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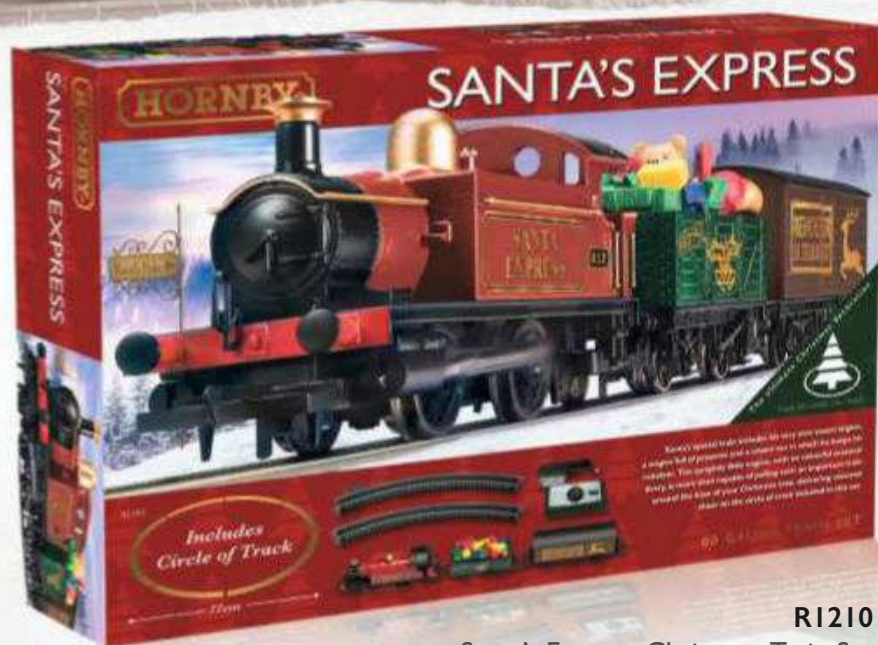


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Richard Foster

The lure of 'Quarry Hunslets' is proving too strong to resist - Richard is off to Snowdonia to top up on inspiration!



George Dent

George has an autumn break planned in Devon. Will the 'Withered Arm' replace the 'S&C' in his affections?



Chris Leigh

Chris has been regaling the MR team with tales of Canada. Sadly, it's a bit too far to go for an office day out...



Chris Gadsby

Chris is taking the opportunity of seeing his beloved Nottingham Forest play away while visiting friends in Cardiff.



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



R.S. WILKINS/RAIL PHOTOPRINTS



The arrival of Kernow Model Rail Centre's Bulleid diesel 10203 meant that I had to dig out the *Modern Locomotives Illustrated* (MLI) issue dedicated to BR's prototype designs (issue 185) and acquaint myself with this particularly fascinating period of railway history.

What must it have been like to see LMS 10000 for the first time? And with the end of steam in 1968, it's easy to forget that a good many BR prototypes were withdrawn or scrapped half a century ago this year, too.

It's the 'what might have been' aspect that I find so interesting. Had the railways not been nationalised, what might the 'Big Four' of the 1950s have looked like? Bulleid diesels in Malachite green with 'sunshine' lettering on the Southern, a fleet of diesel electrics of different sizes for the LMS - and just what sort of names would the GWR have applied to its gas turbines?

MLI issue 185 was interesting in other ways, too. I had no idea, being 12 at the time, that gas turbine 18000 had been cosmetically restored at Tinsley depot after its return to Britain from Switzerland. And what a good job depot staff did too - it looked splendid on display at Willesden depot in 1994.

It's also interesting from a modelling point of view. The issue dates from 2010 and, if you wanted a Bulleid diesel or LMS 10000, you had to build a kit. Now you can buy them off the shelf. Surely the time is right for an RTR gas turbine 18000 or 18100?

Richard Foster Editor

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COVER LAYOUT

'West Country'
No. 34015 *Exmouth*
on East Bedfordshire
MRS' 4mm:1ft scale
layout 'Cheriton
Bishop'. See MR's
June 2017 issue
for more.

This photograph shows how custom track, signals and buildings combine to make a realistic scene.



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 p12 and 106.

From the archives MR214 Oct 2015

It's a very special edition: *Model Rail* gathers some of the world's best modellers to showcase their amazing work. From ships to waterfalls, from Allan Downes to Pelle Søbørg, this issue is crammed full of inspirational modelling.

Star review: Hornby's Crosti '9F' 2-10-0.

Masterclass: Modelling greats reveal their techniques.

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CHRIS NEVARD

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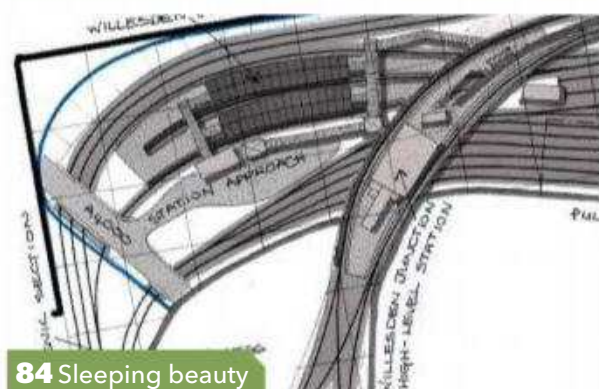
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CHRIS LEIGH/MR

REVOLUTION REVELATION

Revolution Trains has unveiled plans for FOUR new 'N' gauge models: one new railcar and three new wagons.

Leading the line-up is the Gloucester Class 128 diesel parcels unit. It is anticipated that Revolution's proposed model will cover key nose variations between London Midland and Western Region '128s' but it will feature directional lighting and a new low-profile chassis. Revolution is to explore the possibilities of adding sound.

Liveries and guises have yet to be confirmed but should feature all key colour schemes that M55987-990 and W55991-996 carried between 1959 and 1991. Guide price for this model is around £125.

The IPA-A car carrier 'twins' are some of the oldest wagons still in frontline use on Britain's railways. They were built in 1952

for use in France but were modified by automotive distribution specialist STVA for Anglo-European traffic through the Channel Tunnel. Classified IPA-A on TOPS, modifications included reducing the width and permanently coupling two wagons together.

They are still used, either in open form (for use with commercial vehicles), with side protection staves and screens or as fully covered, the latter a common feature on Jaguar/Land Rover export traffic. The models will be designed to be used with 1:148 scale road vehicles from the likes of Oxford Diecast. Guide price is around £40 for a pair and £120 for a triple pack (three pairs). Design work has started.

Revolution has joined forces with Accurascale to offer its forthcoming 'Cemflo' PCV cement wagon in 1:148 scale.



These wagons were built for Associated Portland Cement Manufacturers' Anglo-Scottish traffic and lasted in service from 1961 until 1988.

Guide price is £25. Design work is due to start soon.

All three models are to be crowd-funded and will only appear if sufficient subscribers sign up. The order book for all three will open soon - see www.revolutiontrains.com

The fourth model is not crowd-funded. The 'Vanwide' VEA van is being produced by

new Chinese manufacturer Sonic Models, with Revolution effectively acting as UK agents, as well as assisting with research.

Over 500 12t vent vans were rebuilt with air brakes and improved suspension in the 1970s for use on military traffic. They lasted into the 1990s.

The Revolution Trains/Sonic Models VEA will feature high levels of detailing, including a chassis with the correct air brake equipment, NEM couplers and fine metal door handles. Three liveries are planned - BR maroon, Railfreight red/grey and RfD yellow/grey. Weathered models are also proposed. RRP is £19.50.



TIME TO VOTE

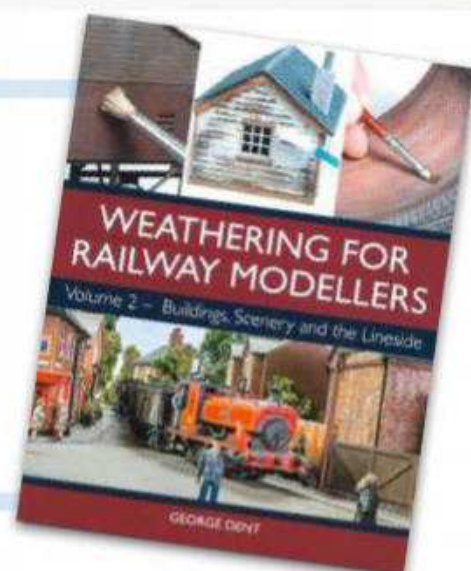
The Wishlist Poll - your chance to tell manufacturers about what locomotives and rolling stock you'd like to ready-to-run in 'OO' gauge - goes live on October 15. There are 20 categories to vote on, and polling closes on November 3. Visit www.rmweb.co.uk

WEATHER MAN GEORGE

Our very own George Dent is the maestro when it comes to weathering locomotives and rolling stock... but his latest book proves that George can give almost anything a lifelike finish.

But *Weathering For Railway Modellers Volume 2* is not just full of pictures for you to admire. Quite the contrary - it's crammed with innovative techniques, recommended products and projects, so you can achieve the Dent standard on your layout.

Price: £18.99 **Availability:** All good bookshops or www.crowood.com



DAPOL BOLSTERS ROLLING STOCK RANGE

Dapol has unveiled four new items of rolling stock in three different scales. New in 'O' are the 'Bogie Bolster E' and the YCV 'Turbot'.

BR built 1,200 'Bolster Es' between 1961/62 and their bogies gave them a higher payload than their four-wheel contemporaries. With the decline in their regular traffic,

BR fitted hundreds of 'Bogie Bolster Es' with dropside bodies in the early 1980s for ballast and spoil duties. These rebuilt wagons became 'Turbots' (YCV on TOPS).

Dapol promises that both new models will sport such features as posable bolsters and stanchions, separate counterbalance springs and

door arms and working Instantan couplings, as well as pin-point axles, metal wheels and sprung buffers.

Having hinted at a 'OO' gauge 'Bogie Bolster E' at the 2017 Warley National Model Railway Show, Dapol has now confirmed prices and guises for its new model. This model will also feature

an impressive spec list, including working Instantan couplings.

Last but not least is a new variant to its extensive range of 'N' gauge Mk 3 coaches: the sleeper. The new coach should match the high standards set by the rest of the Mk 3 range and will be launched in five liveries.

DAPOL YCV 'TURBOT'

What's planned?

- ◆ 7F-043-001: 978363, EWS
- ◆ 7F-043-002: 978396, EWS
- ◆ 7F-043-003: 978309, EWS
- ◆ 7F-043-004: 978337, BR Engineer's 'Dutch'
- ◆ 7F-043-005: 978407, BR Engineer's 'Dutch'
- ◆ 7F-043-006: 978702, BR Engineer's 'Dutch'

Price: £69.95 **What stage is it at?** Engineering prototype **When's it due?** 2019

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



DAPOL 'BOGIE BOLSTER E'

What's planned?

- ◆ 4F-061-001: BEV 923358, BR bauxite
- ◆ 4F-061-002: YNV 923444, BR bauxite
- ◆ 4F-061-003: YRV 923528, S&T bauxite
- ◆ 4F-061-004: YNV 923791, BR bauxite
- ◆ 4F-061-005: YRV 923962, S&T bauxite
- ◆ 4F-061-006: BEV 924327, BR bauxite

Price: £29.95 **What stage is it at?** CAD design **When's it due?** Q1 2019

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



DAPOL 'BOGIE BOLSTER E'

What's planned?

- ◆ 7F-061-001: BEV 923358, BR bauxite
- ◆ 7F-061-002: YNV 923444, BR bauxite
- ◆ 7F-061-003: YRV 923528, S&T bauxite
- ◆ 7F-061-004: YNV 923791, BR bauxite
- ◆ 7F-061-005: YRV 923962, S&T bauxite
- ◆ 7F-061-006: BEV 924327, BR bauxite

Price: £69.95

What stage is it at? Engineering prototype **When's it due?** Q1 2019

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



DAPOL Mk 3 SLEEPING CAR

What's planned?

- ◆ BR blue/grey
- ◆ BR InterCity
- ◆ GWR dark green
- ◆ Caledonian Sleeper
- ◆ 977989, Jarvis Track Renewals Train, maroon

Price: TBC

What stage is it at? Engineering prototype **When's it due?** Q2 2019

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



SEVEN SENTINELS



Dapol has revealed images of hand-decorated samples of its Sentinel 100hp 4wVBT. Seven are planned: No. 42, LNER black, No. 68163, ER livery, No. 7164, LMS black, No. 7160, LMS black, No. 68164, BR black late emblem, No. 12, GWR green, No. 14, NCB blue. RRP is £175.00.



TOOLING UP FOR A NEW HST

Dapol will produce its proposed 'N' gauge prototype HST - but only if enough modellers sign up to the scheme. What makes this announcement more significant than the aborted 2015 prototype HST power car launch (MR215) is that Dapol plans to produce the full 12 cars.

The train will be split into four distinct packs. The two power cars, 41001 and 41002, will come as a pack, with one powered and one

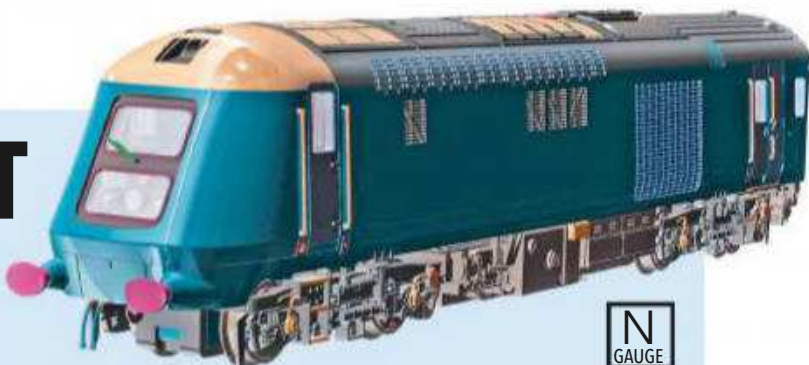
unpowered. They will feature controllable lights and a Next18 DCC socket. The powered model will feature Dapol's Supercreep motor.

Dapol will produce all-new tooling for the four Trailer First and four Trailer Second coaches. They will feature recessed door handles, correct windows and roof and will lack the door locking indicators of the contemporary Mk 3 range. The Mk 3s will come in two packs: one pack contains TFs 11000 and 11001

and TSs 12000 and 12001 and the other will include TFs 11002 and 11003 and TSs 12002 and 12003.

The final pack will contain Trailer Buffet 10000 and Trailer Kitchen 10100. However, due to the costs involved, these will be standard Dapol Mk 3 buffet cars finished in prototype HST livery.

A fifth pack will be available



containing the two power cars but in Departmental livery with yellow noses and the numbers 975812 and 975813.

This model is only available to order via the Dapol website (www.dapol.co.uk) and will only go ahead if enough orders are placed. Prices have yet to be confirmed.

RAILCARS IN 'O' & 'OO'

Heljan is to produce the GWR 'razor edge' railcar in both 'O' and 'OO' gauges. The GWR built a number of different railcars between 1934 and 1942; Heljan has chosen Nos. 19-33, which featured a distinctive angular body built at Swindon Works in 1940/41 with 9.25-litre AEC engines.

Heljan's 'O' gauge model will boast fine detail, discreet mechanism, external and interior lights, sprung buffers and easy DCC conversion. Six liveries are planned – two in GWR chocolate and cream, two in BR crimson and cream and two in BR green. Prices have yet to be confirmed.

The 'OO' gauge version should consign Hornby's old Lima model to the archives. Heljan promises a similar specification and choice of liveries to the 'O' gauge model as development work will follow the larger model. Delivery dates and prices have yet to be confirmed.



MARK BETON/TRANSPORT/ALAMY

HELJAN GETS HEAVY

Heljan's 'O' gauge range continues to grow with another heavyweight – the Class 56. The Danish company is to produce the BR-built version (56070-135) with fine detail, twin motors, LED lights, see-through grilles and sprung buffers. Heljan is also to include easy DCC conversion and sound

installation, as well as provision for a smoke unit.

Eight liveries are planned: BR blue, 'Large Logo' blue, Railfreight 'Large logo', Railfreight 'Red Stripe', Railfreight 'triple grey' unbranded, Railfreight Coal Sector, Railfreight Construction Sector, and Loadhaul. The '56' is due to arrive in 2020. Prices have yet to be confirmed.



RAIL COLLECTION

REVISED '33' FROM HELJAN

Heljan is to retool its 'O' gauge Class 33. Its first attempt at the BRCW Type 3 was released in 2009 but it suffered from poor cab front and roof profile. The revised model should correct these issues and Heljan will take the opportunity to offer versions from the 1960s through to the privatisation era with high-intensity headlights and cab radio roof pods.

HELJAN CLASS 33 Bo-Bo

What's planned?

- ◆ 3393: BR plain green
- ◆ 3394: BR green with yellow warning panels
- ◆ 3395: BR green with yellow ends
- ◆ 3396: BR blue
- ◆ 3400: BR blue with yellow ends
- ◆ 3401: BR engineer's 'Dutch'
- ◆ 3402: 33030, EWS red/gold
- ◆ 3403: 33035, Network SouthEast
- ◆ 3404: DRS blue
- ◆ 3405: Railfreight Construction sector grey, full yellow ends

Price? £549.00

When's it due? Early 2019

Where can I find out more? www.facebook.com/heljanas

FIRST LOOK AT '03'

Heljan has released the first images of its forthcoming 'O' gauge Class 03 0-6-ODM. The model is due to hit the shelves in 2019. It will boast a 21-pin DCC socket, working lights and a choice of conical or 'flowerpot' exhaust stacks. There are 14 liveries to choose from but, as with other Heljan 'O' gauge models, the '03s' will come without numbers.

Price: £349.00 **Availability:** Heljan stockists or www.heljan.dk



HARDY CHARACTERS

Got a footplate that's looking a little bare? Is there a place on your layout that could benefit from a bit of extra life? Then check out the new range of figures from Hardy's Hobbies.

Hardy's Hobbies uses 3D scans to produce these resin figures. They are supplied unpainted, but there is a huge range to choose from.

Steam-era footplate crews dominate, but there are numerous other figures to

populate street or platform scenes. There's even a small terrier dog available.

Hardy's Hobbies also has an extensive range of footplate accessories for 'O' gauge locomotives, from oil cans to mugs and bottles.

Model Rail will present a full review and guide to painting these figures in a forthcoming issue.

Prices start from £3 ('OO'), £5 ('O'). Availability: Hardy's Hobbies. Tel: 07792 670782. E-mail: management@hardyshobbies.co.uk



VARIETY IN STORE

Hatton's now stocks the Modular Workshop storage range from Polish organisation Hobbyzone. This huge range includes everything from drawer units and paint and brush holders to paper towel dispensers and units that will provide a home for your mobile phone. The kits are easy to build and come in straight and corner units, so you can build a workspace to suit any configuration.

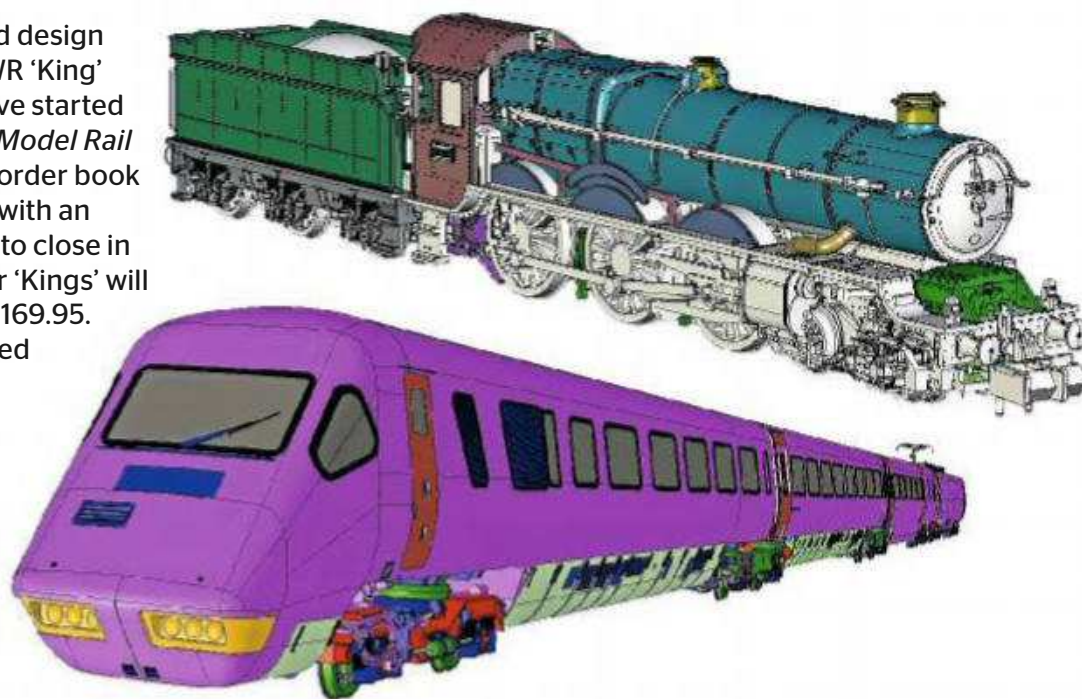
Availability: www.hattons.co.uk/stocklist/3156570/O/Hobbyzone/MfrNest.aspx



DJMODELS CADS COMPLETE

DJModels has completed design work on its 'N' gauge GWR 'King' 4-6-0. Tooling was to have started by the time this issue of Model Rail hit the newsstands. The order book for the first five models, with an RRP of £135.50, was due to close in early September. Further 'Kings' will be produced, albeit for £169.95.

DJM has also completed the initial design work on the 'OO' gauge Class 373 APT-P that it's producing for Durham Trains of Stanley. Engineers in DJM's Chinese factory will finalise these CADs before tooling starts.



The right signals

Gaugemaster has unveiled a new range of 'N' gauge colour light signals. They feature injection-moulded plastic heads, brass poles and nickel silver ladders. The initial range comprises two and three-aspect signals and you can buy them as just heads (for scratch-built gantries), for platforms or with 170mm poles. Prices start at £15.95.

Availability: Gaugemaster stockists or www.gaugemaster.com



Six times '73'

Gaugemaster has added six new 'N' gauge Dapol Class 73s to its 'Gaugemaster Collection' range. They comprise E6003 in plain BR green, E6039 in BR Electric blue, 73128 O.V.S. Bulleid C.B.E. in BR 'Dutch', 73126 Kent & East Sussex Railway in Network SouthEast livery, 73212 in Network Rail yellow and 73136 in GBRf blue/orange. All six are due in stock in January 2019. RRP is £99.95 and each is limited to 200 pieces.

Birthday presents

Laser-cut kit specialist LCUT Creative is celebrating its fifth birthday in fine style: by offering free gifts with any orders over £50. You can choose from four gifts - a paintbrush stand, a two-tier paint organiser, a five-tier paint organiser and a small toolbox/pencil case. Once the celebrations draw to a close, all four items will be available to buy.

Availability: LCUT Creative
Web: www.lcut.co.uk



GO WITH THE 'FLO'

Manufacturer Accurascale has allowed customers from a recently closed model railway factory to share space within the factory it uses in China. This will delay production of its 'OO' gauge 'Cemflo' wagon, but the model will now be slightly cheaper.

RRP for a single wagon is now £24.95, while a triple pack will cost £69.95. Those who have already ordered will receive a refund. The 'Cemflo' is now due in April 2019.



FAR EASTERN PROMISE

Bachmann Europe plc recorded a loss in 2017/18 due to what Public Relations Manager Dennis Lovett described as a “slower than normal influx of new products across various sectors”. However, Mr Lovett told the assembled model railway press on August 31

that parent company Kader has worked hard to resolve the supply situation.

The biggest indicator of Kader's investment is a new factory in China that it's built in the town of Gaobu, which complements existing factories in Shenzhen and Dongguan (all in Guangdong province) but is

dedicated solely to model railway production. Its location means that it is less likely to suffer from one of the major problems that affect existing factories, where staff are headhunted by larger electronics manufacturers.

The news was announced during Bachmann's mid-year press event, held this time at the

Churnet Valley Railway's Kingsley & Froghall station. Also revealed at the event was information about Bachmann's new computer system, which will go live in January. This will include a new website and dealer portal which, Bachmann claims, will offer many benefits to its dealers and stockists.

Incoming Updates on exciting new ready-to-run model projects

00 GAUGE BRANCHLINE CLASS 24/1 Bo-Bo **What's planned?**

- ◆ 32-440: D5135, BR plain green
- ◆ 32-441: D5149, BR green with warning panels
- ◆ 32-442: 24137, BR blue

What stage is it at? Engineering prototype

First announced? May 2013 **Price?** TBC



00 GAUGE BRANCHLINE CLASS 121 RAILCAR **What's planned?**

- ◆ 35-525: BR green with speed whiskers
- ◆ 35-526: BR blue/grey
- ◆ 35-527: Network SouthEast

What stage is it at? Engineering prototype

First announced? October 2015 **Price?** £149.95



00 GAUGE BRANCHLINE '2-HAP' (CLASS 414/3) EMU **What's planned?**

- ◆ 31-390: 6061, BR plain green
- ◆ 31-391: 6062, BR blue/grey
- ◆ 31-392: 4322, Network SouthEast

What stage is it at? Engineering prototype

First announced? May 2016 **Price?** £249.95



00 GAUGE BRANCHLINE LNER 'J72' 0-6-0T **What's planned?**

- ◆ 31-060: No. 2313, LNER lined black
- ◆ 31-061: No. 68733, BR black, early emblem
- ◆ 31-062: No. 68696 BR black, late emblem
- ◆ 31-063: No. 2173, North Eastern Railway green

What stage is it at? Decorated samples **First announced?** Summer 2017 **Price?** From £124.95



NEW 'USAs' ON THEIR WAY!

Our two new 'USA' O-6-OTs – No. 30064 in BR lined green and No. 573 in British Railways 'sunshine' lettering – were in a container, *en route* from China as this issue closed for press. It was expected that they would land in the UK in early October and should, therefore, be in stock by the end of the month.

Order your 'USA' today at www.modelrailoffers.co.uk or call 01209 613984.



00 GAUGE BRANCHLINE ROD 2-8-0

What's planned?

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

What stage is it at? Decorated sample

First announced? March 2018 Price? £174.95



009 GAUGE NARROW GAUGE TALLYLLYN RAILWAY SLATE WAGONS

What's planned?

- ◆ 373-075: Triple pack of two-bar slate wagons, in weathered grey

What stage is it at? Decorated sample

First announced? March 2018 Price? £44.95



N GAUGE GRAHAM FARISH ER THOMPSON COACHES

What's planned?

First, Composite, Third and Brake Third in LNER faux 'teak' and BR crimson and cream

What stage is it at? Engineering prototype

First announced? February 2017 Price? £39.95



N GAUGE GRAHAM FARISH SECR 'BIRDCAGE' COACHES

What's planned? Three triple-packs containing a Brake Third, Brake Composite and Composite in SECR brown, Southern green and BR crimson

What stage is it at? Decorated sample

First announced? September 2014

Price? £149.95



N GAUGE GRAHAM FARISH SECR 'C' 0-6-0

What's planned?

- ◆ 372-775: No. 271, SECR green
- ◆ 372-776: No. 1294, Southern Railway black
- ◆ 372-777: No. 31227, BR black, early emblem

What stage is it at? Decorated sample

First announced? February 2017 Price? £134.95



ON THE BUSES

Bachmann has announced the first Exclusive First Edition 1:76 scale bus to be produced under its ownership. The Volvo Olympian, with Northern Counties Palatine I coachwork, will be offered in London Central, London Central Docklands Express and Metrobus liveries. The new bus will be available in 2019 but prices have yet to be confirmed.

Bachmann is also to tweak the EFE Leyland Atlantean in order to produce the Devon General 'Sea Dog' variant. The new top deck tooling will be mated to the existing EFE Atlantean.

Four existing EFE buses are planned but in new liveries: Bristol RELL with ECW body as Devon General NBC red (POD 825H); Leyland National Mk 1 in London Transport Golden Jubilee livery (THX 194S), London Transport RT on Route 75 to Catford Garage (LLU 652) and RT KLB 596, as preserved in Brown's Blue livery.

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Built at the Vulcan Ironworks in 1943 as USA Transportation Corps No. 1959, it was in service with SR in June 1947 where it became No. 64. It spent much of its life in and around Southampton docks.

At nationalisation, it became No. 30064 but remained on the south coast, apart from a brief spell at the Meldon Quarry in Okehampton to the West of Exeter, when it was needed to cover for repairs to No. 30062. Although No. 30064 remained there idle for the duration, the quarry

closed soon after and it was returned to Eastleigh. Despite being noted as dilapidated, and withdrawn in October 1962, it was repainted in green in February 1964, together with No. 30073, and it became a popular choice for railtours in the late 1960s.

It was withdrawn on the last day of Southern Region steam, on July 9 1967. It is now part of the collection at the Bluebell Railway.

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According to Chris...

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

This summer's Canadian holiday was even more of a railway indulgence than in the past, if only because I had just over two weeks and a lot to cram in. Here's a brief trip report.

No stay in Toronto would be complete these days without paying a call on Rapido Trains. It's a half-hour trip from downtown to Markham, curiously operated by train in the morning and bus in the afternoon. Company President Jason Shron was away on holiday, so I had lunch with the rest of the team – takeaway fish and chips in the 'board room'. Since my previous visit, three more staff have joined Rapido and two of them have specific responsibility for warranty repairs.

We talked a lot about the current situation with Chinese-produced ready-to-run models, quality control and deliveries, particularly in light of the closure of one factory and the wild rumours and alarmist nonsense which had promptly circulated on the forums.

The closure resulted from the owner's retirement and has affected several US customers but not Rapido or any of the UK model companies.

One of the pressures which is affecting deliveries of models from China is the delay in moving containers from Vancouver. Most of these come over the Canadian National route, many simply using Canada as a land bridge and being reloaded onto ships in east coast ports such as Halifax for the Atlantic crossing to Europe. CN is short of capacity and containers can now take several weeks to cross from Vancouver.

Among the items I was able to examine was the 'J70gti', the first sample of our 'J70', which was too high geared. I also saw samples of the Canadian Pacific 'Royal Hudson' 4-6-4. This mighty beast is Rapido's first large steam locomotive. It boasts a weighty die-cast body and geared drive to all six coupled wheels, which should make it immensely powerful.

Later in the week I took the bus out to Mississauga, to visit the Credit Valley Railway Company, which is a model railway store in which I can easily lose myself for hours. My credit card took a beating! I bought a DCC sound-equipped 'FP9' locomotive which they not only tested for me (returns can be expensive when you're this far away) but also changed the decoder address. We then agreed that neither of us liked the horn sound, so that



Above: Capreol's railway museum in miniature is part of an extensive 'HO' scale layout in the basement of the former fire station.



Left: With an empty permanent way train in tow, CN No. 2628 overtakes a long double-stack container train, right outside Rapido's back door.



Below: 'Bullet-nose Betty' CNR 4-8-2 No. 6077 at the Northern Ontario Railway Museum and Heritage Centre in Capreol.

Among the exhibits here is 'Bullet-nose Betty', CNR 4-8-2 No. 6077. Apart from the Chinese 4-8-4 No. KF7 at the National Railway Museum, this must rank as the largest locomotive I have ever seen.

On a very hot afternoon I took the advice of the museum staff and went across to their Heritage Centre, where I was shown a splendid vintage fire truck and asked, "Would you like to see our model railway?" I was

got changed too, a job which I still consider to be beyond my DCC skills.

After Toronto, I flew to Sudbury, where the line to White River begins, as featured in Chris Tarrant's *Extreme Rail Journeys* on TV. While in Sudbury, I took the bus to Capreol and the Northern Ontario Rail Museum.

taken down into a basement where a local group has built a splendid permanent 'HO' layout. This display had taken a mere 18 months to build, using mainly commercially available models and kits. It is amazingly detailed and 'busy' and yet operated by conventional analogue control.

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.

Dave Mylett reveals how he landed his dream job at a certain well-known model railway retailer.

Find a job you love and you will never work another day." We may not know who first uttered this phrase but I can say, in my case, it's almost 100% true. Almost!

My job at Hatton's is one that most readers would probably love to do. But how did I manage to get such a good job in an industry that is also my hobby?

It started on my fifth birthday, when I was given my first miniature train. Unusually, it wasn't a train set but a Hornby Pullman Car. The reason behind this unusual gift was that my Uncle was (and still is) managing director of a premium railtour company. The Pullman Car sat on the top shelf of my room for a couple of years, in the 'look but don't touch' area, until I was deemed old enough to have a train set. This arrived one Christmas and, instead of the wagons, the first thing to run behind the little 0-4-0 was my Pullman.

One afternoon, my friend suggested we visit a model shop nearby and, as he lived in Allerton, anyone who knows Liverpool's geography will recognise this as being just a stone's throw from a well-known retailer's original premises.

I, like countless others, walked through the door of that diminutive shop front to be confronted by wall-to-wall railways; everything a youngster could imagine. The dusty old boxes contained real pocket money treasures and we soon walked out with our prized purchases. This was to be my first experience of Hatton's, but not my last.

During High School, we had to do two weeks of work experience at a local business.

In spite of the teachers trying their best to persuade me to go to the local solicitors or primary school, I managed to stand my ground and was elated when I received a letter from Hatton's, agreeing to take me on.

I found myself walking into a much-changed store, by now a little further up Smithdown Road and with more of an emphasis on the mail order side of the business. I thought I would be helping customers in the shop but, instead, I was tasked with packing parcels. Not exactly what I had expected, but at least I was working with model trains!

“Making trains is far too much fun to ever think about trying to work for a living!”

In the second week a number of staff went on holiday, so I was 'promoted' to the tills and I loved it. So much so that, when my 16th birthday approached, I applied for a part-time job. I still remember now, walking through High School and getting a call from Richard Davies on my mobile. Dare I risk answering it when phones were banned in school? Of course I did – this was my dream job and I didn't want to lose it!

Walking back into the store as a paid employee, I knew what I would like to do, but I also knew that the job I had applied for was... packing parcels. After a few weeks of packing – and nagging Richard and Keith – I was trained on the tills. This was it, I was there for good!

I spent a good few years helping customers in a shop that never stood still, as it evolved in line with customer and business needs, constantly expanding with more staff, more stock and larger premises. The longer I was there, the more hands-on I became in the running of the business. In 2010, Richard asked if I would like to help with the development of the Class 14 project. This was followed by the LMS 10000/10001 and the Class 28 Co-Bo. By the time the LMS Beyer-Garratt was mooted, I'd been nominated to lead the development – what a locomotive to have as my first 'project'.

After the Garratt, I was officially recognised as the exclusive commissions manager and this has been my job ever since, leading the projects, working with manufacturers and now our own factories. To be able to hold something and know that you've been instrumental in its design and production is something else. It's also a great opportunity for more 'first' experiences and these keep coming. Even as I write this, I'm preparing for my first live online interview about the upcoming Class 66.

I've been with Hatton's for 15 years now and I struggle to envision myself anywhere else. I see people changing jobs and sometimes wonder what it would be like but, for the time being, it's an idle curiosity, because making trains is far too much fun to ever think about trying to work for a living!

MODELLER'S CV

Dave Mylett landed a job at Hatton's straight from school. Now, 15 years later, he's the exclusive commissions manager and has been responsible for the design and production of a wide range of RTR locomotive and rolling stock models. He's also an active volunteer at the East Lancashire Railway and an avid military modeller.

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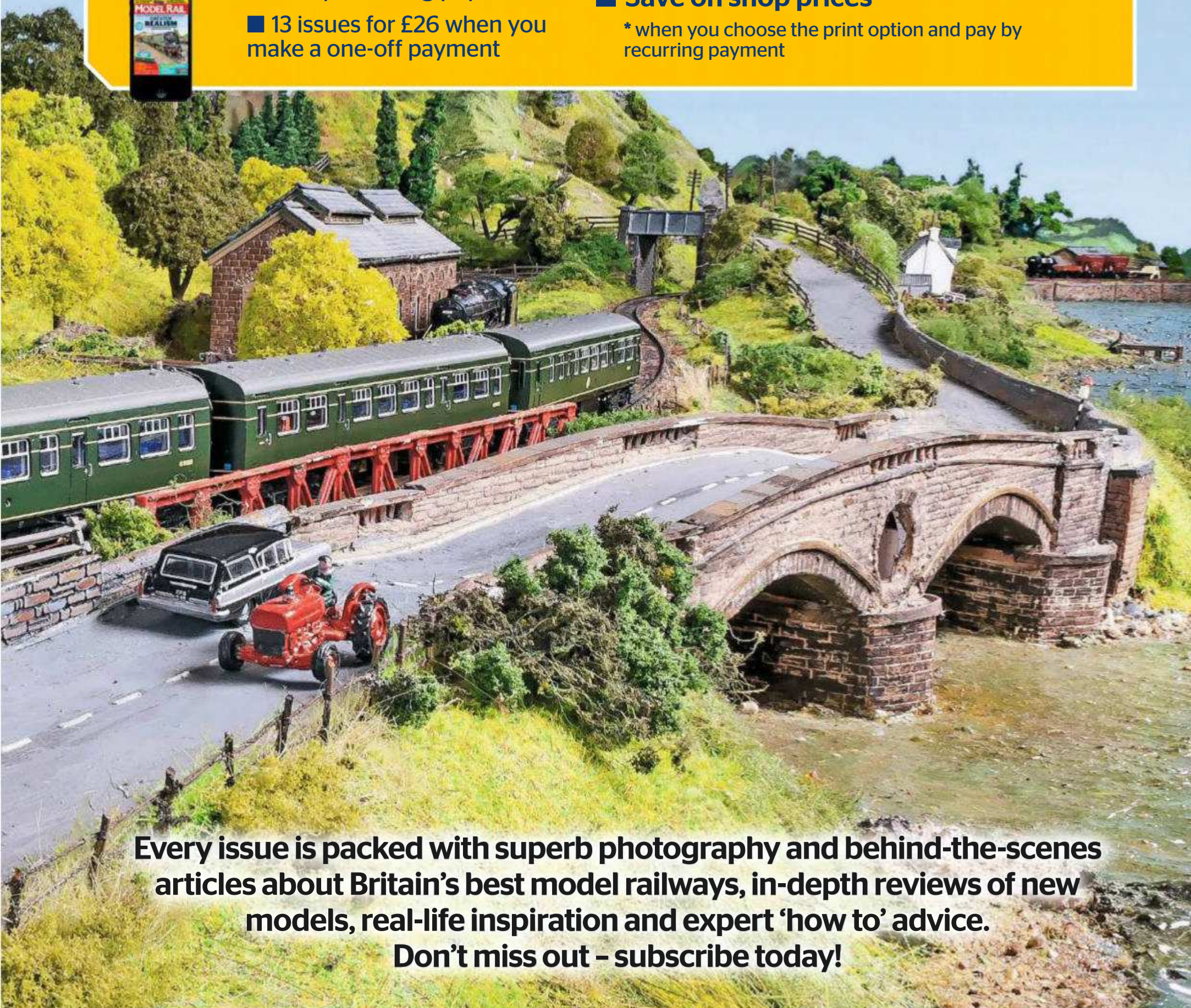
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Midlands Memories

Brothers Michael and Rob Doyle have rekindled their youth with this fictitious East Midlands layout.

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



W

hat do you do when your loft layout has so many online fans desperate for you to take it to shows? You follow in Michael and Rob Doyle's footsteps and build something you *can* exhibit!

The brothers' layout 'Grimsby Town' had garnered over 300 likes on Facebook but had been built into a loft and was unable to attend exhibitions. The only option to appease their online fans was to build something new. So 'Carlton-le-Willows' was born.

This 'OO' gauge layout is fictional but was inspired by their memories of the Nottinghamshire region. The name is a reference to Carlton, once a station on the Gedling branch, part of the Great Northern Railway's Derbyshire extension. The line looped around Nottingham, went through Derby

and joined the North Staffordshire Railway at Eggington. Closed in 1960, you can still see the beginnings of the branch to the left as you leave Netherfield station and head towards Grantham.

"We went to school in Carlton so that area and era was natural for us to model," explains Michael. "We decided that the ➤

VITAL STATS**Layout:**

'Carlton-le-Willows'

Size: 16ft by 10ft**Gauge:** 'OO'

2

“The main line sits two inches above the baseboards to give a perception of height”



3 Ready-to-run locomotives have been repainted, weathered and detailed.



3 things we like



1

The signal box provides the layout's centrepiece.



2

Ratio's Midland 'box has been modelled with an open window.



3

Clever use of trees blends the backscene into the layout.

layout should be fictitious because our memories weren't perfect and the track plan certainly isn't accurate to the prototype."

The whole layout is 16ft by 10ft and scenic section baseboards are only 2ft 6in deep. 1970s Nottingham is a world away from the vast open countryside and rolling hills of 1930s Vale of White Horse but Pendon Museum's 'Vale Scene' has inspired the brothers' use of some clever tricks to make the layout look much deeper than it is.

"The main line is raised 2in above the baseboard level and the relief lines are lower, so you get a small but subtle perspective. The backscene is from ID Backscenes, as recommended by our friend Neil Mason from the Little Loco Company, and the rolling hills of the countryside also help with that perception of depth. Upon first glance the layout looks quite flat, like the nature of the landscape, so we've placed the focal point right in the centre to give a sense of undulation from the sides into the middle of the layout."

The lack of buildings actually heightens the sense of space. There's no station so it's left to a single signal box to act as the focal point.

"I built the signal box from a Ratio kit," explains Rob, "and then we placed it right in the centre of the layout to give it the maximum impact possible. We like to go into the finer details with our models so I added the Ratio plastic lever frame to the inside and used the option of leaving one of the windows open, as that is how we remember it being on hot summer days. For the nameboards 'Carlton-le-Willows' wasn't an option, of course, so we went to Scale Model Scenery and got them to make them."

Pendon has also inspired Michael and Rob to modify proprietary items to their personal specifications.

"All the signals have been heavily kit-bashed to the point that they are almost scratchbuilt," says Rob. "Using Ratio's kits as a starting point, I modified them with anything I could find out of the scrap box – other Ratio parts, items from the Model Signal ▶

What makes this layout great?

Sometimes it can be difficult to create something unique with such a small space to work with, but Michael and Rob have combated this with their collection of unique locomotives that you won't find anywhere else.

LAYOUT **CARLTON-LE-WILLOWS**

Engineering range and even bits from various model engineering projects.

"The only signal that hasn't been scratchbuilt is the colour light signal, which we bought from Traintronics. That was around the time that our friend Tom Hunns came on board and did the wiring on the layout, as his electronics skills are far greater than ours."

The bridges and tunnel portals are Wills kits, apart from one tunnel portal on the main line, which was scratchbuilt. It's based on Manton tunnel in Rutland and Rob built it using South Eastern Finecast and Slater's Plastikard embossed sheets. The railings were made from wire soldered to dressmaker's pins.

"We've also used trees to block the view and to cover the transition between backscene and scenic section. With model railways being such an expensive hobby we've been doing everything we can to cut the costs. Rather than use static grass, which can get quite expensive if you're covering a large area, we elected to use hanging basket lining at a fraction of the price. The trees are copper braid armatures with sea foam depicting the leaves."

Michael and Rob have the advantage of not being tied down to a particular era, which allows them to run whatever they like. As with many modellers, they run what they remember from their youth, predominantly the BR blue era from the 1970s through to the 1980s.

"We aren't the sort of modellers who insist on everything being perfect. If we see a locomotive that we like and we want to run it then we will run it. We don't mind if it's a few years out from what would be prototypical." ➤



6 The scenic section comprises three baseboards (built from 9mm plywood and 2in by 1in timber frame). The track is all Peco Streamline Code 100 and controlled by a Gaugemaster Prodigy 2 DCC system.





Keeping the main lines prototypically close together has caused a few issues when it comes to train set corners.

"The [end] curves were easily the most difficult part of the layout because they had to be so close together in order to make the 90° corner," says Michael. "The problem we have now is that we can't have two trains passing each other on the curves because the tracks aren't far enough apart to avoid fouling. This has meant that we had to shorten the length of trains from what we would perhaps like.

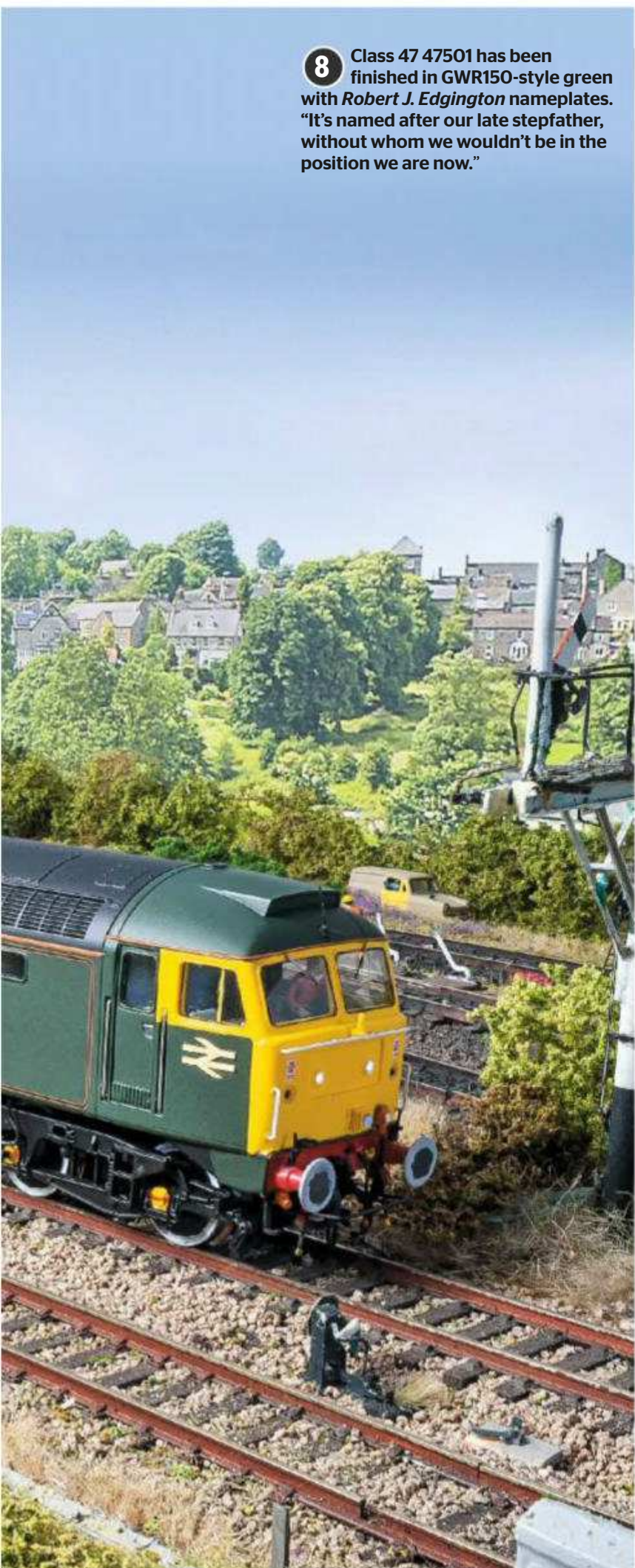
"Everybody in modelling has to make compromises because it's simply not viable for



manufacturers to produce every single livery variation. Being able to make the alterations to them means that we don't have to miss out on a particular model and it also allows us to personalise them further."

It has taken three years for the trio to get 'Carlton-le-Willows' to the standard that they wanted and their hard work has paid off. It's clearly proven popular with Michael and Rob's fans, for it has already gained almost double the number of Facebook followers than 'Grimsby Town'. And the beauty of 'Carlton-le-Willows' is that you can see it in action yourself! 

8 Class 47 47501 has been finished in GWR150-style green with *Robert J. Edgington* nameplates. "It's named after our late stepfather, without whom we wouldn't be in the position we are now."



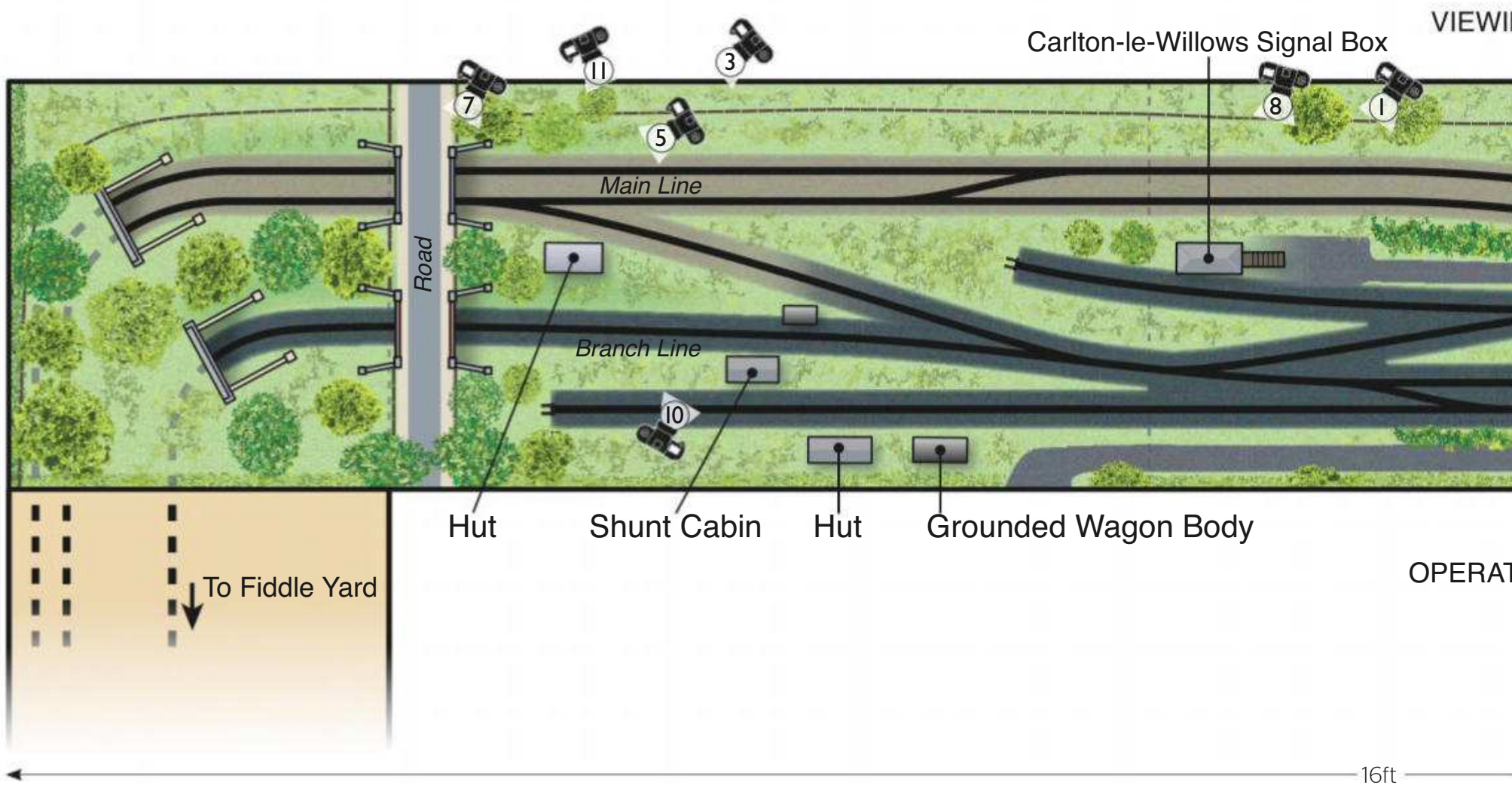
9 So many layouts consist of straight lines, but Michael and Rob have included some sweeping curves for greater realism.

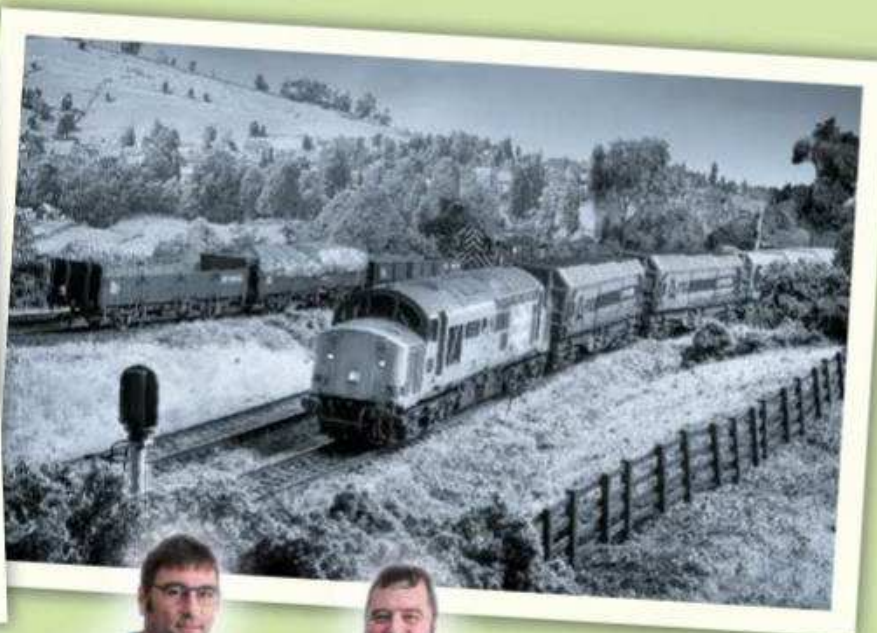


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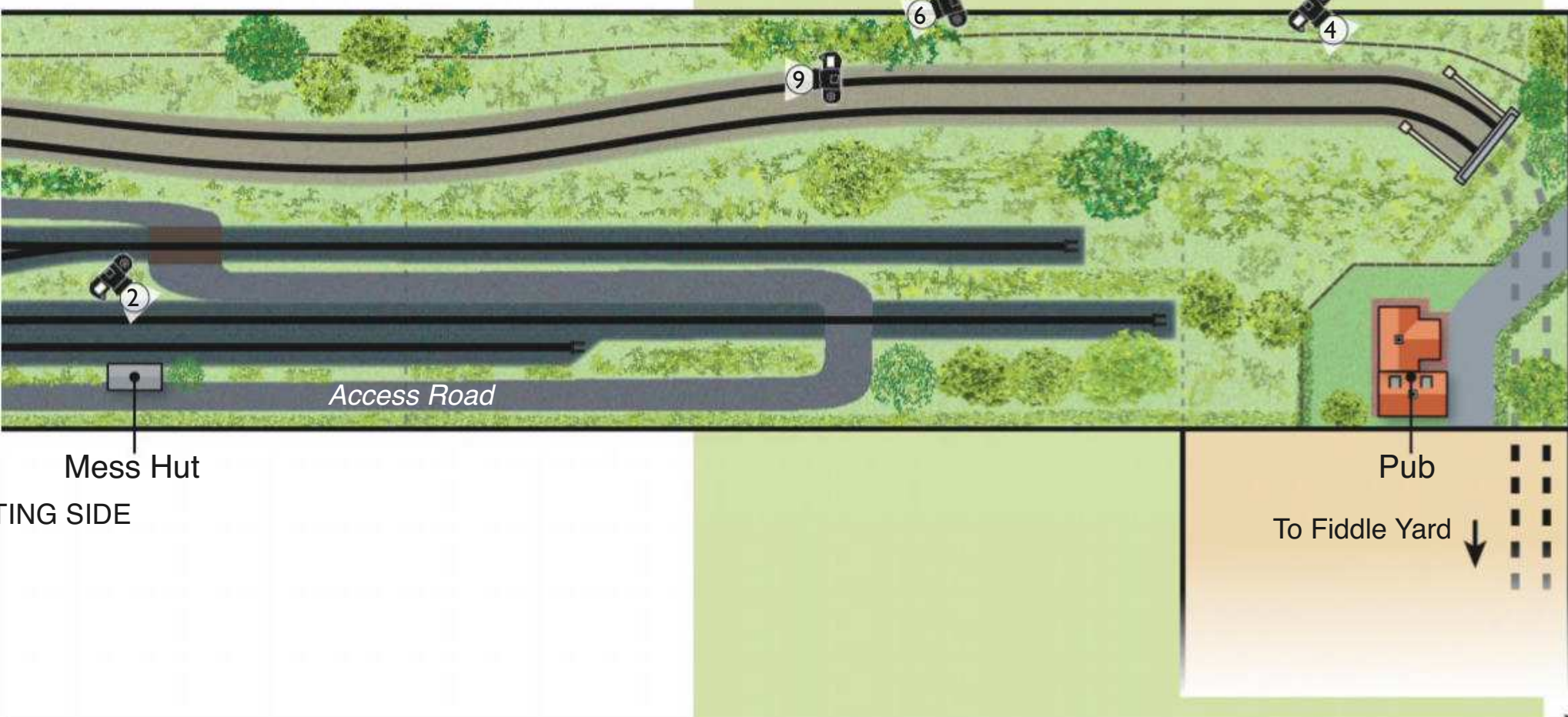
MODELLERS' CV: MICHAEL & ROB DOYLE

When they aren't working on 'Carlton-le-Willows' Michael and Rob (joined in the above photograph by friend Thomas Hunns, left) are either building things for it or helping others with their modelling tasks. They don't run it like a business but instead use their skills to help others achieve their dream layouts.

DISCOVER MORE, DO MORE

'Carlton-le-Willows' will be at the Letchworth exhibition on December 1.

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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
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R659	High Level Pier Set	£6.95
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R510	Platform Shelter	£10.95
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R8003	Water Tower	£13.55
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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
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31-434	Class 1f BR Early	£81.55
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31-136DC	D11/2 BR	£115.90
31-318A	LNDR J11	£127.45
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32-178A	LMS Crab	£123.20
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32-304A	GWR 2251	£97.70
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31-615	V3 BR Early	£110.45
31-626A	Class 3F BR	£71.25
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31-980	Standard 3MT Green	£110.45
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32-085	Class 56XX BR Early	£76.45
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32-882	Fairburn BR Late	£106.20
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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
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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
32-789	Colas Class 37 'Merl Evans'	£135.95

DAPOL/OXFORD/HELJAN/DJM

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
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OR76AR005	Adams East Kent	£84.45
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HOW TO

PERSONALISE YOUR 'TOADS'

Chris Leigh offers two ways to bring individuality to the GWR's classic brake van.

PHOTOGRAPHY: CHRIS LEIGH

The 'Toad' brake vans were as distinctive a part of the Great Western Railway as brass safety valve bonnets, copper cap chimneys and chocolate and cream coaches. At first glance, their looks remained constant - verandah at only one end, lack of duckets - but there were many different diagrams built from 1894 until the early BR period. Consequently, the 'Toad' has been

a popular subject for 'OO' gauge model manufacturers. Hornby offered two models: its own 1976 model plus a 1977 Airfix 'Toad' that it acquired from Dapol. Bachmann Branchline's own 'Toad' has just such elderly origins: it was originally produced in 1978 for Mainline.

There has, however, been an influx of new 'Toads' in recent years. Hornby replaced its 1970s models with an all-new Diagram AA15 in

2017, while Oxford Rail followed this with two new 'Toads' a year later: the six-wheel Dia. AA1 and four-wheel AA3.

Combined with Bachmann's 'Toad', which is still a good model, there are plenty of different 'Toads' to choose from to bring some variety to your layout.

You can, however, bring even more individuality to your GWR goods trains with these two simple tweaks.

Project 1 Change the name

'Toads' were often allocated to specific places and had the name painted on the sides. Changing the name to something more personal to you or to a location not previously offered ready-to-run is easy, thanks to Cambridge Custom Transfers' decal sheets. The following technique can be applied to Hornby, Bachmann or Oxford, or indeed a Ratio kit-built model. Scroll down the website (cctrans.org.uk) to sheet 166 where you'll find around a dozen sheets to choose from, with the names listed alphabetically. Changing the name is easy, regardless of which model you use.



What you will need

TOOLS

- ◆ Screwdriver
- ◆ Masking tape
- ◆ Cotton bud
- ◆ T-Cut car polish
- ◆ Selection of clean paintbrushes
- ◆ Suitable container of water
- ◆ Fine tweezers
- ◆ Paper towels

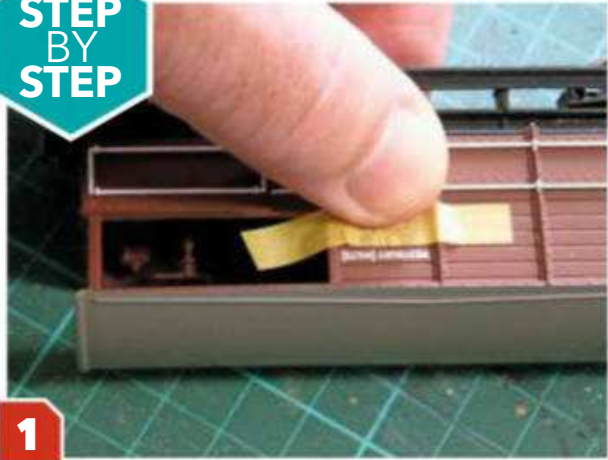
 **MODEL** Cambridge Custom Transfers
Sheets BL166A-Y ♦ Price £7.50

AVAILABILITY Cambridge Custom Transfers, 6 Roseland Gardens, Bodmin PL31 2EY, www.cctrans.org.uk

 **2 hrs**



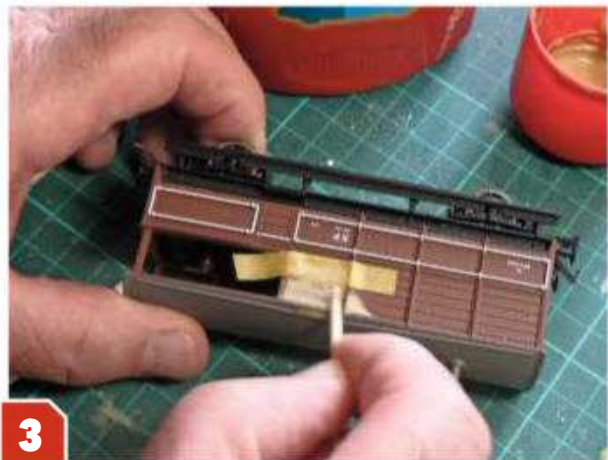
STEP BY STEP



1 Choose the right BR 'Toad' brake van as a basis. Check whether you need a vacuum-braked vehicle (bauxite) or an unfitted (grey) van. Place masking tape over any lettering that you wish to preserve.



2 I retained the 'RU' (restricted use) lettering but there's no need to do so as it is included on the CCT sheet. A spot of T-Cut car finish restorer on a cotton bud will soften the printed lettering.



3 Give it a few minutes to soften and then help it on its way with the tip of a cocktail stick, worked in a circular motion. Don't use anything metal or you'll risk scratching the paint.



4 Remove the residue of the lettering and the T-Cut with a paintbrush and clean, cold water. Mop it off with a soft tissue and make sure all of the original lettering is gone.



5 Cut the decal from the sheet and soak it in lukewarm water until it is movable on the backing sheet. Do not allow it to float off the backing sheet under any circumstances.



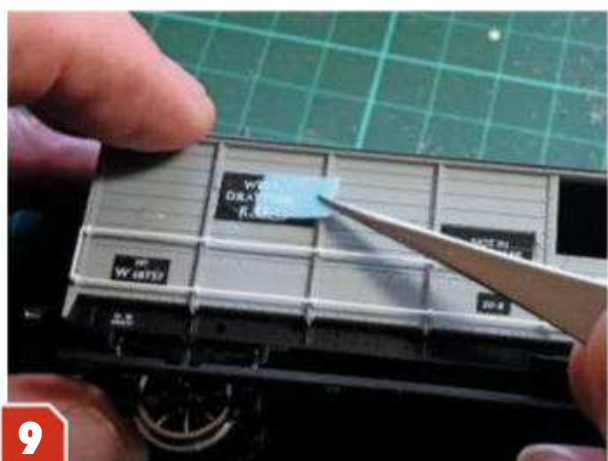
6 Use a pair of tweezers to extract the decal from the water, still on its backing sheet, and transfer it to the model. Use a cocktail stick to slide the decal off the backing paper and into position.



7 Blot any excess water off the decal, very gently, with a tissue. I used Micro Sol decal setting solution to soften the decal and settle it down into position.



8 If your 'Toad' is grey with black panels, you can paint out the original lettering with matt black, instead of removing it with T-Cut. Mask up to preserve the straight edges.



9 The rest of the job is accomplished in the same way but, in this instance, I used more of the supplied decals, including the 'RU' lettering and - of course - the appropriate number.

Project 2 Correcting Oxford's ends

Oxford's two 2018 'Toads' are, generally, very good models but there are a couple of problem areas. Happily, it doesn't take much work to correct them.

Firstly, all Oxford's versions of the 'Toad' have a window in the van end which was not there in service. Also, all Oxford's 'plated' examples have the lower part of the sides plated, but the ends planked. On the so-called 'plated' examples the lower sides and ends were made of steel.

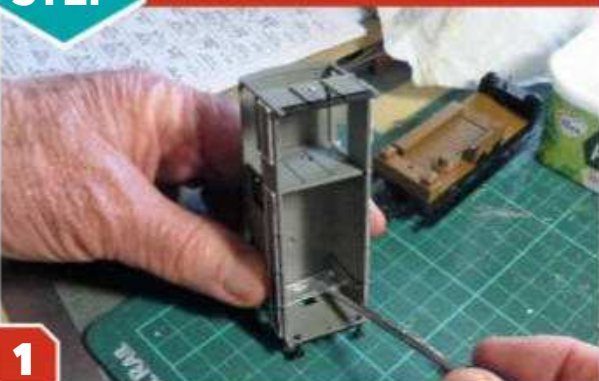
An afternoon's work is all that is needed to make the changes, and you'll have a neat 16-tonner to add a bit of variety to your fleet.



**STEP
BY
STEP**

00
GAUGE

2
hrs



1

Dismantle the van by pulling out the buffers. Grip the buffer shank in pliers and pull gently. I found that two of mine would not budge, but so long as you can release one end the body will come off. Then pop out the glazing.



2

The van end of the 'Toad' had a planked wooden hatch which could be opened to reach the middle lamp bracket. The window frame needs to go, so snip out the horizontal glazing bar.



3

You will now need to remove the three sides of the upper window frame by filing them back until you have a plain rectangular opening. Be careful not to be too vigorous with the filing or you'll remove more than is needed.



4

I used Deluxe Materials Perfect Plastic Putty to fill the planking detail on both ends. It is easy to spread it with a craft knife blade and does not need to be smooth. Leave it to dry for a couple of hours.



5

The same blade can then be used to shave back the surplus filler until the plank faces are clean and only the recesses filled. Be super-critical and repeat the filling and shaving process where necessary.



6

The ends can then be painted with RailMatch BR freight stock early light grey, which is a pretty good match to Oxford's BR grey. Freight stock was often patch-painted and a little weathering will hide any discrepancy.



7

I filled the end window opening with a small piece cut from a Parkside 'Mink' van side, but Evergreen planked siding styrene sheet could be used. Alternatively, a small piece of scribed plastic sheet will do the job.

What you will need

SHOPPING LIST

- ◆ Evergreen 'HO' Passenger Car Siding Sheet, £9.00
Availability: Eileen's Emporium
Tel: 01531 828009
Web: www.eileensemporium.com
- ◆ Deluxe Materials Perfect Plastic Putty, £6.50 Availability:
Gaugemaster Tel: 01903 884488
Web: www.gaugemaster.com
- ◆ RailMatch 2604 GWR Freight Stock Grey, £3.30 Availability: Howes Models Tel: 01865 848000
Web: www.howesmodels.co.uk
- ◆ Microscale Micro Sol, £3.99
Availability: Wonderland Models
Tel: 01312 296428
Web: www.wonderlandmodels.com

TOOLS NEEDED

- ◆ Scalpel and fresh blades
- ◆ Needle files or sanding sticks
- ◆ Self-healing cutting mat
- ◆ Paintbrushes
- ◆ Plastic snips
- ◆ Flat screwdriver
- ◆ Pair of pliers

Choose your 'Toad'

Bachmann Branchline Dia. AA19

Price: £18.95

Availability: Bachmann stockists

Introduced: 1927

Length (over headstocks): 24ft

Wheelbase: 16ft

Weight: 20t



Hornby Dia. AA15

Price: £22.99

Availability: Hornby stockists or www.hornby.com

Introduced: 1919

Length (over headstocks): 24ft

Wheelbase: 16ft

Weight: 20t

Oxford Rail Dia. AA1

Price: £14.95

Availability: Oxford Rail stockists or www.oxforddiecast.co.uk

Introduced: 1902

Length (over headstocks): 20ft

Wheelbase: 6ft 6in + 6ft 6in

Weight: 16t



Oxford Rail Dia. AA3

Price: £14.95

Availability: Oxford Rail stockists or www.oxforddiecast.co.uk

Introduced: 20ft

Length (over headstock): 20ft

Wheelbase: 13ft

Weight: 16t



HOW TO

BUILD YOUR OWN BRIDGE

Need a specific bridge to suit a specific location? **Chris Leigh** shows you how to build it.

Almost every stretch of railway had its own obstacles that resulted in a number of key identifying structures - bridges, tunnels and so forth - that you need to model in order to capture the character of the line. Even the West Drayton-Staines West branch, which I'm modelling in 'N', had a number of overbridges, which I must include in order to recreate key scenes and to get the railway looking right.

My layout will include three significant bridges and in true railway fashion I've numbered these in 'route' order. Bridge No. 1 is the cattle bridge, an accommodation bridge which provides livestock access to the free grazing on Staines Moor. It is a small metal girder span over the railway. Bridge No. 2 is the twin arch bridge which carried the branch over the Wyrardisbury River. This was built of yellow bricks which, reputedly, ended up as hardcore under the M25 when the bridge was demolished.



The third bridge is the girder span which carried the branch over the Southern Region line to Windsor. Like much of the branch, this bridge was built for double track, although only one line was ever laid. Bridges Nos. 2 and 3 were demolished in the 1980s, and while bridge No. 1 survives, its surroundings are now so overgrown by large trees that taking photographs would be impossible.

I was particularly pleased to find that I had taken a series of good colour prints of the railway part of the cattle bridge when the railway was disused but before it became overgrown. I refer to the 'railway part' because the cattle bridge was, in fact, three different bridges joined end-to-end. When the Staines to Windsor railway was built in the 1840s, it seems that the engineers diverted

the Wyrardisbury river from its winding course to run in a straight channel beside their railway. Forty years later the line from West Drayton was laid on the opposite river bank, providing two railways and a river to be crossed for access to Staines Moor. Accessing the moor from Moor Lane, over the bridge, one crossed first over the GWR branch by a metal girder span, then the river by a two-arch yellow brick bridge, and finally, the SR lines by a single red brick arch. The narrowness of my shelf arrangement means that I only have space for the metal girder span. Like much else on this layout, it had to be scratchbuilt.

Readers may notice another pink brick over-line bridge in the background of some of the photographs. This was built around 1960 to carry the A30 Staines bypass over the line. I've always considered it ugly and uninspiring so, as it's my layout, have simply omitted it.

STEP BY STEP

1

Among my research photographs I had a good, square-on view of the metal span over the branch. I scanned it and reduced it to scale size, with an estimated span of 50mm (25ft in full size) as it was built to accommodate double track.

3

I started with the larger brick pier which would form the rear support for the span. Two walls were cut from 2mm mounting card and brick-papered with Scalescenes London Brick in 'N', as used for the station building (MR249).

5

The walls were assembled into a box shape with the mounting card roadway set at the correct level and a gap left where the girders and their roadway would fit. It was then tried in place on the layout.

7

The other pier was much less substantial but boasted large wing walls to hold back the artificially created bank that leads up and over the bridge. Again, it was made up from 2mm mounting board.

2

I then mounted the printed photograph on card and cut it out. A test-fit on the layout followed. In later years the track had been slewed towards the Up side of the bridge, having originally been towards the Down side.

4

Two extra thicknesses of mounting card were glued together and brick-papered to form the buttresses. Girders are usually set on a 'pad stone' and I replicated this with a strip of paper, painted in concrete colour.

6

This section was then detailed with Scalescenes blue brick capping to the brickwork and mounting board caps to the buttresses. The brick relief strip was added with brick-papered postcard.

8

The deck of the bridge is made of large 'U'-section metalwork to produce a 'corrugated' effect. I added strips of postcard to the 2mm mounting board to create the corrugated appearance.

What you will need

SHOPPING LIST

- ◆ CIS Velo-Set wood glue, £3.25
Availability: Wonderland Models Tel: 01312 296428
Web: www.wonderlandmodels.com
- ◆ Deluxe Materials Plastic Magic, £6.15
Availability: Gaugemaster Tel: 01903 884488
Web: www.gaugemaster.com
- ◆ Woodland Scenics Smooth It ST1452, £8.50; Earth Undercoat C1229, £8.50
Availability: Hatton's Tel: 01517 333655
Web: www.hattons.co.uk
- ◆ Scalescenes TX25 Blue Brick, £2.99; TX03a London Brick, £2.50
Availability: www.scalescenes.com

TOOLS NEEDED

- ◆ Self-healing cutting mat
- ◆ Scalpel and fresh blades
- ◆ Spatula
- ◆ Steel rule
- ◆ Selection of paintbrushes
- ◆ Sharp pencil

TOP TIP

Only in its later years were the railings on the bridge boarded on the inside and even when

I first knew it, one panel of the railings was still open. For ease of modelling in styrene strip, the boarded area was treated as a single piece of styrene sheet to which all the plastic rod railings were attached for support, reversing how it was on the real thing.

Sign of the times



Today, the cattle bridge has a weight limit of only 7½ tons but this was the original GWR cast iron weight limit sign, removed when the 9-ton limit was reduced. It is reproduced slightly larger than scale size on the model just so that my inkjet printer could cope with it. It is just visible on the nearest, right-hand buttress of the bridge, its location on the real thing, where the bolt holes can still be seen!



9

The bridge girders were made out of styrene sheet and strip. The railings were boarded over in later years, and this made it easier to assemble, with the vertical ribs and railings all glued to the same 30thou sheet.



10

After finding a photograph of the view looking over the bridge I printed a scaled-down version and positioned it to give me a general idea of how I will need to paint the backscene in due course.



11

Where necessary, the ground under the bridge piers was packed with mounting card or foam board to bring it up to the desired level. I then decided to do scenic work on the bridge deck before fixing it in place.



12

The road over the bridge is a sandy, gravel farm track. I used Woodland Scenics Smooth-It mixed with a little of the same brand's Earth undercoat to colour it.



13

Using a brush dampened with water I brushed the surface out as smooth as possible, remembering that this is 'N' gauge and not one of the larger scales that I'm used to thinking and working in.



14

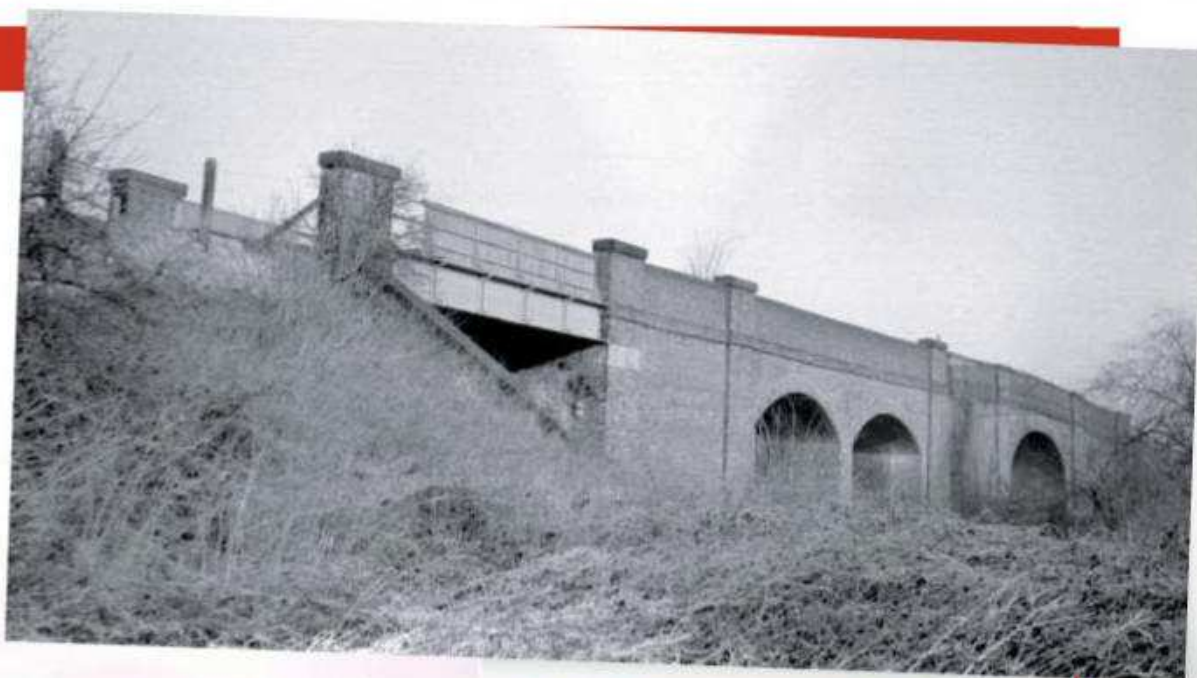
I used static grass scatter placed into PVA glue with a pair of tweezers to represent the growth along the sides of the bridge. I seem to recall a lot of nettles among this growth!

The real thing

Right: All three bridges which formed the cattle bridge, seen in the early 1960s with the GWR bridge nearest. KEITH JAGGERS

Below: 'Hymek' D7026 departs Staines West under the cattle bridge, having delivered the fuel tank train to Cory's Shell/BP depot. CHRIS LEIGH

Below right: A present-day view of the overgrown approach to the cattle bridge. It would be difficult to research the bridge today. CHRIS LEIGH



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

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2D-009-004/D - Class 121 121032 Arriva Trains/DCC



2D-009-005/D - Class 121 121020 Chiltern Railways Blue/DCC

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2D-009-006/D - Class 121 977858 BR Maroon SYP/DCC

Turbot



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- 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
- 4F-043-005 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978407
- 4F-043-006 - Turbot Bogie Ballast Wagon Engineers Dutch Livery DB978702

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- 4F-011-022 - Ventilated Van - BR Grey M183315 Weathered
- 4F-020-029 - Cattle Wagon - BR B893325
- 4F-020-030 - Cattle Wagon - BR B893325 Weathered
- 4F-060-017 - Grampus - Taunton Concrete DB986708
- 4F-060-018 - Grampus - Taunton Concrete DB986708 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

All product release dates correct at time of going to press

- 2F-026-001 - HIA Freightliner Heavy Haul Hopper Green 369008
 - 2F-026-002 - HIA Freightliner Heavy Haul Hopper Green 369052
 - 2F-026-003 - HIA Freightliner Heavy Haul Hopper White 369027
 - 2F-026-004 - HIA Freightliner Heavy Haul Hopper White 369044
 - 2F-034-069 - 21T Hopper - BR E289588
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HOW TO

CREATE A BESPOKE COACH

When there's no kit nor ready-to-run option available, what do you do? **Daryl Harris-Saxton** offers some techniques for successful kit-bashing.



MODEL Bachmann BR
Mk 1 BSK ♦ Price rrp £44.95

AVAILABILITY Bachmann
stockists



What you will need

SHOPPING LIST

- ♦ Comet Models coach detail components **Availability:** Wizard Models Tel: 01652 635885 **Web:** www.wizardmodels.ltd
- ♦ BR B5 bogies **Availability:** Replica Railways Tel: 01793 642594 **Web:** www.replicarailways.co.uk
- ♦ CIÉ transfers **Availability:** Railtec **Web:** www.railtec-models.com

TOOLS NEEDED

- ♦ Knife
- ♦ Tweezers
- ♦ Pliers
- ♦ Mini drill & bits
- ♦ Needle files
- ♦ Abrasives
- ♦ Straightedge

Murphy Models' Cravens coaching stock proved a big hit with modellers of Irish railways, but there is one essential vehicle that ran with the Cravens that's not currently available - the Generating Steam Van (GSV).

The GSVs were converted from ex-British Rail Mk 1 Corridor Brakes in the early 1970s, specifically to provide steam heating to the Cravens stock. A diesel generator powered the steam heating boiler. They rode on 5ft 3in gauge BR B5-type bogies.

There was only one way to have one on my layout - I was going to have to make my own.

Like the real things, my model also started life as a Bachmann BR Mk 1 Brake Second Corridor, which was fully dismantled, ready for conversion. Modifications

were necessary to the underframe, the carriage ends and roof.

Plenty of work was needed on the bodysides too, with one set of double doors being sealed-up on each side, along with the two single-width passenger doors. Indeed, the remodelling of these window and door apertures as well as the installation of a set of ventilation louvres for the diesel generator, were perhaps the biggest challenge of the build.

Replacement buffers and gangways were required for a more authentic appearance and their location had to be altered slightly so that they matched their counterparts on the Cravens stock.

This has been an enjoyable project and I must extend my thanks to the helpful folk on the Irish Railway Modellers forum, for all their assistance.

Fuel tanks, ventilation louvre and roof-mounted exhaust panel, along with a fully appointed interior, make for a convincing conversion.



STEP BY STEP

1



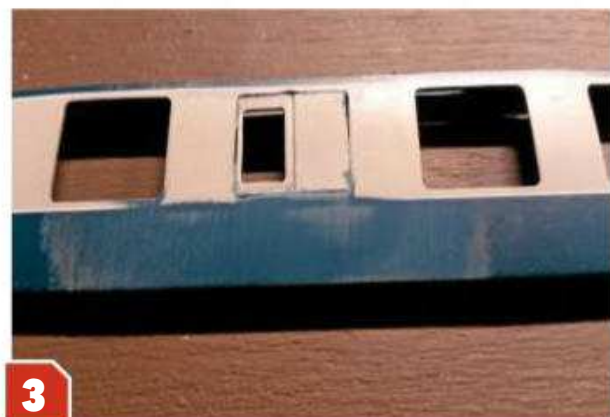
A Bachmann Mk 1 BSK was employed as a donor model. Unclip the roof and release the sides from the floor and ends to dismantle. Push out the glazing and set aside in a safe place.

2



All redundant apertures had a piece of plastic card fixed internally, with another layer of sheet styrene plugging the recess. Surplus hinges and handles were carved away.

3



A set of double doors was added to a former window, cutting part of the guard's double door and droplight from the opposite end of the carriage and slotting it into place. The door seams were added with a scribe.

4



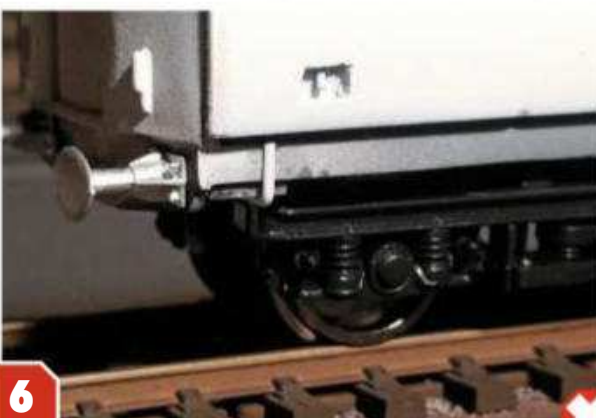
The bodyside grille was created with Evergreen embossed clapboard sheet, cut and shaped to fit snugly within the window aperture. Thin plastic strip created the vertical dividing bar.

5



The water tank recesses at the ends were marked and drilled with a 0.5mm bit before refining with files. Plastic card backing was added along with wire for the filler pipe.

6



Plastic rod was shaped around the solebar below the water tank filler recesses. The rod was secured to the frames, cut so as to form a close fit with the lower edges of the bodysides.

Paint it... orange

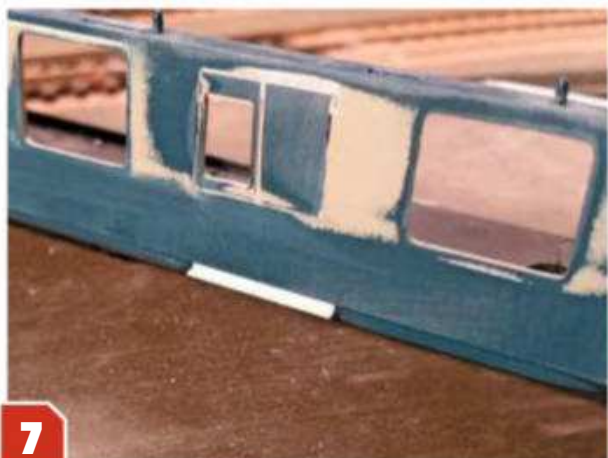
With the conversion work complete, the model was ready for repainting into CIÉ orange and black. The first stage involved coats of Halfords aerosol-based grey primer, which is great for revealing any surface imperfections. Once these had been addressed with filler and sanding, the bodyside was primed again, but this time with Halfords white primer.

The use of a white base coat is important, as it provides the perfect backing for the twin white stripes, as well as the vibrant orange colour scheme and CIÉ's distinctive fluorescent hazard colour applied to the gangway doors.

For the orange element, after much debating and testing, I settled for RAL 2011, mixed in an aerosol at my local car paint specialist. Humbrol black completed the livery, including the entire underframe.

After the paint had dried, masking was removed ready to be glossed. I used Phoenix Precision AV62 Gloss varnish, before applying Railtec Transfers. Everything was sealed with varnish again before weathering.





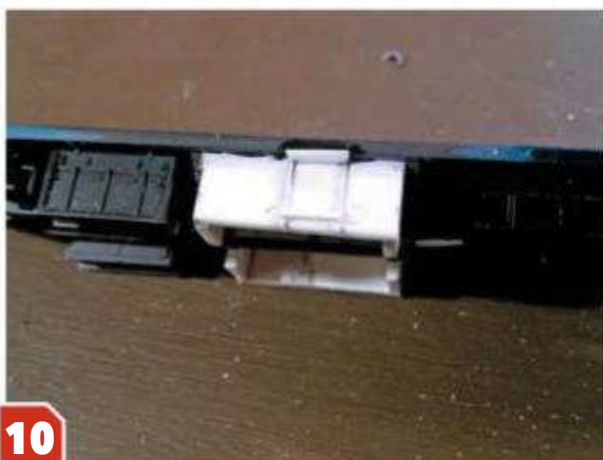
7 Having marked the redundant footsteps on the solebars, they were cut away with a stout knife and the surfaces tidied with files. New steps were added using plastic strip aligned with the revised doorway locations.



8 After priming the sides and addressing any imperfections, the door seams were scribed with a fine-tipped scribing tool and a straightedge. Etched door hinges and handles, from Shawplan, were then installed.



9 The roof panel was formed from 10thou plastic card, with part of the raised ribs removed to provide a flush surface. The vents were created from strips of plastic card and Evergreen round and square tube.



10 Looking underneath, one battery box needed to be removed. These simply push into place, so they should come out easily. I made a fuel tank out of thick plastic card, detailed with various bits of plastic strip.



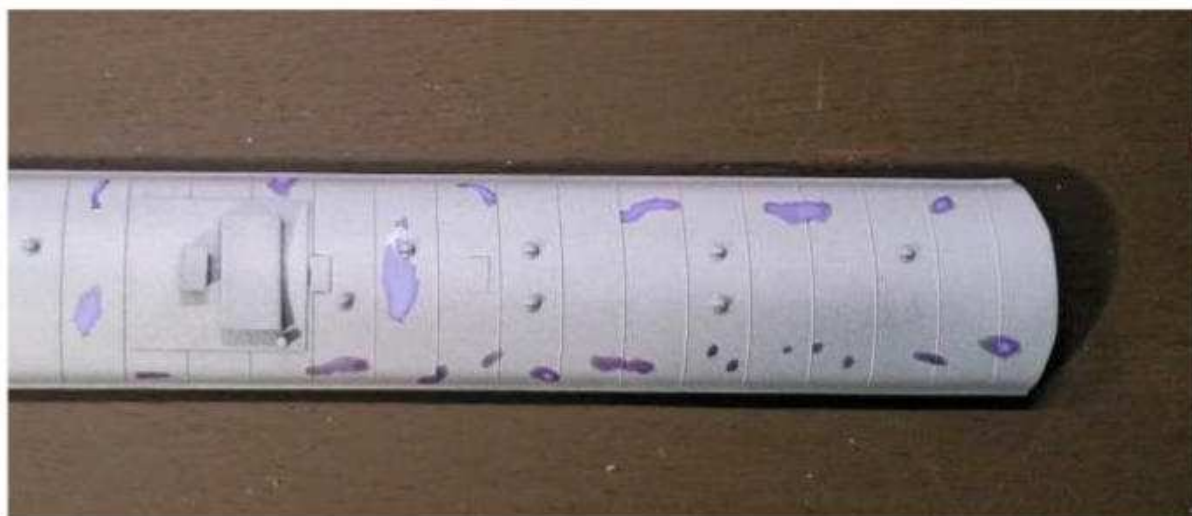
11 The fuel filler hatch was made by drilling a 1.6mm hole and then opened it up slightly with a 2mm drill bit, before the rod was inserted. Stiff wire was used for the fuel gauge and steps made from styrene 'L' angle and strip.

Weathering tips

The underframe and ends were weathered with RailMatch enamels (402 Frame Dirt and 403 Roof Dirt), plus a little Humbrol Metal Cote (27004). In order to produce a worn appearance to the bodywork, the bodysides were rubbed in light, vertical strokes with fine 1000-grit sanding sticks.

To add a careworn aspect to the roof, I sprayed it initially with a metallic silver to represent bare metal. Using photos as a guide, I covered the roof in 'random' patches of Humbrol Maskol. When this was dry, the roof was sprayed in RailMatch 261 Virgin Grey, which produces a more convincing appearance than pure black.

Once the dark grey coat had dried, I picked off the Maskol to reveal the silver. This created the impression of a peeling



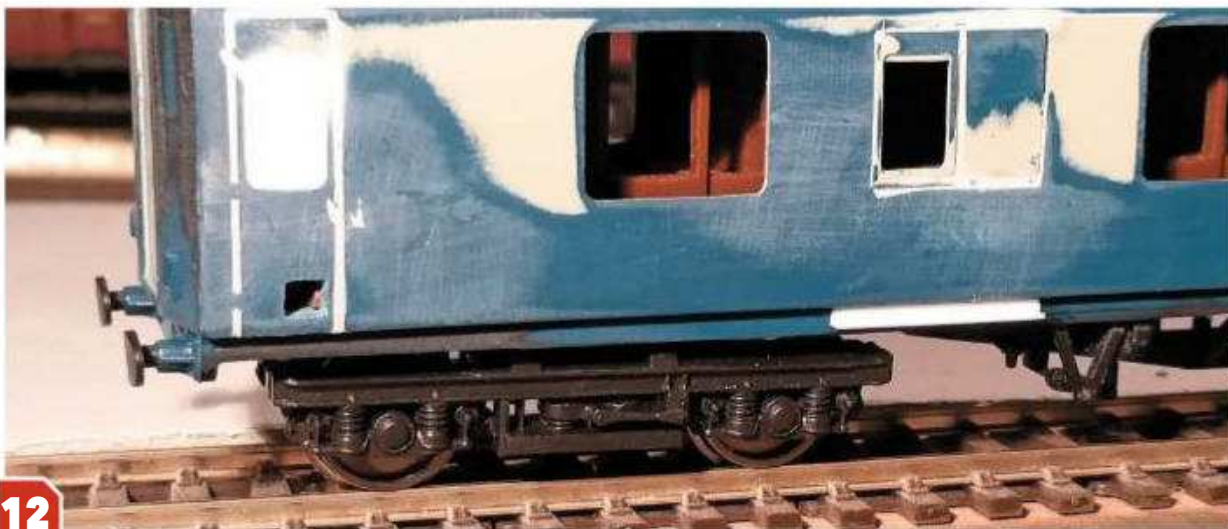
Mk 1 roof. The large roof exhaust panel was weathered with a mix of Humbrol weathering powders (Iron Oxide, Rust and Dark Earth), while the rest of the roof received an

overall dusting of Humbrol's Smoke weathering powder, with the odd streak of Rust/Dark Earth creating some tonal variation.





With a suitably care-worn appearance, Daryl's rendition of an ex-BR Mk 1 generator van is impressive.



12 Replica Railways' B5 bogies were fitted, after re-drilling the bogie pivot holes to 4.8mm diameter. A small amount of plastic had to be cut from the top until the bogie could be clipped into position.



13 Turning to the ends, the gangways were cut away and all raised details removed, bar the two lamp brackets. The small holes from the water pipes were filled in, along with any other blemishes.



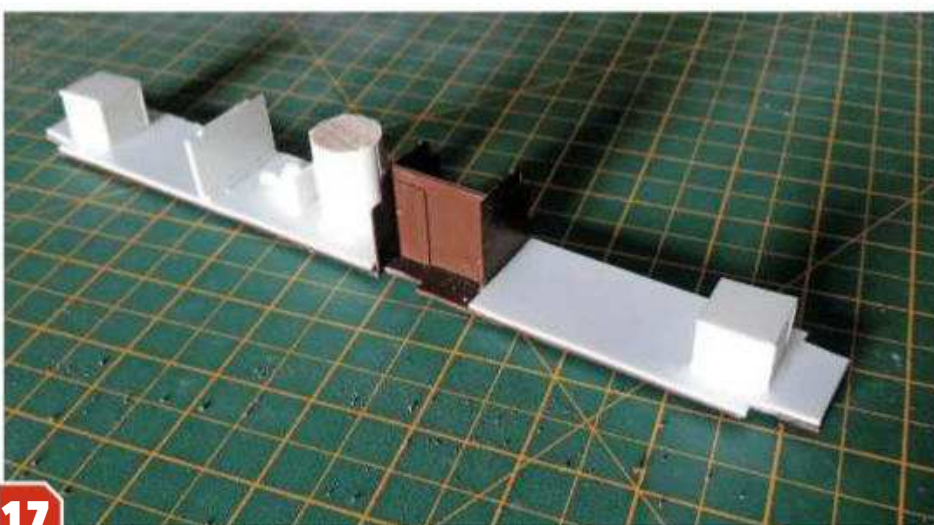
14 The buffers and moulded coupling hooks were also carved away. After priming and under-coating in white (see panel, page 41), Plastikote Fluorescent Red was applied with an aerosol.



15 Replacement LMS-pattern gangways were sourced from Comet Models (pack ECM2). These will be primed and painted before installing to the carriage ends with cyano glue.



16 A set of whitmetal BR Mk 1 extended buffers (also from Comet Models, pack C42) were installed. Coupling hooks were added (Cravens stock used screw couplings throughout).



17 Due to the open nature of the coach, I decided to create a basic interior. The guard's compartment was retained but everything else was removed. A new floor was formed from plastic sheet, and two water tanks fabricated.



18 The boiler is wooden dowel wrapped in thin plastic sheet, while the diesel generator is a 3D print from Shapeways. The interior was primed and painted before being installed in the finished coach.



HOW TO

BUILD A CUSTOM PLATFORM

Peter Marriott shows you how to make a custom platform, for when off-the-shelf or kit ones just won't do.

The station will usually form the centrepiece of a layout, but one of the most problematic areas is the platform. Most kits or plastic and resin sections are modular, which can force you to make compromises on your layout. If you need your layout to be a certain way, then you'll need a custom platform to suit.

Thankfully, making your own platform is really simple. Traditionally, you might have used card and embossed plastic sheet. But Redutex self-adhesive textured sheets make the job even easier!



The heart of a custom platform is Daler Rowney Museum Mountboard, which is 2.2mm thick, comes in a range of colours and is available from many high street arts and crafts stores, such as Hobbycraft.

Making a custom platform is a straightforward and hugely satisfying process. I built mine for a 'OO' gauge layout, but the beauty of the technique is that it can be transferred into any scale.

Buying Redutex



Redutex sheets come in many textures and colours and are available in the three main modelling scales.

Availability: DCC Supplies **Tel:** 01905 621999 **Web:** www.dccsupplies.com

What you will need

TOOLS NEEDED

- ◆ Steel rule
- ◆ Sharp pencil
- ◆ Sharp craft knife with fresh blades
- ◆ Self-healing cutting mat
- ◆ Fine-grade sanding sticks, files or sandpaper
- ◆ Selection of paintbrushes
- ◆ Masking tape

Platform planning essentials

1 Make sure you gauge the height of your platform against your coaches. Remember that passengers usually step up a little to get into the carriage – but not too much! Most ‘OO’ gauge platforms are around 12mm high – but older stations sometimes have lower platforms.

2 Always test clearances with your longest and widest items of rolling stock before you glue your station in place. There is nothing more annoying than watching your trains strike a platform edge every time you run them.



Peter's completed custom platform. Can you tell that he didn't buy it?

Platform inspiration



Stroud's platforms comprise modern paving slabs with engineer's blue brick 'walls'.
CONVERY FLOWERS/ALAMY



Not all platforms are the same height. Those at Forsinard, on the Far North line, are so low that plastic steps are provided to bridge the gap.
VINCENT LOWE/ALAMY



A typical modern platform, this time at Peterborough. Tactile paving separates the coping stones and the asphalt.
KEITH DOUGLAS/ALAMY



Preserved railways feature a wealth of platform surfaces, from slabs to small setts, like those at Sheringham on the North Norfolk Railway.
KEITH MINDHAM/ALAMY



Corfe Castle's platform 'walls' are made from dressed stone, topped by layers of brick. There's also minimal overhang of the coping stones.
STUART C. CLARKE/ALAMY

STEP BY STEP



1 Stick paper together to make an area larger than the platform and press it onto the rails where the platform will go. The rails will make indentations, forming your template.



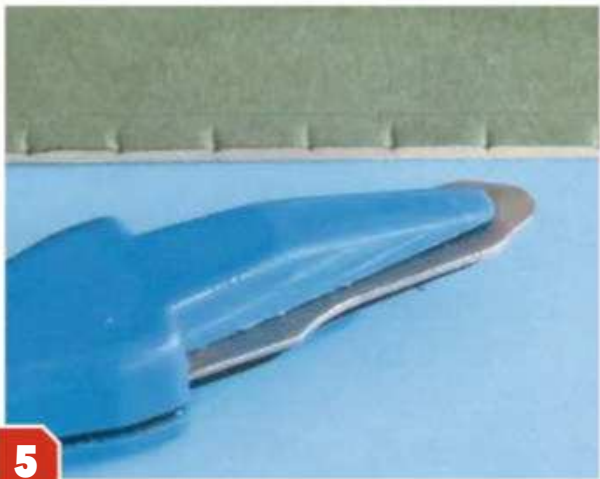
2 Cut out the template and transfer it to a piece of mounting card. Use a fresh blade to carefully cut the mounting card. Work slowly, making several passes with the blade.



3 Remember to make the platform surface slightly smaller than the template because a gap is needed between train and edge. Test it thoroughly, cutting away problem areas.

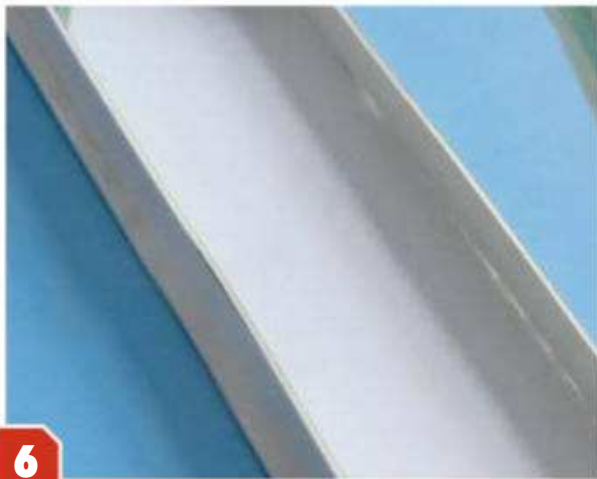


4 The Rapesco Remover might be designed for removing staples from paper but it also doubles as a useful scribing tool. You can buy them from Amazon for a few pounds.



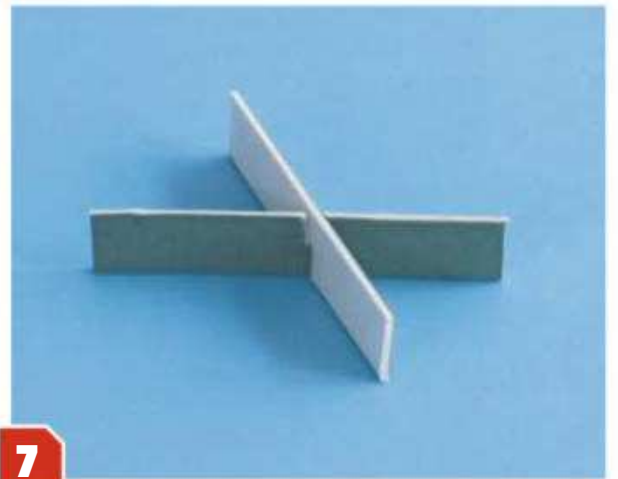
5

Use the staple remover to form the line of coping or edging stones. Press the remover at consistent spaces to form the individual stones.



6

Record the height of your platform, taking away 2mm for the thickness of surface. Cut strips of card to that measure to form the platform walls. Glue in place.



7

Cut some shorter strips of card to the same thickness. By carefully cutting slots into them, you'll be able to arrange them into a cross shape.



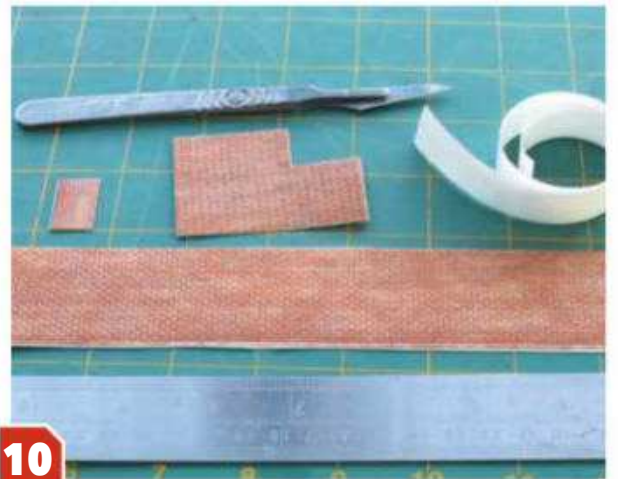
8

The crosses form the supports for your platform. Use Woodland Scenics Scenic Glue to fix them at regular distances along the underside of the platform surface.



9

Use Woodland Scenics Earth Colour White to paint the platform edging. When dry, mask them and then paint the main surface. I went for grey to mimic an asphalt surface.



10

Redutex sheets come in a range of finishes. I chose brick for my platform. Cut the sheets with a sharp blade and steel ruler.



11

The beauty of Redutex: peel the backing away with the tip of a sharp blade and press it onto the platform wall. Work carefully and in short sections to avoid creases.



12

Tidy any rough edges with fine grit abrasives, touching up any paint where necessary. When dry, use a thin coat of Humbrol Black Wash to tone down the white paint.



13

You can now detail your platform. In this view is a white metal platform lamp from my spares box, Noch figure and Artitec bicycle. Don't forget station signs, benches, buildings and so forth.

Olivia's Trains of Sheffield

'OO' Gauge UK DCC
Sound Specialists.



25a Mansfield Rd,
Intake, S12 2AE

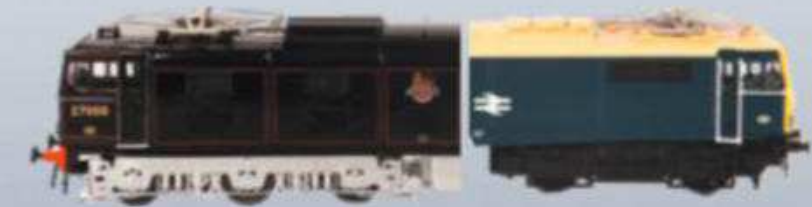
Extensive UK sound library utilising the Loksound decoders.

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Heljan Class 58's Available Now.

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



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HOW TO

PERSONALISE RESIN BUILDINGS

Dave Lowery is impressed with Bachmann's Scenecraft buildings, but they're not so great if you see them on everyone's layout. Here's how to add a personal touch.

It's been a long time since I had much to do with 'OO' gauge buildings. I think the last time I dabbled with them was when I built some Superquick card kits while on holiday at my gran's.

So, imagine my delight when I received these resin, 'ready-to-plant' buildings from the Bachmann Scenecraft range... wow! Beautifully detailed, well-painted buildings



that capture the atmosphere of railway structures I was after, and so many to choose from - things have moved on from the days of Superquick!

Take your building from the box and place it on the layout. Job done? Well, the

only problem is that many other people are doing the same thing.

The beauty of these buildings is that they're really easy to modify. Here are a few simple tweaks to bring some individuality to your buildings, to make yours unique to your layout. Not only that, it'll spur you on to do more with buildings. You'll be scratchbuilding before you know it...



Above: Even pre-fabricated buildings can look well-worn after a few years in use, and the look is easy to replicate in model form.

What you will need

SHOPPING LIST

- ◆ RailMatch 406 Sleeper Grime enamel, £3.30; 409 Gloss Varnish, £3.30 Availability: Howes Models Tel: 01865 848000 Web: www.howesmodels.co.uk
- ◆ Woodland Scenics WFP178 Poly Fiber, £4.00; WT64 Medium Green Coarse Turf, £4.00; WF51 Light Green Foliage, £5.75 Availability: Bachmann stockists

TOOLS NEEDED

- ◆ Tweezers
- ◆ Sharp scissors
- ◆ Extra hold hairspray
- ◆ Paintbrushes
- ◆ PVA glue

STEP BY STEP

1

Our starting point: a Bachmann Scenecraft Rendered Prefab Building (44-0094) fresh from the box. Here's how to give it some individuality.



2

Use RailMatch Sleeper Grime to give the roof a light wash of dirt. Mix it with thinners in a pot to create a wash and apply it in patches to the roof.



3

Using the same thinned wash, work along the sides of the building, about half an inch up from the base. It's a wash of dirt so use it sparingly and make it uneven.



4

Spread dilute PVA glue around one corner and position some pieces of cotton to represent the stems of a climbing plant. Allow to dry for a few minutes.



5

Use tweezers to dip small clumps of Woodland Scenics foliage in PVA and place on to the cotton stems. How much will depend on the season you're modelling.



6

Fix some Woodland Scenics Poly Fiber to another corner with more dilute PVA. Cover the glazing and then spray the Poly Fiber with cheap hairspray.



7

Tap the pack of foliage material from the Woodland Scenics range to represent a bush. I've gone for light green but there are many colours to choose from.



8

Think about adding little details. I glued a piece of card over one of the windows to represent a hastily boarded-up window. The result of a break-in perhaps? Shock horror!





HOW TO

TWEAK YOUR LOCOMOTIVES

Chris Gadsby offers some simple tweaks you can make to individualise your fleet.

Only a very fortunate modeller can go through his or her entire life being able to buy everything exactly how they want it off the shelf. For everybody else, some form of

modification to the models will be necessary. Understandably, some approach this with trepidation. "I've spent a lot of money on this model - I don't want to risk ruining it" is a common phrase, and I've uttered those

exact words on numerous occasions. But after reassurance from George, and his advice to practise on spare models first, I decided to dive in with a couple of projects that would make two locomotives perfect for my layout.

Project 1 - Renumber a locomotive



Generally speaking, I'm not one to hanker for a particular running number. As long as it's the class I want, in the livery I want, then I'm happy. However, there are a couple of honourable exceptions, particularly Gresley 'B17' No. 61666, named after two-time European champions Nottingham Forest.

Sadly, Hornby hasn't yet offered one of its new 'B17s' with that name, choosing instead, No. 61665 *Leicester City*.

Creating my favourite 'B17' is a really easy process thanks to Olivia's Trains re-naming/renumbering packs. Suitably armed, complete with a 'B17' from Rails of Sheffield, I set about turning a 'Footballer' into the team for me.

To complete the renumbering, this is what I used: ordinary vehicle T-Cut, clear and matt varnishes, plenty of cotton buds, a cocktail stick, tweezers and a paintbrush. Make sure you have a bin close by so you have somewhere to throw the used cotton buds.



STEP BY STEP

PROJECT 1



1

Disconnect the tender from the locomotive, as you won't need it for this task and it will only get in the way. Put it to one side, making sure that you keep the screw safe. I'll be making further modifications to the tender at a later date.

What you will need

SHOPPING LIST

- ◆ Hornby R3523 'B17'
Leicester City Price: £124.50
Availability: www.railsofsheffield.com
- ◆ Olivia's 'B17/6' Footballer renaming pack £8.50
Availability: www.oliviastrains.com

TOOLS NEEDED

- ◆ Cotton buds ◆ Tweezers
- ◆ Gloss varnish ◆ Matt varnish
- ◆ T-Cut ◆ Paintbrush



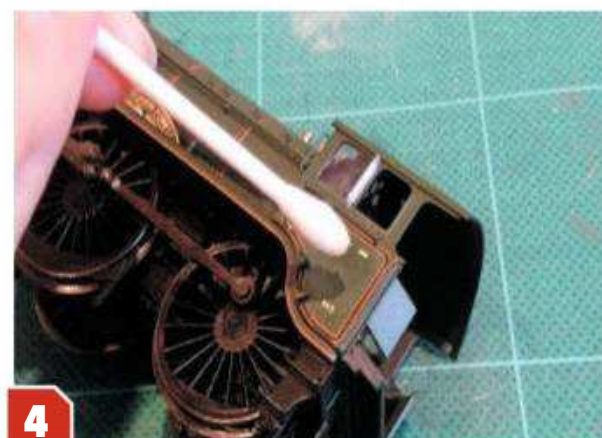
2

The renaming/renumbering pack from Olivia's Trains contains waterslide decals for the numbers but self-adhesive stickers for the nameplate. These are easy to stick over the top of the existing nameplates, using tweezers.



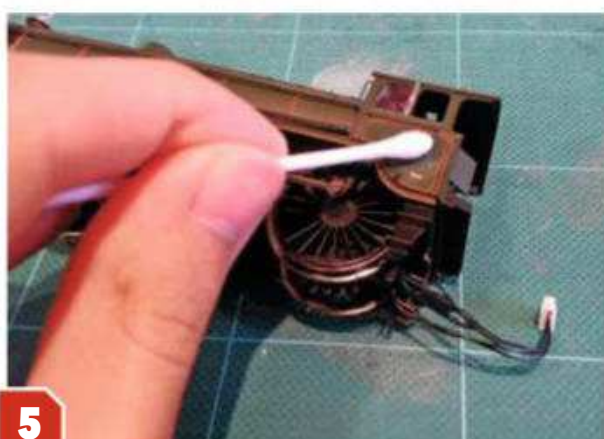
3

Dip the cotton bud in the T-Cut. You may want to decant some T-Cut into a dish, but as my bottle was virtually full the cotton bud would reach it from the neck. Don't smother it in T-Cut or you will have more to wipe away.



4

Rub the cotton bud over the numbers, changing buds regularly. You'll need to apply some force, but be careful - if you use too much you'll start to take the green paint off as well. Removing the numbers takes about five minutes.



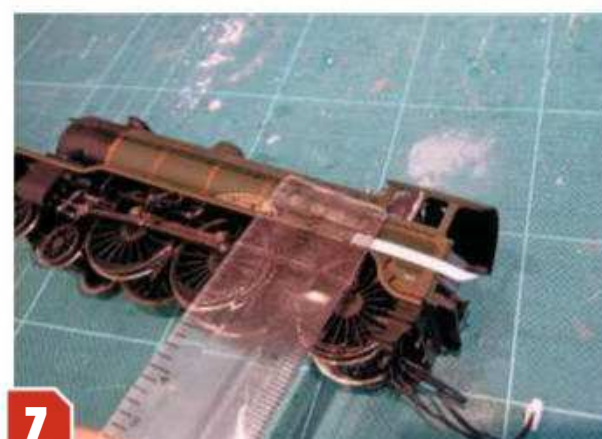
5

When the numbers are gone, use a clean bud to wipe away any excess T-Cut. Be thorough about this - any excess will cause bubbles and it will continue to dissolve the paint if you leave it.



6

When all the T-Cut has been removed, apply a very thin coat of gloss varnish to the cab side. This will give the decals a better surface to stick to when you apply the new numbers. The area is very small - you'll only need a tiny amount.



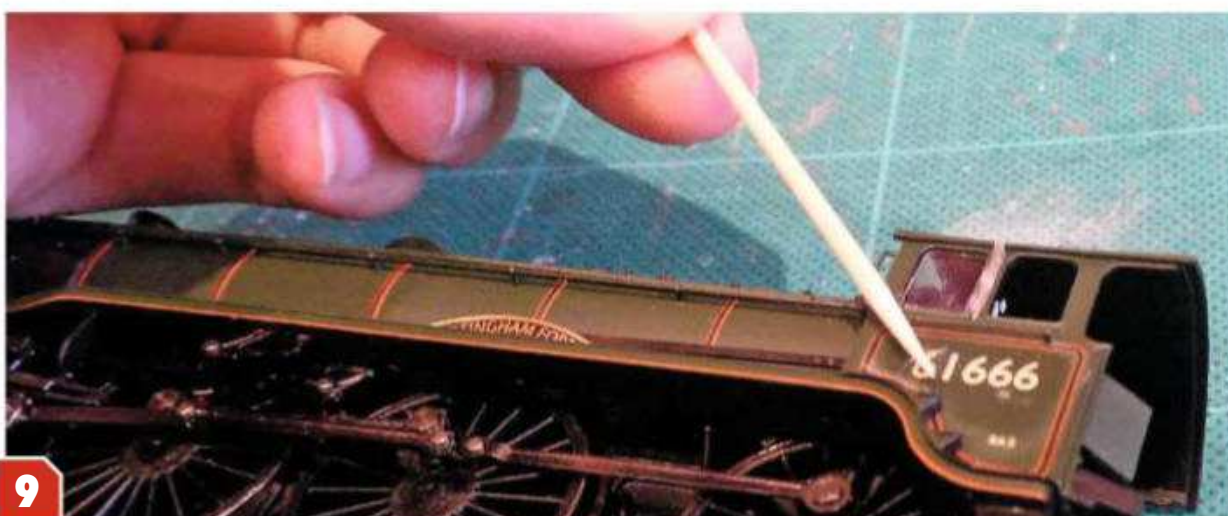
7

Apply tape to the model to act as a straight-edged guide for the bottom of the numbers. You could do it by eye, but for a real belt-and-braces approach I used a ruler to ensure there was the same gap to the lining at both ends.



8

Cut the decal out and place it in tepid water until it begins to come away from the backing. Be careful - it's quicker than you might think and there's no margin for error. Once it begins to come away, remove it quickly.



9

With tweezers on the backing, use a cocktail stick to slide the decal into place and smooth out any air pockets. Remove the masking tape and, once dry, cover with a matt varnish to seal in the decals.

Project 2 - Adding sound to a Hornby RailRoad model

00
GAUGE

1
hrs



I wasn't bothered about having DCC sound on my layout until I bought a layout that came with DCC pre-installed and a DCC-fitted model. Now everything has to have it!

New steam locomotive releases are quite easy to convert to DCC sound as there is plenty of space in the tender, but for my Hornby RailRoad locomotive this was going to be more difficult. The decoder is situated in the locomotive body where there is barely enough room for the circuit board, let alone the speaker.

Sound can be expensive but, thankfully, Hornby has introduced its TTS range of decoders. I bought a TTS A1/A3 sound decoder for my RailRoad *Flying Scotsman*. but it sat in its box for quite a while until I plucked up the courage to install it!

This was actually quite straightforward and not as scary as I thought it might be - it only required the extension of two wires.

One area where I came unstuck was making the wires between the locomotive and the tender long enough. Initially I hadn't left enough slack, which meant that the wire would go taut around right-hand bends and would cause derailments. This was also a simple fix after the conversion.

What you will need

SHOPPING LIST

- ◆ Hornby R3086 *Flying Scotsman*
Price: £110.99
- ◆ Hornby R8106 A1/A3 TTS Sound Decoder Price: £42.99

TOOLS NEEDED

- ◆ Screwdriver
- ◆ Wire strippers
- ◆ Wire cutters
- ◆ Soldering iron
- ◆ Solder
- ◆ Insulated wire

STEP
BY
STEP

PROJECT 2



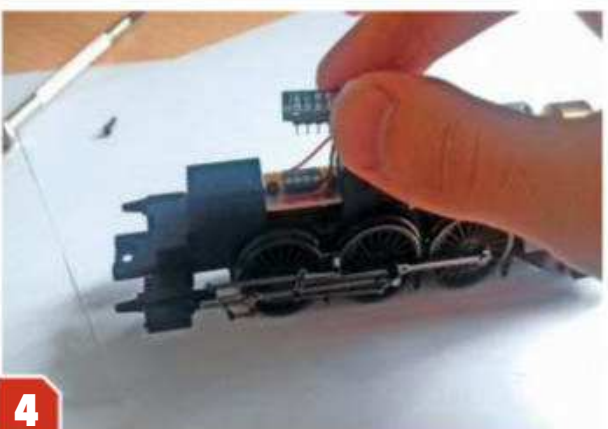
1 Here's the locomotive before I did anything with it. If all goes to plan, the only difference you'll see when the conversion is finished is two black wires that connect the locomotive to the tender.



2 Take the body off the locomotive. The front bogie must be detached first and there is only a very small amount of space in which to fit the screwdriver head. Keep the screws safe! Once they're out, lift off the body.



3 With the body removed, the extent of the problem is clear. The motor housing and wires already sit against the roof of the locomotive, and while there is a little space above the decoder blanking socket, there isn't enough for the PCB and the speaker.



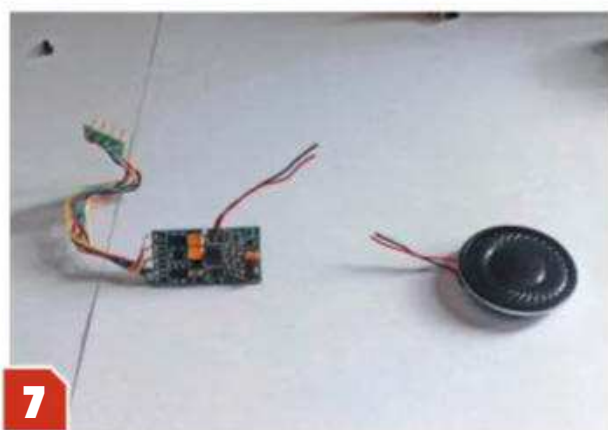
4 Remove the blanking socket and insert the DCC sound socket to test it, ensuring that the orange wire lines up with Pin 1. There is a small number '1' on the decoder and also one on the housing to help you get it the right way round.



5 I found it easier to remove all the bodywork first and put it to one side so that it wasn't in my way. The tender only has one screw which can be removed with a long thin screwdriver. The body will then come off to reveal the weights.

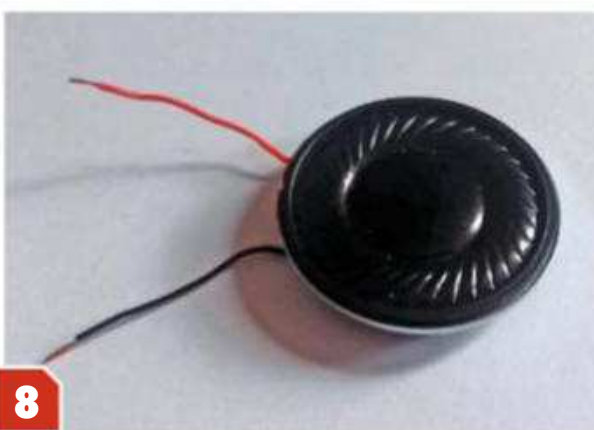


6 The top weight has a sticky pad on it, very similar to double-sided tape. You can add extra adhesive if you want but this will suffice. Leave the weights in the tender, as the extra weight will allow for better running.



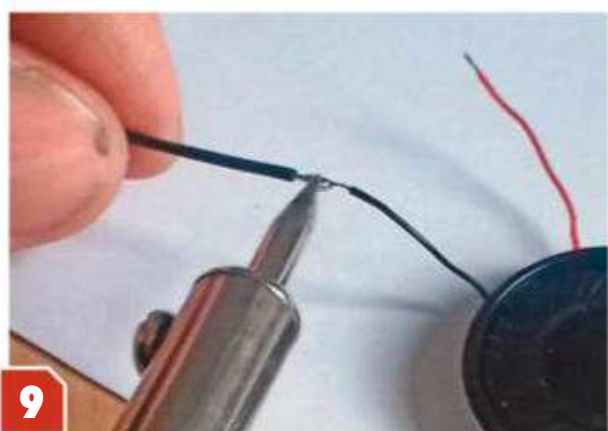
7

Cut the wires between the PCB and the speaker. Here, I've taken the speaker out of its case to make it easier to work with. Cutting the wires in the middle, rather than unsoldering the joints, will reduce the risk of any damage.



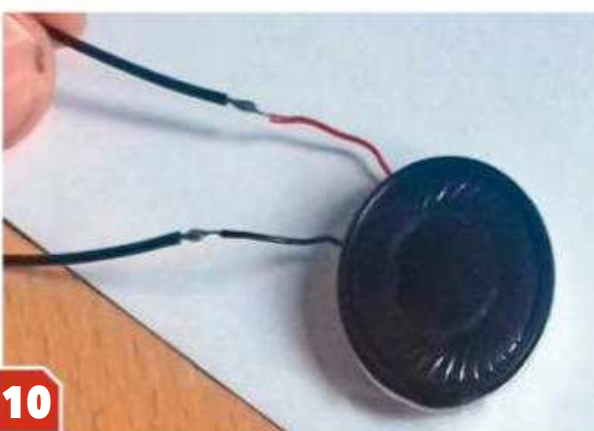
8

Using wire strippers, take about 5mm off the ends of the wires that you are going to solder. The wire is thin so some of the insulation may melt as you apply the heat from the soldering iron, but don't worry.



9

You will need extra wire to extend the length between the PCB and the speaker. Make sure you cut extra to ensure you have enough for the gap. You can always put the excess in the space in the tender. Solder the two wires together.



10

With both wires soldered you will need to insulate them to avoid a short circuit. You can either wrap them in insulation tape or feed heat shrink along from the other end of the wire. Ensure first that your solder joints are sound.



11

With the solder joints in place you can feed heat shrink around the wire and use the side of the soldering iron to heat it, allowing it to shrink around the joint. Do this for both sides and allow it to set.



12

If your heat shrink is too big (as mine was) then bring the two wires together and put another layer over the top of that so it doesn't slip. Ideally you should use the correct size - it will give you more options when fitting the speaker.



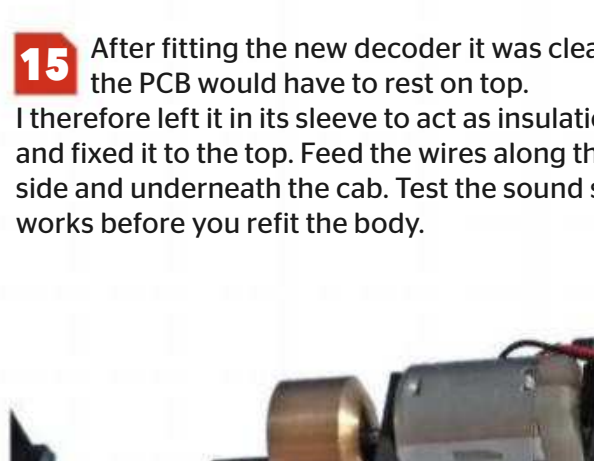
13

It is vital that you feed the wires through the hole in the tender before soldering them to the PCB. If you don't you won't be able to get the speaker inside the tender! Peel off the backing from the pad and fix the speaker in place.



14

At this point I fixed the body back on the tender. As you can see, there is no difference to the body itself apart from the two wires coming out of the bottom. This goes through the hole that would be filled with the connecting plug on a DCC-fitted model.



15

After fitting the new decoder it was clear the PCB would have to rest on top. I therefore left it in its sleeve to act as insulation and fixed it to the top. Feed the wires along the side and underneath the cab. Test the sound still works before you refit the body.



16

Box conversion

A conversion such as this means that the tender will now be permanently fixed to the locomotive and you won't be able to take them apart again without cutting the wires. This will leave the footplate quite inaccessible, so make sure that you have done everything you want to do with it before you carry out the conversion.

This will also mean that the locomotive and tender will no longer fit in the box snugly, and you will have to cut away some of the polystyrene in order to get the model back into the box. This will leave the tender slightly loose in the box and you may want to use some of the material you previously cut away to pack around it.



MASTERCLASS

Looking at locomotives in detail

'20s' on the Underground

Pip Dunn takes a look at the veteran diesels that have found regular use on London Underground.

The first English Electric Type 1 Bo-Bos – better known as Class 20 – were delivered to British Railways in 1957 and, by rights, this 60-year-old design really shouldn't be working regular freight trains on the national network. But it is.

Most BR classes had their usual territories and it's only after they've been withdrawn from front-line service – or since privatisation – that they've appeared in far-flung places, some way away from their traditional stamping grounds. The Class 20 is no exception.

Enthusiasts will have fond memories of watching pairs of '20s' hard at work on coal trains throughout the Midlands and Yorkshire, or taking trips to the seaside behind them on summer Saturdays. After being replaced in frontline service, nuclear flask and weedkilling duties have led to Class 20s appearing all over the country.

One place where the Class 20 has found favour is on London Underground. This link was sealed on April 29 2018 when 20227, resplendent in London Transport maroon, was named *Sherlock Holmes*, in honour of Metropolitan Railway electric No. 8, by Sir Peter Hendy.

Specials and naming aside, seeing Class 20s on the Underground has been a weekly occurrence since 2009. The reason why is that this seemingly primitive design has some redeeming factors over newer locomotives, and one of those is weight.

There hasn't been a new Bo-Bo on the network with a low axle weight for many years. The new Class 68s and 88s are RA7 whereas the trusty '20' is RA5 (Route Availability 5, axle weight of less than 19 tons). Despite this, there are some routes where lighter locomotives are a must as heavier Class 60s, 66s, 67s and 70s are just that – too heavy.

It's claimed that the order for LU's 191 S-Stock EMUs – worth approximately £1.5bn – was the biggest new train contract ever offered in Britain. It was won by Bombardier and, subsequently, GB Railfreight was contracted to move the new trains from Derby Litchurch Lane works to LUL's Neasden depot, via the Asfordby test track, near Melton Mowbray. The first S-Stock was ready for delivery in 2009.

There's a bridge just outside Neasden with a severe weight restriction. It precludes the use of, say, a Class 66. With nearly 200 new trains to move, GBRf had only one option – to run the trains with Class 20s. GBRf could have run the trains with '66s', swapping to '20s' for the last few miles, but GBRf decided to use '20' power throughout. However it didn't own any, so it hired, on a short-term deal, 20142 and 20189 from locomotive owner Michael Owen, the Class 20 Society's 20227 and Harry Needle Railroad Company's (HNRC) 20901 and 20905.

It's somewhat ironic that Direct Rail Services (DRS) started out using Class 20s,



which it had fully refurbished at Brush Traction in 1995. Twenty-five years on, and DRS is now using ultra-modern Bo-Bos, the Class 68 and Class 88.

GBRf signed a longer term hire deal with DRS to use some of those Brush Class 20/3s – 20301/302/304/305 had major exams and were fitted with trip-cocks, while a fifth, 20308, was retained as a spare.

The S-Stock delivery trains were a sight to behold. The seven or eight-car 'S7' or

Where else could you find a Class 20 coupled to a four-wheel wooden-bodied coach of 1892 vintage and running on the main line other than on the Underground? 20189, in London bus red livery, passes Chorleywood with an Amersham-Harrow-on-the-Hill working on May 26 2013, during the 'Steam on the Met' special that celebrated the Metropolitan Railway's 150th anniversary. PATRICK NAIRNE/ALAMY

Old and new on the Underground: a Metropolitan Line train of S-Stock has been held at a red signal alongside four Class 20s, led by DRS 20302, returning to Derby, on March 1 2012. The '20s' have received a green light first, treating LUL customers to the aural and visual delights of the English Electric 8SVT engines under acceleration! JUSTIN BAILEY



'S8' LUL trains were sandwiched between KBA translator wagons, ex-TEA bogie tank wagons with an S-Stock coupler at one end, topped and tailed by pairs of Class 20s.

These trains occasionally ran with single '20s' on each end. In this case, pairs of Network Rail MLA 'Falcons' bogie wagons were inserted into the train, so the formation became '20', MLA, MLA, KBA, S-Stock, KBA, MLA, MLA, '20'.

The S-Stock is designed for LUL's 'sub-surface' lines but that makes it out-of-gauge for some Network Rail routes. Therefore, the delivery trains run under 'X' headcodes, to advise signallers that diverting the train off its booked route is not advised and could cause issues if done so. They're also limited to 35mph.

The trains were due to run weekly, so set paths were put in the working timetable.

A rather chilly Sir Peter Hendy has just unveiled 20227's new name at Quainton Road station on April 29. The *Sherlock Holmes* nameplates are based on those carried by Metropolitan Railway No. 8, after it was renamed in 1953. It's also why 20227 has the number 8 on the side. STEFANIE FOSTER/RAIL



The schedule was the train was due to leave Asfordby at 1142 and arrive at Amersham at 0045, so this was never a fast train!

It quickly became apparent that the new S-Stock needed some major modification, so much so that all 192 trains would have to return to Derby. This made the whole

contract a triangular operation – Derby to Asfordby, Asfordby to Neasden and Neasden back to Derby – which made better use of the resources.

The trains typically ran southbound on Wednesday and returned on a Thursday and, initially, the '20s' would return light ➤



to Peterborough – sometimes without the barrier vehicles which would be left at Asfordby or Derby – for maintenance.

There were some issues with the DRS '20/3s' including periods when availability was particularly poor and so the contract switched to HNRC in 2012.

HNRC prepared eight '20s' – 20096/107/20118/132/20311/314/901/905 – in order to improve availability and reliability of these vintage machines. After all, a round trip is over 400 miles.

That bridge outside Neasden has since been upgraded and Class 66s could work the trains throughout. However, the '20s' have remained for two reasons. Firstly, the hire contract was already signed and, secondly, it would employ two '66s' at a time when GBRf's fleet was stretched.

The relationship between the Class 20 and LUL dates back to 1993 when several were hired for working infrastructure trains on the Metropolitan Line. BR loaned 20007, 20092 and 20169 while D8110 and 20227 were hired from the South Devon Railway and Class 20 Locomotive Society respectively.

This work finished in 1994 but 20227 became a regular visitor to LUL metals as it was hired on an *ad hoc* basis for working the popular 'Steam on the Met' specials, as well as route-learning trips with the LUL's '4-TC'



20142 and 20227 show off their smart London Transport maroon liveries at the Midland Railway – Butterley on April 8 2017. 20142's livery is slightly different: it has Metropolitan Railway crests in place of the LT roundel and number 8. Both use their four-character headcode blinds when hauling S-Stock: 20142 shows '1K73' and 20189 usually displays '0Z20'. ACORN 1/ALAMY

set. This arrangement culminated in 20227 being repainted in Metropolitan Railway maroon in 2000. Although inspired by the old Met electrics, 20227 received a crest on the nose end doors but full yellow ends and a red solebar. It also gained the name *Sir John Betjeman*, after the famous

Metropolitan Railway-loving poet.

London Underground embarked on an extensive series of specials in 2013 to mark the 150th anniversary of the opening of the Metropolitan Railway. Most people's attention was focused on Metropolitan Railway 0-4-4T No. 1's return to the

DID YOU KNOW?

20096 sported a black panel between its nose windows as a mark of respect for its former owner, Trevor Dean, who passed away in 2011.

The Class 20 Society's 20205 has also appeared on the Underground. It powers away from Amersham on September 9 2017 with a 'Vintage Summer Steam' service to Harrow-on-the-Hill. Bringing up the rear is 20142 in LT maroon, WR '94XX' No. 9466 and Metropolitan Railway O-4-4T No. 1. The yellow panel on the bogie hides the trip-cock gear. JASON CROSS

The west London suburbs echo to the sound of four Class 20s. Since 2014, the '20s' have been painted to run in pairs: in this case 20901/905 are in GBRf blue and 20311/314 are in HNRC orange. The pairs usually run coupled nose to nose but, occasionally, they have been nose to cab. JAMES WISE

tunnels under London in January, but the summer's 'Steam on the Met' trips between Amersham and Harrow brought Class 20s back to LUL with a vengeance... and in some rather unusual liveries.

20227's was arguably the most eye-catching. It received a colour scheme based on current LUL practice: white bodysides with red cabs and a blue solebar and small yellow panels.

To provide cover for the steam specials, Michael Owen's 20142 and 20189 returned to the Underground. 20189 was repainted into what was meant to be London Transport red, but a communication breakdown meant that it actually appeared in London *bus* red!

Owen's pair were painted into Balfour Beatty blue and white for contract work but, when this was cut short, 20189 reverted to full BR blue in 2016, after running in a temporary scheme – BR blue but with Balfour Beatty grey roofs and solebars.

20142, meanwhile, received full London Transport maroon livery and has since gained the *Sir John Betjeman* name from 20227 because this, of course, gained its new name on April 29.

20227, 20189 and 20142 have made regular appearances on the London Underground in recent years, providing cover as needed for steam specials.

When not on LUL, 20227 calls the Midland Railway – Butterley home, although it's currently on hire to the North Norfolk Railway to work its Sheringham-Cromer dining trains.

Butterley is also home to 20142 and 20189, although at the time of writing both were on hire to the North Yorkshire Moors Railway as steam had been banned due to the exceptionally hot weather. The pair, thanks to their main line registration, have been covering NYMR trains to Whitby as well as working between Pickering and Grosmont.

LUL, meanwhile, has received all 191 S-Stock units, but deliveries of modified units is due to last until May 2019. It's truly remarkable that Class 20s are still in front line use in 2018, but the railway is arguably all the better for it!

What happens to HNRC's Class 20s afterwards remains to be seen. But with more steam specials in the pipeline, the distinctive sound of the '20' looks set to continue on LUL for some time to come. 

'20' trip-cocks

London Underground's signalling system includes trip arms by signals. When the signal is at danger, the arm is raised. Should a train pass a signal at danger, the arm strikes its trip-cock, automatically applying the brakes.

All trains that use Underground metals require trip-cocks and the Class 20s are no exception. These are fitted to one side of the front axle of the leading bogie of each locomotive and are easily identified by a rectangular metal plate. This was painted yellow on some locomotives, while the DRS '20s' have just a yellow band painted on them. The plate had a hose and pipe arrangement behind, which led up the side of the bogie.

20096/107/901/905 had to lose their snowploughs in exchange for trip-cocks. 20118/132 were reunited with their 'ploughs' when they were used by GBRf for snow clearing, but lost them again when they returned to S-Stock duties.



HOW TO

CREATE YOUR OWN 20227

Dave Lowery created this 'OO' gauge version of 20227 *Sherlock Holmes* in its new London Transport maroon livery using a Bachmann model. Make sure you find one with headcode panels.

Phoenix Precision P891 Metropolitan Railway Loco
Maroon, £3.50 Availability: Phoenix Precision
Tel: 01268 730549 Web: www.phoenix-paints.co.uk



Precision Labels
decals and
etched name
and 'shed'
plates for both
20227 and
20142, £22.50
Availability:
Precision Labels
Tel: 07800
744170
Web: www.precisionlabels.com

RailMatch 419 Matt Black, £3.30
Availability: Howes Models Tel: 01865 848000
Web: www.howesmodels.co.uk

Win
20227
Sherlock
Holmes

Want to win the 'OO' gauge Class 20 20227 *Sherlock Holmes* that Dave has created?

Go to www.model-rail.co.uk/253-win and answer the following question:

Q: Which company built Metropolitan Railway Bo-Bo electric No. 8 *Sherlock Holmes*?

A Brush **B** British Thomson-Houston **C** Metropolitan-Vickers

Don't have the internet? Send your answer, plus contact details, to 20227 Competition, *Model Rail*, Media House, Peterborough Business Park,

Lynchwood, Peterborough PE2 6EA. For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html Closing date is October 28 2018.

20227 SHERLOCK HOLMES IN DETAIL



S-Stock Class 20 liveries

Initial trains

- **20301:** Plain DRS blue, without branding
- **20302:** Plain DRS blue, without branding
- **20304:** Plain DRS blue, without branding
- **20305:** Plain DRS blue, without branding



MATT CLARKE

The DRS years

- **20142:** BR blue
- **20189:** BR green, yellow warning panels
- **20227:** Railfreight 'red stripe'
- **20901:** Trainload grey (no branding)
- **20905:** Trainload grey (no branding)



MATT CLARKE

HNRC, 2012 onwards

- **20118 Saltburn-by-the-Sea:** Railfreight 'red stripe'
- **20132 Barrow Hill Depot:** Railfreight 'red stripe'



DARREN WETHERALL

- **20096 Ian Goddard:** BR blue
- **20107:** BR blue



PAUL BIGGS

- **20311:** HNRC orange/black
- **20314:** HNRC orange/black



PAUL BIGGS

- **20901:** GBRf orange/blue
- **20905:** GBRf orange/blue



PETER FOSTER



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Acceptance happens only when we have simulated more than 100 years constant operations on a very, very busy club layout.

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Cobalt-S Levers

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

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

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

Cobalt-S levers are the best there are!

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

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

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

Economical as each control output handles 2!



Unearthly pleasures

Steam locomotives running on one of Saturn's moons? A Victorian diorama that features Martian tripods? **Laurie Calvert's** creations are certainly out of this world.

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



'Cato Pass'

W

e are used to seeing British outline layouts. We've featured layouts showing the railways of Europe, even North America. But Laurie Calvert's 'Cato Pass' is, quite literally, out of this world.

A fierce battle is taking place as a race of aliens with exoskeletons tries to infiltrate a missile silo, built by human steampunks, deep within Saturn's sixth largest moon Enceladus, to prevent the launch of the rocket within the bunker. If you want pannier tanks gently shuffling around a West Country branch line, you're on the wrong planet...

"I built my first sci-fi locomotive *Executor* from a Hornby Caledonian 'Pug' 0-4-0ST in December 2012," says Laurie. "It needed a small track to run on. My club (Romford MRS) recognised its potential for attracting youngsters at shows, so they allowed me to ➤

VITAL STATS

Layout:

'Cato Pass'

Size: 6ft by 2ft

Gauge: 'OO'





make ‘Clash at North Ridge’ featuring a crashed spacecraft with two aliens rushing to get to the goods on board.

“It wasn’t easy to transport though, so the idea for ‘Cato Pass’ was born – my greatest sci-fi model to date. It has alien factions fighting on the surface, lots of interesting details, and spectators are invited to push buttons and play.”

SATELLITE ‘PACIFIC’

Locomotives such as *Executor*, *Cyclone*, *Tallern* and *Lion* have many outlandish shapes but look closer and you can start to pick out some familiar shapes. *Cyclone* may look like the offspring of Peppercorn ‘A1’ *Tornado* and a jet fighter because that’s exactly what it is. Laurie has given his locomotives alien shapes using parts from plastic kits (predominantly Airfix fighter jets) or recycling the toys left behind by his now grown-up children.

“I sent a picture of *Cyclone* to the A1 Trust. The trust said it was fun but they had doubts about the loading gauge and will not be doing this anytime soon to the real *Tornado*!”

That rickety-looking high-level railway might make ‘Cato Pass’ look as though the mine railway from *Indiana Jones & the Temple of Doom* has gatecrashed Blofeld’s hollowed-out volcano lair from *You Only Live Twice* but its ¼in balsawood struts are deceptively strong. Laurie has only once had a locomotive leave the track when a child tripped and fell into the layout, causing some disruption. Thankfully, because of the secure 9mm plywood box, constructed by Model Scenery Supplies, the locomotive wasn’t damaged.

Despite the sci-fi outline, the technology is somewhat traditional. The layout is controlled from a Gaugemaster D 12V DC controller.



However, as Laurie explains, there is a neat twist:

"The two lines, the base level and the one on the raised bridge within the bunker are wired together but with opposing polarities so that as one locomotive moves one way, the other moves in the opposite direction."

BALLAST OFF

Building sci-fi trains is one thing. But how do you create a believable alien world? By, Laurie explains, thinking outside of the box.

"The multi-coloured ballast was sourced from a reptile shop. Rather than the greys and browns that model shops have on offer, people cover the floors of their vivaria in a variety of different colours and I was able to source the orange gravel easily at the right size to look realistic for ballast. I used a plasma ball executive toy to create the effect of the power generator but for the base part I wanted something rounded. I found a suitable component in the form of a guinea pig home from a pet shop. Some poor guinea pig is homeless now!"

Thankfully, the vast interest in sci-fi/fantasy means that populating 'Cato Pass' has been easy. The invaders are Warhammer figures, helped by a restrained giant lizard (a Therizinosaurus from Schleich), while the defenders are steampunk figures from various sources.

The steampunk base was made from carved insulation foam, which gives a very rock-like finish. The centrepiece has to be, however, the rocket – which could work if Laurie wanted.

"If it was fitted with a black powder motor, it would fly. Not that I can launch it at exhibitions – it can reach 1,000ft and travels at 400mph!

"Getting the smoke effect to function well was difficult. At first this was done with a Seuthe smoke generator but it needed frequent refilling. After about a year I switched to an aroma diffuser, normally used to aerate rooms with smells. This uses water and lasts six hours. It produces a decent amount of steam, but then I have to deal with the problem of condensation, so I did a lot of testing to make sure this is done safely, especially near the electrics. It now runs without any problems."



Above: *Lion* was made from a Hornby Sentinel diesel shunter. It's the only blue locomotive on the layout.

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

You can see 'Cato Pass' at the Royston Model Railway Club exhibition on November 17, and at the Warley show in 2019.



'Terror Street'

It isn't just sci-fi that gets Laurie rocketing to the nearest model shop for supplies. He also enjoys the dark atmosphere of the night and the idea for 'Terror Street' came to the forefront of his mind while watching an episode of the TV show *Ripper Street*.

"The first episode of series 3 featured a train crash. I thought this basic theme would be interesting to model but rather than a crash with injured people, I wanted to show the emergency service workers doing their jobs. I also felt the model would have atmosphere, a dark and dingy feel, populated by scary people from fact and fiction. So the layout features a tiny Jack the Ripper, Sweeney Todd, Sherlock Holmes, and even, on occasion, tripods from *War of the Worlds*.

TERROR FIRMA

Set in Victorian London between 1888 and 1898, 'Terror Street' was built slowly over a period of six months, two nights a week, at Romford MRS. It's a 5ft by 2ft 'OO' gauge diorama built with Hornby sectional track and powered by the trusty Gaugemaster Model D controller.

There are only three working locomotives on 'Terror Street' alongside the crashed Dapol ▶



VITAL STATS

Layout:

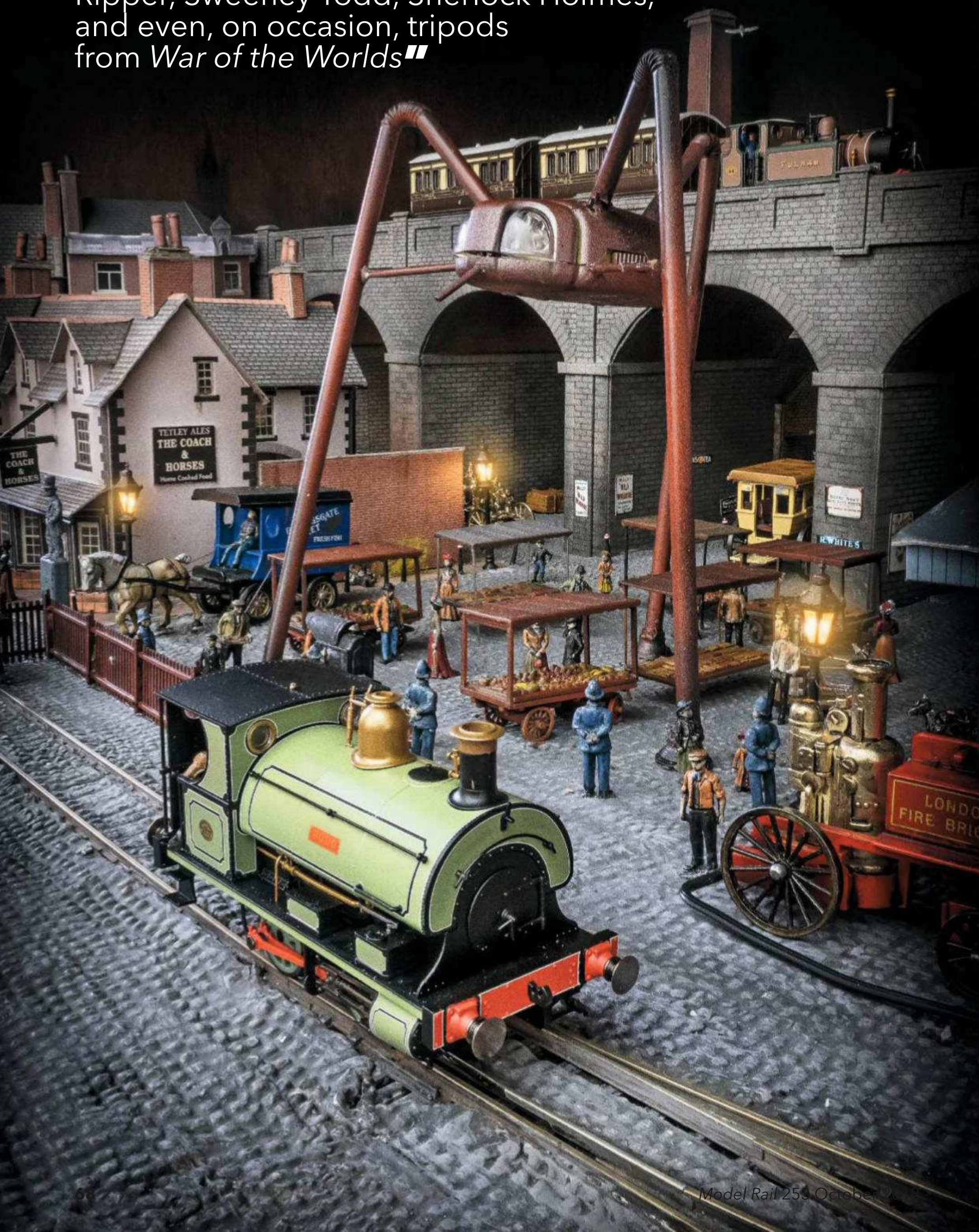
'Terror Street'

Size: 5ft by 2ft

Gauge: 'OO'



“I wanted scary people from fact and fiction on the model, so it features a tiny Jack the Ripper, Sweeney Todd, Sherlock Holmes, and even, on occasion, tripods from *War of the Worlds*”



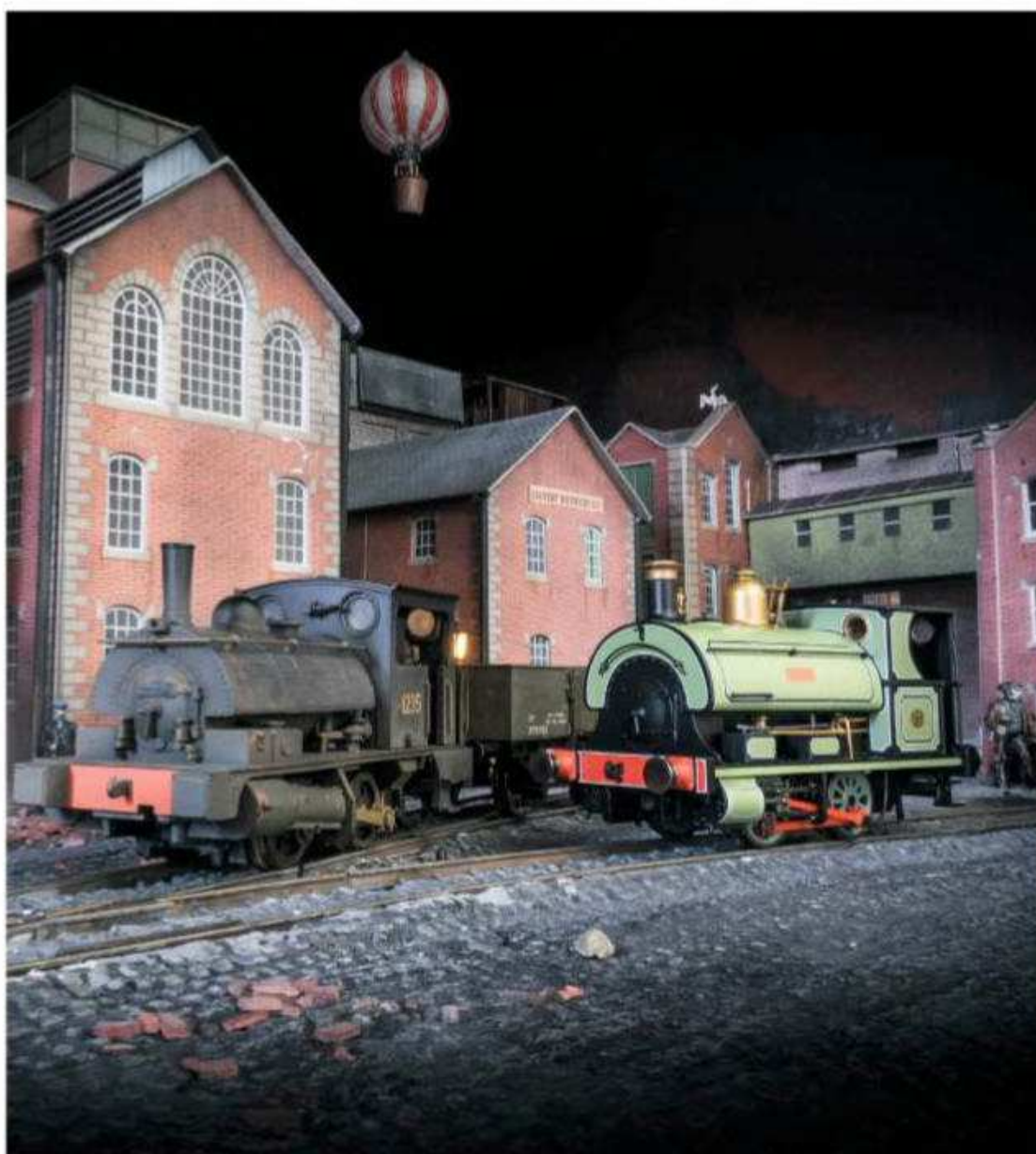
LYR 'Pug' kit. The street level tracks are home to two Hornby 0-4-0STs, an LYR 'Pug' and a new Peckett 'W4'. On the viaduct, a Hornby 'Terrier' shuttles back and forth, again using a Gaugemaster shuttle unit.

"Unlike 'Cato Pass', I made the surrounding box myself from 6mm plywood with an angled roof to allow me to fit all the lights into the diorama. The lack of space made this the most difficult part of the build, but the tedium has proven to be well worth it as it creates so much atmosphere. "I wanted a dark model on which you could almost smell the terror, and a big dramatic puff of smoke in the middle around the train accident in the brewery. This is the focalpoint of the whole diorama. The story is that Mr Hyde was blocking the line and caused the train to derail. I use a disco smoke machine to create the vapours around it, but it gets very hot when in operation.

SINISTER SILHOUETTES

"Classic buildings from the London skyline form the backscene, printed in black and cut out in paper. I then tacked these on to the black sky, and used a can of red primer to give a glow effect, as if the sun is setting. All of the 'evil' goings-on occur at night so this helps add to the atmosphere for the diorama.

"Being a Victorian layout the streets are cobblestone and I needed a fast way to produce them as I had eight square feet to cover. I made an inverse cobble-shaped press out of FIMO clay and pressed this into air-drying DAS clay. The two did not stick to each other, and the DAS dried over a couple of nights. I could then paint it, and dry-brush cobble highlights into them. This worked well for a fast effect and there are no joins."



'Piddlewick Yard' and 'Dunmovin Mine'

'Piddlewick Yard' and 'Dunmovin Mine' are more 'conventional' layouts, even though there are one or two classic Laurie cameo scenes. Originally, both layouts were combined with a third to form a modular layout. However, that third member has since been removed, leaving these two scenes to combine into one 6ft by 4ft exhibition layout.

'Dunmovin Mine' is an abandoned Texan gold mine, while 'Piddlewick Yard' is set at an unspecified English location. Since the photographs for this article were taken, Laurie has separated the two layouts as he says they didn't work together.

"I tried to exhibit them once, but unless I set it up jutting into the aisle the audience could only see one side anyway. I used to use the non-showing side as the fiddleyard, but this didn't work very well either so I took the decision to separate them.

"The layout only took me a week to build. Once the baseboard was built [6mm ply on 2in by 1in frames], the tracklaying was very quick. They layout is quite flat so I didn't have to wait for a lot of scenery to dry before moving on."

SCRAPYARD CHALLENGE

Brian Bassington's model of 'Columbia Wharf' ship breakers yard in Essex inspired Laurie to model a scrapyard. He decided to go with a railway scrapyard as it enabled him to devise inventive ways of depicting decomposing steam locomotives.

"One technique is to apply paint and sprinkle on salt, which partially dissolves, but then also leaves a raised effect as though things are turning rusty," he says. "I also dry-brush on streaks. Sometimes I use weathering powders and then seal them in with matt varnish. Just make sure you cover clear plastic windows or the matt varnish will cloud them over. Also you can cut away for sharp edges, or melt away holes into the models for softer edges, and for that I use an old soldering iron bit. You have to be careful of the fumes but it is great fun."

Laurie doesn't take his railways too seriously. Look past his North American fleet



VITAL STATS

Layout:
Piddlewick Yard/
'Dunmovin Mine'

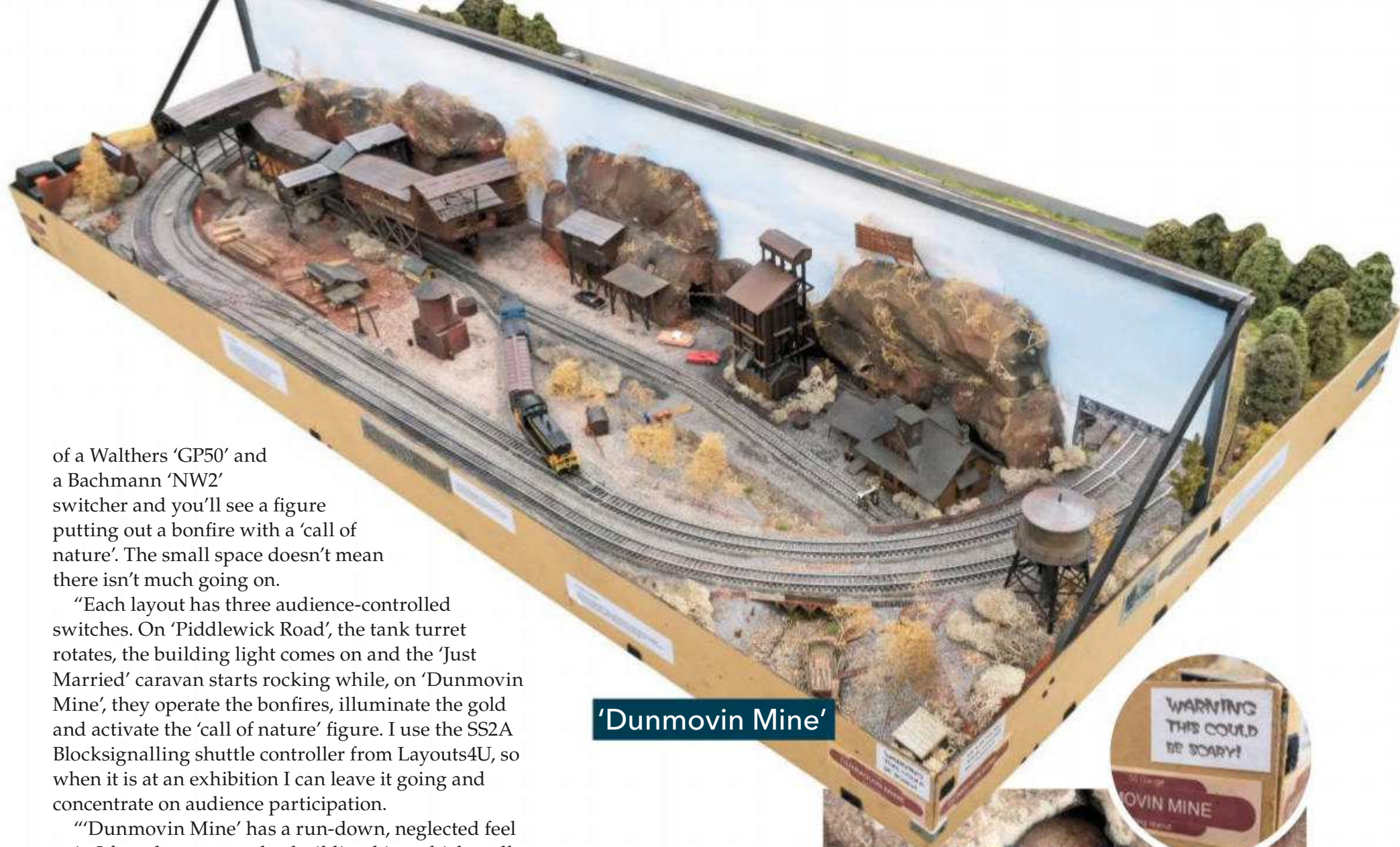
Size: 6ft by 4ft

Gauge: 16.5mm

'Piddlewick Yard'



“When it is at an exhibition I can leave it going and concentrate on audience participation”

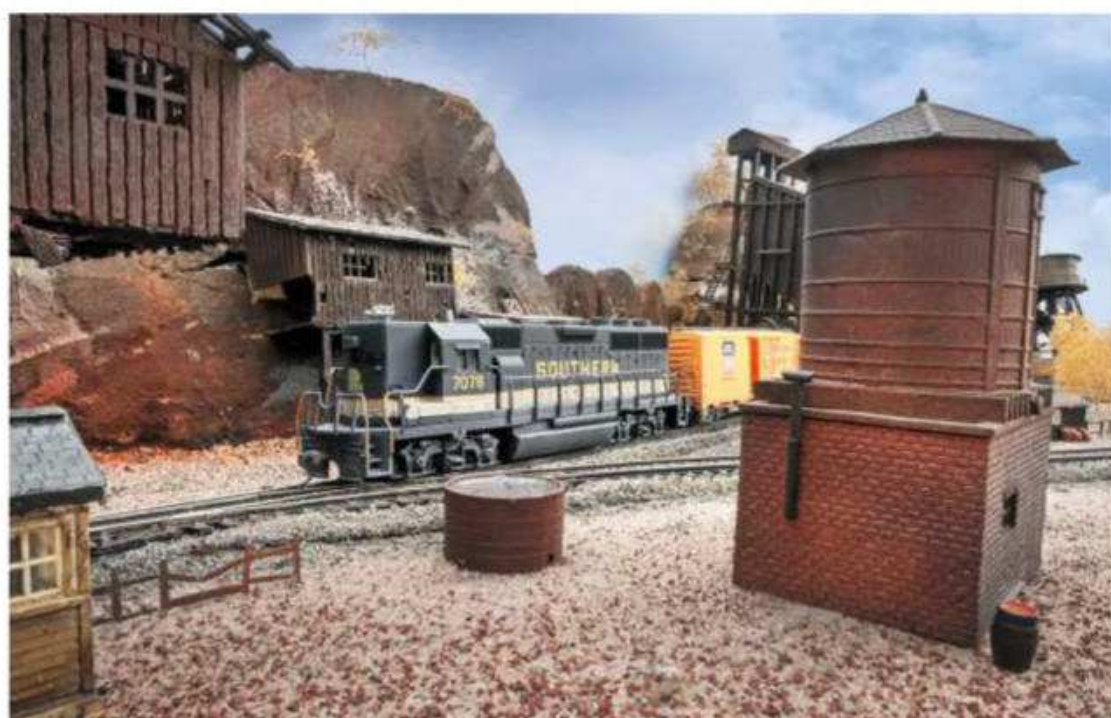
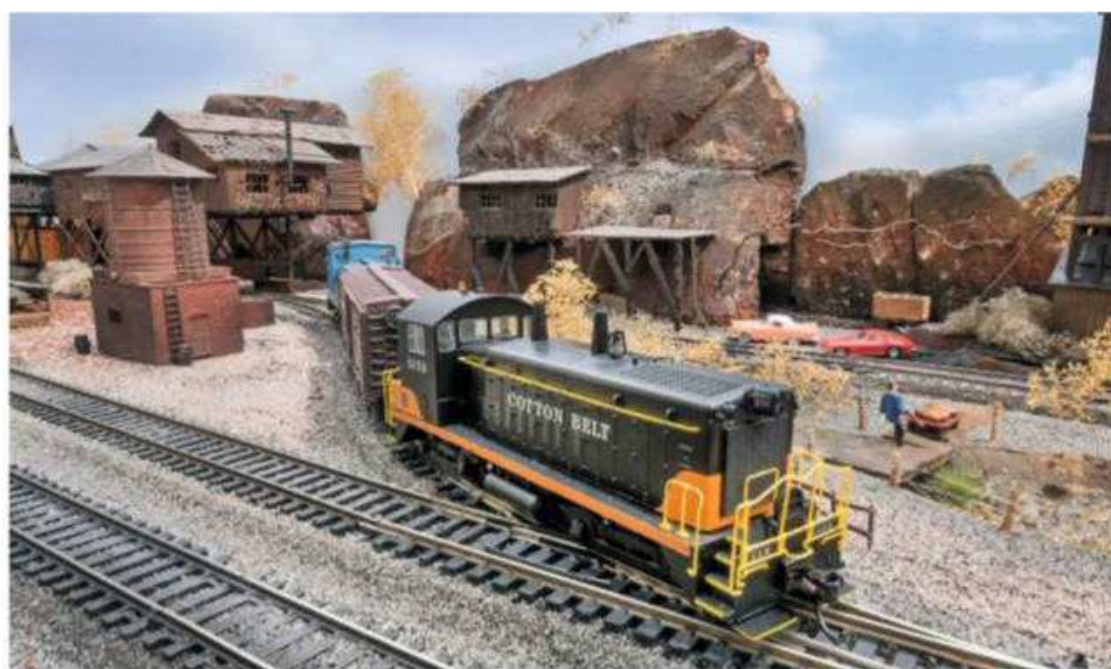


'Dunmovin Mine'

of a Walthers 'GP50' and a Bachmann 'NW2' switcher and you'll see a figure putting out a bonfire with a 'call of nature'. The small space doesn't mean there isn't much going on.

"Each layout has three audience-controlled switches. On 'Piddlewick Road', the tank turret rotates, the building light comes on and the 'Just Married' caravan starts rocking while, on 'Dunmovin Mine', they operate the bonfires, illuminate the gold and activate the 'call of nature' figure. I use the SS2A Blocksignalling shuttle controller from Layouts4U, so when it is at an exhibition I can leave it going and concentrate on audience participation.

"'Dunmovin Mine' has a run-down, neglected feel to it. I found some wooden building kits, which really kick-started this side of the layout, although they were all moved when the layout went under the knife. The backscenes on both layouts are photographs, which really help make it look real when I film it." 



MODELLER CV: LAURIE CALVERT

I have a lot of hobbies: I own a full-size R2-D2, I've made 150 model rockets and I've set a world record on BBC TV's *Techno Games* with a rocket car that reached 153mph. This more than doubled the record set the year before. I built a robot called Lightning, and it reached a heat final in *Robot Wars*. I also love spending time with the family.

www.youtube.com/user/Calvertfilm



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

You can see 'Dunmovin Mine' at the Romford Model Railway Show on November 3.

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.

WHAT'S THE BEST PAINT FOR FLESH?



What colour do you recommend for the flesh tone on 4mm scale figures? I found a paint aimed at war gamers called 'Barbarian Flesh' but I'm not convinced that this is suitable for footplate crews!

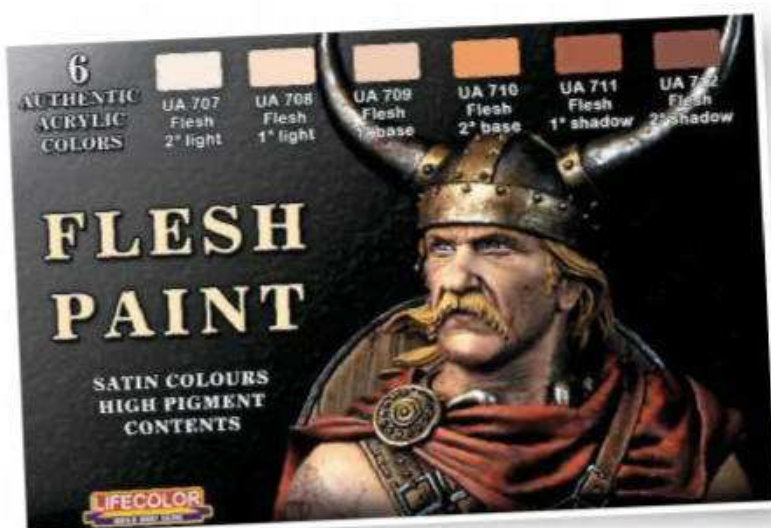
Chris Thomson, by e-mail

George says: When painting the flesh on figures of any scale, my preference is for LifeColor acrylics. The Italian paint brand offers a range of flesh tones in individual jars. However, six of the best shades are collected together into a comprehensive 'Flesh Paint' pack.

Humans come in all different colours and shades, yet this six-pack provides a wide palette of tones to cater for just about all hues. Furthermore, they can be inter-mixed to add lifelike shading and highlights, which is especially useful for 4mm and, particularly, 7mm scale (and larger) figures.

The quality of the paints is high and, being acrylic, cleaning up and thinning is simply achieved with water. They dry quickly too.

For best results, treat the figures to a light but even coat of white primer (preferably from an aerosol). When this is dry, I always start with the areas of skin, applying a neutral base layer. Depending on how pale or dark the figure's skin is intended to be, this base layer can be adjusted either by choosing one of the six paint shades or inter-mixing a few until the required colour is achieved. Two coats may be needed and, once the surface is dry, darker shading can be



When painting figures, rendering the flesh in believable shades is one of the main challenges.

added around the nose, eyes, ears and under the chin – anywhere where natural shading will occur.

Finally, using a lighter shade, highlights can be picked out, such as the cheek bones, nose, chin and forehead. With the flesh taken care of, we can then add the hair, eyebrows, beards and then turn our attention to the clothes.

Availability: The Airbrush Company

Web: www.airbrushes.com

PETER'S SCENERY CLINIC

HOP VINES FOR 'OO'



I've been searching for a means of adding realistic hop vines to my 'OO' gauge layout – can you help?

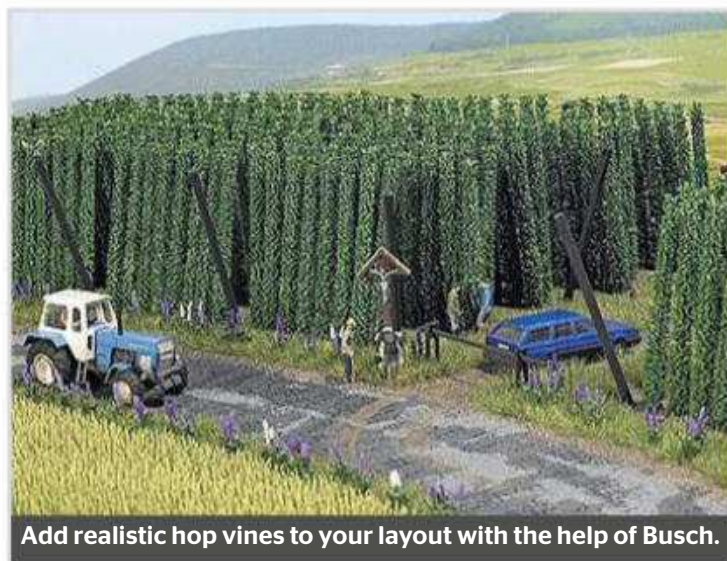
Dick Holland, by e-mail

Peter says: Both Noch and Busch offer suitable packs for creating hop vines, each being suitable for 'HO' scale or 'OO' gauge. Busch's pack also includes materials to form the distinctive timber and wire trellis work.

Availability: Osborn's Models

Tel: 01237 423453

Web: www.osbornsmodels.com



Add realistic hop vines to your layout with the help of Busch.



Hornby's old Ringfield motors are easy to service and repair.

SIMPLE RINGFIELD SERVICING TIPS



I'm a newcomer to model railways and have been buying older, second-hand diesels from Hornby and Lima to get myself started. Some of the Hornby motors have limited power, while others are getting hot, or squealing. What can I do?

Brandon Walker, by e-mail

George says: Like many modellers of a certain age, I grew up with Hornby Ringfield and Lima 'pancake' motors. Indeed, a good deal of my modelling time was spent tinkering with these power units in the vain hope that their performance would improve.

It pays to be discerning when buying older Hornby diesels and electrics. While older mechanisms could be very temperamental, the motors employed by Hornby from the late 1990s were much better, especially those featuring a five-pole motor and power collection from most, or all, of the wheels. These models ran more smoothly, especially at lower speeds and were marginally less prone to stalling on point frogs.

These later Ringfield motors can be found as complete spares and they're easily swapped into older chassis, as the mounting method was exactly the same.

A while back, I replaced all of the mechanisms in my 'heritage' fleet of 1980s-era Hornby Class 47s for later, upgraded motors and trailing bogies (with extra power collection), obtained relatively cheaply from

Hornby spares dealers or at exhibitions.

Despite this costing around £30 per locomotive, I deemed it worthwhile to keep some of my old favourites on the rails.

Most faults with older Ringfield motors, including a loss of power, can be traced to the circular magnet or armature windings, both of which can degrade over time. Replacing the armature is only possible after first removing the drive shaft gear wheel, which is pressed onto its axle by a special tool, thus making DIY repairs difficult.

Dirt and contaminated oil on the gear wheels can cause the motors to run hot, as the extra friction forces the motor to work harder. Cleaning these gears is a simple job, made easier by removing the copper retaining plate. The gears can then be lifted away and cleaned more effectively away from the motor.

A mild alcohol-based degreasing fluid is recommended, as offered by Labelle. Allow them to dry out before refitting, and be sure to lubricate them sparingly but evenly, including the main drive shaft gear. Always use oil that's designed specifically for use with miniature models, such as Labelle 108 (for the plastic gears) and Hob-e-Lube Gear Oil (for the drive shaft).

As for the squealing sound, this is also often caused by the gears and their bearings being dirty or covered in life-expired oil. It may also be that the gears have been over-lubricated. Either way, removing the gears, then cleaning and re-oiling them should cure the problem.



Ringfield motors benefit from regular cleaning and re-lubricating of the gear wheels.

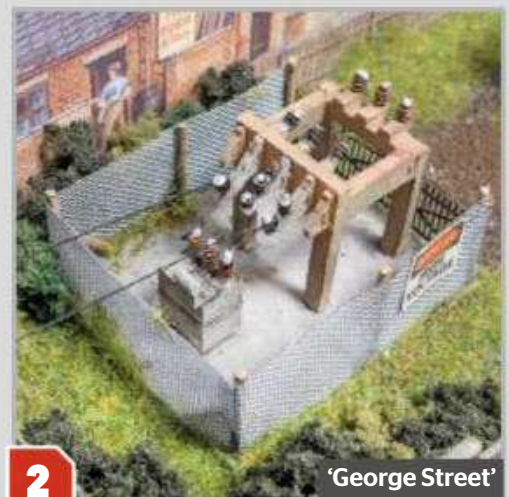
THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

'Cambrian Coast Line'

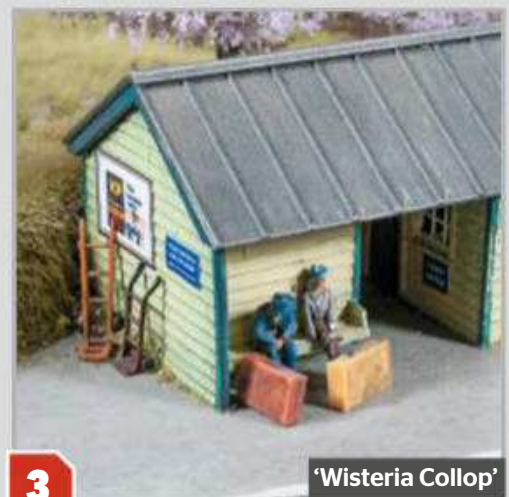
Charred remains: This burned-out BR brake van makes for a sorry sight, but it's a fascinating scenic addition to the corner of a yard. Either the guard was careless with the stove, or some nefarious youths have been up to no good.



2

'George Street'

High-voltage modelling: Electricity substations have been a ubiquitous feature of the urban landscape for generations, yet we seldom see them featured on layouts. They're always surrounded by high-security fencing, adorned with warning signs.



3

'Wisteria Collop'

Have bag, will travel: Passengers, awaiting their train at a sleepy branch line station, have their luggage at the ready. The porters' trollies, stored around the side of the station building, add an extra touch of realism.

Technique of the month

Strip paint from plastic models



What's the safest paint stripper for use on delicate plastic models?

J. Piper, by e-mail

George says: The gentlest formula that I'm aware of is Strip Magic, from Deluxe Materials. It's highly effective on acrylic and enamel paints. The action of the stripper can be halted at any time simply by washing the fluid away. In this way, we can tailor how much paint is removed - either just the outer layer or the whole lot. I've had no issues when using it on all sorts of plastics and it doesn't destroy glued bonds like most other paint strippers.



Decant a small amount of the fluid into a pot and, working on one side of the wagon at a time, brush a thick layer of the Strip Magic over the surface, using an old flat brush.



Set aside the model until the paint begins to blister. Stippling the surface with a fresh coat of Strip Magic will loosen the paint. Be sure to wear gloves when using any paint stripping fluids.



Scrub the model with an old toothbrush to remove the loose paint. After treating the other side and ends, the model should be rinsed thoroughly in water.

PROTOTYPE FOCUS

YEOMAN JHA AGGREGATE HOPPER

Foster Yeoman, once one of Britain's largest quarrying companies, spent the 1970s and 1980s searching for improvements in traction and rolling stock performance.

New, privately owned, four-wheel air-braked aggregate hoppers were introduced initially as a means of increasing load capacity and reliability.

Further developments meant a fleet of former iron ore bogie tipplers being hired in, followed by other, similar box-type open wagons. However, the lack of bottom discharge doors meant that unloading could be a time-consuming business.

Therefore, a fleet of new high-capacity hoppers was eventually sourced, but these aluminium-bodied wagons were not up to

the demands of intensive aggregate flows, lasting only six years in service.

A more rugged design was deemed essential, with Yeoman turning to German wagon builders Orenstein & Koppel for a 100-strong fleet of 102t hoppers. Designated the TOPS code of JHA, the wagons entered traffic between 1989-1990 and were designed primarily for use with Yeoman's new Class 59 locomotives on flows of stone from Merehead and Whatley quarries, in Somerset, to various terminals in the south-east.

Each hopper has a load capacity of 78t, with three bottom discharge doors between the bogies. German-style, plated-front bogies were installed, giving



Above: The Yeoman JHAs ride on German-style bogies, while buffers and traditional drawgear are fitted to the outer wagons only. GEORGE DENT

the wagons a smooth ride with reduced impact on the permanent way. Access ladders and platforms are provided at each end of the hopper and buckeye-type couplings were installed to all but the outer wagons at each end of a semi-fixed rake, these sporting traditional buffers and drawgear.

The Yeoman JHA hoppers have proved highly successful and remain in traffic today. In 2006, Foster Yeoman was acquired by the Swiss Holcim group and is now part of its Aggregates Industries subsidiary.

Although the Yeoman livery is still carried, the wagons are now operated

by Mendip Rail, which is a joint venture with Hanson.

MODEL OPTIONS

For 'N' gauge modellers, a few kits have appeared in the past but they appear to be no longer available. However, a 3D-printed bodysell is being offered by RAIL 3D Prints, available via Shapeways.

In 'OO', various kits of the JHA hopper have also been available, under the Inter-City Models and S-Kits brands, although these too seem to be out of production. However, Dapol said it will produce a ready-to-run model and this is due for release towards the end of this year.



Above: With a payload capacity of 78t, the JHAs have allowed Yeoman to shift ever greater tonnages of stone from the Mendip quarries. GEORGE DENT



The Foster Yeoman JHA aggregate hoppers have proved to be highly effective and remain in active service today. OK19326 stands at Westbury, on September 2017. GEORGE DENT

WEATHERING LOCOMOTIVES WITH OIL PAINTS



I've seen tubes of oil paints employed by military modellers for creating weathering effects. Is it possible to use them on trains?

Oliver Hall, by e-mail

George says: Many types of paint can be harnessed for weathering work, with different formulas offering a variety of benefits. Artists' oil paints provide a variety of suitable earthy tones and good quality versions boast long shelf-lives and slow drying times - which can be both a good and a bad thing!

Slow-drying paints allow for greater flexibility, in terms of manipulation after application, as well as greater ease of removal if the results are not satisfactory. The paints also stay usable for longer, when decanted onto a mixing palette, hence why they've been popular with artists for centuries.

Personally, I prefer using oil paints aimed specifically at modellers as drying times are more appropriate for our needs (hours rather than days).

Furthermore, it's easier to choose appropriate shades, as they're formulated with weathering in mind. Oils from Abteilung and AK Interactive are my favourites.

Choosing the right thinners is important. White spirit or turpentine can be used, but much depends on the quality of these solvents. Instead, I tend to use Abteilung's Fast Dry and Matt Effect thinners (pictured below). Their intended use is self-evident and they dry cleanly, without leaving any unpleasant oily residues. They're also completely safe for use on plastic models and painted finishes.

When using oils, a little paint goes a long way. They can be applied in various ways, either thinning them in a mixing jar and applying like a regular paint or thin weathering wash or, as shown here, in a slightly unorthodox manner. As well as employing the more obvious 'dirty' brown tones, adding light and medium grey shades creates a faded effect, for a more lived-in appearance.



What you will need

- Oil paints and thinners

Availability: Scale Model Shop

Tel: 01422 405040

Web: www.scalemodelshop.co.uk



Tubes of oil paints are available from art stores, but those branded for modelling use, from AK Interactive, Abteilung and Wilder, offer faster drying times and a more realistic matt finish.

ANY
GAUGE



60
mins



STEP BY STEP



1

On a small area, place a little of each paint into key areas of the model. Grey shades in the centre of panels will create highlights, while brown and darker colours around the edges will inject shading and trapped dirt.



2

Dip a flat brush into an appropriate thinner and run in vertical strokes over the oil paints. This creates an interesting array of streaking effects. Go easy on the thinners to avoid flooding the surface.



3

With cotton swabs, wipe away the excess paint and thinners, again using vertical strokes to mimic the actions of gravity. Leave some of the 'dirty' shades around rivet heads and within any recesses.



4

Allow the surface to dry for a few minutes before deciding whether to remove more of the paints (with a little extra thinners), or to repeat the exercise if the model looks too clean. When happy, move on to the next area.

Tool of the month

Handrail wire bending jigs

When detailing locomotives and rolling stock, it's often necessary to fashion several wire handrails of identical lengths. The most effective way of ensuring consistency is to use some form of bending jig, such as these simple little devices from the Bill Bedford range.

Available in two sizes, for both 4mm and 7mm scales, the etched brass jigs feature a range of small holes, set at incremental lengths from the outer faces. Each hole has a matching, half-etched guide recess as well as a rebate in the edge of the brass to help guide the handrail wire.

Straight brass wire is simply pushed through the desired hole and, with the aid of a pair of miniature pliers, the wire is folded over to form the desired angle.



The wire is then pressed into the recess (as seen above) and the other end is formed over the edge of the jig, using finger pressure or a set of pliers. The result is perfectly shaped and sized wire profiles, the tail ends of which can be trimmed to the required length with a set of sharp snips.

Fabricating handrails and other similar fittings becomes so much easier and far less laborious. A useful tip is to use a fine marker pen to identify the hole currently in use, to ensure that multiple handrails are shaped to the same length.

Product: Bill Bedford long and short handrail jigs

Availability: Eileen's Emporium

Price: from £5.00 each

Tel: 01531 828009

Web: www.eileensemporium.com



Following the application of rudimentary scatter materials, this road surface has been greatly enhanced with the use of a few shades of dry weathering powders.

HOW TO CREATE DUSTY ROAD SURFACES



I want to create a dusty surface on my layout's roads, especially in the freight yard, but am struggling to achieve good results with scatter materials.

Geoff Carling, by e-mail

George says: Many scatter materials sold as suitable for use on road surfaces produce a coarse effect rather than a fine, dusty aspect. Furthermore, unless a few layers are built up, patches of bare adhesive can show through, creating slightly shiny patches here and there.

A simple solution is to apply scatter materials over the road surface, having spread out a thin film of adhesive, such as PVA or, preferably, Scatter Grip from Deluxe Materials, which remains tacky even when dry.

Once the glue has set, remove any loose material before the surface can be treated with a variety of weathering powders. Choose two or three shades to suit your location. For instance, a road through a coal yard is likely

to carry darker staining than one within a cement terminal.

Apply the powders in a number of light layers, using a soft-bristled, dry, flat brush. The powders will adhere readily to the gritty scatter material and darker, more concentrated shades can be worked into certain areas, especially around the base of buildings and structures.

Indeed, a great feature of this method is the ability to blend walls and fences seamlessly into the overall picture, simply by working the powders up against these structures. Any excess powder can be brushed or vacuumed away. If you're unhappy with the results, use a clean, stiff brush to remove most of the powder and try again.

It shouldn't be necessary to seal the powders, unless heavy deposits have been purposely applied for specific effects. In that case, a light misting with matt varnish, from an aerosol or airbrush, will do the trick. Pigment fixatives are also available and these can be airbrushed without need for thinning, or applied by brush, eye-dropper or syringe.



Working the powders up against the lower walls of buildings and other structures helps to blend them into their surroundings.

MODELLING

masterpieces

Andrew Cowie has been scratchbuilding 'O' gauge locomotives for over 20 years, winning several awards along the way. He shares his stunning collection of pre-Grouping locomotives with *Model Rail*.

Photography: **Chris Nevard**



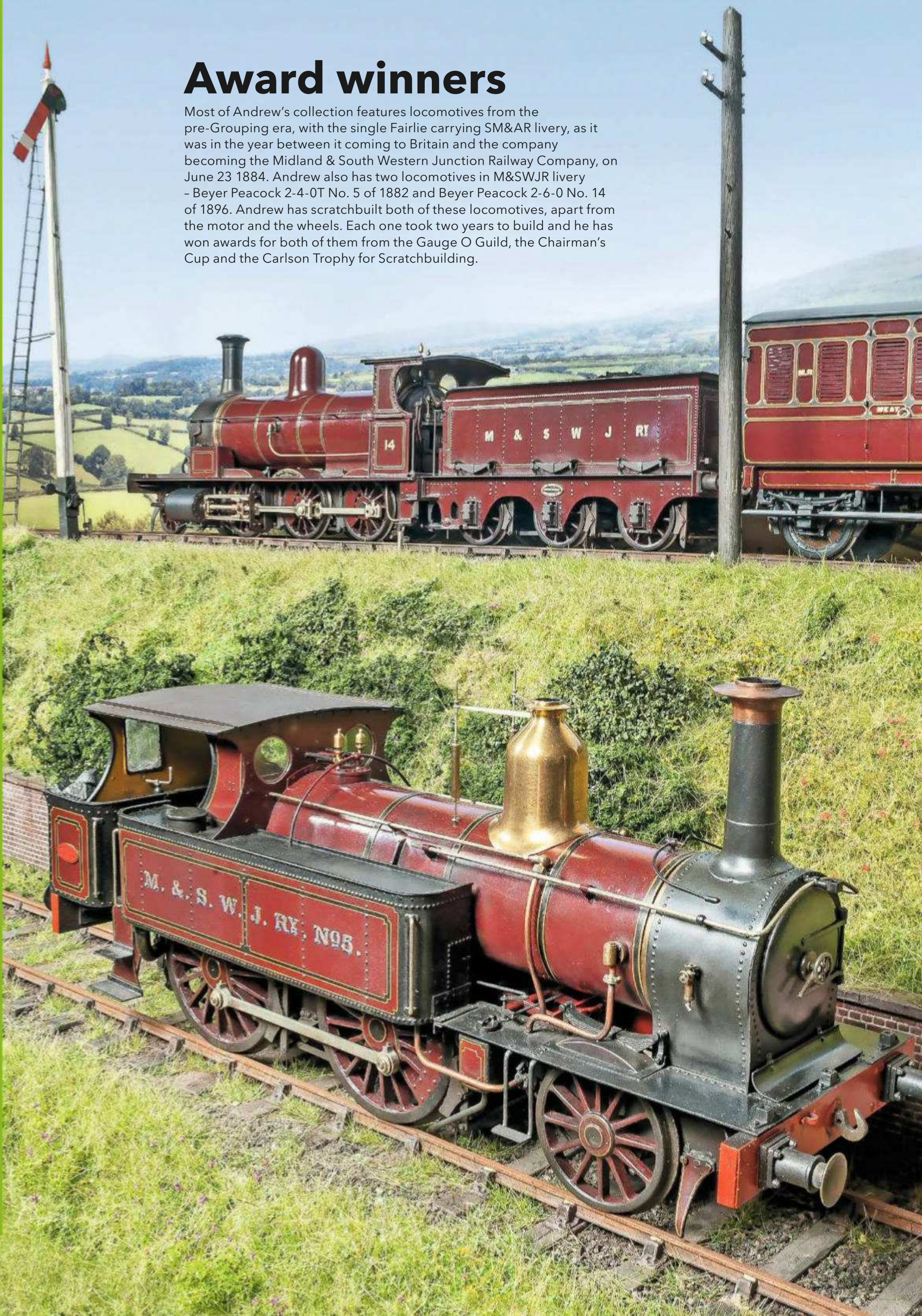
A British first

Robert Fairlie's patented articulated locomotive could be built in 'single' form. Avonside built this 'Single Fairlie' 0-4-4T for the 1878 Exhibition. It was purchased by the Swindon, Marlborough & Andover Railway (SM&AR), a forerunner of the Midland & South Western Junction, in 1883 - and it was a huge failure. The first locomotive in Britain to have Walschaerts valve gear, it was rarely used as nobody really knew how to set the valves properly, leading to massive coal consumption. Painted in SM&AR green, Andrew's scratchbuilt model has been lined by Alan Brackenborough.



Award winners

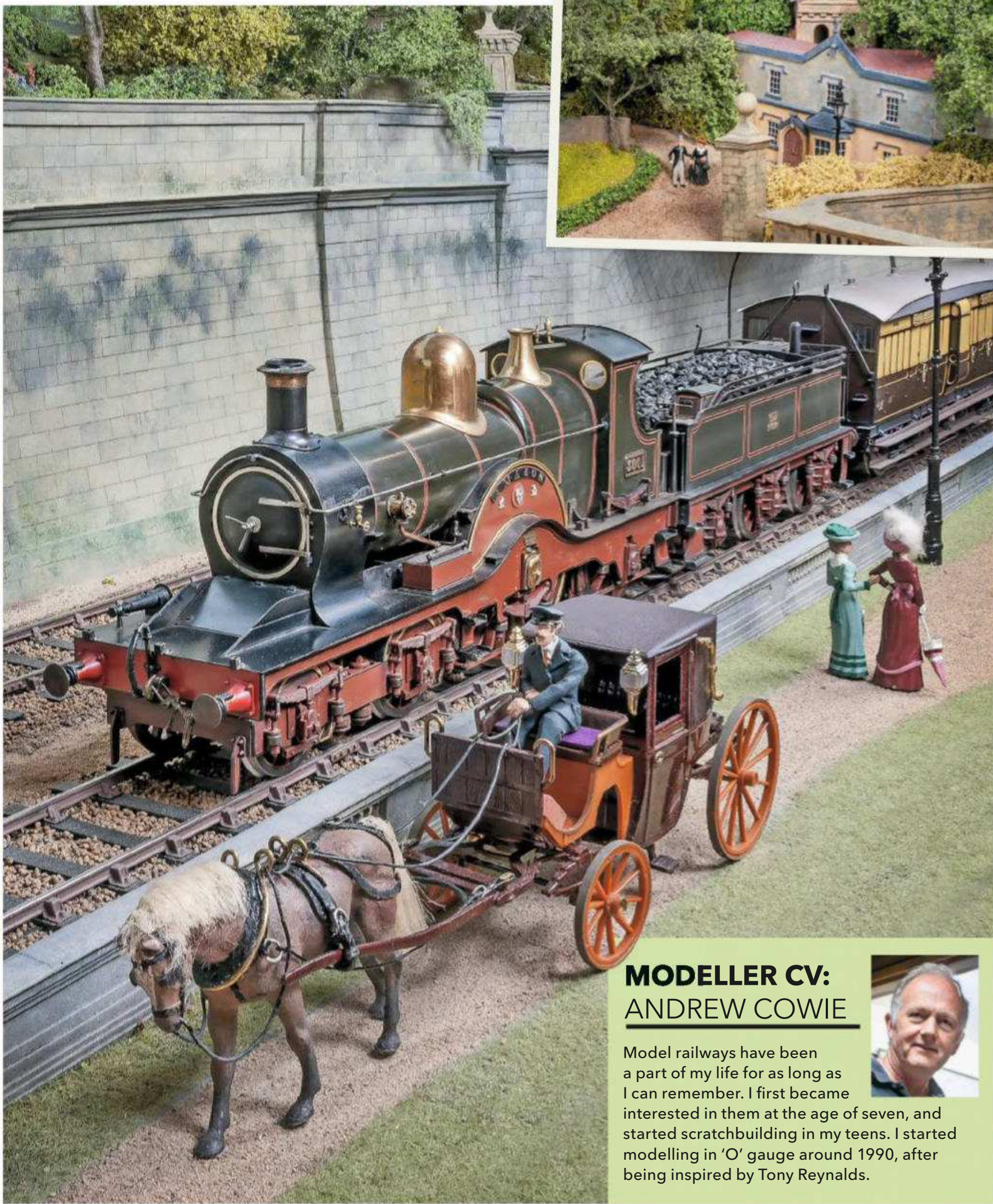
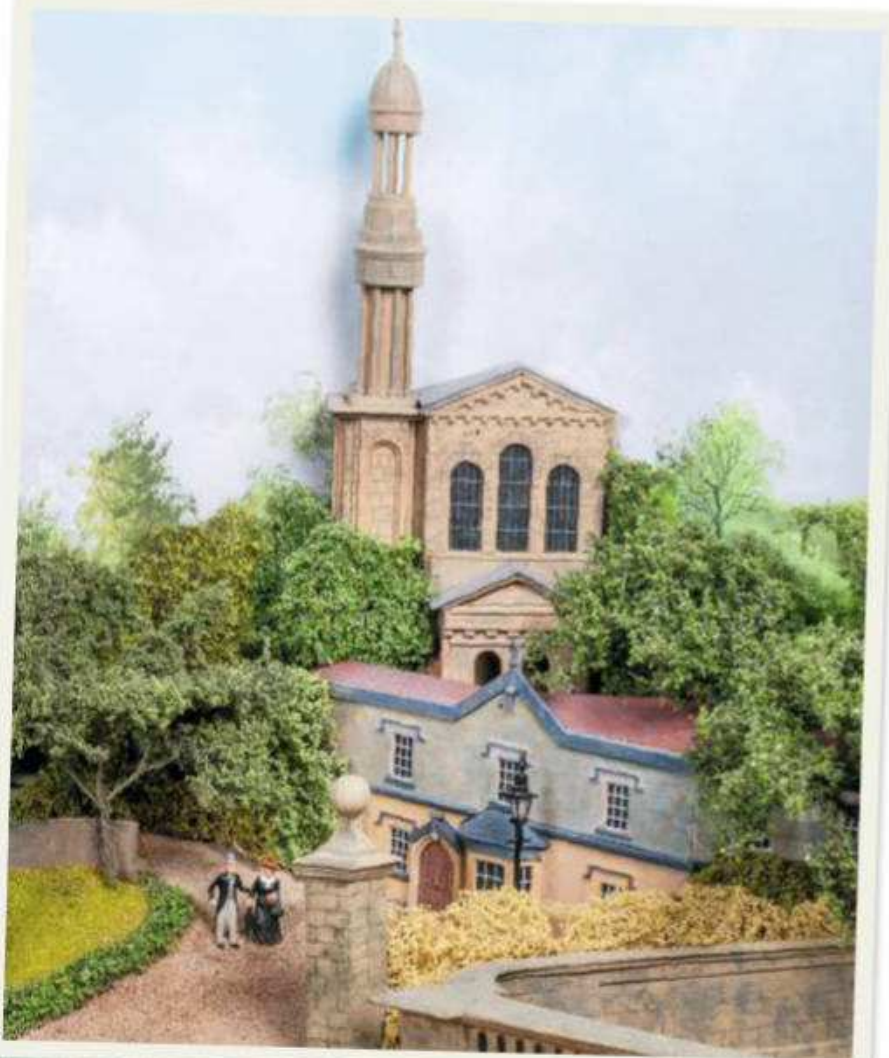
Most of Andrew's collection features locomotives from the pre-Grouping era, with the single Fairlie carrying SM&AR livery, as it was in the year between it coming to Britain and the company becoming the Midland & South Western Junction Railway Company, on June 23 1884. Andrew also has two locomotives in M&SWJR livery – Beyer Peacock 2-4-0T No. 5 of 1882 and Beyer Peacock 2-6-0 No. 14 of 1896. Andrew has scratchbuilt both of these locomotives, apart from the motor and the wheels. Each one took two years to build and he has won awards for both of them from the Gauge O Guild, the Chairman's Cup and the Carlson Trophy for Scratchbuilding.



Honouring Isambard

This diorama of Bath Sydney Gardens was made by Paul Bambrick and Andrew bought it when it came up for sale. Paul gives us a bit of an insight into how it was made.

"The structures were referenced and scaled from Brunel's original sketches onto squared paper. The real structures do appear to have been designed individually and then 'made to fit' by the masons, as the parapets and abutments somehow don't quite align smoothly with one another."



MODELLER CV: ANDREW COWIE



Model railways have been a part of my life for as long as I can remember. I first became interested in them at the age of seven, and started scratchbuilding in my teens. I started modelling in 'O' gauge around 1990, after being inspired by Tony Reynolds.



New building

Paul Bambrick has used modellers' licence on his Sydney Gardens diorama but very effectively. "Above the retaining wall, I've represented a building originally conceived and sketched by Brunel. In real life this never progressed beyond Brunel's sketchbook, but I thought it might make an interesting feature instead of the building that is actually there, as this proved too big to accommodate."

Helping hand

Andrew didn't build every locomotive in his collection: GWR 0-6-0ST No. 997 was built by Tony Reynolds, while 'Dean Single' No. 3001 Amazon is ready-to-run from Lee Marsh Models.



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Masterplan Caledonian Sleeper

Track plans to get you thinking in three dimensions

SLEEPING beauty

One of the most interesting services on the network, the depots that serve the Caledonian Sleeper are a modeller's dream, says **Paul A. Lunn**.

Artwork: **Paul A. Lunn** Photography: **Richard Foster**

Rannoch Moor: is there any finer view to wake up to, with endless miles of rugged heather, beautiful lochs and the vista of distant mountains? The two shiny rails of the West Highland Railway, floating across the peat bog on a bed of rushes and turf, are the only signs of civilisation.

It's a breathtaking place at the best of times, but to see it at daybreak is something else. That glorious vista starts just the other side of your hotel window, close enough that you feel that you could just reach out and touch it. What's even better is that the view from your hotel window is constantly changing – and that your hotel is being powered by two classic Southern Region electro-diesels!

The Caledonian Sleeper is unique for many reasons. Firstly, unless you fancy camping, it's the only way you can see Rannoch Moor at such a magical time in the morning. Secondly, it's Britain's only dedicated sleeper franchise (the Anglo-Scottish sleeper service was split from previous operator ScotRail in 2015). And lastly, the four sleeper services that ply the West Coast Main Line every night are Britain's longest passenger trains, comprising 16 bogie coaches.

The sleeper services brought some welcome variation to a predominantly multiple unit-worked railway when under ScotRail. But new operator Serco and its traction provider GBRf have combined to make the Caledonian Sleeper arguably the most interesting operation on today's railway.

It's the juxtaposition of old and new that makes studying or modelling the 'Caley Sleeper'

such a mouth-watering proposition. It uses Britain's newest electric locomotives (Class 92s) and Britain's newest hauled coaching stock (the Mk 5s, which are so new that they're still being tested). But GBRf has also brought classic diesel and electric traction back into frontline passenger service. Class 86s and 87s work empty stock in and out of Euston, and a Class 47 hauls empty stock from Glasgow Central to Polmadie depot. And, to top it all off,

Class 73s – completely re-engineered, by the way – are in everyday use in Scotland, hundreds of miles away from their former Southern Region haunts.

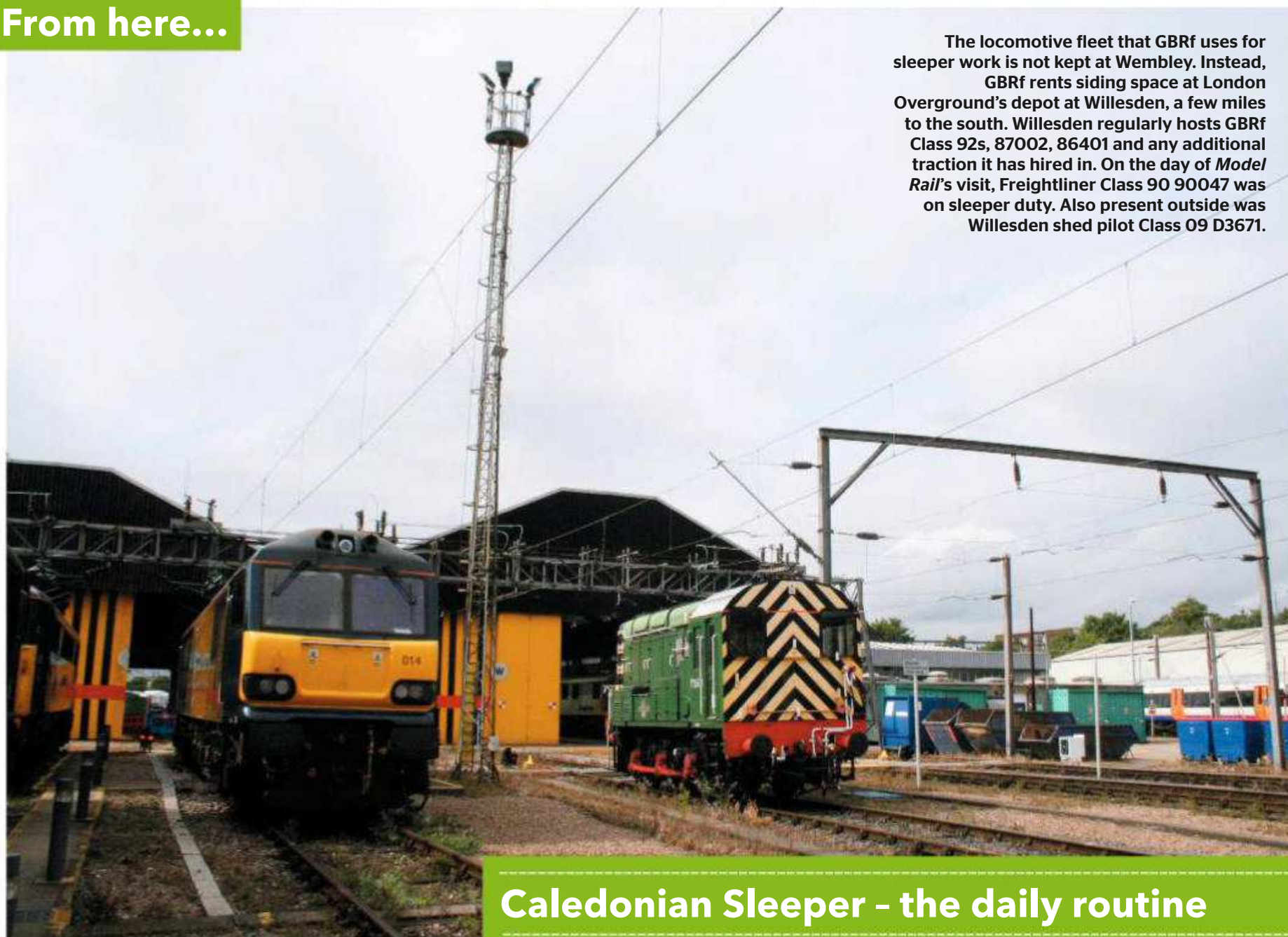
The problem for modellers is that you need a lot of space to do Scottish scenery justice, even if you model in 'N'.

But the sleeper's journey starts in the West London suburbs, about as far removed from the tranquillity of the Scottish Highlands as it's possible to be.

Alstom's Wembley Traincare facility is the nerve centre for the English end of the Caledonian Sleeper. It's here, in the shadow of Wembley stadium and surrounded by Virgin's 'Pendolinos' and London Underground trains, that the sleeper's Mk 2 and Mk 3 coaches are serviced. The urban background lends itself to building a small layout, but without compromising on the Caledonian Sleeper's fascinating operation.



From here...



The locomotive fleet that GBRf uses for sleeper work is not kept at Wembley. Instead, GBRf rents siding space at London Overground's depot at Willesden, a few miles to the south. Willesden regularly hosts GBRf Class 92s, 87002, 86401 and any additional traction it has hired in. On the day of *Model Rail*'s visit, Freightliner Class 90 90047 was on sleeper duty. Also present outside was Willesden shed pilot Class 09 D3671.

...to here

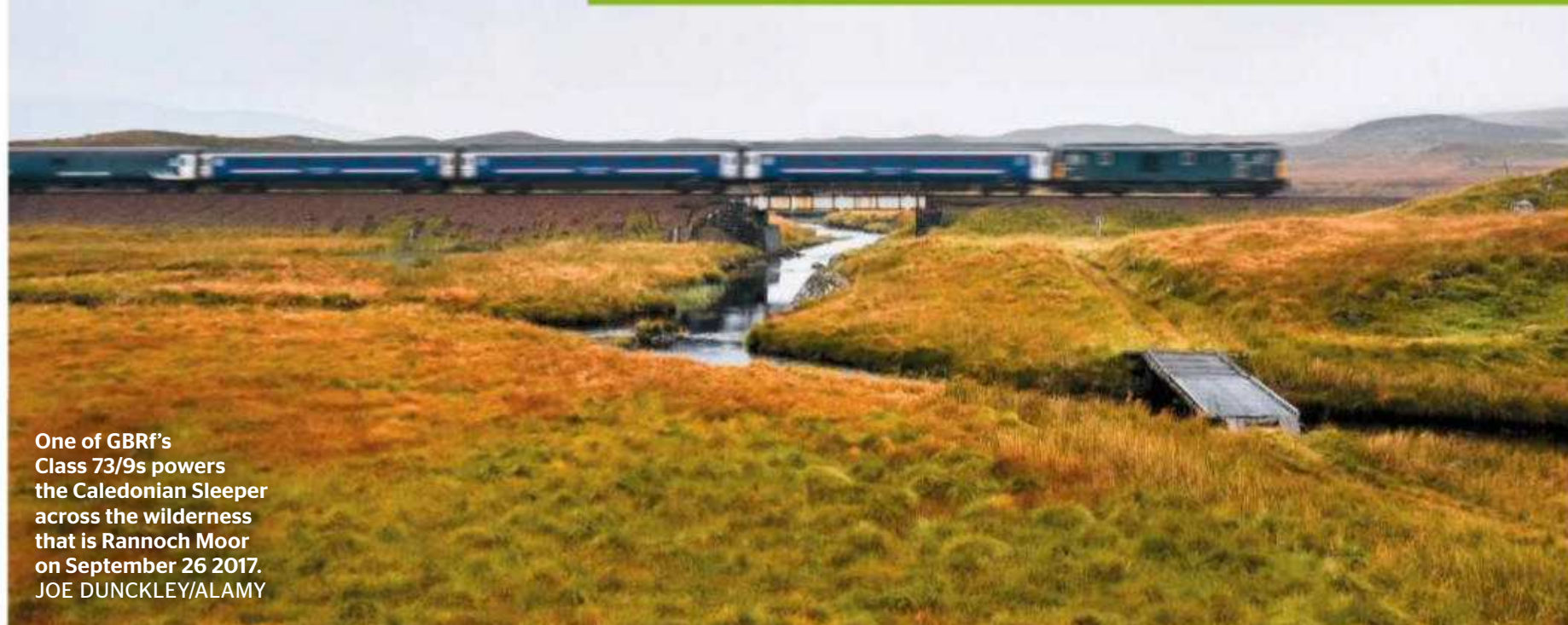
Caledonian Sleeper - the daily routine

It's easier to start our whistlestop tour of the Caledonian Sleeper at London Euston, where, during the week, there are two northbound departures per night. The 'Highlander' leaves Euston at 2000 for Edinburgh. Here, it splits into three portions to serve three destinations (with key stops *en route*): Fort William, Inverness and Aberdeen.

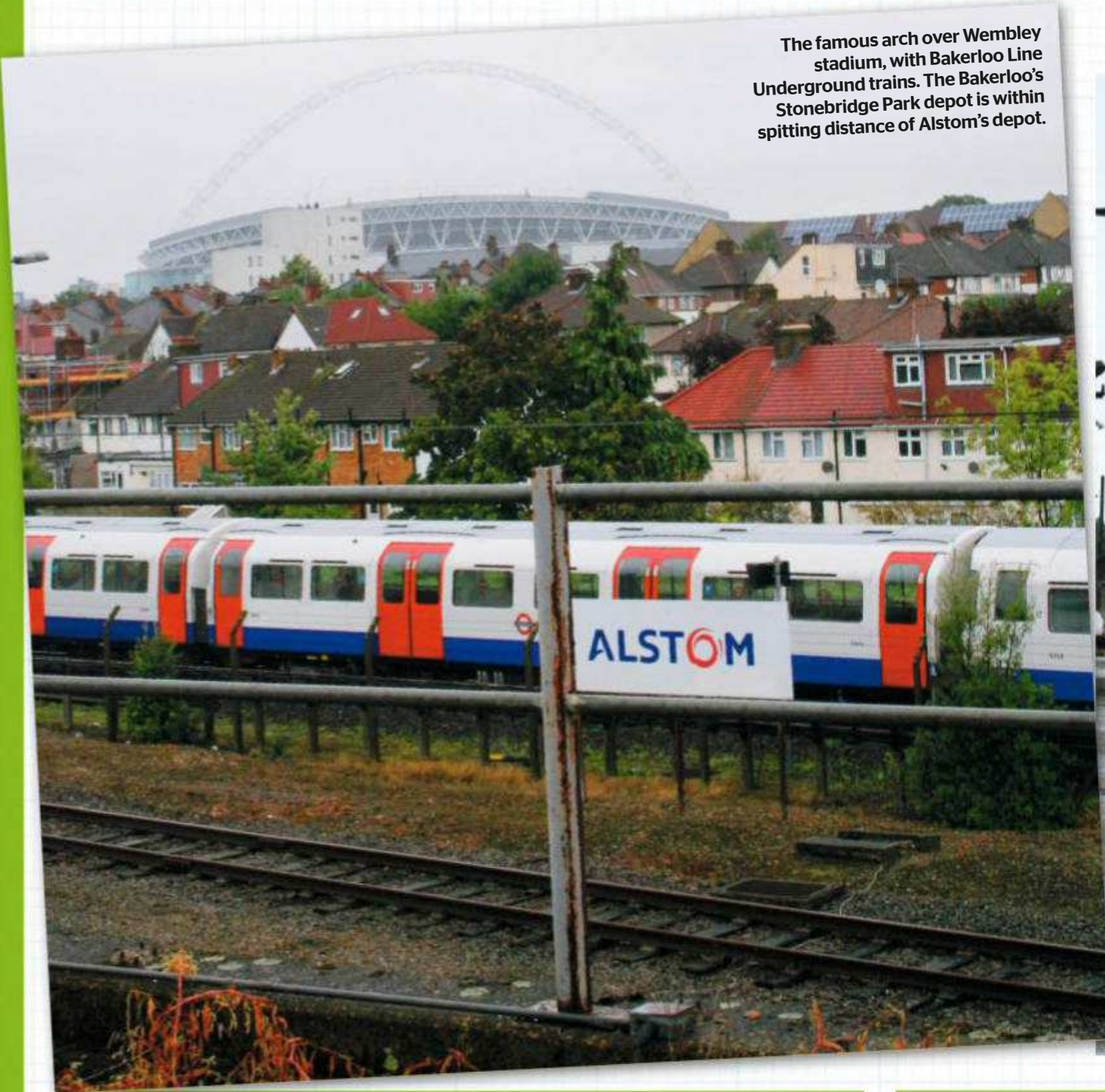
The mid-week 'Lowlander' departs Euston at 2200. This train divides at Carstairs Junction; one portion goes to Glasgow (via Motherwell) and the other continues to Edinburgh. Southbound departures work in reverse. That's a lot of trains to keep on top of!

Alstom's Wembley depot is the nerve centre at the London end and has to service two sets of sleeper stock per day. Its sister depot, Glasgow Polmadie (also an Alstom facility) services the 'Lowlander' set but this effectively becomes two separate trains. The Edinburgh portion runs empty to Polmadie for servicing and then returns empty to Waverley in time for the evening departure.

Inverness and Aberdeen Clayhills depots service their respective portions, while the Fort William portion is serviced in the platforms.



One of GBRf's Class 73/9s powers the Caledonian Sleeper across the wilderness that is Rannoch Moor on September 26 2017. JOE DUNCKLEY/ALAMY



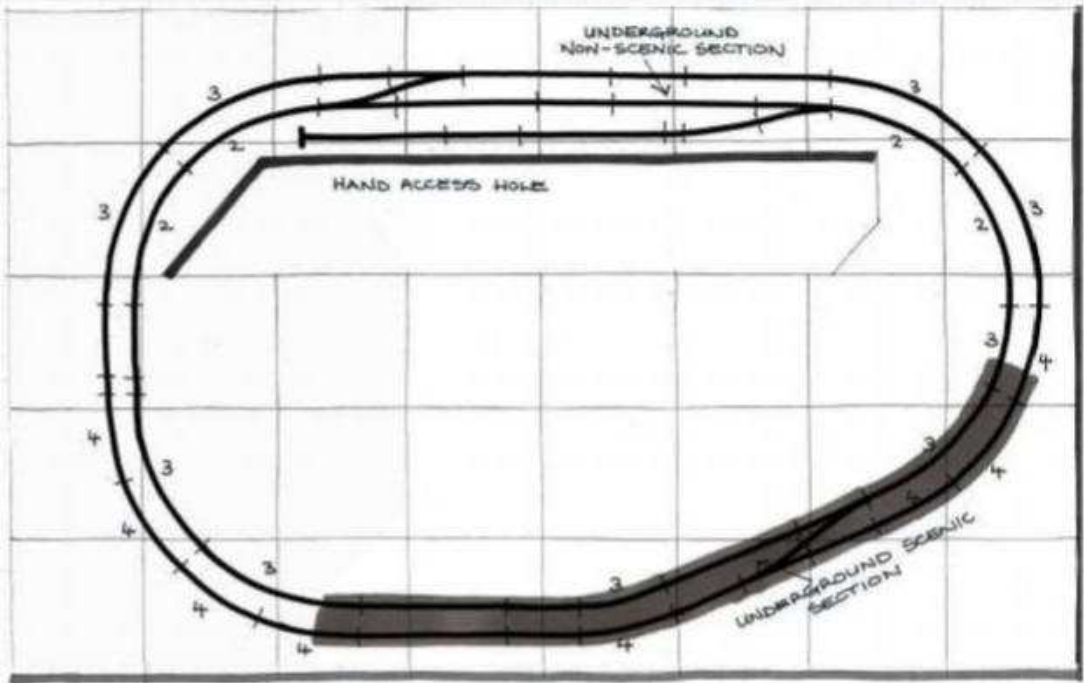
The famous arch over Wembley stadium, with Bakerloo Line Underground trains. The Bakerloo's Stonebridge Park depot is within spitting distance of Alstom's depot.



Depot delight

Although the arch of Wembley stadium does catch the eye, it's the view over the London Underground depot that dominates the view from Wembley Traincare depot. This layout design combines both Wembley and Willesden depots, along with a short section of Underground to form a pleasing composite design

in a modest 8ft by 5ft 6in space. The layout makes good use of my old friend, the Peco Loco Lift. The hidden coaching stock curve in the carriage shed allows for a more prototypical sleeper train length. However, it's worth bearing in mind that there's nowhere to run a scale-length sleeper train at speed.



Peco track shopping list

HIGH LEVEL

- ◆ ST-200 Standard Straight x13 @ £1.70
- ◆ ST 201 Double Straight x23 @ £2.70
- ◆ ST-203 Special Short Straight x9 @ £1.45
- ◆ ST-204 Long Straight x5 @ £4.40
- ◆ ST-226 R2 Double Curve x8 @ £3.10
- ◆ ST 231 R3 Double Curve x2 @ £3.35
- ◆ ST-238 Special Curve for 'Y' point x3 @ £2.35
- ◆ ST-240 R/hand point x10 @ £11.95
- ◆ ST-241 L/hand point x6 @ £11.95
- ◆ SL-100 Flexible track (cut to size) x3 @ £3.90

TOTAL COST: £360.70*

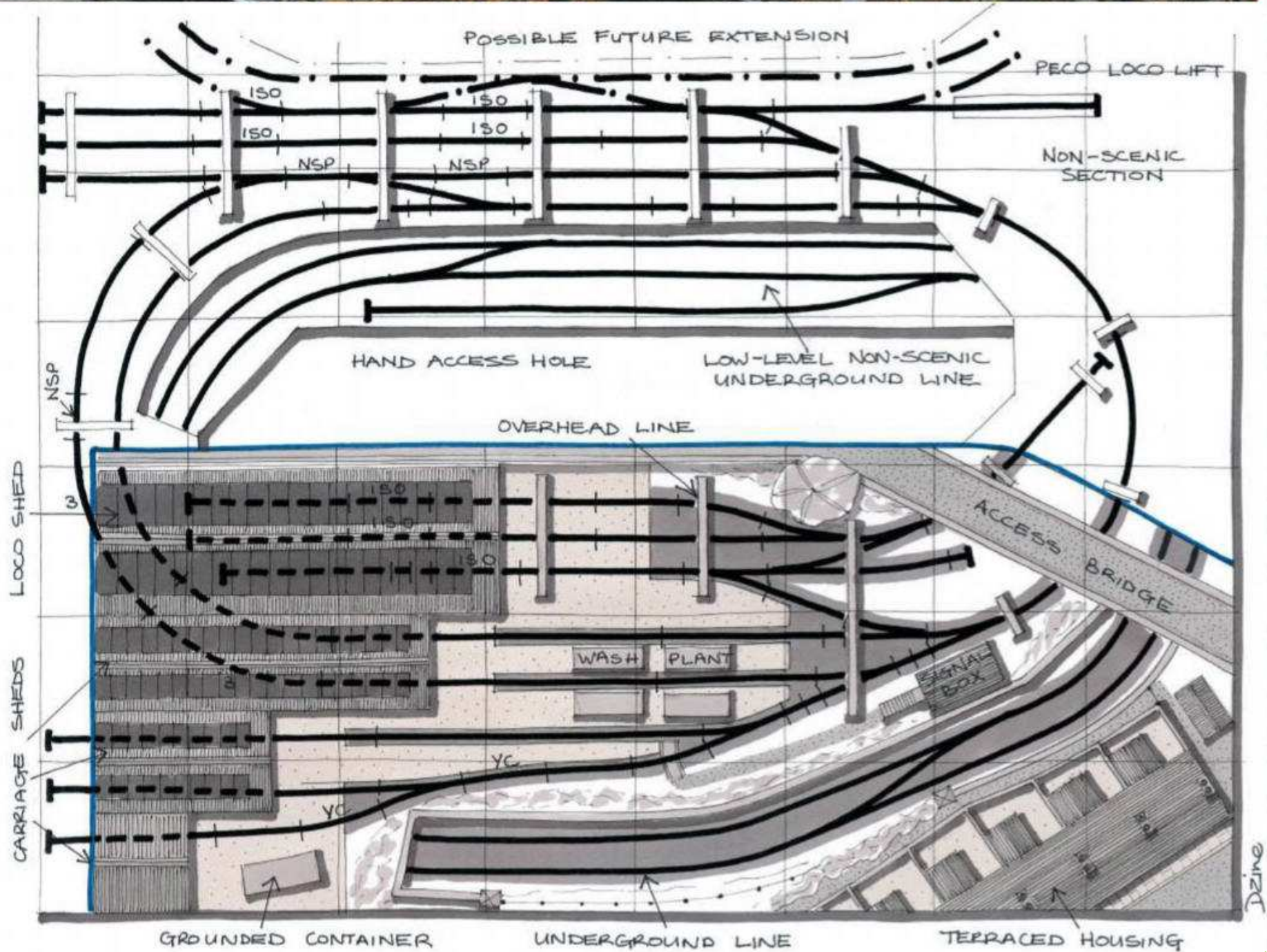
LOW LEVEL

- ◆ ST-200 Standard Straight x10 @ £1.70
- ◆ ST 201 Double Straight x9 @ £2.70
- ◆ ST-203 Special Short Straight x3 @ £1.45
- ◆ ST-225 R2 Standard Curve x1 @ £2.45
- ◆ ST-226 R2 Double Curve x4 @ £3.10
- ◆ ST-230 R3 Standard Curve x2 @ £2.60
- ◆ ST-231 R3 Double Curve x7 @ £3.35
- ◆ ST-235 R4 Standard Curve x8 @ £2.75
- ◆ ST-241 L/hand point x5 @ £11.95

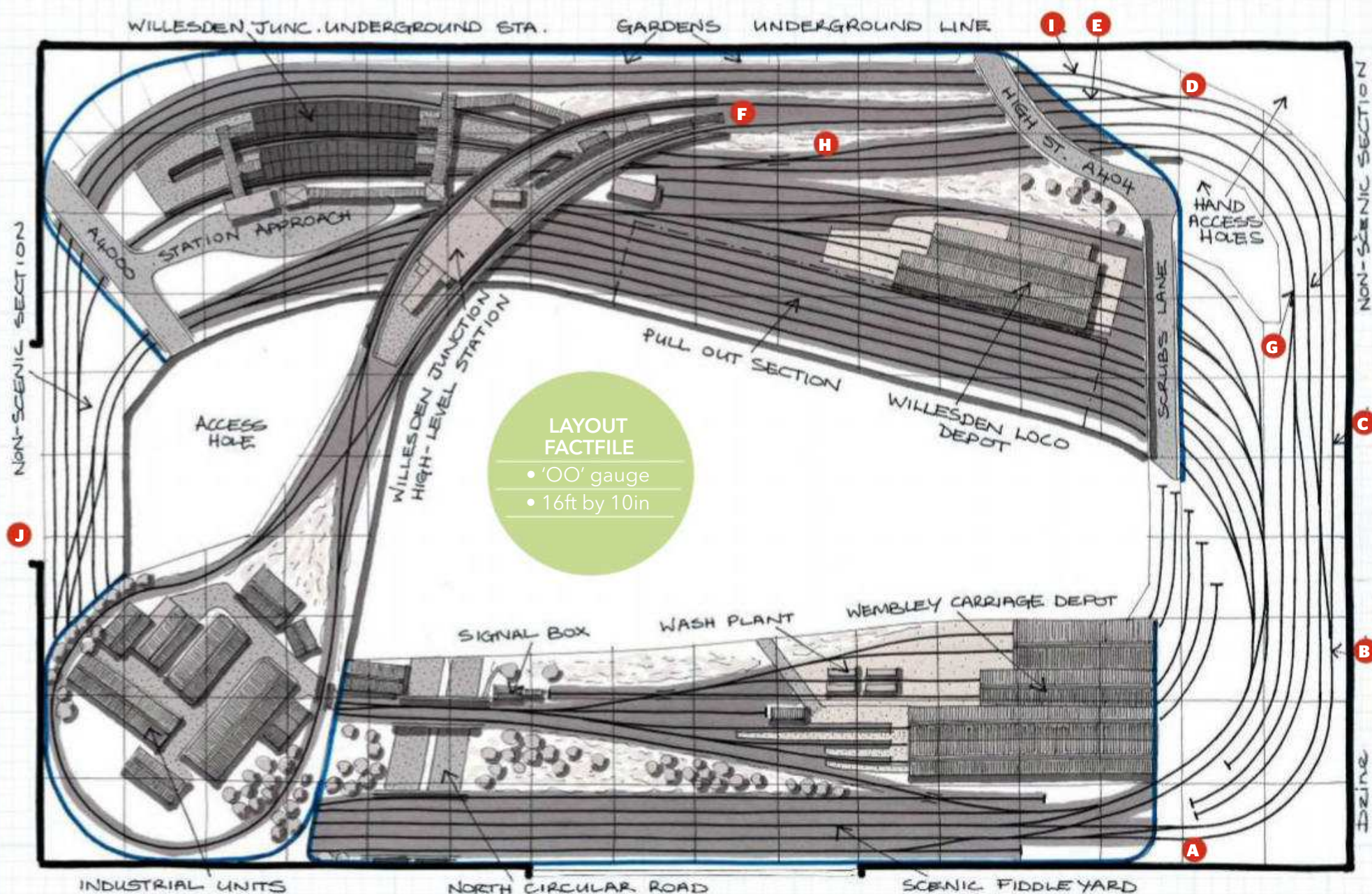
TOTAL COST: £170.90*

*Prices from www.gaugemaster.com

There are two main covered sheds at Alstom's Wembley depot. The four-road building behind the photographer, which cares for the sleeper, overlooks this seven-road building, which is also flanked by London Underground metals. The building lost its roof during the 1987 gales.



Masterplan Caledonian Sleeper



North London

My first plan merged Wembley and Willesden depots together but, as any student of the north west London suburbs will know, there's quite a distance between the two. It's possible to model this distance if you have space for this 16ft by 10ft 'OO' gauge room-filler.

It includes all key prototype features, including a substantial Underground section and Willesden Junction station, plus the high-level platforms that serve London Overground. As a multi-level layout, it may require DCCconcepts' PowerBase to assist on inclines, depending on train length. Gradients **A** to **B**, **C** to **D** and **E** to **F** all rise upwards, with **G** to **H** and **I** to **J** on a falling grade. I suspect that, with the exception of **I** to **J**, most grades will be 1-in-40 and I recommend testing clearances when building such arrangements.

This layout can be operated end-to-end or round and round. It includes a visible, scenically treated fiddleyard.



Left: A rather tired looking Mk 2 Open Brake Unclassified, still in First ScotRail Caledonian Sleeper livery. The Mk 2 and Mk 3 coaches will be replaced by CAF's new Mk 5 stock.

Below: 90047 has drawn the sleeper through the carriage wash. These movements are still controlled by upper quadrant signals.



Caledonian Sleeper fleet

Serco contracted GBRf to provide motive power for the sleeper, and it's here that things get really interesting, especially for the prospective layout builder. At the time of writing, eight different classes are used on the 'beds'.



Left: GBRf's Class 92s - 92010/014/018/023/033/038 - are used for the main legs from London to Glasgow and Edinburgh. PETER FOSTER

In model form: Revolution/DJModels ('N'); DJModels, Hornby ('OO').

Below: The AC Locomotive Group's Class 86 86101 *Sir William A Stanier FRS* and 86401 *Mons Meg* are hired for empty stock moves from Euston to Wembley. COLIN POTTLE
In model form: Dapol ('N'); Heljan, Hornby ('OO').



Above: Class 87 87002 *Royal Sovereign* is hired from the AC Locomotive Group for empty stock moves between London Euston and Wembley depot. JOHN STRETTON

In model form: Hornby ('OO').



Above: Class 92s are supplemented by Class 90s, on hire from Freightliner. PAUL BIGLAND/RAIL

In model form: Bachmann, Hornby ('OO').

Below: Class 08: Inverness depot's resident Class 08 shunts the sleeper stock. MARK HICKEN/ALAMY

In model form: Graham Farish ('N'); Bachmann, Hornby ('OO').



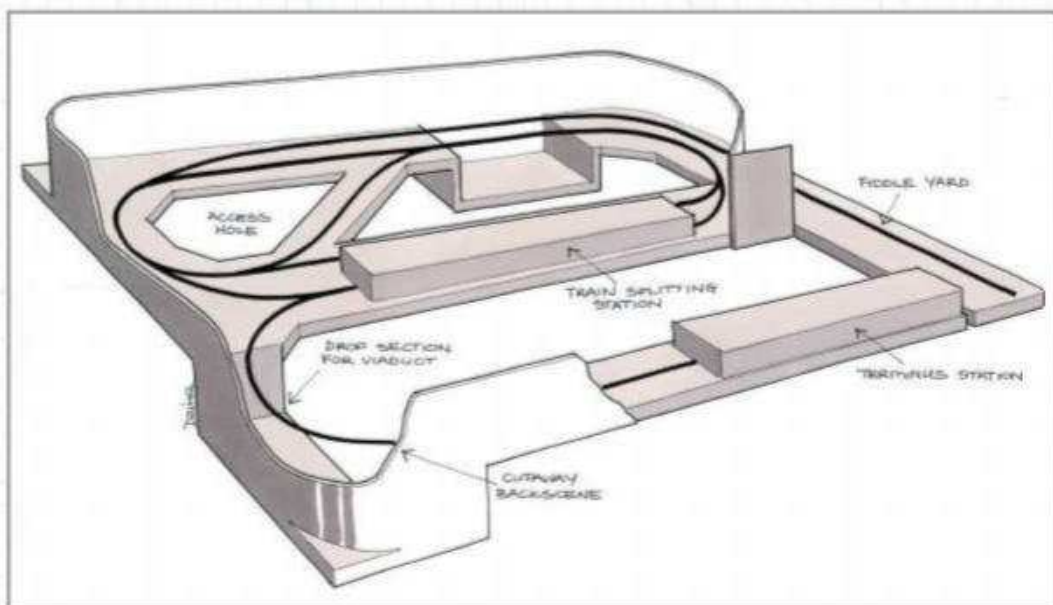
Above: GBRf's Class 73/9s - 73966-971 - are used to haul the Fort William, Aberdeen portions from Glasgow. PAUL BIGLAND/RAIL
In model form: The Class 73/9 variant is not available ready-to-run either in 'N' or 'OO'.

Right: Former Colas Class 47 47727 *Edinburgh Castle/Caisteal Dhún Éideann* is used to haul empty stock from Glasgow Central to Polmadie, but may also go on the occasional jaunt to Edinburgh. MARK PIKE
In model form: Graham Farish ('N'); Bachmann ('OO').



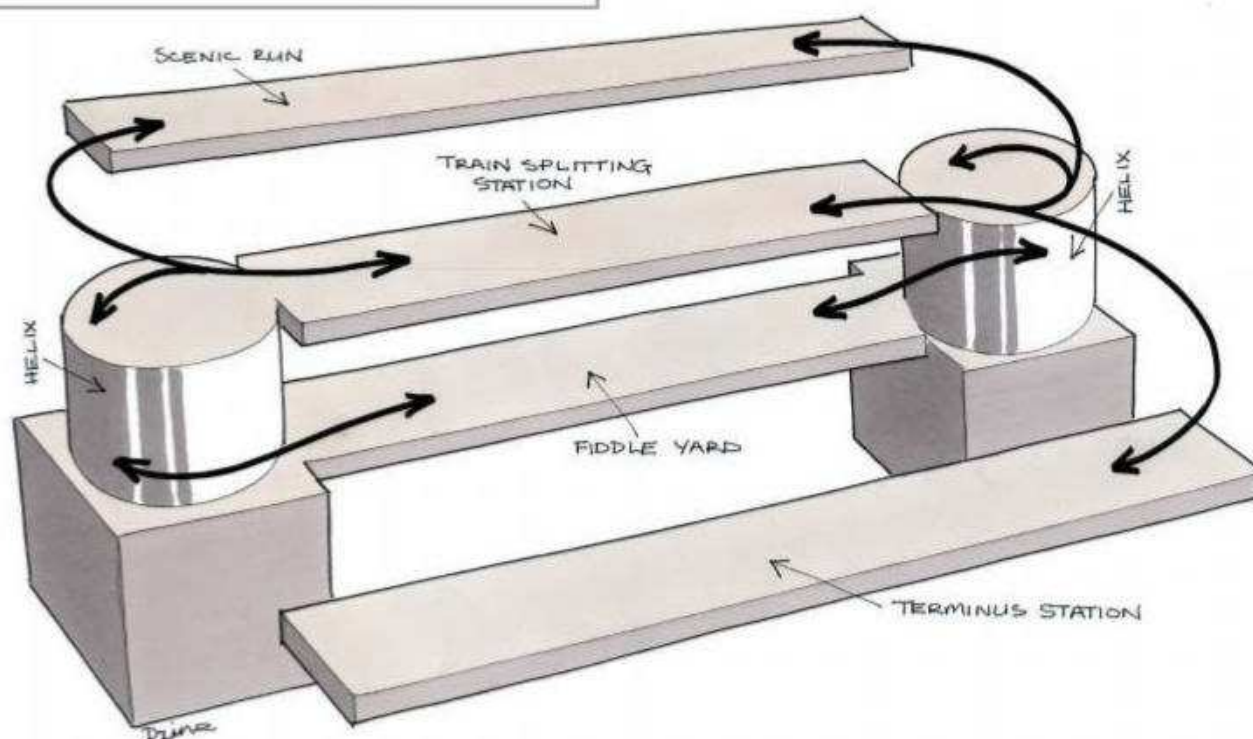
OPERATIONAL DESIGN

In contrast to my usual method of layout design, the following two examples focus primarily on operation. They have been led by route direction and the splitting of Caledonian Sleeper trains for onward travel to more than one location. As such, there's always a chance that realistic scenic appearance might be compromised, particularly near helices, return loops or where two sections of main line run close together.



Above: This large, dual-level 'OO' gauge layout includes flexible directional travel and has two helices for accessing the low-level fiddleyard at each end. It includes at least two major rural scenic sections in order to model some Scottish scenery.

There are a couple of issues with using helices. There's a possible lack of prototypical appearance, they can take up too much space, and they compromise scenic opportunity. But I think with careful use of physical and scenic arrangements, you could disguise them in order to maximise operational potential.



Above: This large 'OO' gauge is on a single level and offers more potential for modelling Scottish scenery, as I've managed to include a drop section for a viaduct. It's arguably more prototypical than having helices, but it might lack realism in and around the return curve junctions and at the station by-pass lines.



Above: Outside the sleeper depot, looking south. Eagle-eyed readers may be able to spot one of the AC Locomotive Group's two Class 86s, used to haul empty stock between Euston station and Wembley.



Left: Immaculate track at the north end of Willesden depot. All depots are provided with concrete walkways, and overhead catenary is a must.

WHAT'S NEXT?

We've saved one of Paul A. Lunn's designs for next month - because we've got Dave Lowery to build it! We go deeper behind the scenes at Wembley depot to bring you all the essential details to make your layout as detailed as possible, as well as looking in more depth at the Caledonian Sleeper coaches. Don't miss it!



Reviews

In-depth and unbiased reviews of the latest products

92 Kernow Bulleid 10203

Kernow MRC's first Bulleid diesels arrived in January. Does 10203, the newest and final member of the trio, match the high standards of the first two?

95 Hornby Kitchen/Dining First

Chris Leigh examines the first dining car to join the extensive range of Hornby Maunsell coaches.

96 Rails of Sheffield LNER dynamometer car

The first model from the new partnership between Rapido Trains, Rails of Sheffield and the NRM is here. But is it worth the price tag?

100 Woodland Scenics Mod-u-Rail

No need for carpentry - Richard Foster takes a look at how to get the best out of this pre-fabricated modular layout system.

MEET OUR REVIEWERS



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



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.





21-pin DCC socket

Kernow Bulleid 10203

◆ **SCALE** 'OO' ◆ **MODEL** KMRC K2704 Bulleid 1Co-Co1 diesel 10203, BR lined green ◆ **PRICE** £179.99

◆ **AVAILABILITY** Kernow Model Rail Centre, 01209 714099, www.kernowmodelrailcentre.com

Can it really be January when we reviewed Kernow Model Rail Centre's Bulleid diesel 1Co-Co1? Our review praised the model's good looks, attention to detail, performance and finish.

The Southern Region built three diesels to Oliver Bulleid's designs. 10201 and 10202 were built in 1951 and the model that we reviewed in MR243 was based on 10201.

10203 was built at Brighton works in 1954. It looked like the first two but it was three tons lighter and, more importantly, its English Electric engine boasted 2,000hp. There were detail differences between 10203 and its older sisters. They were subtle but required Kernow to tool another body.

10203 has now arrived and, at first glance, it's every bit as good as 10201/202. We received 10203 in BR lined green with

'ferret and dartboard' emblem on the side (now sold out). And yes, 10203 did receive that primrose yellow roof - it just didn't stay that colour for very long.

Everything that was good about the initial models has been carried over to the new version. There's lots of fine, separately fitted detail, including the flat section handrails. You can see a representation of the engine through the bodyside windows.

The body shape looks right from every angle. The 'face' looks good too, and one of the key differences is that 10203 was not built with any form of nose gangway door. Moving down the bodyside, 10203 sports full-length side grilles fore and aft of the side window, whereas 10201/202 had half-grilles. 10203, as it wears BR green, has the angled gutter strip over side grilles at the

No. 2 end that all three Bulleid diesels later received.

Close-up photographs of these machines are comparatively rare but photographs in *Modern Locomotives Illustrated No. 185* and Brian Haresnape's *Bulleid Locomotives* suggests that, by the time 10203 received BR green, there was some kind of beading around some of the side grilles and that they had a slightly more curved profile than Kernow's model. Even checking online photographic sources, it's difficult to confirm these possible discrepancies.

There is one minor shape issue that brings 10203's rating below that of 10201. The two roof vents at the No. 2 end sit either side of the horn. Photographic evidence suggests that this arrangement was at the No. 1 end only. At the No. 2 end, one vent is behind the horn.

PERFECT PERFORMANCE

Performance was excellent. 10203 was smooth and quiet straight from the box and romped away with 13 coaches. 10203 has the same 'floating' arrangement as 10201 - the three powered axles are held by an inner bogie within the frames to allow lateral and vertical movement. The leading axle acts as per the prototype.

The long bogies struggled a little with some tight curves and points. However, there was so much power on tap that 10203 tops the haulage charts on our 1-in-30 gradient - it made light work of the climb, hauling 13 Hornby and Bachmann bogie coaches.

The livery is impressively rendered. The green has a pleasing finish and the numbers and '7' power classification look good, especially as they're partially obscured by the handrails.

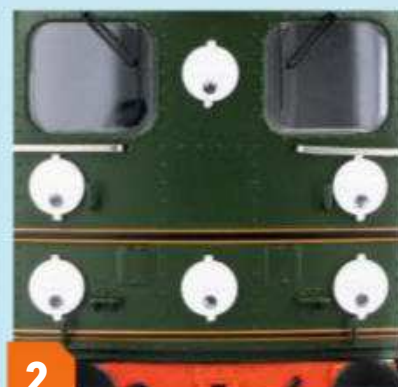


3 things we like



1

Moulded representation of the English Electric 16SVT engine through the central engine room droplight windows.



2

Inclusion of a capacitor keeps the lights working when power is interrupted.



3

The characteristic Bulleid-Firth-Brown 'Boxpok' wheels.

“The body shape looks right from every angle”

There are a couple of issues on our sample: the line between primrose and body colour is very fuzzy in places and there are a couple of areas where the primrose lacks full opacity. Our sample also

suffered from the lining, well, *not* lining up in all the corners.

10203 is almost identical to the sample of 10201 reviewed back in January. Minor niggles aside, it's worth repeating the closing sentence

from that review because it's just as true now as it was earlier in the year: “KMRC should be commended... for producing a model that is a fitting tribute to Bulleid's ground-breaking design”. (RF)



Factfile: 10203

H.A.V. Bulleid's book *Bulleid of the Southern* is recommended for the full story of how the Southern Railway's chief mechanical engineer arrived at the idea of building three diesel-electrics. What is often forgotten is that they were designed before H.G. Ivatt's Co-Cos for the LMS. However, Bulleid's locomotives were not authorised until afterwards.

10201/202 were built at Ashford in 1950/1951. They were powered by 1,750hp versions of LMS

10000/10001's English Electric 1,600hp engines. 10203, built at Brighton in 1953/54, sported a 2,000hp version of the same engine.

10203 entered service at

Nine Elms in July 1954. It spent just over a year on the Southern before it was transferred to Camden, on the London Midland Region, in August 1955. Southern drivers appreciated the riding qualities and the power but, apparently, passengers didn't like the smell.

During the late 1950s, 10203 lost its black and silver livery for BR lined green. Willesden became its new home from November 1959 and, sometime afterwards, its Southern-style whistles were replaced by air horns.

The locomotive was put into store at Derby on October 15 1962 and was finally withdrawn on December 12 1963. It was finally scrapped by Cashmore's in March 1968.



1: 10203 is in excellent condition at Eastleigh on September 24 1955. Its transfer to Camden must have taken place after the four weeks ending August 13 1955, which was noted on its Engine History card. The position of the roof vents by the horn is clearly visible. TREVOR OWEN/ COLOUR RAIL

2: Bulleid designed his diesels to match the body profile of his coaches. The shape suited black and silver but, arguably, looked less striking in lined green. 10203 passes Birdswood, Cheshire, with the Down 'Royal Scot' on April 27 1957. R.A. WHITFIELD/ RAIL PHOTOPRINTS

3: 10203's airhorns are prominent in this view of the Bulleid diesel in store at Derby works in December 1962. It was not scrapped until March 1968. RAIL PHOTOPRINTS



REVIEW REFERENCE

- ◆ *Bulleid of the Southern* by H.A.V. Bulleid (Ian Allan)
- ◆ *Bulleid Locomotives* by Brian Haresnape (Ian Allan)
- ◆ *Modern Locomotives Illustrated No. 185*

REVIEW VERDICT

PROS. Looks, performance, shape, features.
CONS. Some decoration issues, roof vent position.

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

91%



Hornby Kitchen/Dining First

◆ **SCALE 'OO'** ◆ **MODEL** Hornby R4816 Kitchen dining first class coach 7869, Southern Railway olive; R4817 Kitchen/Dining First Class coach S7861S, SR Malachite green ◆ **PRICE** £47.99 ◆ **AVAILABILITY** Hornby stockists or www.hornby.com

It is notable that, when Hornby introduces a fresh range of coaching stock, restaurant and sleeping cars tend to come after the launch of the ordinary vehicles. The fabulous and extensive range of Maunsell coaches comprised only 'seating' vehicles – until now. Say hello to the Maunsell First Class Kitchen diner.

Mike King's *An Illustrated History of Southern Coaches* shows 34 Maunsell Dining Firsts in traffic by 1934, usually (though not always) running with a Dining Saloon Third and primarily on the Western Section as the Pullman company had the catering contract for the Eastern and Central sections. Unlike most Southern coaches, the restaurant cars were not permanently allocated to a particular set.

Hornby's model follows the

company's well established practice and matches the existing Maunsell stock in all major respects. If I can highlight a few details, the roof and underframe are particularly pleasing. The roof has separately fitted torpedo vents over the saloon and the full complement of vents and water tank over the kitchen.

The destination board brackets are well defined and the pack containing the alternative close couplings includes four plain body-coloured plastic strips which I assumed are unlettered destination boards. You'll need to find some appropriately coloured lettering decals to complete them.

The coach sides carry panel and beading detail which is a little more prominent than it is in pictures of the real thing but the distinctive square-cornered windows and recessed doors look spot-on. Hornby has

also done a convincing job with the obscured glazing of the kitchen windows.

Internally, the high-backed 2+1 seats and white-topped tables are modelled, and the tables carry Pullman-style brass table lamps though, unlike Hornby's Pullman cars, those in this model are not illuminated. Some modellers have criticised the prominence of the printed curtains. I can't say that this bothered me. The curtains are quite convincing but they do extend further across the windows than is evident in most photographs.

Underneath, the model is really impressive, with battery boxes, brake cylinders, dynamo and the massive gas tanks to serve the kitchen cooking ranges. Interestingly, the weight of these ranges on one side of the car was such that they had to be counterbalanced by lead weights

attached to the solebar on the corridor side of the car. Hornby has these six weights accurately modelled.

The dining car runs on SR 8ft wheelbase 'steam' bogies and these are moulded with some of the deepest detailing that this reviewer has seen. Brake blocks are in line with the 'OO' gauge wheel treads and the model runs on pin-point bearing metal wheelsets. Sprung metal buffers are fitted and the model has tension lock couplers in NEM pockets mounted on a close-coupling cam arrangement. Alternative continental-style close couplers are provided. The corridor connections are fitted with blanking plates which unclip.

The model is offered as No. 7869 in the austerity unlined olive green, as depicted in Mike King's book, and matching Hornby's 'Return From Dunkirk' train pack. It is also available as S7861S in BR Southern Region 'malachite'. Fully lined Southern livery and BR crimson and cream will presumably be offered in future production runs. A Third Class Dining saloon to accompany this vehicle would also be useful.

It is good to see Hornby turning out such high-quality, newly tooled coaches, and filling gaps in its range. (CJL)



REVIEW VERDICT

PROS. An important addition to SR coaching stock, beautifully modelled.

CONS. No original livery lined version or companion Third Class dining saloon.

LOOKS	9.5
BUILD QUALITY	9
FEATURES	9
DECORATION	9.5
VALUE FOR MONEY	8.5

91%



Rails LNER dynamometer car

◆ **SCALE** 'OO' gauge ◆ **MODEL** Rails of Sheffield LNER dynamometer car 23591, LNER pre-war teak livery ◆ **PRICE** £125.00
 ◆ **AVAILABILITY** Rails of Sheffield Tel: 01142 551436 Web: www.railsofsheffield.com

Talk about always being the bridesmaid and never the bride... All eyes have focused on Gresley 'A4' No. 4468 *Mallard* this summer for, 80 years ago in July, the blue 'Pacific' thundered down Stoke Bank snatching the world speed record for steam from Deutsche Reichsbahn 4-6-4 No. 05002.

Today, *Mallard* is positioned so that it's one of the first things you see when you enter the

National Railway Museum's Great Hall. Tucked behind, however, is LNER Dynamometer Car No. 902502, just as it was on June 3 1938. Engineers and technicians on board this vehicle actually captured and recorded the work that driver Joe Duddington and fireman Tommy Bray were doing on the footplate that historic day. The real No. 902502 is likely to remain, quite literally, in *Mallard*'s shadows but, thanks

to a three-way partnership between Rails of Sheffield, Rapido Trains and the National Railway Museum, it should now be able to bask in a bit of glory itself as it's the subject of this stunning new model.

It's been just over a year that the new 'Rails Limited' brand was launched amidst No. 902502's mass of Heath Robinson-like recording equipment. The first view of the new 'OO' gauge LNER dynamometer car was a stereolithography print. It showed much promise - but you had little clue just how good the resulting model would be.

Received for review is what Rails of Sheffield has called 'Version 1'. This depicts the dynamometer car as it was in 1938, with the running number 23591. 'Version 2' features its post-May 1946 running number, the one it still carries to this day.

Rapido Trains' reputation for incredibly fine detail preceded its entry into the British model railway market. The Stirling

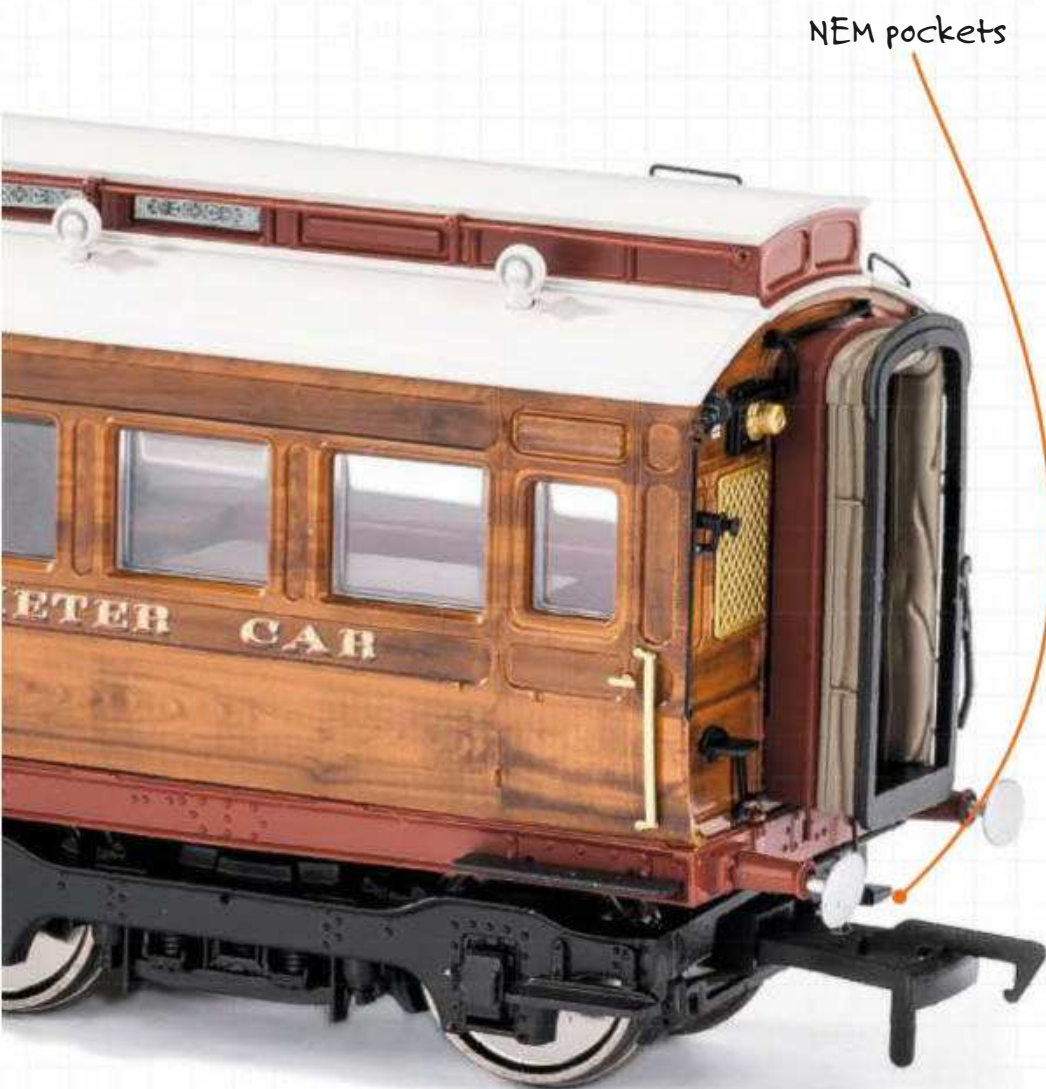


'Single' reviewed in MR251 was a great looking model, but the dynamometer car is in another league and really shows just what Rapido is capable of.

This is simply a jaw-dropping model and it's difficult to know just where to start. Our eye was caught by the recording wheel and associated underframe fittings. Follow the pipes inside and everything is perfectly aligned.

The shape looks good and compares well to photographs. There's so much very fine





NEM pockets

something simpler. It's a dot-printing process that, from normal viewing distances, portrays a realistic woodgrain finish. Get closer to the model though and the individual dots reveal themselves, a bit like when you look at a newspaper photograph close up.

Included is the usual plastic bag of bits containing vacuum pipes and etched end screens which, Rapido suggests, should be applied with a small amount of glue behind the end pipes.

What you won't find included in any other British outline 'OO' gauge coach is the controllable interior lighting system. This is the dynamometer car's party trick and it's so simple that you wonder why it hasn't been used before on a British outline coach.

The key is Rapido's 'magic wand', which is a plastic stick with a magnet on the end of it. Wave the wand over the roof and the magnet activates a switch inside which, if your track is live, should switch the lights on, allowing you to take in all the interior detail. Wave it again and the lights turn off. It's a super system, even if it does make you feel as though you're at Hogwarts while you're doing it! For some added interest, you could fit magnets to your tunnel portals to make the lights work automatically as it enters and leaves the tunnel.

Now, all this beautiful detail and fancy switching does come at a pretty price. We know that the cost of 'OO' gauge coaches is ➤

separately fitted detail for your eyes to take in but, though the model requires careful handling, none of it feels as though it'll fall off if you accidentally breathe on it too hard!

If push came to shove, we'd have to say that the patterns on the clerestory windows are our favourite detail. The windows are

so small you could have forgiven Rapido for leaving them off but, no, the intricate patterns have been captured beautifully.

Replicating LNER teak 'livery' in 'OO' is always a challenge. Hornby's LNER coaches required 280 tampon print processes to create a particularly lifelike finish. Rapido has gone for

3 things we like



1

The intricate detailing on the roof glass.



2

The recording wheel is static but still a striking feature.



3

Impressive interior with lots of small details.





Factfile: 902502

The dynamometer car's primary job was to record the performance of a steam locomotive. The locomotive was coupled to what was essentially a large spring, with pencils on the end that would record the drawbar pull on a roll of paper. It would also measure other key statistics, such as speed, boiler and steam chest pressure.

902502 was built by the North Eastern Railway in 1906 as No. 3591. It was absorbed by the LNER in 1923, when it became 23591, and was modified and upgraded to match the increasing

size and performance of locomotives. It was renumbered as 902502 in May 1946.

As well as recording *Mallard's* record-breaking run in July 1938, it also played an important role during the 1948 Locomotive Exchanges, recording LMS, GWR and Southern Region express and freight power on the Eastern Region routes. It was withdrawn in 1951 and, given its important place in railway history, was preserved by the British Transport Commission. It's currently on display at the National Railway Museum in York.

increasing, with most new vehicles retailing in the £45-£55 price bracket. For the dynamometer car, double that... and then add a little bit more.

Before you all throw your hands up in horror though, consider this: the only previous 'OO' gauge RTR LNER dynamometer car was Golden Age's exquisite all-brass offering of which, at the time of writing, Hatton's had a pre-owned example for sale for roughly double the cost of the Rails/Rapido model.

When you put it into that context, £125 for what can be considered a museum-quality model is actually good value.

Just put your eye to one of those miniature windows and take in all that wonderful interior detail - it won't be long before you're imagining what it must have been like on that record-breaking run, 80 years ago. (CG)



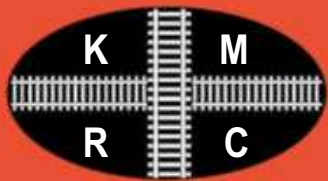
REVIEW VERDICT

- PROS.** Level of detail, innovative magic wand.
- CONS.** Price, teak finish dot-screen shows in places.

LOOKS	9.5
BUILD QUALITY	10
FEATURES	10
DECORATION	10
VALUE FOR MONEY	8

95%

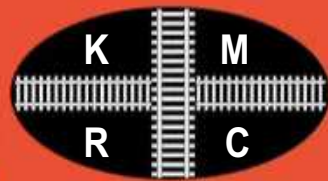
MEL HOLLEY/SR



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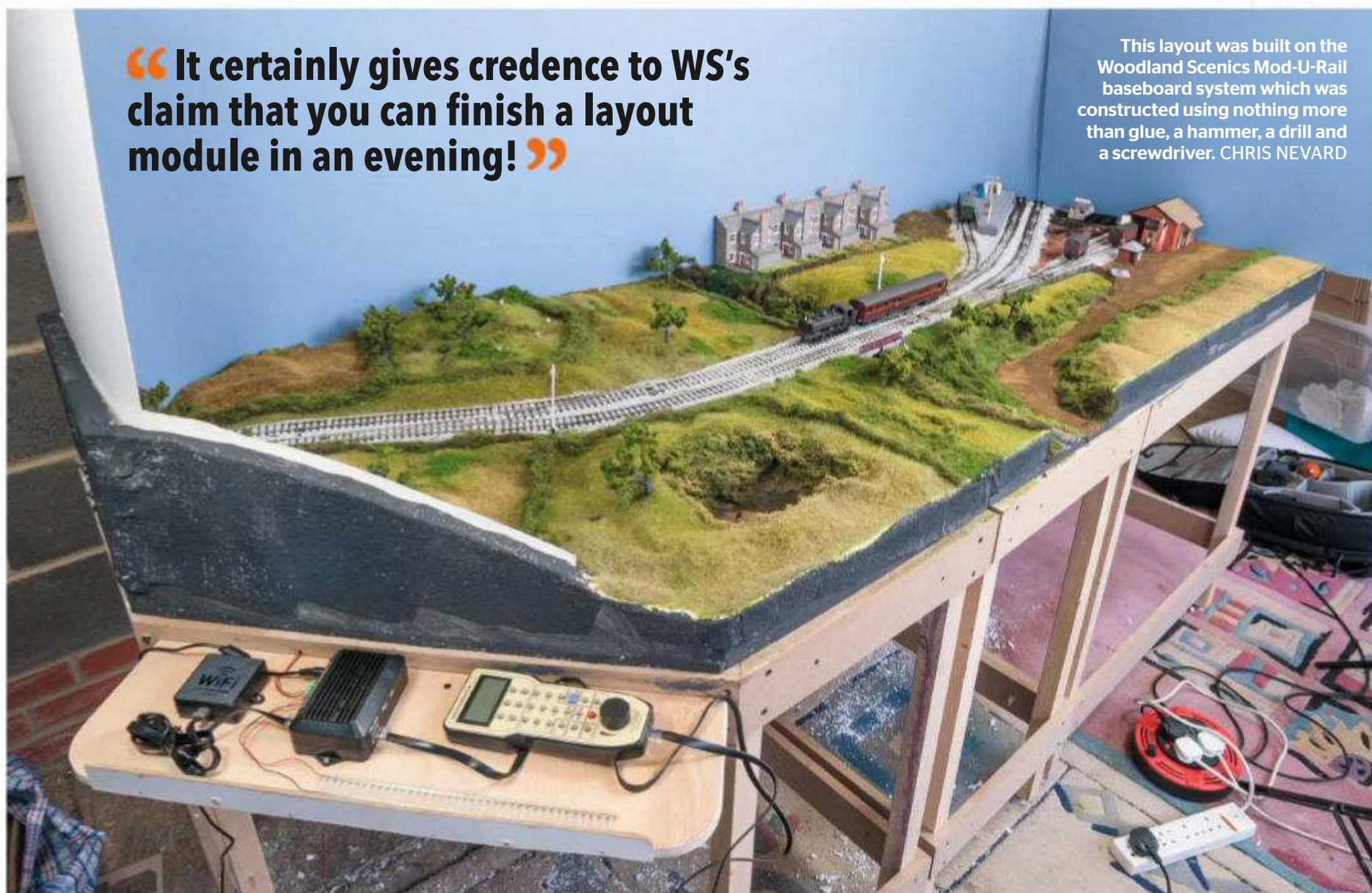
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“It certainly gives credence to WS’s claim that you can finish a layout module in an evening!”

This layout was built on the Woodland Scenics Mod-U-Rail baseboard system which was constructed using nothing more than glue, a hammer, a drill and a screwdriver. CHRIS NEVARD

Mod-U-Rail baseboard system

◆ **SCALE** Any ◆ **MODEL** See panel ◆ **PRICE** See panel ◆ **AVAILABILITY** Kernow Model Rail Centre, 01209 714099, www.kernowmodelrailcentre.com

The baseboard – it’s arguably the most off-putting part of building a layout. It can be difficult to construct, especially if woodwork isn’t your *forte*, and the pressure to get it right is immense. After all, a wonky or misaligned board can plague your layout forever.

If we told you that there was a baseboard system that was easy to build, with the bare minimum of tools, that would allow you to include mountains or river valleys and that could be used on anything from a micro layout to a huge room filler, you’d probably think it too good to be true.

But it isn’t. Say hello to Mod-U-Rail, from Woodland Scenics.

Mod-U-Rail is a modular baseboard system that comes

in two main parts: you get a pine/MDF frame and then a hard foam base. The frames screw together and all you need to affix the foam is glue. Assembly doesn’t get much easier than that.

There are two sizes of baseboard kit. There’s a 3ft by 18in straight and a 3ft by 3ft unit that can either be built as a square or as an angled corner unit. By combining straight and square/corner units, you can assemble a baseboard to whatever configuration you require. The foam top sections include the flat foam base, foam frames, risers and trackbed, as well as a huge selection of Woodland Scenics glues, scatters and other scenic accessories (see panel). It certainly gives credence to WS’s claim that you can finish

a layout module in an evening!

We were able to put Mod-U-Rail to the test, thanks to the generosity of stockist Kernow Model Rail Centre. It worked pretty much as advertised, although we did have to re-drill a few holes because they weren’t aligned properly.

You might feel that Mod-U-Rail is an expensive way to build a layout, especially if you’re planning a large one. However, factor in the cost of buying all those scenic accessories and it starts to make more financial sense.

It makes even more sense when all you need to provide is track of your choice and you have everything you need to build a fully detailed scene in under a day. Our verdict is that Mod-U-Rail offers a flexible and fun alternative option to layout building. **(RF)**

WHERE TO BUY

◆ Kernow Model Rail Centre, 01209 714099, www.kernowmodelrailcentre.com

RECOMMENDED READING

◆ Want to see Mod-U-Rail being used in anger? We used it in the latest edition of *How To Build A Model Railway*. It’s on sale now and available from WHSmiths, selected model shops or from www.greatmagazines.co.uk

REVIEW VERDICT

PROS. Useful and fun alternative to wood baseboards, all you need is track.
CONS. Pricy, some holes need drilling.

STEP BY STEP



45 mins
per stand



1



The straight modules contain four legs, four 3ft long wooden braces and four 1ft 6in wooden braces, all with a mitre joint. The square and corner modules have all 3ft long pieces, apart from the diagonal corner section.

2



Hammer in the supports for the adjustable feet into the base of the legs, ensuring that they are firmly in place, as we had one of them come out when moving the layout around the room.

3



Don't rely on the mark on the wood being straight. Use a set square to ensure that you have the wood at right angles and that the top of the leg is flush with the top of the cross support to avoid abnormalities in the board.

4



We built the two end pieces of the straight module first, which gave us two firm bases for when it came to attaching the longer 3ft braces. It is recommended that you recruit an assistant to hold the wood in place when fixing it.

5



Again, using a set square to ensure that everything is at right angles, drill one of the screws into place. By only screwing in one at this stage you are still able to move the frame slightly to ensure it is at a perfect right angle.

6



One of the completed 3ft by 1ft 6in stands, which will form part of the overall baseboard. We have not yet put the feet on the base of the stand so that we could make sure everything was level and at right angles first.

8



Place the foam base on top of the stand and glue spare square foam pieces on the base next to the legs underneath, one in each corner. This will form a wedge between the stand and the foam, stopping it from moving.

9



Lay the risers onto the foam base and pin them with the foam nails to check the positioning. The foam borders provide a frame for the scenery and backscene. Shape with a hot wire cutter or a craft knife to the desired shape.

10



What you get

Woodland Scenics Corner/Square modules are accompanied by a large selection of scenic accessories. To see what you get, go to www.model-rail.co.uk/mod-u-rail

TOOLS NEEDED

- ♦ Drill
- ♦ Engineer's square
- ♦ Pencil

The Mod-U-Rail range

ST4780 Connector Set	£17.50
ST4790 Stand for Straight Module	£78.00
ST4791 Stand for Corner Module	£97.50
ST4972 Stand for Square Module	£97.50
ST4801 Straight Module	£164.00
ST4802 Corner/Square Module	£183.25

Availability: Kernow Model Rail Centre

Tel: 01209 714099

Web: www.kernowmodelrailcentre.com



7



The feet are adjustable on a screw to account for any undulations in the floor. Simply screw them into the holder that you hammered into the base of the legs at the beginning of the build.

The club room

Be a part of the *Model Rail* community – get involved today.
E-mail: theclubroom@bauermedia.co.uk

The guest chairman

Chris Burnage gives us a potted history of a club that was founded 60 years ago, and is still going strong.



Society: Wakefield RMS
Established: 1958
Location: Wakefield
Chairman: Chris Burnage

The Wakefield Railway Modellers' Society was formed when the model railway section of the Wakefield Society of Model and Experimental Engineers decided to start their own club in 1958. Of the ten members who formed the society, our current president, Peter Dowd, is the sole survivor. Initially rooms were rented above a shop in the city centre, but space was extremely limited and alternative accommodation was sought. This was somewhat larger but only available on a temporary basis so, in 1967, it was decided to lease a plot of land from the council and construction of the new clubrooms commenced. Most of the work was done by the members themselves and the official opening took place in May 1969. By the late 1970s space was once again at a premium, owing to an increase in membership, so a second storey was built. This was opened in February 1983 by our then president, David Jenkinson. An opportunity arose to buy out the lease from the council, so the society now has a permanent home.

The ground floor consists of a meeting room capable of seating 45 people, a layout room and a kitchen. Upstairs is the main layout building room and a library with an extensive collection of modelling magazines,



The club has its own permanent base, which includes a layout building room and a library.



many going back to the first issue, along with over 500 reference books. The current membership is just below 90 and during the winter months members are entertained every fortnight by talks, demonstrations or films on a variety of topics, both modelling and prototype. Other meeting nights are devoted to the construction of layouts. Currently work is progressing on an Austrian 9mm narrow gauge layout, a scale model of Stanley in 'OO' gauge set in the late 1950s

(due to make its debut at our forthcoming exhibition), an 'O' gauge layout based on Eyemouth in North British days and an American 'O' gauge switching layout. In addition there are completed layouts which are stored between exhibitions. Individual members have their own layouts which appear at exhibitions up and down the country. Our members have a wide range of skills and knowledge, and if anyone has a problem there is usually someone able to help. Meetings are held every Monday and Friday, commencing at 1930. Visitors and potential members are always welcome, whether they're new to the hobby or accomplished modellers. Thank you to David Woodward for preparing this article.

Address: Wakefield Railway Modellers' Society, Garden Street, Wakefield, WF1 1DX
E-mail: committee@wakefieldrms.org
Web: www.wakefieldrms.org



Chester remembers the end, 50 years on

Chester MRC commemorated the 50th anniversary of the end of steam on August 6 2018. Its 4mm layout 'Faugham Hill' became urban and rural Lancashire, including a hastily modified building to represent Lostock Hall shed (one of the final trio of sheds that closed on August 5). With a little ingenuity it looked the part when placed close to one of 'Faugham Hill's' stations.

The call for appropriate locomotives and stock was put out and its members responded in fine style. A green 'Britannia', followed by double-headed 'Black Fives', was able to work the 'Fifteen Guinea Special' comprising the correct formation of Mk 1s. It was a great evening with younger members taking an interest in how it had all ended and the old guard reminiscing.



Grains of truth

Reader Graham Armstrong reminded us that, under the Coastal Protection Act 1949, it is illegal to remove sand from British beaches. Similar Coastal Protection Acts exist throughout the Channel Islands, parts of the US and in Australia. He suggests speaking to your local builder's merchant, who will probably be able to get you a sufficient quantity of sand, while bags of 'sand pit' sand or 'Silver Sand' are available from hardware stores, garden centres or online.

Diesels at Pendon!

Fancy seeing Pendon Museum's fantastic model railways like never before? Some of its trains on December 1/2 will be diesel-hauled, propelling the famous 'Vale Scene' into the 1960s.

The museum will also host the Scalefour Society's 'P4' layout 'Bodmin' over the weekend, which is the last weekend of the 'Evolution of Finescale Modelling - In Search of Excellence' season. For more details, go to www.pendonmuseum.com

Caption that pic!

Our Facebook community has been busy coming up with barmy suggestions to caption the photograph at the bottom of the page. The person who made us chuckle the most this month was Derek Saunders, so congratulations! This month we want you to send us your captions for the picture below, from Laurie Calvert's layouts.

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



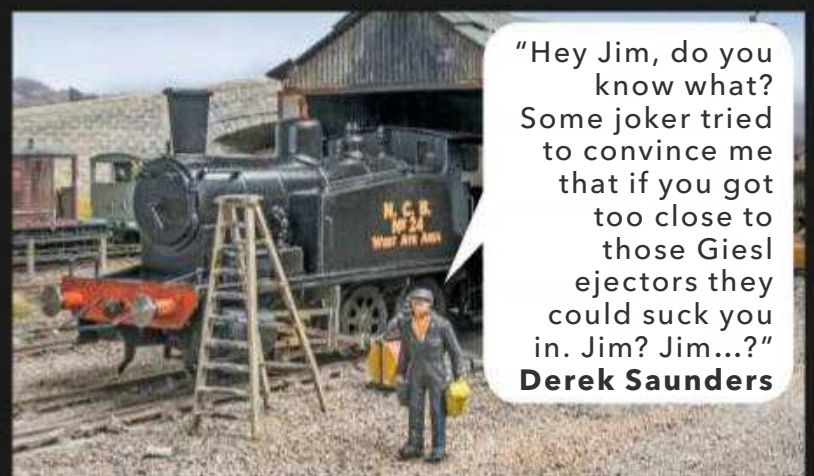
Last month's responses

"I thought they said we were getting a diesel, not a Giesl!"
Matthew Stirling

"WHAT! We've run out of coal?"
Brian Johnson

"Excuse me guv, what do you mean 'check the tyres?'"
Tina Cairine Dee

"Now was it yellow bucket for sand, red bucket for water or the other way around?"
David Sheerwood



"Hey Jim, do you know what? Some joker tried to convince me that if you got too close to those Giesl ejectors they could suck you in. Jim? Jim...?"
Derek Saunders

Present your case

Your opinions on the LNER 'V4' 2-6-2, proposed by Eric Lynch in *Model Rail 251*. www.facebook.com/modelrail



Would certainly sell if they do produce one. I would have my name down for one.

James Kendrick

Plenty of other more numerous and widely used LNER and constituent locos are needed before this - 'A5', 'B16', 'C7', 'D20' and the 'J25' spring immediately to mind.

Matthew Stirling

Personally, I'd prefer some more SECR-based models.

Christopher Buttigieg

There were only two built. They worked for a limited time in one

location in Scotland before being among the first Gresley locomotives to be completely withdrawn (the 'P1s' went earlier). If we can get a model of No. 2001 *Cock o' the North* why not a 'V4' too? Beautiful locos.

Simon A.C. Martin

Great loco, but other things should come first. Save the model until the A1 Steam Locomotive Trust has almost finished its new-build version.

J.T. Wake

Well, I want one!
Tim Read



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Model Rail News online.

Show & Tell

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



MR's Sentinels suit my tramway layout

Adrian Roberts

In the December 2017 issue (MR242), you asked for layouts to suit your *Model Rail* exclusive locomotives. Well, I have a little layout that uses your Sentinel.

Elmton Village Depot is a fictitious spur off the Wisbech & Upwell Tramway, somewhere near the Wisbech end of the line. Space constraints have meant that short trains are propelled up the spur with a brake van leading.

Goods traffic inward consists of coal and agricultural supplies and, outward, produce and livestock. Motive power consists of three well-known W&U prototypes. There is an old Keyser 'J70' whitmetal kit on a Black Beetle chassis, a *Model Rail*/Dapol Sentinel 4wVBT and a Drewry diesel converted from a Bachmann USA Thomas the Tank Engine *Mavis*. My new *Model Rail*/Rapido 'J70' is on order!

Love for a loch location

Pete Pester

I've been a *Model Rail* subscriber for a number of years and enjoyed reading about David Harrison's 'Invercalley' layout (MR252). I too have a Scottish-themed layout, based at Loch Awe, a short distance from Inveraray, where 'Invercalley' is set. I made a small layout a couple of years ago using some of the features of this station and location, including a camping coach, the bridge over the end of the loch and a representation of the hotel overlooking the station.



Small and light

Graham Gatehouse

I have recently completed this inglenook layout. It has three sidings but I've used a sector plate instead of the first point. This has enabled me to build a small layout (just 3ft by 7½in) that's lightweight and really easy to transport.



What's going online?

Model Rail TV

We hope you enjoyed having a nose around Chris Leigh's creations in last month's video. This time we're moving from his house into his shed to look at his 'O' gauge model based on *The Railway Children*.

Visit our Facebook page: www.facebook.com/modelrail

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Exhibition Diary

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

SEPTEMBER 28-30

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

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, Middx UB5 6AD. **Time:** 1030-1700.

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. **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. **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. Jubilee Centre, Aylsham NR11 6JG. **Time:** 1000-1600. **Admission:** Adult £4. **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.

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.sheffieldmrs.co.uk

WELLINGTON, SALOP. Telford Railway Modellers Group MRE. Sports Hall, Charlton Academy, Apley Ave, Wellington TF1 3DY. **Time:** 1000-1600.

Admission: Adult £4. **Tel:** 01952 820376. **Web:** www.trmg.webs.com

WING, BEDS. Tring & District MRC MRE. The Cottesloe School, Aylesbury Road, Wing, nr Leighton Buzzard LU7 OPD. **Time:** 1030-1630. **Admission:** Adult £6. **Web:** www.tdmrc.co.uk

OCTOBER 6-7

SHILDON. Shildon MRE. Locomotion Museum, Shildon DL4 2RE. **Time:** 1000-1700. **Tel:** 07720 975208.

E-mail: smrc_liz@yahoo.com

OCTOBER 7

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

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 Hall, Norsted Lane, Rushmore Hill BR6 7PQ. **Time:** 1100-1600. **Admission:** Adult £2.50. **Web:** www.gscaekent.co.uk

OCTOBER 13

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

NORWICH. 32A Model Railway Club Day. Great Eastern Models, 199 Plumstead Road, Norwich NR1 4AB. **Time:** 1000-1500. **Tel:** 01603 431457.

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. **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.

Web: www.dorkingmodelrailwayclub.com

DUNDEE. Dundee MRC MRE. The Dundee International Sports Complex (DISC) Mains Loan, Dundee DD4 7AA.

Time: Sat 1000-1700, Sun 1000-1630.

Admission: Adult £5. **Tel:** 07497 919817.

Web: www.dundeeemrc.co.uk

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.

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. **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.

Web: www.meridiennexhibitions.co.uk

OCTOBER 20

ABBOTSKERSWELL, DEVON. The South Devon MRS Open Day. Church House, Abbotskerswell TQ12 5NZ.

Time: 1030-1630. **Admission:** Adult £1.50. **Web:** www.sdmrs.org.uk

CHELMSFORD, ESSEX. Chelmsford MRE. St John Payne School, Patching Hall Lane, Chelmsford CM1 4BS.

Time: 1000-1630. **Admission:** Adult £5. **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 Church Hall, Leicester Road, Hinckley LE10 1LW. **Time:** 1000-1600.

Admission: Adult £3.

Tel: 07805 078720.

SHREWSBURY. Chantilly Grey Ltd MRS. United Reformed Church, Coleham Head SY3 7BJ. **Time:** 1000-1600.

Admission: Adult £4.

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.

Admission: Adult £5. **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. **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.

UCKFIELD, SUSSEX. Uckfield MRC MRE, Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE. **Time:** 1000-1700.

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.

BIRMINGHAM. Birmingham MRC MRE. Arden Hall, Water Orton Rd, Castle Bromwich B36 9PB. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 07766 923361. **E-mail:** mrcbirmingham@gmail.com

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

SEAFORD, SUSSEX. Seaford MRS MRE. Seaford Baptist Church Hall, Belgrave Road, Seaford BN25 2EE.

Time: 1000-1700. **Admission:** Adult £4, Concession £3.50, Child £1.

Web: www.newhavendmrc.com

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.

TRIMLEY ST MARY, SUFFOLK. Felixstowe Area 'N' Gauge MRG. The Welcome Hall, High Road, Trimley St Mary IP11 ONT. **Time:** 1100-1600. **Tel:** 01349 277211. **Web:** www.felixstowengauge.org

YIEWSLEY, LONDON. Hillingdon Rly Modellers Open Day. Yiewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1600.

Admission: £4. **Tel:** 0208 368 4090. **Web:** www.hillingdonrailwaymodellers.co.uk

OCTOBER 27-28

BODMIN, CORNWALL. Bodmin & District MRC MRE. Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £3, Family £10. **Tel:** 07775 542174.

E-mail: bobhillcote@aol.com

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Back to the FRONT

The 100th anniversary of the Armistice, that effectively ended the First World War, is just around the corner... so join us as we visit Callum Willcox's 'OO9' Great War layout.

CHRIS NEVARD

Modelling season

The nights are drawing in and nature's palette is changing. With more time for modelling, we show you how to give your layout a seasonally appropriate look and feel.



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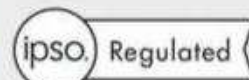


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R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

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: September 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: December 2018



R6833 140422 in LNER bauxite

R6833A 140526 in LNER bauxite

R6834 E175712 in BR grey

R6834A E1788614 in BR grey

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

Class 158 2 Car DMU

Pre-order from £220.96. Sound-fitted £305.96

Due in Stock: July/August 2019



31-517DS 158849 in Regional Railways livery - sound fitted

31-518 158773 in East Midlands Trains livery

31-519 158766 in GWR green

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

009 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 450 4-car EMU

Pre-order for £240 (Estimated)

Due in Stock: TBC



371-725 450073 in South West Trains livery

Pre-orders accepted
via credit or debit card only
Pre-order prices subject to manufacturer RRP.

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

0151 733 3655

**17 Montague Road,
Widnes, WA8 8FZ**

Phone opening times Mon to Sat 7:30am-6pm Sun 9am-5pm
Shop opening times Mon to Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
BR Mk1 Carflat	hattons.co.uk/BRCarflat	from £31.41	Jan 2017							
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 07/09/18.



17 Montague Road, Widnes, WA8 8FZ
T: 0151 733 3655 E: info@hattons.co.uk

Est. 1946

OO Gauge (1:76 Scale)

Steam locos



R3612 80th Anniversary of World Steam Record pack gold-plated Class A4 4468 "Mallard" and commemorative box set (Hor)£184



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)£99



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early crest (Hat)£99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" in lined green (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
1302 Class 1361 0-6-0ST 1364 in GWR green (Hel)£124
1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel)£124



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel)£124
H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ)£99



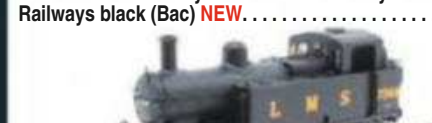
R3692 Class 14xx 0-4-2T 1424 in BR green late crest (Hor)£51
OR76DG005 Class 2301 'Dean Goods' 0-6-0 2534 Great Western green snow plough (Oxl)£95



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)BARGAIN.....£69



32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (Bac) NEW£93.46



32-227DS Class 3F Jinty 0-6-0T 7365 in 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



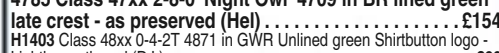
4781 Class 47xx 2-8-0 "Night Owl" 4705 in GWR green Great Western lettering (Hel)£154



4782 Class 47xx 2-8-0 "Night Owl" 4707 in GWR green post-war GW lettering (Hel)£154



4785 Class 47xx 2-8-0 "Night Owl" 4709 in BR lined green late crest - as preserved (Hel)£154



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



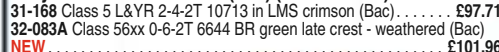
R3170 Class 49xx 4-6-0 4901 "Adderley Hall" in GWR Green - Railroad range (Hor)£74



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



31-168 Class 5 L&YR 2-4-2T 10713 in LMS crimson (Bac)£97.71
32-083A Class 56xx 0-6-2T 6644 BR green late crest - weathered (Bac) NEW£101.96



H1407 Class 58xx 0-4-2T 5802 in GWR Unlined green G W R lettering - Lightly weathered (DJ)£99



R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor)£80



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



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



31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £212.46



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 in BR black early emblem (Bac)£84.96



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) £144



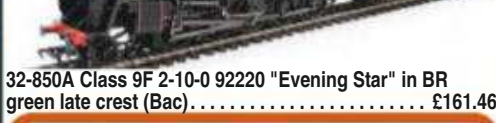
R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest (Hor)£136



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



32-860 Class 9F 2-10-0 92211 in BR black late crest (Bac)£161.46



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac)£161.46



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £100.99)BARGAIN.....£68



31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95)BARGAIN.....£121



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



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)£136



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor)£152



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



R3004 Class B17 4-6-0 61631 "Serlby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99)BARGAIN.....£79



31-138 Class D11/2 4-4-0 62682 "Haystoun of Bucklaw" in BR black early emblem (Bac) (RRP £139.95)BARGAIN.....£99



R3235 Class D16/3 "Claud Hamilton" 4-4-0 E2524 in early BR Black (Hor) (RRP £109.99)BARGAIN.....£73



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER apple green (Hor)£113



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



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



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99)BARGAIN.....£82



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



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



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



3912 Class O2/3 Tango 2-8-0 63948 in BR black early crest 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



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN**... £89



3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) (RRP £184.95) **BARGAIN**... £89



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN**... £89



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN**... £89



3921 Class O2/4 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



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



R3208 Class V Schools 4-4-0 30915 'Brighton' in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN**... £89



R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor) £99.99



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



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



4S-018-002 LSWR Class B4 0-4-0T 90 'Caen' in Southampton Docks brown (Dap) £93.50



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



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



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat) £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) £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



32-353 Standard Class 4MT 2-6-4T 80135 in BR green late crest (As Preserved) (Bac) (RRP £134.95) **BARGAIN**... £99

R3500 The Sir Nigel Gresley Collection (Hor) £480
R9292 Thomas and Friends - 4-6-0 No.3 Henry the green engine (Hor) £79

Diesel locos



2503 Class 05 Hunslet shunter 'Cider Queen' in green wasp stripes (Hel) (RRP £129.95) **BARGAIN**... £69



2500 Class 05 Hunslet shunter D2574 in BR green (Hel) (RRP £129.95) **BARGAIN**... £69



2502 Class 05 Hunslet shunter D2581 in BR green wasp stripes (Hel) (RRP £129.95) **BARGAIN**... £69



2521 Class 05 Hunslet shunter D2600 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



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



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) £127.46



4D-012-004 Class 22 D6325 BR green no yellow panels and disc headcodes (Dap) £127.46



32-790 Class 37/0 37049 'Imperial' in Railfreight Coal Sector triple grey (Bac) **NEW** £135.96



32-789 Class 37/0 37099 'Merl Evans 1947-2016' in Colas Rail Freight (Bac) **NEW** £135.96



32-377A Class 37/4 37401 'Mary Queen Of Scots' in BR large logo blue (Bac) £117.26



32-370 Class 37/4 37405 in DRS Compass blue (Bac) £117



32-389 Class 37/4 37421 in Colas Rail (Bac) £135.96



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



31-659DS Class 47 47001 in BR Blue - DCC Sound fitted (Bac) £203.95



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) £135.96



31-660A Class 47/4 47444 'University of Nottingham' in BR large logo blue (Bac) £135.96



R3658 Class 50 50033 'Glorious' in revised Network SouthEast (Hor) **NEW** £136



R3653 Class 50 50040 'Leviathan' in BR large logo blue (Hor) **NEW** £144



5311 Class 53 D0280 'Falcon' in BR two tone green - Ltd Ed (Hel) (RRP £125) **BARGAIN**... £94



R3660 Class 56 56303 in Devon and Cornwall Railways green (Hor) **NEW** £136



R3666 Class 59/0 59004 'Paul A. Hammond' in Yeoman Aggregates - Railroad Range (Hor) £68

Visit

www.hattons.co.uk/new

for all new releases



R3572 Class 60 60087 "CLIC Sargent" in Colas Rail Freight orange/black (Hor). £149



32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac). £225.21



4D-022-008 Class 68 68003 "Astute" in Direct Rail Services compass (Dap). £131.71



4D-022-010 Class 68 68008 "Avenger" in Direct Rail Services compass (Dap). £131.71
4D-022-010S Class 68 68008 "Avenger" in Direct Rail Services compass - DCC sound fitted (Dap) £254.96
4D-022-011S Class 68 68010 "Oxford Flyer" in Chiltern Railways - DCC Sound fitted (Dap) £254.96



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) £144.46



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



7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains (Hel) (RRP £165) . **BARGAIN** . . . £129



7701 Class 77 EM2 Woodhead electric E27005 "Minerva" in BR green half yellow panels - Ltd Ed for Olivias Trains (Hel) (RRP £165) . **BARGAIN** . . . £129



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor). £144



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) **NEW** £144



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

HSTs

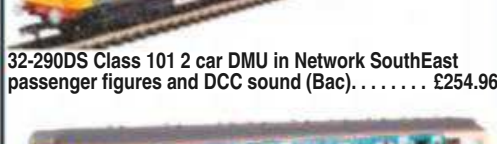


R3478 Class 43 HST train pack 43070 "The Corps of Royal Electrical and Mechanical Engineers" & 43036 in First Great Western (Hor) £199

DMUs



32-290DS Class 101 2 car DMU in Network SouthEast passenger figures and DCC sound (Bac). £254.96



4D-009-HAT02 Class 121 single car DMU "Bubblecar" 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) £129.95



4D-009-HAT07 Class 121 single car DMU "Bubblecar" 55022 in original Network South East - Hatton's limited edition (Dap) £129.95



4D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (Dap) £129.95



4D-009-001 Class 121 single car DMU "Bubblecar" W55020 in BR green speed whiskers (Dap) £123.25



4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) £123.25



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



32-937 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

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) **NEW** £160



R3341 Class 2-HAL 2 Car EMU 2677 in BR blue (Hor) (RRP £130.25) . **BARGAIN** . . . £62



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) **NEW** . . . £144

DEMUs



31-236A Class 205 "Thumper" 1121 in BR green small yellow panel - weathered (Bac) £203.96

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap). £64

Train sets - analogue

R1220 Highland Rambler train set Class 0F "Pug" 0-4-0ST in HR blue 4-wheel coach and open wagon (Hor) **NEW** £64

R1202 Mallard Pullman Train Set Class A4 4468 "Mallard" in LNER blue and pair of Pullman coaches (Hor) £144



R9283 Thomas the Tank Engine starter Train Set (Hor) £55

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

R4831 GWR A30 autocouch 190 in GWR chocolate and cream (Hor) **NEW** £34

39-577 Haworth A38 Auto-trailer W237W in BR unlined crimson (Bac) (RRP £68.95) . **BARGAIN** . . . £49

MM1509 Irish Cravens buffet coach in CIE orange and black (Mur) **NEW** . . . £41

39-025E Mk1 SK second corridor M25704 BR blue and grey (Bac) **NEW** £38.21

MM5152 Mk2D CO composite open 5152 in CIE Supertrain (Mur) **NEW** . . . £47

MM5102 Mk2D FO first open 5102 in CIE Supertrain (Mur) **NEW** . . . £47

MM5605 Mk2D generator van 5605 in CIE Supertrain (Mur) **NEW** . . . £47

MM5402 Mk2D restaurant car 5402 in CIE Supertrain (Mur) **NEW** . . . £47

MM5408 Mk2D restaurant car 5408 in CIE Supertrain (Mur) **NEW** . . . £47



MM5202 Mk2D SO second open 5202 in CIE Supertrain (Mur) **NEW** . . . £47

MM5214 Mk2D SO second open 5214 in CIE Supertrain (Mur) **NEW** . . . £47

MM5224 Mk2D SO second open 5224 in CIE Supertrain (Mur) **NEW** . . . £47

R4857A Mk3a FO first open 11074 Virgin Trains red and black (Hor) **NEW** £29.50

R4857 Mk3a FO first open 11097 Virgin Trains red and black (Hor) **NEW** £29.50

R4858 Mk3a TSO second open 12132 Virgin Trains red and black (Hor) **NEW** . . . £29.50



R4860 Pullman J Type "Devon Belle" observation car No.13 in Pullman umber and cream (Hor) **NEW** . . . £60

Wagons

4F-012-019 12 ton ventilated van B768120 in BR bauxite (Dap) **NEW** . . . £9.50

4F-012-020 12 ton ventilated van B768120 BR bauxite - weathered (Dap) **NEW** . . . £10.50

37-225H 16 ton steel mineral wagon top flap doors BR grey - weathered (Bac) £14.04

R6837 20 ton coke hopper B447526 in BR bauxite (Hor) **NEW** . . . £20

R6855 20 ton tank wagon "Pumpherton Oil Co. Glasgow" (Hor) **NEW** . . . £14

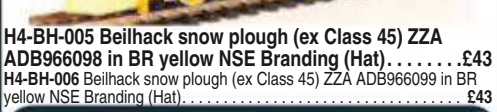
A024Dap 4 wheel lime wagon - unpainted (Dap) **NEW** . . . £6.50

R6864 4-plank open wagon "Stonehouse Brick & Tile Co." (Hor) **NEW** £13

R6872 6-plank open wagon "John Lancaster & Co." (Hor) **NEW** . . . £13

4F-071-152 7 plank open wagon "Buckley Junction Brick Company, Buckley" (Dap) **NEW** . . . £9.50

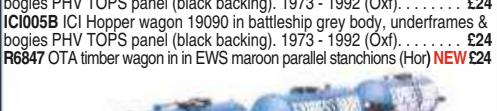
4F-071-153 7 plank open wagon "Buckley Junction Brick Company, Buckley" - weathered (Dap) **NEW** . . . £10.50



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) . . . £43



38-900 BR Mk1 carlat wagon in BR bauxite (Bac) **NEW** . £31.41

4F-060-017 Grampus wagon DB96708 Taunton Granite grey (Dap) **NEW** £14.50

IC1005A ICI Hopper wagon 19041 in battleship grey body, underframes & bogies PHV TOPS panel (black backing). 1973 - 1992 (Oxf) £24

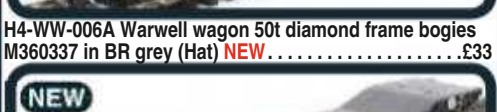
IC1005B ICI Hopper wagon 19090 in battleship grey body, underframes & bogies PHV TOPS panel (black backing). 1973 - 1992 (Oxf) £24

R6847 OTA timber wagon in in EWS maroon parallel stanchions (Hor) **NEW** £24



R6884 Pack of three 6-wheel Milk Tanks "Express Dairy" (Hor) £38

R6885 Pack of three HEA coal hopper wagons in EWS maroon (Hor) **NEW** £38



R6887 PTA 102 ton bogie wagon PR26552 in Yeoman Aggregates grey - Railroad Range (Hor) £15



H4-WW-006A Warwell wagon 50t diamond frame bogies M360337 in BR grey (Hat) **NEW** . . . £33



H4-WW-001A Warwell wagon 50t diamond frame bogies MS.3 in WD (GWR) (Hat) **NEW** . . . £33



H4-WW-003A Warwell wagon 50t diamond frame bogies WW.38 in WD (LNER) (Hat) **NEW** . . . £33



H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (Hat) **NEW** . . . £33



H4-WW-020 Warwell wagon 50t Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered (Hat) . . . £37

R6846 YGB Seacow bogie ballast hopper DB980053 EWS maroon (Hor) **NEW** . . . £25



Prices valid until 24/10/18

All prices correct
when going to press.
Errors excepted.**Containers & Loads**

44-551 Coal loads for 4-wheel wagons x 4 (Bac) £6.76

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) £87

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £40

Digital controllers

R8214 DCC Elite unit digital controller (Hor) £210

Point motors

R8243 Surface Mounted point motor (Hor) £8.50

Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) £9

Accessories

R7200 Pack of four cosmetic screw couplings (Hor) £4.50

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

18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Buildings - railways44-0091 Goods unloading shed (Bac) **NEW** £67.9644-0092 Motorail Car Loading Point (Bac) **NEW** £33.96EM6110A Stationmaster House Extension - stone (Pec) **NEW** £12**Man-made scenic structure - railway-related**

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £199



R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80



R514 Platform Canopy x 2 (Hor) £17

R460 Straight Platform (Hor) £7

Signals

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £25

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general99660 Art Deco Bus Garage and bus (EFE) **NEW** .. £72.2144-0086 Industrial Gate House (Bac) **NEW** £80.7144-0088 Industrial Stores and Canopy (Bac) **NEW** .. £46.7144-0087 Industrial Yard Office (Bac) **NEW** £15.2644-0094 Rendered Prefab Building (Bac) **NEW** £46.7144-0090 Small Industrial unit (Bac) **NEW** £29.71**Bridges, Tunnels & Walls**44-590 Tall Retaining Walls (Bac) **NEW** £19.51**Trees**GM132 Mixed trees - Pack of 10 (Gau) **NEW** £11**Grass, Ground, Lichen, Hedges & Foliage**PSG-102 Summer grass, static grass 1mm - 30g bag (Pec) **NEW** £3.50**People - civil**

36-047 Locomotive staff x 6 (Bac) £8.46

Track - Code 100 Setrack

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

Track - Code 100 Streamline

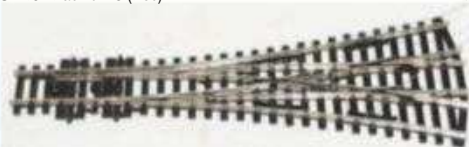
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

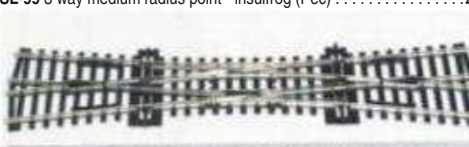
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3

SL-102 Pack of 25 (Pec) £70



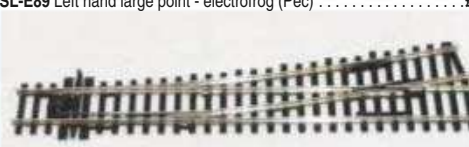
SL-E99 3 way medium radius point - electrofrog (Pec) £27

SL-99 3 way medium radius point - insulfrog (Pec) £27



SL-90 Double slip - insulfrog (Pec) £33

SL-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-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver

bullhead rail flexible track (Pec) £4

SL-108F Box of 25 (Pec) £100

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3.30

SL-102F Pack of 25 (Pec) £82



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver

Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3



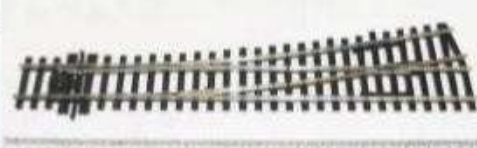
SL-E199 3 way finescale medium radius point -

electrofrog (Pec) £29



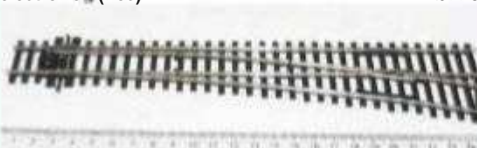
SL-E190 Finescale double slip - electrofrog (Pec) £38

SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



SL-E196 Finescale left hand medium point -

electrofrog (Pec) £11.50



SL-E188 Finescale right hand large point -

electrofrog (Pec) £12.50



SL-E195 Finescale right hand medium point -

electrofrog (Pec) £11.50

SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) .. £26

SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) .. £26

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) .. £22

Buses

34112 AEC RT Bus 'London Transport' (EFE) £29.71

OM43917A Guy Utility Bus, Burton Corporation, 6 Anglesey Rd via

Station & Uxbridge St. (Cor) **NEW** £33

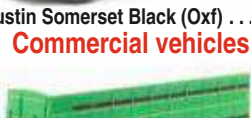
OM43917B Guy Utility Bus, Burton Corporation, 6 Calais Rd via Station &

Belvedere Road (Cor) **NEW** £33

76PAN007 Plaxton Panorama - Ribble (Oxf) £16

Cars

76SOM001 Austin Somerset Black (Oxf) £5

Commercial vehicles

76ATKL004 Atkinson Cattle Truck - "J Haydon and

Sons" (Oxf) £13



76TPU001 Ford Transit Dropside - Stobart Rail (Oxf) .. £10



76LW001 Living Wagon Maroon/Red (Oxf) £10

Farming & Construction

76CHV001 Combine Harvester - Red (Oxf) £13.50



76JCB001 JCB 3CX - 1980s (Oxf) £17



763CX001 JCB 3CX Eco Backhoe Loader JCB (Oxf) .. £19.50



A01305V 25pdr Field Gun and Quad - Airfix Classics range - plastic

kit (Air) **NEW** £5.50

A01309V Bren gun carrier & 6 pdr anti-tank gun - Airfix Classics range -

plastic kit (Air) **NEW** £5.50

A01302V Panzerkampfwagen V Panther tank - Airfix Classics range -

plastic kit (Air) **NEW** £5.50

A01306V Stug III 75mm assault gun - Airfix Classics range - plastic

kit (Air) **NEW** £5.50**Tools**

SL-43 Loco Lift and storage unit (Pec) £12

N Gauge**Steam locos**

372-312 Class 21C1 Merchant Navy 4-6-2 35028 'Clan Line'

in BR green late crest (Gra) (RRP £169.95) **BARGAIN** ... £124

372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson

tender (Gra) £101.96



372-536 Class 4MT Standard 2-6-4T 80119 BR lined black

late crest (Gra) £101.96



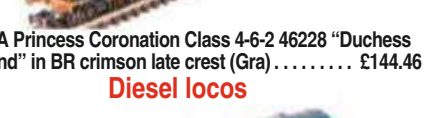
2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter

blue valances (Dap) £128.83



372-184A Princess Coronation Class 4-6-2 46228 "Duchess

of Rutland" in BR crimson late crest (Gra) £144.46

Diesel locos

371-037 Class 20 20205 in BR blue - as preserved (Gra) . £101.96



371-450A Class 37/0 37041 in BR blue split headcode

boxes (Gra) £103.66



371-470 Class 37/0 37068 "Grainflow" in BR Railfreight

triple grey distribution sector (Gra) **NEW** £110.46

371-471 Class 37/0 37261 in Direct Rail Services

blue (Gra) **NEW** £110.46

371-182 Class 40 40159 in BR Blue (Gra) £118.96

371-384A Class 66 66111 in EWS (Gra) **NEW** £114.71

371-386 Class 66 66416 in Freightliner Powerhaul (Gra)

NEW £114.71

371-398 Class 66/7 66779 "Evening Star" in BR green

GBRF branding (Gra) **NEW** £114.71

371-387 Class 66/8 66846 in Colas Rail Freight (Gra)

NEW £114.71

Visit

www.hattons.co.uk/preorder

for all forthcoming releases

DMUs



371-880 Class 108 2 Car DMU in BR Green half yellow ends (Gra) £144.46



371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (Gra) £80.71
371-628 GWR Railcar W22W BR Brunswick green speed whiskers (Gra) ... £80.71

Coaches



374-710A BR Mk2A TSO Tourist Second Open in blue & grey (Gra) £25.46
374-108A Mk 1 RMB buffet in BR southern region green (Gra) NEW ... £29.71

Wagons

2F-025-001 MJA mineral & aggregates twin bogie box wagon 502003 and 502004 in Freightliner green (Dap) £32.26
2F-025-002 MJA mineral & aggregates twin bogie box wagon 502017 and 502018 in Freightliner green (Dap) £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

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60



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-396 Left hand medium point insulfrog (Pec) £9.50
SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ... £84
SL-300F Single (Pec) £3



SL-E390F Finescale double slip electrofrog (Pec) ... £38
SL-U396F Finescale left hand medium point unifrog (Pec) £10
SL-U395F Finescale right hand medium point unifrog (Pec) £10
SL-E383F Finescale scissors crossover electrofrog (Pec) £63

OO9 Narrow Gauge

Steam locos



391-028 Baldwin Class 10-12-D 4-6-OT "Hummy" in Ashover Railway black - weathered (Bac) £131.71



391-026 Baldwin Class 10-12-D 4-6-OT 590 in Welsh Highland Railway black (Bac) £123.21

Wagons

GR-231U Lynton and Barnstaple 8 ton bogie open wagon plain brown (Pec) NEW £20
GR-230U Lynton and Barnstaple 8 ton bogie open wagon plain grey (Pec) NEW £20

Track - Code 80 Setrack

ST-406 Setrack OO9 left-hand point (Pec) £9.50

O Gauge (1:43 Scale)

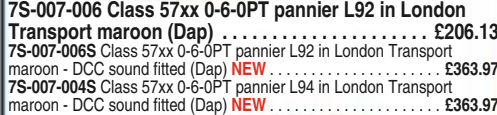
Steam locos



7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 in LMS black - Push/pull fitted (Dap) £191.25
7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) £191.25



7S-007-006 Class 57xx 0-6-0PT pannier L92 in London Transport maroon (Dap) £206.13
7S-007-006S Class 57xx 0-6-0PT pannier L92 in London Transport maroon - DCC sound fitted (Dap) NEW £363.97



7S-007-004S Class 57xx 0-6-0PT pannier L94 in London Transport maroon - DCC sound fitted (Dap) NEW £363.97



7S-007-005 Class 8750 0-6-0PT pannier 3716 in BR Black late crest (Dap) £199.75
7S-007-005S Class 8750 0-6-0PT pannier 3716 in BR Black late crest - DCC sound fitted (Dap) £357.60



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

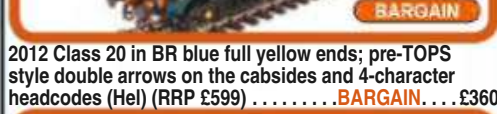
Diesel locos



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25



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



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) (RRP £599) BARGAIN £340
4201 Class 42 Warship D827 'Kelly' in BR green small yellow panels (Hel) £550



4204 Class 42 Warship D866 "Zebra" in BR blue (Hel) (RRP £699) BARGAIN £520



4202 Class 42 Warship D869 "Zest" in BR maroon small yellow panels (Hel) (RRP £699) BARGAIN £520

Coaches



4955 Mk1 BG full brake 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



1051 100xx OAA in BR bauxite - late (Hel) (RRP £84.95) BARGAIN £39



1054 100xx ZDA (ex-OAA) in Civil Engineers Dutch grey and yellow (Hel) (RRP £84.95) BARGAIN £39



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) BARGAIN £39



5051 Bogie covered IWB Cargowagon 2797591 in silver and blue - weathered (Hel) (RRP £189) BARGAIN £89



5052 Bogie covered IWB Cargowagon 2797669 in silver and blue (Hel) (RRP £189) BARGAIN £89

Track - Code 124 Bullhead Streamline



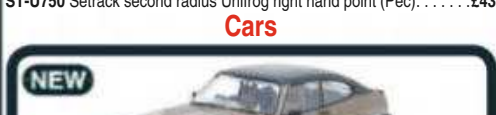
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-700BH Single (Pec) £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43

SL-E786BH Right hand O gauge curved turnout (Pec) £54
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £6
ST-U751 Setrack second radius Unifrog left hand point (Pec) £43
ST-U750 Setrack second radius Unifrog right hand point (Pec) £43

Cars



VA10818 Ford Capri Mk3 3.0S - Arizona Bronze (Cor) £24
NEW
VA11509 Triumph TR5 - Jasmine Yellow (Cor) £24

Any or Multiple Scales

Analogue controllers

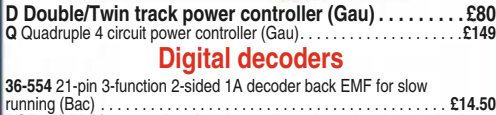
COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) . £34



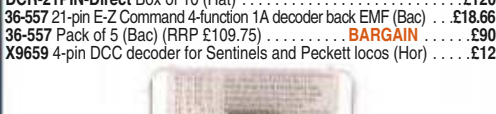
D Double/Twin track power controller (Gau) £80
Q Quadruple 4 circuit power controller (Gau) £149

Digital decoders

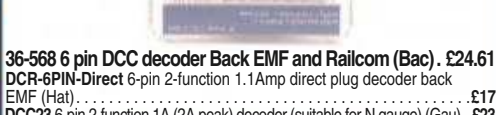
36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £14.50
DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £68
DCR-21PIN-Direct Box of 5 (Hat) £15
DCR-21PIN-Direct Box of 10 (Hat) £120
36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £18.66
36-557 Pack of 5 (Bac) (RRP £109.75) BARGAIN £90
X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12



36-568 6 pin DCC decoder Back EMF and Railcom (Bac) . £24.61
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) . £23



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120
DCR-8PIN-Harness Single (Hat) £15



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3



JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £9

DCR-8PIN-Harness Box of 5 (Hat) £68
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
R8249 Box of 6 (Hor) £92
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) £36



R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) £36
R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor) . £36
R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' 4-6-0 steam loco (Hor) £36



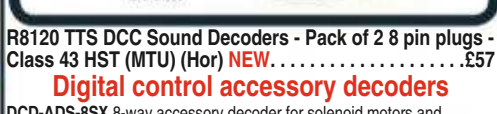
R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor) £36
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R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) NEW £57



DCD-ADS-8SX 8-way accessory decoder for solenoid motors and individual CDUs (DCC) £68



Digital controllers



36-504RC Dynamis Ultima@ DCC System Trial copy RailController Software (Bac) £240



50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) ... £600
36-520 E2Z Command 5 amp booster transformer (Bac) (RRP £149.95) BARGAIN £99



524-042 NCE Power Cab 2 Amp DCC controller (NCE) . £140



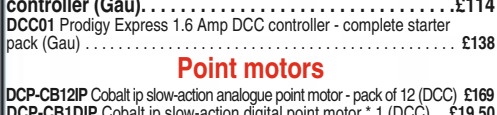
DCC02 Prodigy "Advance 2" starter DCC controller pack (Gau) £239



DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £138

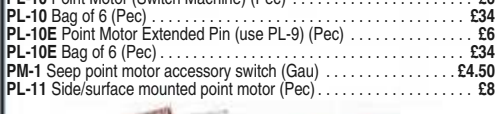


DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £114
DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £138



DCP-CB12IP Cobalt ip slow-action analogue point motor - pack of 12 (DCC) £169
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DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £124

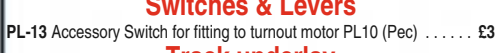
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6
PL-10E Bag of 6 (Pec) £34
PM-1 Seep point motor accessory switch (Gau) £4.50
PL-11 Side/surface mounted point motor (Pec) £8



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3



JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £9



DCM-RR8 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £68

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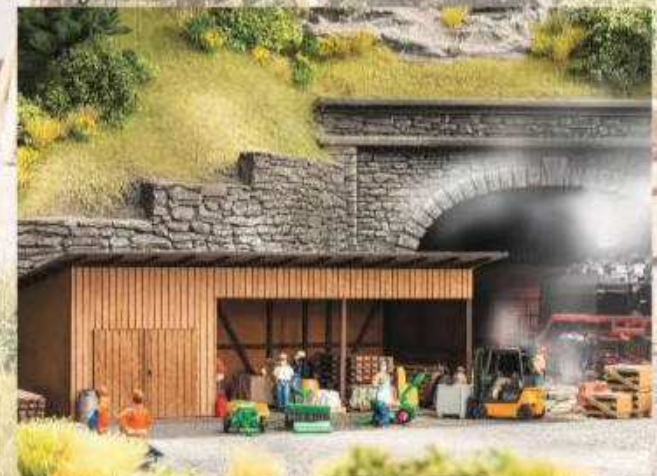
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Howard Scenic Supplies
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J&J Models
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New Modeller's Shop
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We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

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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.

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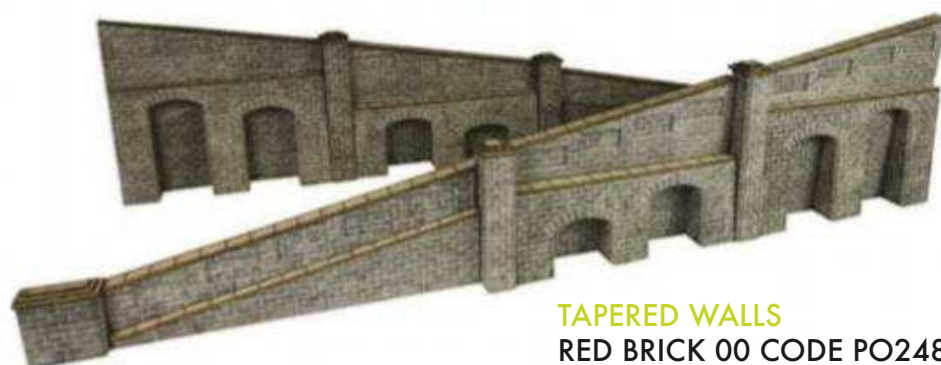


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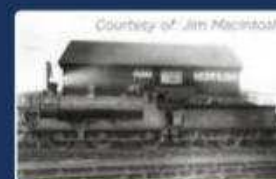
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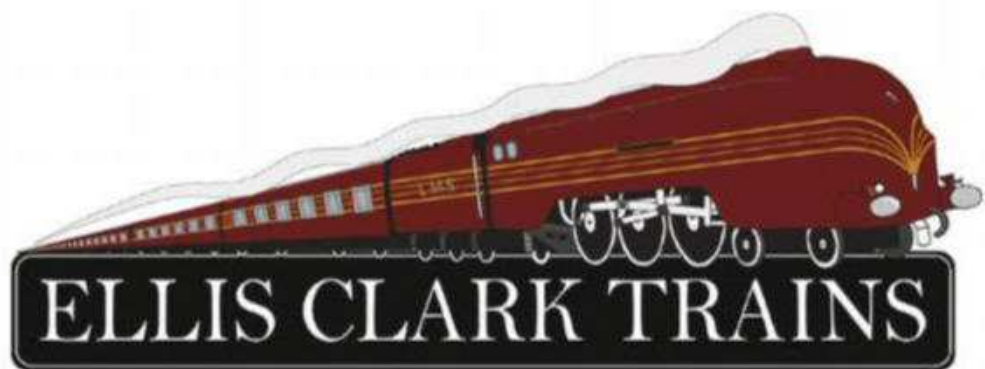
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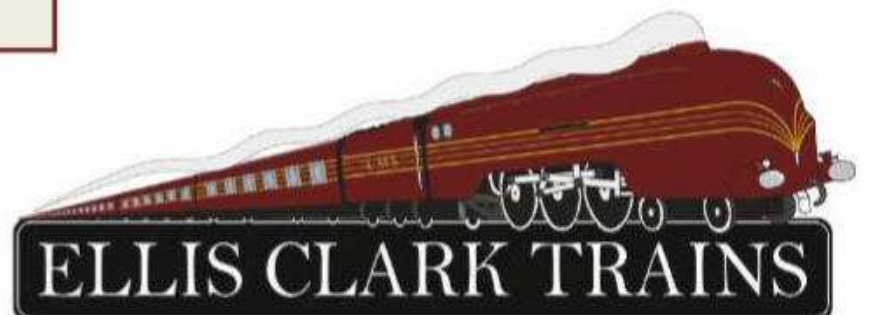
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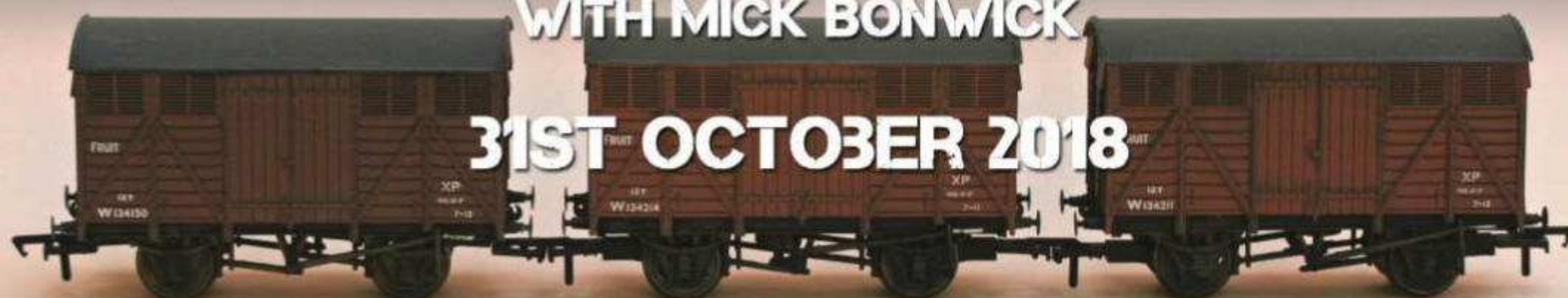


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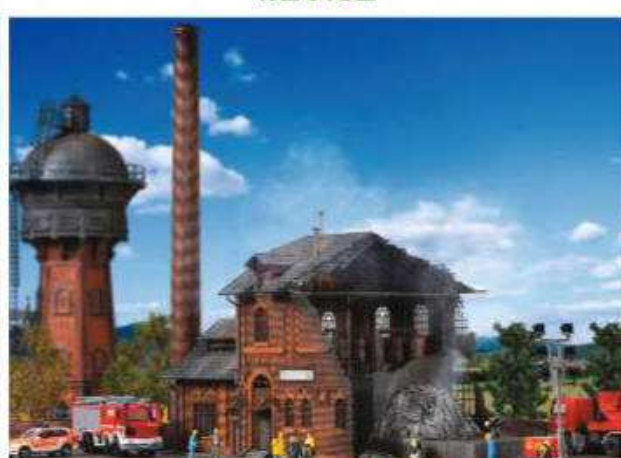
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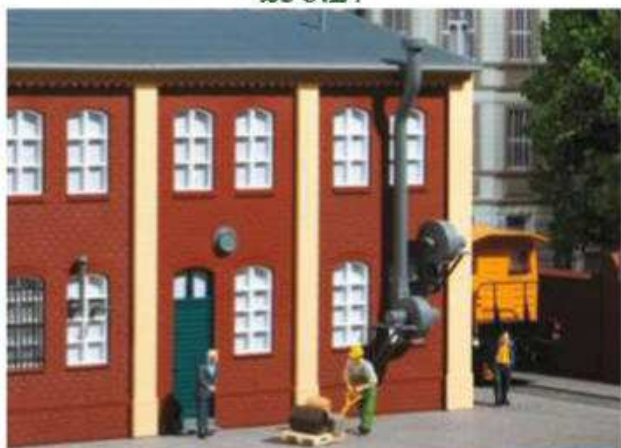
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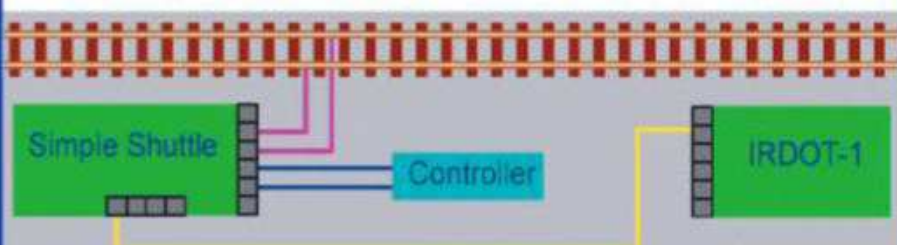
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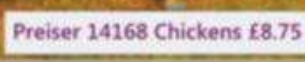
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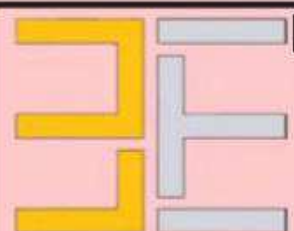
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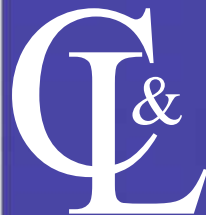
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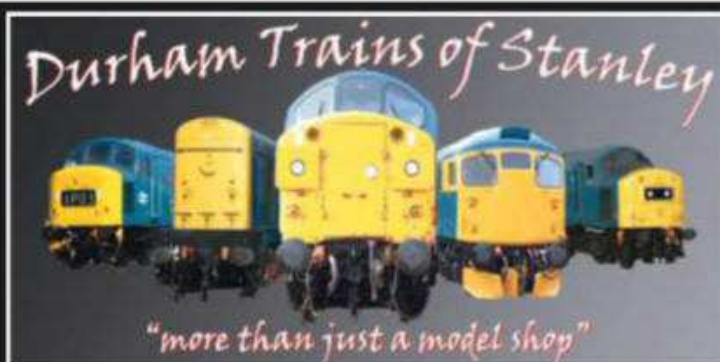
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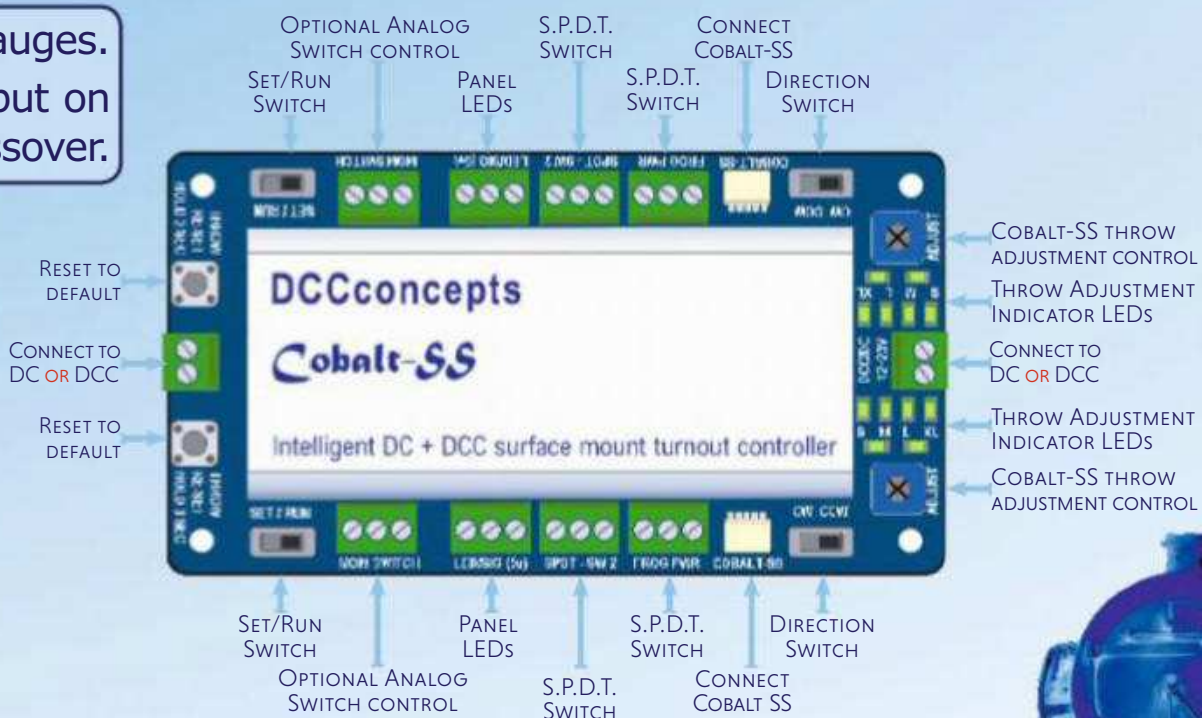
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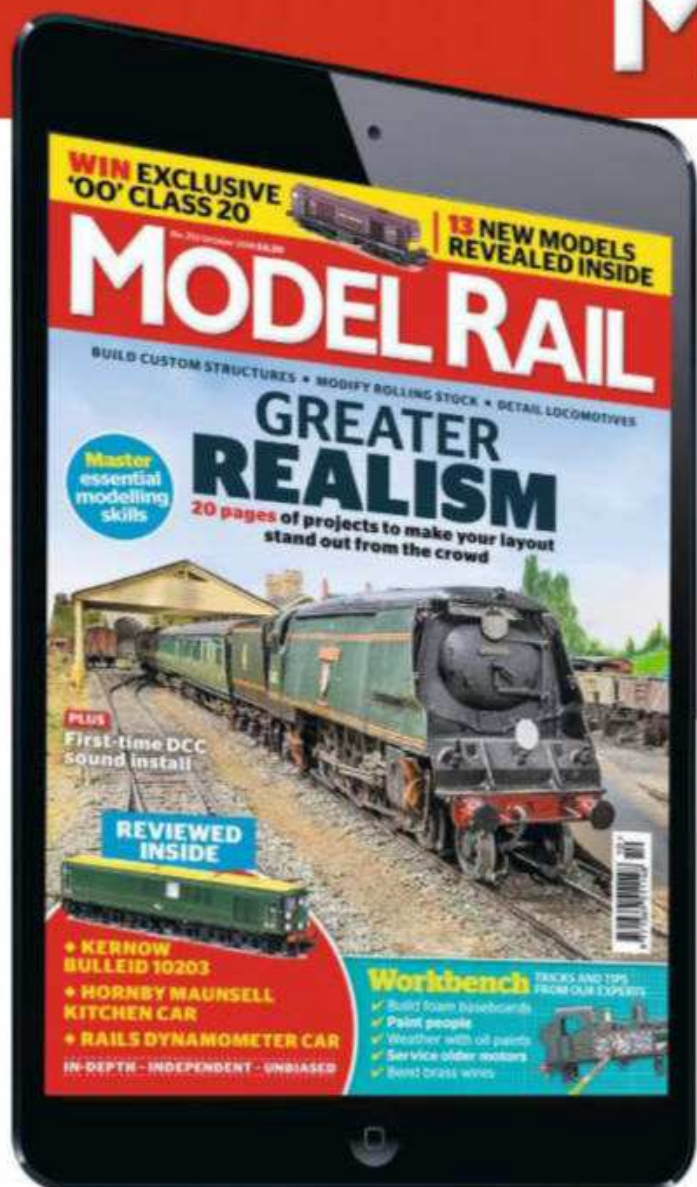
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Proposed by: Mel Harwood and Stuart Moore, by e-mail

What is it?

Swindon Works built four classes of diesel multiple units based on the 64ft Mk 1 coach, rather than the 57ft chassis that formed the foundation for the majority of first-generation DMUs. These four became Class 120, 123, 124 and 126 under TOPS.

Where they were built does not necessarily dictate where they operated. Only the Class 123 was built for the Western Region. The similar Class 124, which shared its distinctive wraparound windscreens but not the end gangways, were built for trans-Pennine services.

The Class 120s were shared between the Western and Scottish Regions. They too had a distinctive nose, with two large windscreens, which was shared by the '126' built for the Scottish Region. The '126s', however, only had this nose at one end - the other had a flat front with two windscreens either side of a gangway.

Whether powered by AEC, Leyland or British United Traction engines, Swindon called its



Above: Class 120 three-car DMU. G. PARRY COLLECTION/COLOUR RAIL

Below: Class 123 four-car DMU. COLOUR RAIL



DMUs 'inter-city' long before those words formed the basis of BR's premium long-distance brand.

What would make it viable?

All four units share the same underframe and a good proportion of their body panels, which would have a positive effect on tooling costs. They were versatile, working across the West of England, Wales and the Midlands, Scotland, and between Liverpool/Manchester and Tyneside. They lasted until the early 1980s so they received green (with speed whiskers or yellow panels) plus blue and blue/grey livery.

Can I see a real one?

One Class 120 car survives at the Great Central Railway, while a complete four-car Class 126 has been fully restored at the Bo'ness & Kinneil Railway.

Have your say

Do you agree with Mel and Stuart's argument? Go to www.facebook.com/modelrail or www.twitter.com/modelrailuk and post your verdict.

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Above: Class 124 three-car DMU. JOHN E. HENDERSON/COLOUR RAIL

Below: Class 126 four-car DMU. COLOUR RAIL



Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



George Dent,
Deputy
Editor

On a recent trip to Cardiff, I noticed that Arriva Trains Wales (ATW) had already begun removing the logos from its fleet of multiple units, despite the current franchise still having a few months to run. As a regular user of the line from Manchester to South Wales, I won't be sorry to see ATW 'give up the keys', but having recently experienced the run-down of the old Northern Rail franchise, it can be a depressing period for passengers.

The trains have become shabbier and the staff less interested. Coupled with the invisible branding, it suggests that nobody wants to be associated with the enterprise, which isn't ideal. In contrast to the dreadful new 'Northern by Arriva' operation, let's hope that the incoming operator of the Wales franchise (Keolis-Amey) can make some tangible improvements to the passenger experience.



The removal of Arriva's branding from trains was well under way in early August. GEORGE DENT



Modelling hours this month: 6

Note to self: Have a few trips on the Welsh Valleys lines before the 'Pacers' are phased out.



Chris Leigh,
Consultant
Editor

I recently read Bill Bryson's *The Road to Little Dribbling* during all that interminable waiting about that goes with modern air travel. Bryson's wit and his eye for the quirks of British life is infectious and soon I was looking at my surroundings in Canada, and its people, from a similar perspective.

My favourite trainspotting location in Toronto is just outside the end of a covered walkway called the Skywalk that leads from Union station to the CN Tower and the Rogers Stadium, home of the Blue Jays, Canada's only professional baseball team. Union station has been under major renovation for several years and it seems that, in addition to a complete overhaul of the station building and its trainshed, trackwork, signalling and wiring are being renewed.

Some of the methods are not much different from those that we modellers use. Red and yellow paint has been liberally applied to show where cables are to run. Or do they, perhaps, mark where the wires are, underneath the baseboard? We've all had trouble trying



to find just exactly where we drilled that hole for the wire to a point motor. Well, in the second of my pictures the guy who is crouching appears to be searching in the shadow for the tell-tale end of the wire coming up from under the baseboard. The only thing missing is a giant soldering iron!

Modelling hours this month: None, but days spent on research!

Note to self: I need a bigger layout...

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