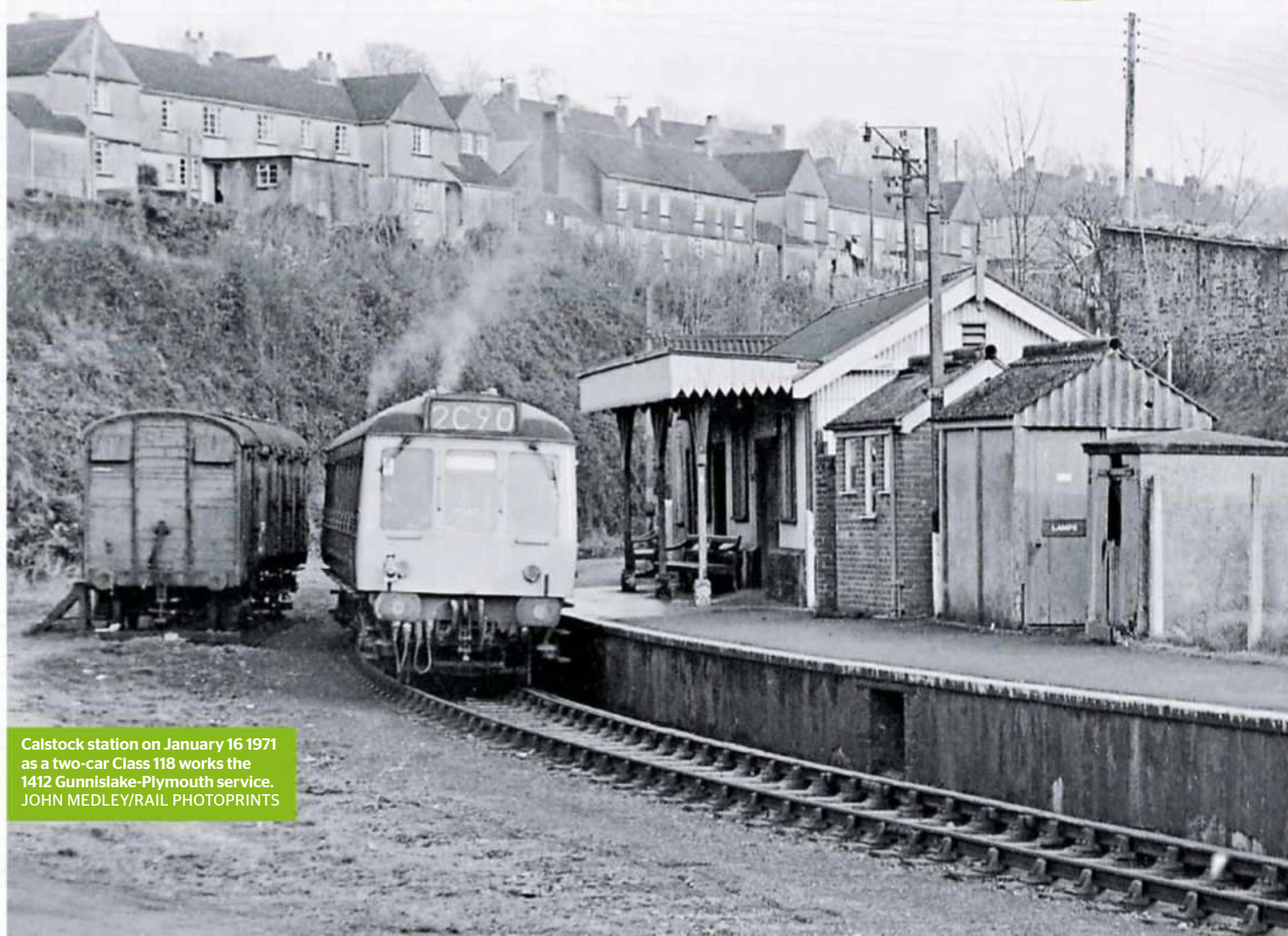
At the end of the station goods yard a short stub

girder bridge was strapped to the side of the viaduct. This serviced one of the highest steam-powered vertical wagon lifts in the country, which could lower and raise a 15t wagon to the quay some 113ft below. The lift was taken out of service in 1934, but it might be worth fictitiously extending that date into the BR period.

The beauty of this plan is that you can view the layout from both sides and the track flows through the undulating landscape, with natural view-blockers at both ends. There are a few compromises of course: the curve at the right-hand end goes the wrong way and the viaduct is a lot smaller than in real life. A longer baseboard (space permitting) would address both.

LAYOUT FACTFILE

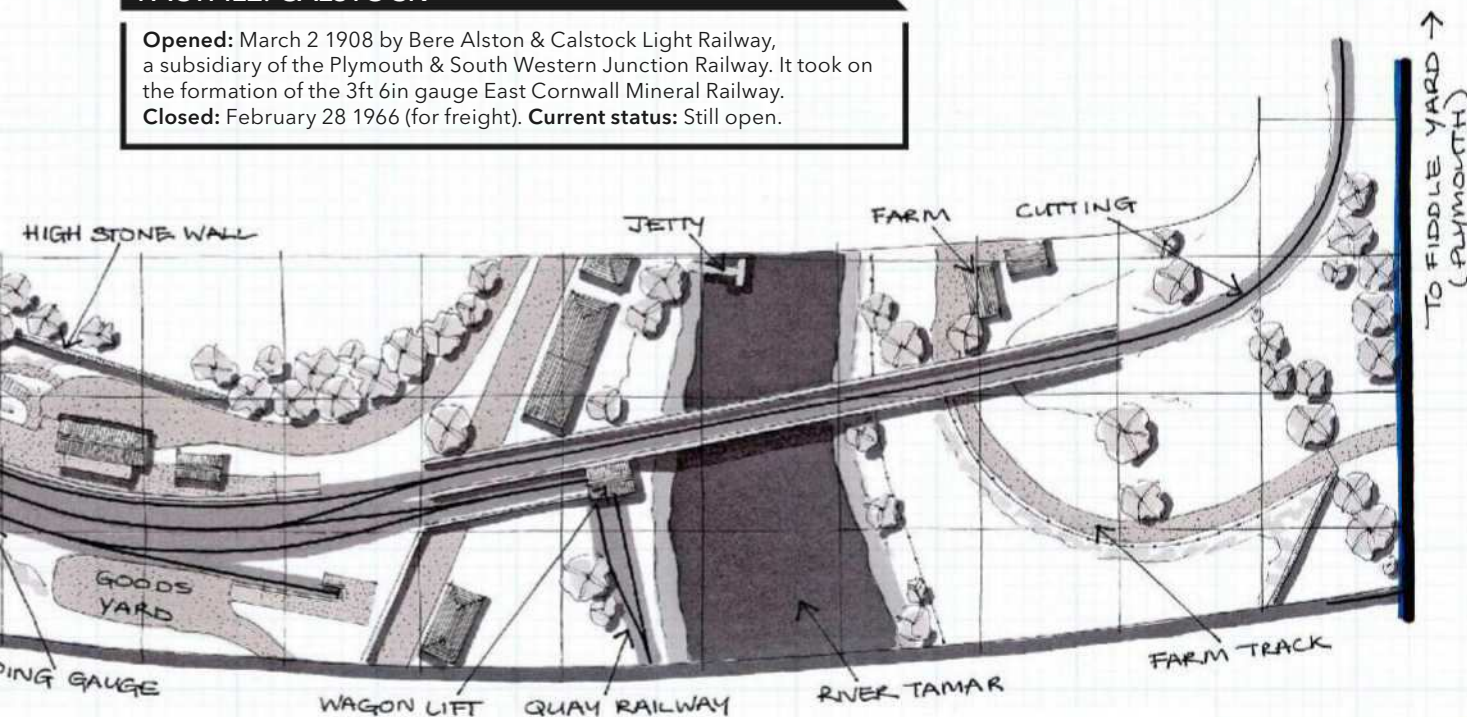
- 'OO' gauge
- 12ft by 9ft space, including an operating well on both sides.



Calstock station on January 16 1971 as a two-car Class 118 works the 1412 Gunnislake-Plymouth service. JOHN MEDLEY/RAIL PHOTOPRINTS

FACTFILE: CALSTOCK

Opened: March 2 1908 by Bere Alston & Calstock Light Railway, a subsidiary of the Plymouth & South Western Junction Railway. It took on the formation of the 3ft 6in gauge East Cornwall Mineral Railway.
Closed: February 28 1966 (for freight). **Current status:** Still open.



Calstock Viaduct is 333yd long, 120ft high and comprises 12 60ft-wide arches, with an additional, smaller arch over Commercial Road on the Calstock side. Three piers stand in the tidal River Tamar. It was designed, from 1902 onwards, by engineers Church and Galbraith and built between 1904 and 1907 by John Lang. Over 11,000 concrete blocks were used in its construction.
 PAUL LUNN COLLECTION



This illustration shows a shorter version of the now-demolished structure at Gunnislake. Other than having a canopy on both sides, it was very similar to the one at Calstock.



RECOMMENDED READING

Tavistock to Plymouth by K. Smith & V. Mitchell
 (Middleton Press, ISBN: 9781873793886)

5

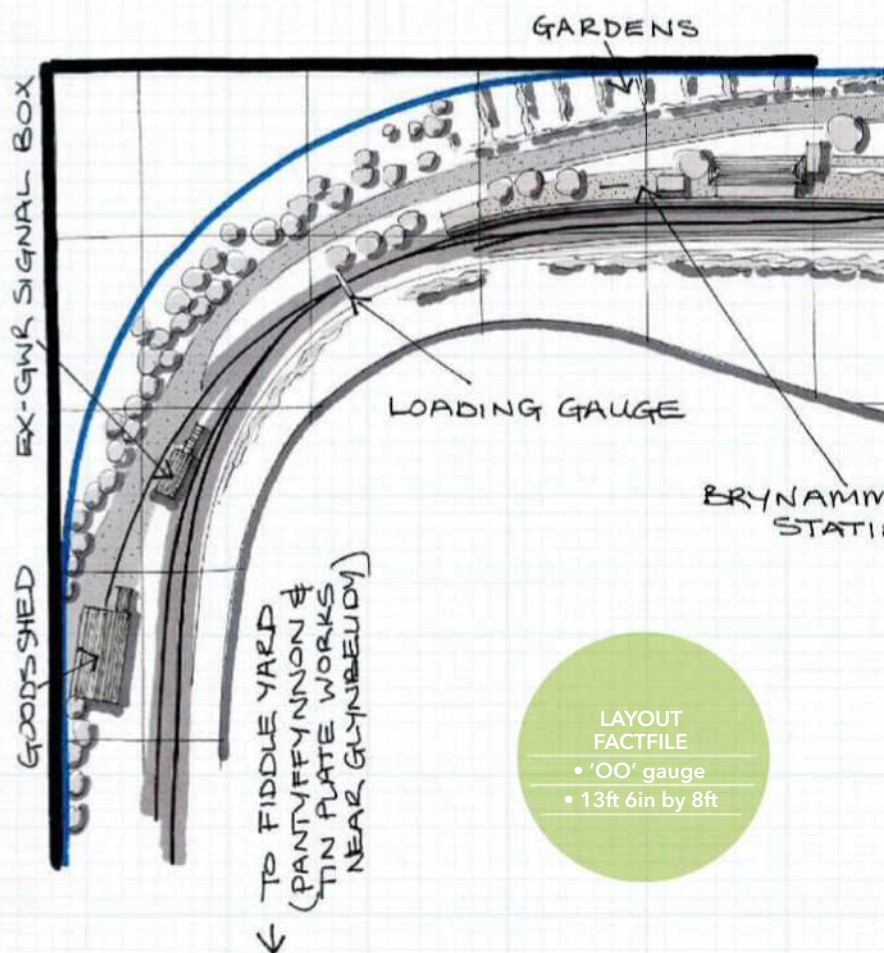
Brynamman East & West

The intertwined nature of former GWR and LMS lines in South Wales is no better illustrated than at Brynamman, on the edge of the Brecon Beacons. The town had two termini, just yards apart. Brynamman East was built by the Swansea Vale Railway (later part of the LMS) and Brynamman West was built by the GWR. I find it fascinating that they handled similar commodities; their only link was a freight-only line through a tunnel-cum-bridge that was not suitable for passenger coaches. As a result, passengers had to alight at one station, walk over Station Road bridge and catch an awaiting train on the opposite side. What makes this situation even more fascinating is that, from the 1920s, the GWR stationmaster supervised both stations.

With this design there's a modest gradient between points **G** and **H**, with the LMS side slightly higher to accommodate the bridge.

The usual compromises apply: the curves have been sharpened dramatically to fit an oblong room shape and I have been unable to find information about the arrangement of the GWR goods yard and a set of sidings called Butler's Sidings (if any *Model Rail* reader can help with that, please contact me via the MR office).

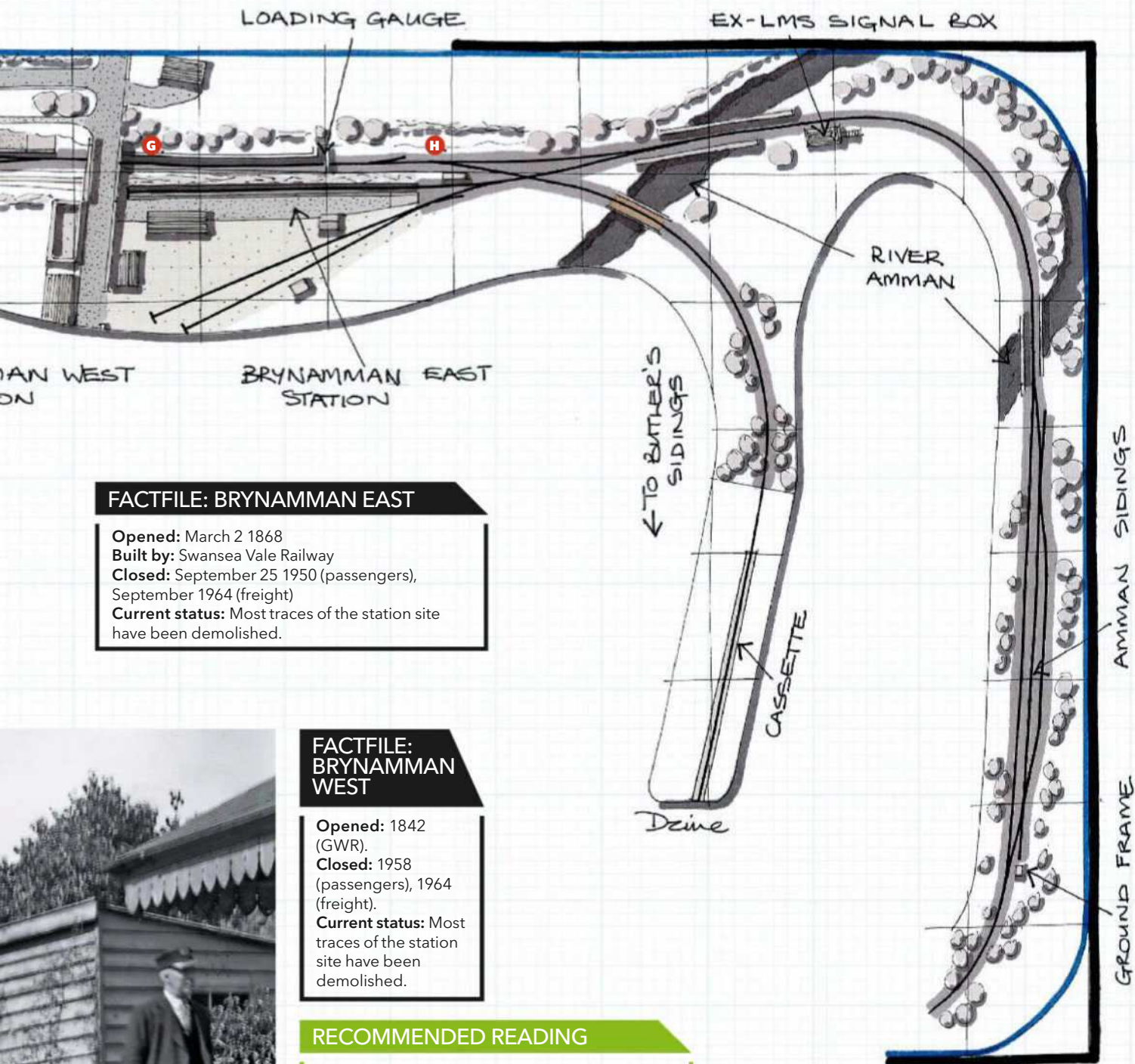
● My thanks go to Steven Oakden for his help and inspiration with both stations at Brynamman.



LAYOUT FACTFILE

- 'OO' gauge
- 13ft 6in by 8ft





FACTFILE: BRYNAMMAN EAST

Opened: March 2 1868
Built by: Swansea Vale Railway
Closed: September 25 1950 (passengers),
 September 1964 (freight)
Current status: Most traces of the station site
 have been demolished.

FACTFILE: BRYNAMMAN WEST

Opened: 1842
 (GWR).
Closed: 1958
 (passengers), 1964
 (freight).
Current status: Most
 traces of the station
 site have been
 demolished.

RECOMMENDED READING

The Swansea Vale Railway by J. Miles, K. Thomas &
 T. Watkins (Lightmoor Press, ISBN: 9781911038191)



Left: GWR '57XX' 0-6-OPT
 No. 3752 propels the
 stock of the 11.15am
 from Llanelly out of the
 platform at Brynamman
 West on August 27 1948.
 A.W. CROUGHTON/RAIL
 ARCHIVE STEPHENSON

Right: Brynamman East
 station on September 15
 1962. ALEC SWAIN/
 TRANSPORT TREASURY



CLASS 87

Some of these West Coast Main Line passenger stalwarts are still holding their own after 46 years in service. **Chris Gadsby** tells the story.

The electrification of the West Coast Main Line north from Warrington to Glasgow presented two problems: the 1-in-75 climb over Shap and the 1-in-69 over Beattock.

BR's newest electric, the 'AL6' (later Class 86), pumped out just 3,200hp, which was fine for the electrified WCML of the 1960s. When approval was given to electrify to Glasgow in 1970, BR required more power.

BR ordered 36 5,000hp Bo-Bo electrics from BREL Crewe. They were based on the Class 86 body, but as headcode indicator boxes were no longer required they had a smoother nose and only two windscreens, four marker lights and a high-intensity headlamp. Technological innovations included new bogies, transformers, air brakes and, for the final one, thyristor control (see 'Jargon Buster' on p92).

87001 emerged from the Crewe Works in April 1973. Despite the increase in power the class was originally restricted to 100mph. However, that 1,800hp jump in power over the '86' allowed journey times between London and Glasgow to be cut by 40 minutes. 100mph running became the norm from 1984 after the class was fitted with a high-speed pantograph.

The '87s' became the mainstay of West Coast Main Line top link duties throughout the BR era but, with Virgin taking over the WCML franchise, their reign wouldn't last much longer.

The first 'Pendolinos' entered service in 2002 but the old warhorses continued to work alongside their sleek, tilting replacements until 2005 and, on June 10 of that year, Virgin marked the final '87'-hailed train with a special service. ➤

87017 Iron Duke awaits departure from London Euston with a train for Manchester in April 1980. By this time, horizontal yaw dampers had been added to the bogies, the sandbox lid had been altered and the lamp iron moved from the buffer shank to the nose. GEOFF RIXON





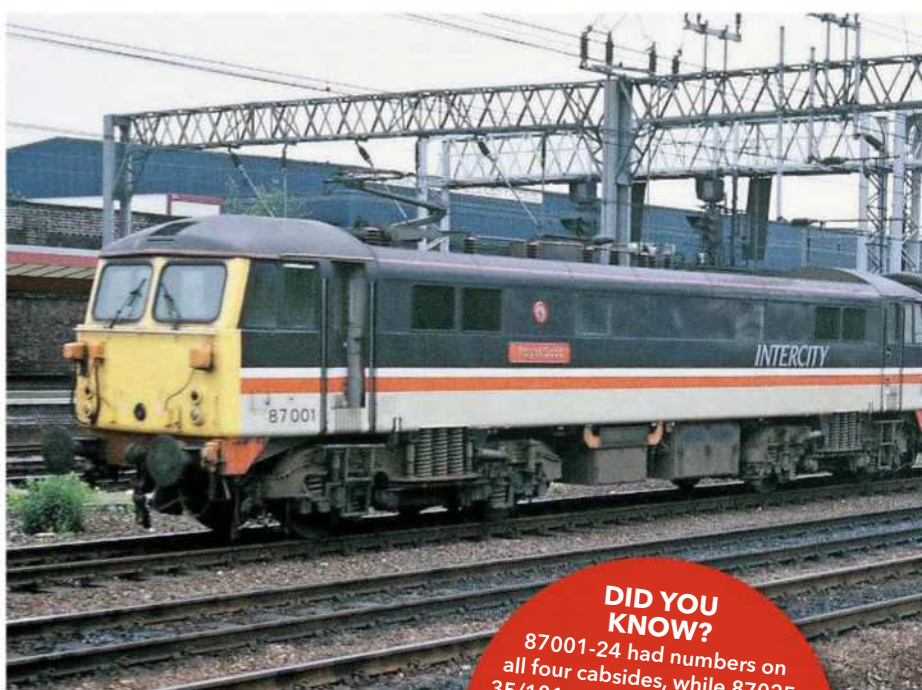
Below: Class 87/2 87201 under construction at Crewe in 1987... before the Class 87/2 became the Class 90!

Some '87s' moved to other operators, others were scrapped and two were preserved: 87001 *Royal Scot* became part of the National Collection and 87035 *Robert Burns* went on static display at The Railway Age museum in Crewe. But that wasn't the end of the '87' on the WCML. 'Pendolino' shortages meant that Virgin reinstated an '87' diagram for 2006.

2006 was a remarkable turning point in the '87' story. Despite being redundant in Britain, Bulgaria was interested in using them. After trials, Bulgarian State Railways wanted to buy the remaining '87' fleet from Porterbrook, with a deal being struck to keep 87002 *Royal Sovereign* in the UK.

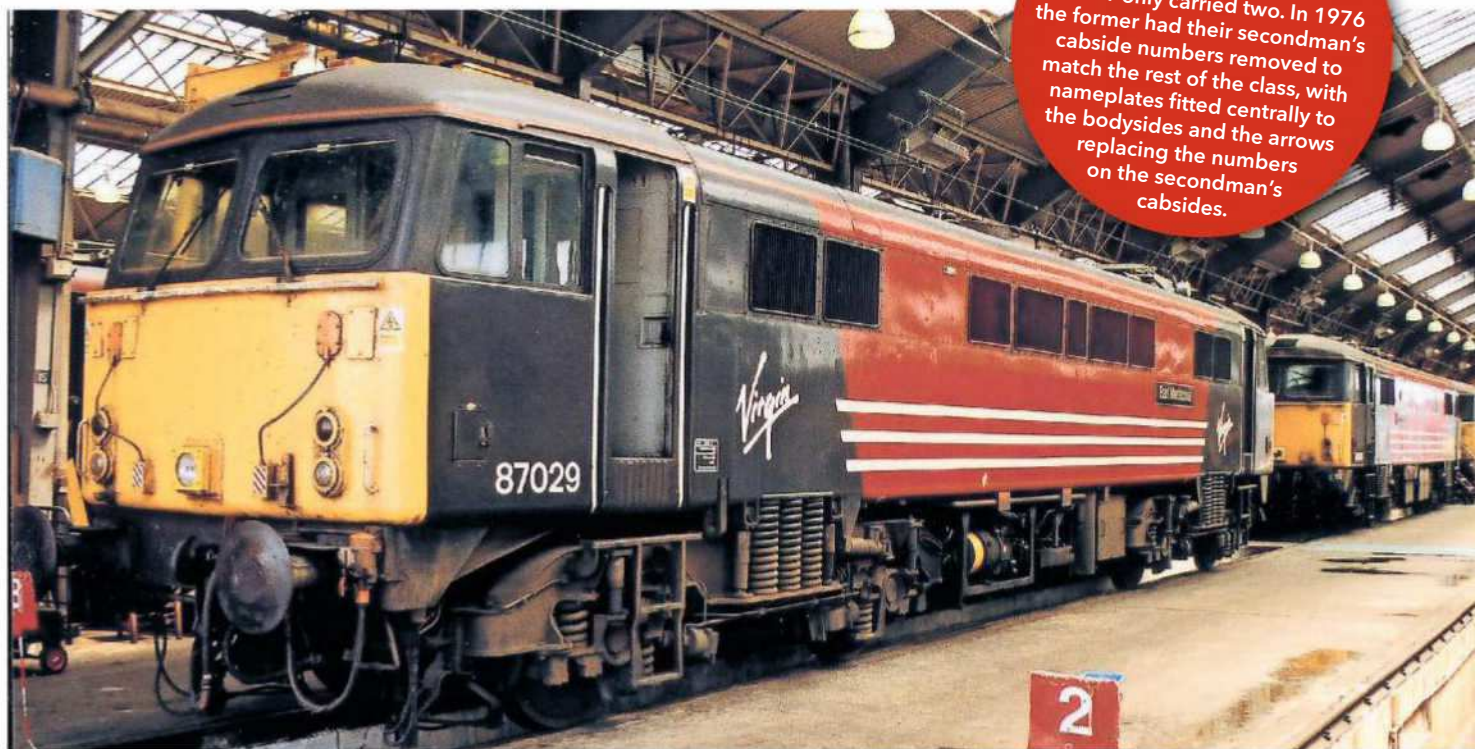
Things didn't work out exactly as planned, but 21 '87s' (87003/004, 006-010/012-014/017/019/020/022/023/025/026/028/029/033/034) moved to Europe. The rest were scrapped.

And yet the '87' story still wasn't over. Serco took over the Caledonian Sleeper contract in 2015, with GBRf supplying traction. Class 92s and 73/9s undertake the bulk of the duties, but GBRf hires the AC Loco Group's 87002 – and 86101 – to haul the empty sleeper stock between Euston and Wembley depot. What a remarkable turnaround for a 45-year-old design!



DID YOU KNOW?

87001-24 had numbers on all four cabsides, while 87025-35/101 only carried two. In 1976 the former had their secondman's cabside numbers removed to match the rest of the class, with nameplates fitted centrally to the bodysides and the arrows replacing the numbers on the secondman's cabsides.



In model form

One of 2018's most awaited models is Hornby's all-new 'OO' gauge Class 87. This replaces the old Lima model, which may reappear one day in the RailRoad range.

Graham Farish introduced an 'N' gauge Class 87 in 1998 but it last appeared under Bachmann ownership in 2005. It's desperately in need of a re-tool to contemporary standards.

There is no ready-to-run Class 87 available in 'O'. However, there is a kit available from PR Model Railway Products (Tel: 07807 225801 Web: www.prmrp.com).

The difficult life of 87101

The bulk of the fleet was in service by October 1974, but 87036 was held back until early 1975. It was used as a testing locomotive to explore the potential use of thyristor control, which would allow for smoother and more precise current conversion and power control.

87036 became Class 87/1 87101. It would become part of the Railfreight Distribution fleet in 1987, being restricted to 75mph for freight duties. It passed to EWS in 1996 but, being a one-off non-standard locomotive, it was scrapped in 2002.

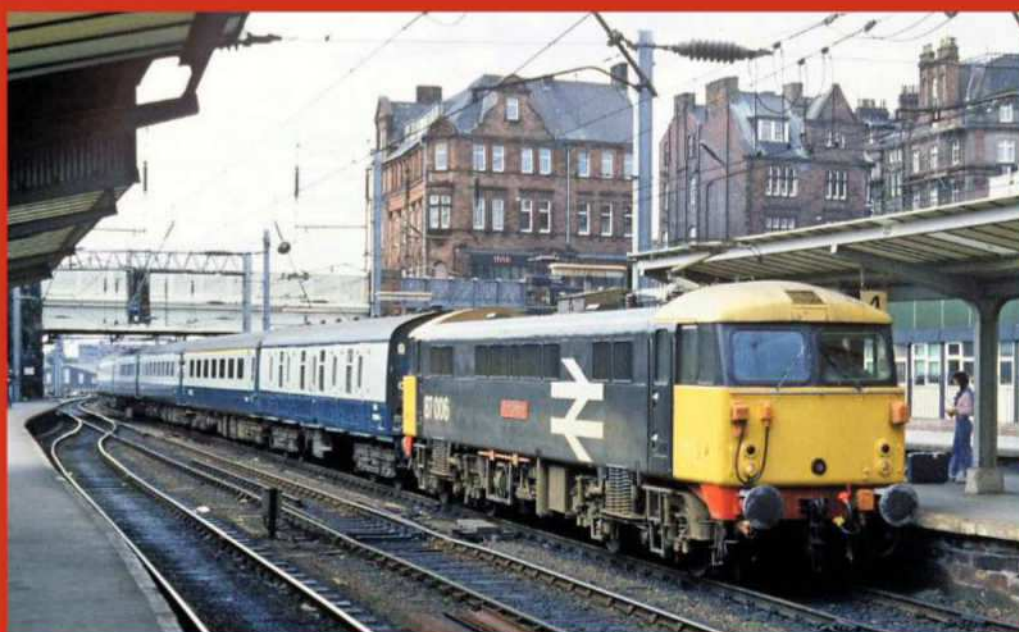


Coats of many colours



Above: 87001 *Royal Scot* at Crewe on May 30 1991. The locomotive carries revised InterCity livery and sports the Brecknell Willis single-arm high-speed pantograph that allowed 110mph running. D. PYE/COLOUR RAIL

Left: Virgin's 87029 *Earl Marischal* inside Willesden depot. Time-division multiplexing (a method of transmitting signals) had proved so reliable that the multiple working cables have been removed and the holes plated over. The original high-intensity headlamps have been replaced by the later sealed-beam type. Virgin '87s' sported red fire extinguisher tanks on the roof. BEN JONES/MR



Above: 87006 *City of Glasgow* in an experimental grey livery, unveiled in May 1984. It was inspired by the APT-P's colour scheme. COLOUR RAIL



Left: Porterbrook took on the whole '87' fleet at privatisation. 87002 carried two versions of Porterbrook's purple livery. COLOUR RAIL

Below: Porterbrook marked the end of the '87s' with two commemorative colour schemes. 87019 received this LNWR-inspired livery. COLOUR RAIL



Continued over page

Did you know...?



Prior to the construction of the fleet, three Class 86s were converted to Class 87 testbeds. These were fitted with Class 87 bogies and transformers. They were numbered 86101-3 and had the same 5,000hp that the Class 87s would later have.
JOHN E. HENDERSON/COLOUR RAIL

Class 87 specifications

- **Length:** 58ft 6in
- **Width:** 8ft 8¼in
- **Height over pantograph (lowered):** 13ft 0¼in
- **Bogie wheelbase:** 10ft 9in
- **Wheel diameter:** 3ft 9½in
- **Tractive effort:** 21,300lb (58,000lb max.)
- **Weight:** 83.3 tonnes



Jargon buster

The thyristor is a development of a diode, in so much that it will only allow current to flow in one direction. In DC traction applications it controls the current flow to the motor, 'chopping' the current into sections that get bigger as the speed increases, allowing for exponential acceleration. It began to appear on UK EMUs in the 1980s.

Class 87 walk-round

PHOTOGRAPHY: RICHARD FOSTER/MR



87007 *City of Manchester* at Mossend on July 30 1987. This is the original 'Executive' livery. The multiple working cables were joined by Time Division Multiplex cables for push-pull working.
PAUL BARTLETT



Above: DRS took on 87006, 87022, 87028 and 87032 in 2004. Despite being painted in DRS blue, the locomotives were stored again in 2005. Cotswold Rail took on eight '87s' from 2004 but, by 2006, all had returned to store.
COLOUR RAIL/B. PERRYMAN

Right: GBRf used 87002, 87012, 87019, 87022 and 87028 as 'Thunderbirds' to rescue failed Class 325 parcels EMUs between 2005 and 2007.
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100

Reviews

In-depth and unbiased reviews of the latest products

96 Heljan '47XX' 2-8-0

Three years after announcing a model of one of the GWR's biggest designs, Heljan's 'OO' gauge version is here. Was it worth the wait?

100 Hatton's Beilhack snowplough ZZA

The 'Beast from the East' is now a distant memory, but George Dent is subjecting Hatton's snowplough to an ice-cold review.



96

Our reviewers

George Dent

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

Richard Foster

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

Chris Leigh

Wrote his first review in 1964!

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.





Heljan '47XX' 2-8-0

◆ SCALE 'OO' ◆ MODEL Heljan 4780 Churchward '47XX' 2-8-0 No. 4704, GWR 'shirtbutton' monogram ◆ PRICE £199.95 ◆ AVAILABILITY Heljan stockists or www.heljan.dk

First impressions really are everything. For Heljan's GWR '47XX' 2-8-0, first impressions sadly cloud what is, in many ways, a rather good model.

Heljan has a reputation for doing things big. It has made the world of big 'O' gauge diesels its own and its first 'OO' gauge steam locomotives comprised the LMS Garratt (for Hatton's) and LNER 'O2' 2-8-0. After dabbling in the world of GWR tank locomotives (and even 'OO9'!) Heljan is back in familiar territory with its latest 'OO' gauge steam locomotive.

The '47XX' was one of the GWR's biggest designs but, unlike the 'Kings' and 'Castles', it was primarily used on night time fast freights to the point that the eight mixed traffic 2-8-0s are often called 'Night Owls'. But the '47XX' was fast and

powerful enough to be pressed into daytime service, sometimes on expresses, and thus garnered a following of passionate enthusiasts. Such was the class' somewhat shadowy existence that it's often forgotten that the last was not withdrawn until 1964, a year or so before the end of Western steam.

LACKLUSTRE

It's a class that has not been offered ready-to-run before, but with all frontline GWR classes ('Manor' excepted) now being available – or under development – to modern standards it was only a matter of time before a manufacturer picked it.

Heljan was the manufacturer. It's taken three years to produce but the mighty Churchward 2-8-0 is here. And, as you might have guessed, first impressions aren't great.

Our review subject is No. 4704 in GWR green with 'shirtbutton' monogram. The green is very flat and muddy and has nothing of the shade, sheen or lustre of the real thing. The 'shirtbutton' has some very fine black lining around the letters but it looks as though the green is showing through, which makes it appear two-tone green rather than the yellowy gold of the real thing. What really catches the eye is the

frankly awful moulded cabside numberplate. It really dominates the look of the model and makes the whole thing look rather toy-like.

By way of comparison, we dug out a Hornby '28XX' No. 2818 – now an eight-year-old model – and even though its numberplate is printed and the green isn't 100%, it still exudes an impression of class and quality that the '47XX' doesn't have.

This is a shame, as when you look closer the '47XX' is actually rather good.

The model really captures the bulk of the real thing, particularly the length of that smokebox.

The face is pretty good too and Heljan's design team have successfully captured the right amount of 'dish' to the door.

It generally compares well

“The awful moulded cabside numberplate dominates the look of the model and makes the whole thing look rather toy-like”



3 things we like



1

The tender securing screws hidden under toolboxes and filler lid.



2

The hand rails are made from metal wire.



3

Face looks pretty convincing.

Performance

Heljan has a reputation for producing good quality mechanisms and the '47XX' is no exception. It managed 14 Hornby and Bachmann bogies coaches with ease around our test track and even handled nine over our 1-in-30 gradient, which is something of a record. It was smooth and quiet even straight from the box.

But just as it has issues on the visual side, performance was flawed in several areas. Firstly, Heljan has this annoying habit of not fitting the tension locks into the NEM sockets. Fitting one is a two-second job - hampered a little by the screw coupling - but it means that you can't haul a train with your model straight from the box.

The tension lock has a noticeable droop and was much lower than the corresponding Bachmann coach. While you probably won't use your '47XX' for shunting, you might have to propel the odd vehicle. If your coupling

droops as much as ours be aware that the vehicle will ride over the tension lock, leading to a derailment.

No. 4704 also kept losing the whole NEM pocket. It wouldn't take much to secure it with a drop of glue. Again, it might be an isolated case but it would pay to check before you buy.

We also found that our '47XX' wasn't particularly forgiving with undulating track. Most modellers' track isn't perfectly laid - ours is a typical example - but No. 4704 kept derailling; all eight driving wheels would leave the track, spinning wildly.

Heljan recommends a minimum radius of 438mm (second radius). However, based on our experience, the wider your curves the better.



to photographs and drawings in both Haresnape & Swain's *Churchward Locomotives* and Volume 2 of J.H. Russell's *A Pictorial Record of Great Western Engines* and there's lots of fine detail, from crisp rivets to small wire handrails. Some manufacturers have started to use plastic for handrails but Heljan has stuck firm with metal wire, which is a good choice.

Heljan has had to tool a new Collett 4,000gal tender to run with the '47XX'. Overall, it's not

bad. It certainly looks the part but the distinctive curve under the raves isn't quite right.

There are a couple of problem areas. The bracing struts between smokebox and running plate have clear bends in them when, in reality, they were straight. The curve in the running plate under the cab is too shallow and should have a tighter radius. The bell over the pony truck mount is also not quite curved enough.

It's under the skin where things get really interesting. ➤

Attention to detail

There were only eight '47XXs' and detail changes between them were kept to a minimum.

- Collett 4,000gal tender, introduced circa 1932/33
- Cab roof extension (mid-1930s)
- Footstep still under smokebox door, later moved to under the smokebox itself
- Top lamp iron moved to smokebox door
- Pony truck pivot covered by 'bell' cover
- Nos. 4700-4703 had snifting valves protruding from the cylinders (they were mounted on the steam chests). On Nos. 4704-08 they were mounted on the smokebox saddle



Left: An intriguing photograph which purports to be of No. 4704 at Old Oak Common in 1937. The top lamp iron is still on top of the smokebox and it is still running with its Churchward 3,500gal tender. This suggests that the condition in which Heljan has modelled No. 4704 is limited to between circa 1937/38 and the early 1940s, when the 'shirtbutton' monogram was replaced. COLOUR RAIL



Above: No. 4707 is in absolutely spotless condition after an overhaul and full repaint at Swindon Works on September 24 1961. A proposal to name the class was turned down by the GWR board, but later they did receive BR lined green. RAIL ONLINE

Below: No. 4704 in its final condition, resting inside Oxley roundhouse, Wolverhampton, on April 29 1962. The big 2-8-0 would continue to work until withdrawal in May 1964. RAIL ONLINE



Factfile: GWR '47XX' 2-8-0

The '47XX' was George Jackson Churchward's final design for the Great Western Railway before he retired in 1922. It was built for fast, overnight freights and the result was an enlarged version of the '43XX' 2-6-0 and not a bigger '28XX' 2-8-0. The design was inspired by the work performed by Churchward's 4-6-2, *The Great Bear*.

The *Great Bear*'s boiler was too big for the new 2-8-0 and the Standard No. 1 was too small. However, pioneer No. 4700 emerged from Swindon Works in 1919 with the latter boiler fitted. It was fitted with the new and larger diameter Standard No. 7

in 1921 and a further seven were built in 1922/23.

No. 4704 went new to Stafford Road shed, Wolverhampton, and spent its subsequent career shedded at locations such as Shrewsbury, Birkenhead and Southall before it was withdrawn from Old Oak Common in May 1964.

Two other '47XXs', Nos. 4703 and 4707, survived into 1964 but the class had all gone by the end of the year. However, a replica is under construction at the Llangollen Railway using parts cannibalised from Nos. 4115, 2861 and 5227.

Locomotive and tender are, like most new tender locomotive models, permanently coupled, although the coupling bar can be adjusted and the gap between the two reduced. Rather than leaving the wires trailing, they're wrapped in some heat shrink tube, which improves the visual appearance no end.

INSIDE STORY

The 21-pin DCC socket is in the tender and access is really straightforward. There are three screws, located under the two toolboxes and filler lid. Remove these (the press fit feels nice and secure), remove the screws and the body pulls away to reveal all the electronic wizardry nestling in a huge metal weight. There's

also room for a sound decoder and speaker.

That means that there's no need to explore inside the locomotive, but it's really easy to dismantle. It's worth doing just to see how Heljan has engineered the model with such weight.

Remove the pony truck and the two black screws fore and aft and the boiler and firebox pulls away. Inside is a huge metal weight to the same tapered profile. It's in two halves, and when you separate them you can see the slim, sealed motor and flywheel inside. The bottom half also pulls away, giving you full access to the gear train to the third driving axle. It's rather ingenious, beautifully engineered and really easy to access.

Although there was no pile of bits that have fallen off, like some previous Heljan models, there are some build quality and fit and finish issues, aside from the NEM pocket mount (see panel). Our sample's 'face' is spoilt by the crooked footstep and lamp iron, while a handrail

knob also suffered in transit.

The biggest issue is the overall lack of finesse. Hornby's '28XX' exudes quality thanks to its finely detailed cab, hinged metal fallplate and inside valve gear, even though the latter is moulded. Heljan's '47XX's cab is OK but a bit bare, the fallplate is a moulded accessory and there's a token attempt to model the valve gear. The curious moulding behind the main steam pipes suggests that it ought to be the snifting valves, but it doesn't really look like them.

The '47XX' has one dubious honour, for it is, at the time of writing, the most expensive mass-produced 'OO' gauge steam locomotive you can buy. A standard model, without DCC decoder, is just 5p under the £200 mark at full retail price. And this is the crux of the issue. Quite a few models of a similar size are now heading towards the £200 mark but standards are so high that this does feel like value for money. However, while the '47XX' does have some lovely features, it doesn't feel like a £200 model. (RF)





REVIEW VERDICT

PROS. Overall shape, ease of access to DCC socket, powerful.

CONS. Price, paint finish, numberplates, build quality, shape issues.

LOOKS 8
PERFORMANCE 8
FEATURES 9
DECORATION 7
VALUE FOR MONEY 7

78%

RECOMMENDED READING

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

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

HELJAN '47XX' 2-8-0

OVERVIEW

Manufacturer: Heljan
Ref. No. 4780
Unit No. 4704
Scale/gauge: 1:76, 16.5mm, 'OO'
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 585g
Wheel back-to-back: 14.7mm
Min. curve radius: 438mm (R2)
ELECTRICS
Electrical system: 12V DC two-rail

Motor type: Sealed motor

Lights?: No

DCC ready?: 21-pin socket

CURRENT CONSUMPTION

Max. speed: 0.3A

Stalled: 0.9A

MECHANISM

Drive system: Gear train to third

driving axle

Flywheel(s): Yes

Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	66ft 4¼in	266mm	271mm
Height (over chimney)	13ft 4¾in	54mm	53.5mm
Width (over cylinders)	8ft 11in	36mm	35.6mm
Wheel diameter (driving)	5ft 8in	23mm	22.5mm
Wheel diameter (pony)	3ft 2in	13mm	12.5mm
Wheel diameter (tender)	4ft 1½in	16mm	16mm

SERVICING

How to dismantle: Remove pony truck and two securing screws

Where to oil: Factory lubricated; instructions suggest further lubrication after running in.

System builder Other items to complement this model...



ROLLING STOCK

Milk trains were ideal for '47XX' haulage and Dapol's model is still the best available in 'OO'.
Prices from £14.99 from www.dapol.co.uk



DETAILING

Get your '47XX' ready for an express working with Precision Labels' Western Region headcode kit (L30B).
Price: £6.99 **Availability:** Precision Labels **Tel:** 07800 744170
Web: www.precisionlabels.com

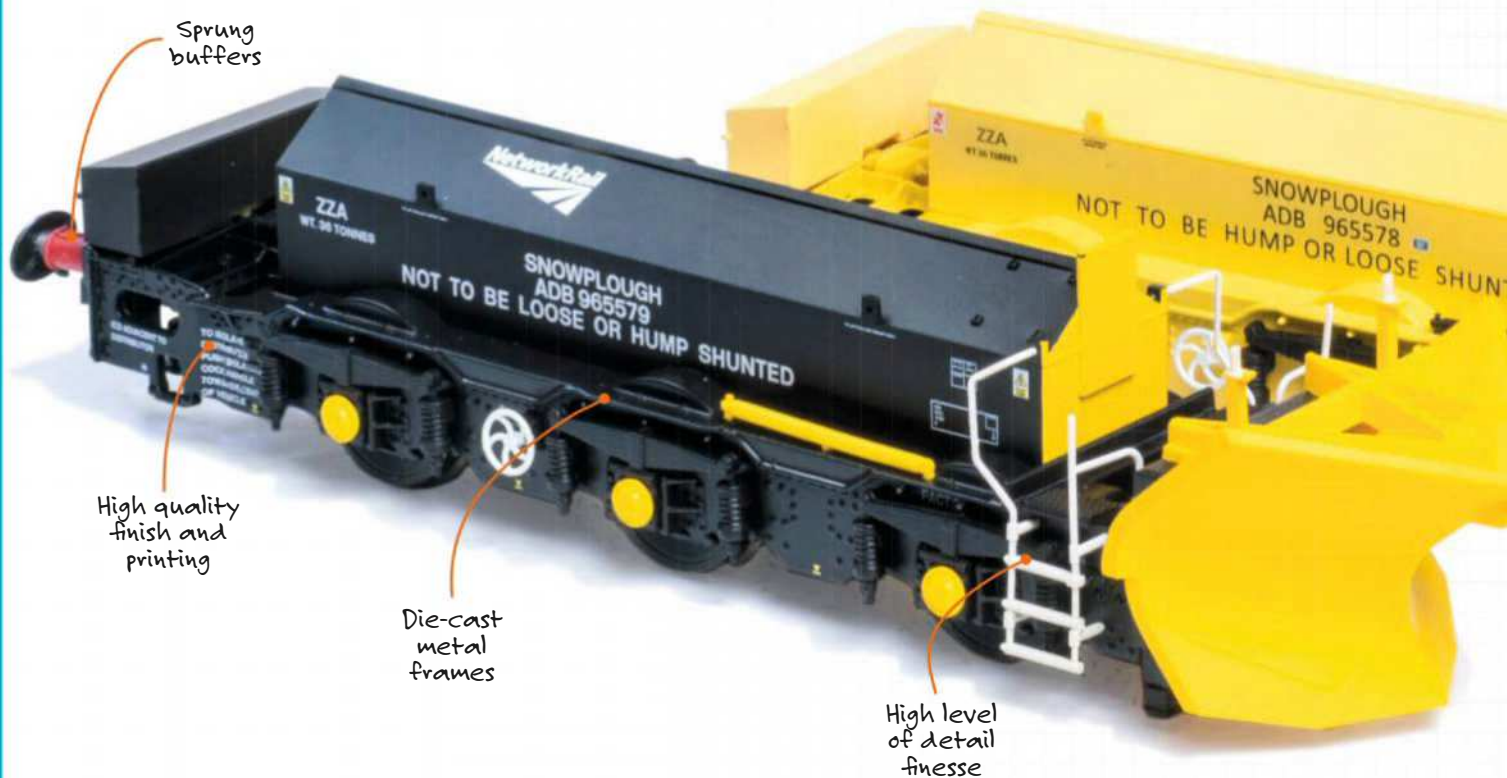
Replace Heljan's moulded cabside numberplate with an etched item from Fox Transfers. Fox has all numbers available (4700-08) for just £6.45 each.

Availability:

Fox Transfers

Tel: 01163 194950

Web: <https://fox-transfers.co.uk>



Hatton's Beilhack Snowplough

◆ **SCALE** 'OO' gauge ◆ **MODELS** H4-BH-003 Beilhack snowplough ZZA BR yellow; H4-BH-010 Beilhack snowplough ZZA Network Rail black ◆ **PRICE** £43.00 each
 ◆ **AVAILABILITY** Hatton's, 0151 733 3655, www.hattons.co.uk

With the heavy snow of a few months ago still fresh in the memory, it felt rather timely when Hatton's new Beilhack snowploughs arrived in the *Model Rail* office for evaluation. The well-known retailer continues to grow its own range of RTR models, with these latest offerings forming an intriguing addition to previous motive power and rolling stock subjects.

Snowploughs certainly make for striking models. Flangeway's version of the large self-propelled versions, based on steam locomotive tender frames, was the first real RTR option for 4mm scale. A more up-to-date 'plough design is the Beilhack PB600, built during the late 1980s, which is the subject of Hatton's new model. Previously available

only in kit form, (the Britannia Pacific Models resin kit provided an attractive, easy-to-build option), Hatton's announcement of a RTR version certainly raised a few eyebrows.

PLOUGHING HISTORY

In 1984, after experimenting with the fitting of large snowplough blades – from German specialist Beilhack – directly to diesel locomotive bufferbeams, British Rail eventually decided upon a more convenient

solution. With plenty of redundant Class 40 bogies becoming available, BR engineers mounted one of the Beilhack blades to the former 'inner' end of the bogies, along with a boxed ballast section to bring the vehicle's weight up to a hefty 36 tons.

With conventional buffers and drawgear retained at the other end, handbrakes were provided, along with access footsteps and air brake equipment. Intended to run in pairs, marshalled at either end of one

or more locomotives (commonly a pair of diesels), the snowploughs were capable of clearing snowdrifts up to 1.8m high.

After the initial batch of six vehicles, a further four were created in 1990, this time using former Class 45 bogies. Still in use today with Network Rail, the 'ploughs have worked over much of the national network, being out-based at locations including Motherwell, Peterborough, Doncaster, Crewe and Stratford.

Initially turned out in all-over



“The overall look of the prototype has been captured perfectly, but there’s plenty of smaller detail to be enjoyed too”



yellow, a black livery was adopted by BR’s successor, Railtrack, albeit with the plough blades remaining yellow. Eight of the ten vehicles remain in use today with Network Rail.

HATTON’S TRIUMPH

Packaged in Hatton’s stylish card and plastic boxes, the ‘OO’ gauge Beilhack snowploughs are sold individually, rather than in pairs, with 12 livery and numbering options to choose from, encompassing the BR, Railtrack and Network Rail eras. Received for review is BR yellow ADB965578 and Network Rail black ADB965579, both of which correctly feature ex-Class 40 bogie profiles.

Each model features a die-cast metal chassis frame, providing plenty of mass and thus helping performance, especially during propelling moves. Each ‘plough weighs in at a respectable 100g, with the weight evenly distributed along its length. The ‘plough blades are moulded in plastic, with plenty of detail relief to the outside and inner faces, including a pair of lamp brackets rising above the height of the blade.

When in use, battery-powered head and tail lamps are positioned on these brackets, according to the train’s direction, although a representation of these is not provided. The most dedicated of DCC lighting enthusiasts will no doubt have fun fitting miniature LEDs! A dummy screw-link coupling and an air brake pipe are the

only extra details provided in the model’s packaging.

A pivoting NEM coupler pocket is fitted at the buffer end and features a low-profile tension lock coupler, which demands that a large section has been cut out of the valance. Unsurprisingly, there’s no provision for coupling the snowploughs end-to-end, as happens in real life for positional moves. However, a rendition of the coupling bar is provided, stowed on the right-hand side of the chassis.

The overall look of the



prototype has been captured perfectly, but there’s plenty of smaller detail to be enjoyed too, including tread plate surfaces, fine plastic handrails and footsteps. The spring and axlebox detail is superb and the air brake distributor and associated plumbing is included, visible through apertures in the side and upper face of the frames. The lifting lugs of the ballast box are in place, complete with open ‘eye’ holes.

Impressively, the Network Rail example features an extra bracket at the ‘plough end plus locating points for solar panels and electrical equipment, fitted during the Railtrack years but since removed (this equipment is fitted to some of the Railtrack-liveried models).

The attention to detail extends to the profile of the disc wheels, which incorporate small holes as per the real thing. The free-running axles are slotted into plastic cradles secured to the metal frames. There is plenty of lateral play in the axles, allowing the vehicles to comfortably navigate a minimum of second radius curves.

Decoration is to a high standard throughout, especially in terms of the various logos and legends that are crisply printed and legible. The yellow – a notoriously difficult shade – is a little patchy on the BR example, especially on the metal frames, but it doesn’t spoil the model in any way.

The Merseyside retailer has excelled itself with the Beilhack PB600 snowploughs, offering modellers something a little different. Even though most of us set our layouts in more clement seasons, in real life these snowploughs would be stabled in sidings all year round, often being taken out for test runs in late autumn, so there are plenty of excuses for indulging yourself!

While a pair will set you back over £80, the level of detail and finesse makes them worth the investment. Able to work with a vast range of traction types and over a broad time period, we can expect to see plenty of these in use on post-1980s era layouts from now on! (GD)

3 things we like



1

Impressive chassis frame detail, including cosmetic drawhook gear.



2

Access steps and handrails, plus coupling bar stowed atop the chassis frame.



3

Air brake equipment and plumbing between the frames.

REVIEW VERDICT

PROS. Fascinating prototype, looks, attention to detail.
CONS. Little of note.

LOOKS	9.5
PERFORMANCE	9
FEATURES	9
DECORATION	9.5
VALUE FOR MONEY	8

90%

The club room

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

E-mail: theclubroom@bauermedia.co.uk



The guest chairman

The Tring and District Model Railway Club's Keith Robinson chairs the *Model Rail* club room this month as the club gets ready to celebrate its 40th anniversary.

Society: Tring and District Model Railway Club

Established: 1978

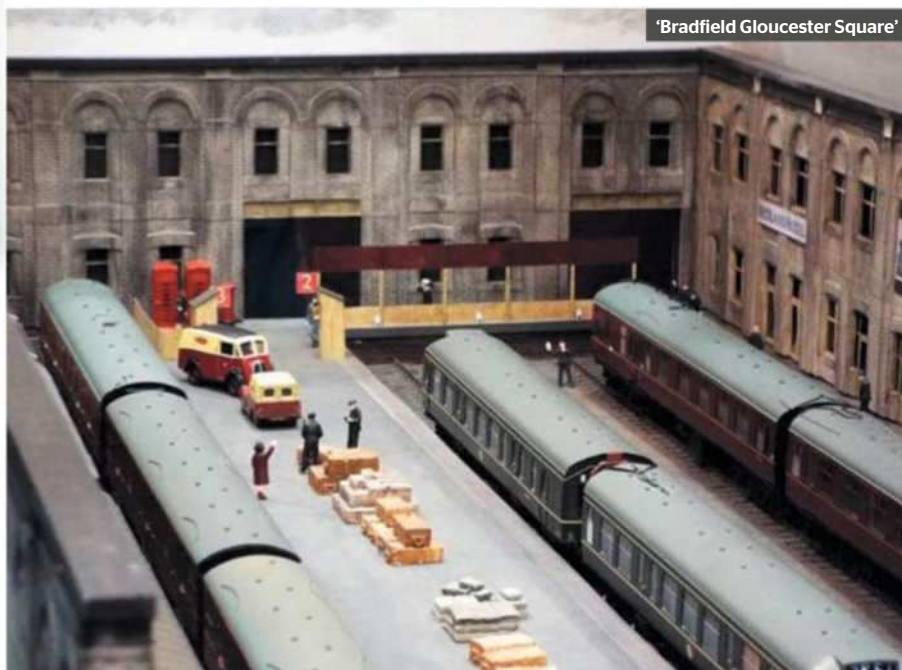
Location: Aston Clinton, Buckinghamshire

Chairman: Keith Robinson

This year marks the 40th anniversary of Tring and District MRC. We are a club of around 20 full members based in a permanent clubroom in Aston

Clinton, three miles from Tring where the club was founded. These days we are actually closer to Aylesbury, but the name endures with a little more emphasis on the 'and district' these days!

The club was started by Richard Henley, who publicised the idea and established a list of interested people. An inaugural meeting was held on June 27 1978. From this a committee was chosen, which drafted rules for the club, together with proposals for its operation. The first AGM was held on September 13 1978 at the Catholic Church Hall, Tring, attended by 27 people, 23 of whom were interested in 'OO' gauge and four in 'N'. It was decided to build a large 'OO' layout and also to undertake



a 'commission' to finish a layout in 'N'. This was the start of 40 years of mostly fun, a little frustration and many enduring friendships.

We have led a somewhat nomadic existence, moving between a variety of clubrooms, some permanent, some not. We were fortunate in March 2008 in obtaining surplus office space in Tring for use as a permanent clubroom. This enabled the club to put down some roots. Sadly, at the end of 2016, redevelopment of these offices meant we had to relocate, and at this point we secured the premises in Aston Clinton where we are based today.

Currently we have three operational layouts, the well-known 'Bradfield Gloucester Square', a 'OO' gauge layout which we were delighted to obtain a few years ago. We consider ourselves custodians rather than owners of this fine layout, and while we have sought to detail a few areas we have left it pretty much untouched. We exhibit the layout regularly and, as it has DCC sound, it remains as popular as ever. Alongside this we have an 'N' gauge model of Rugby Central, a through station on the now long-closed Great Central main line. This is, within station limits, a pretty



accurate representation of the station, most of the buildings being scratchbuilt out of necessity. It has taken a long time to finish and only appeared on the exhibition circuit fairly recently. The last layout we have is 'Braysdale', a small 'N' gauge layout built by Graham Atkins, a much missed member who left the layout to us when he passed away four years ago. His scenic modelling and cameos are exquisite and a fitting memory to him.

As with all clubs, there is no standing still. Plans are afoot for a 'OO' gauge model of Templecombe shed and its surroundings, and the 'N' gauge members are talking about a foray into DCC. Our juniors also deserve a mention as they are developing their own layout, proving to be skilful modellers and competent operators in the process.

If you would like to find out more about TDMRC please do get in touch – we would be delighted to hear from you.

Secretary: Robert Longman
(contact via website)

Web: www.tdmrc.co.uk

Membership: £120 per annum
(payable monthly or quarterly)

It's your letters

Straight talk

A crumb of comfort for those of us who have trouble applying transfers straight. Even the GWR can't get it right!

Ian Smith, Paignton, Devon



New facilities

I'm really excited to announce that new facilities are being provided at Bognor Regis MRC (see www.brmrc.co.uk for

contact details) to encourage modelling in American 'HO' scale.

Funds have been provided to build a new 20ft by 10ft building that will be fully equipped (with heating and lighting!) and will allow a layout to be built, so anyone in the Chichester/Bognor/Worthing/Midhurst/other surrounding areas can meet like-minded modellers, have fun and develop their hobby skills.

The club already boasts a 100-year-old signal box as its home, and has access to other substantial buildings in which our wonderful hobby is explored and enjoyed.

The new building will be open for business on June 19 2018 and will enhance our offering in this area.

Please feel free to pop in and see us. **Adrian Taylor**, Chairman, BRMRC

Present Your Case MR247



Your opinions on the crane tank proposed by P.D Smith in *Model Rail 247*

Yes, yes, yes - a very big yes. I would love to see more unique and quirky little engines made into RTR models - especially industrial engines like this! I'd pre-order as soon as it was announced.

Luke Ryan

Definitely yes!

David Flisher

We need, and I mean NEED, crane tanks - period. It may just be me but I've only ever seen scratchbuilt ones - I'd love to see one ready-to-run.

Ethan

Yes please - very useful for my upcoming dock layout.

Christopher Buttigieg

It would make an excellent model for an industrial layout.

Mike Gregory

Potential manufacturers would have a tricky decision to make. Do you make the jib/crane static, make it manually adjustable or motorise it? It would be great with DCC control but that would push the price right up and it wouldn't work on non-DCC layouts, but if it's not motorised it seems like an avoidable compromise.

Mark Patrick

Not for me I'm afraid, can't see it being a viable proposition.

Michael Hickling

I'd buy it for the play value alone.

Tom Wright

It'd be lovely to see more from the North East area, as well as more industrials, so yes please.

Dean Walker



'Aldwych'. CHRIS NEVARD

Caption That Pic!

Last month we asked you to caption a picture from the layout 'Coxbridge and Drayton' (below) and we received a huge response with some brilliant suggestions. The one that made us laugh the most was Philip

Tidy, so congratulations! This month we want you to caption this picture from 'Aldwych' which will be posted on our social media channels. Remember - it's just for fun!

Last month's responses

"Fore!" "No, it's a Type 3, Colin!"
James Curgenvin

Putting the flag for the 14th on the passing Class 37 gave the regulars a new challenge.
David Thompson

"I had something different in mind when you said you

wanted a tractor instead of a golf buggy."
James Shuttleworth



Well it's on A green, just not 'THE' green!
Philip Tidy

"We'd better tee off now, it's about to get very foggy!"
Neil Carter

Corrections

On page 26 of *Model Rail 246* (April 2018) we commented that the layout 'Tormouth Quay' will be appearing at Farnham and District MRC's show on October 6/7. This was a typing mistake and should read the Fareham and District MRC. The exhibition date remains the same.

On page 104 of *Model Rail 248* (June 2018) the headings stated that the Leicester Model Railway Group was established in 1971. This should read 1949, as stated in the main article.



Show & Tell

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

Old school layout

Alan Roberts

I now live in Dorset but was born in Neath and went to school by train. It is hardly surprising, therefore, that my layout is based in South Wales. I lived in a village four miles north of Neath called Bryncoch (Red Hill in English). I have upgraded the village to a fictitious town served by an equally fictitious canal and railway. From the terminus, two branch lines lead to Neath to join the Swansea-London Paddington line, and Ammanford to join the Central Wales line.



Main line master work

David Butler

Further to your editorial in the May edition of *Model Rail*, in which you invited us to send in images of our main line layouts, you may be interested in some photos of my Southern Region 'Main Line'. This is a continuous circuit with a fiddleyard on which I run various train formations, from Bullied expresses to unfitted freights. On a branch from the main circuit there is a third rail 'electrified' coastal terminus that hosts Southern electric units from the 1950s and 1960s. The track formation is based on the 'Minories' layout design by the late C.J. Freezer.



Brick by brick

Gavin Rose

Patience is a virtue and a quality that all modellers possess. My layout 'Trinity Dock Street Bridge' is based on the lines that ran around the old town docks in Hull. I mention patience as the model track has been laid into approximately 48,000 individually painted granite setts. It also took 43 hours of picking out each stone with a slightly different colour, and the Yorkshire paving slabs have also been treated in the same way.

All the stonework was painted using artist's acrylics, which gives the stones a dull shine. I'm not bothered about this though as I have set the layout on a cold, dank morning in February in 1939, so the cobbles look as though they have just been rained on.

Modular approach

Kyle Nicholas, Victoria, Australia



'Straughnford Road' is my first attempt at a modular layout. Measuring only 1,200mm by 600mm (about 3ft 11in by 1ft 11½mm) it is a fictional old industrial town set in North East England. Despite being run by the LNER, a few LMS locomotives are known to make an appearance.

Buildings are predominantly Metcalfe kits with the odd kit-based Hornby model (including station platforms). The next project is to make cassette fiddleyards.



Brass roots modelling

Steve Winder

Richard Foster's article about a stud and probe point control system described the problem of soldering to tin nails. Steel is incredibly difficult to solder, but brass or copper solder well.

I found that using 3/4in No. 4 brass roundhead screws works very well. The advantage is that the track layout can be drawn onto a sheet of 9mm plywood and a pair of screws inserted either side of the point, thus making it fairly easy to see how the points should be set. The wire going to the solenoid can be wrapped around the screw's thread and easily soldered. The wires are hidden away behind the panel and cannot be accidentally ripped off. In the attached photograph you can see where I had to 'edit' the drawing with typist's correction fluid because I have added extra points to my layout. In my case the layout is complex because I have tracks running under a high-level station, with a spiral taking the tracks from the high level down to the low level; the fiddleyard panel would be much simpler.

For the probe, I had a test lead with a 4mm plug at each end. One end plugs into a 4mm socket on the plywood panel and the plug on the other end is used as the probe.

Ease of use was more important to me than cost, however it is still a low-cost system. The cost of a few brass screws is less than the fibreglass board and the test lead was cheaper than the Peco PL-17 Probe for studs.



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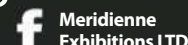
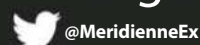
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Exhibition Diary

What's on in your neck of
the woods this month

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.

BURTON UPON TRENT, STAFFS. 7mm Narrow Gauge Association, Burton upon Trent Town Hall, King Edward Place, Burton upon Trent DE14 2EB. **Time:** 1030-1630. **Admission:** Adult £5, Members £3. **Tel:** 01332 441326 (eves). **Web:** www.7mmnga.org.uk

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

BISHOPS LYDEARD, TAUNTON. Taunton MRG MRE. Bishops Lydeard Station, Platform 1, W. Somerset Railway, Taunton TA4 3BX. **Time:** 1030-1630. **Admission:** Adult £1.50, Child 50p. **Tel:** 07879 852736. **E-mail:** secretary.tmrng@hotmail.com

PONTYPOOL. Pontypool & Blaenavon Railway Model Railway Weekend. **Time:** 1100-1600. **Admission:** Adult £3, Concession £2. **Tel:** 01495 792263. **E-mail:** pbmrc@torfaen.plus.com

SHEPTON MALLET, SOMERSET. Shepton & District MRS MRE. Douling 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, Goathland 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. Summer Lane, Exbury SO45 1AZ. **Time:** 1000-1630. **Admission:** Adult £10.45, Child £4. **Tel:** 02380 891203. **E-mail:** info@exbury.co.uk

HUNSLT, LEEDS. Middleton Railway Trust MRE. Middleton Railway, The Station, Moor Road, Hunslet LS10 2JQ. **Time:** 1000-1700 (both days). **Admission:** 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

WEST CAMEL, SOMERSET. West Camel MRS Open Day. Davis Hall, West Camel, nr Yeovil BA22 7QX. **Time:** 1000-1530. **Admission:** Adult £4, Child £1. **E-mail:** charliebishop@hotmail.co.uk

JUNE 23-24

PERTH. Perth & District MRC MRS. Dewars Ice Rink, Perth. **Time:** Sat 1000-1730, Sun 1000-1700. **Admission:** Adult £7, Child £3.50, Family £16. **Web:** www.perthmrc.com

ROMSEY, HANTS. Romsey and District RMS. Crosfield Hall, Romsey SO51 8GL. **Time:** Sat 1030-1700, Sun 1000-1630. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01794 514861. **Web:** www.rdrms.com

JUNE 30

LITTLE BOWDEN, MARKET HARBOROUGH. Wrec Rail MRE. St Nicholas Church Hall, Rectory Lane, Little Bowden LE16 8AS. **Time:** 1000-1600. **Admission:** Adult £3. **E-mail:** RColemand757@btinternet.com

JUNE 30-JULY 1

GATESHEAD. North East England N Gauge Show. Gateshead Masonic Hall, Alexandra Road, Gateshead NE8 1RB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Child £1.50, Family £5. **Tel:** 01325 480686.

EXETER. EXE MRS MRE. The Matford Centre, Matford Park Road, Marsh Barton EX2 8FD. **Time:** Sat 1000-1700, Sun 1000-1600. **Tel:** 01392 421906. **Web:** www.exemrs.co.uk

JULY 1

ASHMANHAUGH, NORWICH. Ashmanhaugh Light Railway

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

KEIGHLEY. Keighley MRC Open Day. The Clubrooms, Knoath Mills, South Street, Keighley BD21 1SY. **Time:** 1000 1630. **Admission:** Adult £3.50, Child £2.50.

JULY 4

HEYWOOD, LANCs. See June 9.

JULY 7

BEACONSFIELD, BUCKS. Beaconsfield & District MRC MRE. The Beaconsfield School, Wattleton Rd, Beaconsfield, Bucks HP9 1SJ. **Time:** 1030-1700. **Admission:** Adult £5, Child £2.50. **Tel:** 01753 643724. **Web:** www.beaconsfieldmrc.org

CONWY, N. WALES. NW Area Group Society. Ysgol Porth y Felin, Llanrwst Rd, Conwy LL32 8FZ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 07703 393900. **E-mail:** athoath@ntlworld.com

EXBURY, HANTS. Exbury Club MRE. nr Beaulieu SO45 1AH. **Time:** 1030-1700. **Admission:** £4. **Tel:** 02380 891345. **E-mail:** exburyclub@gmail.com

RISBOROUGH, BUCKS. Risborough & District MRC MRE. Community Centre, Wades Park, Stratton Rd, Princes Risborough HP27 9AX. **Time:** 1100-1600. **Admission:** Free. **Tel:** 01844 275748. **Web:** www.rdmrc.org.uk

JULY 7-8

BURNLEY. Pendle Forest MRS Summer Show. Masonic Hall, Nelson Square, Burnley BB11 1LA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Concessions £2.50. Child £2, Family £8. **Tel:** 07770 331348. **E-mail:** cartersdad4jc@gmail.com **Web:** www.pfmrs.org.uk

JULY 8

HASTINGS, SUSSEX. East Sussex Gauge O Guild Open Day. Pett Village Hall, Pett Road TN35 4HB. **Time:** 1000-1630. **Admission:** Adult £3. **Tel:** 07712 887753.

SEVENOAKS, KENT. Selkent MRC MRE. Sevenoaks Primary School, Bradbourne Park Road, Sevenoaks TN13 3LB. **Admission:** (door/pre-booked) £6/5. **Tel:** 0208 6904 1888. **Web:** www.modelrailwayexhibition.com

JULY 14

FRINTON-ON-SEA, ESSEX. Frinton-on-Sea MRS. St Mary Parish Church Hall, Old Road, Frinton-on-Sea CO13 9BX. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12.

PORTSMOUTH. The South Hants Area Group Workshop Wise (South) 2018. Fort Widley, Portsdown Hill Road, Portsmouth PO6 3LS. **Admission:** £3. **Tel:** 07710 591511. **Web:** www.shmrc.org.uk

SHIREHAMPTON, BRISTOL. Shirehampton MRC MRE. Shirehampton Public Hall, Station Road BS11 9TX. **Time:** 1000-1600. **Admission:** Adult £5, Child £1.

JULY 14-15

BARRY, SOUTH WALES. Barry and Penarth MRC MRS. St Cyres School, Sully Road, Penarth CF64 2XP. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Child £3. **Tel:** 07766 732805. **E-mail:** bpmrc@outlook.com

JULY 21

BIRTLEY, GATESHEAD. The Birtley Railway Engineers Open Day. Birtley Community Centre, Ravensworth Road, Birtley, Gateshead DH3 1EN. **Time:** 1000-1700. **Admission:** Free.

FILEY, YORKS. Filey MRS. St Johns Church, West Ave, Filey YO14 9AU. **Time:** 1000-1630. **Tel:** 01723 870166.

STIBBARD, NORFOLK. Stibbard Village Hall & Methodist Church Model Railx, Guist Bottom Rd, Stibbard, Fakenham NR21 0AQ. **Time:** 1000-1630. **Admission:** Adult £3.50, Concessions £3. **Tel:** 01328 829185. **E-mail:** bert_etherington@msn.com

JULY 22

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

JULY 28

BRIDPORT, DORSET. Bridport & District MRC MRE. Sir John Colfox Academy, Ridgeway, Bridport DT6 3DT. **Time:** 1000-1600. **Admission:** Adult £5, Child £1. **Tel:** 01308 861754. **E-mail:** R_Ahrens@outlook.com

HORSHAM. West Sussex Area Group N Gauge Society. The Forest School, Compton's Lane, Horsham RH13 5NT. **Time:** 1000-1630. **Admission:** Adult £3, Child £1, Members £2. **Tel:** 01403 266689. **Web:** www.wsng.co.uk

JULY 28-29

NEW MILTON, HANTS. South Coast MRC MRE. The Arnewood School, Gore Road, New Milton BH25 6RS. **Time:** Sat 1030-1700, Sun 1000-1600. **Admission:** Adult £5, Child £3.50, Family £15. **Tel:** 01425 616646.

JULY 29

THIRSK, YORKS. Thirsk and District MRG MRE. Thirsk Town Hall, Westgate, Thirsk YO7 1QR. **Time:** 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **E-mail:** p.simmerson@btinternet.com

AUGUST 4

HUDDERSFIELD. Pennine MRS MRE. St Philips Community Centre, Briarlyn Road, Birchencliffe, Huddersfield HD3 3NL. **Time:** 1000-1700. **Admission:** Adult £4.50. **Tel:** 07787 840672.

AUGUST 4-5

REDCAR, CLEVELAND. Cleveland MRC MRE. Redcar & Cleveland College, Corporation Rd, Redcar TS10 1EZ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4.50, Child £3.50, Family £12.50. **Tel:** 07864 880242. **Web:** www.clevelandmrc.club

AUGUST 5

ASHMANHAUGH, NORWICH. See July 1.

AUGUST 9

WELLING, KENT. The Association of Bexley Charities '78 Charity Toy and Train Fair. The Falconwood Community Centre, 32 Falconwood Parade, The Green, Welling, Kent DA16 2PG. **Time:** 1730-2130. **Admission:** Adult £1.50.

AUGUST 11

BEXHILL-ON-SEA, SUSSEX. Bexhill MRC MRE. St Richard's Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. **Time:** 1000-1700. **Admission:** Adult £5, Child £2, Family £12. **Web:** www.bexhillmrc.org.uk

HEYWOOD, LANCs. See June 9.

AUGUST 11-12

WELLS, SOMERSET. Railwells 2018 including Scalefour Southwest. MRE. The Town Hall, Market Place, Wells BA5 2RB. **Time:** Sat 1030-1730, Sun 1000-1630. **Admission:** Adult £6, Child/Concession £4. **Tel:** 01749 938362. **Web:** www.scalefour.org

AUGUST 18

NORTHAMPTON. Northampton & District MRC MRE. Cogenhoe Village Hall, York Ave, Cogenhoe, Northampton NN7 1NB. **Time:** 1000-1630. **Admission:** Adult £3, Child £2, Family £8. **Tel:** 01604 890275. **Web:** www.nmrc.org

AUGUST 18-19

CRICH, DERBYSHIRE. The National Tramway Museum, Crich Tramway Village, Crich DE4 5DP. **Time:** 1000-1700 (both days).

PICKERING, YORKS. Pickering MRE. Memorial Hall, Potter Lane, Pickering YO18 8AA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Concession £4.50. **Tel:** 07710 451409. **E-mail:** exhibition@sdrmwweb.co.uk

ROSS ON WYE. The Rotary Club of Ross on Wye MRE. John Kyrle High School, Ledbury Road, Ross on Wye HR9 7ET. **Time:** 1000-1600. **Admission:** Adult £4, Child £3, Family £10. **Tel:** 01594 543330. **E-mail:** braincole06@btinternet.com

AUGUST 20

GUILDFORD, SURREY. Astolat MRC Open Day. National Trust, Dapdune Wharf, Wharf Road, Guildford GU1 4RR. **Time:** 1100-1700. **Admission:** Adult £3.95, Child £2.30, Family £11.50. **Tel:** 01483 722098. **Web:** www.astolatmrc.co.uk

AUGUST 25

YIEWSLEY, LONDON. See June 9.

AUGUST 25-26

HAWICK. Hawick & District Railway Society. The Auld Baths,

Bath Street, Hawick TD9 7DP.

Time: Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2, Senior £3. **Tel:** 01450 374363.

E-mail: renwhk@aol.com

HIGHBRIDGE, SOMERSET. Burnham & District MRC MRE Sedgemore Rail. King Alfred School, Burnham Road, Highbridge TA9 3EE. **Time:** 1000-1600 (both days). **Admission:** Adult £4. **Tel:** 01934 645386.

AUGUST 25-27

GAINSBOROUGH, Lincs. Gainsborough MRS Open Days. Florence Terrace, Gainsborough DN21 1BE. **Time:** Sat/Sun 1330-1730, Mon 1030-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

AUGUST 26

KEIGHLEY. Aire Valley Railway Modellers Club Open Day. Melbourne House, Dalton Lane, Keighley BD21 4LG. **Time:** 1000-1600. **E-mail:** info@avrmc.org.uk **Web:** www.avrmc.org.uk

SEPTEMBER 1

BURGESS HILL. Burgess Hill MRC MRE. Burgess Hill Girls, Keymer Road, Burgess Hill RH15 0EG. **Time:** 1000-1700. **Admission:** Adult £5, Child £3, Family £13.

SEPTEMBER 1-2

ALNWICK, NORTHUMBERLAND. Aln Valley Railway, Lionheart Business Park NE66 2EZ. **Time:** 1030-1630. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01665 606168. **Web:** www.alnvalleyrailway.co.uk

SEPTEMBER 2

ASHMANHAUGH, NORWICH. See July 1.

SEPTEMBER 8

HEYWOOD, LANCs. See June 9.

ROMILEY, CHESHIRE. Romiley Methodist Modellers MRE. Romiley Methodist Church, Stockport Road, Romiley, Stockport SK6 3AH. **Time:** 1030-1630. **Admission:** Donation.

SEPTEMBER 8-9

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SEPTEMBER 15

KETTERING. Kettering & District MRS MRE. Greenfields Primary School, Kettering. **Time:** 1000-1600. **Web:** www.kdmrs.org.uk

SEPTEMBER 15-16

FLEETWOOD, LANCs. Blackpool and North Fylde MRC MRE. Cardinal Allen High School, Melbourne Ave, Fleetwood, Lancs FY7 8AY. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Senior £5, Child £2.50, Family £14. **E-mail:** land2509@gmail.com **Web:** www.blackpoolandnorthfyldemrc.co.uk

SEPTEMBER 22

ENNISKILLEN, CO. FERMANAGH. Erne MRC MRE. Cathedral Hall, Halls Lane, Enniskillen Co. Fermanagh BT74 7DR. **Time:** 1000-1700. **Tel:** 028 663 22163. **E-mail:** billmcnaughton40@gmail.com

IPSWICH. Ipswich Railway Modellers Association. IRMA Club Rooms, 40a Norfolk Road, Ipswich IP1 6AR. **Time:** 1000-1300. **Web:** www.irma.org.uk

OCTOBER 7

ASHMANHAUGH, NORWICH. See July 1. **GAINSBOROUGH, Lincs.** Gainsborough MRS Open Day. Florence Terrace, Gainsborough DN21 1BE. **Time:** 1330-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

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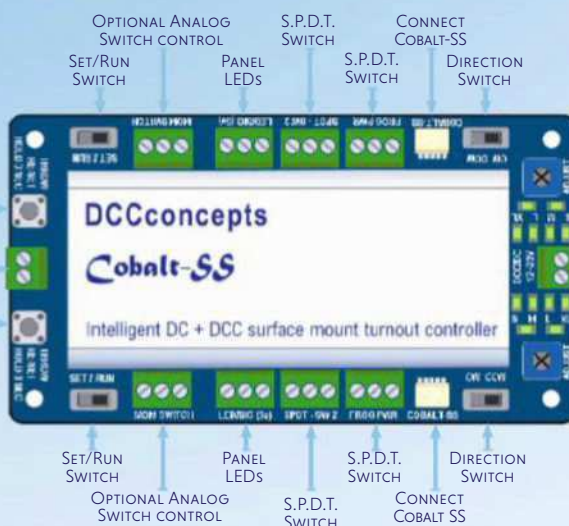
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- H4-66-002** 66079 in EWS livery "James Nightall G.C."
- H4-66-003** 66125 in EWS livery
- H4-66-004** 66207 in EWS livery
- H4-66-005** 66088 in EWS livery with DB branding
- H4-66-006** 66097 in DB Schenker livery
- H4-66-007** 66118 in DB Schenker livery
- H4-66-008** 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009** 66218 in Euro Cargo Rail livery with DB branding
- H4-66-010** 66404 in DRS compass livery
- H4-66-011** 66433 in DRS compass livery
- H4-66-012** 66301 in DRS plain livery "Kingmoor TMD"
- H4-66-013** 66429 in DRS plain livery
- H4-66-014** 66502 in Freightliner livery "Basford Hall Centenary 2001"



- H4-66-015** 66513 in Freightliner livery
- H4-66-016** 66593 in Freightliner livery "3MG Mersey Multimodal Gateway"
- H4-66-017** 66621 in Freightliner livery

- H4-66-018** 66957 in Freightliner livery
- H4-66-019** 66418 in Freightliner Powerhaul livery "Patriot"

- H4-66-020** 66504 in Freightliner Powerhaul livery
- H4-66-021** 66528 in Freightliner Powerhaul livery "Madge Elliot MBE - Borders Railway Opening 2015"



- H4-66-022** 66704 in GBRf original livery
- H4-66-023** 66705 in GBRf original livery with Union Flag "Golden Jubilee"
- H4-66-024** 66727 in GBRf/First group livery "Andrew Scott CBE"
- H4-66-025** 66731 in GBRf/First group livery
- H4-66-026** 66740 in GBRf Europorte livery "Sarah"
- H4-66-027** 66756 in GBRf Europorte livery "Royal Corps of Signals"
- H4-66-028** 66762 in GBRf Europorte livery
- H4-66-029** 66847 in Colas Rail Freight livery
- H4-66-030** 66848 in Colas Rail Freight livery



- H4-66-031** 66789 in BR Large Logo blue "British Rail 1948 - 1997"

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Digital Fitted: £165

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HORNBY® 2018 Range Announced - see the full range at www.hattons.co.uk/hornby2018

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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 8P Streamlined Princess Coronation 4-6-2

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Due in Stock: October 2018



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R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

Class W4 Peckett 0-4-0ST

Pre-order for £82
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Dec 2018 to Feb 2019 for other variations



R3680 'Forest No.1' in Charity Colliery lined green

R3615 560 in Peckett works leaf green with builders lettering

R3640 882 "Niclausse" in Peckett works leaf green

R3679 74 in Port of London Authority lined blue

Class 87

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R3582 87010 'King Arthur' in Intercity Swallow livery

R3580 87035 'Robert Burns' in BR Blue

R3656 87019 "Sir Winston Churchill" in Virgin Trains red and black

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R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)

Class J36 0-6-0

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Due in Stock: October 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



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
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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
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35-500 BR green with speed whiskers

35-501 BR blue and grey

35-502 Network SouthEast livery

009 Quarry Hunslet 0-4-0ST

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391-051 "Britomart" in Pen-yr-Orsedd Quarry blue

391-050 "Alice" in Dinworic Quarry red

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

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372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

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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							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£161.46	Mar 2013							
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
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							
Class 66	hattons.co.uk/66	from £150	May 2018							

	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 37/4	hattons.co.uk/hel374	£560	Nov 2017							
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
Hittachi 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.

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 11/05/18.



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H4-AB14-008 Andrew Barclay 0-4-0ST 14" 2134 'No.3' in Fina lined blue (Hat) **NEW** £99

NEW



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 'Coronation' in lined green (Hat) **NEW** £99

NEW



H4-AB14-005 Andrew Barclay 0-4-0ST 14" 2134 'WTT' in lined green (Hat) **NEW** £99

NEW



H4-AB16-004 Andrew Barclay 0-4-0ST 16" 1964 in CPC UK blue (Hat) **NEW** £99

NEW



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) **NEW** £99

NEW



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat) **NEW** £99



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 'Sir Archibald Sinclair' in British Railways malachite green (Hor) £139.50



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) **BARGAIN** £79



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



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) £110.46



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) **BARGAIN** £69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN** £72



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



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



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



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac) £97.71



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



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



31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac) £84.96



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



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



R3566 Class 8P 'Rebuilt Merchant Navy' 4-6-2 35014 'Nederland Line' in BR green early emblem (Hor) £157



R3086 Class A1 4-6-2 4472 'Flying Scotsman' in LNER apple green - Railroad Range (Hor) (RRP £110.99) **BARGAIN** £55



R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99) **BARGAIN** £68



R3336 Class A3 4-6-2 4472 'Flying Scotsman' in LNER Green - NRM Special Edition (Hor) £144



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 Murrrough 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



R3588 Class B17 4-6-0 2864 'Liverpool' in LNER green - Railroad Range (Hor) £76.50



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



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



R3456 Class N15 King Arthur 4-6-0 30792 'Sir Hervis de Revel' in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN** £108



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



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



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN** £69



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** £69



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN** £69



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



**UK P&P £4 per order
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(Orders before 2pm)**

Steam train packs

H4-P-001 SECR P Class 0-6-0T "Pioneer II" in Bowaters Paper Mill green (Hat) £99

H4-P-002 SECR P Class 0-6-0T "Pioneer II" in Bowaters Paper Mill green (Hat) £99

H4-P-009 SECR P Class 0-6-0T "Pioneer II" in Bowaters Paper Mill green (Hat) £99

H4-P-010 SECR P Class 0-6-0T "Pride of Sussex" in Robertsbridge Flour Mill green (Hat) £99

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

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

H4-P-011 SECR P Class 0-6-0T 27 "Primrose" in Bluebell Railway lined black (1960s) (Hat) £99

H4-P-007 SECR P Class 0-6-0T 31027 in BR black early emblem (Hat) £99

H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) £99

H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) (Hat) £99

H4-P-003 SECR P Class 0-6-0T 754 in SE&CR grey (Hat) £99

H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering (Hat) £99
R9292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (Hor) £79
R9291 Thomas and Friends - 4-6-2 No.4 Gordon the big blue engine (Hor) £94

Diesel train packs

R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) **BARGAIN** £139



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN** £150



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green Late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) £222.21

Diesel locos

1409 Class 14 D9531 in BR green - as preserved (Hel) £110

1408 Class 14 D9555 in BR green - last loco built at Swindon works (Hel) £110

1510 Class 15 D8208 in green small yellow panels & additional yellow panel on 'B' end (Hel) £94

1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72

1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** £72

32-408 Class 25/3 25286 in BR Blue (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

2614 Class 26/1 26026 in BR blue (Hel) £104

2615 Class 26/1 26044 in BR blue - weathered (Hel) £104

32-786 Class 37/0 37174 in EWS (weathered) (Bac) £106.21

32-377A Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue (Bac) £117.26

32-370 Class 37/4 37405 in DRS Compass blue (Bac) £117

32-390 Class 37/7 37706 'Conidae' in Railfreight Petroleum (Bac) £101.96

R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) £74

32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) £131.71

R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) £39

31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac) £135.96

32-819 Class 47/8 47814 "Totnes Castle" in Virgin Trains (Bac) £135.96

5313 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125) £94

32-534DS Class 55 Deltic 55004 "Queen's Own Highlander" in BR blue - DCC sound fitted (Bac) £225.21

R3291 Class 56 56094 in Colas Rail Freight (Hor) £134

5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125) £96

5824 Class 58 58030 in EWS red and gold (Hel) (RRP £125) £99

5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125) £99

4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) £129

32-983 Class 66/7 66779 "Evening Star" in BR green GBRF branding (Bac) £144.46

R3888 Class 67 67004 "Cairn Gorm" in Caledonian Sleeper (Hor) £89

R3481 Class 67 67025 "Western Star" in EWS (Hor) (RRP £159.99) £99

4D-022-008 Class 68 68003 "Astute" Direct Rail Services compass (Dap) £131.71

4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap) £131.71

4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) £254.96

4D-006-001 Class 73 electro-diesel 73105 in BR large logo blue (Dap) (RRP £146.22) £99

4D-006-003 Class 73 electro-diesel 73135 in BR blue (Dap) (RRP £140.60) £99

4D-006-000 Class 73/1 73102 "Airtour Suisse" in Intercity executive (Dap) (RRP £146.22) £99

OLIV003 Class 73/1 73141 "Charlotte" in First GBRF purple - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £99

4D-006-006 Class 73/1 electro-diesel 73138 in Civil Engineers 'Dutch' (Dap) (RRP £146.22) **BARGAIN** £99

4D-006-005 Class 73/1 electro-diesel E6039 in BR blue with small yellow panels (Dap) (RRP £146.22) **BARGAIN** £99

OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN** £99

4D-006-007 Class 73/2 electro-diesel 73206 'Lisa' in GB Railfreight (Dap) (RRP £146.22) £99

4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) £129

Visit

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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

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

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

DMUs

32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) (RRP £159.95) **BARGAIN** £94

32-912A Class 108 3 Car DMU in BR blue - weathered (Bac) (RRP £179.95) **BARGAIN** £129

32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) **NEW** £297.46

30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490

EMUs

R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN** £62

R3341A Class 2-HAL 2623 2 car EMU in BR blue (Hor) (RRP £149.99) **BARGAIN** £62

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

R1176 Class 373 'Eurostar' Train Set (Hor) (RRP £169.99) **BARGAIN** £129

R1155 Pendolino trainset Class 390 390004 in Virgin Trains 'Alstom Pendolino' branding (Hor) £150

30-165 The Thanet Flyer train set (Bac) £152.96

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** £130

R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) **BARGAIN** £199

4P-010-037 57' ex-LMS non corridor composite M16620 in BR crimson (Dap) (RRP £17.26) **BARGAIN** £12

39-611 60' ex-SECR Birdcage composite 5453 in SR olive green (Bac) £55.21

34-331 ex-LMS Period III parcels van M31389M in Tarnant Arrow express parcels (Bac) (RRP £26.95) **BARGAIN** £19

R4353 Mk1 CK corridor composite W15612 in BR chocolate and cream - Railroad Range (Hor) (RRP £22.99) **BARGAIN** £15

R4825 Mk1 FO first open M3029 in BR crimson and cream (Hor) **NEW** £34

R4824 Mk1 FO first open W3090 in BR chocolate and cream (Hor) **NEW** £34

R4354 Mk1 SK second corridor W24330 in BR chocolate & cream - Railroad Range (Hor) (RRP £21.99) **BARGAIN** £15

34-633 Mk1 Suburban brake second BR blue - weathered (Bac) (RRP £29.95) **BARGAIN** £19

34-632 Mk1 suburban BS brake second E43152 in BR blue - weathered (Bac) (RRP £29.95) **BARGAIN** £16

R4618A Mk2E BSO brake second open 9508 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17

R4617A Mk2E FO first open 3221 in BR intercity (Hor) (RRP £24.99) **BARGAIN** £17

OR763T0002B Mk3a TSO second open 12015 in Intercity Swallow (Oxf) £29

OR763T0002C Mk3a TSO second open 12022 in Intercity Swallow (Oxf) **NEW** £29

R4804 Stanier Period III corridor third 1745 in LMS crimson (Hor) £38

34-460 Thompson 3rd class brake corridor in LNER teak (Bac) **NEW** £46.71

34-385 Thompson 3rd class corridor in LNER teak (Bac) £46.71

34-435 Thompson composite brake in LNER teak (Bac) £46.71

34-410 Thompson composite corridor in LNER teak (Bac) £46.71

4F-021-013 12 ton box van 44615 in SR brown (Dap) **NEW** £9.50

4F-021-014 12 ton box van 44615 in SR brown - weathered (Dap) **NEW** £10.50

4F-021-015 12 ton box van in GWR grey (Dap) **NEW** £9.50

4F-021-016 12 ton box van in GWR grey - weathered (Dap) **NEW** £10.50

4F-012-017 12 ton ventilated van B768110 in BR bauxite (Dap) **NEW** £9.50

4F-012-018 12 ton ventilated van B768110 BR bauxite - weathered (Dap) **NEW** £10.50

38-450A 13 ton Hyfil steel open sheet BR bauxite (Bac) (RRP £17.95) **BARGAIN** £10

4F-038-112 20 ton steel mineral wagon "Blaenavon" (Dap) **NEW** £9.50

4F-038-113 20 ton steel mineral wagon "Blaenavon" - weathered (Dap) **NEW** £10.50

R6790 40 ton Seacow YGA bogie ballast wagon in EWS maroon (Hor) £24

4F-051-029 5-plank open wagon "Barnsley Main" (Dap) **NEW** £9.50

4F-051-030 5-plank open wagon "Barnsley Main" - weathered (Dap) **NEW** £10.50

OR76CK7006 7-plank open wagon "Baldwin, Bristol and Birmingham" coke rails - black (Oxf) **NEW** £9.50

OR76CK7005 7-plank open wagon "Baldwin, Bristol and Birmingham" coke rails - grey (Oxf) **NEW** £9.50

OR76MW7033 7-plank open wagon "Bass Brewery, Burton-on-Trent" (Oxf) **NEW** £9.50

OR76MW7032 7-plank open wagon "Horlicks Malted Milk, Slough" (Oxf) **NEW** £9.50

OR76MW7030W 7-plank open wagon "National Coal Board - NCB internal user" - weathered (Oxf) **NEW** £9.50

4F-015-009 8 ton Fruit Mex van 38239 in GWR grey (Dap) **NEW** £9.50

4F-015-010 8 ton Fruit Mex van 38239 GWR grey - weathered (Dap) **NEW** £10.50

4F-015-011 8 ton Fruit Mex van B833329 in BR bauxite (Dap) **NEW** £9.50

4F-015-012 8 ton Fruit Mex van B833329 in BR bauxite (Dap) **NEW** £10.50

4F-036-023 Bulk grain hopper B885325 in BR grey (Dap) **NEW** £9.50

4F-014-017 ex-GWR Fruit D van W3105 in BR blue (Dap) **NEW** £16.50

4F-014-018 ex-GWR Fruit D van W3105 BR blue - weathered (Dap) **NEW** £17.50

38-677 ex-GWR shunters truck 94979 in GWR grey - "Old Oak Common" (Bac) (RRP £17.95) **BARGAIN** £7.50

R6643E ex-GWR shunters truck DW94884 in BR grey (Stoke Gifford) (Hor) (RRP £14.99) **BARGAIN** £6.50

ICI005A ICI Hopper wagon 19041 in battleship grey body, underframes & bogies PHV TOPS panel (black backing). 1973 - 1992 (Oxf) £24

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Prices valid until 07/06/18

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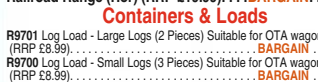
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R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99).....£15



R9701 Log Load - Large Logs (2 Pieces) Suitable for OTA wagons (Hor) (RRP £8.99).....£3



R9700 Log Load - Small Logs (3 Pieces) Suitable for OTA wagons (Hor) (RRP £8.99).....£3

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 controllers

R8214 DCC Elite unit digital controller (Hor).....£210

R8213 DCC Select unit (boxed) (Hor).....£98

Point motors



R8243 Surface Mounted point motor (Hor).....£8.50

Accessories

FL113 Wool/cotton bales wagon load (Hor) NEW.....£8

Model railway spares

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Homby, 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

44-118 Great Central Platform Subway (Bac) (RRP £31.95) BARGAIN £14

GM430 GWR "Brunel" style station building - plastic kit (Gau) NEW £18.50



44-017 Modern servicing depot - Scenecraft range (Bac).....£84.96

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel).....£199



LK-55 76ft Well type turntable (Pec).....£41



R070 Electrically Operated Turntable (Hor).....£64

44-0015 Post-war station canopy (238 x 122 x 42mm) (Bac) (RRP £24.95).....£13

Signals

4L-003-003 Signal - motorised, SR ladder home (Dap).....£26.68

4L-003-001 Signal - motorised, SR lattice home (Dap) NEW.....£26.68

Buildings - general



44-0047 Brick built corner florist store - "Back to the Fuschia" (Bac) (RRP £34.95).....£17

44-244 Low relief accountants (80 x 24 x 115mm) (Bac) (RRP £23.95).....	BARGAIN.....£12
44-247 Low relief bookmakers maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95).....	BARGAIN.....£10
44-269 Low Relief Cement Board Warehouse (Bac) (RRP £24.95).....	BARGAIN.....£14
44-256 Low relief hardware store maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95).....	BARGAIN.....£11



44-270 Low Relief Municipal Building (Bac) (RRP £36.95).....£19

44-249 Low relief off-licence maisonette (70 x 19 x 132mm) (Bac) (RRP £21.95).....£11

95503 Pair of camping tents (Ang) NEW.....£5.50

R8787 Pill Box - Skaledale 'Rural' range (Hor) (RRP £7.99) BARGAIN.....£3

Man-made scenic structure - non-railway

R8797 Platform Newspaper Kiosk (Hor) (RRP £6.99) BARGAIN.....£3.50

Bridges, Tunnels & Walls

R8978 Brick Walling - Corners (Hor) (RRP £9.99).....£3.50

R8977 Brick Walling - Straight (4 per pack) (Hor) (RRP £9.99) BARGAIN.....£3.50

People - civil



H4-CrewAB-001 Crew set for Andrew Barclay driver and fireman in 'smart overalls' - unpainted (Hat) NEW.....£9



H4-CrewAB-002 Crew set for Andrew Barclay driver and fireman in typical NCB 'uniform' - unpainted (Hat) NEW.....£9

Track - Code 100 Setrack

R601 Double Straight (Hor).....£2.10

R601 Box of 24 (Hor).....£47

R8072 Left Hand Standard Point (Hor).....£9.50

R8073 Long Straight - 670mm (Hor).....£3.70

R8073 Right Hand Standard Point (Hor).....£9.50

ST-241 Setrack No.2 radius left handed point insulfrog (Pec).....£9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec).....£9

ST-204 Setrack Quad Straight (670mm) (Pec).....£3.50

ST-204 Box of 24 (Pec).....£76

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

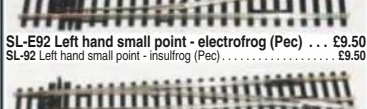
SL-99 3 way medium radius point - insulfrog (Pec).....£27

SL-90 Double slip - insulfrog (Pec).....£33



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-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 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-E199 3 way finescale medium radius point - electrofrog (Pec).....£29



SL-E190 Finescale double slip - electrofrog (Pec).....£38



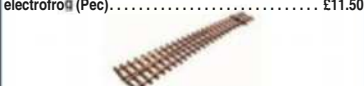
SL-E189 Finescale left hand large point electrofrog (Pec).....£12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec).....£11.50



SL-E195 Finescale right hand medium point - electrofrog (Pec).....£11.50



SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec).....£26



SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec).....£26

Track underlay

Buses

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau).....£22

24327 30' BET Dual Purpose "North Western" (EFE) (RRP £19.95).....£7.50

24328 30' BET Style coach "Isle Of Man Road Services" (EFE) (RRP £24.95).....£11

35203EFE 36' BET 6 Bay AEC Reliance "Northern" (EFE) (RRP £25.99).....£13

30714 AEC Renown "A1 Services" to Ardrossan (EFE) (RRP £24.95).....£10

30602 AEC Renown (596 LOG Route 11) d/deck modern bus "King Alfred" (EFE) (RRP £19.95).....£8

30715EFE AEC Renown - "North Western" (EFE) (RRP £22.50) BARGAIN.....£10

22914 Bedford TK short Bowman - BR Rail Express Parcels (EFE) (RRP £19.95).....£9.50



24332 BET AEC Reliance - "South Yorkshire PTE" (EFE) NEW.....£25.46

B105A Bristol Lodexka LD1 West Riding (Bas) (RRP £21.99) BARGAIN.....£15

B105B Bristol Lodexka LD1 closed platform, long radiator "West Riding" Route 58 to Wakefield (circa 1969-1971) (Bas) (RRP £21.99) BARGAIN.....£17

25005 Bristol RELL Flat Front "West Yorkshire N.B.C." (EFE) (RRP £29.95).....£11

18014EFE Daimler MCW Fleetline "Greater Manchester Transport" (EFE) (RRP £22.50).....£11

26411 Daimler Utility Bus "Stalybridge, Hyde, Mossley and Dukinfield" Tramways" (EFE) (RRP £19.95).....£7.50

OM42521B Dennis Trident East Lancs "Preston Bus, 8 Moor Nook" (Cor) (RRP £36.99).....£26



14408 Leyland National Mk1 Short 1 Door "Manchester G.M.P.T.E." (EFE) (RRP £24.95).....£10

17705 Leyland National Mk2 long sided "Cumberland NBC" (EFE) (RRP £24.95).....£11

17511 Leyland National Mk1 1 Door "Highland Scottish" (EFE) (RRP £29.95).....£11



14902 Leyland National Mk1 Short - "Ribble NBC" (EFE) (RRP £24.95).....£10

14410 Leyland National Short 1 Door "Greater Glasgow PTE" (EFE) (RRP £24.95).....£10

29633 Leyland Olympian "Go North East" (EFE) (RRP £24.95) BARGAIN.....£11

29636 Leyland Olympian - Stagecoach Preston - 119 to Royal Preston Hospital (EFE) (RRP £29.95).....£11

15807 Leyland PD1 Lowbridge bus "Scottish Motor Traction" (EFE) (RRP £24.95).....£10

36005 Leyland RTL d/deck bus "Chieftain" to Eaglesham (EFE) (RRP £24.95).....£11

27319 Leyland TD1 "Scout" (EFE) (RRP £29.95).....£11

24706 Manchester MCW Atlantean "Salford City Transport" (EFE) (RRP £24.95).....£10

20650EFE Plaxton Pointer Dart "Clydeside" (EFE) (RRP £34.50) BARGAIN.....£13

NE404 Scania Metropolitan d/deck bus "Newport Corporation" (Br) (RRP £33).....£9.50

NE106 Scania Metropolitan double deck bus "Trathens, London" (Br) (RRP £31).....£5

NE208B Scania Metropolitan double deck bus - "Charles Cook, Cambridgeshire" (Br) (RRP £31).....£7.50

Cars



76IS001 BMW Isetta signal red (Oxf) NEW.....£5

76IM006 Morris Eight 5 Series Tourer Dark blue (Oxf) NEW.....£4.50

H255 Sunbeam plastic sports car (unboxed) (Hor).....£0.50

EM76883 Triumph Herald 12/50 Estate dark blue (Poc).....£2

76VWY006 Vauxhall Wyvern metallic chrome green (Oxf) NEW.....£4.50

Commercial vehicles



76BUR006 Burrell Scenic Showmans Loco No. 4030 - Dolphin (Oxf) NEW.....£14



76CWT002 Commer Walk Thru crewbus in British Rail yellow (Oxf) NEW.....£8.50



D408 D Series Box Van - BRS - Islandlink (Bas) (RRP £6.99) BARGAIN.....£2.50



76DXF003 DAF XF William Armstrong Houghton Parkhouse livestock trailer (Oxf) NEW.....£22

22105 Ergo Artic. box van lorry "British Road Ferry Services" (EFE) (RRP £19.95).....£9.50



76FBB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset (Oxf).....£18



763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) NEW.....£19.50



76LDL001 JCB 531 70 Loadall JCB (Oxf).....£16



76JS001 JCB JS220 Tracked Excavator JCB (Oxf).....£19.50



76ML1001 JCB Major Loader Mk1 Excavator JCB (Oxf).....£20



76MWD007 Bedford MWD 2 Corps 17th Middlesex Regiment - France 1940 (Oxf) NEW.....£6



76QLD006 Bedford QLD - "Wiltshire Fire Brigade" (Oxf) NEW.....£12



76SM002 Sherman Mk3 Tank - Royal Scots Greys, Italy 1943 (Oxf) NEW.....£11



372-313 Class 21C1 Merchant Navy 4-6-2 35021 'New Zealand Line' in BR Malachite green (Gra) (RRP £169.95) BARGAIN.....£119



372-311 Class 21C1 Merchant Navy 4-6-2 35023 'Holland-Afrika Line' BR green early emblem (Gra) (RRP £169.95) BARGAIN.....£119



2S-009-004 Class 2884 2-8-0 3803 in GWR green GWR lettering (Dap).....£124

372-030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' GWR lined green (Gra).....£118.96



372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra).....£118.96

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



372-750 Class 4MT Fairburn 2-6-4T 2691 in LMS black (Gra).....£99



2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap).....£72
DAGM202 Class A4 4-6-2 4488 "Union of South Africa" LNER garter blue (Dap) NEW.....£149.95

Steam train packs

2S-011-005D Class A3 4-6-2 4472 "Flying Scotsman" in LNER apple green (as preserved) four Gresley tank coaches in maroon - DCC & light bar fitted (Dap).....£220.64

Diesel locos



371-457 Class 37/0 D6714 in BR green small yellow panel and split headcode boxes (Gra).....£103.66



2D-004-003 Class 56 56022 in BR blue (Dap).....£115



2D-022-007 Class 68 68001 "Evolution" in DRS (Dap).....£118.96
2D-022-002 Class 68 68005 "Defiant" in DRS (Dap).....£118.96

DMUs

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).....£229.46

Coaches

2P-003-006 GWR B Set 6411 and 6412 in GWR chocolate and cream Twin Cities crest (Dap) NEW.....£24.70
2P-003-007 GWR B Set 6451 and 6452 in GWR chocolate and cream shirburnton emblem (Dap) NEW.....£24.70



2P-003-008 GWR B set 6453 and 6454 in GWR brown Twin Cities crest (Dap) NEW.....£24.70
2P-003-009 GWR B set 6453 and 6454 in GWR chocolate and cream post-war crest (Dap) NEW.....£24.70



2P-003-010 GWR B set W6975W and W6976W in BR crimson (Dap) NEW.....£24.70
2P-003-011 GWR B set W6975W and W6976W BR maroon (Dap) NEW.....£24.70



2P-005-240 Mk3 buffet 40414 in Intercity Swallow (Dap) NEW.....£21.39
2P-005-223 Mk3 TFO first open 41057 in Intercity Swallow (Dap) NEW.....£21.39
2P-005-261 Mk3 TGS guard second 44043 in Intercity Swallow (Dap) NEW.....£21.39
2P-005-234 Mk3 TSO second open 42111 Intercity Swallow (Dap) NEW.....£21.39
2P-005-235 Mk3 TSO second open 42125 Intercity Swallow (Dap) NEW.....£21.39

Wagons

2F-036-035 4-wheel bulk grain hopper 701378 in LMS bauxite (Dap) NEW.....£14
2F-036-036 4-wheel bulk grain hopper 701378 LMS bauxite - weathered (Dap) NEW.....£14
2F-013-059 4-wheel gunpowder van M701055 in in BR (Dap) NEW.....£8.50
2F-013-060 4-wheel gunpowder van M701055 in BR - weathered (Dap) NEW.....£9.50



377-700A JJA Mark 2 auto ballast generator unit in Railtrack - weathered (Gra) (RRP £45.95) BARGAIN.....£33

Model railway spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2
ST-11 Double straight track (Pec).....£1.60

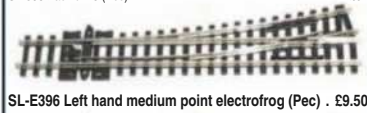
Track - Code 80 Setrack



ST-6 Setrack left hand point insulfrog (Pec).....£8.50
ST-5 Setrack right hand point insulfrog (Pec).....£8.50

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-E395 Right hand medium point electrofrog (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).....£3
SL-300F Single (Pec).....£3



SL-E392F Finescale left hand small point electrofrog (Pec).....£9.50
SL-E391F Finescale right hand small point electrofrog (Pec).....£9.50

Buses

NWFL001 Weymann Fantare - Southdown (Oxd) NEW.....£6.50

Commercial vehicles

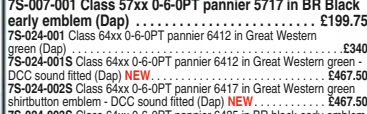
NPB008 Commer PB - "Royal Mail" (Oxd) NEW.....£4.50

O Gauge (1:43 Scale)

Steam locos



7S-007-002 Class 57xx 0-6-0PT pannier 5700 in Great Western Green (Dap).....£199.75



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap).....£199.75
7S-024-001 Class 64xx 0-6-0PT pannier 6412 in Great Western green (Dap).....£340
7S-024-001S Class 64xx 0-6-0PT pannier 6412 in Great Western green - DCC sound fitted (Dap) NEW.....£467.50
7S-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shirburnton emblem - DCC sound fitted (Dap) NEW.....£467.50
7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) NEW.....£467.50



7S-024-004 Class 64xx 0-6-0PT pannier 6439 in BR lined green late crest (Dap).....£340
7S-025-001S Class 74xx 0-6-0PT pannier 7411 in GWR green - DCC sound fitted (Dap) NEW.....£467.50



7S-025-002 Class 74xx 0-6-0PT pannier 7444 in BR black late crest (Dap).....£340
7S-025-002S Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC sound fitted (Dap) NEW.....£467.50

Diesel locos



7D-008-011 Class 08 shunter 08173 in BR blue (without ladder) (Dap).....£191.25
7D-008-009D Class 08 shunter D3002 in BR green late crest and wasp stripes - DCC sound fitted (Dap).....£340



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel).....£470



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterside numbers, sector emblems and a selection of nameplates.) (Hel) (RRP £649) BARGAIN.....£390

Coaches



7P-004-005 GWR 59' Auto Coach in BR crimson (Dap).....£170

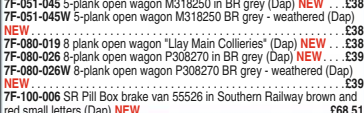


7P-004-003 GWR 59' Auto Coach in GWR chocolate and cream shirburnton (Dap).....£170

Wagons



7F-030-001 16-ton steel mineral wagon Diagram 108 B223910 in BR grey (Dap).....£38.25
7F-051-045 5-plank open wagon M318250 in BR grey (Dap) NEW.....£38
7F-051-045W 5-plank open wagon M318250 BR grey - weathered (Dap) NEW.....£38
7F-080-019 8 plank open wagon P308270 in BR grey (Dap) NEW.....£39
7F-080-026 8-plank open wagon P308270 BR grey - weathered (Dap) NEW.....£39
7F-100-006 SR Pill Box brake van 55526 in Southern Railway brown and red small letters (Dap) NEW.....£68.51



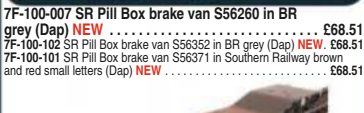
7F-100-005 SR Pill Box brake van 55585 in Southern Railway brown and red large letters (Dap) NEW.....£68.51
7F-100-100 SR Pill Box brake van 56365 in Southern Railway brown and red small letters (Dap) NEW.....£68.51



7F-100-008 SR Pill Box brake van S56061 in BR bauxite (Dap) NEW.....£68.51



7F-100-007 SR Pill Box brake van S56260 in BR grey (Dap) NEW.....£68.51
7F-100-102 SR Pill Box brake van S56332 in BR grey (Dap) NEW.....£68.51
7F-100-101 SR Pill Box brake van S56371 in Southern Railway brown and red small letters (Dap) NEW.....£68.51



H7-WW-701 Warwell wagon 50t diamond frame bogies MS.1 in War Department (GWR) (Hat).....£85

Analogue controllers

100M0 Single track controller for O gauge - 2.5a (Gau) NEW.....£80

Track - Code 124 Bullhead Streamline



SL-E792BH Left hand point bullhead rail and electrofrog (Pec).....£43



SL-E791BH Right hand point bullhead rail and electrofrog (Pec).....£43
ST-U750 Setrack second radius Unifrog right hand point (Pec).....£43

Track underlay

ST1473 12 Single Track Strips of O Gauge Track Bed - 2.75" x 24". (Woo) (RRP £18.50).....£10

Cars

43JAG5001 Jaguar MkV DHC Open Onalescent Silver (Oxf).....£21



43RSC002 Rolls Royce Silver Cloud I black (Oxf) NEW.....£21.50



43EMP002 Rolls Royce silver cloud/hooper empress two tone blue (Oxf) NEW.....£21.50

Commercial vehicles

43LR3S001 Land Rover Series III SWB St. Wagon Limestone (Oxf) NEW.....£14.50

Any or Multiple Scales

Analogue controllers

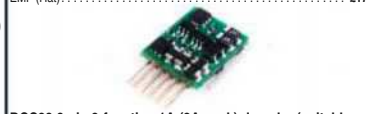
COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau).....£34



D Double/Twin track power controller (Gau).....£80
Q Quadruple 4 circuit power controller (Gau).....£149

Digital decoders

DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat).....£15
DCR-21PIN-Direct Box of 5 (Hat).....£68
DCR-21PIN-Direct Box of 10 (Hat).....£120
36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac).....£18.66
36-557 Pack of 5 (Bac) (RRP £109.75).....BARGAIN.....£24.61
36-568 5 pin DCC decoder Back EMF and Railcom (Bac).....£24.61
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat).....£17



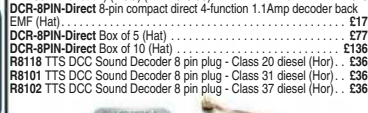
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau).....£23



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat).....£120
DCR-8PIN-Harness Single (Hat).....£15
DCR-8PIN-Harness Box of 5 (Hat).....£68
36-553 8-pin 3-function 0.75A decoder back EMF (Bac).....£15.50



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor).....£92
R8249 Single (Hor).....£16
D745AP 8-pin 4-function decoder back EMF & Stay Alive (1A motor drive 4 x 150mA function) (DCC) (RRP £23.95).....BARGAIN.....£10
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat).....£17
DCR-8PIN-Direct Box of 5 (Hat).....£17
DCR-8PIN-Direct Box of 10 (Hat).....£36
R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor).....£36
R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor).....£36
R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor).....£36



R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor).....£36
R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor).....£36
R8105 TTS DCC Sound Decoder 8 pin plug - Class 67 diesel (Hor).....£36
R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-4 steam loco (Hor).....£36
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor).....£36
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor).....£36
DCC-ZMini ZMini 8-pin 4-function 1.1A Decoder (18x10x5mm) (DCC) NEW.....£16.50



DCD-ADS2SX 2 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC).....£21.50
DCD-ADS-8SX 8-way accessory decoder for solenoid motors and individual CDUs (DCC).....£68
DCD-ADS8FX COBALT 8 output Accessory Decoder for all Solenoids and other point motors needing momentary power (DCC).....£50



36-504RC Dynamis Ultima8 DCC System Trial copy RailController Software (Bac).....£240
DC005 Prodigy Advance WiFi Receiver - allows Smartphone or Tablet control of Prodigy DCC system (Gau).....£84
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau).....£138

Point motors

DCP-CB1DIP Cobalt ip slow-action digital point motor * 1 (DCC).....£19.50



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC).....£200
DCP-CB8DIP Cobalt ip slow-action digital point motor - pack of 8 (DCC).....£105
DCP-CB120MG Cobalt Omega slow-action analogue point motor x 12 (DCC).....£165
DCP-CB55-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC).....£124



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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:

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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.

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Most Suited for HO/OO/N Scale Layouts



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Most Suited to HO/OO/N Scale Layouts



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GMC-WM1 Wall Mounted Transformer
16V or 12V DC 1.1a

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It also contains selected items from many of the other brands that we stock.

GM353 Gaugemaster Full Catalogue **£3.95**

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Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£44.95
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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-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£49.95
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GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£44.95
GMC-UQ	Single Track Controller with Simulation for O (GMC-T2/M2)	£64.95
GMC-UD	Twin Track Controller (GMC-T3/M1/WM1)	£59.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T3/M1/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

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GMC-W	Single Track Walkabout Controller	£39.95
GMC-WS	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
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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 T3/T3/T4	£15.95
GMTFK2	Transformer Fitting Kit for T2	£15.95

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GAUGEMASTER *Spotlight* SEEP Point Motors



SEEP GMC-PM10 *Classic* Solenoid Point Motor



- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- *Digital version* available, that can be powered by either DC or DCC power sources.



The in-built terminal block means that installing the PM10 is a breeze, with no soldering required. The motor can be fitted either directly to the point, or under the baseboard.

The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handy screwdriver with the Value Pack, for use with the solderless terminals.

The *Digital version* (**GMC-PM10D**) comes complete with an accessory decoder and harness, with the same features and flexibility as the *Classic* version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



SEEP GMC-PM20 *Surface Mounted* Point Motor



- 'Plug and Play' installation with reversible 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- *Digital version* available, that can be powered by either DC or DCC power sources.

Designed with easy installation in mind, the **GMC-PM20 Surface Mounted** Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

GMC-PM20 has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor. Simply plug in the pre-terminated harness and connect the wires to your power source.



GMC-PM50 Connection Boxes (3)

Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



GM09RB Red/Black Twinned Wire
10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.



GMC-PM52 Point Motor Accessory Pack Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.

This is a useful pack for anyone using our GMC-M10/PM10D Point Motors. It contains extra extension pins and collars, screws, and a screwdriver which fits the terminal block on the PM-10, as well as ballast stickers to cover the hole in the baseboard.



GMC-PM51 Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)

This is a useful 10m reel of tripled wire; with red, green, and black wires together. Easier, tidier wiring for point motors.



GM612 45mm Hole Saw & Arbor for Point Motor Fitting

Great for drilling holes in your baseboard if you are fitting your motors directly to the track.

PRICES

Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue *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**

SEEP Point Motors

GMC-PM1	Point Motor with Built-In Switch	£5.95
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GMC-BPPM10	Classic Solenoid Point Motor (5 Pack)	£32.95
GMC-PM10D	Classic Solenoid Point Motor (DCC-Fitted)	£19.95
GMC-PM20	Surface Mounted Point Motor	£10.25
GMC-BPPM20	Surface Mounted Point Motor (5 Pack)	£47.95
GMC-PM20D	Surface Mounted Point Motor	£23.95

Point Motor Accessories

GMC-CDU	Capacitor Discharge Unit	£14.50
GMC-PM50	Connection Boxes (3)	£4.15
GMC-PM51	Point Motor Wire (Red/Green/Black) 10m Tripled (14x0.15)	£8.50
GMC-PM52	Point Motor Accessory Pack	£3.95
GMC-PM53	Harnesses for PM10D (2)	£4.15
GMC-PM60	Solenoid Point Motor Decoder/Harness	£17.25
GM09RB	Red/Black Twinned Wire 10m (14x0.15)	£6.25
GM612	45mm Hole Saw and Arbor	£3.65

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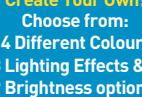
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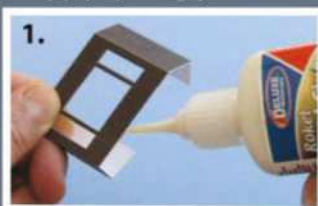
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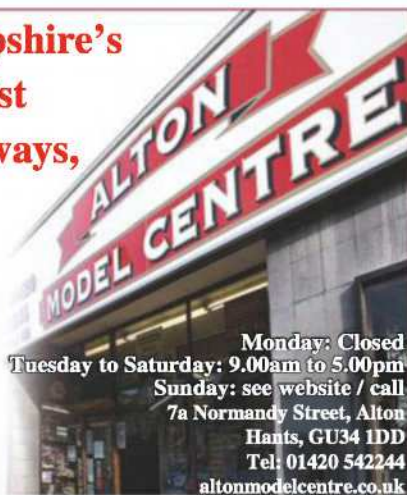


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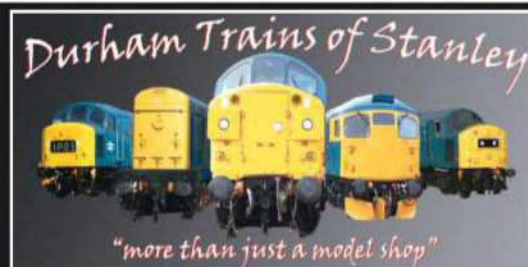
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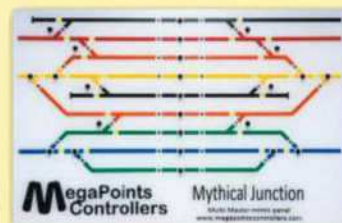
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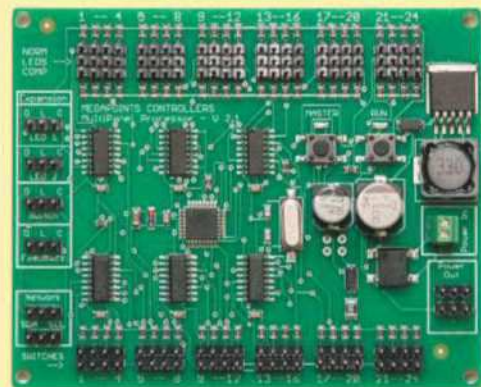
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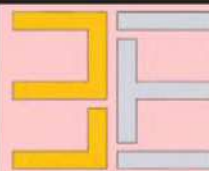
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ADVERTISERS' INDEX

AC Models	140
Albion Alloys	139
Alton Model Centre	138
Anoraks Anonymous	132
Bauer - Model Rail on iPad	142
C&L Finescale	137
C&M Models	138
Coastal DCC	135
C-Rail Intermodal	136
Crane Sheds & Summerhouses	142
Dapol	12
DCCconcepts	41, 107, 135
Deluxe Materials	137
Durham Trains of Stanley	138
Eileen's Emporium	139
Ellis Clark Trains	130-131
Exe Model Railway Society	140
Express Models	134
Finescalebrass	133
Fox Transfers	133
Freestone Model Accessories	134
Frizinghall Models & Railways	139
Frome Model Centre	136
Gaugemaster	122-123, 148
GFB Designs	132
Golden Valley Hobbies	113
Harburn Hobbies	141
Hatton's	14, 114-121
Heathcote Electronics	142
Hornby	2
Howes Models	139
Irish Railway Models	29
Isinglass Models	141
Kernow Model Rail Centre	30
Little Loco Company	141
Mega Points Controllers	138
Metcalfe Models	124-125
Mike Pett's Supercast	134
Model Railway Solutions	133
Modelrailwayscenery.com	132
Morley Controllers	140
Morris Models	135
Nelevation	137
Olivia's Trains	55
Osborn's Models	133
Perth & District Model Railway	134
Peter's Spares	140
Rails of Sheffield	126-129
Ron Lines	141
Scalescenes.com	132
Southwest Digital	136
The Hereford Model Centre	111
The Hobby Shop	137
The Junction Box	132
Tower Models	94
Townstreet	134
Trains4U	135
Train-Tech	136
Train-Tees	135
Warwick & Warwick	147
York Modelmaking	133
YouChoos	134

CLASSIFIED INDEX

Classified advertisers on pages 143-144

Addlestone Model Centre	Mercian Models
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Church Street Models	Monk Bar Model Shop
Coach Lighting	Nick Tozer Railway Books
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Present your case



If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: Thompson 'A2/3' 4-6-2 **Gauge:** 'OO' **Proposed by:** Keith Bryant

What is it?

One of the joys of my trainspotting days in the late 1950s/early 1960s was the sight of a Thompson 'A2/3' wending its way into King's Cross, or hammering through Wood Green with an express. Visually, these were rugged, impressive and powerful machines, if lacking some of the prettiness of their Gresley or Peppercorn compatriots.

Many described them as having an ungainly appearance but, as they say, beauty is in the eye of the beholder; certainly any model railway purporting to reflect the ECML's glory days is deficient by their absence. They were of their time and very fine performers on both freight and passenger turns.

The 15 'A2/3s' were all built new by the LNER in 1946/47. All were named in the LNER tradition after racehorses. The exception was the pioneer, No. 500, which was named after its designer. During my linesiding days, five 'A2/3s' were located at the southern end of the East Coast Main Line, with nine in the North East and one shedded in Scotland.

Sadly, there is a prejudice among some Eastern Region modellers towards Edward Thompson, whom they believe desecrated the work of Sir Nigel Gresley. Many claim that Thompson rebuilt some of the great man's locomotives out of spite, which Thompson always denied. This prejudice has, in my view, been reflected in the modellers' wish lists.

What would make it viable?

With 15 locomotives serving the LNER and BR for nearly 20 years, there's certainly plenty of scope for a significant variety of representations. As mentioned above, the class served along the length of the ECML on a variety of duties.

As big locomotives with tenders, there is ample space available for the installation of DCC sound and a speaker. For me, this class is a must as an ECML modeller and I am sure many others feel likewise.

Can I see a real one?

Regrettably, no. Three survived until as late as 1965, with No. 60524 *Herringbone* being withdrawn in February. Nos. 60512 *Steady Aim* and 60522 *Straight Deal* went for scrap in June of that year.



Have your say

Do you agree with Keith's argument? Go to www.facebook.com/modelrail or www.twitter.com/modelrailuk and post your verdict.

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Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



The new gallery in the Statfold Barn Railway's Grain Store museum. It contains ex-Dinorwic Quarry Hunslet O-4-OSTs *Michael* and *King of the Scarlets* (both still in ex-quarry condition) and ex-Penrhyn Hunslet *Gertrude*, which was sectioned for display in Canada. Under the balcony is ex-Great North of Scotland Railway Brake Third No. 31. ALL: JONATHAN ROBINSON



Richard Foster,
Editor

The Statfold Barn Railway is one of the preservation movement's best-kept secrets. It's a private railway, built on the grounds and estate of Graham Lee, and it's a Mecca for any narrow gauge enthusiast.

There are two main parallel running lines and trains appear to race each other up the hill to the main station. There's an engineering workshop that would be the envy of any preserved railway and the team seem to be able to turn a scrapyard wreck into a gleaming machine in no time at all.

There's also a 3ft 6in tramway that's home to a Burton & Ashby Light Railway tram car. The Grain Store is a huge narrow gauge roundhouse, crammed full of



Statfold's Grain Store contains this huge roundhouse for its operational locomotives. On non-operating days, the roundhouse is full, but with 20 locomotives in action during the March open day there was plenty of space inside.

Arnold Jung 'Mallet' O-4-4-OT No. 4878/30
Djatibarang No. 9, built for use in Java, accelerates away from Grain Store station with Bagnall 4-4-OT No. 2820/45 *Isibutu* at the other end. It will eventually draw level with the train, top-and-tailed by Hunslet 'Brazil' O-4-2STs No. 1842/36 'Howard' and No. 3902/71 *Trangkil* No. 4.

locomotives and rolling stock. Within the complex are old tractors, traction engines, huge American lorries and muscle cars. It really is one of the greatest places in Britain if you're into anything old and mechanical.

The SBR never stands still. I was still reeling from my summer 2017 visit when I decided to attend the March 2018 open day, where there were about 20 narrow gauge locomotives in steam.

Sure enough it had changed again, with a wonderful new museum gallery containing ex-Dinorwic and Penrhyn Quarry Hunslets recently repatriated from North America.

As the railway is private, to see it you'll have to attend one of the few public open events that take place during the year. Go to www.statfoldbarnrailway.co.uk and get yourself along to the next one - you won't regret it.

Modelling hours: 4

Note to self: There's always some merit to sticking with tried and tested methods - as my Airfix Victor will testify!



Chris Gadsby,
Staff
Writer

Rather foolishly I've decided to ignore the advice to 'start small' and have begun work on my first layout. A mere 20ft by 10ft, it incorporates the majority of Cardiff Central station (minus the two valleys lines on platforms 7 and 8), the Chirk Viaduct and aqueduct, a canal basin as the terminus of a narrow gauge section, a town scene with multi-layered station and a large depot complete with turntable. Thanks go to my dad for the use of his large loft!

It's only taken me three months of working at *Model Rail* for this project to really get off the ground, and it was fast-tracked when I bought a layout from a gentleman whose failing eyesight sadly precluded him from being able to use it.

I gained plenty of track, two locomotives, 15 wagons and coaches, Hornby RailMaster software with eLink controller and an extremely large collection of buildings.

Having everything in stock before the baseboards were erected has accelerated the process as I haven't had to wait for items to be delivered. The next job is to put DCC decoders into the locomotives and get the track wired up, but at least now I have some serious modelling hours to put in the box below!



My Cardiff Central track plan, minus platforms 7 and 8.

Modelling hours: 40

Note to self: Slow it down, write it down and learn from it!



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