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BR, Class 7 Standard 'Brittania' Class, 4-6-2, 70013
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The last mainline passenger train to be hauled by steam traction under British Rail, on August 11, 1968, the preparations for IT57 had been considerable; five operational steam locomotives had to be retained on the books until after the tour, their footplate crews rostered to work with steam for one last time. Behind the scenes, special commemorative tickets and brochures were being printed, while special 'British Rail runs out of Steam' posters, were distributed to stations.

2018 marks the 50th anniversary since the last steam hauled passenger train under British Rail was in service.

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MODEL RAIL

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Richard Foster
Railwayscenics' baseboard connecting plugs are in place... except in the fiddleyard. Gulp!



George Dent
George has struggled to keep his fish comfortable in the hot weather... but Percy the cat has found plenty of places to relax.



Chris Leigh
He's gone riding trains in Bear Country again. Don't pack marmalade or hunny in your pic-a-nic basket, Chris!



Chris Gadsby
Chris has been working with Dave and Peter on *How to Build a Model Railway* - see p106 to order your copy.



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



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



Dave Lowery
Professional model-maker Dave works on top secret projects for train builders and model manufacturers.



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



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

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



CHRIS NEVARD



The model railway hobby is mourning one of its true greats after model building master Allan Downes lost his battle with cancer on August 2. Allan's modelling techniques inspired generations in the *Railway Modeller* and, since 2001, in *Model Rail*.

It was a real privilege to work with Allan. He was a true gent, a friendly and welcoming host and fun to be around. But his stocky stature, slicked-back hair and gruff London accent always meant that he resembled, to me, a retired boxer – or possibly one-time gangster muscle – rather than someone who would talk passionately about brick papers or Scalelink window frames!

Allan's true genius, I felt, was in his ability to see modelling potential in everyday objects. Who else but Allan could look at a bottle-top and see a clock face? His other great skill was to combine very simple techniques to produce hugely complex buildings. I was astonished to find that his way to make mock Tudor buildings was to overlay black card shapes onto white.

Despite his own status in the hobby, Allan was quick to praise the work of others (he was a particular fan of Chris Nevard). And yet, I'd be gently chided that I hadn't given him enough space or cut too much from his copy (sorry Allan but *Model Rail* is a family publication!) and that his ego needed more massaging!

We'll miss Allan and our condolences go to his family. Turn to page 6 for our tribute to the man and his work.

Richard Foster Editor

Subscribe now and get a Draper modeller's toolkit and cutting mat!

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

Life's better with *Model Rail*

Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Every issue, we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own range of models - see p14 and 104.

From the archives MR23, Sept 2000

It's a horrible phrase but the model railway world is still reeling from Hornby's game-changing 'OO' gauge 'Merchant Navy'. Hornby's Don Gray describes how important Computer Aided Design and stereolithography was to the development of the model.

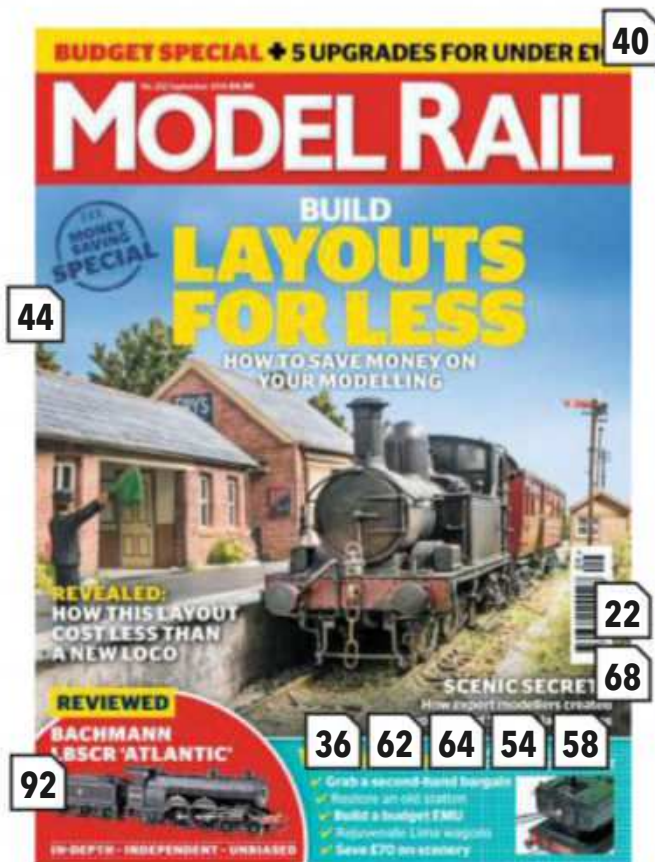
Star review: A1 Models' 4mm:1ft Class 14 etched kit
Masterclass: LNER Gresley 'V2' 2-6-2



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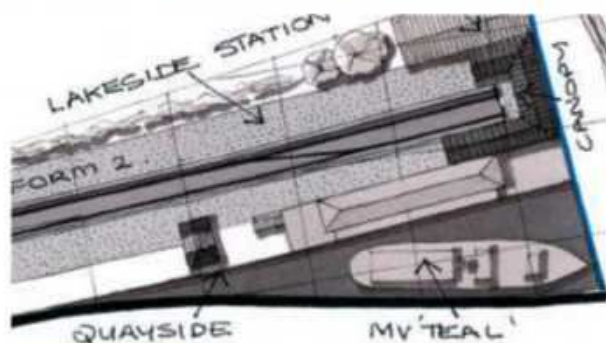
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Opening the box

The latest happenings from the world of model railways

Allan Downes with his
trusty Fender Stratocaster
- and the model buildings
that have inspired
generations of modellers.
CHRIS NEVARD



ALLAN DOWNES

1935-2018

Chris Leigh presents a tribute to
master modeller **Allan Downes**.

was fascinated by Allan's model-making from the days when he first started submitting to *Model Railway Constructor*, back in Steve Stratten's time in the 1970s. In those days, he created stonework using fire-clay cement. Later came the magnificent cathedral, its rose window made from the lid of a margarine tub. Like most great artists, Allan had his ups and downs and would disappear from the scene – sometimes for several years – then pop up again with something sensational.

Allan approached me when I was editor of *Model Rail* as he wanted to show off some of his latest offerings. To give it a nice rural feel, I called the series 'The Downes Way'. I went to his home on to or three occasions, and recall being squashed inside the door of his garage workshop while I held up a huge white backscene behind his model of Scunthorpe Steelworks. The inside of the garage was a dull grey-brown colour from floor to ceiling where Allan had expended countless cans of red oxide and grey primer to get the effects he wanted. You could taste the fumes in the air!

Much of the steelworks was made from recycled odds and ends, yet it looked exactly right. A few minutes later I managed to knock a fine whitemetal horse and cart off the front of his layout. It didn't stop him giving me a number of his buildings to sell for charity. I still have one or two of them, awaiting a suitable opportunity to sell them for a sensible price.

I couldn't resist buying his Tintagel Post Office, which is the only model I have in my sitting room. He gave me a massive wooden industrial structure – a North American sawmill – but the one Downes structure I've never owned was one of his cottages, much as I would have liked to.

Allan's modelling was quirky. He never finished bits that you wouldn't easily see. Tintagel Post Office, for instance, has no slates on the back part of its roof.

There was one subject on which we never agreed. He never put any interior detail in any of his models and I tried to convince him that the addition of some simple curtains inside the



Above: Allan didn't just model 'chocolate box' cottages... The famous 'queens' blast furnaces at Scunthorpe steelworks inspired this model, which features Plastruct girders, sprues from kits, bits of drainpipe and old aerosol cans! MARTYN BARNWELL

windows would make a big difference. I never succeeded. Perhaps he felt it would slow him down, and it was the speed at which he worked that gave his creations their character.

He had a stroke some years ago, and it seemed that would be the end of his model-making but, amazingly, aged 80, he made a comeback and his recent models, including those black and white half-timbered structures from Chester and Ludlow, are surely some of his best.

Allan was one of a kind. Artistic, creative, eccentric – certainly. I was told that he was banned from York racecourse after he drove his Land Rover across it to make a hasty exit.

For many years, he's been known to us all at *Model Rail* simply as 'Downesy'. Successive editors, and photographer Chris Nevard, were invited to his home to see his latest creations.

He was always welcoming, jovial and friendly, and when it was time for us to go home, he would pick up his guitar and fill the house with *Apache*, sounding for all the world like Hank Marvin.

Sincere condolences to his wife and family.

Below: Allan liked to build layouts on 6ft 6in by 2ft 9in wooden doors from Wickes. This layout was typically Allan: "It inspired me to have a go and build a little quayside but, being me, I went over the top and included castles, warehouses, villages..." CHRIS NEVARD



I REMEMBER ALLAN...



DAVE LOWERY

He was a proper character, who created his own niche with his superb buildings and scenes, setting a standard for us all to try and achieve. I have great memories of sitting alongside him at an exhibition in Wigan, listening to his superb tales. He kept us in stitches. Lovely man, great modeller.



PETER MARRIOTT

Allan collected me from Scunthorpe station in a 4.2l Mercedes-Benz. I had to share the front seat with a load of planed wood ("these are for the chimneys I am making"). He loved the car, and demonstrated its handling through some flowing 'S' bends!

He was happy to pass on all the lessons that he had learned and was always keen to learn from others. He wanted me to teach him the secrets of planting static grass. The best tip I could give him was to switch the applicator on!



BEN JONES, FORMER MR EDITOR

No encounter with Allan was ever anything less than memorable. Not so much a modeller as a magician, he'd create stunning models in the time it would take most of us to figure out how to open the box.

He was at the centre of some of my favourite (but unhealthiest) days working on *Model Rail*. One of my favourite memories is being trapped in the back of his garage-cum-workshop for hours on a sweltering summer day, holding up a giant piece of white polystyrene as a reflector while Martyn Barnwell photographed one of Allan's masterpieces and Allan liberally sprayed all sorts of (possibly toxic) materials around on his next project.

Madder than a wasp trapped under a pint glass, he was also great company, full of energy and always ready with a joke or a story. Captivating, multi-talented and truly inspirational, he will be much missed.



MIKE HARRIS, FORMER STAFF WRITER

Allan's gift was his infectious personality – his character formed the foundations of his models. From the moment we met, he treated me like an old friend and never failed to have me in stitches. He'll be remembered for his peerless talent as a modeller, but it's his undeniable charm that we'll miss the most.



ALLAN'S MODELLING MOTTOS

1. Keep it simple.

2. Don't model what you can't see.

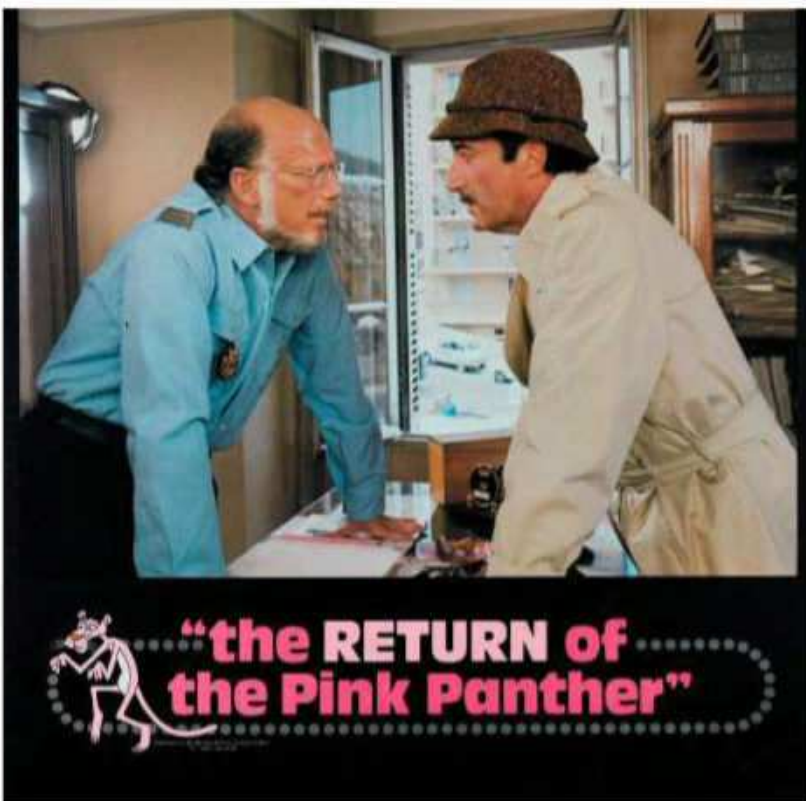
3. Do whatever it takes - if it's going to take ten windows, give it ten windows and not nine!
4. Measure twice, cut once.

5. Always work to the nearest millimetre, not the nearest ½-mil.

6. Always use the architectural 'rule of thirds'.
7. Always ensure consistency throughout so that nothing on the layout catches the eye - either because it's better than everything else - or because it's worse!



One of Allan's favourite tales to recount was how he turned down the opportunity to do the modelling for *Thunderbirds*. He also managed to lose some whitemetal ducks supplied to him by Harrods on behalf of the Queen...
MOVIESTORE COLLECTION LTD/ALAMY



Among Allan's film credits was a castle, built for the 1975 film *Return of the Pink Panther*. COLLECTION CHRISTOPHEL/ALAMY



Above: Tintagel's famous post office - beautifully captured by Allan. It used his favourite technique - covering 2mm card with fire cement and cutting stone shapes using a homemade resin press.
CHRIS NEVARD



Left: Another of Allan's favourite techniques was to treat Wills plastic sheet with Colron Georgian Media Oak wood dye, misting on some Halfords black aerosol, dusting on some talcum powder and sealing with varnish.
CHRIS NEVARD

Below: The one that got away: Allan always wanted to model the Midland Railway's hotel at St Pancras.
JOHN WARBURTON-LEE
PHOTOGRAPHY/ALAMY



CHRIS NEVARD

A day with Allan was always a joy, for he was such great company. He very much shattered the stereotypical image of solitary, socially challenged railway modellers - especially when he cranked up the volume on his Fender Strat!

Even though I'd visit every few months, Allan would have built a huge number of new buildings in that time, and quite often layouts too. His techniques might be speedy, but the finished products never looked rushed.

Using layers of PVA glue to replicate water was one of the first techniques I learned from Allan - gone were the days of messing about with smelly yacht varnish. Allan's use of Halfords primers for speedy weathering has rubbed off on me too.

I have a humble signal box that Allan gave me on one of my first visits. It lives on my mantelpiece and it's the only model that's ever been allowed to take up a permanent position in the living room - it's that good!



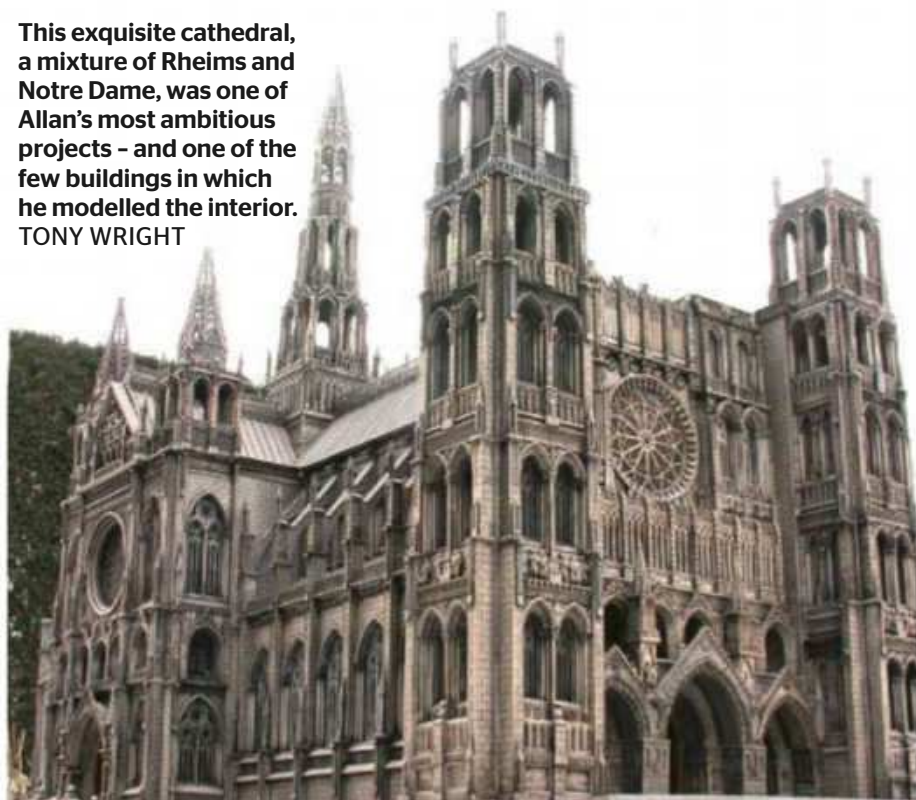
GEORGE DENT

Allan's work was one of the main draws for me when I became a *Model Rail* reader in 1999.

His models and dioramas really blew my mind. Some stand-out examples include a huge steelworks and a lovely rendition of Dartmouth. I certainly learned a few tricks from him over the years.

One could never call him a 'rivet counter', but he always managed to capture the quintessential character - the essence - of a place or building without being overly obsessive. As a modeller, I know how difficult that is to pull off, yet Allan made it all look so easy.

This exquisite cathedral, a mixture of Rheims and Notre Dame, was one of Allan's most ambitious projects - and one of the few buildings in which he modelled the interior.
TONY WRIGHT





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GAUGE

CLAY TIME FOR KERNOW

Kernow Model Rail Centre is to produce the four-wheel PRA china clay wagon.

The 14 wagons were built by Standard Wagon in 1983 using underframes from redundant Portland Cement PVV vans. Numbered RLS6303-16, they were used on Anglo-Scottish china clay traffic for Wiggins Teape.

Two liveries are being produced: original all-over grey, including underframes and buffer shank and a later livery with black underframes. The models are being made by Kernow's Chinese factory and will feature lots of separately fitted detail and etched parts.

Price: £39.99 **Availability:**

Kernow Model Rail Centre
Tel: 01209 714099

Web: www.kernowmodelrailcentre.com



WIN WITH MODEL RAIL

We at *Model Rail* wish to thank our thousands of loyal subscribers by offering some exclusive competitions over the next three months. We kick off this month with a chance to win our Mystery Box, a 68cm by 42cm by 30cm container crammed with modelling accessories.

This competition is only open to *Model Rail* subscribers and only takes place online. To ensure you are in with a chance to win,

go to www.greatmagazines.co.uk/solo to register your name, e-mail address and customer number*.

We will send out the first e-mail to win the Mystery Box around September 20 2018, so make sure you register your e-mail address before this date.

* This is on the cover sheet included with your magazine. If you can't find it, call our customer service centre on 01858 438884.



NOCH MAKES WAVES

Noch has unveiled three new products designed for making realistic water. There's Artificial Water XL (60874), a 500ml tub of water fluid, while Waves & Billows (60861) is designed for making, as its name suggests, waves, and

Foam & Spume (60862) is for frothy, disturbed water.

Price: 60874 £27.50; 60861 £12.00; 60862 £8.75

Availability: Gaugemaster

Tel: 01903 884488

Web: www.gaugemaster.com

'47' AND '31' CLASSICS

Kernow Model Rail Centre has commissioned two new limited edition classic diesels from both Hornby and Bachmann respectively. In stock now is Railway Technical Centre Class 31 97204 (formerly 31970) from Hornby (R3675), while Bachmann

Class 47 47537 Sir Gwynedd/County of Gwynedd in weathered 'large logo' blue (31-662Z) has reached the decorated sample stage.

Price: R3675, £169.99; 31-662Z,



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GAUGE

from £169.99 **Availability:** Kernow Model Rail Centre
Tel: 01209 714099 **Web:** www.kernowmodelrailcentre.com



ROAD TO PERFECTION

You can now make better looking roads using these innovative products from Noch. You can use its Road Construction Paint (available in two shades) to make contemporary roads, as you can apply it to your layout using a paint roller and detail it with suitable white lines using stencils.

To make older road surfaces, Structure Roads comprises cobbles and stone pattern sheets made from quartz sand and rock powder. This guarantees a natural surface look and feel, as well as a realistic appearance and a very high UV resistance.

Price: Road Construction Paint, £10.50; Paint Roller, £5.50; Structure Road pieces, from £13.50
Availability: Gaugemaster **Tel:** 01903 884488
Web: www.gaugemaster.com



SIMPLE SIGNALS

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GAUGE

Electronics specialist Train-Tech has developed a new range of British-outline ground signals for both analogue and digital control systems. The analogue GK range requires some assembly, but the DCC GS versions simply connect to either your track or DCC power bus and can be set up in seconds using Train-Tech's 'one-touch' system. The latter are designed to work with Train-Tech's Track Sensor, which can change the signal automatically. A special mounting cap makes it quick and easy to mount the signal on almost any baseboard through just a 10mm hole.

Price: Train-Tech GK ground signals, from £16 each; GS DCC ground signals, from £35 each **Availability:** Train-Tech stockists or www.dcpexpress.com



LOUD AND PLOUGHED

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GAUGE

Irish Railway Models is to offer its forthcoming Irish Rail ballast plough (MR247) in original CIÉ condition. The five 'ploughs' were introduced in 1978 to replace older vehicles and lasted until 2013.

IRM's new model will sport original half-sized verandah doors (later fitted with full-height doors) and won't have protective mesh over the glazing. They will share the same level of detail as the later version, including full interior detailing and controllable interior and exterior lights.

A twin-pack of ballast ploughs in CIÉ yellow will retail at €119.95. Delivery is expected during 2019.

Availability: www.irishrailwaymodels.com



DISTRIBUTION SOLUTION

New from Faller is this 'HO' scale distribution centre plastic kit. Although it comes with UPS branding, this kit could be adapted to suit any supermarket or logistics provider.

Product code: 130785 **Price:** £48.00

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



Bookshelf essentials

If you like fun facts, then you'll like some of the snippets that Ray Hamilton has dug up for his latest book, *For The Love Of Trains*.

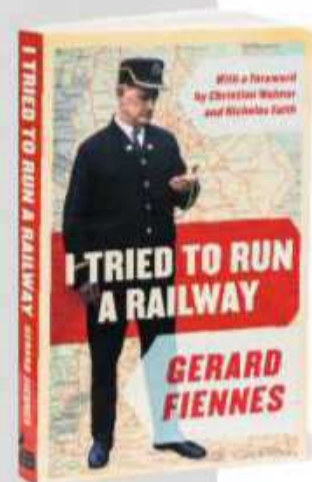
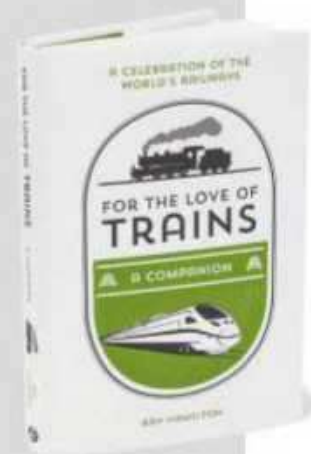
Did you know that the Wuppertal Suspension Railway in Germany once carried a baby elephant? Or that Wagons-Lits founder Georges Nagelmackers competed in the 1900 Paris Olympics?

Sadly, it doesn't offer much to for the serious railway enthusiast and makes common mistakes (such as referring to Pullman cars as carriages). But it could be a potential stocking filler if you're already planning your Christmas shopping.

Price: £9.99 **Availability:** Summersdale Publishers Ltd, 46 West Street, Chichester PO19 1RP **Web:** www.summersdale.com

I Tried To Run A Railway should be on every railway enthusiast's bookshelf, especially now that it's been reprinted as a handsome paperback. Gerard Fiennes was a maverick among BR managers, becoming chief operating officer to general manager of the Western Region. His tale of getting BR management to release the first 'Britannias' to the Great Eastern Main Line is almost worth the cover price alone - as are recollections of his run-ins with driver Bill Hoole.

If you want to learn about the politics behind BR, this is the place to go. **Price:** £10.00 **Availability:** All good railway bookshops.



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



Orange alert

They may be 20 years old but Class 66s are still receiving new liveries. Freightliner has ditched its famous green and yellow colour scheme for this pale orange and black number, based on the house colours of parent US company Genesee & Wyoming. The new livery will be rolled out to the rest of Freightliner's fleet, including Class 70s, 86s and 90s. PAUL BIGGS



Express delivery

TransPennine Express Class 800/2 802201 is the first of 19 five-car electro-diesel sets being built by Hitachi in Japan. Capable of 125mph on diesel and 140mph on electric, '800/2s' will run from Liverpool/Manchester to Newcastle/Edinburgh from next summer. 802201 is the only '800/2' in the UK and started undergoing tests on the main line in mid-July. HITACHI



Lady in red

The Keighley & Worth Valley Railway has turned out Ivatt '2MT' 2-6-2T No. 41241 in the red livery it carried on the reopening train 50 years ago this summer. The branch from Keighley to Oxenhope reopened on June 29 1968 and No. 41241, together with 'USA' No. 30072, hauled the first train. Bachmann offered its '2MT' in this livery as a limited edition in 2008 (31-450K). COLIN BARRETT



Sentinel survivor

Anyone who has a *Model Rail* Sentinel will soon be able to experience what it's like to ride behind one. Sole-surviving 'Y1' 4wVBT No. 68153 is nearing the end of a lengthy overhaul at the Middleton Railway in Leeds. Virtually identical Sentinel (ex-GWR No. 12) *Isebrook* is under heavy overhaul at the Buckinghamshire Railway Centre. IAN SMITH

► Touchdown for TPE Mk 5s

TransPennine Express unveiled its new Mk 5a coaches at Velim test track in the Czech Republic in April... and now the first set has arrived in the UK. TPE has ordered 13 Mk 5a sets, and each one comprises a Trailer First (numbers 11501-11513), two Trailer Standards (12701-12739) and a Driving Trailer Standard (12801-12814). The sets are fixed and traction will be provided by 14 Class 68s (68019-32). Mk 5 Caledonian Sleepers, also built by CAF in Spain, are in the UK and undergoing testing. TPE



► Temporary role for Mk 3s

TransPennine Express plans to operate Class 68s with Mk 3 coaches for a few months this year until the Mk 5a coaches are ready to enter service. Crew training trips offer the opportunity to model some colourful trains, such as this one which ran between Waver-tree Junction and Crewe Carriage Sidings on May 24. The train comprised two Class 68s in DRS blue, three Mk 3s from Virgin's 'Pretendolino' set and a Mk 3 from Greater Anglia. TERRY EYRES



► Turbostar taster

Here's an interesting image to whet your appetite in anticipation of Bachmann's forthcoming Class 170 DMU. Some 17 ScotRail Class 170/4s are to be transferred to Northern but, as yet, only three have made the move and 170476 is the only one to enter service. Northern's livery suits the 'Turbostar's' lines as it stands at York on May 21. ASHLEY BLUNT



► Model inspiration

How about this for an intriguing scene worth modelling? South Western Railway has introduced a new Saturdays-only service from Basingstoke to the delightful station at Corfe Castle on the preserved Swanage Railway. This service, which is set to run until September 8, brings SWR Class 159s to the beautifully restored Southern Railway station that lies in the shadow of the ruined castle, built by William the Conqueror. You can find the new service on National Rail Enquires, which is a neat twist given that BR declared the Swanage branch surplus to requirements in 1972. There were even plans to build a bypass through the site. MARK PIKE

STEAM
RAILWAY

Keep up to date with the real railway and the preservation scene with *Model Rail's* sister titles *RAIL* and *Steam Railway*. To subscribe, go to www.greatmagazines.co.uk

RAIL

Exclusive to
Model Rail

Model Rail's 'USA'

Model Rail's MR-111 'USA' O-6-OT No. S73, produced exclusively by Bachmann, is a beautiful representation of the real thing and a worthy addition to your collection.



'USA' of the month

MR-111 'USA' O-6-OT No. S73 British Railways unlined black

This short-lived colour scheme bridges the gap between the post-war Southern Railway and the early days of British Railways. Southern Railway No. 73 retained its number but with an 'S' prefix to denote 'Southern Region'. Bulleid 'sunshine' green and yellow lettering was applied only to the tank sides, and spelt out 'British Railways' rather than simply 'Southern'.

The colour scheme was replaced by its new number, 30073, and BR's 'cycling lion' emblem in 1951.

No. 30073 would become one of the most popular 'USAs'. It was the first of the class to undergo alteration in March 1948 when it was fitted with a modified bunker and regulator 'to the requirement of the Docks and Marine Department'. It remained at Southampton until June 1963 when it was transferred to

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0-6-0Ts

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£116.95 price for subscribers

Original clack valves

Original grab handles

Vacuum and train heat pipes (not shown)

Eastleigh before being withdrawn in January 1967 and sold to Cashmore's of Newport. It was also the most popular locomotive of the fleet to take part in special workings, participating in eight between 1960-66.

'USAs' TO CHOOSE FROM

IN STOCK NOW

Price: **£124.95**

£112.46 price for subscribers



MR-101
No. 1968,
USATC black

MR-105
'S100' 0-6-0T
No. WD300
Major-General
Frank S. Ross



MR-107
No. 36, National
Coal Board
black

MR-109
No. 30067, BR
unlined black,
late emblem



MR-110
No. DS237
Maunsell,
BR Departmental
green

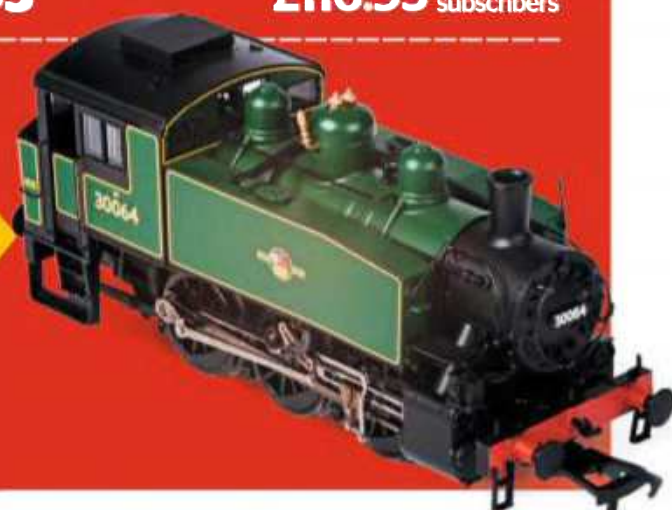
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The real thing in Renshaw's publicity photograph. The sleeping cars were maroon and the wagons were yellow with red lettering, shaded blue. CHRIS LEIGH COLLECTION



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!



Mostly hand-lettered, on both sides, my Barnum & Bailey advance car just needs bogies and couplings and a general tidy-up.

Just before he went off for a holiday week in France, my son and I got into a conversation about movies. As usual, I was bemoaning the fact that, despite there being around 75 channels on Freeview – and one or two of them with signals actually strong enough to penetrate the digital wilderness that is East Northamptonshire – I could seldom find anything worth watching. I mentioned scrolling through new additions to the iTunes list and he asked if I wanted to borrow *The Greatest Showman*, which he had on DVD.

This is a modern Hollywood musical based around the story of Phineas Taylor Barnum (1810-1891). Barnum was, of course, one half of Barnum & Bailey, whose 'Greatest Show on Earth' was a massive circus with a three-ring big top which toured by train around the turn of the 19th century.

The European tour required new rolling stock and W.R. Renshaw of Stoke-on-Trent built the four trains totalling more than 60 bogie vehicles. In order to accommodate the huge horse-drawn wagons, the 30-plus flatcars were longer than any then running in the UK, and for ease of loading from ground level they ran on very small wheelsets, cast in Germany.

There were also bogie stock cars for the horses, a camel car and three huge elephant cars.

The circus tour of the UK was a logistical masterpiece. At each town the show began with an afternoon parade through the streets followed by a huge display of outside stalls, sideshows and caged animals. As the evening performance took place inside the big top, the outdoor show was dismantled and moved to the railway yard where it was loaded and the trains dispatched to the next location.

Even as the crowds departed the site, the big top came down and was loaded onto the horse-drawn wagons and taken to the railway yard. From there, the last two trains, including the eight sleeping cars of staff and performers, departed for the next town where, after an early morning arrival, the whole procedure was repeated.

Despite its 'political incorrectness', the GSoE has long fascinated me. I once stumbled across photographs of the British train without knowing what it was. The research to identify and understand what I was looking at was utterly enthralling.

After the GSoE returned to the USA, many of the railway vehicles were used by Buffalo Bill's Wild West, which toured the

UK around 1905 and was owned by Bailey. After that, the trains were split up and sold. Many went to the Alexandra (Newport) Docks & Railway, where the elephant wagons became transit vehicles for grain storage and several sleeping cars became trailers for the railway's railmotors. Rescued at the behest of preservationist D.M. Rouse, one of these coaches, which had become a bungalow in Devon, is now stored as part of the Welsh Museum collection.

The GSoE had one vehicle which travelled on its own, and that was the advance car. It ran several days ahead of the show so that its staff could provide all the advance publicity.

The meticulous operation by both the circus and the numerous pre-Grouping railways which moved the train became legendary. The show never missed a performance, despite the British weather and the fact that it toured some surprisingly small towns, often up to 150 miles apart.

Way back in the 1980s, I began to build some of the cars. Only the body of the advance car survives as a reminder of the days when the prospect of carrying out the lettering by hand did not deter me.

Perhaps I should finish it off?

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

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Modelling Lives

Tales from the world of professional model makers.

Paul Tudor on why 'old' doesn't necessarily mean 'hopeless'.

If you were to ask my supportive but long-suffering wife to list two of my traits, I suspect she'd say that 1) I'm a hoarder and 2) if there's a bargain bin somewhere then I've probably got my head in it.

Suffice to say, these aspects of my personality – let's not call them flaws – have carried over into my modelling life, with the majority of my rolling stock having been found cheaply, hoarded and turned into usable and charismatic items through inexpensive and enjoyable processes.

Take the Tri-ang Fowler 'Jinty' for example. First released in 1955 and in production – in one form or another – for 20 years, there are still thousands of them around, albeit in less than perfect condition. As a younger modeller wanting to improve his skillset, the humble 'Jinty' was a godsend to me and, with the easy availability of etched and resin aftermarket items, the basic model can be easily improved.

As produced, the 'Jinty' features moulded horrors such as coal and hand rails, numbers, and even lining. There are no bufferbeam details and the ugly mounting to the rear chassis is an eyesore. All of these can be altered or carefully removed with a razor saw and scalpel, and new items attached – the change can be incredible.

Above: Paul Tudor enjoys nothing better than giving a new lease of life to older models. This 40-year-old Mainline 'J72' has received plenty of new detail fittings and a repaint, plus a replacement Bachmann chassis, allowing it to run as well as it looks.

On the mechanical side, the 'Jinty' uses the supremely reliable X.O4 motor which is easy to maintain and strip down, as is the basic Tri-ang chassis, which was used on all of that firm's 0-6-0 models, lasting well into Hornby days. Virtually every mechanical part is easily interchangeable, so if anything goes wrong it's often just a few minutes' work to repair. In fact, that's one of the great aspects of pretty much the entire Tri-ang range.

“Why do I put myself through this? It's a challenge to see what can be made from the proverbial sow's ear”

It's worth bearing in mind that early Tri-ang models had solid wheels; fully spoked ones weren't introduced until years later. These will need replacing. Early production examples are also made with plastic which is very susceptible to warping, so look carefully for distorted bodysells.

I've mentioned Tri-ang, as its products are the most basic in many cases, although that's not always true. Its rolling stock, such as the

BR Mk 1 Sleeping Car and four-wheel horsebox are lovely. There are other manufacturers out there though, and items by Airfix, Hornby, Lima and Mainline can now be found for bargain prices.

I like Mainline's detailed bodies, and it's telling that Bachmann took over many of the moulds and added improved chassis. The weak point with Mainline is the running gear, and if you can find the equivalent Bachmann chassis cheaply you can have a lot of fun. Mainline bodies need a lot less work in most cases and, for those wanting an affordable parallel-boiler 'Scot', 'Peak' or 'J72', I would say look no further.

So, why do I put myself through this? It's a challenge to see what can be made from the proverbial sow's ear, and it's helped me hone my modelling skills no end.

Mainly, though, it's the pleasure of seeing a once-loved item being cared for again, often after many years. I'm sure I could buy the latest release from Hornby, Dapol or Bachmann, but I wouldn't enjoy them half as much.

MODELLER'S CV

Paul Tudor has been a keen modeller ever since he received a Tri-ang 'Jinty' at the tender age of ten, and he's never looked back. His 'OO' gauge layout, 'Bempton Park', is heavily influenced by Crewe North shed, with a strong London Midland Region flavour. His first 'Jinty' is still running today.

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Down to a **Fyne art**

Inspired by a trip to the shores of Scotland's Loch Fyne, **David Harrison** embarked on a layout that he hoped would be small and easily portable. The result is anything but...

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



LAYOUT **INVERCALLEY**

VITAL STATS

Layout:
'Invercalley'

Size: 15ft by 2ft

Gauge: 'N'



Have you suffered from this? You build a layout, start exhibiting it, and then you see something that inspires you so much that you want to rip it up and build something else?

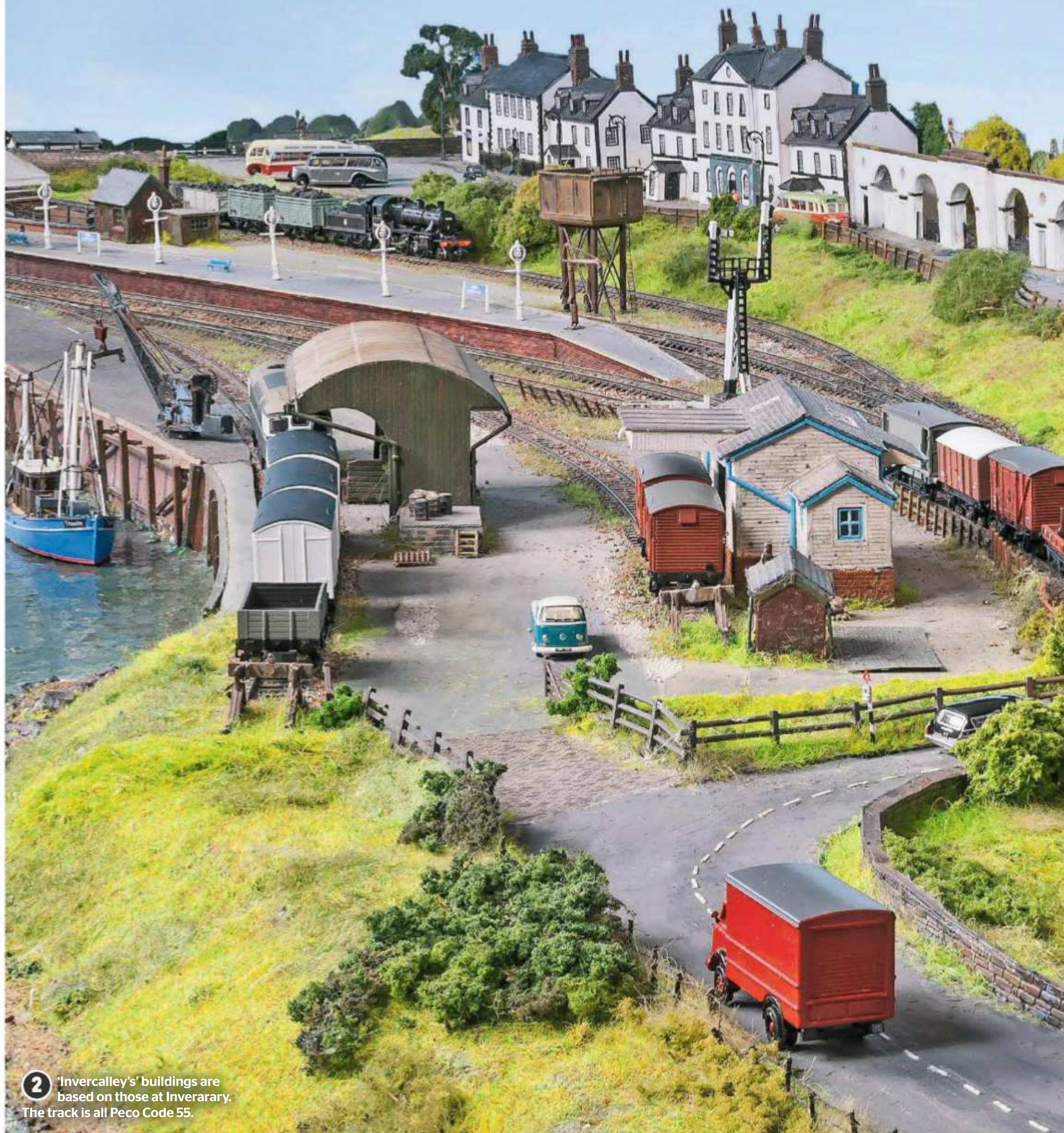
Inspiration came to David Harrison on a visit to Inveraray, the beautiful little town on the shore of Loch Fyne. The handsome white buildings stand some way away from the water's edge – it almost looks as though there is enough room there for

a small branch line terminus... just like one in Ian Futers' *Scottish Layout Projects* book.

The desire to give Inveraray a railway drove David to build 'Invercalley' while still exhibiting his other layout.

"Once I saw the plan for the layout in Ian's book, that really set me going," admits David.

"I adapted the layout slightly to include a run-round loop and sidings, and changed the name so that, even though it was based on Inveraray, ➤

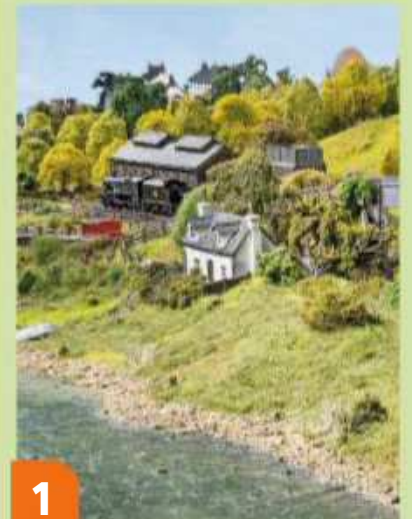


2 'Invercalley's' buildings are based on those at Inveraray. The track is all Peco Code 55.



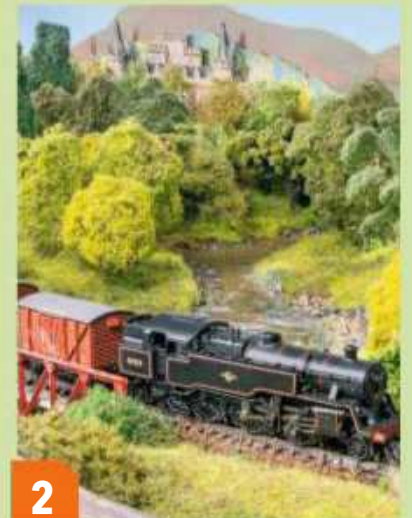
JACK HOBHOUSE/ALAMY

3 things we like



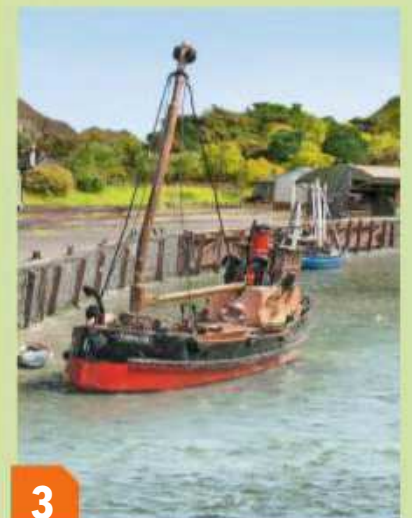
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Trees form an effective way of hiding the edge of the backscene.



2

David has also included Inveraray's stunning castle, albeit in low relief.



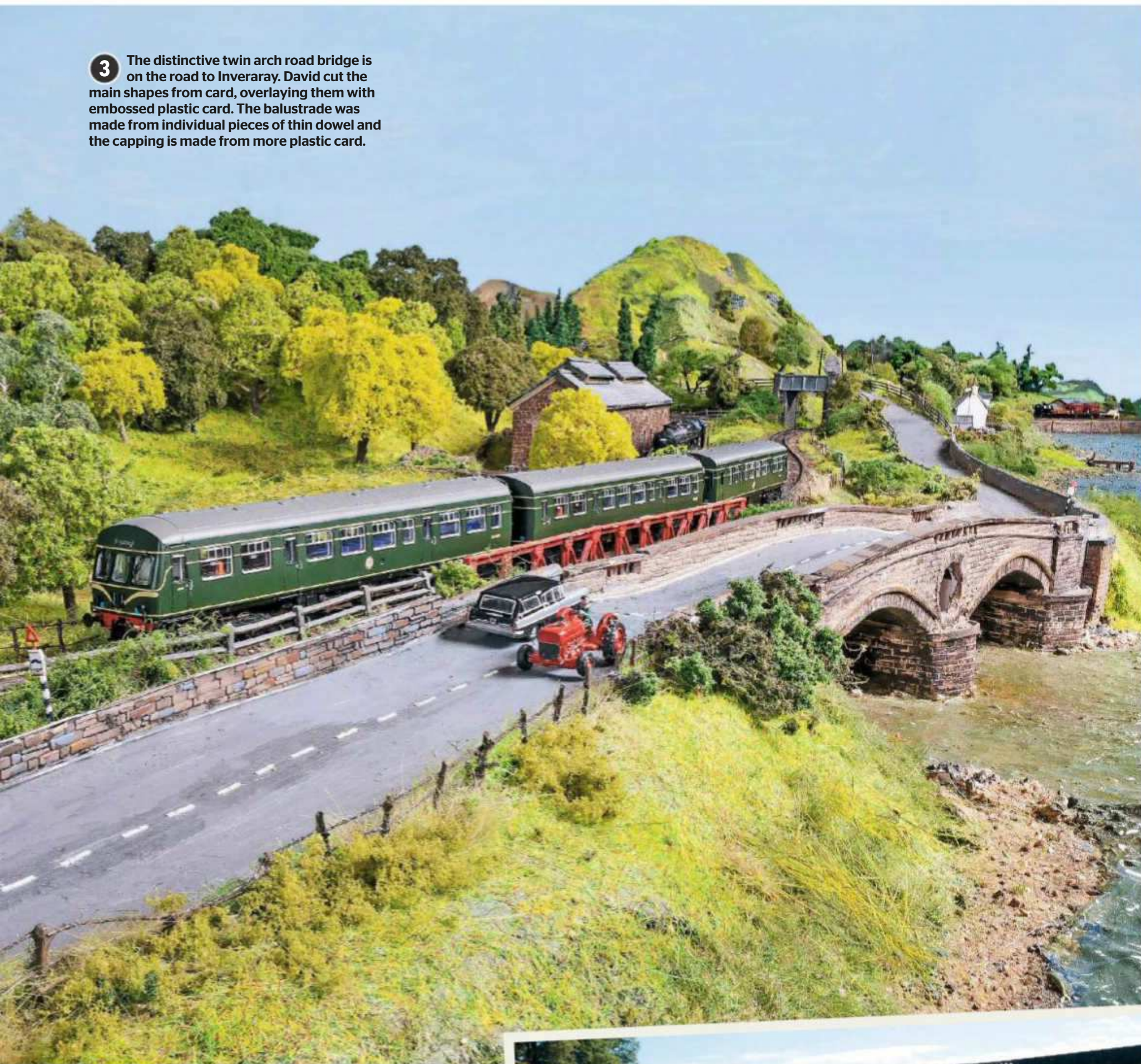
3

The boats are from various manufacturers, including P&D Marsh and Langley.

What makes this layout great?

The key to a fictional layout is to make it entirely plausible that a line would have existed there. David has done just that with 'Invercalley'.

3 The distinctive twin arch road bridge is on the road to Inveraray. David cut the main shapes from card, overlaying them with embossed plastic card. The balustrade was made from individual pieces of thin dowel and the capping is made from more plastic card.



I wouldn't be tied down to the specific location."

The layout's name was derived from several sources, including a dog he once owned called Calley, and the fact that he supports Inverness Caledonian Thistle football team.

BEST LAID PLANS...

Despite the nearest railway to Inveraray being the West Highland Railway, 'Invercalley' depicts a fictitious Caledonian branch from the Callendar & Oban line. David envisioned a much smaller layout than he ended up with.

He explained: "The plan was to make a layout that wouldn't need three people to load into a van. The scenic section is 15ft by 2ft, with the fiddleyard branching off at 90° on the right-hand side to make an L-shape. This is about 4ft long, making the whole layout 6ft long on that side. ➤



ALAN SKENE/ALAMY



4 Tight curves and narrow cuttings are typical of Scotland's railways - which help create a very effective scenic break.

5



6



“The locomotives are run on DCC but I’ve left the points on analogue to give me two completely different circuits”



“The original layout was only 9ft long. Then I added another baseboard inspired by the locomotive shed at Kyle of Lochalsh. That brought ‘Invercalley’ up to the length it is now.”

DUAL OPERATION

‘Invercalley’ allowed David to dip his toe in the waters of DCC. Trains are controlled by digital, but the point motor wiring uses 12V analogue wiring for ease of familiarity.

“I’d never built a DCC layout,” David explains, “but was keen to keep up with technology and wanted to give it a go. One of the best things about it is that I can have two locomotives on the same track and bring them up to one another. I use two Gaugemaster Prodigy controllers, so that one operator can be performing manoeuvres in the sidings while the other is running the main line.

“I tried several different DCC controllers and, in the end, decided on the Prodigy because I found it the simplest to use. With it being an end-to-end layout I don’t have the luxury of being able to leave a model running round and round, so having two operators keeps the interest levels up when it’s at exhibitions.”

The layout took just over two years to build. Among its most striking features are the waters of Loch Fyne and the large hill on the right-hand side.

“The water has a base of 3mm plywood coated with Artex, which is creamier than normal plaster,” says David. “Once I’d pasted it on I used a small paintbrush to stipple it and make the waves.

“The good thing with Artex is that it doesn’t sink once it’s been manipulated, so the waves held. I could then paint it with acrylic paints and apply a coat of varnish every day for a week. The result is effective and the water is quite reflective when the light is on it, adding to the realism.

If making the water sounds rather straightforward, the hill proved more problematic.

“The main hill is made from corrugated cardboard which I shaped until I had the contours I wanted. This took a few attempts to get right – ➤

LAYOUT INVERCALLEY

I kept making it too large and it dominated the scene.

"When I'd got a hill shape that I was happy with, I covered the formers with plaster bandage, which doesn't take too long to dry. Putting plaster on the top of the bandage adds to the strength of the structure. I then painted it and covered it in scatter material. I don't have a machine to apply my static grass, so I coated the hillside in PVA glue before sprinkling the grass onto it.

"An old toothbrush was used to manipulate and tease up the grass. The rocks in the hills are just scribed into the plaster using a flathead screwdriver."

FACT MEETS FICTION

The buildings on David's layout are all based on those found along Front Street (the A83) at Inveraray. They have been scratchbuilt using a cardboard carcass with a printed exterior, with details such as drainpipes added to make it more three-dimensional.

David took photographs of the real buildings square-on, and paced them out (much to the bewilderment of tourists!) so that he could convert them into feet and inches and then scale them down to the correct size for 'Invercalley'.

The tiles and chimneypots are Ratio 'N' gauge products, and the architecture and stonework of the

station is based on that found at Dalmally. It wouldn't normally fit in with the rest of the architecture at Inveraray, which wouldn't have stones in that style, but David has blended them into his layout well and they don't look out of place. He incorporated castellation into the roof of the station to further add to the Scottish 'feel' of the layout.

Several areas of the layout took several attempts to get right. David laid the track before the platform before deciding that the platform looked too wide, so he took it all up again and relaid the track. David remodelled some of the buildings three times!

David admits that he really enjoys all the research that goes into building a layout like this and gets satisfaction from people recognising the location. He even met one person who didn't realise that the line never actually existed! 

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

Want to see 'Invercalley' in the flesh? It's starring at Darlington Model Railway Exhibition (September 1/2), Wigan Model Railway Exhibition (October 5/6) and Hartlepool Model Railway Show (20/21 October).

9 The turntable is tucked away at the back of the layout and allows David to turn his locomotives round without drawing too much attention.

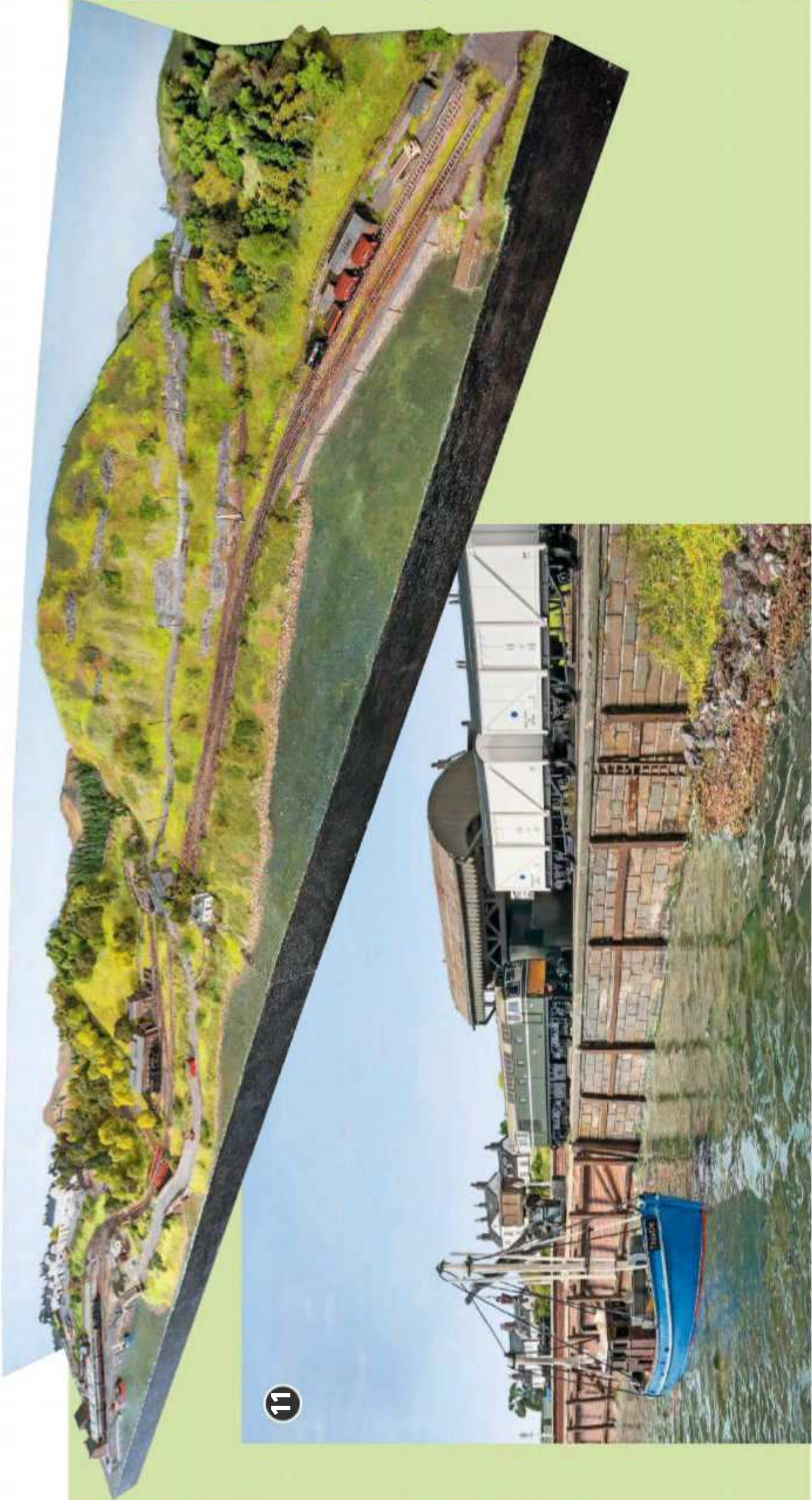
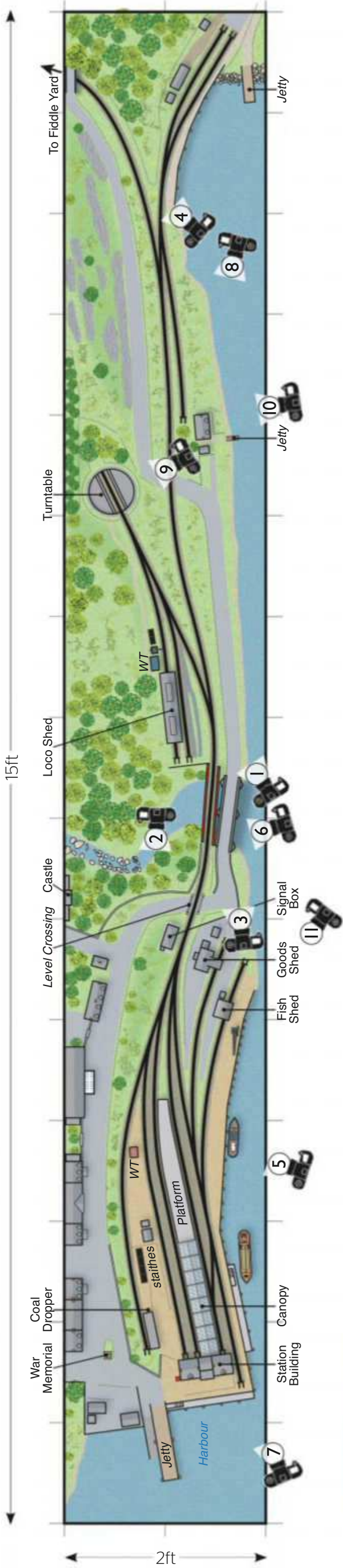
8 'Invercalley' is set in the early 1960s, with typical Scottish transition-era motive power - 'Black Fives', Class 26s and Class 27s. BR Standard '4MTs' and an LMR '2MT' 2-6-0 add extra interest.



"The water has a base of 3mm plywood coated with Artex, which is creamier than normal plaster"



10 In the more remote parts of Scotland, lone houses like these are not uncommon. They would often have their own private jetty, as David has modelled here.



MODELLER CV: DAVID HARRISON

As well as being secretary of BARMATES (Bridlington (Area) Railway Modellers and Train Enthusiasts Society), I hold the same role at my local branch of the RSPCA. I love animals and my two dogs get at least four miles of walking a day along the cliff tops. I'm a big fan of both Inverness Caledonian Thistle and Leeds United, but I don't get to games that often.

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R3260	2 HAL SR Green.....	£113.90
R3261	Class 08 Network Rail.....	£84.45
R3342	Class 08 BR Blue.....	£104.45
R3343	Class 08 F.G.W.....	£104.45
R3268	Class 67 Arriva.....	£122.90
R3373	Class 71 BR Green w/panel	£134.95
R3374	Class 71 BR Blue.....	£134.95
R3376	Class 71 BR Green.....	£134.95
R3177	BR 2 Bil SR Green.....	£98.95
R3161B	SR 2 Bil.....	£120.60
R3177	NRM 2 Bil BR Green.....	£98.95
R3290A	BR 2 Hal Green.....	£113.90
R3262	Class 31 DCR.....	£142.45
R3353	Sentinel Balfour Beatty.....	£49.45
R3341A	BR Blue 2 HAL.....	£115.95
R3473	Class 56.....	£135.99
R3479	Class 60 DRAX.....	£134.45

R3483	Sentinel Crossley.....	£51.45
R3484	Class 08 BR Green.....	£109.45
R3485	Class 08 Laira Blue.....	£109.45
R3573	Class 66 GBRF.....	£79.45
R3577	Sentinel graham.....	£58.00

HORNBY TRACK

R083	Buffer Stop.....	£1.65
R207	Track Fixing Pins.....	£2.50
R600	Straight.....	£1.15
R601	Double Straight.....	£1.85
R604	Curve 2nd radius.....	£1.65
R605	Double Curve 1st Rad.....	£2.05
R606	Curve 2nd Rad.....	£1.40
R607	Double Curve 2nd Rad.....	£1.95
R608	Curve 3rd Rad.....	£1.65
R609	Double Curve 3rd Rad.....	£2.25
R610	Short Straight.....	£1.10
R614	LH Diamond Crossing.....	£9.25
R615	RH Diamond Crossing.....	£9.25
R617	Uncoupling Ramp.....	£2.30
R618	Double Isolating Rail.....	£6.85
R620	Railer Uncoupler.....	£4.35
R628	Half Curve 3rd Rad.....	£1.80
R643	Half Curve 2nd Rad.....	£1.20
R8072	LH Point.....	£7.95
R8073	RH Point.....	£7.95
R8074	LH Curved Point.....	£12.60
R8075	RH Curved Point.....	£12.60
R8076	Y Point.....	£8.95
R8077	LH Express Point.....	£12.60
R8078	RH Express Point.....	£12.60
R8206	Power Track.....	£5.95
R8261	4th Radius Curve.....	£1.85
R8262	4th Radius Double Curve.....	£2.65

HORNBY Track Accessories

R076	Footbridge.....	£15.10
R169	Junction Home Signal.....	£10.35
R170	Junction Distant Signal.....	£10.35
R171	Single Home Signal.....	£7.95
R172	Single Distant Signal.....	£7.95
R189	Single Brick Bridge.....	£7.95
R406	Colour Light Signal.....	£19.00
R574	Trackside Accessories.....	£12.95
R626	Point Underlay.....	£4.20
R636	Double Level Crossing.....	£20.15
R638	Track Underlay.....	£10.55
R645	Single Level Crossing.....	£12.45
R658	Inclined Pier Set.....	£12.65
R659	High Level Pier Set.....	£6.95
R909	Track Supports.....	£8.65

HORNBY Trackside

R460	Straight Platform.....	£3.45
R462	Large Curve Platform.....	£3.45
R463	Small Curve Platform.....	£3.45
R464	Platform Ramp.....	£3.45
R495	Platform Subway.....	£3.45
R510	Platform Shelter.....	£10.95

R8001	Waiting Room.....	£17.95
R8003	Water Tower.....	£13.55
R8007	Booking Hall.....	£24.99

HORNBY Control Equipment

R044	Point Switch.....	£8.45
R046	Two Way Switch.....	£8.45
R047	On/Off Switch.....	£8.45
R602	Power Connecting Clip.....	£1.65
R8014	Point Motor.....	£6.75
R8015	Point Motor Housing.....	£3.99

Hornby TTS sound decoders..... £33.95

BACHMANN Steam Locomotives

31-001	Robinson BR Late Crest.....	£94.99
31-002	Robinson BR Early Crest.....	£94.99
31-003	Robinson LNER.....	£94.99
31-003A	Robinson 04 LNER.....	£110.45
31-004A	Robinson 04 BR Early.....	£118.95
31-014	Class 7F SDJR Black.....	£125.75
31-015	Class 7F LMS Black.....	£125.75
31-170	BR Black LYR Tank.....	£93.45
31-435	Class 1f BR Early.....	£81.55
31-480	Class G2A LMS.....	£101.95
31-434	Class 1f BR Early.....	£81.55
31-088	BR Black Earl.....	£118.95
31-128	BR ROD Weathered.....	£102.45
32-154A	N Class BR Black weathered	£99.10
31-136DC	D11/2 BR.....	£115.90
31-318A	LNER J11.....	£127.45
31-465	C Classs BR.....	£93.46
31-461A	C Class SR Black.....	£106.20
31-462A	C Class BR Early.....	£106.20
31-481	Class G2A BR Early.....	£114.70
32-176	BR Crab.....	£123.20
32-178A	LMS Crab.....	£123.20
32-227B	LMS 3F Jinty.....	£72.20
32-235	BR 3F Jinty.....	£80.70
32-304A	GWR 2251.....	£97.70
31-614	V3 BR Late.....	£110.45
31-615	V3 BR Early.....	£110.45
31-626A	Class 3F BR.....	£71.25
31-628DC	3F BR Black Weathered.....	£93.20
31-690	LMS Stanier Mogul.....	£135.95
31-691	BR Early Stanier Mogul.....	£135.95
31-783	Fountains Hall BR.....	£114.75
31-980	Standard 3MT Green.....	£110.45
32-233	3F Jinty SDJR.....	£62.00
32-085	Class 56XX BR Early.....	£76.45
32-880	Fairburn LMS.....	£106.20
32-882	Fairburn BR Late.....	£106.20
32-550B	Tornado BR Green.....	£127.95
31-933	BR Compound Late Crest.....	£112.88
31-127	CL3000 BR ROD.....	£118.45
31-932DC	BR Compound.....	£127.75

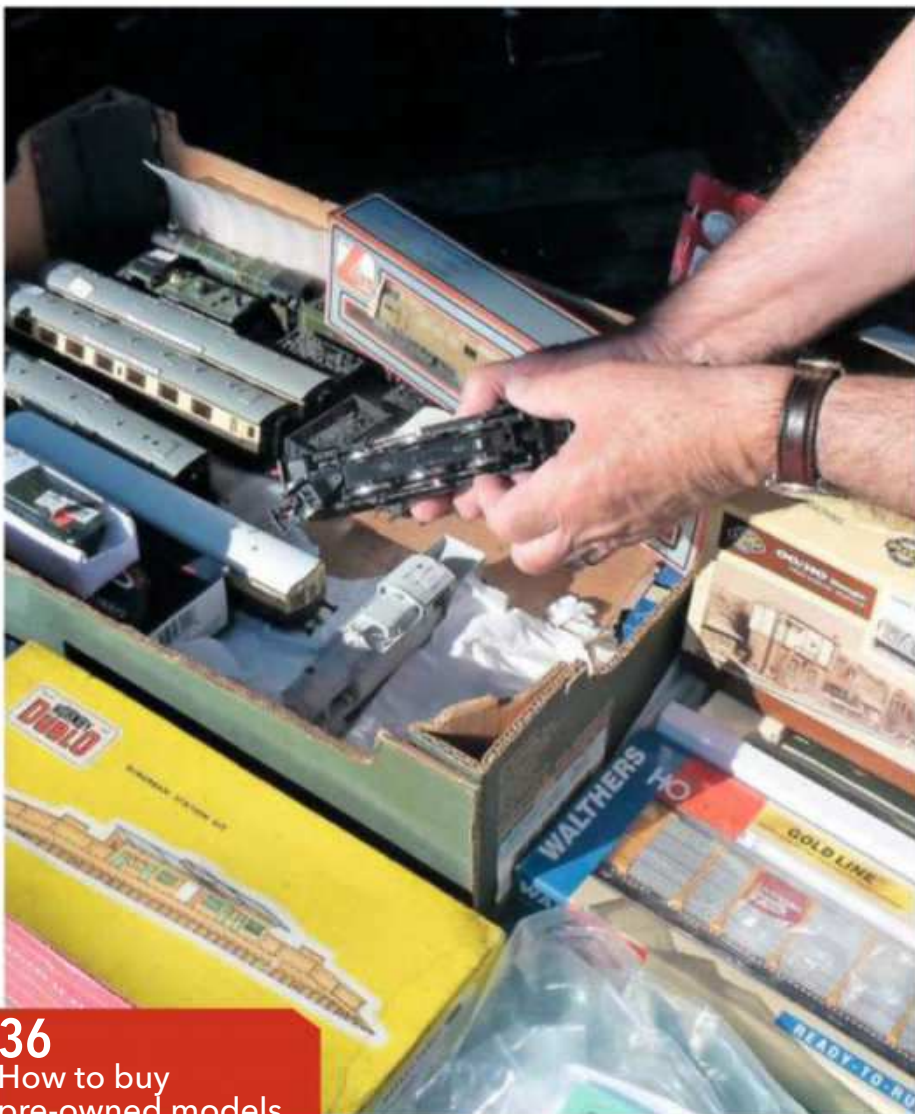
35-050	LNWR Coal Tank.....	£101.95
35-051	LMS Coal Tank.....	£101.95
35-052	BR Coal Tank.....	£101.95

BACHMANN Diesel/Electric Locomotives

31-040	SWT Class 450.....	£271.95
31-041	SWT Class 450 wthd.....	£297.45
31-269	MLV Jaffa.....	£83.26
31-366	Class 03 BR Green.....	£70.50
31-679	Class 85 Electric Blue.....	£118.45
31-660A	BR Class 47 L/L.....	£135.95
31-663	BR Class 47 Rft.....	£135.95
32-533	Class 55 Green weathered	£131.70
32-981	Class 66 Freightliner.....	£127.45
32-993	Wickhams Trolley Yellow.....	£67.95
32-034A	Class 20 BR Green.....	£97.70
32-038DS	Class 20 BR Blue.....	£195.45
32-066	Class 43 BR Green.....	£118.95
32-786	Class 37 EWS.....	£106.20
31-327	CL105 BR Green.....	£79.45
31-535	CL105 BR Blue Power Twin	£84.45
32-928	Class 150 Sprinter.....	£135.95
32-937	Class 150 Centro.....	£127.45
32-992	Wickhams Trolley Yellow.....	£67.95
31-677	CL85 BR Blue.....	£85.99
31-575	Windhoff MPV NWR.....	£104.00
31-576DC	Windhoff MPV NWR.....	£114.00
31-577	Windhoff Railtrack.....	£104.00

DAPOL/OXFORD/HELJAN/DJM

4D-011-001	GWR Railcar 12.....	£123.25
4D-011-002	BR Railcar W10.....	£123.25
4D-022-009	Class 68 Scotrail.....	£131.70
4D-022-010	Class 68 DRS.....	£131.70
4D-022-012	Class 68 Chiltern.....	£131.70
GV2013	Janus British Steel.....	£92.45
DJM00J94-SPI	NCB J94.....	£99.75
OR76	DG001GWR Dean Goods.....	£88.95
OR76AR005	Adams East Kent.....	£84.45
OR76AR006	Adams SR.....	£84.45
9005	Metropolitan No 19.....	£106.95
9006	Metropolitan No 6 William Penn	£106.95
9008	London Transport No12 Sarah Siddons Preserved.....	£106.95
9009	London Transport No12 Sarah Siddons 1990s.....	£106.95
14091	Class 14 Green.....	£109.95
14111	Class 14 NCB.....	£109.95
GV2017	GWR 0-6-OT.....	£52.45
GV2018	Black 0-6-OT.....	£52.45
H1301	1361 GWR s.button.....	£122.45
H1302	1361 GWR.....	£122.45
H1303	1361 BR Early.....	£122.45
H1304	1361 BR Late.....	£122.45



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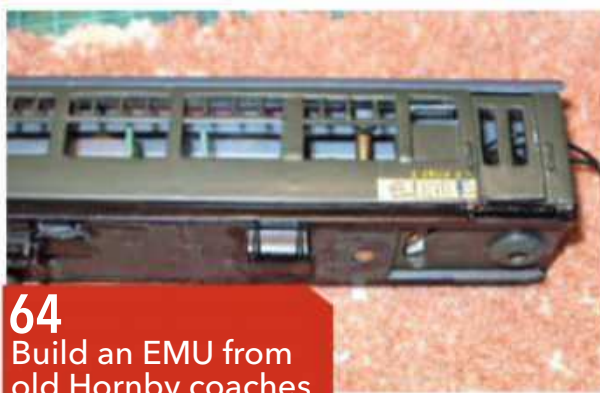
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George Dent
Learn from one of the
country's best modellers.



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



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

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



HOW TO

BUY PRE-OWNED MODELS

Chris Leigh rummages through his thoughts on how to bag a bargain and dodge a disaster when buying second-hand.

Railway modelling is such an expensive hobby!" "Prices just keep going up!" All too often you hear the prophets of doom and gloom extolling the virtues of railway modelling while putting off newcomers by telling them they'll need to spend a fortune in the pursuit of this hobby. In truth, all hobbies can be as expensive as you make them, but railway modelling can also be affordable and enjoyable on a budget.

So, let's start by making the pursuit of bargains and inexpensive models part of the enjoyment of the hobby. Let's ignore the boasts of "I just bought this. It's top of the range, and it

cost me a king's ransom," and make our own boast: "I just bought this, it's really good. It does everything I need and it only cost a few quid."

WHAT?

Let's begin by looking at the things we'll need to make a start in railway modelling. I will assume that you are going to want to build a layout. It may be permanent or portable and in a spare room, shed, garage or loft.

For any sort of layout, you're going to need a baseboard and there's really little chance of escaping the costs involved in buying suitable materials. A durable baseboard, whether permanent or portable, really needs to be

made of timber and plywood or MDF. Your local DIY superstore will be the easiest place to find these, although they may or may not be the cheapest source. Regardless of what you're paying, make sure that the timber is straight and that the board materials are not warped. A small 'OO' gauge layout or a larger setup in 'N' gauge can be built on a standard flush internal door. B&Q sells them for £24 which, if you value your time, may be cheaper than buying the materials and building your own baseboard.

'OO' gauge has the biggest choice in model railways. It's in that gauge where you'll find most of the bargains and second-hand items



and, for that reason, that's the gauge I recommend. If you need to work in 'N' gauge due to space constraints, you'll have a lot less choice in pre-owned models, while second-hand 'O' gauge items are automatically assumed to be worth a fortune. Second-hand 'O' gauge is a minefield of overpricing, largely due to the shortage (until recently) of keenly priced ready-to-run models, and the belief that anything that has been kit-built or scratchbuilt must be priceless.

So, if your primary requirement is a good choice of used models at affordable prices, you need to be looking at 'OO'.

Having chosen your gauge, you will need track. Like your baseboard, your track is crucial to the running of your trains and your enjoyment of the hobby. For this reason I would recommend that you avoid second-hand flexible track. Flexible track may well have been cut to length or to suit curves, and the soft nature of its sleeper base means that it is easily damaged when lifted from its original installation. Track pins will have caused sleepers to break and rails may well have been pulled from their tiny fastenings on the sleepers. In addition, depending on where it has been used, exposure to extremes of temperature may have made the sleeper base brittle.

Second-hand sectional track is a better bet. This comes in rigid pieces so check that you have enough for your needs, that the available curved pieces are all the same radius, that it is undamaged and that the fishplates (rail joiners) are present on opposite rails, one at each end.

When buying second-hand points (turn-outs) check that the fishplates are present,

Here's the first place to look - a well presented display of the best second-hand stock that the shop has to offer, including boxed locomotives and coaches. There's some 'N' gauge stuff, too.

that the blades move easily and that both are attached to the operating bar. In all cases, look for track that is clean. The rails need to be shiny. Avoid track that has residues of glue and track ballast.

As far as controllers are concerned, whether or not you buy second-hand really depends on how comfortable you feel about buying second-hand mains electrical products in general. I would not

do so, but a browse through eBay showed half a dozen modern analogue DC controllers that I might consider.

I would not recommend older equipment such as the grey-cased H&M range because these are unsuitable for use with many of the modern locomotive motors. Old Hornby-Dublo (Meccano) controllers will now be some 60 years old. Would

you even consider using any other electrical appliance that old?

“ Know what you are looking for and have a rough idea of what you should expect to pay ”

WHERE?

So, where should we shop for second-hand equipment? It is worth browsing eBay in order to see what's on offer and the prices people are asking. Use it for initial research, rather than for buying. You need to know exactly what you are looking for and have a rough idea of what you should expect to pay for it. Remember that some eBay sellers may be getting rid of a late relative's models and have no idea what they are dealing with. Equally, ignore headings that include words like 'rare' and 'highly collectable'. Unscrupulous dealers will use these as excuses to place absurd

View from the trade

By Thomas Newhouse, Marketing Executive, Hatton's

Hatton's has long since provided a service whereby we value and purchase people's collections of model railway items. Around five years ago we completely overhauled the process to provide our customers with the quickest, easiest and highest level of service possible.

The first step is when a customer sends us a list of items that they are looking to sell on. This list typically involves a description of the item, as well as its condition.

Our team will then work through the list and create a bespoke offer based on those items. We use a combination of our own historic pricing information, as well as current market values, to create these valuations. We are able to offer cash values as well as in-store credit.

When a customer accepts a given valuation we then arrange delivery of the items to us, whether that be using a pre-paid postage label or arranging a courier to collect directly for larger items or quantities.

Once we have received the items we then begin the process of meticulously checking over everything we've received and comparing it to the original list. We check things such as running quality, physical condition, presence of detailing, packaging condition and quality of weathering, repainting or renumbering, if necessary.

Once these checks have been completed we can then process immediate payment to the customer.



With a little careful selection you could make up a pretty good passenger train out of these boxed models, though for the best compatibility I would avoid mixing Mainline/Airfix and Hornby in the same train.



Unboxed rolling stock, individually priced. Just check that wheelsets and couplings are all present and correct, and that such models are not too old for your track. Remember that stock with wide wheels and deep flanges won't run well through modern 'universal' pointwork. Deep flanges will rattle along the rail fastenings of nearer-to-scale track.

TOP TIP

Here's a nice, mint condition, boxed Hornby Mk 1 coach, but the box says it's an Inter-City brake coach and what's in the box is an Inter-City buffet car. If you're looking for a brake coach to complete your set, you'll be disappointed when you find you've bought a second buffet car. Always check that what's in the box is what you want. Don't rely on the label.



starting or 'buy it now' prices, deliberately designed to catch the unwary. The adage with eBay is 'if in any doubt, don't.' Be aware, too, that several large reputable model railway stores put items on eBay, so look for the name/location of the seller.

Out of curiosity, I rechecked the availability of the Hornby-Dublo suburban station (featured on page 62). There were three examples, one of which was complete and still boxed and had a starting bid of just £5, while another, with at least one missing window, had a 'Buy it now' price of £69.95. *Caveat emptor!*

Several of the major model railway retailers now have large second-hand departments. Let's not beat about the bush. A lot of 'baby boomer' generation modellers (I am of that generation) are reaching the end of their lives and their model railway collections are being sold off. Stores such as Hatton's and Rails of Sheffield have recognised that such collections often contain lots of highly re-saleable items and they have a constantly changing inventory of pre-owned equipment. A check of their websites is the best way to find out what's available at any given time. If it's what you want, go for it. Some of these models come and go very quickly. It's likely to be in good condition

and boxed but may not be at bargain basement prices. These guys are experts and they know the value of what they are selling.

The model railway exhibition 'season' starts soon, having taken the annual summer break. Shows are often a good place to look for bargains but you do need to do your homework first. Know what you are looking for and how much you should expect to pay for it. Several years ago, I needed coaches for my 'O' gauge 'Railway Children' layout. Second-hand 'O' gauge can be a minefield as it is mainly kit-built and scratchbuilt models and they vary widely in how well they've been built and finished. I found a couple of clerestories - Midland, I think - but I had no idea of their origin. They looked OK and were complete and I seem to recall I paid around £50 each, which made me hesitate at the time, but was actually quite a bargain.

Most of the second-hand stalls at shows are either the club's own sales stand or a part-time dealer - an amateur who travels from one exhibition and swapmeet to the next. Again, it's a case of being sure of what you're looking for and being discerning about what you buy. If the models look clean and well presented that's a good start. If they look like they've been hauled from pillar to post in the same tray for months, they are best avoided. They may well have been in a poor state to start with and repeated handling won't have improved them.

Club sales stalls can be a source of some good buys. They are usually supporting club funds by selling members' unwanted models or perhaps disposing of models on behalf of a member's widow. Most such models will have been well cared for and may even be in their original boxes. Watch out for 'improvements',

though. These could be replacement couplings or even wheelsets. Rolling stock might, for instance, have been converted from 'OO' to 'EM' gauge by changing wheelsets, or it may have had three-link couplings fitted in place of tension locks. Such things can usually be reversed but doing so will add to the cost.

WATCH OUT!

So, are there specific things to watch out for and certain models to avoid? In short, yes. I cannot overemphasise the need to do your homework. Don't just buy something because it's cheap. Decide what you want and go looking for it. Use your model shop and the big name online model shops first, and then go to eBay. You may find a choice or you may have to decide whether the one example that's available is at a price you are willing to pay. I recently went searching for Bachmann's Scenecraft 'Waggon & Horses' pub. I found one, second-hand. It was in Australia and the price and shipping cost was far more than I was willing to pay.

The first requirement with a locomotive is that it should work. Some traders will make sure that the model is in working order and will clean and lubricate it. Others won't. Check the underside of locomotives for fluff, dirt and excessive lubrication. Over-oiled locomotives won't work. Examine the wheel treads for wear and avoid anything on which the plating on the wheels has worn away.

If you are buying from a high street retailer, have a member of staff test-run the locomotive. This is not usually possible at shows or swapmeets. A locomotive which is offered in its original box will usually have been better cared for than one which is unboxed.

The wheels are often a clue to the age of the model. Tri-ang locomotives had sintered iron wheels. They are a dark grey colour and are

very thick, with deep flanges. Tri-ang became Tri-ang Hornby in the early 1960s, so these models will be approaching 60 years old. Enough said.

Even after the move to plated wheels with a finer profile, Tri-ang Hornby and the 1970s arrival, Lima, continued to produce its models with very deep wheel flanges. Lima used brass wheels which, like the sintered iron versions, were prone to collecting dirt, impairing the performance.

In the intervening years, most of the prototype locomotives modelled by Lima have been covered by other manufacturers with more up-to-date models which are generally better in almost every respect. Modellers have upgraded their collections with the newer models and the older ones have been sold off second-hand. The result is that the second-hand market is awash with these older models, which means there are some good bargains to be had.

The Class 52 'Western' diesel-hydraulic is quite a good case study as there have been 'OO' models by Lima, Hornby, Heljan and Dapol. I sold a Lima Class 52 'Western' last year, fitted with Ultrascaple wheelsets, for little more than I had paid for the wheelsets themselves. This is because the Class 52 has been covered by Hornby and Heljan, and even more recently with what is, perhaps, the definitive Class 52, by Dapol. So, if you want a bargain basement Class 52 and are willing to overlook the discrepancies in the Lima model, you should be able to find one for £20-£30 on eBay, (£30-£40 on Hatton's/Rails of Sheffield). The Hornby model seems to command £30-40 second-hand and the Heljan around £80.

Similarly with steam outline locomotives, you need to have done your homework. Taking as an example the ever-popular Gresley 'A4' 4-6-2, we can trace 'OO' gauge models back to Hornby-Dublo's three-rail *Sir Nigel Gresley*, first produced in the 1930s and reissued as *Silver King* in the 1950s. The present Hornby organisation has issued two substantially different versions of the 'A4', the earlier version having the drive mechanism in the tender and, more recently, much more detailed versions that have the mechanism up front, where it belongs.

Many thousands of tender-driven models were produced, including 'A4s', Stanier 'Pacifics' and SR 'Schools' class 4-4-0s, and all have been superseded by more detailed loco-drive versions. Whether or not you choose a loco-drive model or are content with a tender-drive version is your choice, but there's no doubt that the older, tender-drive model should be much cheaper than its more modern counterpart.

ROLLING STOCK

We're all keen to have something for our locomotives to haul, and if there are hundreds of used locomotives to choose from there will be thousands of coaches and wagons. You may find a selection of boxed coaching stock, but boxed wagons are less likely.

My local store certainly had a reasonable choice of boxed coaches in good condition, although it is always worth checking that the



Action plan

Here's a five-point action plan for bargain hunting.

- 1 Know exactly what you are looking for. Do your homework with regard to the specific item. Aim to know more than the seller.
- 2 Have a budget with an upper spending limit.
- 3 Look for a well presented, boxed example.
- 4 Don't be tempted by descriptions that include the words 'rare' and 'collectible'.
- 5 Try established retailers such as your local model shop or Hatton's and Rails of Sheffield first, before going to eBay or stalls at shows.

box label and the contents match. As with the tender-drive locomotives, so there are two versions of Pullman cars by Hornby, the more recent ones having LED table lamps and much better detailing than the earlier versions.

On the subject of Pullman cars, Graham Farish made some plastic-bodied models of matchboard-sided Pullmans in the 1950s. These models still crop up frequently in second-hand sales but I've yet to see one on which the plastic body has not suffered irreparable distortion due to the unstable nature of the plastic used. Sadly, these are only fit for the bin.

There are, too, older and newer versions of the Hornby BR Mk 1 coaches. In general, the size of the tension-lock couplers and the finesse of the underframe detail are the best clues. The newer Mk 1s have small tension-locks clipped into NEM pockets, while the older vehicles have the large, old-style couplers attached to the bogie.

When we come to wagons, dealers tend to have so many of these that they will be in a bargain bin. My local store seals them in individual plastic bags, which is good way of preventing damage. Many will be old Hornby and Lima wagons but, as George shows on

The scenic shelf has plastic and resin buildings. I have a nice Colonel Stephens-style light railway station converted from Skaledale's cricket club.



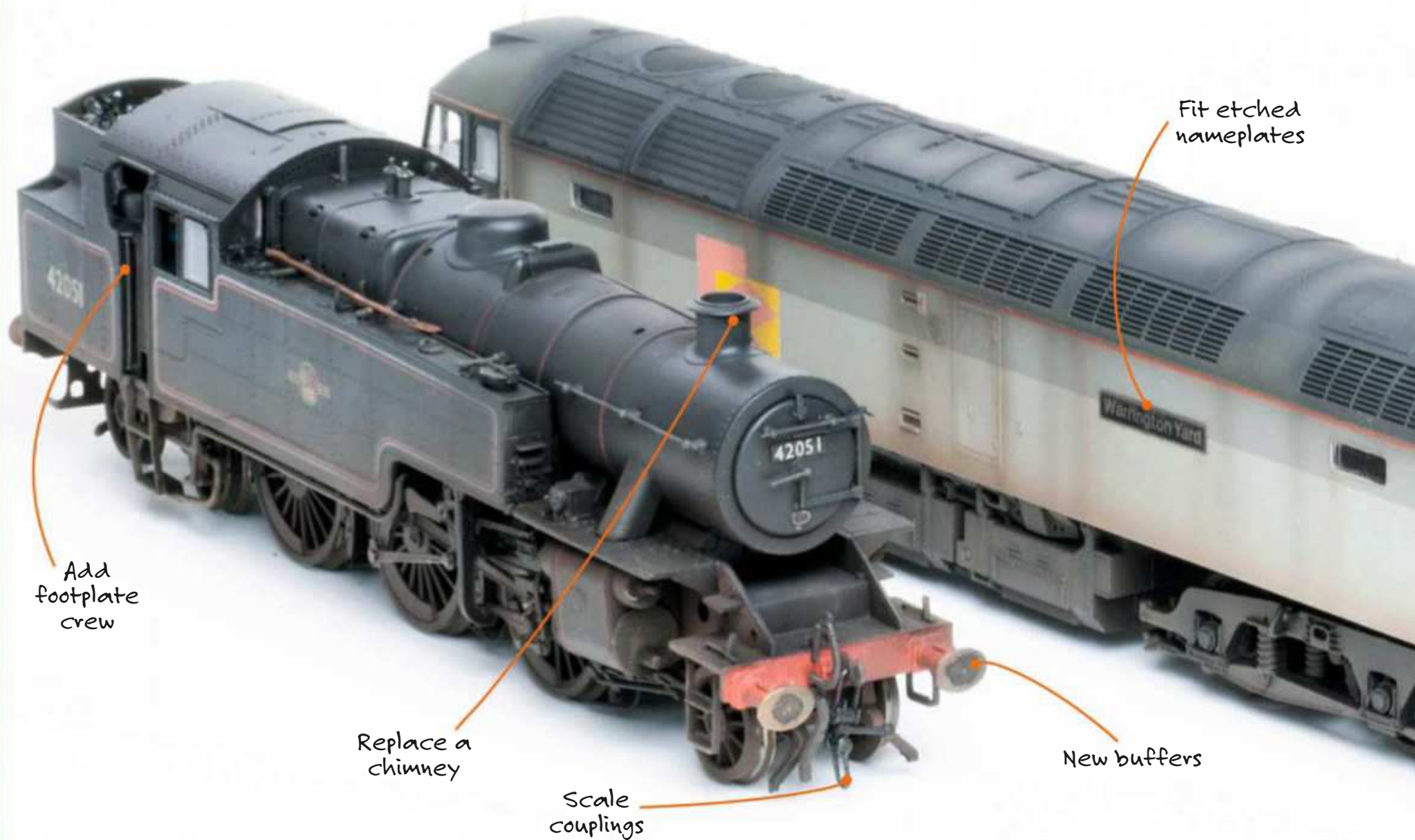
page 54, you can make these sow's ears into silk purses with a little work. Just avoid those with the really large tension lock couplers, really thick wheelsets and open-ended axleboxes. You can find better.

SETTING THE SCENE

In the days of plastic and card building kits, many of the models simply did not survive to be resold. Attempts to remove them from the scenery resulted in so much damage that they were only fit for the bin. However, the advent of much more durable resin structures in the Hornby Skaledale and Bachmann Scenecraft ranges has created a second-hand market for buildings, particularly in 'OO' and 'N' gauges.

Most of these are likely to be unboxed examples and you will need to check that chimneys and other vulnerable details are present or, if they are damaged, that they are repairable.

Thanks to Trains4U, Peterborough, for assistance with this feature and for allowing me to photograph their well stocked second-user section. If you have model railway equipment to dispose of, give them a call on 01733 895989 (or visit www.trains4u.com)



£10 UPGRADES

George Dent offers five ways to improve ready-to-run locomotives and coaching stock that won't break the bank.

1 - ETCHED NAMEPLATES

One of the simplest upgrades for locomotives is to install etched metal nameplates (and numberplates, where appropriate). Printed names can be impressively rendered, but they lack that distinctive relief of the real thing.

Etched nameplates are available from a range of suppliers, including Fox Transfers and Shawplan. According to the prototype, they may consist of single or multiple layers, such as when it features coats of arms, crests or logos.

Suppliers

- ♦ Fox Transfers Tel: 0116 319 4950
Web: www.fox-transfers.co.uk
- ♦ Shawplan Tel: 01773 718648
Web: www.shawplan.com

STEP BY STEP



1

Sometimes etched nameplates are provided with RTR models as an alternative to the printed versions and may consist of two or more layers. If sourced separately, check that the correct colour is chosen to suit the model's livery.



2

Cut the nameplate free from the fret carefully with a set of sharp metal snips, then dress the edges smooth with a needle file. I prefer to use Glue 'n' Glaze adhesive, applied sparingly with a cocktail stick.



3

Leave the glue to turn tacky over a few minutes before placing the nameplate into position. A strip of masking tape can act as a guide. Any excess glue can be wiped away with a damp swab.



2 - POPULATE THE INTERIOR

Unless stabled in a depot or siding, locomotives, coaching stock and multiple units need staff and passenger figures to be installed.

Plenty of suitable figures are available in unpainted or fully finished form to suit most scales, although they may need a little 'surgery' in order to fit within the cabs of certain models.

STEP BY STEP



1 As well as adding a bunch of Aidan Campbell figures, the cabs of this Hornby Class 56 have also been adorned with newspapers and other detritus from a set of lorry interior details (www.tencommandmentsmodels.co.uk).



2 Passengers are often a glaring omission from inside coaching stock and multiple units. Seated passengers may need their legs trimming before installation. Use epoxy or cyano glue for a strong bond.



3 Leave the figures to cure overnight before reassembling the model. Fire irons and tools add a final touch to steam locomotives. Springside Models offers suitable packs and the tools can be painted before fixing in position.

What you will need

TOOLS NEEDED

- ◆ Knife
- ◆ Tweezers
- ◆ Scissors
- ◆ Pliers
- ◆ Mini drill and bits
- ◆ Screwdrivers

Suppliers

- ◆ Aidan Campbell Tel: 07801 278044
Web: www.aidan-campbell.co.uk
- ◆ Monty's Models/Dart Castings
Tel: 01580 892917
Web: www.dartcastings.co.uk

3 - FITTING GANGWAYS

Working gangway connections work to eliminate the unsightly gaps between carriages and multiple unit cars. Self-assembly kits are available in the ranges of MJT, Comet, York Modelmaking and others, most being tailored to fit specific types of vehicle.

Most are easy to assemble and install, making use of simple materials, with laser-cut versions being the most straightforward. The concertina style of paper bellows has a gentle sprung action, allowing the vehicles to move and sway around the tracks without hindrance.

STEP BY STEP



1 This pack of laser-cut paper gangways are from the York Modelmaking range. The elements are simply folded and interlaced before the plastic overlays are added and the units fixed to the model in place of the original mouldings.



2 The sprung paper gangways are great for improving the appearance of coaching stock and multiple units, especially this Hornby (ex-Lima) Class 101 DMU set.

Suppliers

- ◆ York Modelmaking
Tel: 01904 400358
Web: www.yorkmodelrail.com
- ◆ MJT/Dart Castings
Tel: 01580 892917
Web: www.dartcastings.co.uk

4 - FRONT-END IMPROVEMENTS



Moulded smokebox door handles and chimneys of an incorrect profile often spoil the 'face' of a steam locomotive, but they can be readily replaced with turned or cast metal alternatives.

Buffers are also a key element of a locomotive's outline, with 'weedy', undersize units detracting from a model's authenticity. Again, replacements are freely available in sprung or solid format, while adding the requisite array of brake and control pipes and hoses to the bufferbeams adds greater realism. Furthermore, cosmetic screw or three-link couplings add the final touch.

Suppliers

◆ Wizard Models
Tel: 01652 635885
Web:
www.wizardmodels.ltd

STEP BY STEP



1

Cut away moulded smokebox door handles with a sharp scalpel, removing a small amount of plastic at a time. Dress the surface flat with fine abrasives, taking care not to damage other details.



2

Drill a suitable mounting hole for the brass boss and secure with cyano glue. The twin arms can then be slid onto the spindle and glued in position. When dry, snip away the excess material and file flat.



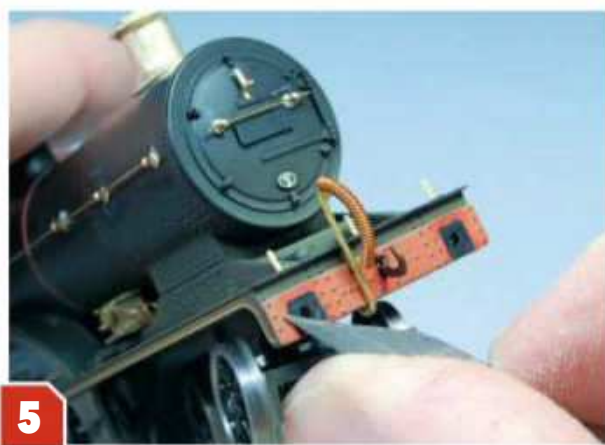
3

Unless the chimney can be snapped away from the boiler, cut away the bulk with end-cutters, then pare away the rest of the waste material with a knife and files until the surface is flush and smooth.



4

Fix the new chimney in place with epoxy adhesive, which allows time for fine-tuning and removal of any excess (with a damp swab) before the glue hardens. Leave overnight to cure fully.



5

Ready-to-run buffers are also often ripe for an upgrade. Again, use a set of end-cutters to remove most of the original buffer shanks, following with a sharp blade and files to flatten the surface.



6

Drill or open out mounting holes to a suitable diameter to allow the new buffers to fit snugly into the headstocks. After test-fitting, secure the buffers with cyano or epoxy glue.



7

While cosmetic scale couplings can simply be glued into a suitable slot, working couplings require space behind the bufferbeam for the spring and split pin to be fitted.



8

Scale couplings make a massive difference to the front aspect of a steam, diesel or electric locomotive. A variety of couplings is available in ready-assembled or kit form from Smiths.

5 - GLAZING

Improve the appearance of locomotives, multiple units and coaching stock – especially older models – with the addition of flush-fitting glazing.

Packs of vacuum-formed or laser-cut glazing are available to suit a variety of specific models.

South Eastern Finecast's vacuum-formed flush glazing packs have been around for decades, designed to fit older RTR locomotives, multiple units and coaching stock, such as those produced by Lima, Hornby, Airfix and Mainline. A more high-tech option is offered by Shawplan/

Extreme Etches, featuring laser-cut acrylic sheets aimed at older and contemporary RTR models.

Suppliers

- ◆ South Eastern Finecast
Tel: 01342 824711
Web: www.sefinecast.co.uk
- ◆ Shawplan
Tel: 01773 718648
Web: www.shawplan.com

STEP BY STEP



1 The individual panes are cut out with scissors, leaving a small tab around the edges. Test-fit without glue first, filing the inside of the aperture slightly if required until a snug fit is achieved.



2 Glue 'n' Glaze is the ideal adhesive: run a thin bead around the opening and wait until it turns tacky before fixing the window pane. For best results, fit a small number of panels at a time and allow the glue to dry before continuing.



3 South Eastern Finecast's flush glazing can greatly improve the appearance of older models, such as this Lima Class 47, especially when combined with other detail enhancements.



4 With Shawplan's packs of laser-cut flush glazing, each panel has to be freed from the sprue with a sharp knife and the edges touched in with black permanent marker pen.



5 Each panel is fitted from the outside of the model. A snug, friction fit usually occurs, thanks to the precise production. Secure with clear acrylic varnish, applied with a fine brush.



6 Adding laser-cut glazing transforms any model, especially stock like this Bachmann Mk 1 suburban carriage. Even 'high-spec' locomotives benefit from the laser glazing treatment.



HOW TO

BUILD A LAYOUT F

Peter Marriott sets himself the challenge of building an entire layout for the less than the cost of just one Heljan locomotive.

Two hundred pounds: I couldn't believe it when I saw that the full retail price of Heljan's GWR '47XX' was just five pence shy of £200. I knew that prices of new models were on the increase but I didn't realise quite how much.

There are some modellers who wouldn't bat an eyelid at buying a '47XX'. For others, however, it's a huge sum to commit to a hobby.

I decided to see if it was possible to build a layout for £199.95, the full retail price of a '47XX'. Some may still balk at spending

this much but I wanted to know if I could build a layout for the cost of buying one locomotive. After all, when you consider that a pair of Hornby short radius points will set you back £23.98, £200 doesn't seem so much after all!

This budget does limit the size of a project. I wanted to build a real working railway rather than a diorama and decided that this would give me the opportunity to finally model Staverton, the beautiful little wayside station on the South Devon Railway.

I've always loved this little station, particularly the single-storey station

building, signal box and level crossings set amid gorgeous Devon countryside, with the old mill nearby. The best bit is that the station now plays host to both steam and diesel trains.

The entire project was spread over three weeks, working, on average, 1½ hours a day. The total cost comes in under my budget. But bear in mind that I've included tools and accessory costs in this total. I had quite a lot of this material already in stock, so I reckon that if you take all that off, I wasn't far off half the price of the 2-8-0!



OR UNDER £199.95

PROJECT 1: BASEBOARD

I cheated a bit with the baseboard. I already had a 4ft by 13in board in stock but I realised that not everyone has this luxury, so I popped into my local hardware store. My investigations revealed that a 4ft by 13in sheet of 9mm plywood would cost just under £10. Rounding this up means that we start the project with an even £10 running total.

Costs	
◆ Baseboard cost.....	£10.00
RUNNING TOTAL.....	£10.00

PROJECT 2: TRACK

I did consider buying second-hand track but, again, it wouldn't have been very scientific, given that second-hand prices fluctuate. Shopping around, I decided that rather than buying Peco or Hornby track, I'd go with Bachmann Code 100 instead. It fits the same radii and lengths (the product codes are strangely familiar) as other sectional track manufacturers but it's quite a bit cheaper, especially if you buy from Hatton's. Here's what I needed:
36-600 Straight x 1 @ £1.20
36-601 Double straight x 4 @ £1.90
36-610 Short straight x 1 @ £1
36-872 Left-hand point x 2 @ £8.46



Costs	
◆ Track cost.....	£26.72
RUNNING TOTAL.....	£36.72

PROJECT 3: MAKING THE LEVEL CROSSING

One of Staverton's most distinctive features is the level crossing. There are actually two sets of gates - one protects

the main line, the other the bay platform. I used Peco's trusty LK-50 kit, cutting the gates in half.



EXPERT TIP

Before gluing everything in place, check that the level crossing gates open and close without being fouled by the opposing gate and its post.

PRODUCT Peco LK-50 Level Crossing Gates ♦ **Price** £5.25

AVAILABILITY Gaugemaster, 01903 884488, www.gaugemaster.com

2½ hrs



What you will need

SHOPPING LIST

- ♦ Winsor & Newton Drawing Ink 30ml, £6.20
Availability: www.amazon.co.uk
- ♦ Osborn's ALOO301 Track Infill Cobbles, £4.50
Availability: Osborn's Models
Tel: 01237 423453
Web: www.osbornsmodels.com

Costs

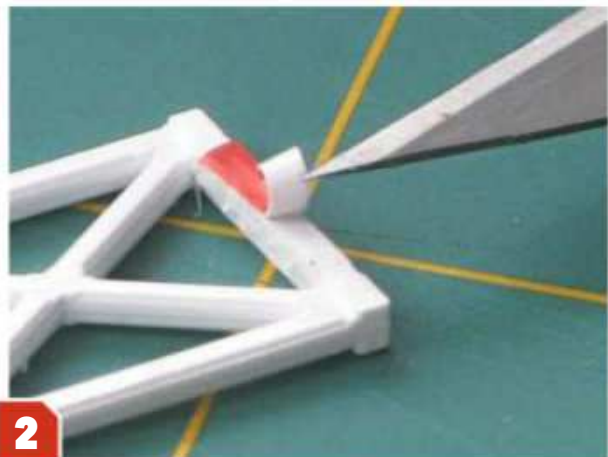
♦ Level crossing cost.....£15.95

RUNNING TOTAL..... £52.67

STEP BY STEP

1

Mark where you want your road to go. Fix two layers of mounting card to the road area, bringing the road level up to the tops of the rails. Paint with Woodland Scenics Asphalt Paving.



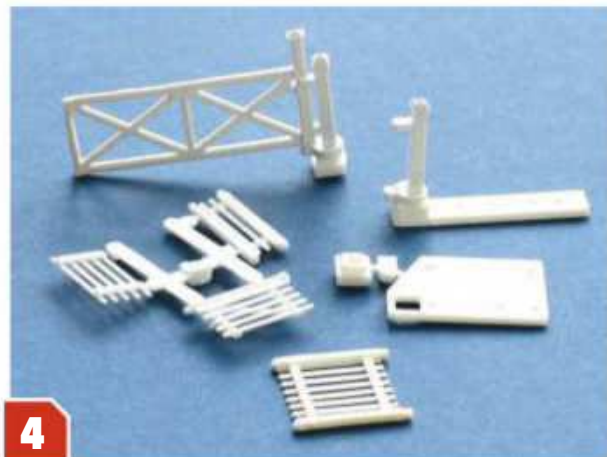
2

Remove the lamps and the red warning discs with a sharp blade. Use a sanding stick to 'thin' some of the parts of the gates because the plastic is a bit too chunky.



3

I cut each gate in half to create a length more akin to Staverton's twin level crossing gates. I made new warning discs from off-cuts of plastic sprue, painted with Humbrol red paint.



4

The Peco level crossing kit comes with posts and fence panels. The shortened gates will still clip onto the posts. Complement the Peco fence with GWR spear fencing (see p51).



5

Cut holes into the mounting card with a sharp blade to accept the base of the gate posts. Secure with a little PVA.



6

Fill the 'four foot' with Osborn's Models' hard foam cobbles. Cut a suitably sized strip with a sharp blade and glue with PVA.



7

After the crossing was in position, I lightly painted it with diluted India Ink to reduce its bright white plastic appearance.

PROJECT 4: THE PLATFORM

Taking a cost-conscious approach forces you to think about all aspects of layout construction. For example, I'd never considered how much it costs to build a platform. Before, I might have splashed out on Bachmann resin pieces or Peco kits. But they cost a lot of money.

I decided to make my own platforms, using a piece of mounting card that I bought from my local Hobbycraft. The first job is to decide how long and how deep your platform is going to be. The final length is usually a compromise between what you'd like and what your layout size will permit!

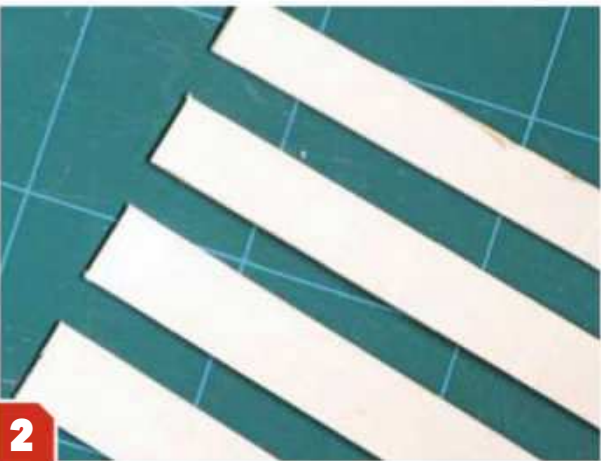
STEP
BY
STEP

 2½ hrs

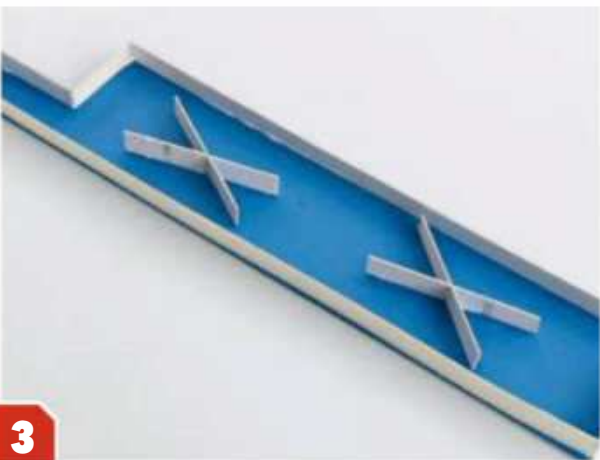




1 Cut out the platform shape using a cutting mat, a steel rule and sharp craft knife. Use a fresh blade and made the cuts slowly. Use fine sandpaper to smooth the edges of the cut cardboard.



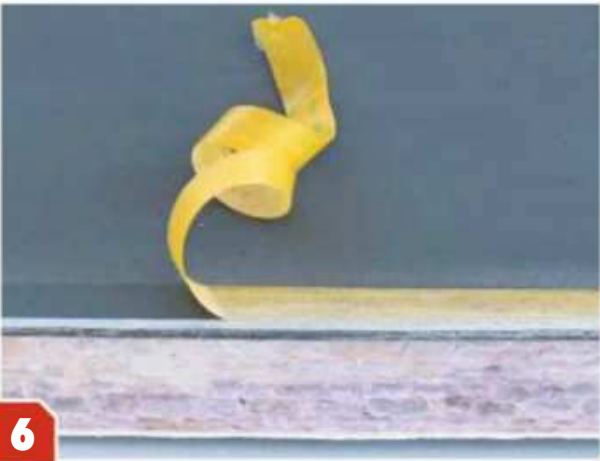
2 Use a carriage to test the correct height, and remember that passengers usually step up to the train. Cut strips of card to that height and also to the length of the platform, angling the ends.



3 Cut more strips to platform height. These will become the internal supports, to give the structure strength. Use Woodland Scenics Scenic Glue to assemble the components.



4 I used a sheet of Scalescenes Coursed Rubble to make the platform wall. Cut to shape with a fresh blade and fix it to the mount card with Pritt Stick.



6 To make the white line on the platform edge, I used Woodland Scenics Earth Colours white and some Gaugemaster masking tape.



7 As the goods shed opens out onto the platform, mark its footprint on the platform surface. Then, with another fresh blade, remove this card and slot the goods shed in place.

What you will need

SHOPPING LIST

- ◆ Daler Rowney Ice White Canford Card A1, £2.00
Availability: Hobbycraft stores or www.hobbycraft.co.uk
- ◆ Scalescenes Coursed rubble building sheets TX47, £2.50
Availability: www.scalescenes.com
- ◆ Woodland Scenics Earth Colour Kit G1216, £19.25
Availability: Bachmann stockists

TOOLS NEEDED

- ◆ Steel ruler
- ◆ Sharp pencil
- ◆ Scalpel with fresh blades
- ◆ Self-healing cutting mat
- ◆ Fine sandpaper for smoothing the edges of the cut card
- ◆ Flat and fine paintbrushes

Costs

- ◆ Platform cost £23.75
- RUNNING TOTAL** £76.42

EXPERT TIP

Thoroughly test all the clearances of all your stock against your platform - there is nothing more annoying than finding that one of your coaches catches it.



5 Now you can paint your platform surface. The real platform has an asphalt and coping stone surface, so I painted mine using Woodland Scenics Earth Colors.



8 The Scalescenes sheet contained coping stones. Cut them out, reduce the size of some, and fix in place with Pritt Stick.



EXPERT TIP

If you want to try building one of the kits before buying one, there is a selection of free sample kits available on the Scalescenics website.

PROJECT 5: THE STATION & GOODS SHED

PRODUCT Scalescenics R003b Staverton Station & Goods Shed kit ♦ **Price** £4.99

AVAILABILITY
www.scalescenics.com

8 hrs



Buildings for layouts can be an unexpected source of layout building costs. You won't get a lot of change from £20 for an average plastic kit, while most resin ready-to-plant buildings are in the £50-£100 bracket. Superquick's trusty card kits are arguably the cheapest kits around, but they look a little dated today. So what's the solution? Downloadable kits.

Scalescenics has become one of the most familiar names in this field and its range is not only extensive but really good looking. The beauty of such a kit is that you're not paying for the materials -

you just pay for the download. The cost comes, of course, in sourcing suitable backing card on which to mount the components, not to mention printer paper and ink. But you will save money if you need more than one building, because once you've bought a kit you can use it as many times as you want. Kit R003b is an absolute bargain - you get both the station and the goods shed for £4.99. I reckon that the additional cost of mounting card, paper and ink would probably push this up to £7. But how else can you get a station and goods shed for £7?



What you will need

- ♦ Steel ruler
- ♦ Scalpel with plenty of fresh blades
- ♦ Self-healing cutting mat
- ♦ Tweezers
- ♦ Pencil
- ♦ Slightly damp cloth
- ♦ Sanding sticks
- ♦ Soft pencils
- ♦ Matt spray varnish to seal the printed sheets and finished project

Costs

♦ Station & goods shed cost£7.00
RUNNING TOTAL..... £83.42

Staverton in reality



STEP BY STEP



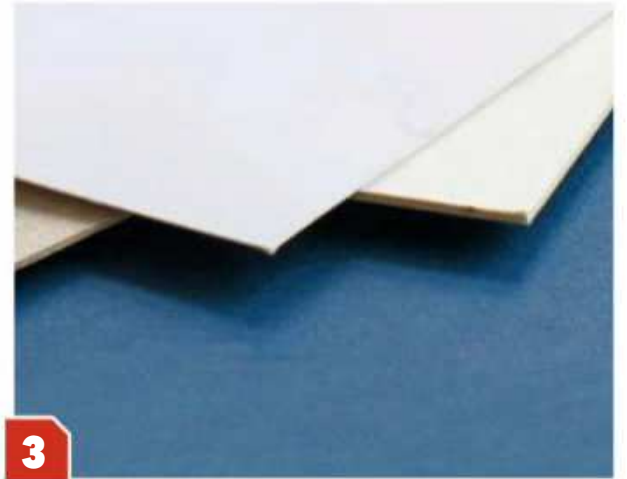
1

What your download includes. Before you print the sheets, clean the nozzles on your printer and switch it to 'best quality' print setting.



2

I assembled my tool kit before starting work, including a number of different coloured pencils for touching up cut cardboard edges. Keep plenty of fresh blades near by - you'll need them.



3

Staverton's buildings required three thicknesses of card. I bought a sheet of mounting card from an art shop but recycled a cereal box and a business card for the rest.



4 An aerosol of artist's matt varnish will protect printed sheets from sticky fingers and adhesives. Lightly coat all the sheets immediately after printing.



5

The end walls of the goods shed showing the overlapping pieces to blend the end wall in with the front and rear walls.



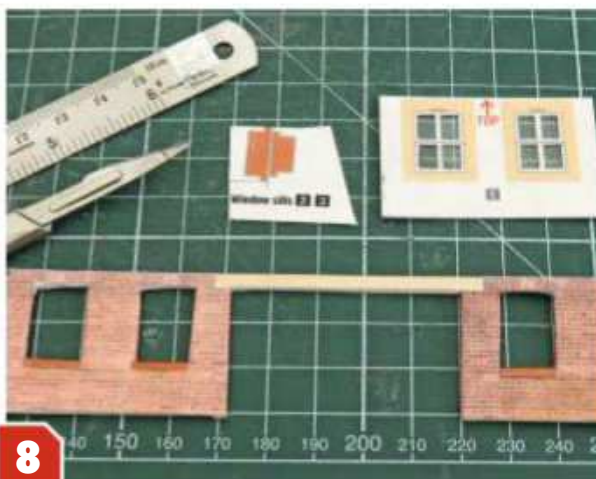
6

To show the effect of the coloured pencil, look directly under the roof. The right-hand side looks a lot better than the left!



7

The windows on the station building took a little time to make because of the various layers of thin cardboard and clear plastic sheet behind them all.



8

The front wall of the station building with the window frames, nearly ready to be glued into position. Elements such as the window sills are fiddly but definitely worth adding.



9

Internal walls are required to strengthen the model and on this model the internal walls are visible. The roof took around 30 minutes to make, adding the strips of cut tiles one by one.



10

The roof is made by laying strips of cut paper on top of each other. It takes a little time but it looks a lot better than simply fixing the sheet of tiles to the cardboard.



11

When I visited the line a few years ago I took pictures of the goods shed and tried to reproduce where the enamel signs had been on the real thing.

STEP BY STEP

PROJECT 6: BUILDING THE LAYOUT



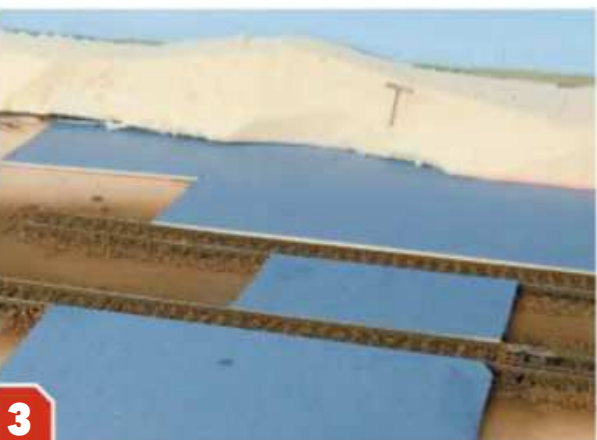
1

Pin or glue the track to your baseboard. Protect the point blades with masking tape before giving the track a thorough coat of Humbrol Dark Brown 29 aerosol. Give the track a good clean with a track-cleaning block.



2

Spread Woodland Scenics WB72 onto the track using a Proscos ballast spreader. Lightly brush it into place before fixing it with a 50/50 mix of water, PVA glue (and a drop of washing-up liquid).



3

The roads were made from two layers of mounting cardboard. Towards the rear of the layout a piece of Celotex home insulation foam has been shaped using a Woodlands Scenics Foam Knife to form an embankment.



4

Glue the foam to the layout and hold it in place with foam nails until it dries. Cut small pieces of plaster cloth and dunk them in water. Lay them onto the layout, overlapping each piece. Allow to dry and paint with brown artist's acrylic.



5

Mix some Woodland Scenics White Earth and Asphalt and paint the road surfaces. Now position the platform and station buildings. The scene is beginning to take shape. Now it's time to start adding some greenery.



6

Apply a coat of PVA over anywhere that's going to be grass. Use a large, wide paintbrush to accelerate the process. With the PVA still wet, sprinkle on a selection of basic green scatters. Leave to dry.



7

Tease out some Woodland Scenics Poly Fiber. Prepare about a dozen pieces at a time, then spread some glue and cover one large area at a time, rather than doing it bit by bit. When dry, spray with hairspray and sprinkle on scatters.



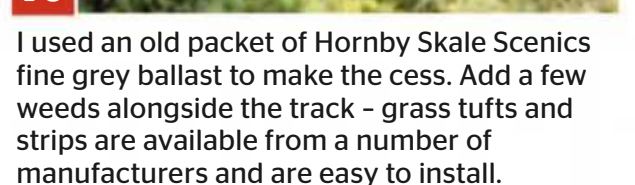
8

To add height and colour variation to the land I added clumps of static grasses in a variety of colours and heights. I used Gaugemaster static grass glue and a small electrostatic applicator from WW Scenics.



9

I used one packet of spring trees by Gaugemaster. These are easy to add to any layout - simply form a hole in the foam landscape and push the trunk in. Dry-brush the trunks light grey to highlight texture variations.



10

I used an old packet of Hornby Skale Scenics fine grey ballast to make the cess. Add a few weeds alongside the track - grass tufts and strips are available from a number of manufacturers and are easy to install.





11

This part of Devon is known for its primroses. I made my own by sprinkling some yellow scatter onto some grass tufts. Plant them into blobs of PVA with tweezers. They're a little bright but they add a splash of colour.



12

All the fences were made from a pack of Bachmann Scenecraft spear fencing. Drill mounting holes with a small drill bit in a pin vice. Fix with PVA. The milk churns and oil barrels are also from Scenecraft.



13

Disguise the gap between building and platform with a flowerbed. Create them from pieces of cut card. After brushing some PVA glue onto the base, I pushed an assortment of flowering grass tufts into the adhesive.



14

The signal is a Ratio GWR Home signal kit. These kits are relatively easy to build if you follow the instructions. Mine is non-working. The GWR lamp hut is a Hornby Skaledale resin model.

What you will need

SHOPPING LIST

- ◆ Noch 07129 Summer Grass Strips and Tufts, £10.50
Availability: Howard Scenic Supplies
Tel: 01206 385409
Web: www.howardscenicsupplies.co.uk
- ◆ Silflor Short Tufts Spring, £4.50
Availability: Great Escape Games
Web: www.greatescapegames.co.uk
- ◆ Heki 1805 Grasbuschel, £12.30
Availability: www.amazon.co.uk
- ◆ Bachmann Scenecraft 44-562 Metal Fencing, £10.95
Availability: Bachmann stockists
- ◆ Gaugemaster Spring Trees GM128, £12.95, Ratio 460 GWR Home signal kit, £11.50
Availability: Gaugemaster Tel: 01903 884488
Web: www.gaugemaster.com

TOOLS/MATERIALS NEEDED

- ◆ Masking tape
- ◆ PVA glue
- ◆ Insulation foam

Costs

- ◆ Layout building cost £62.70
- RUNNING TOTAL.....£146.12**

PROJECT 7: THE SIGNAL BOX

Wills is an ideal source of good looking plastic kits at reasonable prices. Its Ground Level Signal Box kit (SS29) is clearly based on Staverton, and at just over a fiver it was ideal for this project. The kit isn't identical to Staverton – key differences include the type of door and the timber panelling, but it still offers a quick and easy way to roughly represent this distinctive South Devon structure.



PRODUCT Wills Ground Level Signal Box kit SS29 ♦ Price £5.25

AVAILABILITY Gaugemaster, 01903 884488, www.gaugemaster.com

1½ hrs

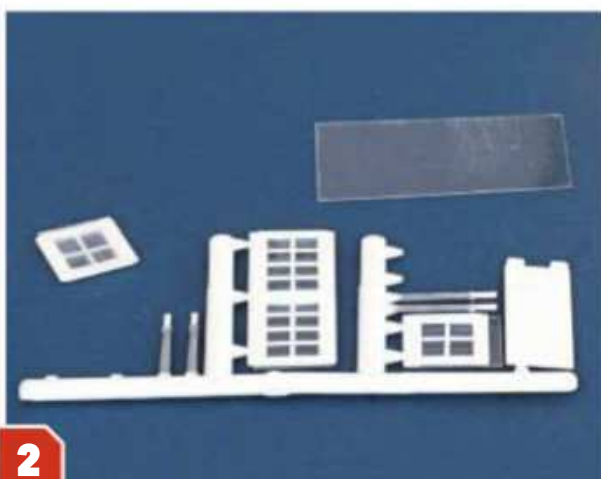


STEP BY STEP



1

This is one of the easiest plastic kits you'll ever build. Assemble the four walls around the floor section. When the glue's dry, paint the interior grey, along with the lower part of the levers.



2

Cut the clear plastic glazing to fit the window frames. Use a pin-point applicator to apply the poly cement so that you don't smear it onto the glazing.



3

Paint the roof using the same grey paint. Then dry-brush on a little white to bring some relief to the detail, followed by some matt varnish.



4

Paint the Osborn's signal box plate using RailMatch GWR light and dark stone enamels. When dry, fix the 'box nameplate using Woodland Scenics glue.

5 Osborn's also produces a 3D-printed signalman. Because the windows are quite small, I painted him using Tamiya flat black.

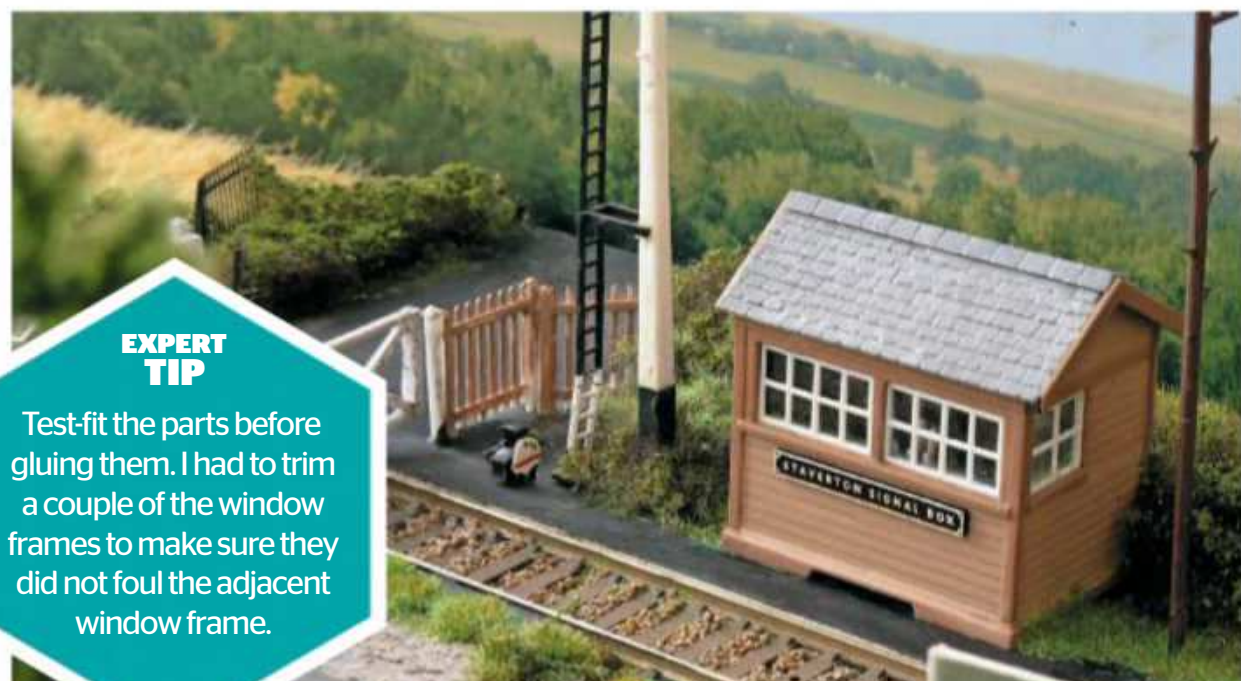


6

Paint the signalman's face and hands using a flesh colour and glue him into position. Paint the lever handles in suitable colours, then glue on the roof.

EXPERT TIP

Test-fit the parts before gluing them. I had to trim a couple of the window frames to make sure they did not foul the adjacent window frame.



What you will need

SHOPPING LIST

- ♦ Arch Laser GWR Signal box Nameboards, £3.00; Arch Laser ALOO F013 3D-Printed signalman, £2.20 **Availability:** Osborn's Models Tel: 01237 423453 **Web:** www.osbornsmodels.com
- ♦ RailMatch 607 GWR Dark Stone 15ml, £2.95; RailMatch 606 GWR Light Stone, £2.95 **Availability:** Gaugemaster Tel: 01903 884488 **Web:** www.gaugemaster.com
- ♦ Tamiya XF-01 Flat Black, £1.58 **Availability:** Wonderland Models Tel: 0131 229 6428 **Web:** www.wonderlandmodels.com

TOOLS/MATERIALS NEEDED

- ♦ Humbrol Liquid Poly
- ♦ Fine sandpaper or sanding sticks
- ♦ Paintbrushes

Costs

- ♦ Signal box £17.93
- GRAND TOTAL** £164.05

Scrimp and save

'Scrapbox', 'bits box', 'spares box' – whatever you call it, having a stash of leftover bits and bobs will save you money. If you buy a pack of grass tufts, for example, you may have some left over after a project. Don't throw those leftovers away – keep them for another time.

My scrapbox saved me quite a bit of money on this project. I had all the tools and materials in stock, including quite a large sheet of mount card.

But be realistic and resist the urge to keep hold of everything (you must have uttered the words 'that'll come in useful one day' at some point!). Save everything and you'll soon end up drowning in a sea of modelling material you'll never use.

dapol

model railway company

Tel: 01691 774455
Fax: 01691 778866
e-mail: sales@dapol.co.uk

www.dapol.co.uk

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

September releases

HST



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



2D-019-009 - Class 43 HST GWR Green 43187/43188

These are 1st Decorated Samples Copyright Dapol Ltd.

NEW!

Turbot



These are 1st Decorated Samples Copyright Dapol Ltd.

4F-043-001 - Turbot Bogie Ballast Wagon EWS Maroon DB978363
4F-043-002 - Turbot Bogie Ballast Wagon EWS Maroon DB978396

4F-043-003 - Turbot Bogie Ballast Wagon EWS Maroon DB978309
4F-043-004 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978337

MGR HAA



These are 1st Decorated Samples Copyright Dapol Ltd.

7F-048-001 - MGR HAA Coal Wagon (Red Cradle) 350274 ERA 7-8
7F-048-002 - MGR HAA Coal Wagon (Red Cradle) 355203 ERA 7-8
7F-048-003 - MGR HAA Coal Wagon (Red Cradle) 353823 ERA 7-8
7F-048-004 - MGR HAA Coal Wagon (Blue Cradle) 351351 ERA 8-9

7F-048-005 - MGR HAA Coal Wagon (Brown Cradle) 354317 ERA 5-7
7F-048-006 - MGR HAA Coal Wagon (Brown Cradle) 359180 ERA 5-7
7F-048-007 - MGR HAA Coal Wagon (Brown Cradle) 359447 ERA 5-7
7F-048-008 - MGR HAA Coal Wagon (Yellow Cradle) 354469 ERA 7-8

4F-012-019 - Ventilated Van - BR Bauxite B768120
4F-012-020 - Ventilated Van - BR Bauxite B768120 Weathered
4F-014-015 - Fruit D - GWR Shirtbutton 2873
4F-014-016 - Fruit D - GWR Shirtbutton 2873 Weathered
4F-036-025 - Grain Hopper - BR B885320
4F-036-026 - Grain Hopper - BR B885320 Weathered

4F-071-152 - 7 Plank - Buckley Junction 26
4F-071-153 - 7 Plank - Buckley Junction 26 Weathered
4L-001-005 - Junction Signal GWR Right hand with two arms shorter post to right
4L-001-006 - Junction Signal GWR Left hand with two arms shorter post to left
4L-001-007 - Bracket Signal GWR Right hand with one arm
4L-001-008 - Bracket Signal GWR Left hand with one arm

2F-028-104 - 45Ft High Cube Container P & O Ferry 008460 2 & 008037 7
2F-028-105 - 45Ft High Cube Container P & O Ferry 008460 2 & 008037 7 Weathered

All product release dates correct at time of going to press

Product Scale Key

O Gauge

OO Gauge

N Gauge

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HOW TO

UPGRADE OLD WAGONS

Using simple methods, **George Dent** transforms a couple of cheap 1970s wagons, making them look – and perform – as well as contemporary rolling stock.



MODELS Lima 12t box van; Airfix seven-plank open wagon ♦ Price £5-10 each (approx.)

AVAILABILITY Dealers of pre-owned model railways



4 hrs per wagon



I lived rather frugally as a newly married twenty-something and had to make do with cheap modelling projects. Older, second-hand models offered much potential, especially in the days when decent preowned rolling stock could be obtained for just a few pounds.

While the preowned market has boomed in recent years, prices, like those of new models, have risen too but there are still bargains to be found. Furthermore, if you choose carefully, there are many models dating back to the 1970s and 1980s that can still hold their own against contemporary, 'high-spec' products.

A pair of typical examples are featured here, namely the Lima 12t box van and an Airfix seven-plank open wagon. Introduced in the late 1970s, the Airfix model has remained available for decades, under the Mainline, Hornby and Dapol brands, with only minor improvements to the wheels and couplings over the years.

Current issue models remain fairly cheap

in comparison to more modern ready-to-run four-wheel wagons, but older examples can be found for even less. With a new set of wheels, couplings and a quick dose of weathering, it looks very much at home on a modern layout.

I've had a soft spot for the Lima van since I was a kid. I had one in my first train set, but with its striking red livery and Typhoo Tea logo it wasn't exactly realistic.

Indeed, the Italian firm went through a phase of branding general goods wagons with household names, including Homepride flour, Stork margarine, Michelin tyres and St Ivel milk. Hornby did a similar thing (the tank wagon that looked like a Duracell battery was a particular favourite).

Having bought a handful of Lima box vans back in the late 1990s, I combined them with superior underframes and wheels from Parkside Dundas and Romford, respectively. The improvement was pretty amazing, taking what was essentially a toy and transforming it into a more 'serious' model.

As with much of Lima's output, the vans featured some finely moulded detail on the plastic bodysells, but the bombproof underframes and enormous wheel flanges were a real drawback. Tricky to modify, the tough, rubbery plastic chassis was best discarded, with Parkside's chassis kits remaining a very economical upgrade option.

Repeating the upgrade more recently, the cost of the Lima vans hasn't increased much, in relative terms, with good boxed examples available for around a tenner. As we're only interested in the bodysell, it's worth looking out for less pristine examples at lower prices.

Taking into account the economy of scale involved in buying paints and transfers to treat at least a dozen similar wagons, the entire upgrade of this Lima van project came to about £20, including the cost of the donor model.

Considering the quality of the finished model, I think this is excellent value. Plus it was great fun and brought back some very happy memories...

New wheels and couplings bring this 1970s Airfix wagon up to modern standards. A replacement chassis would add even more realism.



What you will need

SHOPPING LIST

- ◆ Wheels, bearings, Parkside wagon chassis kits, NEM coupling mounts. Eileen's Emporium Tel: 01531 828009 Web: www.eileensemporium.com
- ◆ Hollar printed wagon posters. North Western Models Web: www.northwesternmodels.co.uk
- ◆ Transfers. Fox Transfers Tel: 0116 319 4950 Web: www.fox-transfers.co.uk

TOOLS NEEDED

- ◆ Knife ◆ Tweezers ◆ Set square ◆ Files ◆ Abrasives
- ◆ Mini drill and bits ◆ Mini screwdrivers

STEP BY STEP

PROJECT 1



1

This 1970s-vintage Airfix seven-plank open boasts a well rendered bodyshell, a decent underframe and low-profile tension lock couplings. The plastic wheels, with large flanges, are ripe for renewal, however.



2

Compared to the superior wheels from Dapol (centre) and Romford (right), the Airfix wheels (left) show their 40-year-old heritage. Turned metal wheels make for smoother, quieter running.



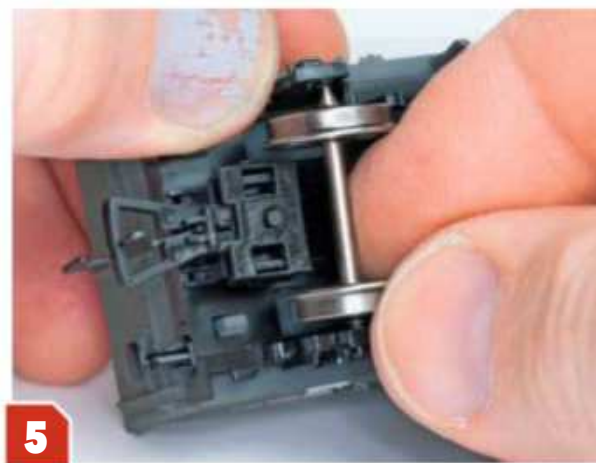
3

I chose a set of Dapol spoked wheels as replacements. They should make for a simple swap but, if the axles appear too tight within the frames, a special reaming tool is available from DCCconcepts (www.dccconcepts.com).



4

If the axle bearing holes do need fettling, place the reamer tool between the frames (as you would with the wheels) and rotate in a clockwise direction. The cutting faces remove waste plastic effectively.



5

Test-fit the new axles regularly to check for a nice, snug fit, ensuring that the wheels can rotate freely. The axles should not be too sloppy or the wagon will run poorly.



6

While the original couplings weren't bad, I swapped them for modern Hornby versions (R8099) to ensure compatibility with new stock. The old ones were simply unplugged and the new versions slotted into place.



7

With the addition of new wheels and couplings (a ten-minute job), the Airfix wagon already looks much more acceptable. A weathering job will improve matters even more though!



8

A few coats of enamel weathering washes, a little work with an airbrush and renumbering with a fine paintbrush brings the ex-LMS wagon into the 1950s BR era and enhances the detail of the body moulding.

STEP BY STEP

PROJECT 2



1

Lima's 12t box van also dates from the 1970s and, like many products from the Italian manufacturer, there were some really good points about the model. However, the large wheels and chunky underframe let it down.



2

Parkside plastic wagon chassis kits (now in the Peco range) offer a cheap and easy replacement for RTR stock. NEM coupling pockets are also available and a new set of wheels and brass bearings complete the job.



3

The Lima underframe is released from the body by levering the small tabs at each corner with a small screwdriver. A small steel weight is then revealed, which can be reused.



4

Cut and file away all projections from the underside of the floor to provide a flat, clean surface onto which the new chassis frames can be assembled. Be sure not to damage the bodyside framing that extends below floor level.



5

The roof is released by pressing the two vent sections in each end, these acting as retaining tabs. The steel weight can then be fixed inside the bodyside with epoxy adhesive. Leave overnight to cure.



6

Begin by adding one of the Parkside bufferbeams to the end of the wagon floor, ensuring that it sits square and true, just a fraction behind the outer face of the end. This will act as a reference point for the side frames.



7

The brass 'top hat' bearings are pressed into the holes in the side frames. A friction fit should be sufficient, with no need for glue. If the bearings feel a little loose, add a tiny drop of cyano glue.



8

Dress the upper edges of the frames with a flat file to remove any flash. Check with a set square to ensure that the upper edges are square and true, as the frames need to be set up correctly in relation to the wagon floor.



9

Fix one side frame to the wagon floor, ensuring that it stands vertically and parallel to the edge of the bodyside. A strong poly cement is recommended, such as Mr Cement from Mr Hobby (www.albionhobbies.com).



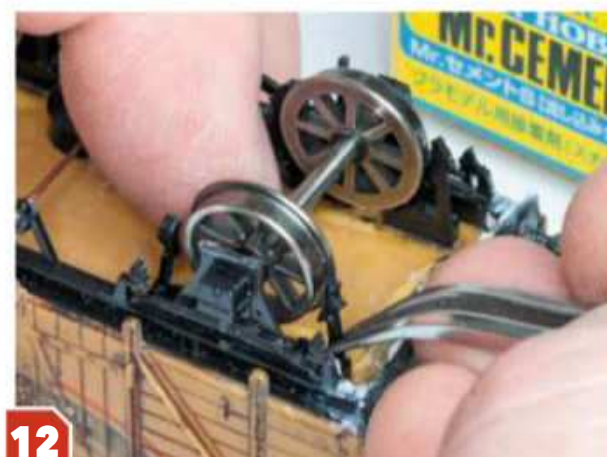
10

Place the wheels in position and the other side frame, checking that the axles are concentric and that they can turn freely before applying the adhesive. Again, keep checking the alignment before the cement cures.



11

Another way of checking for correct alignment is to place the wagon on a sheet of glass. All four wheels should be in contact with the surface and they should rotate freely. Leave the wagon upturned while the cement cures.



12

After adding the other bufferbeam and the separate bufferheads, the brake gear can be installed. Make sure that the brake blocks are in line with the wheels, and that they have adequate clearance.



13

With the roof refitted (and secured with poly cement), the incorrect flat ventilator hoods can be instated with plastic card. Allow to harden overnight before tidying up the corners with a needle file.



14

The NEM brackets needed shimming with layers of plastic card to get them to the correct height. Double-sided tape was employed as a temporary adhesive while adjusting the positioning.



15

Test the coupling height with other items of rolling stock to ensure reliable operation. The mounts can also be mounted slightly inboard to reduce the amount of protrusion.



16

For durability, I replaced the Parkside kit's plastic brake cross shaft and actuating arm with thin wire, threaded through small holes drilled in the 'V' hangers and secured with cyano glue.



17

After an overnight rest for the solvent fumes to evaporate, the wagon could be cleaned up and primed. I'm a big fan of Mr Hobby's Mr Surfacer aerosol-based primers, as they leave a lovely smooth finish.



18

After painting, the wagon was numbered with waterslide decals, plus self-adhesive printed wagon posters. The latter were distressed slightly before fixing in place.

The refined Parkside underframe, weathered finish and authentic wagon poster and markings, creates an impressive - and economical - model.



TOP 10 SCENIC UPGRADES

Master of the scene **Peter Marriott's** round-up of time and money-saving shortcuts.

**TOTAL
SCENIC SAVING:
£72.88!**

People say that our hobby is becoming expensive, but there are ways to keep costs down. I tried to think about a few ways in which I'd managed to reduce my outlay when making scenery over the years, and here's what I came up with.

1 BUY UNPAINTED

All layouts need miniature people and wildlife, but you can save money here by buying unpainted figures. Yes, you'll need to spend a little extra time with the paintbrush, but you can buy packs of 120 unpainted Preiser railway figures for £26 (from Gaugemaster), whereas a pack of six painted engine crew from Bachmann Scenecraft costs £9.95. An added bonus of painting your own figures is that you can add individuality to your layout.

Scenic saving: 38p per figure



2 GRAB A STARTER KIT

You can often save money with a starter set, rather than buying all the items individually. Take Peco's 'N' gauge Starter Set: it has an RRP of £61.00, yet it contains track and accessories worth £81.05. Numerous organisations offer scenic starter sets to help you create good looking scenery. These are particularly useful for techniques that you haven't yet mastered, such as static grass. Gaugemaster's GM196 (£9.95, www.gaugemaster.com) includes a 30g bag of static grass, puffer bottle and glue - which costs less than buying the parts separately. And if you get on with it, you can invest your money in more expensive static grass equipment.

Scenic saving: £21.05



3 BUY GLUE IN BULK

PVA glue is one of the staple tools of scenery making. Branded PVA, such as Unibond, can be quite expensive (B&Q offers 0.25l for £4.86) but Hobbycraft has 1l for just £3. For our purposes, budget own-brand glue is just as good.

Scenic saving: £1.86



4 CHEAP FIX

How do you fix foliage on top of trees and hedges? Dedicated scenic spray glues can cost over £5 for a small bottle (£5.86 for a bottle of WS Scene-arama). Extra-hold hairspray does the job just as well. Go for supermarket own brands but choose the unscented variety.

Scenic saving: £5.36



5 THINK IN LAYERS



In terms of quality, scenic scatters have come on in leaps and bounds in recent years, but prices have gone up accordingly. However, by thinking of your scenery in terms of layers, you can save yourself a few pennies. Use a cheap, sawdust-based scatter for the base layer and then use – sparingly – more expensive products on top to add detail. Alternatively, use a sawdust scatter towards the rear of a layout or beneath the trees in a wood, where it won't be immediately visible. Jarvis' Countryside Scenics Rough Pasture costs just £1.39 (www.modelscenerysupplies.co.uk) while a bag of Woodland Scenics Fine Earth Turf costs £3.40 (www.modelrailwaysdirect.co.uk).

Scenic saving: £2.01

6 'SALVAGE' SCENERY

A walk in your local woods or park will usually reveal a good selection of natural products that are perfect for scenery



construction, from soil to twigs. The latter are perfect for wagon loads: you can put together a log load for an OTA wagon for free, saving you the cost of a resin version (Hornby's R9701 has an RRP of £8.25). Just don't take lichen!

Scenic saving: £8.25

7 MOULD YOUR OWN

You can cast and shape rocks and cliff faces using dedicated products from the likes of Woodland Scenics and Noch. But go for a DIY plaster and you can save quite a bit of money. For example, Noch's Profi Casting Compound retails at £14.00 from Gauge-master, but you can buy a 1.8kg box of Polyfilla from Amazon for just £6.64.

Scenic saving: £7.36



8 SAVE ON SAND

Sand is a really undervalued modelling material. I use it as a ground cover (sprinkled on wet PVA glue), whereas Chris Nevard likes to use it as track ballast. You can source it for free from a beach or you can order a 22kg bag from Amazon for just £13.39 – enough to ballast every layout you'll ever build!



9 MATCHPOT LUCK



Paint is one of those materials that we all need but, again, look beyond the hobby brands and you can find some good savings. For example, take the match pots of emulsion from DIY stores. B&Q sells a 0.05l pot of paint for 85p; compare that to Woodland Scenics' paint, which Goblin Gaming has on sale for £9.75 (www.goblingaming.co.uk). Match pots are available in every conceivable colour too!

Scenic saving: £8.90

10 FOAM ALTERNATIVES

Hard foam is an ideal material for making a miniature landscape. It's light, yet tough enough to form the foundation for the scenery. Woodland Scenics produces a range of foam pieces from which to make a layout, but it can cost over £20. As an alternative, save the expanded polystyrene in which appliances such as washing machines come packed, or head to your local B&Q and pick up some insulation board for as little as £2.29 per pack.

Scenic saving: £17.71



FOUR GREAT MONEY-SAVING TIPS

1 Don't throw away old trees just because they look a little tired.



Fundamentally sound trees and foliage can be rejuvenated with some Woodland Scenics Poly Fiber and foam scatter, fixed in place with hairspray.

2 Save scatters and ballasts that haven't stuck to the layout. Use a soft, wide paint brush to gather the excess into a

pile or – and this is probably more efficient – use a hand-held vacuum cleaner with a dedicated bag.



3 Use paintbrushes that are no longer suitable for painting to apply glue instead. Brushes you thought were dead will soon find a new lease of life!

4 Always check what you have before you buy more of something. I always tend to buy too much of a product, squirrel it away 'for future use'... and then end up buying more of the same thing after forgetting about the first lot I'd bought!

RECYCLING FREEBIES!

Most of us throw away packaging without a second thought. But even what we put in the recycling bin can be used to save money in our modelling. Cereal packets are a good source of thin card for scratchbuilding, and plastic pots can be used for mixing paint and plaster or holding paint cleaners. Need some coarse brown scatter? Keep used tea bags and leave them to dry!



[Project 1]

Using rubberised horsehair to make hedging



⌚ 2 hrs to make 1m | 🖌️ 🖌️ 🖌️ 🖌️

STEP BY STEP

1

Blocks of rubberised horsehair can be sourced from many scenic suppliers, not to mention furniture repair firms.



2

Cut through the block using a sharp pair of scissors. Tease out the fibres. This piece already looks like a dead hedge!

Rubberised horsehair is used in upholstery but, like hanging basket liner material, it's a very traditional way of making hedges, foliage and patches of weeds. Although modern 'dedicated' products, such as Woodland Scenics Fine Foliage, or Poly Fiber, have arrived on the market, rubberised horsehair is still a very good alternative and, what's more, it's cheap and easy to use.

What you will need

SHOPPING LIST

Product: WWS Rubberised Horsehair 25mm thick
Availability: WW Scenics, 30 Lonlas Village Workshop, Skewen, Neath SA10 6RP
Web: www.war-world.co.uk
Price: £3.75

ITEMS NEEDED

- ◆ PVA
- ◆ Small pair of scissors
- ◆ Extra-hold hairspray
- ◆ Fine scatter materials

[Project 2]

Make a cut-price tunnel



What you will need

SHOPPING LIST

Product: Merkur Dark Grey Arches (501011)
Availability: Sherwood Models, 831 Mansfield Road, Nottingham NG5 3GF
Web: www.sherwoodmodels.co.uk
Price: £8.99

MATERIALS NEEDED

- ◆ PVA adhesive
- ◆ Plaster bandage
- ◆ Woodland Scenics Earth colours
- ◆ Deluxe Materials Create & Shape
- ◆ Fine scatter materials

⌚ 4 hrs



A quick browse of Gaugemaster's website reveals a multitude of 'OO' gauge tunnel portals. Aside from the very dated vac-formed Peco offering, I struggled to find any for under the £10 mark.

My spares box is quite extensive and in it I found a foam retaining wall from Czech company Merkur. I used a 10cm length to make my own tunnel portal. You can buy a 50cm length of Merkur retaining wall, with arches, from Sherwood Models Online for just £8.99 – but you can make more than one tunnel from it.

STEP BY STEP

1

The Merkur foam retaining wall. Use a self-healing cutting board, sharp blade and steel rule to cut the wall section down to one 'aperture'. Remove the centre section.



2

The centre is only held in place with a couple of drops of glue. Cut the centre section to form the new wing walls.



3

Spread a bead of PVA adhesive along the line of where the hedge is to go, then push the trimmed horsehair piece into place.



4

Either coat the horsehair with more PVA or give it a coat of hairspray before sprinkling on some suitably coloured flocks and scatters.

[Project 3] Make cut-price trees

You can spend a fortune on trees - but you don't always have to. I bought a Woodland Scenics TR1101 pack, from which I made 36 trees of different sizes. I started a production line that enabled me to turn out a finished tree approximately every five minutes... and I reckon that each one ended up costing around 50p!

STEP BY STEP



1

What you get: Woodland Scenics Realistic Tree Kit TR1101 contains 36 plastic armatures and three packs of foliage. You will need paint and some Hob-e-Tac adhesive.



What you will need

SHOPPING LIST

- ◆ Model: Woodland Scenics TR1101 Realistic Tree Kit Availability: Hatton's Web: www.hattons.co.uk Price: £16.00

MATERIALS NEEDED

- ◆ Woodlands Scenics Hob-e-Tac adhesive S195

20 mins per tree



3

Use plaster cloth to blend the tunnel portal into the new landscape. Dampen small pieces of cloth and lay them on top of each other. Leave to dry.



4

Give the portal a coat of grey acrylic paint. Then use Deluxe Materials Create & Shape to fill any small gaps between the wall and the portal. Blend in with greenery.



2

Cut off the plastic base with a sharp blade. It's unrealistic, so bin it. Bend and twist the tree armatures between your fingers into a realistic, three-dimensional shape. It takes just a minute per tree to do this.



4

Ensure that all of the glue is coated in foliage and shake off the excess material. Squeeze the foliage between your fingers to fix it to the adhesive. If there are any bare branches, brush a little more Hob-e-Tac onto them.



3

Brush on a little Hob-e-Tac and leave for about 15 minutes until the adhesive is clear and tacky. Fix together any pieces to be joined. Once the adhesive is clear, dip the deciduous tree armatures into the mixed foliage.



5

Wait 15 minutes for the glue to go tacky and then push the foliage onto the adhesive again. When you're happy with how the tree looks, spray the entire tree with Woodland Scenics Cement or hairspray to fix it in place.



HOW TO

RESTORE A HORNBY

Chris Leigh transforms a childhood favourite that's in desperate need of renovation.

At last! It may have taken me 60 years but I've finally got my hands on the Hornby-Dublo plastic suburban station kit. It's tempted me ever since I saw the 1959 Dublo catalogue, but now they're rather rare and a mint one can change hands for £300 and upwards. I found mine for £50 but, as you might imagine, it's less than mint!

All the Dublo plastic models suffer from the fact that, as screw-together kits, the doors and windows were separate parts and they

00 GAUGE

MODEL Hornby-Dublo Suburban Station Kit

AVAILABILITY Second-hand

5 hrs

5 screws

tend to be missing from second-hand examples. Replacements are easy enough to make from styrene sheet and strip, so the odd missing component need not be a deterrent.

Mine had a hairline crack (about an inch long) in the roof but it was easily fixed with some EMA Plastic Weld. It was also lacking a couple of windows and one door. Any missing

nuts and bolts can be replaced with suitably sized alternatives from a DIY store such as B&Q.

For £50, I've got a station that's comparable in price to a contemporary resin model. Finishing touches include posters and signs from Scalescenes S07 BR corporate image era (Scalescenes.com) but the buildings would suit the earlier post-war period, too.

STEP BY STEP



1

The station is screwed together. Loosening the screws enables the walls to be removed, making spray-painting easier. The walls are also attached to the platform with screws. Set all screws, nuts and washers aside for re-use.



2

It is likely that the model will have been stored for a long time and will need a wash to remove dirt and finger marks. I scrubbed all the larger parts, rinsed them and left them to dry.



What you will need

TOOLS NEEDED

- ◆ Long screwdriver
- ◆ Scrubbing brush
- ◆ Broad, flat paintbrush
- ◆ EMA Plastic Weld
- ◆ Blue Stuff (www.greenstuffworld.com)
- ◆ Masking tape

DID YOU KNOW?
The white platform edge was a wartime black-out measure which has continued ever since. The lining was supposed to stop within 1ft of the top of the ramps so that passengers did not alight onto the ramp by mistake.

Y-DUBLO STATION



3

I also had an island platform, which is of a clip-fit construction. I started by spraying the roof of the island platform shelter and the main building with dark grey primer.



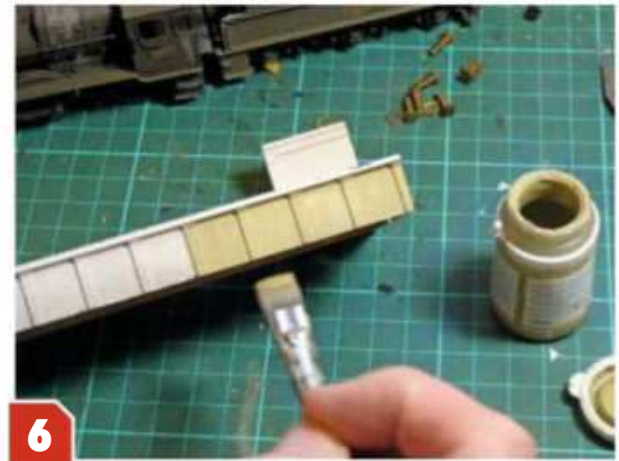
4

I sprayed the platform sections with white primer. When it was dry I masked a 3mm wide strip along the platform edge. This strip should not extend more than a few millimetres down the slopes.



5

With the platform edge and the fence panels masked off, I sprayed the platform surface with grey primer and then misted it with white primer and matt black to create an asphalt effect.



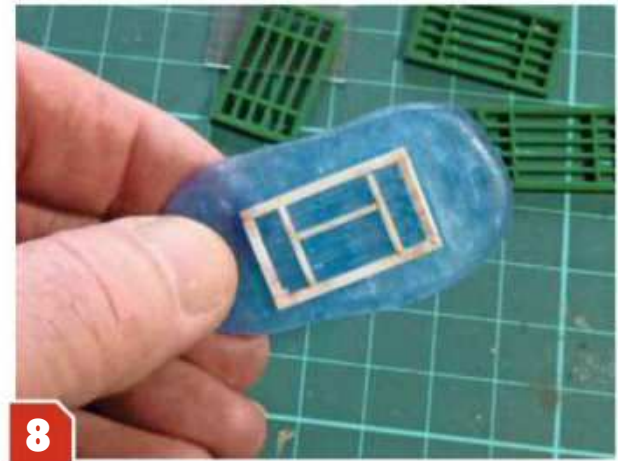
6

I used RailMatch acrylic concrete colour for all the vertical surfaces, the platform front and walls, applying it with a broad, flat brush and keeping the brush strokes vertical. Two coats were needed over the white primer.



7

I used Blue Stuff (www.greenstuffworld.com) to help make a new window frame. Heat the Blue Stuff in a mug of water for 3½ minutes in a microwave and press the window into it.



8

Sadly, my cast windows were too fragile. However, I used the mould as a jig in which to build window frames out of styrene strip. I simplified the glazing bars, which I think improves the realism.



HOW TO

MODEL TYNESIDE ELECTRICS

Ken Newton creates an NER electric unit from old Hornby Mk 1s.

My native Tyneside had, from 1904 until 1967, a 600V DC third-rail suburban network, much of which now forms part of the Tyne & Wear Metro system, albeit now energised to 1,500V DC via overhead lines.

Bachmann's excellent '2-EPB' EMU (and Class 419 'MLV') allows the prospective Tyneside electric modeller to recreate the South Shields branch between 1955 and 1963, when these new units replaced the vintage North Eastern Railway stock. For the Northern Coast loop and Riverside branch, it's a different matter. These lines had, from 1937, a fleet of four different types of Metro-Cammell articulated EMUs.

I fancied modelling the northern loop of the Tyneside system by building three twin-car units. A pair of Type B

00
GAUGE



20 hrs
per unit



Metro-Cammell 1937/8 articulated twin coach units (E29114E/E29314E and E29126E/E29326E) would be complemented by a Type A unit (E29105E/E29305E). There are no suitable kits available so I had to source something suitable.

Hornby's older range of BR Mk 1s seemed the most viable option, so I bought seven of them second-hand. A set of scale drawings was produced, based on prototype information and photographs, which helped in the creation of templates to ease the cutting and shaping of window and door apertures.

Hornby's X6575 self-contained motor bogie, from the '2-BIL'/'2-HAL' EMUs,

provided the perfect traction option, being available separately for around £30, complete with bogie frames and power collector shoe.

I decided to motorise the Type B EMUs only, as the motor bogie could be hidden inside the luggage area. The Type A unit is unpowered, but it does feature power collection to work the lighting circuitry, and it can be coupled to a powered twin set to form a four-car unit.

I think that my articulated twin set EMUs, although not 100% exact in detail and scale, complement the Bachmann '2-EPB' and 'MLV' nicely and help to recreate the Tyneside of my youth. My models will certainly remain in service until a more accurate kit or, perhaps, a ready-to-run model is produced.



Ken's layout features EMUs for both the North and South Tyneside suburban lines, courtesy of Bachmann (for the latter route) and some seriously modified Hornby Mk 1s (for the former line).



ANDREW DOW/COLOUR RAIL



R. HILL/COLOUR RAIL

Factfile: Metro-Cammell articulated twin-car EMUs

After the original 1904 NER stock was renovated in the mid-1930s, these vehicles moved to the newly electrified South Tyneside suburban line through Gateshead and Tyne Dock. New stock was thus ordered for the lines to the north of the Tyne, with 64 twin-car sets being ordered from Metro-Cammell.

Four different vehicle types were constructed, Types A, B, C and D (see panel), with just one vehicle in each twin-set featuring a motor bogie. The central bogie

was of the Gresley pattern, while the outer units were of the pre-grouping Fox type. Only one vehicle in each twin unit featured a motor bogie, the other being a trailer.

All coaches featured bucket seats and manually operated sliding doors (with double-width doors in the guard's compartment) and each end was adorned by a four-light route indicator matrix. They remained in traffic until the end of third rail electric services in the North East, in June 1967.

TWIN-SET NUMBERING

Vehicle	Motor cars	Trailer cars
Articulated, type A	E29101E-E29112E	E29301E-E29312E
Articulated, type B	E29113E-E29128E	E29313E-E29328E
Articulated, type C	E29129E-E29146E	E29229E-E29246E
Articulated, type D	E29147E-E29164E	E29247E-E29264E
Motor luggage vans	E29165E-E29166E	
Motor parcel vans	E29467E-E29468E	

STEP BY STEP



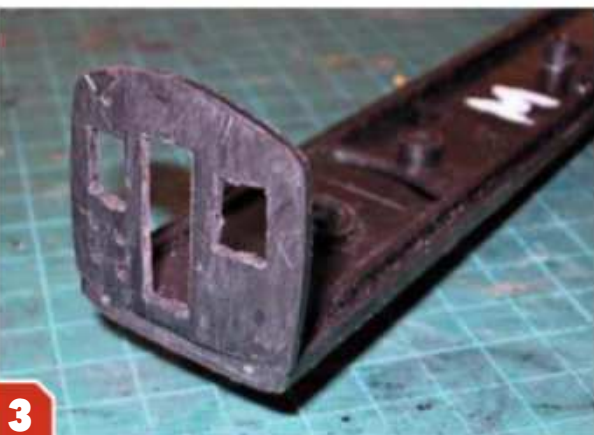
1

I found that Hornby's older Mk 1 coaches (that date back to Tri-ang days) offered a suitable base for the Metro-Cammell EMU vehicles. A batch of seven coaches was purchased second-hand and dismantled.



2

A thick plastic template was created as a guide for cutting the window and door apertures in the outer ends of each vehicle, as well as the locations for the four headcode lamps.



3

The coach ends had the moulded detail filed away before the template was used to mark out the locations for each aperture. After drilling and cutting away the waste, I used files to take care of the final shaping.



4

Hornby's X6575 power bogie is a smooth-running, self-contained unit and comes complete with side frames, collector shoe mouldings and a top-mounting clip.

What you will need

USEFUL SUPPLIERS

- ◆ Hornby X6575 motor unit and spares, Peter's Spares Tel: 01642 909794 Web: www.petersspares.com
- ◆ RailMatch paints, Howes Models Tel: 01865 848000 Web: www.howesmodels.co.uk
- ◆ 12V LEDs, cable, electrical accessories, Rapid Electronics Tel: 01206 751166 Web: www.rapidonline.com

TOOLS NEEDED

- ◆ Knife
- ◆ Tweezers
- ◆ Mini drill and bits
- ◆ Needle files
- ◆ Soldering iron and equipment
- ◆ Screwdrivers
- ◆ Pliers
- ◆ Razor saw

Essential reading

The North Eastern Electrics by K. Hoole, The Oakwood Press (ISBN: 9780853613589).



5

The Mk 1 chassis were shortened to 228mm in length. This gives a scale 57ft, which is 1ft 3in oversized, but allows for the existing bogie mounting holes to be retained.



6

The section of the carriage underframe that was cut out to house the motor bogie was refitted, using scraps of plastic as mounting brackets. The Hornby bogie simply clips into the existing mounting hole.



7

The Hornby Mk 1 bogies were modified, with Bachmann DMU couplings installed. The trailing bogies were adapted to electrical collection using copper-clad strip and brass wire.



8

To act as bogie pivot points, scrap plastic kit sprues were filed to a round profile and drilled to allow cables to pass through. The plastic shaft was then tapped to take a mounting nut and washer.



9

The centre articulated bogie was sourced from a Bachmann Thompson coach, modified with scrap plastic sheet and rod to form a pair of dowels, shaped to enable a loose fit into the chassis' bogie mounting holes.



10

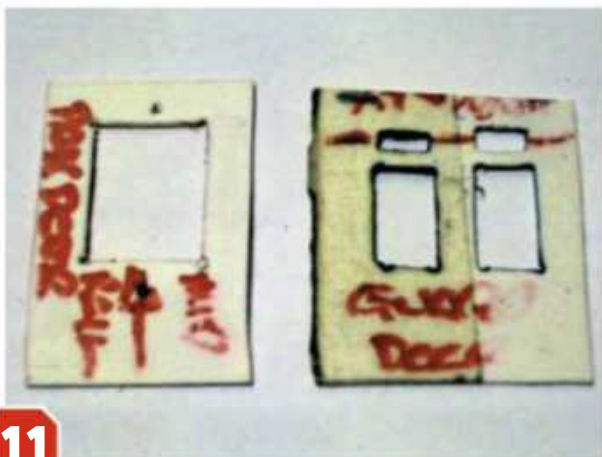
Using my sketch plans, the coach sides were marked out and cut to reflect the new window layout. Additional vertical window pillars were formed from Evergreen 1mm by 2mm and 1mm by 4mm styrene strip.



The Metro-Cammell Tyneside EMUs were the last articulated vehicles to work in the UK until the introduction of Eurostar's Class 373 units.



Making use of cheap second-hand Hornby coaching stock, Ken has created a fleet of unique EMUs.



11

More templates were created to assist with the cutting of passenger and guard's compartment doors. Templates help to achieve more consistent results when multiple identical parts are required.



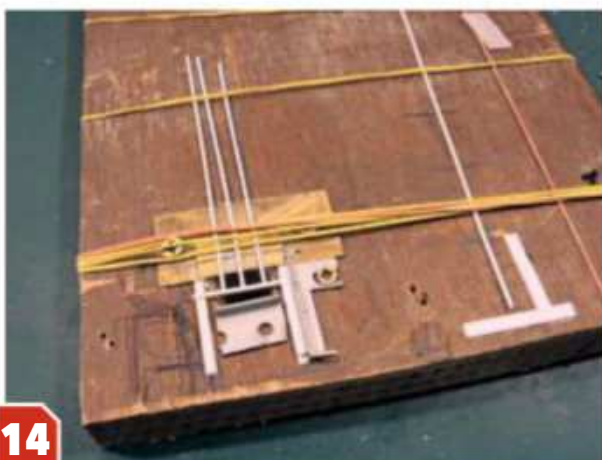
12

The new doors were cut from 1mm thick styrene sheet, using the templates as a guide. The final shaping was effected with needle files. Evergreen 1mm by 2mm styrene strip formed the central glazing bar of the passenger door.



13

Thicker sheet plastic is used to form the inner carriage ends, with extra layers added behind the central gangway door apertures. Fix with Plastic Weld cement and leave overnight before tidying up the corner joints.



14

To replicate the top windows, a simple jig was improvised from brass and plastic - on a plywood base - to allow 1mm by 1mm plastic strip to be bonded quickly and accurately.



15

Using the jig ensures that the windows will have uniform size, shape and spacing. After cutting the horizontal bar to the exact size of each window opening, they were glued into position.



16

Plastic Weld poly cement was used to join the plastic body sections together, creating a sturdy construction. The same adhesive also allowed the coach sides to be bonded securely to the chassis.



17

The moulded vents were removed from the roofs before holes were drilled for the whitmetal LNER torpedo vents (from 247 Developments), which were secured with cyano glue.



18

Seating was made out of sections of the Hornby Mk 1 interior mouldings, with extra partitions made out of plastic card. The interiors were then painted in appropriate colours.



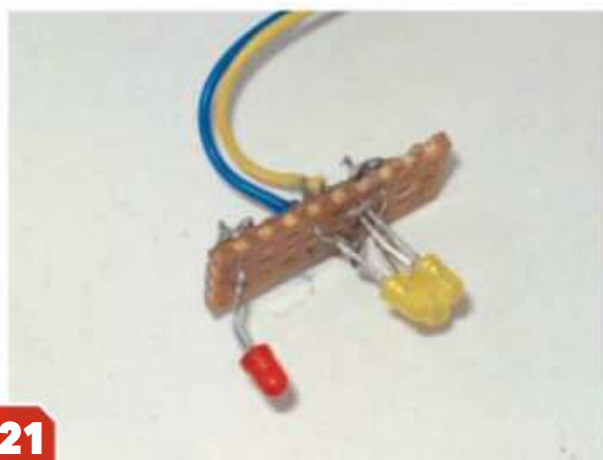
19

After a thorough test run to iron out any mechanical or electrical issues, the bodyshells and roofs were primed and painted. RailMatch BR Multiple Unit Green (later version) was applied via an aerosol can.



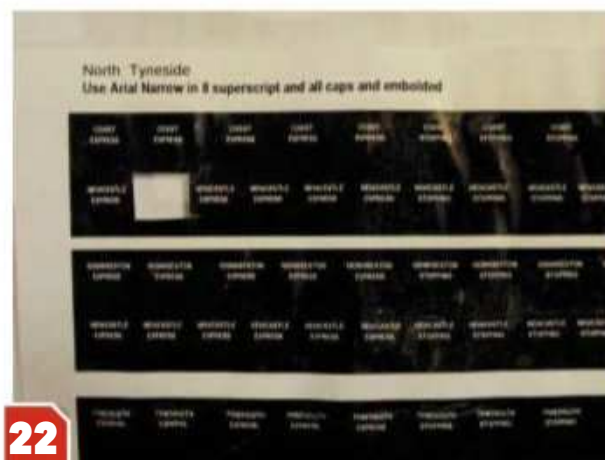
20

Clear plastic glazing was installed before HMR Pressfix transfers were applied, using masking tape as a guide. Note the wires from the inner end that transmit power from the trailing bogie to the motor and lighting circuit.



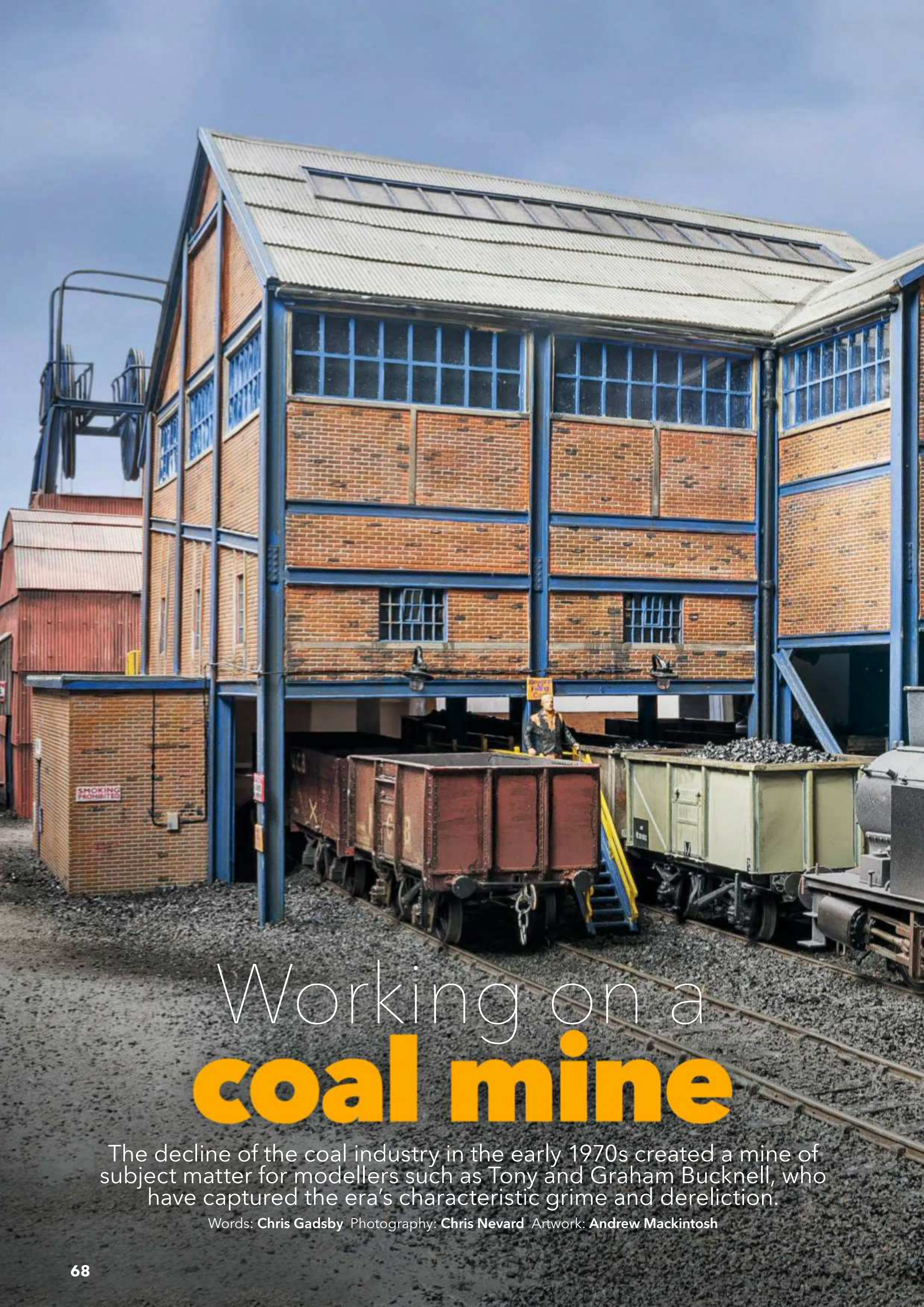
21

12V yellow and red LEDs represent the head and tail lamps. The diodes were installed in opposite polarities, so that the appropriate head and tail lights illuminate, according to the direction in which the train is running.



22

Destination blinds were printed using 8pt Arial (Narrow) typeface. The sheet was covered in wide Sellotape before the individual destinations were cut out and fixed to the outside of the cab ends.



Working on a **coal mine**

The decline of the coal industry in the early 1970s created a mine of subject matter for modellers such as Tony and Graham Bucknell, who have captured the era's characteristic grime and dereliction.

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

VITAL STATS

Layout:

'Kirkmellington'

Size: 14ft by 2ft

Gauge: 'EM'



South Yorkshire. Durham and Northumberland. South Wales. Those are probably the first places that would spring to mind when we're asked to think about the British coal industry.

But Scotland had a huge coalfield, stretching from Ayrshire in the west right the up to the Fife Coast in the east. It formed a large and important part of the National Coal Board empire and yet, in 1958, the NCB announced that 36 of its pits would close. Twenty of these were in Scotland. That was just the start of even greater downward spiral.

DISHING THE DIRT

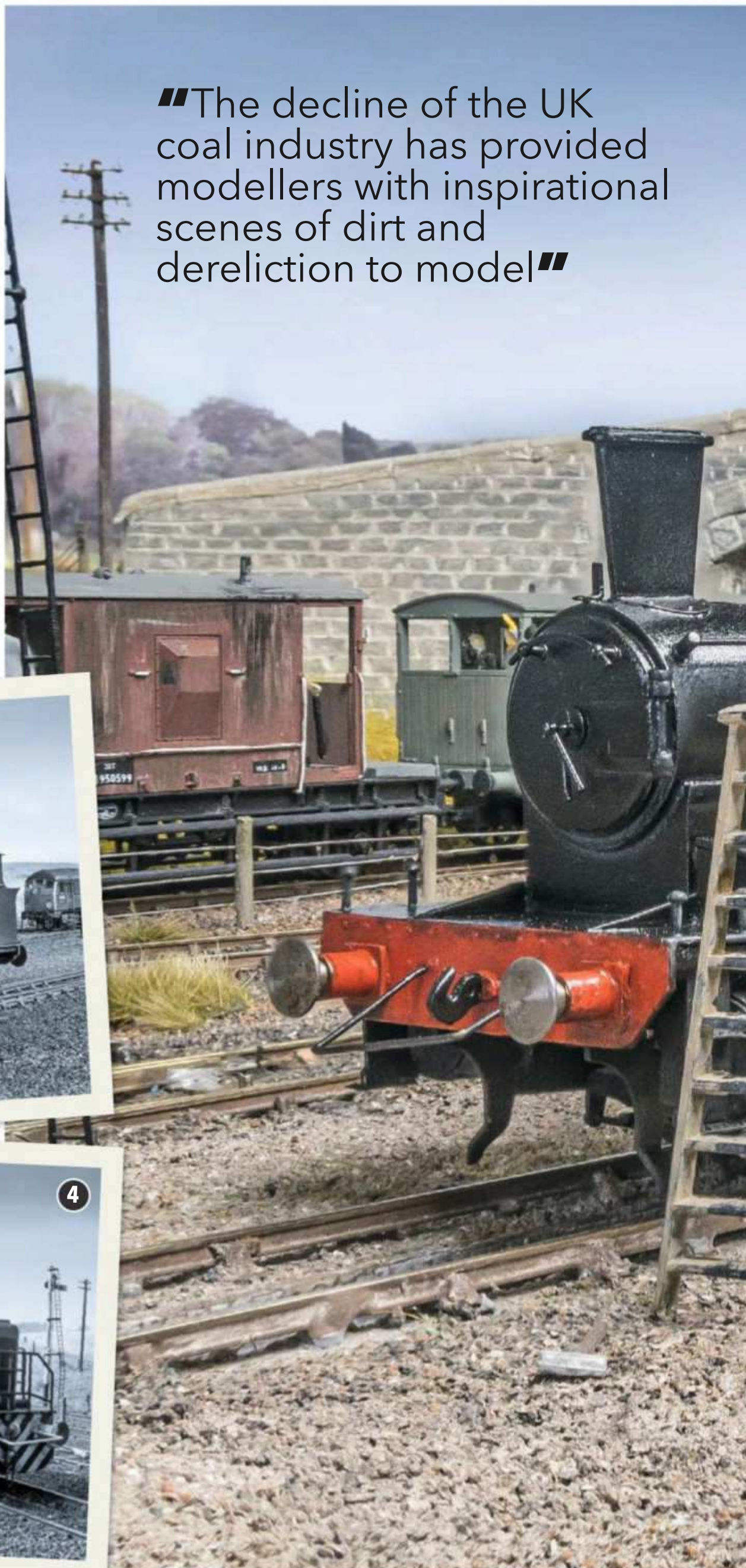
The decline of the UK coal industry has provided modellers with inspirational scenes of dirt and dereliction to model. These scenes of decay are complemented by the fact that NCB steam outlasted steam on BR. That led to intriguing scenes of run-down steam engines rubbing shoulders with green and blue diesels.

This fascinating period in British industrial history caught the imagination of father and son modelling team Tony and Graham Bucknell.

"In creating my previous layouts and helping with other Rochdale MRG layouts, including my dad's layout 'Eskmuir' [MR201], I realised I wanted to build something with an industrial theme," says Graham.

This new project would also give Graham the opportunity to explore the world of ➤

"The decline of the UK coal industry has provided modellers with inspirational scenes of dirt and dereliction to model"





2

3 things we like



1

Correct period 1:76 scale cars help emphasise the late 1960s/early '70s era.



2

Scratchbuilt buildings have been complemented with resin models to good effect.



3

Working in 'EM' was eased by using SMP Scaleway flexible track – see www.marcway.net

What makes this layout great?

It's a small layout but you get the sense that it is part of something much bigger. It's easy to imagine the hills that form the backdrop continuing for miles, with a lone locomotive working its way through the countryside.



“All of the locomotives are renumbered, detailed and weathered to match prototype photographs”





5 The Andrew Barclay 0-6-0Ts are kits. No. 24 is a resin body from ARC, while No. 8 is a High Level Kits kit (www.highlevelkits.co.uk). The Giesl ejectors are from RT Models.



Typical vintage NCB rolling stock: a Dapol 'Rectank' and RT Models Hudson tippers (www.rtmodels.co.uk).

18mm gauge 'EM' –a challenge he took with relish.

Graham says: "With encouragement and support from both the Rochdale MRG and Risborough & District MRC, I launched myself into 'EM' gauge with 'Kirkmellington'."

A change in personal circumstances meant that the project had to be mothballed for a few years, but work re-started with help from Graham's dad Tony. 'Kirkmellington' is now on the exhibition circuit, showing audiences around the country what life was like in a 1960s Scottish coal mine.

'Kirkmellington' represents a small Ayrshire colliery. NCB internal rail systems would always connect with BR somewhere and 'Kirkmellington' is no exception. Its railway connects to a single track branch from the Glasgow

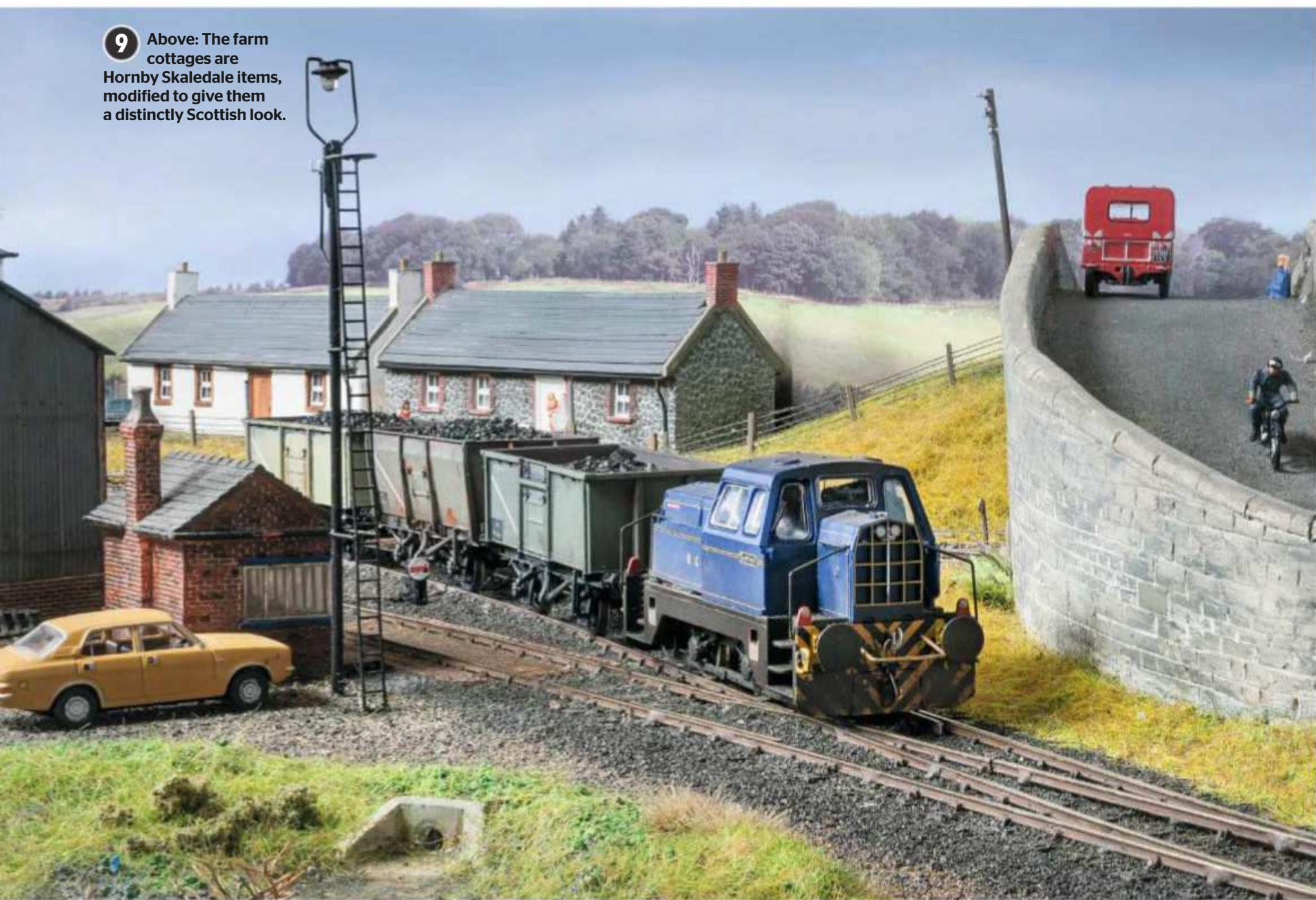
& South Western Railway's Carlisle-Kilmarnock main line.

"We wanted it to fit inside a family car," says Graham, "and the track plan we eventually settled on was the best compromise, given the space available to us. To maintain operational interest we added a through branch line and three exchange sidings to the colliery, with a headshunt that leads to the internal NCB network."

One of the challenges with modelling in 'EM' is the track. Graham and Tony used SMP Scaleway flexitrack with hand-built points. It was, Graham recalls, a fairly painless process.

"Careful checking of gauge and level at an early stage meant we only had to make minor adjustments later in the process, and the layout is pretty reliable." 🐉

9 Above: The farm cottages are Hornby Skaledale items, modified to give them a distinctly Scottish look.



COMPACT COLLIERIES

'Kirkmellington' is set in the 1969-1973 period, which allows Graham and Tony to model the intriguing mix of NCB steam and diesel alongside BR diesels. NCB wagons at this period were just as fascinating, as modern steel-bodied wagons worked alongside vehicles of a considerably older vintage!

Out on the main line, coal traffic from the Ayrshire pits was in the hands of BR Type 1s and Type 2s. Graham and Tony use ready-to-run models but, as they've modelled in 'EM', these models require new wheels to be fitted.

"Most have been converted using Ultrascare wheelsets," Graham says. "The quality of the basic models does allow us to re-gauge the factory-fitted wheelsets and achieve reliable operation."

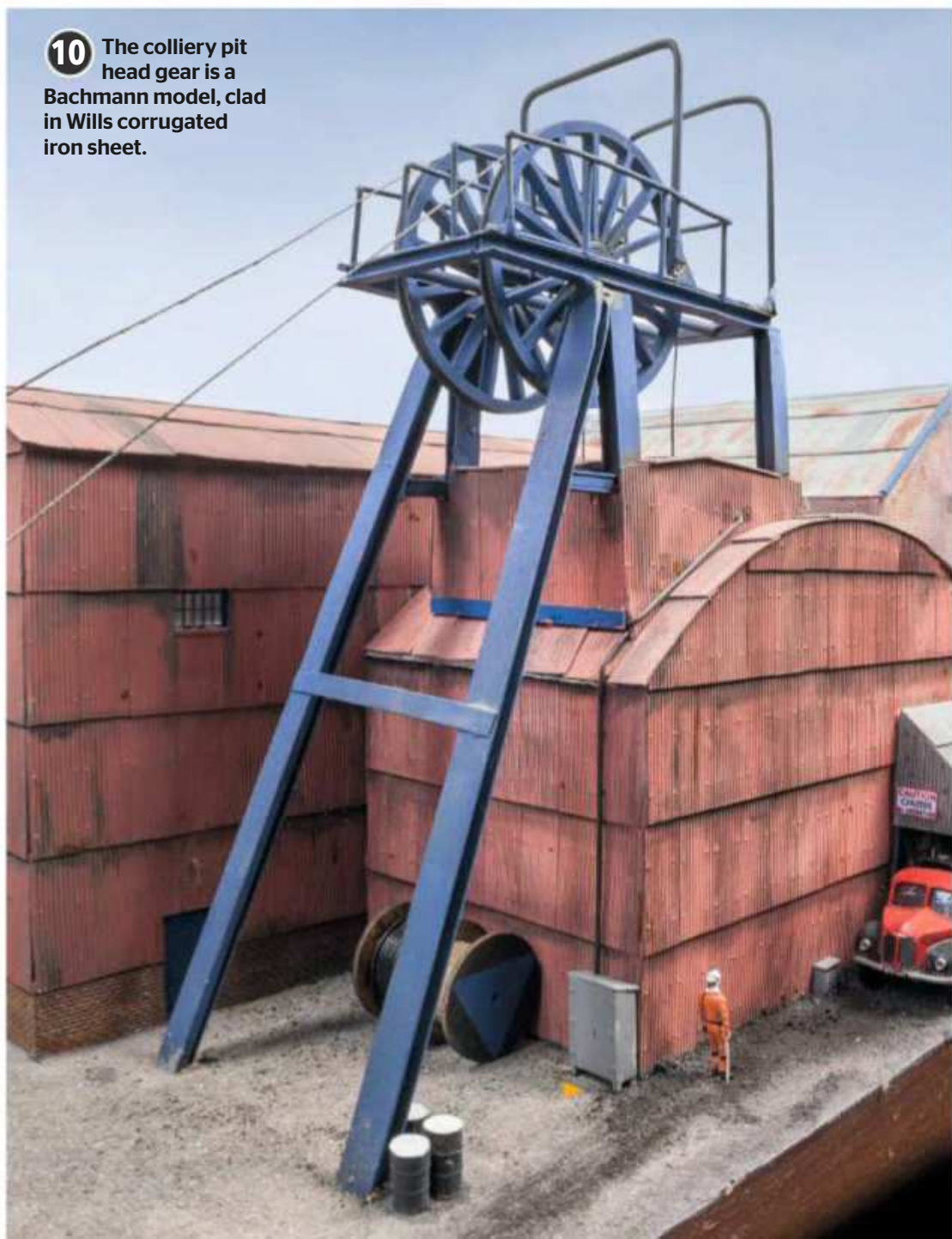
"All of the locomotives are renumbered, detailed and weathered to match prototype photographs. They are all fitted with Loksound V4 or Zimo sound decoders."

CUSTOM-BUILT

The biggest challenge when it comes to modelling a colliery is creating believable buildings. Both Bachmann and Hornby offered colliery buildings when they launched their Scenecraft and Skaledale ranges respectively. These arguably better suited small, rural collieries rather than the huge industrial installations in key coal fields.

Graham and Tony cleverly combined Bachmann resin items with scratchbuilt structures, built using inspiration and guidance from archive photographs and drawings in Rob Johnson's *Modelling Aspects of the Coal Industry*.

10 The colliery pit head gear is a Bachmann model, clad in Wills corrugated iron sheet.



The loading screens were built from SE Finecast styrene sheet laminated together to form rigid panels and Plastruct girders. They are fitted with custom laser-cut windows from York Modelmaking with some opening windows from TrueTexture. Each building is hand-painted with acrylics and weathered. The winding house is a Bachmann model and the chimney is from Walthers.

"'Kirkmellington' is set in GSWR territory, so we needed some signature buildings," Graham says. "The signalbox was the most obvious way of 'placing' the layout. After much research and a trip to Ayrshire, we settled on Holywood, as it's small and distinctive. Construction was done using South Eastern Finecast embossed plastic sheets, with brass sections for the walkway brackets. An interior detailing kit has been added for those with good eyesight."

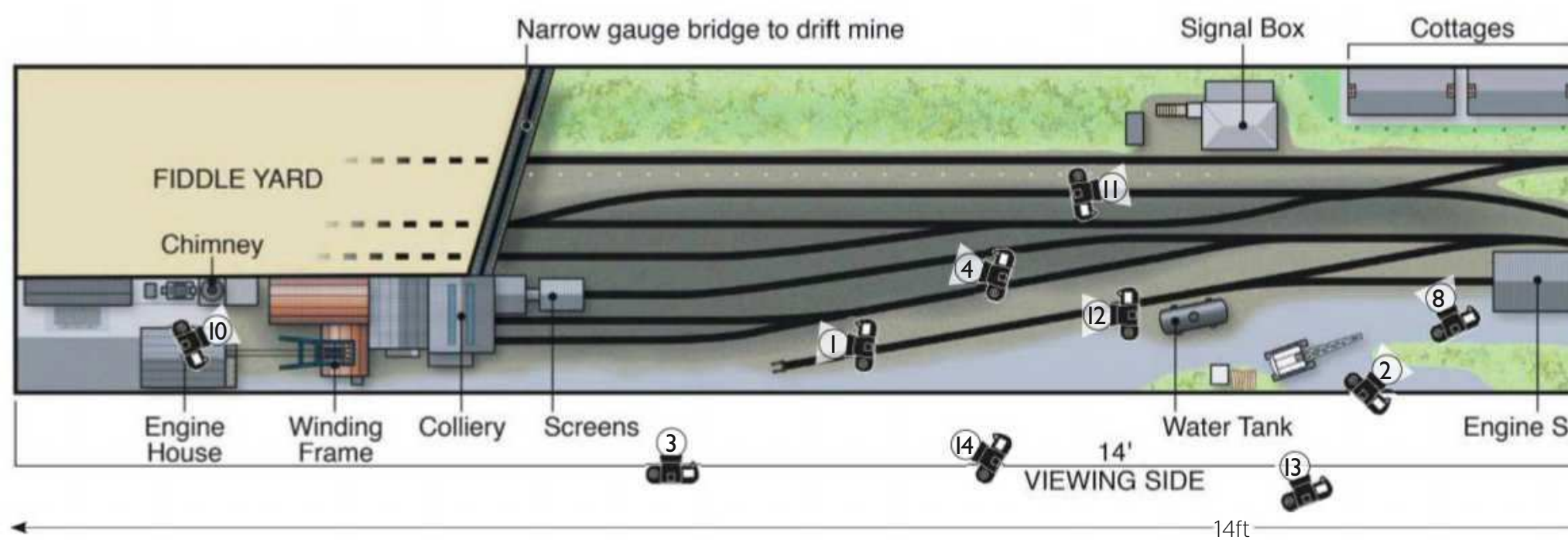
Graham and Tony have thoroughly enjoyed their first foray into finescale modelling and have every right to be pleased with the result.

"It's given us a host of new skills and ideas," Graham says. "We have been lucky to have the support and camaraderie of the Rochdale MRG and the Risborough & District MRC. They showed us that it's possible to create a finescale model that both looks good and runs reliably." 



13 DMUs, on railtours, put in the odd appearance to maintain operational interest. Graham and Tony use four classes found locally: Class 108s and Derby Lightweights from Carlisle and Class 101s and 105s from Glasgow. The headboards were created on a computer and printed on card.

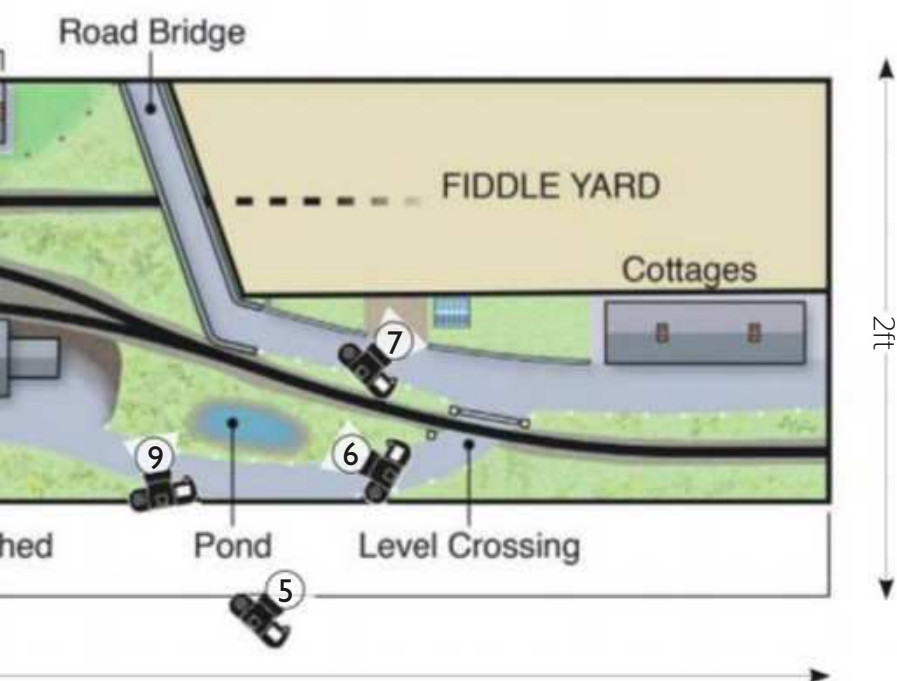
LAYOUT **KIRKMELLINGTON**



12



DISCOVER **MORE, DO MORE**
You can next see 'Kirkmellington' at Hampton Court Model Railway Society's 'Tolworth Showtrain' at Tolworth Recreation Centre in Tolworth, Surrey on November 10/11. See www.hamptoncourtmrs.com



MODELLERS' CV: TONY AND GRAHAM BUCKNELL

Tony's previous layout, 'Eskmuir', was the fulfilment of a lifetime's ambition. When he isn't helping Graham (right) on 'Kirkmellington' he's a keen follower of Rochdale Football Club, while Graham has been exhibiting layouts since his teenage years.



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!



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

HOW CAN I MODEL MERSEY EMUs?



My 'OO' layout is set in the Chester area, circa 1990, and I'd love to incorporate part of the Merseyrail third-rail network. Are there any decent kits for the Class 507/508 EMUs?

Ged Brannen, by e-mail

George says: I'd also like to model part of the Mersey electrified lines but have been discouraged thus far by the lack of suitable models, in kit or RTR form.

The once-infamous MTK range boasted a fairly decent kit for the Class 507/508, rendered in etched and cast metal, but this is not currently available from the range's new owners, No Nonsense Kits. Un-built examples do surface at shows and on internet auction sites from time to time, though.

The other option for 'OO' is a resin-cast kit from Ajjay Models. Like other EMU kits in this range, the castings are a little rough and ready, with lots of remedial work necessary in order to achieve a high-quality model. Indeed, the amount of potential labour makes one wonder whether scratchbuilding would be a more productive and economical choice.

I may have seen 3D-printed bodysells for the '507s' and '508s' on offer a while back, but a recent trawl around the web has drawn a blank.

It's a great shame that there aren't more options available, especially as the Merseyrail units share many similarities with other BR-built EMU types, that would be of interest to modellers of more southerly locations.

Incidentally, there have been a couple of good kits for the Class 502s, the predecessors of the '507s' and '508s', with ETraction Kits' offering being the most recent.



Merseyrail's 507020 and 508137 bask in the winter sunshine at Southport, on March 17 2018. GEORGE DENT

WHEN ARE STAY ALIVE DECODERS WORTH FITTING?



I've started to build a 4mm finescale layout with DCC in mind, but I'm unsure of the benefits of Stay Alive decoders on a very small fiddleyard-to-terminus layout. Will there be enough power stored in the five-metre run to make it worthwhile fitting such capacitors?

Keith Charman, by e-mail

George says: Digital decoders, with a Stay Alive facility, work by storing up power from the tracks without impairing the performance of the locomotive. This reserve of energy is called upon whenever the power to the decoder is interrupted, most commonly when a locomotive stalls over point and crossing frogs, baseboard joints or areas of dirty track. As soon as the power flow is restored, the Stay Alive capacitors recharge themselves ready for the next interruption.

The size of the layout is not such an issue as, with DCC control, all of the rails are energised at all times, so the Stay Alive circuitry should remain fully charged until such time as the 'emergency supply' is required.

A Stay Alive facility is especially useful for short-wheelbase locomotives which, even with finescale, live frog points, can struggle with consistent power collection. An uninterrupted power supply is



After conversion to DCC, with a DCCconcepts Stay Alive unit added, the performance of this Hornby Class 06 has been vastly improved, with stalling over points all but eliminated.

even more essential when digital sound is involved. Even the slightest hiccup in the power flow can create havoc with the sound output.



Cattle grids are an essential scenic feature for rural areas, especially for layouts set in the post-1960s era when increased road use meant many gated roads were opened up.

WHERE ARE THE CATTLE GRIDS?



Despite many layouts featuring rural and farming scenes, I've rarely seen any cattle grids installed. Are miniature versions available, or is it a case of scratchbuilding?

Mike Harvey, by e-mail

George says: Cattle - or stock - grids are thought to have originated in the USA. They're intended to replace gates where a road or track crosses a fenced or walled boundary of grazing land. The use of cattle grids only proliferated in the UK from the 1950s onwards, as rural road networks were belatedly developed.

Irish railway specialist Studio Scale Models offers an excellent 4mm scale etched metal cattle grid. Priced at €3.00 each, they're great value and really look the part. They can be easily trimmed, if desired, using a sharp pair of scissors or metal snips.

The simplest option is to lay the grid directly onto the road surface. However, there should be a shallow void beneath the grid to discourage errant animals

from walking across the boundary.

Cutting a recess slightly smaller than the grid makes for greater realism and, as I often employ DAS clay for road building, it's easy to cut out a suitable rectangle before the clay dries out. The waste is then peeled away and reused elsewhere.

Don't forget to include a gate adjacent to the grid for the use of pedestrians, especially on public highways. These gates often have to be wide enough to accommodate horse traffic too.

Web: www.studio-scale-models.com



DAS clay is great for creating road surfaces. Shallow recesses can be cut before the clay dries.

Tip of the month

Simple, reusable paint filters

Jars of enamel and acrylic paints, once they've been opened and closed a few times, are prone to the formation of crusty deposits around the rims. These impurities are likely to clog an airbrush or create a lumpy finish when applying by hand.



Paint filters are available but, due to their disposable nature, they can be expensive. A cheaper alternative is provided by a small tea strainer.

After shaking and/or stirring the paint, pour it through the strainer into a separate mixing jar. Any film or solid deposits will be intercepted by the gauze, which can be cleaned and reused many times. Metal strainers with a fine mesh are the best as they can withstand being cleaned with solvents. An old pair of tights can also be effective as a straining medium.



THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

'Breck Road Depot'

'Fill her up!': Fuelling points at diesel sheds are an obvious necessity. Knightwing Models offers a comprehensive plastic kit that's perfect for depots and stabling points.



2

'Metal Cabinet Co.'

Transport for the masses: Before car ownership became commonplace, Britain's industrial workforce adopted the bicycle as a means of getting to and from work.



3

'St Merryn'

High Street garage: From the 1930s, small garages with petrol pumps became a ubiquitous feature of many town and village high streets.

Technique of the month

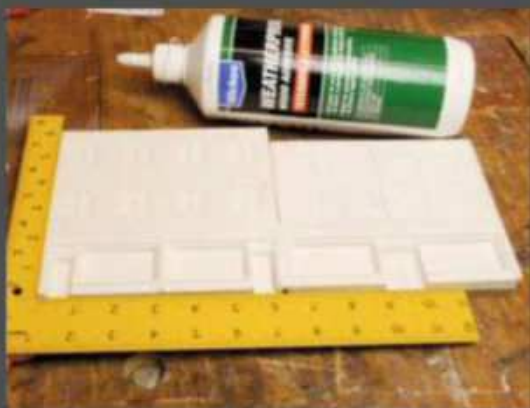
Joining plaster-cast buildings

George says: I'm a big fan of plaster-cast buildings and scenic accessories, as they're easy to work with, especially in terms of painting and weathering. They also remind me of the great fun I had as a kid with packs of Linka moulds (anyone remember them?).

However, joining sections of buildings, especially low-relief structures, often results in large, uneven gaps. These are simple to remedy with DIY filler. Instead of fixing low-relief buildings direct to the backscene, I prefer to fix them to sheets of MDF or plywood, which makes them easier to remove in future.



An offcut of MDF has been measured against the various sections of low-relief buildings. It was then cut so that it sits just within the outer edges, thus being invisible from the front.



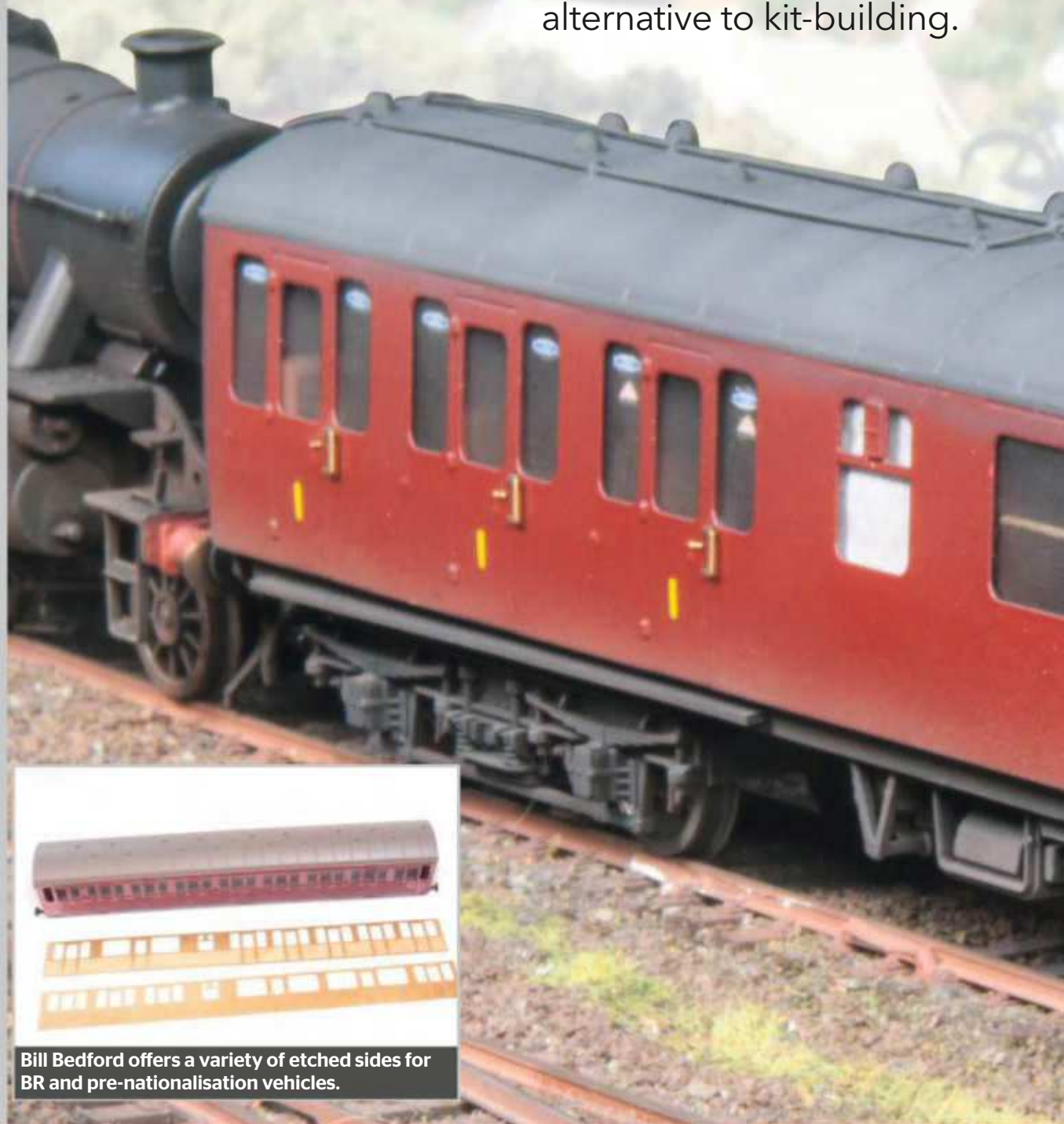
Fix the plaster building sections to the backing material with PVA glue. Use a set square to ensure that everything is properly aligned – don't rely on the edges of the castings to be straight and true.



Once the glue has cured, fill gaps with household filler. When this has also dried, tidy up with sandpaper and re-scribe the mortar courses with a nail.

FITTING ETCHED COACH OVERLAYS

Need a specific type of carriage that is missing from the RTR market? **George Dent** reveals an easier alternative to kit-building.



Bill Bedford offers a variety of etched sides for BR and pre-nationalisation vehicles.

00
GAUGE



60
mins



STEP
BY
STEP



1

Begin by flattening the outer faces of each side, removing all raised projections such as handrails, hinges and door handles. A broad file will do the job, followed by wide sanding sticks to leave a flat, smooth surface.



2

Use a stout knife and straightedge, or a cutting disc in a mini drill, to cut slots in each side, using the overlays as a guide as to how much of the plastic needs to be removed. Tidy the cut edges with files and abrasives.

While the choice of RTR coaching stock, especially in 'OO' gauge, is better than ever, there are still 'gaps' to be filled. Specific types of catering cars are a good example, especially within the BR Mk 1 range. A number of important pre-nationalisation designs also remain missing from mainstream product ranges.

In some cases, the elusive vehicles may have been built in small numbers - hence why RTR makers have steered clear - yet they may be integral to the accurate re-creation of key passenger services to suit your layout's era and location.

Kit-building is a possible solution, but not everyone fancies the idea of constructing a carriage from the ground up. Indeed, the assembly of many coach kits demands a certain degree of skill, not least with a soldering iron.

The other option is to employ etched brass overlays atop an existing RTR model. There are plenty of overlays to choose from, with the likes of Comet, MJT, Bill Bedford and Hurst Models offering all sorts of options to suit pre-Grouping, 'Big Four' and nationalisation eras. There are even some packs that cater for modern-day prototypes, such as the various Network Rail test train vehicles.

Illustrated here is a BR Mk 1 non-gangwayed lavatory composite coach, based on

a Bachmann model. The etched brass overlays are from the Bill Bedford range and installation is a straightforward affair. Flattening the model's sides of all raised detail is essential, followed by cutting long slots to give clearance for the new window apertures, as well as allowing space into which the new glazing material - clear plastic sheet - can be fixed.

Forming the curved profile on the new sides is aided by half-etched grooves on the inside face. Fixing is best achieved with epoxy adhesive and plenty of clamps (wooden clothes pegs will suffice).

Once the sides are in place, smaller details can be installed, such as hinges and door handles. Roof vents may need rearranging, as will the interior, with plenty of suitable components available from Bill Bedford, Comet and Dart Castings.



The addition of etched brass sides, plus a revised interior and roof layout, has transformed this Bachmann Mk 1 suburban coach into something otherwise unavailable.

◆ **PRODUCT:** Bill Bedford coach overlays ◆ **PRICE:** from £12.50 per pair ◆ **AVAILABILITY:** Mousa Models **Tel:** 0208 133 7547 **Web:** www.mousa.biz



3

The etched metal overlays will likely require the formation of a curved profile. Lie the parts face down on layers of tissue paper and, with a metal rod, gently roll over the inner face until the metal begins to curve.



4

Test-fit the overlays until the correct profile is achieved. When you're happy, apply epoxy glue and clamp one overlay in place, checking for accurate alignment. Set aside to cure fully for 24 hours.



5

Fix the other side and, when that too is dry, tidy up the surface with abrasives. A light coat of grey primer reveals where filler is required. Affix small details, like hinges, with clear acrylic varnish.

ADDING REAL COAL TO POWERED TENDERS



I'm detailing an old tender-drive Hornby 'A3' and want to add a load of real coal chippings to the bunker. But the moulded coal is rendered so full that adding more on top is likely to put the model 'out of gauge'! Any ideas?
Jon Maguire, by e-mail

George says: On many 'OO' gauge tender-driven steam locomotives, the coal is moulded in such a way as to allow maximum clearance for the mechanism within. Altering this is not easy and it's often impossible to render much in the way of interior detail to the bunker.

However, we can lower the level of the coal slightly by cutting out the moulded rendition and adding a false floor just below the surface. A sheet of plastic card will suffice and it may have to be shaped slightly to clear the top of the motor, especially for Hornby models featuring the bulky Ringfield mechanism.

Care is needed when cutting out the moulded 'coal', using a drill to remove most of the waste. Work well away from the edge of the tender and, after cutting away the bulk of unwanted plastic, files can be employed to work back towards the edges for a safer and neater job.

Fettle a sheet of plastic card (30 thou' should be strong enough) to give a nice snug fit inside the tender opening and check that there's still enough room for the motor. Strips of tape will hold the plastic in position while the body is placed back onto the chassis.

If the fit is too tight, remove the plastic and, after dipping it in hot water, form it into a slightly curved profile to give a few precious millimetres of clearance, as required. Once the plastic has cooled it should retain its new profile.

Re-fit the plastic and re-check the amount of clearance, repeating the process until you're happy. Remember to leave at least a few millimetres between the plastic and the motor to avoid any issues of distortion as the motor heats up during operation.

Even after adding a plastic 'floor', onto which the real coal chippings will be laid, it's best to add the coal - and the adhesive - before the tender body is re-fitted to the chassis. The last thing we want is watery glue seeping through any gaps onto the motor, electrics and gears. Allow a week for the glue to harden completely before reassembly.

What you will need

- ♦ Coal for 'OO' gauge (ref. Coal1000)
Availability: Geoscenics
Tel: 07811 673341
Web: www.geoscenics.co.uk



Having spread the real coal chippings over the false bunker floor, dilute PVA glue can be applied via a syringe and pinpoint applicator. Masking tape prevents stains on the pristine bodywork.

OO
GAUGE



30
mins



STEP BY STEP



1

Remove the tender body from the chassis and, with a sharp 3mm drill bit, cut a series of holes around the perimeter. Work inboard of the edges to avoid damaging the bodywork. A hand drill is preferable to a power drill.



2

A stout knife will remove the bulk of the waste before files and abrasives are used to work the plastic back to the edges of the bunker. A curved file is also needed to suit the front profile on this 'A4' tender.



3

Having test-fitted a plastic card fillet, ensuring adequate clearance for the mechanism, it can be bonded to the interior with a strong glue, such as Slater's Mek-Pak.



4

As the coal chippings will have to be spread thinly over the false bunker floor, it pays to paint the plastic black to prevent it being visible between the chippings.



Bubble wrap can have a detrimental effect on certain model finishes. Acid-free paper creates an effective barrier between the bubble wrap and the model.

MORE TROUBLE WITH BUBBLE WRAP

Nick Richardson says: In MR249, George Dent described how bubble wrap had damaged the paintwork of a carriage that had been carefully packed away. I've had similar issues, albeit not with plastic models, but with lithographed tinplate.

Over the past 25 years, I've been amassing a collection of pre-war American Lionel, Marx and American Flyer 'O' gauge tinplate and I had always thought it funny that they always came wrapped in old newspaper, even those shipped from the US. At first I thought that it was a cost-saving measure but there was more to it than economy.

There is one Lionel Service Station in the UK - Tennent's Trains of Halesowen - and although John Tennent has sold the business he is still a source of good advice. It seems that the gas inside the bubble wrap has a tendency to 'leach' out over time.

Unfortunately, a Lionel tinplate 'Babe Ruth' boxcar from the 1930s, that had been stored in bubble wrap, suffered a similar fate to George's models, with a series of round 'spots' left across both sides of the

lithographed finish. In fact, it was so bad that it's probably beyond redemption, which was a real pity as it was one of the first items I bought. Once I realised that bubble wrap was the culprit, I went to my local stationery store and bought a pack of acid-free tissue paper. Wherever possible, all of my tinplate items are now wrapped in this tissue paper, followed by a sheet or two of old newspaper and then, if needed, bubble wrap.

The items have always been well packed, as my professional career meant that I moved around a great deal; this approach seems to have worked.

My 'OO' RTR and kit-built stock is all stored in plastic boxes using bubble wrap. Indeed, my friend Steve Jones ('Sydney Gardens', 'Seend' and 'Chilcompton') has successfully stored all of his stock in bubble wrap for many years without any ill effects.

This, perhaps, confirms George's assertion that the problem of surface damage by bubble wrap is linked to the use of certain types of lacquers/clear coats employed during the painting of RTR and kit-built stock.

Tool of the month

Draw white lines with ease

We often resort to waterslide decals when adding white stripes and other markings to freight wagons, however these can often appear too 'perfect', especially on weathered and distressed vehicles.

Painting the stripes by hand is possible but demands a very fine brush and a steady hand.



An easier option is to use a white ink pen, either freehand or against a straightedge. A gel-type pen is best, as the ink is opaque enough to show up on dark surfaces and thick enough not to run or smudge easily.

These pens are also handy for picking out smaller details on rolling stock, such as brake handles and handrails, saving the hassle of using a paintbrush. Finer tipped pens can also be used for adding numbers and other markings, especially on large-scale models.

Product: Uni-Ball Signo gel roller pen

Availability: Stationery stores

Price: £3.00 each



DON'T FORGET TO INSPECT YOUR ELECTRICS

Chris Leigh says: It's popular to deride health and safety, but complacency can be dangerous. Where mains electricity is concerned, prevention is much better than cure.

Our railway rooms or workshops may have a number of electrical appliances, apart from the transformer/controller for the layout itself. We may also have a work light or two, perhaps a fan heater and a soldering iron. Such devices require a power outlet and it's very easy to fall into the habit of adding another multi-way plug or extension lead.

Once such things are installed under a layout they tend to be forgotten about. If this sounds like your railway room, it's worth having an inspection now and then, just to check that nothing has deteriorated over time. If you've had your layout for 20

years it may well be that some of your electric cables are 20 years old.

The plug and cable in this picture (right) were part of an extension lead providing power to a PA system and electric piano in a local church. Nobody could remember when it was installed, how long it had been there or when it had last been checked. It has clearly been overheating and the insulation has melted, or is completely missing. It was dangerous to anyone who touched it and presented a fire risk. Fortunately, for much of the week, the power was switched off at a master switch.

In this hobby we think nothing of using controllers that we've owned for decades. We have layouts that have taken many years to build and the electrics may have been fine when they were installed. Time may have taken its toll and we may have sockets



and plugs which are not easily accessible. These are the ones where a problem such as my melted cable can go undetected for a long time.

Carry out a check and, if in doubt about any appliance or cable, replace it.

Masterplan Dramatic lines

Three track plans to get you thinking in three dimensions

LAKE SIDE branch

Paul A. Lunn returns to the Lake District to bring you another branch that offers much modelling potential.

Artwork: **Paul A. Lunn**

It could have been something very special. As BR withdrew its last steam locomotives in the summer of 1968, the Lakeside Railway Society, led by charismatic Lancaster doctor Peter Beet, was trying to buy as many as possible. The LRS had a grand scheme – to ensure that steam would continue to bring tourists to Lake Windermere.

BR only wanted to retain one branch line to feed Windermere. It kept the ex-LNWR branch open, closing the former Furness Railway branch on the other side of the water.

The LRS wanted to operate the Lakeside-

Ulverston branch, using a fleet of 'Black Fives' and others, based at Carnforth shed. Sadly, it was not to be for a new by-pass obliterated most of the trackbed.

Nevertheless, both schemes continued, albeit individually. Carnforth would become a steam centre, providing a home for the likes of *Flying Scotsman* and *Sir Nigel Gresley*. It's now the headquarters of West Coast Railway Company.

The Lakeside & Haverthwaite Railway successfully preserved the surviving 3½ miles of railway but its shortness shouldn't detract from the outstanding scenery of the Lake District.

Treat yourself to a visit and be inspired! 

**Cartmel Fell and Gummer's
How provide the dramatic
backdrop for Fairburn
2-6-4T No. 42085 as it
heads away from Lakeside,
bound for Haverthwaite,
on November 6 2005. The
water in the foreground is
the River Leven, which feeds
the waters of Windermere
into Morecambe Bay.
BRIAN DEAN**



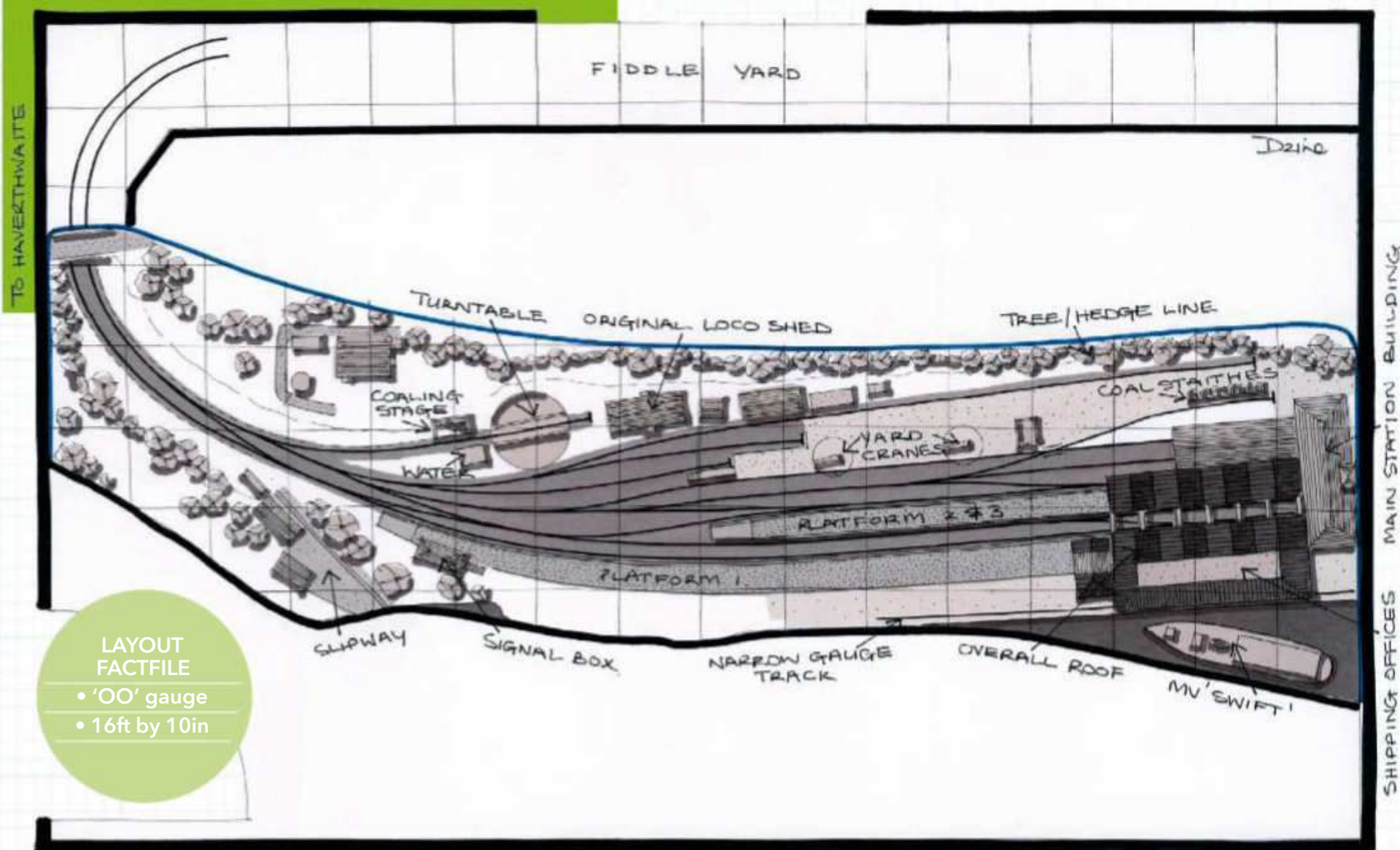


High-fidelity option

This 16ft by 10ft 'OO' gauge 'U'-shaped layout is set firmly in late LMS/early BR days. It replicates the prototype track plan as near as possible within the confining space and includes some dramatic features, such as the quayside, ornate overall roof and waterside offices.

An 'N' gauge version would mean a massive reduction in overall length to 8ft and a minor reduction in width to 8ft 3in, but retaining the operating wells as per the 'OO' gauge layout.

Above: It's the end of a branch line, but Lakeside on June 14 1953 has all the hustle and bustle of a main line terminus. The platform roads are jammed with coaches as a Stanier 2-6-4T prepares for departure. Meanwhile, a 'Black Five' is serviced ready for its next duty. W.S. GARTH/RAIL ARCHIVE STEPHENSON





FACTFILE: THE LAKESIDE BRANCH

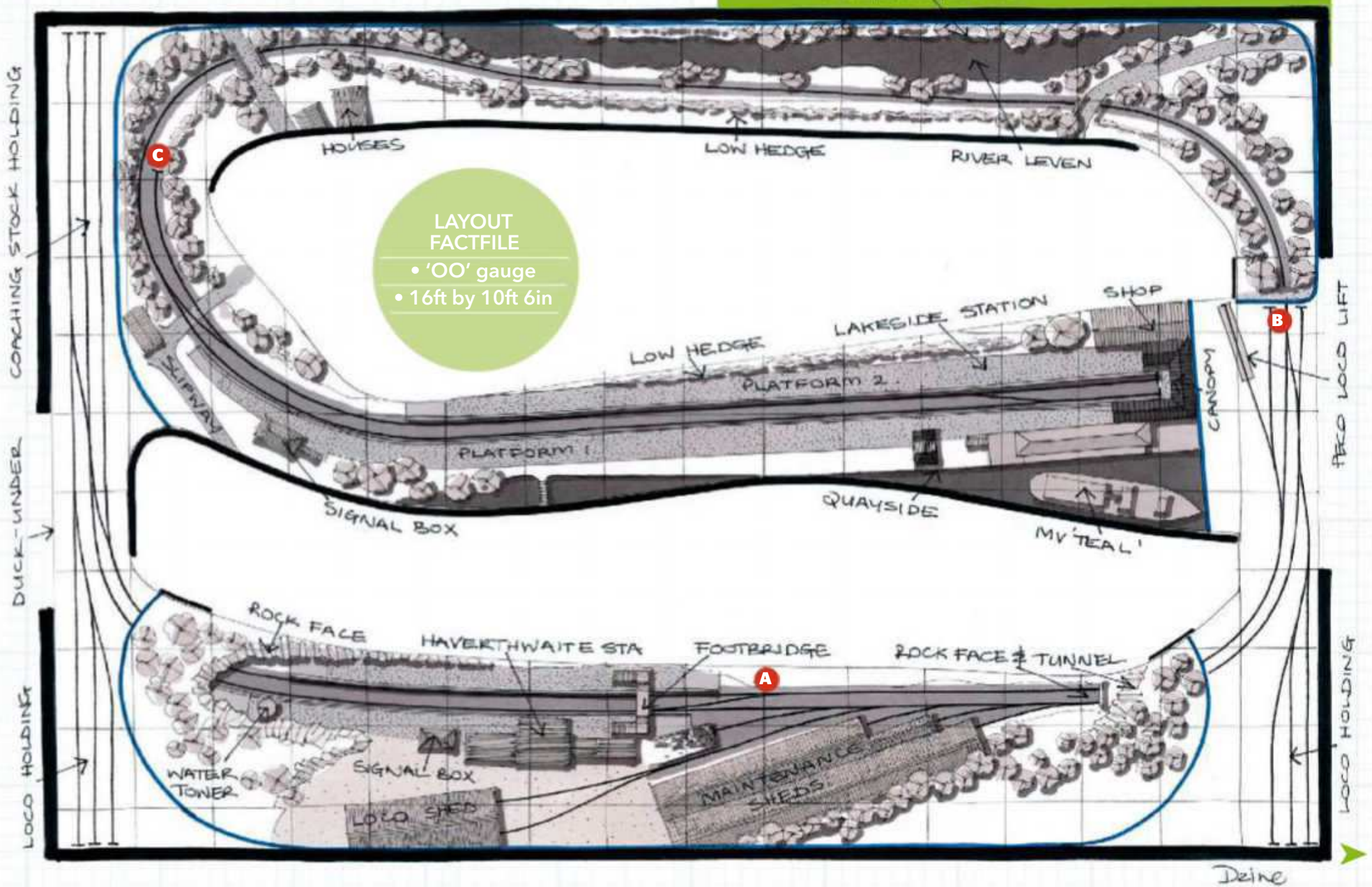
Opened: June 1 1869, built by the Furness Railway.
Past operators: LMS, London Midland Region.
Current operator: Lakeside & Haverthwaite Railway.
Route: Plumpton Junction-Lakeside.
Intermediate stations: Greenodd, Haverthwaite.
Closed: September 2 1967; Lakeside to Haverthwaite reopened on May 2 1973.

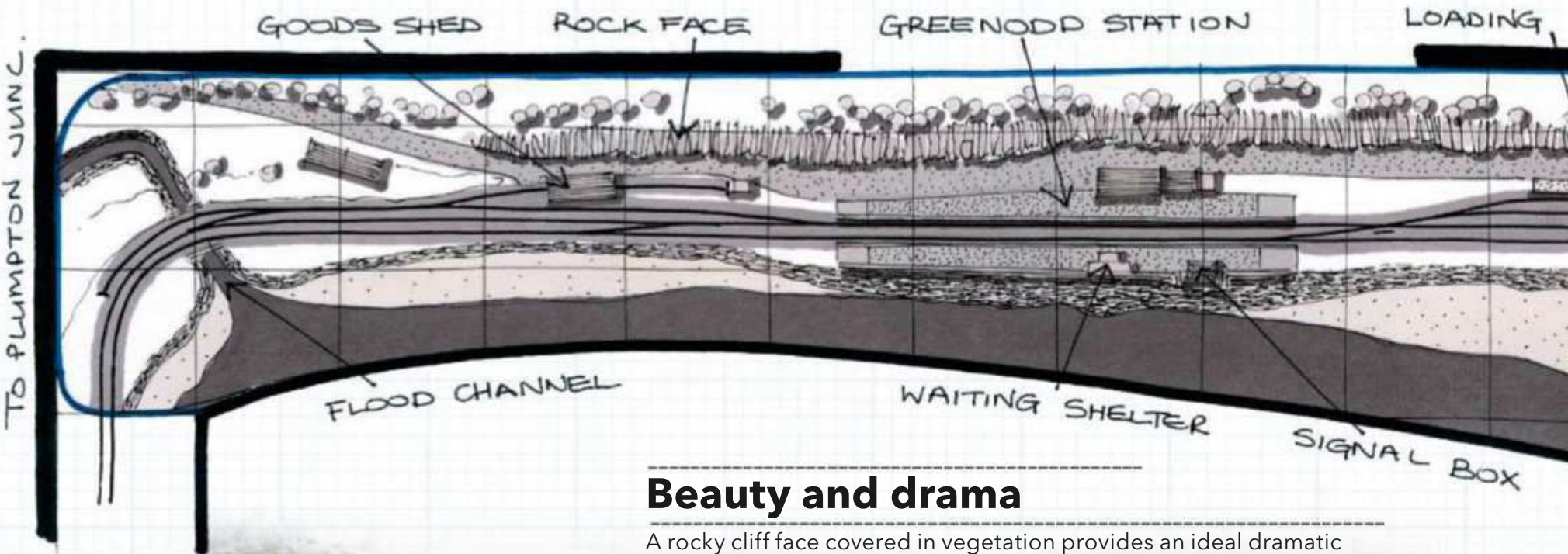
Preservation era

This 16ft by 10ft 6in 'OO' gauge layout is set in the preservation era. It includes all the dramatic features, including a quayside terminus, a riverside run and rock face tunnels at either end of the Haverthwaite section and distant hills.

I've provided non-scenic sidings for additional stock in two locations, one suitable for use with a Peco Loco Lift. For additional operating interest, I've provided a passing loop between **A** and **B** so that trains can pass. Similarly, at Lakeside, I've reintroduced Platform 2 so that two trains can be in the station at the same time, with departure locomotives waiting in headshunt **C** before backing on to an awaiting train.

This end of Lakeside station, however, retains much of its character. The signal box and signal are retained from BR days, although the latter now only sports two arms.
 PETER SALMON





Linear layout

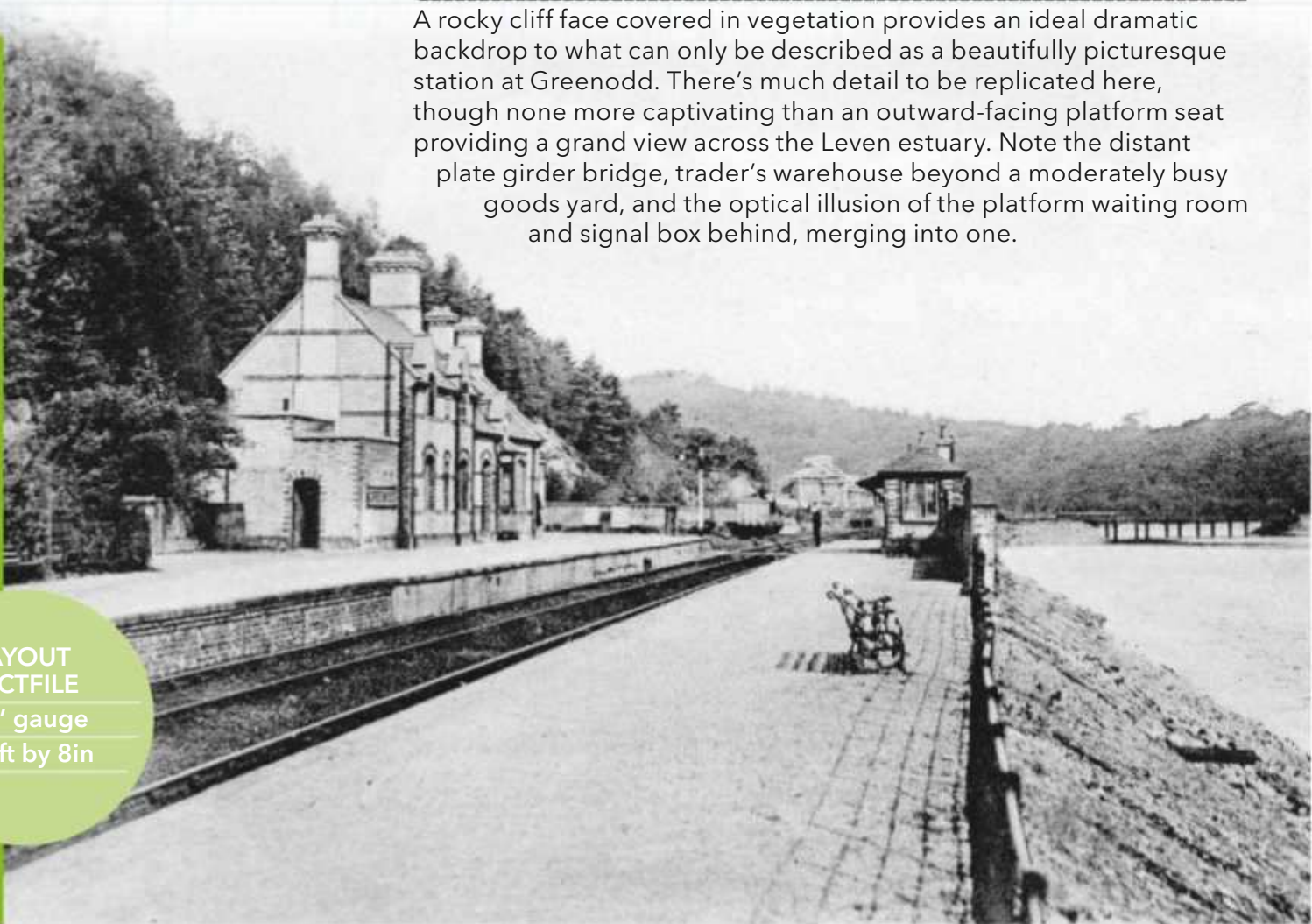
This 15ft by 8in 'N' gauge layout is set in the steam/early diesel era. It makes best use of the smaller scale to capture the long, linear feel of Greenodd station. Dramatic features include a large foreground expanse of the River Leven, a lengthy coastal line, rocky back-drop and a large curved bridge.

LAYOUT FACTFILE

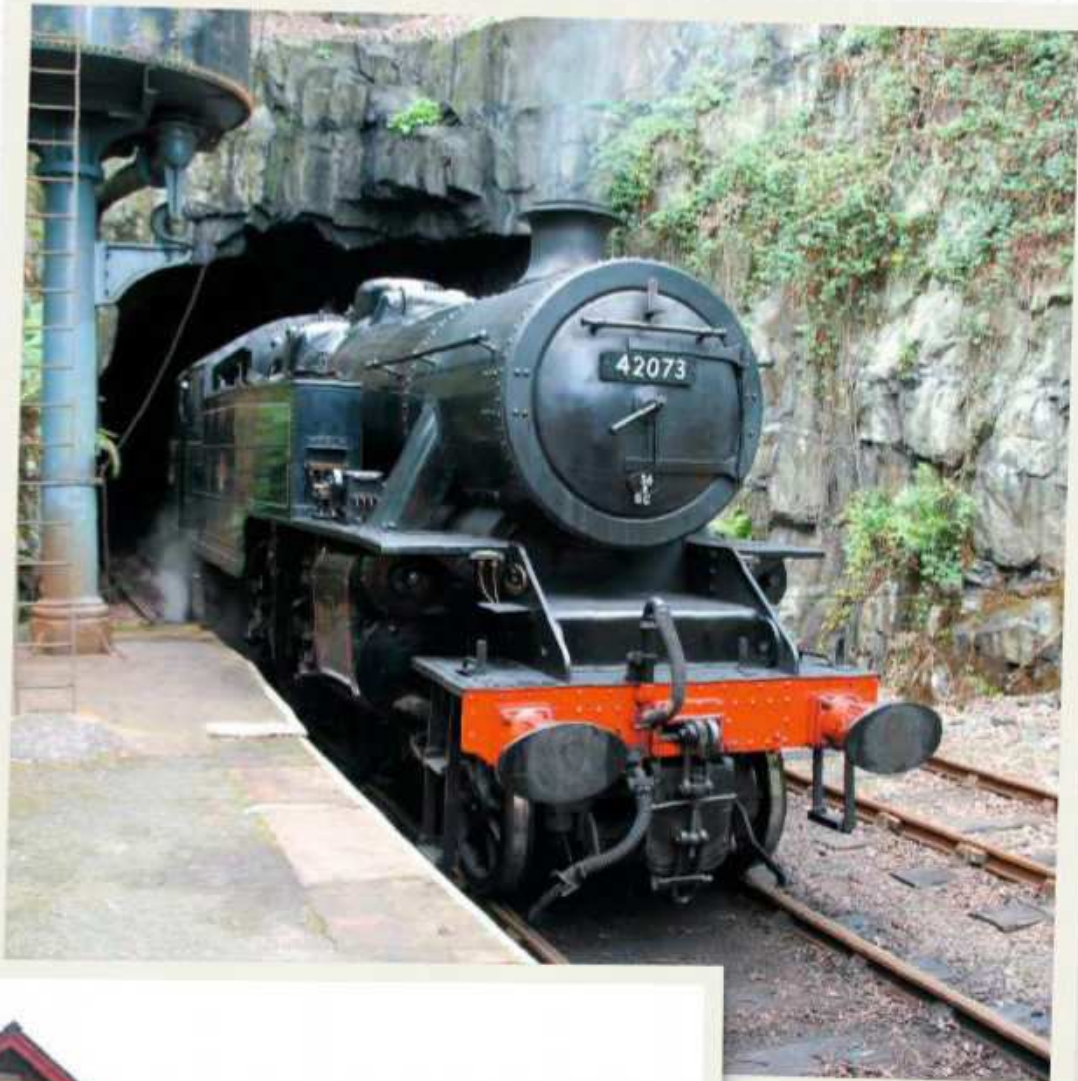
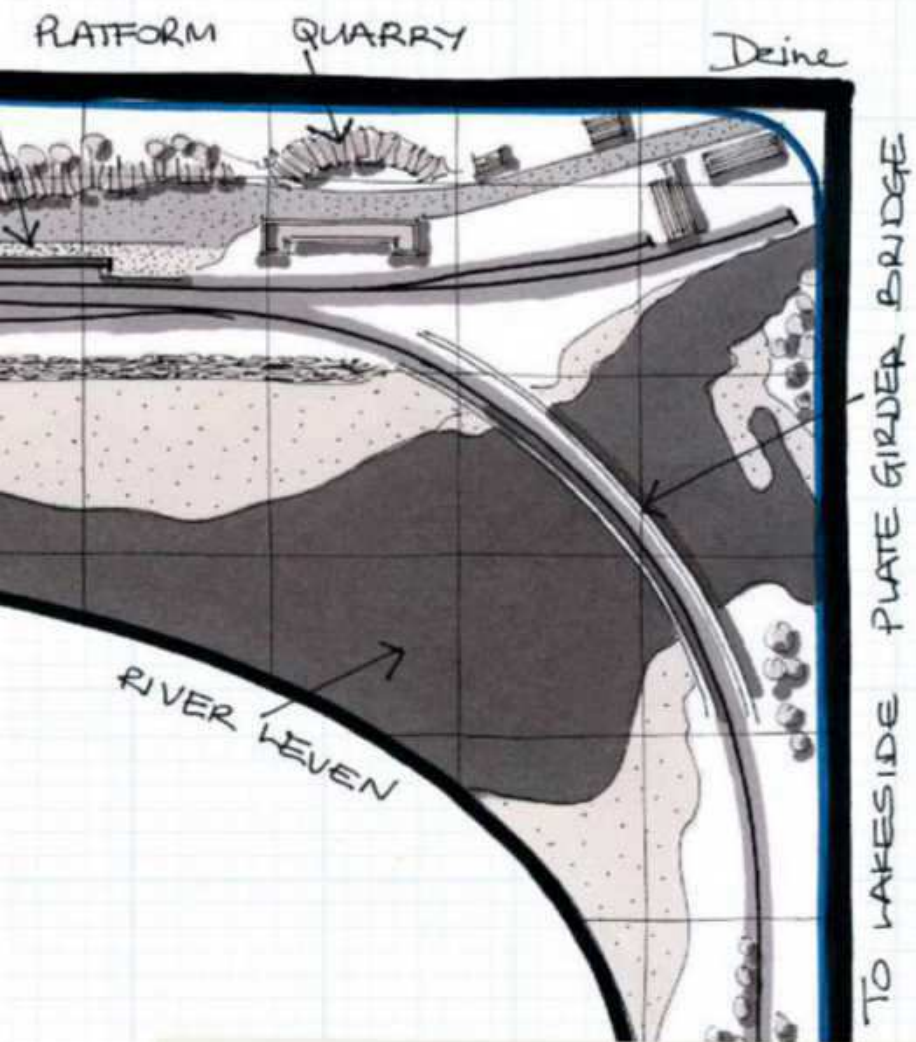
- 'N' gauge
- 15ft by 8in

Beauty and drama

A rocky cliff face covered in vegetation provides an ideal dramatic backdrop to what can only be described as a beautifully picturesque station at Greenodd. There's much detail to be replicated here, though none more captivating than an outward-facing platform seat providing a grand view across the Leven estuary. Note the distant plate girder bridge, trader's warehouse beyond a moderately busy goods yard, and the optical illusion of the platform waiting room and signal box behind, merging into one.



Left: Haverthwaite station, looking towards Ulverston. Road improvements obliterated a good proportion of the branch and Carnforth never got to service locomotives for a steam-hauled service. Instead, the former 10A became Steamtown Railway Centre, while the surviving Haverthwaite to Lakeside branch would eventually reopen - as the Lakeside & Haverthwaite Railway - in 1973. PETER SALMON



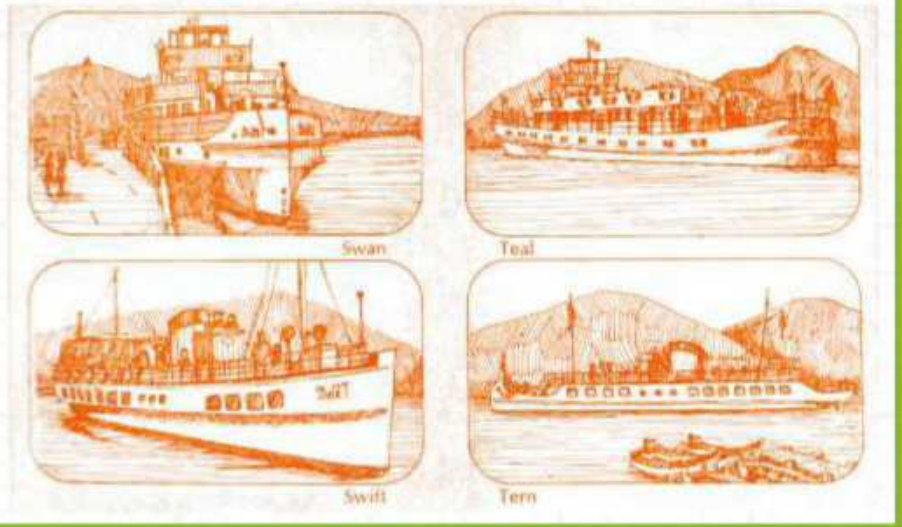
Above: Step off the train at Lakeside and, within a few yards, you're standing at the southern end of Windermere, looking north towards the glorious Lake District. PETER SALMON

Above: The deep rock cutting at Haverthwaite provides the ideal scenic break. The LHR is home to the only two surviving LMS Fairburn 2-6-4Ts, Nos. 42073 and 42085. PETER SALMON

Left: Unable to use Carnforth shed as a servicing facility, the LHR has had to build its own workshops and storage sheds at Haverthwaite station. Hunslet 'Austerity' 0-6-OST 'Repulse', complete with Giesl ejector, rests outside the shed. PETER SALMON

LAKESIDE BOATS

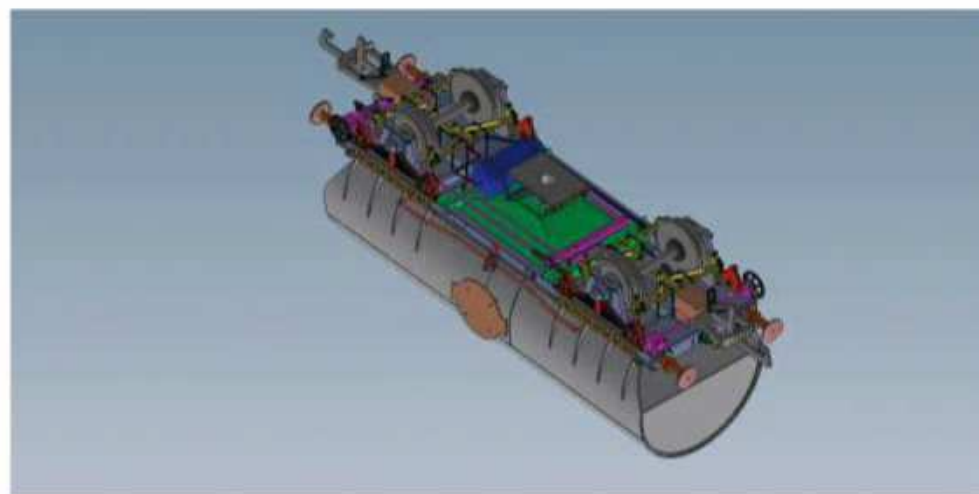
Windermere Lake Cruises operates three of the four former BR vessels: MV *Swan*, MV *Teal* and MV *Tern*. The oldest is *Tern*, a steamer built in Essex in 1891 and rebuilt with diesel engines in the 1950s. MV *Swift* was scrapped in the 1990s.



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Reviews

In-depth and unbiased reviews of the latest products

92 **Bachmann 'H2'**
It's taken a while but Bachmann's LBSCR 4-4-2 has arrived – was it worth the wait?

96 **Hornby RailRoad GWR '14XX'**
With its return to the Hornby catalogue for 2018, Richard Foster sees if the '14XX' is worth purchasing.

MEET OUR REVIEWERS



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



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



Chris Leigh
Wrote his first review in 1964. Quite simply, what Chris doesn't know isn't worth knowing!



Chris Gadsby
A recent graduate, he tests every inch of models for value for money.

Our ratings

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

LOOKS	9/10
PERFORMANCE	9/10
FEATURES	8/10
DECORATION	9/10
VALUE FOR MONEY	6/10
TOTAL	82%

How we test

At *Model Rail*, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. To do this, we judge models against prototype images and historical texts, as well as running them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.



Bachmann LBSCR 'H2' 4-4-2

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline 31-921 LBSCR 'H2'

4-4-2 No. 32424 *Beachy Head*, BR lined black early emblem

◆ PRICE £189.95 ◆ AVAILABILITY Bachmann stockists

Bachmann has taken a lot of flak from militant keyboard warriors for the length of time that it's taken to develop certain models. While Bachmann isn't entirely blameless for this situation, it does tie in with its new design ethos - like pouring a pint of Guinness, it takes time to achieve perfection!

The elegant London & Brighton & South Coast Railway 'H2' 4-4-2 has been five years in the making. It's been tantalisingly close for what seems like ages. Last summer, its arrival was postponed as some tooling tweaks were still required - proof that Bachmann wants to ensure that a model is as good as it can be before it's released to the public.

We received 'H2' No. 32424 *Beachy Head* for review. This was arguably the most famous of the six 'H2s', for it outlasted its siblings by two years and is one of those missed opportunities for preservation. Happily, that wrong is being righted as a replica is nearing completion at the Bluebell Railway.

Beachy Head was a railtour favourite and looked particularly



NEM pockets



splendid in BR lined black. It's this familiar livery that our sample carries and it does indeed look, well, splendid.

The paint and printing is to Bachmann's usual high standard. A pair of etched plates is supplied in the box, but the printed ones are so beautifully printed that it seems a shame to cover them up. Impressive stuff!

FOOTPLATE FINESSE

It seems strange to start the review with the footplate but the 'H2' has a feature that we've never seen before: a fully hinged deflector plate that protects the driver when the firehole door is

open. The finish here is good too, with lots of subtle brass and copper paintwork and all the fittings appear to be where they should. The finishing touch is a hinged metal fallplate.

Taking a step back from *Beachy Head* reveals what an excellent model it is. Bachmann's design team nailed that intriguing blend of Great Northern and LBSCR styling. The shape and proportions look right and compare well to prototype photographs (published drawings are a little scarce). Even the unprototypical bend in the connecting rod, which draws the eye on the GNR 'Atlantic' (MR210), isn't as noticeable here.

The die-cast metal running plate gives the 'H2' plenty of weight. The trailing truck frames are die-cast too but, between them, the fully flanged trailing axle, mounted on a pivot, has plenty of play - see opposite to see how it worked on our test track.

The smooth, handsome lines mean that there's not a great detail of separately fitted detail to comment on, but what's there is excellently rendered. When you have to sink to the level of criticising the lack of mating flanges on the smokebox end of the driver's side steam pipe, you know that you have a very good model on your hands!



“The shape and proportions look right and compare very well to prototype photographs”

Rivet detail is impressive throughout. Those around the smokebox are good but it's the ribs on the cab roof that really catch the eye. It's worth looking at the line of rivets around the tender tank too - they're just as good.

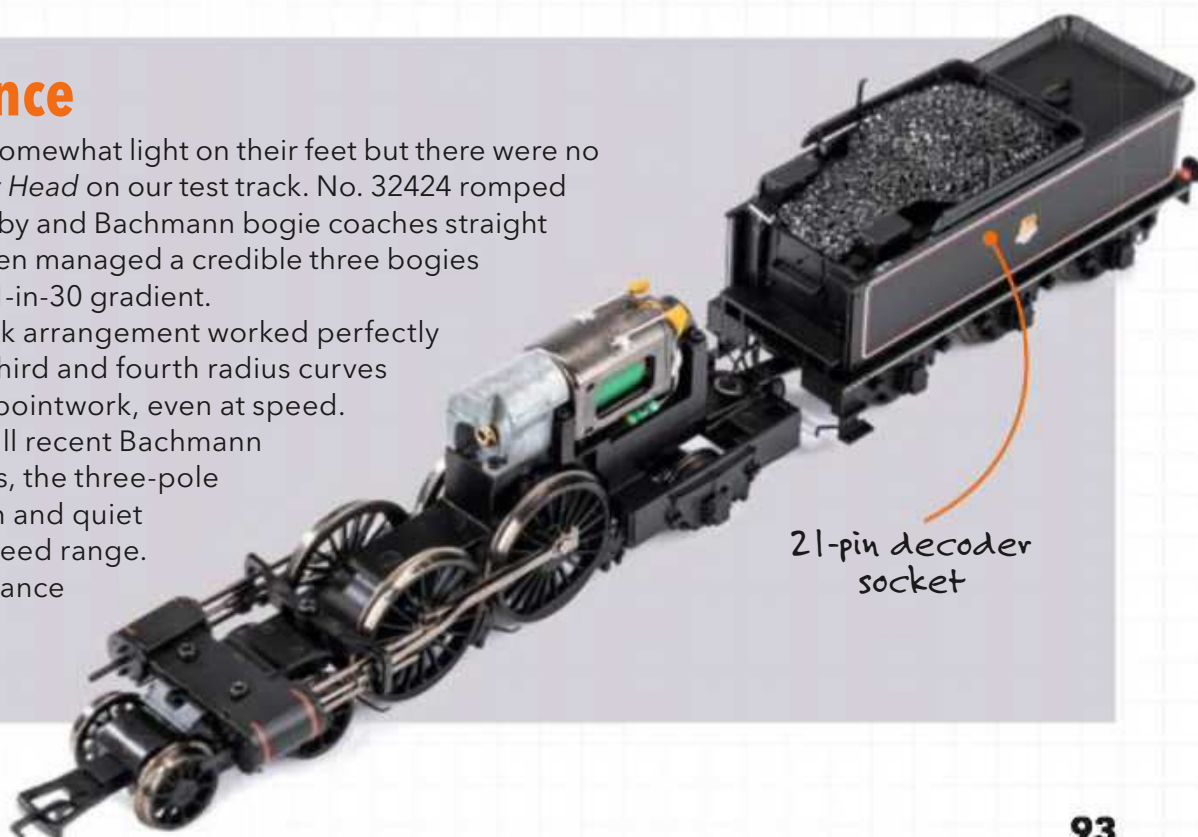
MINOR NIGGLES

The only visual niggles concern the all-important 'face'. The shape, proportions and 'dish' of the smokebox door are spot on but the effect is spoilt by the lamp irons, as they sit a little too close to the handrail. Due to the tolerances involved with working with parts of this size, it's difficult to see how this could be avoided. ➤

Performance

'Atlantics' can be somewhat light on their feet but there were no issues with *Beachy Head* on our test track. No. 32424 romped away with 13 Hornby and Bachmann bogie coaches straight from the box. It even managed a credible three bogies coaches over our 1-in-30 gradient.

The trailing truck arrangement worked perfectly through second, third and fourth radius curves and tight Hornby pointwork, even at speed. As is typical with all recent Bachmann Branchline models, the three-pole motor was smooth and quiet throughout the speed range. Fuss-free performance - what more could you want?



3 things we like



1

Hinged protective flap on footplate.



2

Printed nameplates actually look like they're etched.



3

Rivet detail on cab roof.

Factfile: No. 32424 *Beachy Head*

So urgent was the need for new express locomotives upon his appointment as LBSCR Locomotive, Carriage & Wagon Superintendent that Douglas Marsh made arrangements with his previous employer, Henry Ivatt of the Great Northern Railway, to send a set of 'C1' 4-4-2 drawings to Kitsons of Leeds. The result were five 'H1' 4-4-2s of 1905. They weren't exact copies of the GNR 'C1s' - they were a bit longer, had larger cylinders, a high-pressure boiler and screw reverser.

Marsh was taken ill in 1911 and, when faced with a need for more express locomotives, his assistant Lawson Billinton ordered more 4-4-2s. The six new locomotives, built at Brighton, became the 'H2'. There were key detail

differences, such as the shaped smokebox saddle and a running plate that didn't undulate over the cylinders and driving wheels.

The six 'H2s' were unnamed until 1925 when the Southern Railway's publicity department insisted that all 11 4-4-2s carry names of well known South Coast landmarks. No. 424 became *Beachy Head*, having received Southern olive green in September 1924.

Beachy Head was based at Newhaven at nationalisation. It moved to Eastbourne during that summer and was at Brighton in early 1949. All the 'H1s' had been withdrawn by the end of 1951, while 'H2' No. 32423

The Needles had gone two years previously. Nos. 32421 *South Foreland*, 32422 *North Foreland*, 32425 *Trevose Head* and 32426 *St. Alban's Head* were

all withdrawn during 1956.

Beachy Head, meanwhile, was employed on duties to Bournemouth until it was laid aside on February 24 1957. It was steamed again on June 18 and, surprisingly, was kept going after it suffered damage to its cylinders. It was back on Bournemouth duties again until stored again at the end of 1957.

It's impossible to imagine on today's railway, but the Railway Correspondence & Travel Society requested *Beachy Head* for use on its 'Sussex Coast Limited' railtour on April 13 1958. The 4-4-2 was retained and then steamed in early April for trials. Declared fit, it worked the special from London Victoria to Newhaven Harbour. It was then withdrawn in May 1958 and had been cut up at Eastleigh Works by the month's end.

Had the Bluebell Railway opened a few years earlier, it might have been able to save *Beachy Head*. The next best option was to build a new one. Work started on a replica in 2000 using an old GNR 'Atlantic' boiler found on a farm in Essex and a redundant LBSCR tender chassis. For more on this fascinating project, see www.bluebell-railway.co.uk/bluebell/locos/atlantic/

RECOMMENDED READING

◆ *Locomotives of the LBSCR Part 3*, by D.L. Bradley (RCTS, 1974)

System builder

Other items to complement this model...

LOCOMOTIVE

Bachmann's only other 'OO' gauge LBSCR locomotive is the excellent Billinton 'E4' 0-6-2T. **Price:** £129.95

Availability: Bachmann stockists



SCENERY

Bachmann Scenecraft offered the former LBSCR station at Sheffield Park - perfect, as this is where the new *Beachy Head* is being built. **Price & availability:** Only available second-hand.



ACCESSORIES

Bring some LBSCR flavour to your station with this Stroudley pattern watercrane from LBSCR kit specialist 5 & 9 Models. **Availability:** www.5and9models.co.uk



1: A fine portrait of 'H2' 4-4-2 No. 32424 *Beachy Head* at Norwood shed on the day of its final run from London to Newhaven, April 13 1958. At some point, the lining on the rear splasher has been changed.

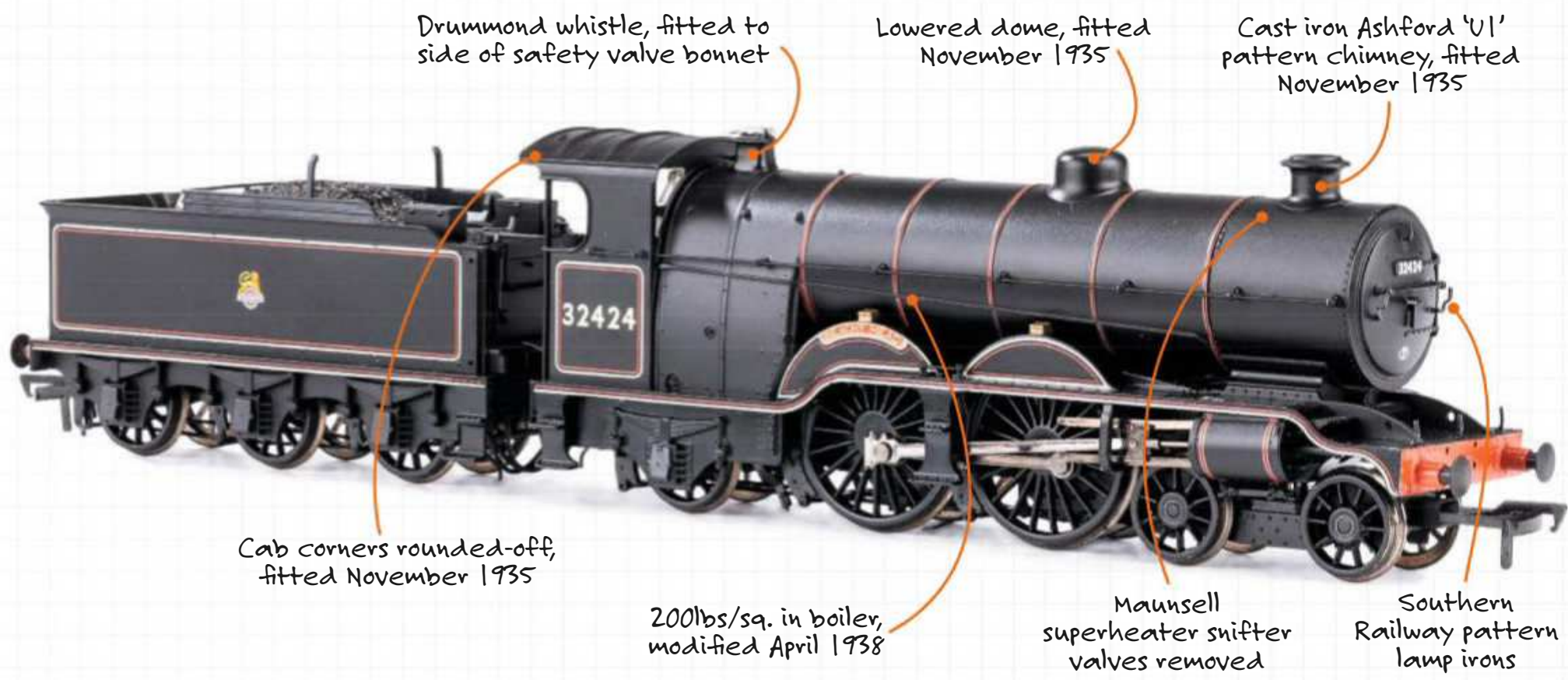
DAVE COBBE COLLECTION/RAIL PHOTOPRINTS

2: 'H2' No. 425 at Redhill station in 1922. It has original pattern chimney and dome and the cab roof has square corners. MIKE MORANT COLLECTION

3: 'H2' No. 2422 *North Foreland* is ex-works at Eastleigh in 1937. It's in full Southern condition, with rounded-off cab, lower chimney and dome. All 'H2s' were modified to fit the Eastern Section loading gauge between 1935-1937. The protrusions behind the chimney are the snifting valves for the Maunsell superheaters, fitted in 1934. MIKE MORANT COLLECTION

4: The easiest way to tell an 'H1' from an 'H2' LBSCR 'Atlantic' - the running plate drops down between the cylinders and the driving wheels. No. 2041 *Peverill Point* was withdrawn in March 1944 and was finally scrapped at the ex-RAF depot at Dinton in July 1948. MIKE MORANT COLLECTION





The other slight issue concerns the way the handrails are fixed to the boiler and smokebox. There is a very small gap around the base of each handrail knob when there was no such gap on the real locomotive. Again, it seems churlish to point it out but, from certain angles, it is quite noticeable.

These very minor niggles should in no way detract from what is a truly excellent model. It looks like an 'H2' from every angle - from the prototypically tiny gap between the driving wheels to the protruding washout plugs.

Full credit to Bachmann - the 'H2' really has been worth the wait and is heartily recommended.

Bring on the 'H1'! (RF)

BACHMANN LBSCR 'H2' 4-4-2

OVERVIEW	ELECTRICS	DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Kader for Bachmann	Electrical system: 12V DC two-rail	Length (over buffers)	59ft 9in	240mm	243mm
Ref. No: 31-921	Motor type: Three-pole skew-wound	Height (over chimney)	N/A	N/A	53.1mm
Unit No: 32424	Lights?: No	Width (over footplate)	N/A	N/A	32.1mm
Scale/gauge: 1:76 scale, 16.5mm gauge 'OO'	DCC ready?: 21-pin socket	Wheel diameter (driving)	6ft 7 1/2in	27mm	25mm
Body: Plastic with metal parts	Current consumption	Wheel diameter (leading/trailing)	3ft 6in	14mm	13.1mm
Chassis: Metal with plastic parts	Max. speed: 0.4A Stalled: 0.6A	Wheel diameter tender	N/A	N/A	15.5mm
Weight: 380g	MECHANISM	SERVICING			
Min. curve radius: R2	Drive system: Gear train to driving axles	How to dismantle: See instructions.			
Wheel back-to-back: 14.5mm	Flywheel(s): No	Where to oil: Factory lubricated; instructions suggest further lubrication after running in.			
	Traction tyres: No				



REVIEW VERDICT

PROS. Shape, performance, finish, price - just about everything really!
CONS. Some very minor issues but nothing of note.

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

94%

Hornby RailRoad GWR '14XX'

◆ **SCALE** '00' ◆ **MODEL** Hornby R3692 GWR '14XX' 0-4-2T No. 1424, BR lined green, late emblem ◆ **PRICE** £59.99 ◆ **AVAILABILITY** Hornby stockists or www.hornby.com

I used to have an old Airfix '14XX' when I was a kid and it ran like an absolute pig. It might never have been one of Airfix's best models to look at, but Collett's classic branch line 0-4-2T is one of the GWR's most famous designs and, as a GWR enthusiast, I had to have one. Its dismal performance always meant that I was intrigued to compare it to one produced by Hornby. The body was the same but the mechanism had been 'breathed on'. It's now 2018 and I've finally got my hands on a Hornby '14XX'. Does it finally lay the ghost of my old Airfix one to rest? Er...

Hornby first produced the '14XX' in 1997 after it had bought the tools from Dapol the previous year. It's been in and out of the range ever since. Its return for 2018 is a bit of a paradox: it was a surprising return and yet not that surprising at the same time.

Surprising, because this is a model that dates back to the 1960s and its looks are somewhat compromised in places; not surprising because Hatton's has brought out an all-new version (MR233), so it makes sense for Hornby to offer one in its budget RailRoad range.

No. 1424 arrived in the *Model Rail* office in its RailRoad box. It carries BR lined green but, as a RailRoad model, there are some omissions and simplifications, so there's no black in the lining on the tank sides and the green extends onto the cab roof as far as the gutters. Happily, Hornby has painted the chimney top and not

left it as shiny metal. Commendably, the numerals on the smokebox numberplate are the right weight and size.

Visually, the '14XX' is just as dated as I remember. I've always felt that the smokebox door looks like something Samuel Johnson might have penned for the Midland Railway. There's a solid block under the boiler, and the less said about the cab spectacles the better.

There's a huge amount of moulded detail, as one would expect from a model of this age. The turned metal buffers are a neat touch but they only go so far to compensate for the poorly fitting cab roof and hints of flash on some of the mouldings.

If you're familiar with this old model then you pretty much know what you're getting. But how has over 20 years of Hornby ownership affected its performance?

Hornby has been known to

tweak the chassis on older models, installing DCC sockets and suchlike. But there are no such modifications here. There's no DCC socket, nor NEM pockets.

Applying power on our sample resulted in a most horrific whining noise but it settled down after a few minutes running-in. Haulage power turned out to be prodigious, no doubt helped by a pair of traction tyres (remember them?). No. 1424 managed 13 Hornby and Bachmann bogie coaches on level track and even managed to pull seven coaches over our 1-in-30 gradient, which is a superb achievement.

The biggest issue, I feel, with the RailRoad '14XX' is its price. Hornby's *Smokey Joe* has a retail

price of £40.99 and if the '14XX' sold for this, that would make good value. But it doesn't - you'll only get 1p change from £60.

If you're buying a model for fingers not suitable for the fine detail on contemporary models, the '14XX' is ideal. But if you're buying it because it's cheap, I'd really urge you to fork out the extra £39 for one of Hatton's models. The latter is far superior in every way and, at just £99, it really offers fantastic value.

Surely it's finally time to let the old '14XX' shuffle off this mortal coil? (RF)



HORNBY RAILROAD GWR '14XX'

OVERVIEW	ELECTRICS	DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Hornby	Electrical system: 12V DC two-rail	Length (over buffers)	29ft 11in	99mm	120mm
Ref. No: R3692	Motor type: Three-pole skew-wound	Height (over chimney)	12ft 6in	50mm	50.6mm
Unit No: 1424	Lights?: No DCC ready?: No	Width (over steps)	8ft 7in	34mm	34.3mm
Scale/gauge: 1:76 scale, 16.5mm gauge '00'	Current consumption	Wheel diameter (driving)	5ft 2in	21mm	20.8mm
Body: Plastic with metal parts	Max. speed: 0.4A Stalled: 0.6A	Wheel diameter (trailing)	3ft 8in	15mm	14.6mm
Chassis: Metal with plastic parts	MECHANISM	SERVICING			
Weight: 163g	Drive system: Gear train to rear driving axle	How to dismantle: Remove chimney screw, unclip brake pipes and lift clear.			
Min. curve radius: R1	Flywheel(s): No	Where to oil: Factory-lubricated; instructions suggest further lubrication after running in.			
Wheel back-to-back: 14.4mm	Traction tyres: No				



REVIEW VERDICT

PROS. Strong, fairly decent finish.
CONS. Shape, lack of features, compromised decoration, price.

LOOKS	5
PERFORMANCE	6
FEATURES	4
DECORATION	7
VALUE FOR MONEY	7

58%

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e-mail: oliviastrains@blueyonder.co.uk



The club room

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

E-mail: theclubroom@bauermedia.co.uk

The guest chairman

Aberdeen
MRC chairman

Colin Stevenson presents
this month's Club Room.

Society: Aberdeen MRC

Established: 1971

Location:

Polmuir Avenue, Aberdeen

Chairman: Colin Stevenson



The Aberdeen Model Railway Club was formed in 1971, with the constitutionally stated objective that 'the club shall promote and foster interest in modelling railways'.

We do that by meeting every Wednesday evening, and by inviting all members to contribute to the layout being built – we try to have at least one layout under construction in the club rooms at all times, with the philosophy that people learn best by doing!

If a member has a question on any aspect of model railways, there will always be someone willing to offer help and advice. The offer to our members is to come along to the club and practise the skills they need to complete their personal layouts, by helping to build a club layout which is generally bigger than most members can accommodate at home.

Alternatively, members can bring their personal projects into the club rooms and make use of the club's tools and facilities. This gives the club access to a range of layouts which can be taken to our own exhibitions – and others.

Our premises are located on the Ferryhill Railway Heritage Trust site, near the centre of



Aberdeen. As the club is a member of the Association of Model Railway Societies in Scotland (AMRSS), the Model Rail Scotland Exhibition in Glasgow, held over the last full weekend in February each year, is a major event in our calendar, as is our own exhibition on the last weekend in October.

When the club was formed, the majority of members were 'O' gauge modellers. That demographic has changed over the years, and Aberdeen MRC now reflects the demographic of the hobby as a whole in the UK – approximately 80% of our club members are 'OO' gauge modellers, and of them about 80% model the steam/diesel transition era. So I would like to encourage modellers with different interests to get involved with the club – any small group of modellers can propose a layout idea to the committee to access club funding and resources.

When we were approached by Knickerbockerglory Productions at the

beginning of 2018 about a TV programme around the idea "*The Great British Bake-Off* meets Model Railways", we were initially sceptical. But given our constitutional objective, we felt that we had to participate, and so we entered a team into the competition. The experience proved to be enthralling, exhausting and exhilarating, and has changed the way I approach my own modelling. I hope you all watch *The Great Model Railway Challenge* on Channel 5 this autumn and enjoy it as much as we did. Look out for a number of "as seen on TV" layouts, coming soon to an exhibition near you!

Address: c/o FRHT, Polmuir Avenue, Aberdeen AB11 7WE

E-mail: secretary@aberdeenmrc.co.uk

Web: www.facebook.com/AberdeenModelRailwayClub

Membership fees: £60 (per annum)

IAIN BURR

Present your case

Your opinions on the GWR 'Siphon' family of vans, proposed by Chris Leigh in *Model Rail* 250.

www.facebook.com/modelrail

Not a bad choice, I wouldn't mind seeing some LNER postal vans or the 'Big Four'-type TPO sets. I do think it would be an interesting model to see running.

Tom Crouch

For its age, the Lima one doesn't look too bad, but considering the popularity of the vehicles it's definitely due for a re-tool.

George M. Howard

Yes, but putting Bachmann Collett bogies under Lima's model also does the trick.

Glyn Hiscock

In this day and age of 'new tooling'. I can't believe this and the 'H' version have not been upgraded by Hornby! The 'Toad' and 21t hopper have. So yes, I'd have a new one.

Michael Pember



The great day out

Make tracks for the Swindon Model Railway Festival

Evocative sounds from the past will emanate from the STEAM Museum's replica Swindon Works hooter, accompanied by the melancholic sounds of the live steam whistle, as visitors are welcomed to the Swindon Railway Festival on September 8/9.

Live modelling demonstrations will take place throughout the weekend, with experts on hand to offer tips and advice.

Over 30 traders and exhibitors will be placed among STEAM's

permanent exhibits, as well as inside the museum's Great Western hall.

Trade stalls include a wide range of GWR and railway memorabilia, model railway kits and accessories, railway art and books, GWR gifts and pre-served railway displays.

Special guests Hatch Heritage and Steam Engineers will host a live steam display within an enclosure outside the museum, including the sounding of the steam-powered Swindon Works hooter - on the hour, every hour - on both days of the festival.

On the Saturday, visitors can get on the footplate of three GWR locomotives as STEAM's 'Meet the Railway Workers' volunteers share facts and anecdotes. Visitors can also change the points in the museum's GWR signal box, as well as enjoy STEAM's three new special

Plan your visit

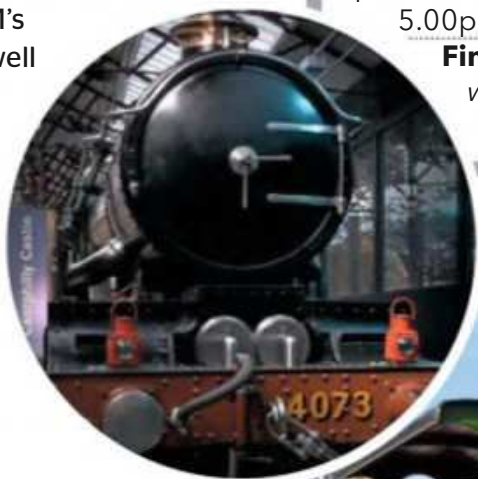
Where is it? Swindon, Wiltshire

Admission: Adult £12.50; Senior (65+) £9.50; Child (3-15) £8.50; Student (£9.50). Family tickets available from £21.00 (Please see the STEAM website for details). Under-threes go free.

Opening times: The festival opens between 10.00am and 5.00pm on both days.

Find out more:

www.steam-museum.org.uk
or call 01793 466637.



TONY LEGGETT

exhibitions celebrating the famous advertising, publicity material and merchandise produced by the GWR.

Letter

Stock drawer

Dave Turner, by e-mail

I read George Dent's article on storing rolling stock with interest and thought I'd share a solution I use on my layout. I have quite a lot of stock and a big fiddleyard. I wanted a way to store stock that would make it quick and easy to find and select items while keeping them safe from damage - and clean.

I bought a second-hand architect's wooden chest on eBay some years ago. It has eight drawers and each will take 34 coaches, or about 100 wagons. The drawers are lined with thin foam, corrugated to form a row of 17 compartments and stuck down with glue. The whole thing fits nicely under the fiddleyard.

It works really well if you store all the stock items out of their boxes, but if you prefer you can load the drawers with boxed items and not use the foam. The drawer units are not cheap, but given the value of what is in them I think it is worth the money. The big advantage, if you have a lot of stock, is you can scan the drawers very quickly to find what you want.



Caption that pic!

Our Facebook community has been busy coming up with barmy suggestions to caption the photograph on the right. The person who made us chuckle the most this month was Simon Moppett, so congratulations! This month we want you to send us your captions for the above picture from 'Kirkmellington' (see page 68).

Keep an eye on our Facebook page for more amusing pictures for you to caption - but remember, it's just for fun!

Last month's responses

"Where have Potter and Weasley gone this time?"

James Curgenv

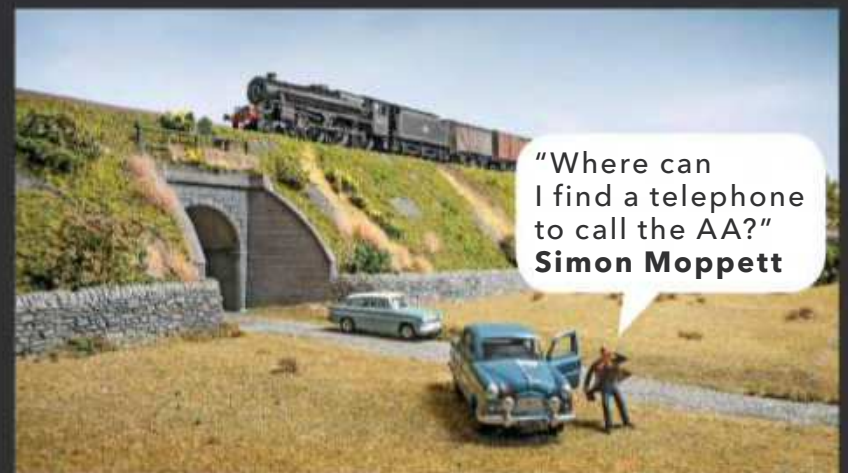
"Crikey I've left me camera at home!"

Trevor Smith

"I know those great train robbers are around here somewhere." **Gary Auer**

"A bit early for panto season, but it's BEHIND you!"

Andrew Sheldon





Keep up to date with
Model Rail News online.

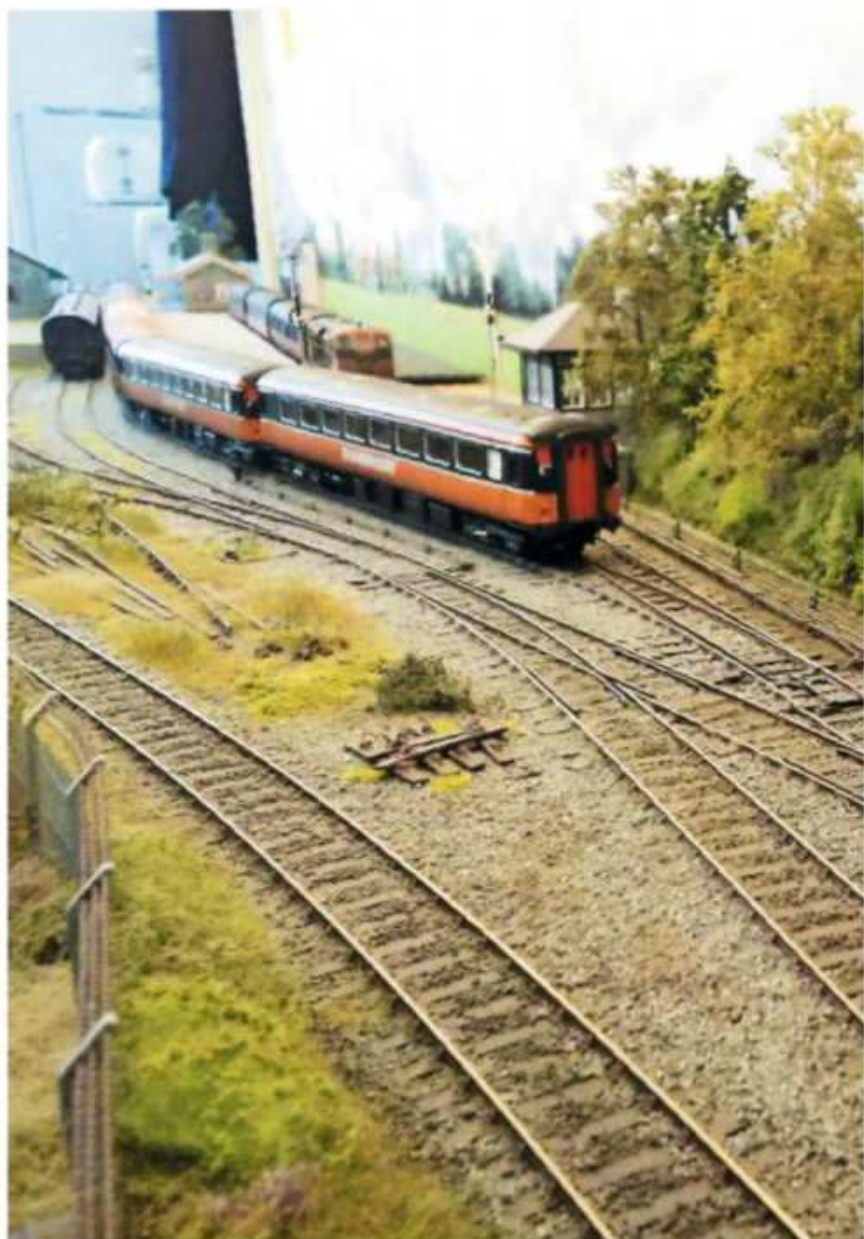
Show & Tell

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

Not 'Dunmodellin'

Paul Gollicker

Top of the morning to you! Here's a little something from the Emerald Isle - my take on a little place called 'Dunfeikin' (it's Irish for 'have you finished messing about?'). It's taken me ten years so far, and is a work in progress that should keep me busy well into my retirement - otherwise I'll have nothing to do. Hope you like the photos.



Blue 'Bury'

Gareth Leyland

I have recently been working on a fictional BR blue-era layout. It measures 8ft by 1ft and is based in the North West of England. I live in Bury, Greater Manchester, and I regularly spend time at the East Lancashire Railway. Because of this my layout is fondly called 'Bury' by my daughters due to similarities between the track plan and the prototype. I have been modelling trains since my teenage years and, as with most layouts, this is still very much a work in progress.





A diesel debut with Suffolk punch

Geoff Tibble

This is our depot layout which has been built by four gentlemen: Ian, Neil, John and myself, from the Bury St Edmunds area.

It's been built with Code 75 track and is wired for DCC operation. It will make its debut at the Bury St Edmunds model railway exhibition at Beyton on September 22.

The layout is set between the 1980s and present day. Our motto is: 'if it looks and sounds good then run it!'



Streamlined technique

Tom Crouch

After five months' work I have nearly completed my Graeme King conversion kit of the streamlined 'P2' No. 2003 *Lord President*.

Modelling it has required a lot of patience and practice to get right. It does have a few mistakes, but with kits and conversions that's something to be expected.

However, for my first attempt I think it has come out really well.

To build it, I used the following donor models:

1: An old 'A4' which I used as a donor for both the 'P2' and another project - the 'W1'.

2: A Hornby RailRoad 'P2' model -

all that remains of that is the body, cylinder block, and tender!

3: A spare 'P2' body which a friend gave me.

4: A spare LNER Apple green *Flying Scotsman* tender, from which I used the frames for the locomotive and the body for the 'W1'.

5: The Graeme King 'P2' kit. The great thing about this kit is that all the profit goes to the new-build 2007 LNER 'P2' *Prince of Wales*.

I am now modelling the LNER 'Hush-Hush' No. 10000 in the form it was in after Sir Nigel Gresley rebuilt it as a streamliner.



What's going online?

Model Rail TV

Following our four-part series looking at Dave Lowery's layouts we're back, and this time we take a look at Chris Leigh's creations.

YouTube: www.youtube.com/c/ModelRailMagazine

Watch this month's exciting new video - **NOW!**



Go to: www.youtube.com/c/ModelRailMagazine



Exhibition Diary

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

SEPTEMBER 1

BECCLES, SUFFOLK. Norfolk & Suffolk Narrow Gauge Open Day. Blyburgate Hall, Blyburgate, Beccles NR34 9TF. **Time:** 1000-1600. **Admission:** Adult £3. **Web:** www.nsnmg.org.uk

BURGESS HILL, SUSSEX. Burgess Hill MRC MRE. Burgess Hill Girls School, Keymer Road, Burgess Hill RH15 OEG. **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

ARUNDEL, SUSSEX. Gaugemaster MRE. Gaugemaster Controls Ltd, Gaugemaster House, Ford Road, Arundel, Sussex BN18 OBN. **Time:** Sat 0900-1730, Sun 1000-1600.

BISHOPS LYDEARD, SOMERSET. Taunton MRG MRE. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1030-1630. **Admission:** Adult £1.50, Child 50p. **Tel:** 07879 852736. **Web:** www.ukmodelshops.co.uk

ANDOVER, HANTS. Andover MRC MRE. Modelx 2018. John Hanson School, Floral Way, Andover SP10 3PB. **Time:** 1000-1700. **Admission:** Adult £5, Child £1. **Tel:** 07590 429643.

CHATHAM, KENT. The Medway MRS Group MRS. Fort Pitt Grammar School, Fort Pitt Hill, Chatham ME4 6TJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £12. **Tel:** 07821 254232. **E-mail:** medwaymodelshow@yahoo.co.uk

STAPLEHURST, KENT. MRE. All Saints' Church, Parish Room, High Street, Staplehurst, Tonbridge TN12 OAZ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £2, Child £1. **Tel:** 01580 891390.

SEPTEMBER 2

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

SEPTEMBER 8

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

ROMILEY, CHESHIRE. Romiley Methodist Modellers MRE. Romiley Methodist Church, Stockport Road, Romiley, Stockport SK6 3AH. **Time:** 1030-1630.

CUMBERNAULD, LANARKSHIRE. Cumbernauld MRG Open Day. The Link Community Education Centre, Bron Way, Carbrain G67 1EW. **Time:** 1000-1600. **Admission:** Adult £1. **Tel:** 01236 612099. **Web:** www.cumbernauldmrg.org.uk

SEPTEMBER 8-9

COVENTRY. Coventry MRC Open Day. Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH. **Time:** Sat 1000-1700, Sun 1000-1600.

FAVERSHAM, KENT. Faversham MRC MRE. The Abbey School, London Road, Faversham ME13 8RZ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Child £3. **Web:** www.favershammrc.org.uk

Supported by MODEL RAIL

INTERNATIONAL N GAUGE SHOW.

Warwickshire Event Centre, nr Leamington Spa CV31 1XN. Jct of A425/B4455. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** (online/door): Adult £10/£10.50, Senior £9/£9.50, Child £4.50/£5. **Web:** www.ngaugeshow.co.uk

PARTINGTON, MANCHESTER. The EM Gauge Society Limited Expo EM Autumn 2018. Partington Sports Village, Chapel Lane, Partington M31 4ES. **Time:** Sat 1030-1730, Sun 1000-1630.

Admission: Two days £8, Member £7. **E-mail:** exponorth@emgs.org **Web:** www.emgs.org

WOKING, SURREY. Railway Enthusiasts' Club MRE. Woking Leisure Centre, Woking Park, Kingfield Road, Woking GU22 9BA. **Time:** Sat 1030-1730, Sun 1000-1700. **Admission:** Adult £8, Child £3. **Tel:** 01252 542574. **Web:** www.recehhibition.org.uk

SEPTEMBER 9

WESTON-SUPER-MARE. Keith Price's Charity Model Train Show. The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare BS24 7DX. **Time:** 1000-1630. **Admission:** Adult £7, Concession £6.50, Child £2, Family £16. **Tel:** 01934 425075. **Web:** www.westonsupermaretrainshow.com

SEPTEMBER 15

CULLOMPTON, DEVON. Culm Valley MRC MRE. Willand Village Hall, Cullompton EX15 2PL. **Time:** 1000-1630. **Admission:** Adult £4, Child £1.50. **Tel:** 01884 840369. **Web:** www.cvmrc.co.uk

KETTERING. Kettering & District MRS MRE. Greenfields Primary School, Kettering. **Time:** 1000-1600. **Web:** www.kdmrs.org.uk

LICHFIELD. Trent Valley MRS, Life Church, Netherstowe Lichfield WS13 6TS. **Time:** 1000-1630pm. **Admission:** Adult £4, Child £3 Family £11. **Tel:** 0121 329 2487. **Web:** www.tvmrs.org.uk

SHENFIELD, ESSEX. Mid Essex MRC MRE. Shenfield High School, Oliver Road, Shenfield CM15 8PX. **Time:** 1000-1700. **Admission:** Adult £6, Child £4. **Tel:** 01277 216098. **E-mail:** exhibition@midsexmrc.org

SEPTEMBER 15-16

DARTFORD, KENT. Erith MRS MRE. The Leigh Academy, Green Street Green Road (B260), Dartford DA1 1QE. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6. **Tel:** 07736 560956. **E-mail:** erithmrs@gmail.com

EARLEY, BERKS. Loddon Vale MRC MRE. St Peter's Church Hall, Church Road, Earley RG6 1EY. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £9. **Web:** www.lvmrc.co.uk

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:** iand2509@gmail.com **Web:** www.blackpoolandnorthfylidemrc.co.uk

POYNTON, CHESHIRE. The Model Show 2018. Poynton Leisure Centre, Yew Tree Lane, Poynton SK12 1PU.

Time: Sat 1000-1700, Sun 1000-1630.

Admission: Adult £7.50, Forces/service personnel £6. **Web:** www.themodelshow.co.uk

REDDITCH. Trinity High School, Access 1 Town Centre Ring Rd, Grove Street, Redditch B98 8HB. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5.50, Senior £5, Child £2, Family £14. **Web:** www.redditch-mrc.com

SHIPLEY, YORKS. Shipley MRS MRE. Baildon Recreation Centre, Shipley BD17 5JH. **Time:** Sat 1000-1700, Sun 1000-1600. **Tel:** 01274 593031.

SEPTEMBER 16

EXETER. The Junction 72A MRC Open Day. St Katherine's Priory, St Katherine's Rd, Exeter EX4 7JY. **Time:** 1100-1600. **Tel:** 07989 178741.

SEPTEMBER 22

ENNISKILLEN, CO. FERMANAGH. Erne MRC MRE. Cathedral Hall, Halls Lane, Enniskillen Co. Fermanagh BT74 7DR. **Time:** 1000-1700. **Tel:** 02866 322163. **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

SKELTON, CLEVELAND. Cleveland MRC Open Day. Unit 2, The B-Hive, Skelton Industrial Estate, Skelton TS12 2LQ. **Time:** 1000-1600. **Admission:** Adult £1, Child 50p. **Web:** www.cmrc.club

SOMPTING, SUSSEX. N Gauge Society (West Sussex Area Group) Open Day. Sompting Village Hall, West Street, Sompting BN15 OBE. **Time:** 1000-1600. **Admission:** Adult £1, Child 50p. **Tel:** 01403 266689. **Web:** www.wsng.co.uk

SEPTEMBER 22-23

HALIFAX. Halifax MRC MRE. Northbridge Leisure Centre, Northbridge, Halifax HX3 6TE. **Time:** 1000-1700, Sun 1000-1630. **Admission:** Adult £6.50, Child £3. **Tel:** 01706 813833.

Web: www.halifaxmrc.co.uk

STOKE MANDEVILLE, AYLESBURY. Scaleforum 2018. Stoke Mandeville Stadium. **Admission:** Adult £10, Society Members £8. **Web:** www.scalefour.org

SEPTEMBER 28-30

BISHOPS LYDEARD, SOMERSET. See September 1/2.

SEPTEMBER 29

BANBURY, OXON. Banbury & District MRC Banrail. St Hugh's Church, Ruskin Road, Banbury. **Time:** 1000-1600. **Admission:** Adult £4. **Tel:** 01295 250463.

COMPTON DUNDON, SOMERTON. The Small & Delightful Railway Group MRE, Meadway Hall, Ham Lane, Compton Dundon, nr Street TA11 6PQ. **Time:** 1030-1600. **Admission:** Adult £5, Child £1, Family £10. **Tel:** 07810 644661. **E-mail:** hmartin3611@btinternet.com

ENFIELD, MIDDLESEX. Enfield Whitewebbs Railway Modellers MRE. Whitewebbs Museum of Transport, Whitewebbs Road, Enfield EN2 9HW. **Time:** 1030-1630. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 07798 765859.

NORTHOLT, MIDDLESEX. Northolt MRC Open Day. Northolt Village Community Centre, Ealing Road, Northolt, Middlesex UB5 6AD. **Time:** 1030-1700. **Admission:** Donation.

ODSAL, YORKS. Bradford MRC MRE. Sedbergh Centre, Huddersfield Road, Odsal BD6 1DJ. **Time:** 1000-1630. **Admission:** Adult/Concession £3, Child £1. **Tel:** 07941 553307. **Web:** www.bradfordmrc.org.uk

SOUTHEND. MRE. Christ Church, 56 Colbert Ave, Southend SS1 3BP. **Time:**

1000-1600. **Admission:** Adult £2, Child £1, Family £5. **Tel:** 07561 107702.

E-mail: mfmason4@yahoo.co.uk

WALTON-ON-THAMES, SURREY. MRE. All Saints Church Hall, Queens Road, Walton-on-Thames, KT12 5LU. **Time:** 1000-1700. **Admission:** Adult £5, Senior £4, Child £3, Family £12. **Web:** www.waltonmodelrailwayexhibition.co.uk

SEPTEMBER 29-30

BOSTON, LINCS. Boston MRS MRE. Stickney Village Hall, A16 North of Boston, PE22 8BG. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Child £1, Family £7. **Tel:** 07958 137122.

E-mail: djcurrie@live.com

KNOCKHOLT, KENT. The Garden of England Modelfest. Coolings Garden Centre, Rushmore Hill, Knockholt, Sevenoaks TN14 7NN. **Time:** 1000-1600. **Admission:** Adult £5 (£4.50 in advance). **E-mail:** charlesmaddocks1@gmail.com **Tel:** 07806 6034236.

LYDNEY, GLOS. Forest Modellers MRE. The Dean Academy, Lydney. **Time:** Sat 1100-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 07532 055778. **Web:** www.fodmrc.co.uk

WORTHING, SUSSEX. Worthing MRC MRE. Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5. **Tel:** 07970 633908. **Web:** www.worthingmrc.co.uk

OCTOBER 6

AYLSHAM, NORFOLK. Broadland MRC MRE. The Jubilee Centre, Aylsham NR11 6JG. **Time:** 1000-1600. **Admission:** Adult £4, Child/Concession £3. **Tel:** 01263 588374. **Web:** www.broadlandmodelrailwayclub.co.uk

DAVENTRY. Daventry MRC MRE. Daventry Methodist Church Hall, Golding Close, Daventry NN11 4FB. **Time:** 1000-1630. **Admission:** Adult £3. **Tel:** 07771 627507.

HORSHAM, SUSSEX. Horsham MRC MRE. The Drill Hall, Denne Road, Horsham. **Time:** 1000-1700. **Admission:** Adult £5, Child £2, Family £12.

SHEFFIELD. Sheffield MRS MRE. Davy's Sporting Club, Prince of Wales Road, Sheffield S9 4ER. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Web:** www.sheffielddmrs.co.uk

WELLINGTON, SALOP. Telford Railway Modellers Group MRE. Sports Hall, Charlton Academy, Apley Ave, Wellington TF1 3DY. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01952 820376. **Web:** www.trmg.webs.com

WING, BEDS. Tring & District MRC MRE. The Cottesloe School, Aylesbury Road, Wing, Nr Leighton Buzzard LU7 0PD. **Time:** 1030-1630. **Admission:** Adult £6, Child £3.50, Family £14. **Web:** www.tdmrc.co.uk

OCTOBER 6-7

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

OCTOBER 7

ASHMANHAUGH, NORWICH.

See September 2.

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

PRATTS BOTTOM, KENT. G Scale Kent MRE. Pratts Bottom Village

The Club Room

Hall, Norsted Lane, Rushmore Hill BR6 7PQ. **Time:** 1100-1600. **Admission:** Adult £2.50, Child £1. **E-mail:** roger.allen1@btinternet.com **Web:** www.gscaleskent.co.uk

OCTOBER 13
HEYWOOD, LANCs.
See September 8.

OCTOBER 13-14
ALDERSHOT, SURREY. Farnham and District MRC MRE. Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS. **Time:** Sat 1000-1700, Sun 1000-1630.

Admission: Adult £6, Child £2, Family £15. **Web:** www.farnhammrc.org.uk

BOURNEMOUTH. Christchurch MRC MRE. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** £5. **Tel:** 07340 332857. **Web:** www.christchurchmrc.org.uk

CORBY, NORTHANTS. Corby and District MRS MRE. St Peter & Andrew Church Hall, Beanfield Ave, Corby NN18 0EH. **Time:** Sat 1000-1700, Sun 1100-1600. **Admission:** Adult £4, Senior £3, Child £2, Family £10. **Web:** www.cdmrs.co.uk

DORKING. Dorking & District MRC MRE. Oddfellows Hall, 270 High St, Dorking RH4 1QT. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Senior £3, Child £2, Family £11. **Web:** www.dorkingmodelrailwayclub.com

KIRKBY IN ASHFIELD, NOTTS. Elizabethan Railway Society MRE. The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4. **E-mail:** ers-showmanager@talktalk.net **Web:** www.elizabethanrailwaysociety.co.uk

WARLINGHAM, SURREY. Croydon MRS MRE. Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £2, Concession £5. **E-mail:** croydonmrs.org.uk@live.co.uk **Web:** www.croydonmrs.org.uk

OCTOBER 18-19
LEAMINGTON SPA. Midlands Model Engineering Exhibition. Warwickshire Event Centre, Fosse Way, nr Leamington Spa CV31 1XN. **Time:** Fri-Sat 1000-1700, Sun 1000-1600. **Admission:** Online/door: Adult £9.50/10.50, Senior £8.50/9.50, Child £3/4. **Web:** www.meridienneexhibitions.co.uk

OCTOBER 20
CHELMSFORD, ESSEX. Chelmsford MRE. St John Payne School, Patching Hall Lane, Chelmsford CM1 4BS. **Time:** 1000-1630. **Admission:** Adult £5, Child £2. **Tel:** 01245 465854. **Web:** www.chelmsford-and-district-mrc.webs.com

DIDCOT. Abingdon & District MRC. Didcot Civic Centre OX11 7JN. **Time:** 1000-1700. **Admission:** Adult £6. **Web:** www.admrc.org.uk

HINCKLEY, LEICS. Hinckley MRS. St Peters RC Church Hall,

Leicester Road, Hinckley LE10 1LW. **Time:** 1000-1600. **Admission:** Adult £3. **Tel:** 07805 078720.

SHREWSBURY. Chantilly Grey Ltd MRS. The United Reformed Church, Coleham Head SY3 7BJ. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Web:** www.chantillygrey.co.uk

OCTOBER 20-21
LLANDAF, CARDIFF. Cardiff MRE. Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaf North CF14 2JL. **Time:** Sat 1000-1700, Sun 1000-1600. **Web:** www.cardiffmodelrail.org.uk

GLASGOW. Cathcart MRE. Pollokshaws Burgh Hall, 2025 Pollokshaws Rd, Glasgow G43 1NE. **Time:** 1000-1700 both days. **Admission:** Adult £5, Concession £4.50, Child £2, Family £12. **Web:** www.clydesidemrc.com

GREENOCK. Greenock & District MRC MRE. Lyle Kirk, Union Street, Greenock PA16 8DD. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £4.50, Concession £3.50, Family £13. **Tel:** 07795 681994.

HARTLEPOOL. Hartlepool MRS. Hartlepool College of Further Education, Stockton St, Hartlepool TS24 7LB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Senior £5, Child £4, Family £18.

UCKFIELD, SUSSEX. Uckfield MRC MRE, Uckfield Civic Centre, Civic Approach, Uckfield. TN22 1AE. **Time:** 1000-1700 both days. **Admission:** Adult £6. **Tel:** 01903 745759. **Web:** www.uckfieldmrc.co.uk

WEYMOUTH, DORSET. Weymouth MRA MRE. Wey Valley School, Dorchester Road, Weymouth DT3 5AN. **Time:** Sat 1030-1630, Sun 1000-1545. **Admission:** Adult £6, Family £14, Child £2.

OCTOBER 21
WIMBORNE, DORSET. The Central Southern Gauge O Group. The Allendale Community Centre, Hanham Road, Wimborne, Dorset BH21 1AS. **Time:** 1000-1600. **Admission:** Adult £4. **Web:** www.csgog.org

OCTOBER 27
AMERSHAM, BUCKS. Classic Model Train Show. St John's Methodist Church Hall, 60 Woodside Rd, Amersham HP6 6AN. **Time:** 1030-1700. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01895 672251.

COVENTRY. Coventry and Warwickshire O Gauge Modellers Open Day. The Church of the Holy Cross, St Austel Rd, Wyken, Coventry CV2 5AE. **Time:** 1000-1500.

RAINHILL, MERSEYSIDE. Stephenson MRG. Old Lane and Stoney Lane, Rainhill L35 9JY. **Time:** 1000-1700. **Admission:** Adult £3. **Tel:** 0151 430 6883. **Web:** www.stephensonmrg.org.uk

SHERWOOD, NOTTINGHAM. Nottingham Woodthorpe MRC MRS. Sherwood Community Centre, Mansfield Rd, Sherwood, Nottingham NG5 3FN. **Time:** 1000-1700. **Admission:** Adult £4, Child/Concession £3, Family £12. **Tel:** 0115 962 1153.

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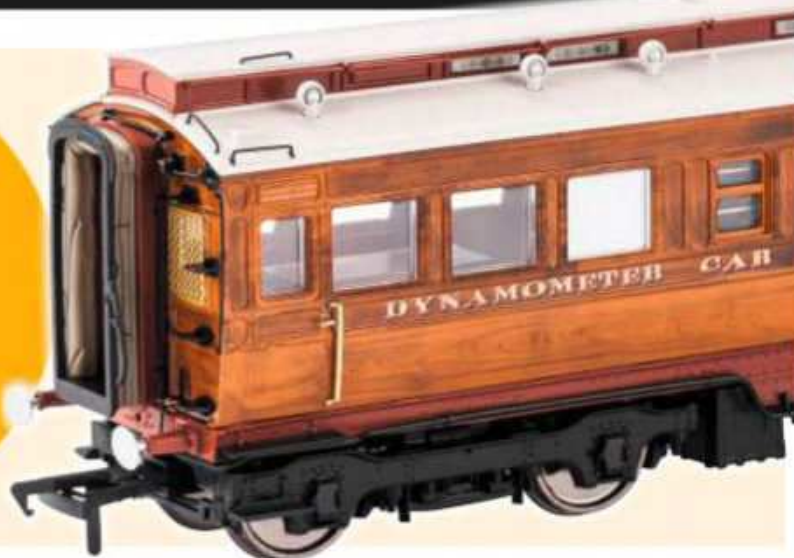
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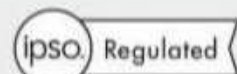
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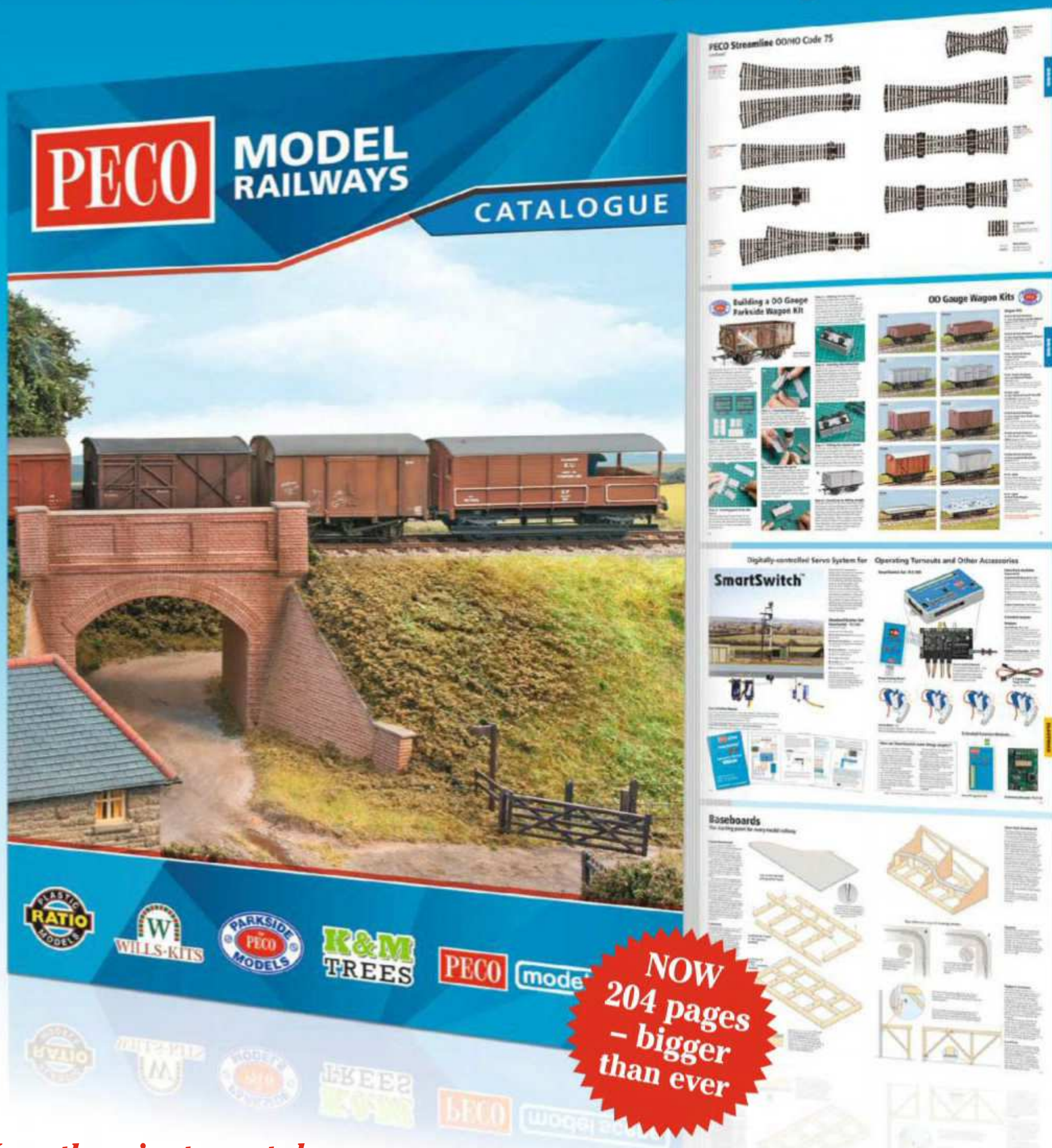
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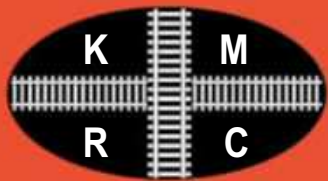
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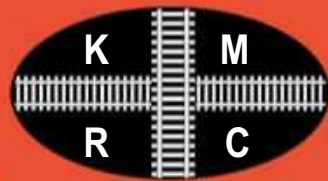




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- H4-66-005** 66088 in EWS livery with DB branding
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- H4-66-007** 66118 in DB Schenker livery
- H4-66-008** 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009** 66218 in Euro Cargo Rail 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"



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- 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 "Stephenson Locomotive Society 1909-2009"

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"



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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"

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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

Pre-order for £152

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

Due in Stock: August 2018 (R3615)
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

Pre-order from £144

Due in Stock: August 2018



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

LNER 20-ton Toad Brake van

Pre-order for £19

Due in Stock: November 2018



R6833 LNER bauxite

R6833A LNER bauxite

R6834 BR livery (TBC)

R6834A BR livery (TBC)

Class J36 0-6-0

Pre-order from £112. TTS-fitted £132

Due in Stock: December 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

Due in Stock: March/April 2019



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38-800 SR black

38-801 GWR black

38-802 BR Black with early emblem

38-803 BR gulf red

Class 117 3-Car DMU

Pre-order from £254.96

Due in Stock: July 2019



35-500 BR green with speed whiskers

35-501 BR blue and grey

35-502 Network SouthEast livery

OO9 Quarry Hunslet 0-4-0ST

Pre-order from £114 (Estimated)

Due in Stock: TBC



391-051 "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

Pre-order for £127.46

Due in Stock: May 2019



372-775 271 in SE&CR plain green

372-776 1294 in Southern Railway black

372-777 31227 in BR black with early emblem

Class 158 2-car DMU

Pre-order for £179 (Estimated)

Due in Stock: TBC



371-850 158849 in Regional Railways livery

371-851 158711 in Scotrail Saltire livery

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
BR Mk1 Carflat	hattons.co.uk/BRCarflat	from £31.41	Jan 2017							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £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
LSWR Class B4 0-4-0T	hattons.co.uk/b4	from £93.50	Apr 2014							
N Gauge 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/ci07	£111	Jan 2016							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							

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

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

Information correct at the time of going to press on 08/08/18.



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OO Gauge (1:76 Scale) Steam locos



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set (Hor) **NEW**£184



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)£99



H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat)£99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" in lined green (Hat)£99



H4-AB16-004 Andrew Barclay 0-4-0ST 16" 1964 in CPC UK blue (Hat)£99



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat)£99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat)£99



H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat)£99



1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel)£124



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel)£124



R3692 Class 14xx 0-4-2T 1424 in BR green late crest (Hor) **NEW**£51



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



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ)£99
32-304A Class 2251 0-6-0 Collett Goods 2251 GWR green Churchward tender (Bac)£97.71



OR76DG005 Class 2301 'Dean Goods' 0-6-0 2534 in Great Western green snow plough (Oxf) **NEW**£95



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac)£110.46



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)**BARGAIN**£69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN**£72



32-227DS Class 3F Jinty 0-6-0T 7365 LMS black - DCC sound fitted (Bac) £182.71



R3619 Class 4073 'Castle' 4-6-0 5013 "Abergavenny Castle" in BR green late crest (Hor)£136



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99)**BARGAIN**£82



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



4784 Class 47xx 2-8-0 "Night Owl" 4705 in BR lined green late crest (Hel) **NEW**£154



4781 Class 47xx 2-8-0 "Night Owl" 4705 in GWR green Great Western lettering (Hel)£154



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



4782 Class 47xx 2-8-0 "Night Owl" 4707 in GWR green post-war GW lettering (Hel)£154



R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor)£74
R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN**£58



32-881 Class 4MT Fairburn 2-6-4 tank 42105 BR lined black early emblem - weathered (Bac) (RRP £139.95) **BARGAIN** £94



R3494 Class 5MT Black 5 4-6-0 45025 BR Black late crest - Railroad Range (Hor)£80



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



31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



R3516 Class 6000 "King" 4-6-0 6004 "King George III" in post-war GWR green - "The Final Day" special edition (Hor)£153



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



31-636A Class 64xx 0-6-0PT pannier tank 6422 BR black early emblem (Bac)£84.96



R3278 Class 6P Patriot 4-6-0 45518 "Bradshaw" in BR Green early crest - Railroad range (Hor)£64.80



31-214 Class 6P Patriot 4-6-0 45538 "Giggleswick" in BR Green early emblem (Bac) (RRP £164.95) **BARGAIN**£119



31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95)**BARGAIN**£104



R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor)£153



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) **NEW**£144



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor)£136



32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac) £161.46



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor)£108



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99)**BARGAIN**£68



32-560 Class A1 60117 4-6-2 in BR apple green British Railways lettering (Bac)£161.46



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



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



R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green (Hor) **NEW**£136



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor)£152



R3588 Class B17 4-6-0 2864 "Liverpool" 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



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) (RRP £109.95)**BARGAIN**£80



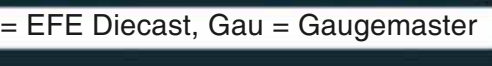
R3380 Class J15 0-6-0 7510 in LNER Black (Hor) (RRP £109.99)**BARGAIN**£76



R3242A Class K1 2-6-0 62032 BR Black early emblem (Hor) (RRP £129.99)**BARGAIN**£82



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £160.99) **BARGAIN**£108



3912 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)**BARGAIN**£89

3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) (RRP £184.95)**BARGAIN**£89



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3920 Class 02/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) (RRP £184.95).....**BARGAIN**.....£89



3922 Class 02/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95).....**BARGAIN**.....£89



3923 Class 02/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95).....**BARGAIN**.....£89



3921 Class 02/4 Tango 2-8-0 63983 in BR black early crest flush tender (Hel) (RRP £184.95) **BARGAIN**.....£89



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor).....£84
R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) £100



R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (RRP £139.99)**BARGAIN**.....£89
R3279 County Class 4-6-0 1016 'County Of Hants' in BR Green early crest - Railroad range (Hor).....£69.50



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
4S-018-003D LSWR Class B4 0-4-0 88 in Southern Railway lined black - DCC fitted (Dap).....£115.33



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



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat).....£99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) **NEW**.....£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-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) **NEW**.....£99



H4-P-012 SECR P Class 0-6-0T 323 'Bluebell' in Bluebell Railway lined blue (2010s) (Hat).....£99



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) **NEW**.....£99



H4-P-014 SECR P Class 0-6-0T 5753 in ROD green (Hat) **NEW**.....£99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat).....£99



H4-P-004 SECR P Class 0-6-0T A325 in SR lined Maunsell green Maunsell lettering (Hat).....£99



32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac).....£114.71



R3500 The Sir Nigel Gresley Collection (Hor).....£480
R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor).....£72



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
32-250A WD Austerity 2-8-0 79250 'Major-General Mc Mullen' in Longmoor Military Railway blue (Bac).....£144.46

Steam train packs



R3299 'Going Home' train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) **BARGAIN**.....£150



R3512 SECR H Class Wainwright 0-4-4T 31551 in BR black late crest - Ltd Ed train pack Maunsell Push/Pull coaches (Hor).....£168

Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (RRP £105)**BARGAIN**.....£94



2503 Class 05 Hunslet shunter 'Cider Queen' in green wasp stripes (Hel) (RRP £129.95).....**BARGAIN**.....£69
2500 Class 05 Hunslet shunter D2574 BR green (Hel) (RRP £129.95).....**BARGAIN**.....£69



2523 Class 05 Hunslet shunter Departmental No.88 in BR green wasp stripes (Hel) (RRP £129.95)**BARGAIN**.....£69



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel).....£111



2912 Class 07 shunter 07001 in Peakstone yellow (Hel).....£111



2911 Class 07 shunter 07005 in BR blue wasp stripes and air brakes (Hel).....£111
2910 Class 07 shunter 2993 in BR blue wasp stripes and air brakes (Hel).....£111
2902 Class 07 shunter D2992 in BR blue wasp stripes (Hel).....£111
R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) £132



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95).....**BARGAIN**.....£76



R3484 Class 08 shunter 13363 in BR green red con rods (Hor).....£118



1409 Class 14 D9531 in BR green - as preserved (Hel).....£110



1410 Class 14 D9537 in BR desert sand - as preserved (Hel).....£110



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95)**BARGAIN**.....£72



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95)**BARGAIN**.....£72



4D-012-007 Class 22 D6321 in BR green small yellow panels and headcode boxes (Dap) **NEW**.....£127.46



4D-012-009 Class 22 D6322 in BR green small yellow panels and disc headcodes (Dap).....£127.46
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4D-012-004 Class 22 D6325 in BR green no yellow panels and disc headcodes (Dap).....£127.46
4D-012-004D Class 22 D6325 in BR green no yellow panels and disc headcodes - DCC fitted (Dap) **NEW**.....£146.91



4D-012-006 Class 22 D6327 in BR blue small yellow panels and headcode boxes (Dap).....£127.46
4D-012-006D Class 22 D6327 in BR blue small yellow panels and headcode boxes - DCC fitted (Dap) **NEW**.....£146.91



4D-012-005 Class 22 D6331 in BR green full yellow ends and headcode boxes (Dap) **NEW**.....£127.46



4D-012-008 Class 22 D6332 in BR blue (Dap).....£127.46
2655 Class 26/0 26008 in BR railfreight coal sector grey (Hel).....£104
2615 Class 26/1 26044 in BR blue - weathered (Hel).....£104



3525 Class 35 Hymek 7011 in BR blue full yellow ends (Hel).....£101



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor).....£88



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac).....£117.26
32-370 Class 37/4 37405 in DRS Compass blue (Bac).....£117



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99).....**BARGAIN**.....£74



32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) (RRP £179.95).....**BARGAIN**.....£119



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99).....**BARGAIN**.....£59
31-659 Class 47/0 47001 in BR Blue - weathered (Bac).....£144.46



32-818 Class 47/0 47245 in West Coast Railway Company maroon (Bac) **NEW**.....£135.96

Visit

www.hattons.co.uk/new

for all new releases



31-660A Class 47/4 47444 "University of Nottingham" in BR large logo blue (Bac) £135.96



5826 Class 58 58028 in unbranded Triple Grey (Hel) (RRP £125)..... **BARGAIN**..... £96



5825 Class 58 58038 in Mainline Freight blue (Hel) (RRP £125)..... **BARGAIN**..... £99



R3666 Class 59/0 59004 "Paul A. Hammond" in Yeoman Aggregates - Railroad Range (Hor) **NEW**..... £68



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor)..... £149



4D-022-008 Class 68 68003 "Astute" 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



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £144.46



4D-006-001 Class 73 electro-diesel 73105 in BR large logo blue (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



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) **BARGAIN**..... £129

Electric locos



7601 Class 76 EM1 Woodhead electric E26051 in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £160)..... **BARGAIN**..... £124
7703 Class 77 EM2 Woodhead electric 27002 "Aurora" in BR black - 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



31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) **BARGAIN** £89



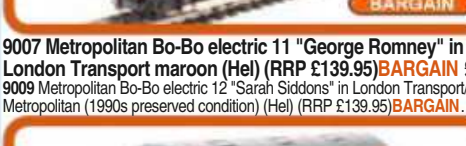
R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) **BARGAIN**..... £52



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95) **BARGAIN**..... £74



9007 Metropolitan Bo-Bo electric 11 "George Romney" in London Transport maroon (Hel) (RRP £139.95) **BARGAIN** £74
9009 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in London Transport/ Metropolitan (1990s preserved condition) (Hel) (RRP £139.95) **BARGAIN** £74



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95) **BARGAIN**..... £74
9005 Metropolitan Bo-Bo electric 19 Metropolitan (Hel) (RRP £139.95) **BARGAIN**..... £74

HSTs



9008 Metropolitan Bo-Bo electric 12 "Sarah Siddons" in Metropolitan (As currently preserved) (Hel) (RRP £139.95) **BARGAIN**..... £74
9005 Metropolitan Bo-Bo electric 19 Metropolitan (Hel) (RRP £139.95) **BARGAIN**..... £74



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) £246

DMUs



R3665 Class 121 'Bubble Car' 121034 in BR green - Railroad Range (Hor) £56
4D-009-004D Class 121 single car DMU 'Bubblecar' W55023 in BR blue - DCC Fitted (Dap) £142.70



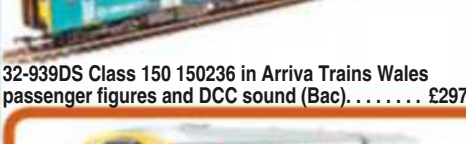
8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) **BARGAIN** £59



8923 Class 128 parcels DMU 55991 in Royal Mail Letters red (Hel) (RRP £119.95) **BARGAIN**..... £59



32-939DS Class 150 150236 in Arriva Trains Wales passenger figures and DCC sound (Bac) £297.46



32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe. (Bac) (RRP £164.95) **BARGAIN**..... £96



32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe. (Bac) (RRP £164.95) **BARGAIN**..... £96



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) £490
4D-011-004D Streamlined Railcar 8 in GWR lined chocolate and cream Twin Cities crest - DCC Fitted (Dap) £142.70

EMUs



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) **BARGAIN**..... £62



31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) (RRP £299.95) **BARGAIN**..... £220

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue



R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) **BARGAIN**..... £80

Train sets - digital



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

Coaches



R4684A Collett corridor third W4910W in BR crimson and cream (Hor) **NEW** £40
R4617A Mk2E FO first open 3221 BR Intercity (Hor) (RRP £24.99) **BARGAIN**..... £17
R4859 Mk3a DVT 82141 in Virgin Trains red and black (Hor) £60

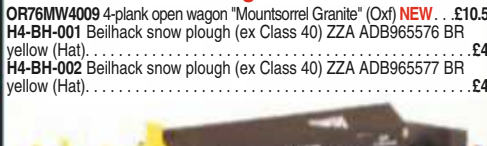


OR76MW4009 4-plank open wagon "Mountsorrel Granite" (Oxf) **NEW** £10.50
H4-BH-001 Beilhack snow plough (ex Class 40) ZZA ADB965576 BR yellow (Hat) £43
H4-BH-002 Beilhack snow plough (ex Class 40) ZZA ADB965577 BR yellow (Hat) £43



34-385 Thompson 3rd class corridor in LNER teak (Bac) £46.71
34-485 Thompson first Corridor in LNER Teak (Bac) £46.71

Wagons



H4-BH-009 Beilhack snow plough (ex Class 40) ZZA ADB965578 in Network Rail black (Hat) £43



H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) £43
H4-BH-005 Beilhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) **NEW** £43



H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) £43
H4-BH-005 Beilhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) **NEW** £43

H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) £43
H4-BH-005 Beilhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) **NEW** £43



H4-BH-006 Beilhack snow plough (ex Class 45) ZZA ADB966099 in BR yellow NSE Branding (Hat) **NEW** £43
H4-BH-011 Beilhack snow plough (ex Class 45) ZZAADB966098 Network Rail black (Hat) £43



IC1005B ICI Hopper wagon 19090 in battleship grey body, underframes & bogies PHV TOPS panel (black backing), 1973 - 1992 (Oxf) £24



IC1002A ICI Hopper wagon 3284 in mid grey body, underframes & bogies. 1945 - 1950s (Oxf) £24



4F-025-006 MJA mineral & aggregates twin bogie box wagon 502005 and 502006 in Freightliner green (Dap) £42.50
4F-025-005 MJA mineral & aggregates twin bogie box wagon 502019 and 502020 in Freightliner green (Dap) £42.50
4F-025-008 MJA mineral & aggregates twin bogie box wagon 502023 and 502024 in GB Railfreight blue (Dap) £42.50



4F-025-010 MJA mineral & aggregates twin bogie box wagon 502031 and 502032 in GB Railfreight blue (Dap) £42.50



R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" (Hor) £38



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) £15



OR76WW009 Warwell With Steam Road Engine DM721211 (Oxf) £33



OR76WW009 Warwell With Steam Road Engine DM721211 (Oxf) £33



R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87

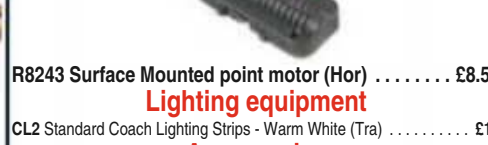
Digital control accessory decoders
R8247 DCC accessory decoder (for points and motors) (Hor) £40



R8214 DCC Elite unit digital controller (Hor) £210
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/ Laptop Required) (Hor) £85



Point motors
R8243 Surface Mounted point motor (Hor) £8.50



Lighting equipment
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17



Accessories
R913 Nut Spanner for loco connecting rod nuts - double ended (Hor) **NEW** £3.50

NEW
R7200 Pack of four cosmetic screw couplings (Hor) **NEW** £4.50



Prices valid until 26/09/18

All prices correct
when going to press.
Errors excepted.**Cables & Wires**

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
 SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20
 19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) . £5
 18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Buildings - railways

PO313 Double track brick built engine shed - card kit (Met) £19.50

Man-made scenic structure - railway-related

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) ... £199



LK-55 76ft Well type turntable (Pec) £41

R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80

R070 Electrically Operated Turntable (Hor) £64



R514 Platform Canopy x 2 (Hor) £17

Signals

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general

44-0079 Grain Warehouse (Bac) £63.71

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £34

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12

People - civil

36-408 12 x Seated Coach Passengers (Bac) £11.50

Track - Code 100 Setrack

R607 2nd radius double curve track (8 make a circle) (Hor) £2.50

R607 Circle of 8 (Hor) £18

ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £18

R601 Double Straight (Hor) £2

R601 Box of 24 (Hor) £47

R8072 Left Hand Standard Point (Hor) £9.50

R603 Long Straight - 670mm (Hor) £3.70



R8073 Right Hand Standard Point (Hor) £9.50

ST-245 Setrack curved double radius left handed point insulfrog (Pec) . £14.50

ST-244 Setrack curved double radius right handed point insulfrog (Pec) . £14.50

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

R621 Single 970mm length of flexible track (Hor) £3

R621 Pack of 24 (Hor) £66

R600 Standard Straight (Hor) £1.50

R600 Box of 24 (Hor) £34

Track - Code 100 Streamline

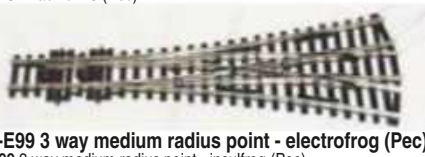
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3

SL-102 Pack of 25 (Pec) £70



SL-E99 3 way medium radius point - electrofrog (Pec) £27

SL-99 3 way medium radius point - insulfrog (Pec) £27

SL-90 Double slip - insulfrog (Pec) £33



SL-E87 Left hand curved point - electrofrog (Pec) . £12.50

SL-87 Left hand curved point - insulfrog (Pec) £12.50



SL-E89 Left hand large point - electrofrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50

SL-96 Left hand medium point - insulfrog (Pec) £10.50



SL-E92 Left hand small point - electrofrog (Pec) ... £9.50

SL-92 Left hand small point - insulfrog (Pec) £9.50

SL-E86 Right hand curved point - electrofrog (Pec) £12.50

SL-86 Right hand curved point - insulfrog (Pec) £12.50

SL-E88 Right hand large point - electrofrog (Pec) £12



SL-E95 Right hand medium point - electrofrog (Pec) . £10.50

SL-95 Right hand medium point - insulfrog (Pec) £10.50



SL-E91 Right hand small point - electrofrog (Pec) .. £9.50

SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver

Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3



SL-E199 3 way finescale medium radius point -

electrofrog (Pec) £29

SL-E190 Finescale double slip - electrofrog (Pec) £38



SL-E196 Finescale left hand medium point -

electrofrog (Pec) £11.50

SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E195 Finescale right hand medium point -

electrofrog (Pec) £11.50

SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50

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 & Points

R8262 Double 4th radius curve (8 make a circle) (Hor) £3

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) . £22

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack

and Streamline 5m long (16' 4") (Pec) £10

Railway publications

R8156 Hornby book of track plans - 14th Edition (Hor) £9.50

Buses

34112 AEC RT Bus 'London Transport' (EFE) £29.71

761R6005 Irizar i6 - Guideline / Official England Football Team Coach -

Collector's Edition (Oxf) £23



76PAN007 Plaxton Panorama - Ribble (Oxf) NEW £16

Cars

76SOM001 Austin Somerset Black (Oxf) NEW £5



76HE001 Heinkel Trojan Roman Blue (Oxf) NEW ... £4.50

Commercial vehicles

76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons" (Oxf) £13



76TPU001 Ford Transit Dropside - Stobart Rail (Oxf) NEW... £10

76L0001 Leyland Octopus trailer - "Tesco" (Oxf) £13

Farming & Construction

76CHV001 Combine Harvester - Red (Oxf) NEW ... £13.50



763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) £19.50

Military ground vehicles

76LRFCA002 Land Rover FC Ambulance Nato

Green (Oxf) £8.50

Tools

SL-43 Loco Lift and storage unit (Pec) £12

PRR-HO-01 Rolling Road stand for OO/HO scale locos wheel cleaning

rollers (Pro) £133

OO9 Narrow Gauge**Steam locos**

391-028 Baldwin Class 10-12-D 4-6-0T "Hummy" in

Ashover Railway black - weathered (Bac) £131.71



391-026 Baldwin Class 10-12-D 4-6-0T 590 in Welsh

Highland Railway black (Bac) £123.21

Track - Code 80 Setrack

ST-406 Setrack OO9 left-hand point (Pec) £9.50

N Gauge**Steam locos**

372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East

Asiatic Company' BR blue early emblem (Gra) (RRP £169.95) BARGAIN... £119



2S-009-004 Class 2884 2-8-0 3803 in GWR green GWR

lettering (Dap) £124



372-032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch'

in BR lined green late crest (Gra) £118.96



372-061 Class 4F 0-6-0 3851 in LMS black Johnson

tender (Gra) (RRP £119.95) BARGAIN... £89

372-535 Class 4MT Standard 2-6-4T 80027 BR lined black early

emblem (Gra) £101.96



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black

late crest (Gra) £101.96

2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton

emblem - DCC Fitted (Dap) £97



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express

blue (as preserved) (Gra) £144.46



372-184A Princess Coronation Class 4-6-2 46228 "Duchess

of Rutland" in BR crimson late crest (Gra) £144.46

Steam train packs

2S-011-005 Class A3 4-6-2 4472 "Flying Scotsman" in

LNER apple green (as preserved) four Gresley teak

coaches in maroon - light bar fitted (Dap) £198.90

Diesel locos

371-450A Class 37/0 37041 in BR blue split headcode

boxes (Gra) £103.66

2D-022-001S Class 68 68002 "Intrepid" DRS - DCC Sound fitted (Dap) £242.72

DMUs

371-880 Class 108 2 Car DMU in BR Green half yellow

ends (Gra) £144.46

2D-009-002D Class 121 single car DMU 'Bubble car' 55032 in BR blue/

grey (DCC Fitted) (Dap) £125



371-628 GWR Railcar W22W in BR Brunswick green

speed whiskers (Gra) £80.71

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

374-111 BR Mk1 RMB Mini Buffet Car Intercity (Gra) £26.31



2P-012-253 Pack of three Maunsell coaches - Set 394 -

brake third, compartment third and compartment third in

SR olive green (Dap) NEW £70.13

Wagons

2F-025-001 MJA mineral & aggregates twin bogie box

wagon 502003 and 502004 in Freightliner green (Dap)

NEW £32.26

2F-025-002 MJA mineral & aggregates twin bogie box wagon 502017 and

502018 in Freightliner green (Dap) £32.26

2F-025-003 MJA mineral & aggregates twin bogie box wagon 502031 and

502032 in GB Railfreight blue (Dap) NEW £32.26

2F-025-004 MJA mineral & aggregates twin bogie box wagon 502045 and

502046 in Freightliner green (Dap) NEW £32.26



2F-025-005 MJA mineral & aggregates twin bogie box

wagon 502023 and 502024 in GB Railfreight blue (Dap)

NEW £32.26

2F-025-006 MJA mineral & aggregates twin bogie box wagon 502025 and

502026 in GB Railfreight blue (Dap) NEW £32.26

2F-025-007 MJA mineral & aggregates twin bogie box wagon 502031 and

502032 in GB Railfreight blue (Dap) NEW £32.26

2F-025-004 MJA mineral & aggregates twin bogie box wagon 502045 and

502046 in Freightliner green (Dap) NEW £32.26

Model railway spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-

NSIGN1) (Dap) £26

Visit

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for all forthcoming releases

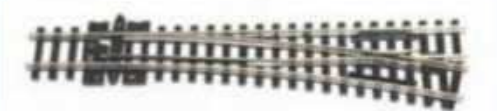
Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-17 N Setrack No3 radius double curve (8 form a circle).
298.5mm/11.75" radius (Pec) £2
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50
Track - Code 55 Finescale



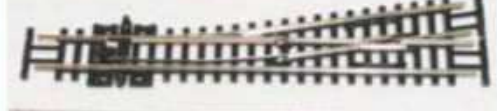
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-E399F 3-way finescale turnout (Pec) £28



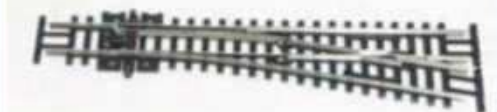
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £38
SL-U396F Finescale left hand medium point unifrog (Pec) £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50
SL-U395F Finescale right hand medium point unifrog (Pec) £10



SL-E391F Finescale right hand small point electrofrog (Pec) £9.50

Commercial vehicles

NSHL03TK Scania Highline tanker - "Eddie Stobart" (Oxf) £12



NVOL4003 Volvo FH4 curtainside "Knowles" (Oxf) **NEW** £12

Military ground vehicles

NMB006 Mercedes Actros curtainside - "Sparks Transport" (Oxf) **NEW** ... £12

O Gauge (1:43 Scale)

Steam locos



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) £199.75



7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon (Dap) **NEW** £206.13



7S-007-004 Class 57xx 0-6-0PT pannier L94 in London Transport maroon (Dap) **NEW** £206.13

7S-024-003S Class 64xx 0-6-0PT pannier 6435 in BR black early emblem - DCC sound fitted (Dap) £467.50
7S-025-002S Class 74xx 0-6-0PT pannier 7444 in BR black late crest - DCC sound fitted (Dap) £467.50



7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest (Dap) £199.75



7S-007-003 Class 8750 0-6-0PT pannier 9659 in GWR green (Dap) £199.75



7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) £191.25

Diesel locos



2012 Class 20 in BR blue full yellow ends; pre-TOPS style double arrows on the cabsides and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £360
2013 Class 20 in BR blue full yellow ends; TOPS style double arrows on the bodysides and 'domino' headcodes (Hel) (RRP £599) **BARGAIN** £360



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) **BARGAIN** £340
2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) £470



4201 Class 42 Warship D827 "Kelly" in BR green small yellow panels (Hel) £550



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) **BARGAIN** £390

Coaches



7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap) £170



4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) (RRP £325) **BARGAIN** £180
4993 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) (RRP £325) **BARGAIN** £220

Wagons

1050 100xx OAA in BR bauxite - early (Hel) (RRP £84.95) **BARGAIN** £39



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95) **BARGAIN** £39
5050 2797 695 IWB Cargowaggon (Hel) £145



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H7-WW-703 Warwell wagon 50t diamond frame bogies WW36 War Department (LNER) (Hat) £85

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VA11509 Triumph TR5 - Jasmine Yellow (Cor) £24

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36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £14.50
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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** £90



X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12



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R8249 Box of 6 (Hor) £92
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DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC) £105
DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £124
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PL-10 Bag of 6 (Pec) £34
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6
PL-10E Bag of 6 (Pec) £34
PM-2 Seep point motor (Gau) £4
PM-1 Seep point motor accessory switch (Gau) £4.50
PL-11 Side/surface mounted point motor (Pec) £8



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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.



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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.



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.



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.



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.

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.

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

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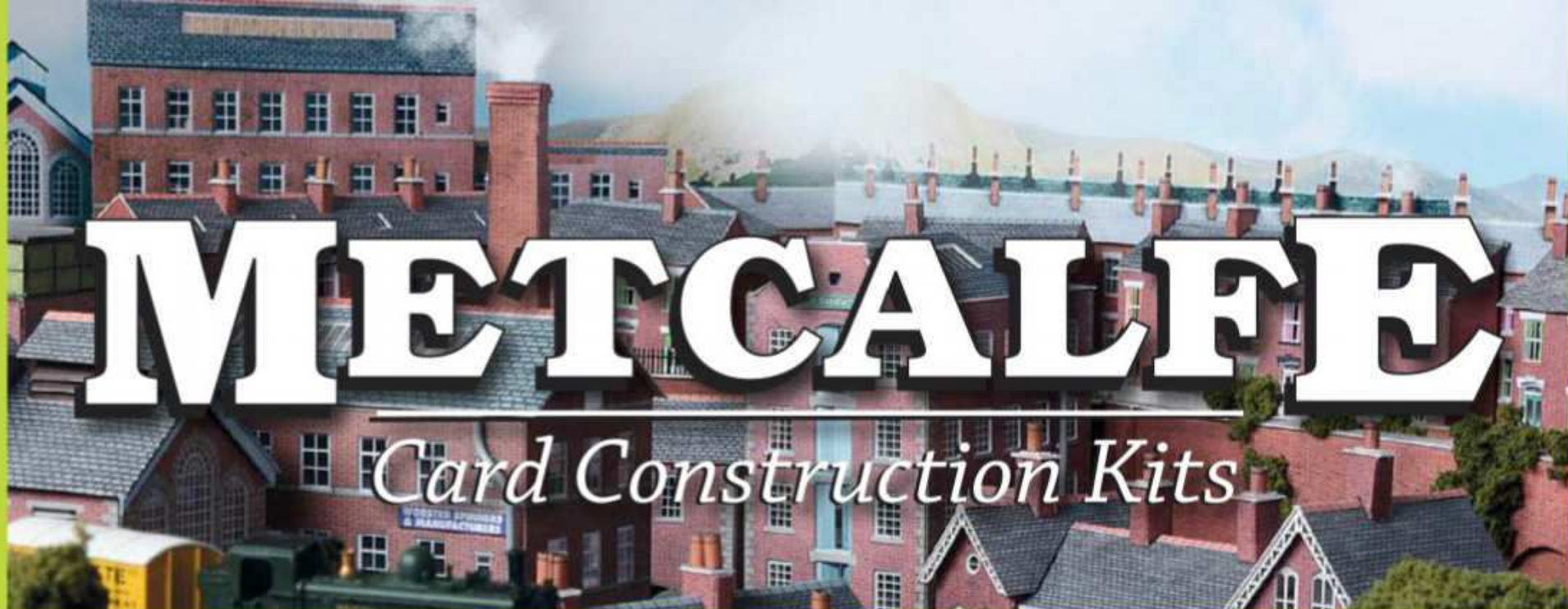
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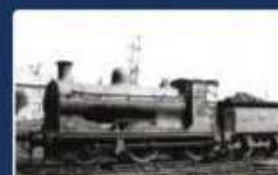
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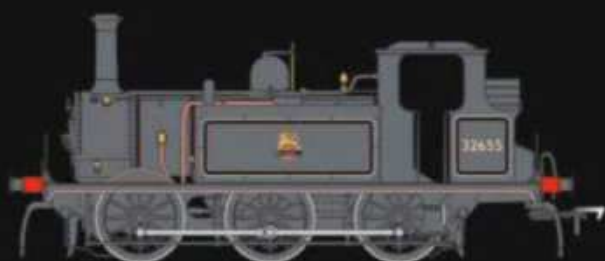
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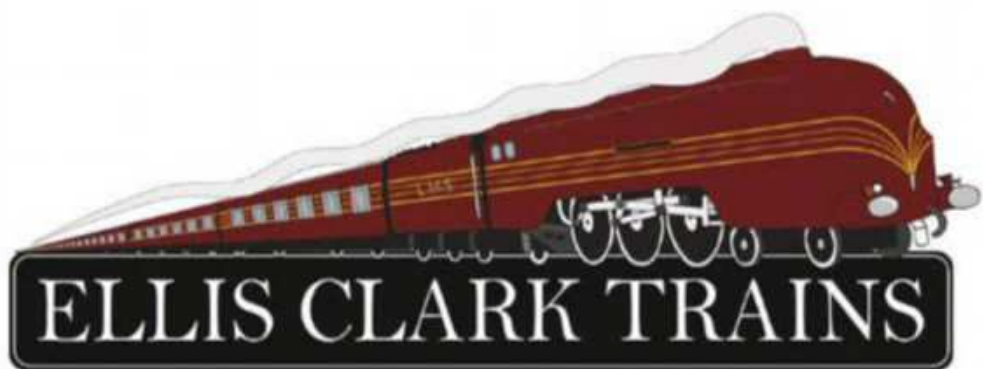
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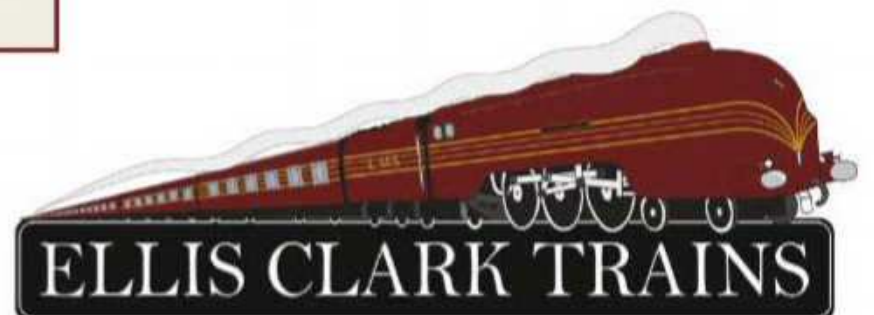
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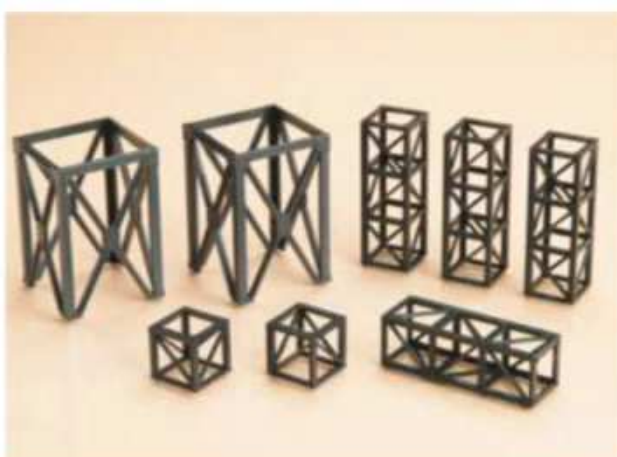


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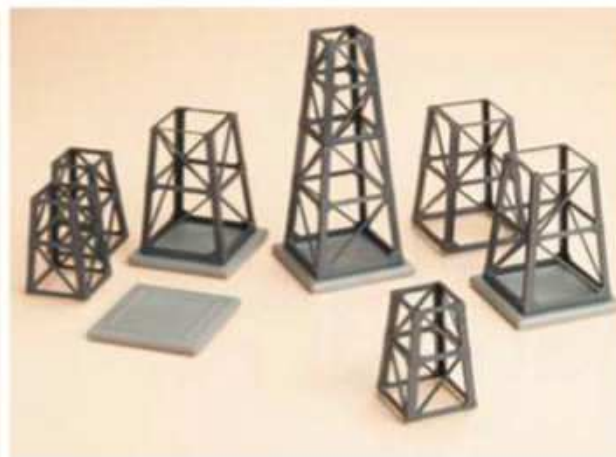
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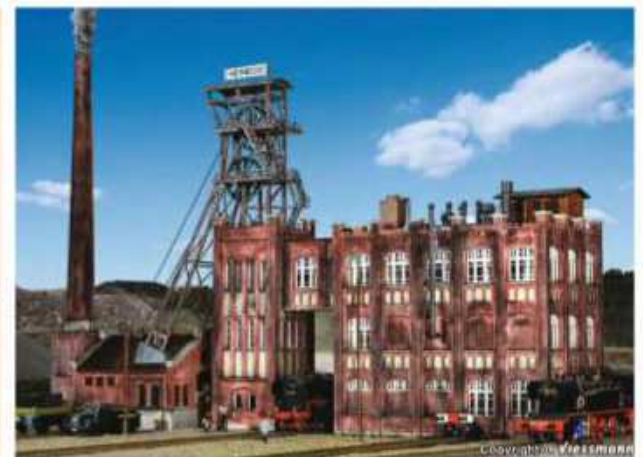
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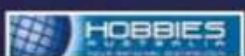


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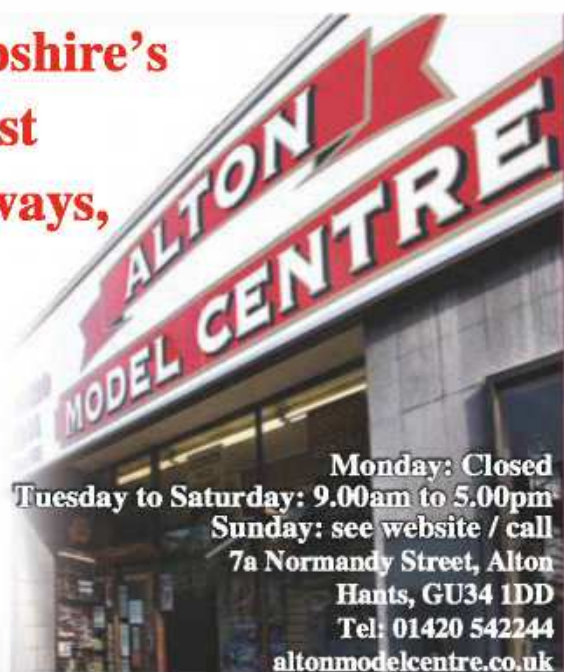
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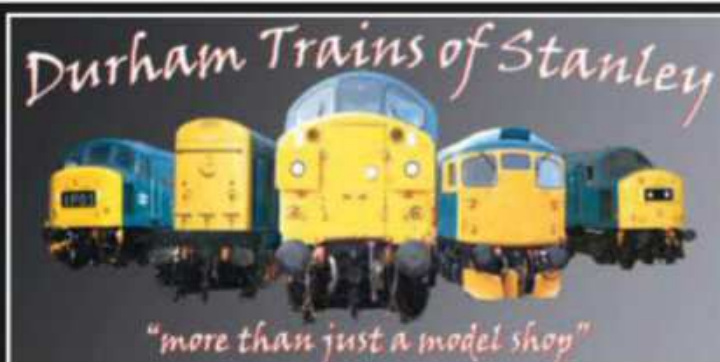
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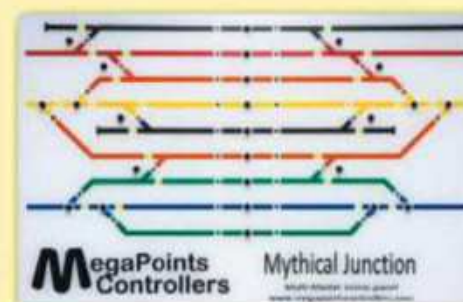
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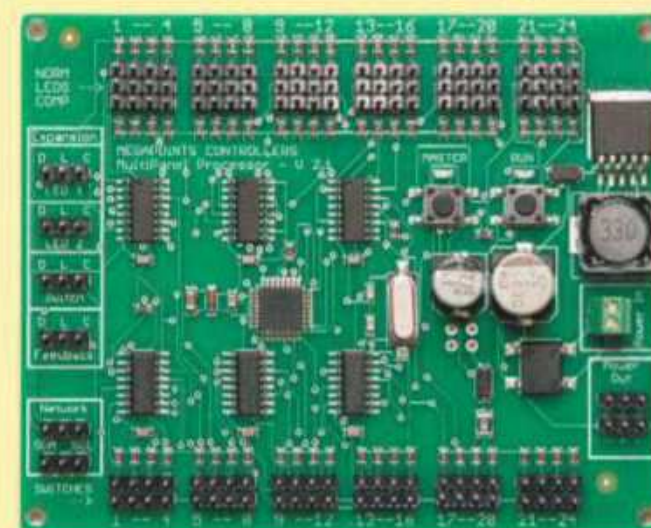
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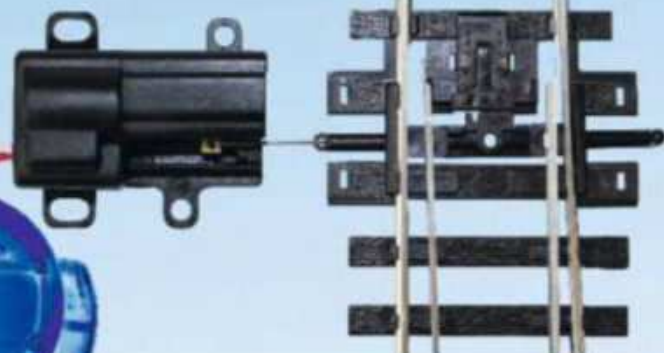
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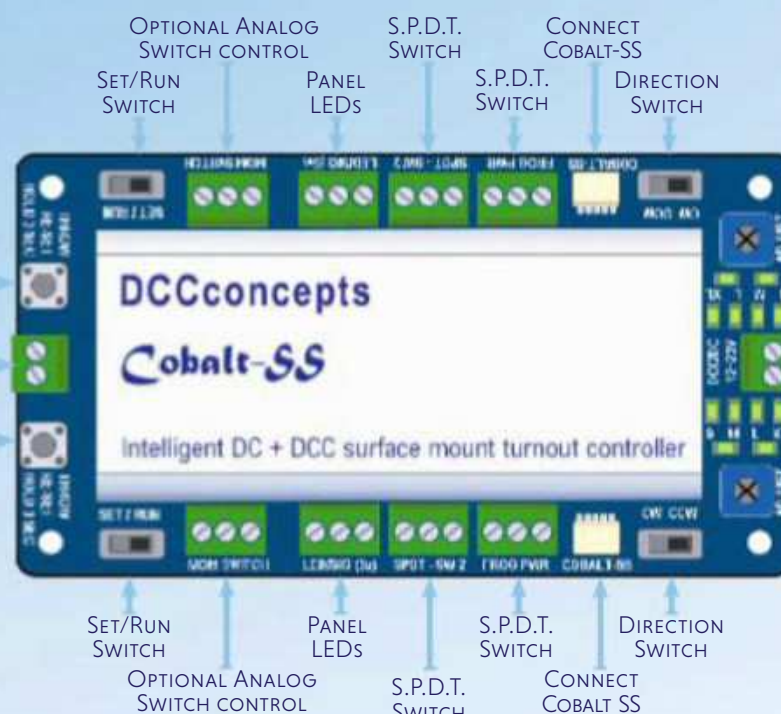
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Gauge: '00'

Proposed by: P.J. Boyde, Cheshire

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That's the factual stuff dealt with. I had the pleasure of spending a day behind No. 1300 at the East Lancashire Railway a few years ago. As BR No. 52322, this beautiful black locomotive hauled the rake of coaches I was in with ease. It ran like the metaphorical sewing machine and seemed to have ample power to

spare. To my mind, this locomotive is special and a timeless beauty.

What would make it viable?

Humble goods designs have become the 'in' thing in '00' gauge recently, with the most recent announcements being Hornby's 'J36' and the Rails of Sheffield/Bachmann '812'. Bachmann has had great success with another Lancashire & Yorkshire design - the Aspinall 2-4-2T - so it would be in prime position to do the 'A'.

Not only is the 'A' a comparatively simple locomotive, you have a choice of three classic liveries: LYR black with its handsome double red lining, plain LMS black and, of course, BR black.

As well as producing the '27', a manufacturer could, for a bit of variation, also produce the '28' class. They were designed by George Hughes and were the larger cousins of the '27s', with Belpaire fireboxes, superheating, a slightly longer frame and larger cylinders. The LYR built 20 new ones and created 63 by rebuilding '27s'.

Can I see a real one?

The sole survivor is No. 1300, owned by Andy Booth. Its time is shared between the Ribble Steam Railway and the East Lancashire Railway, and it often visits other preserved railways too.



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TOBY JENNINGS/SR

Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



Richard Foster,
Editor

This may not be the most inspiring photograph in the world but given Chris Leigh's comments about childhood memories last issue (MR251), I thought it was worth sharing.

This long-forgotten photograph of the Nene Valley Railway's Wansford headquarters, which I discovered in a box during an office tidy, is undated but must have been taken in the mid-1980s. This is how I remember the NVR at the time. It's funny how something small can dredge up long-forgotten memories...

I began to remember small details, such as waiting under the dual carriageway bridge at Orton Mere as the locomotive ran-round, and I remembered that two 'Deltics' (55022 and 55016) were based there.

I had vague recollections of a small, low white fence that, a quick trawl on the internet revealed, once separated the shed area from the running lines and has since been replaced by a platform.

But my strongest memory was of seeing pioneer BR '7MT' No. 70000 *Britannia*, tucked away at the back of



a siding looking, as my dad described, "a bit sad". Pictures of *Britannia*'s 1980s spell at the NVR always seem to show it in sparkling condition, but that's not what I remember - and this picture confirmed my memories!

Happily, things have changed in the last 30 years. Both *Britannia* and *Gordon Highlander* are now owned by millionaire locomotive collector

Jeremy Hosking, and Wansford yard now looks much smarter, with more covered accommodation and a large workshop.

Modelling hours this month: 5

Note to self: Sometimes glue isn't the answer when it takes so long to dry!



Chris Gadsby,
Staff Writer

The building of my layout has ground to a halt. This is due, in part, to being away at weekends in one place or another but also because I have been busy building the layout for this year's *How to Build a Model Railway* that came out last week. It has been a steep learning curve and I will definitely take on board the advice that Dave and Peter gave me during the course of the build and use it on my layouts in the future (I've never seen so much static grass)! The project has been fun. I completed my first scratchbuild and built several kits. Writing the magazine has also helped me to plan through the building of a layout from inception all the way through to the final details, and



while it was stressful at times (the time constraint being the biggest worry) it's been enjoyable on the whole. Seeing Chris Nevard's pictures of the final project really was the icing on the cake.

Modelling Hours this month: 28

Note to self: Now the magazine layout is finished get back to your own stuff!



Chris Leigh,
'Mr Grumpy'

Those who know me know not to get me started on the subject of 'unboxing videos'. If you're at all into 'new tech' you'll have seen them on YouTube. I've no idea if they are peculiar to the model railway hobby but quite why two or three guys (women have more sense) want to pore over opening a cardboard box and undoing the same style of plastic clamshell that has encased every Chinese-made ready-to-run model for the past decade just mystifies me.

So I'm promoting my own version: the 're-boxing video'. I have dozens of boxes of empty boxes at home, piled on the floor as I attempt to tidy up my railway room. However, I can't explain how I have dozens of models and dozens of boxes but can't find any that match! My plan for the re-boxing video is to make it competitive by doing it against the clock!

Modelling hours this month: 50-plus

Note to self: 49 of them were spent re-boxing models! Don't let it happen again!

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