

**54 NEW MODELS COVERED**

RAILS 'AUTOCAR' > KR MODELS GT3  
ACCURASCALE 'DELTIC' > HELJAN 'AL6'

**WARLEY NEWSREPORT**

No. 256 January 2019 £4.30

# MODEL RAIL

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## TESTED

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4 Plank Wagon, North Bitchburn Coal Co. Ltd - Era 3

6 Plank Wagon, London Brick Company - Era 3

4 Plank Wagon, Hingley & Sons Ltd - Era 3



Conflat A & Container, British Railways - Era 4

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## MODEL RAIL

### brought to you by



**Richard Foster**  
Heljan's L&B announcement has reinvigorated Richard's interest in North Devon narrow gauge...



**George Dent**  
George has got Scalescenes' new 'Layout in a boxfile' to test. Sadly, Heljan's new Class 25/3 won't fit...



**Chris Leigh**  
Chris' 'Polwyddelan' has now gone on permanent display in the MR office. How will he fill the space at home?



**Chris Gadsby**  
Chris has just experienced his first Warley as an exhibitor... life will never be quite the same again!



**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](mailto:modelrail@bauermedia.co.uk) or call 01733 468000



GEORGE HANRAHAN



I've always been obsessed with the slate quarry at Dinorwic and its associated narrow gauge railways. As we're on the cusp of 2019, that means that it'll be 50 years ago next summer that the quarry closed for good.

While I don't condone trespassing, those intrepid explorers who have gone the 'wrong side of the fence' into the old quarry workings have returned with simply fascinating images of abandoned buildings, full of decaying equipment, and with boots and coats still in the cabans where the men left them half a century ago.

Dinorwic quarry is one of those places that makes me wish I'd been born earlier. I'd love to have seen it in its heyday. Or would I? Would I have actually wanted to see the mountainside alive with men, dumping slate waste on to the Welsh landscape, the air thick with dangerous slate dust and the ever-present risk of death? Is it the fact that everything's been abandoned and left to rot that actually gives the quarry its allure? Either way, Julian Birley's 7mm layout manages, in a comparatively small space, to give us a small glimpse into this long-forgotten world.

It's easy to forget that thousands of men were employed in such hazardous occupations, from coal mines in Scotland to digging out tin from under the sea, miles away from the Cornish coast. Their work contributes to the story of our railways, but their efforts and sacrifice deserve our respect and admiration.

**Richard Foster** Editor

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## 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 p58 and 102.

## From the archives MR87 Jan 2006

A bumper issue featuring six layouts in four different scales, including Hornby-Dublo three-rail - and one built in a suitcase. Meanwhile, Chris Leigh got himself into trouble with Pendon Museum for referring to the 'Vale Scene' as a 'layout'!

**Star review:** Bachmann Branchlines Mk 1 Pullmans  
**Masterclass:** GWR diesel railcars



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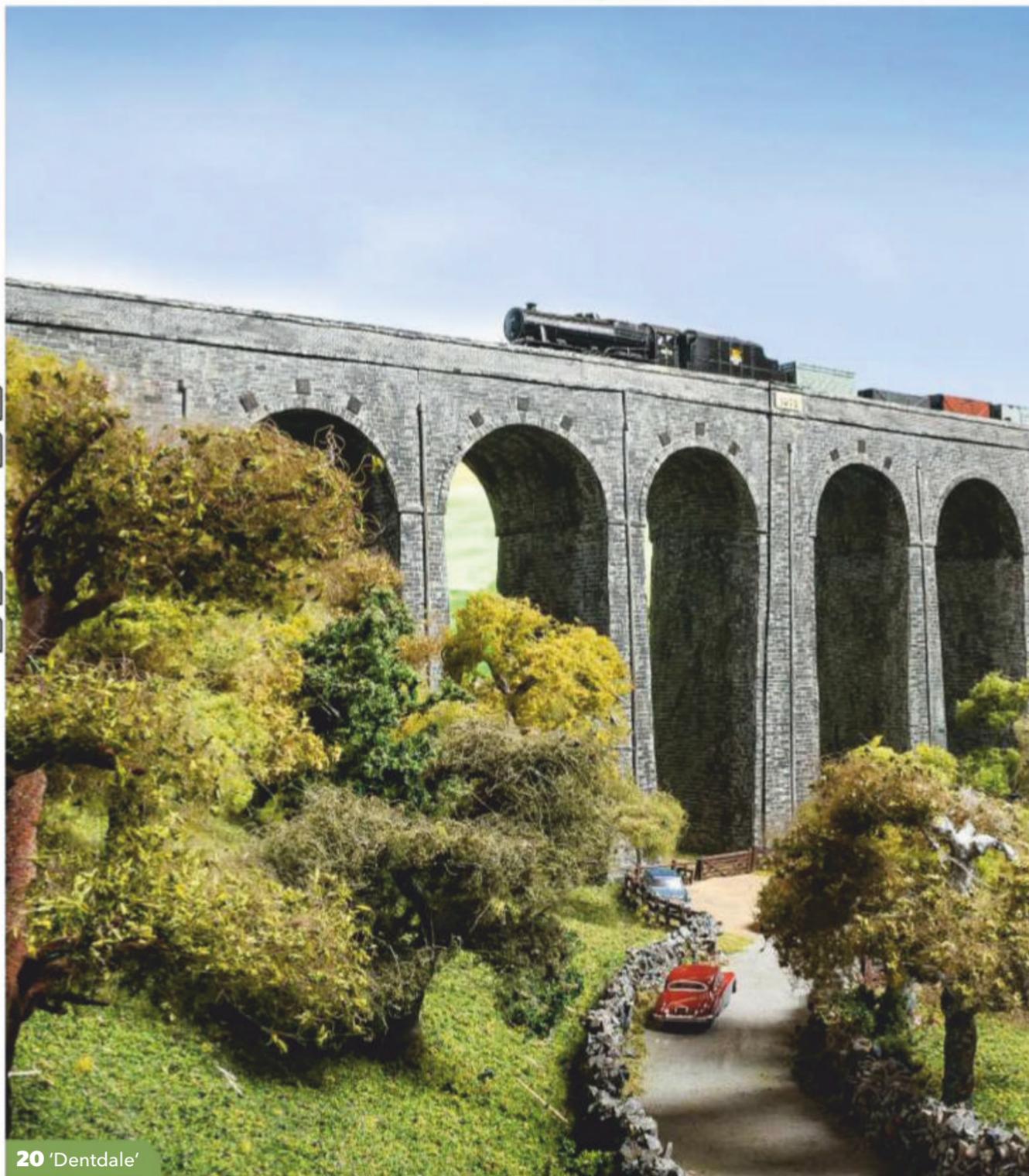
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# Opening the box

The latest happenings from the world of model railways



00  
GAUGE

## ACCURASCALE ANNOUNCES ALL-NEW 'DELTAIC'

**A**ccurascale has chosen the ever-popular 'Deltic' as its first locomotive.

The Accurascale team was given access to the Deltic Preservation Society's D9009 *Alycidon* and D9015 *Tulyar* to ensure that its new model is the definitive 'OO' gauge take on the English Electric Type 5. Tooling was due to start by the end of the year, with the new 'Deltic' due in stock by the end of 2019.

The new model promises myriad detail differences to reflect in-service modifications and tweaks made to preserved survivors that have run on the main line.

The impressive spec list includes Shawplan nameplates and regimental crests where applicable, full external and internal lighting, gearbox with helical gears, scale 100mph running capability, sprung metal buffers and a 21-pin DCC socket.

Accurascale is also considering supplying 'EM' and 'P4' gauge wheelsets. It has worked closely with the DPS and sound specialist ESU to ensure that the sound options are as realistic as possible.

### ACCURASCALE 'DELTAIC' Co-Co

#### What's planned?

- ◆ 55002/D9000 *Royal Scots Grey*, BR blue (1981 condition)
- ◆ 55001 *St. Paddy*, BR blue
- ◆ 55003 *Meld*, BR blue
- ◆ D9004, overall two-tone green
- ◆ 55005 *The Prince of Wales's Own Regiment of Yorkshire*, BR blue
- ◆ D9006 *The Fife & Forfar Yeomanry*, BR green, yellow ends
- ◆ D9007 *Pinza*, overall two-tone green
- ◆ D9010 *The King's Own Scottish Borderer*, BR green with double arrows
- ◆ 55011 *The Royal Northumberland Fusiliers*, BR blue
- ◆ D9012 *Crepello*, BR blue
- ◆ D9013 *The Black Watch*, BR green with warning panels
- ◆ D9014 *The Duke of Wellington's Regiment*, BR green, yellow ends
- ◆ 9016 *Gordon Highlander*, Porterbrook purple
- ◆ 55017 *The Durham Light Infantry*, BR blue
- ◆ 55018 *Ballymoss*, BR blue with white cabs
- ◆ D9020 *Nimbus*, BR green with warning panels
- ◆ D9021 *Argyll & Sutherland Highlander*, BR blue

**Price?** £160.00 (sound-fitted £250) **When's it due?** Q4, 2019

#### Where can I find out more?

[www.accurascale.co.uk/collections/class-55-deltic](http://www.accurascale.co.uk/collections/class-55-deltic)



### NEW 'DELTAIC' SIX

Locomotionmodels, Rails Limited and the Deltic Preservation Society have joined forces to add a further six 'Deltics' to the 17 that form Accurascale's initial range.

The additional 'Deltics' are:

- ◆ 55015 *Tulyar*, blue with white cabs
- ◆ D9019 *Royal Highland Fusilier*, two-tone green
- ◆ D9009 *Alycidon*, BR blue, 2018 condition
- ◆ D9002 *The King's Own Yorkshire Light Infantry*, two-tone green, 2018 condition
- ◆ D9002 *The King's Own Yorkshire Light Infantry*, two-tone green, full yellow ends
- ◆ D9008 *The Green Howards*, overall

two-tone green

Each model costs £160.00 and will be available from Locomotionmodels, Rails of Sheffield and the DPS.

# GREEN LIGHT FOR DAPOL 'LIGHT PACIFIC' IN 'N'

Dapol WILL produce an all-new Bulleid 'Light Pacific' in 'N'. The project was originally unveiled in 2011 but, during 2017, Dapol announced that development had been put on hold.

The 'Light Pacific' will spearhead Dapol's 'Next Generation' range of 'N' gauge steam outline models. Its old arrangement of a motor in the tender and a shaft through the cab to the driving wheels has been abandoned. Instead, the motor will be mounted inside the locomotive. The body will be die-cast and complemented with an injection-



## DAPOL SR 'LIGHT PACIFIC' 4-6-2

### What's planned?

- ◆ 2S-034-001: No. 21C164 *Fighter Command*, Southern green
  - ◆ 2S-034-002: No. 34066 *Spitfire*, BR green late emblem
  - ◆ 2S-034-003: No. 34110 *66 Squadron*, BR green early emblem
  - ◆ 2S-034-004: No. 21C113 *Okehampton*, Southern green
  - ◆ 2S-034-005: No. 34030 *Watersmeet*, BR green late emblem
  - ◆ 2S-034-006: No. 34001 *Exeter*, BR green early emblem\*
- \* Collectors Club limited edition

**Price?** From £199.95

**When's it due?** Early 2020

moulded tender. Other features include a Next18 DCC socket, provision for sound and a partially compensated chassis for improved performance.

Dapol will produce the air-smoothed 'West Country' and 'Battle of Britain' first. Rebuilt 'Light Pacifics' will follow.

## In brief...

### FANCY AN 'N' GAUGE GWR 'MOGUL'?

Do you want a GWR '43XX' 2-6-0 to modern standards in 'N'? If so, DJ Models wants to hear from you.

DJM unveiled its plans to produce the '63XX' batch of the famous GWR 'Mogul' back in 2014, but it now wants expressions of interest to see if 'N' gauge modellers "really want this model".

DJM already has 128 'expressions of interest' but requires over 750 to make the project viable. To register your interest, visit [www.djmodels.co.uk](http://www.djmodels.co.uk)

CHRIS NEVARD



## DUAL FUEL AUTOCAR COMMISSIONED



Rails of Sheffield has commissioned Heljan to produce a 'OO' gauge ready-to-run model of the North Eastern Railway petrol-electric autocar, the world's first railway vehicle fitted with an internal combustion engine.

The NER ordered two autocars in 1903 to the design of Vincent Raven. They were fitted with electric motors, powered by a petrol engine and a dynamo. The two cars, Nos. 3170 and 3171, worked throughout the NER system until withdrawn in 1930 and 1931 respectively.

No. 3170 became a holiday

home until it was saved for preservation by carriage restorer Stephen Middleton. The historic vehicle returned to service at the Emsay & Bolton Abbey Steam Railway in October 2018, albeit with a modern diesel power unit.

Rails of Sheffield's model will be available in three guises: No. 3170, NER red/cream (RL3171), No. 3171, NER red/cream (RL3172) and No. 3170, LNER brown (RL3173). It's due to arrive in stock in 2020.

**Price:** £199.95

**Availability:** Rails of Sheffield

**Tel:** 01142 551436

**Web:** [www.railsofsheffield.com](http://www.railsofsheffield.com)

STEPHEN MIDDLETON



## MMA/JNA-T BOX WAGON UNVEILED



Revolution Trains has unveiled its next 'OO' gauge wagon, the MMA/JNA-T box wagon. These box wagons were built by Romanian manufacturer Astra Rail for DB Schenker and French wagon lessor Ermewa. Consequently, they've been coded MMA and JNA-T on TOPS. More than 500 are in service in the UK, and can be seen from Cumbria to South Wales to East Anglia.

Revolution is to offer versions with nine or 11 vertical strengthening ribs, with or without bedside doors and variations in

buffers, brake gear and end panels. The bogies will be designed to allow for easy conversion to 'EM' and 'P4' gauges. A version with a working tail lamp is also planned.

Wagons in DB red, Tarmac grey and Ermewa plain grey will be available through Revolution Trains. Wagons in VTG/Mendip Rail silver and GBRf dark blue will be available exclusively from Kernow Model Rail Centre.

**Price:** TBC

**Availability:**

[www.revolutiontrains.com](http://www.revolutiontrains.com) or

[www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)



(GWR green, BR unlined black and BR lined green). The model will sport a six-pin DCC socket, NEM coupler pockets, a coreless motor and key detail differences. Delivery is expected towards the end of 2019.

**Price:** TBC, but expected to be around £90.00

**Availability:** Revolution

Trains stockists or

[www.revolutiontrains.com](http://www.revolutiontrains.com)

## SONIC REVOLUTION!

Revolution Trains is to produce the GWR '56XX' 0-6-2T as its first 'N' gauge steam locomotive. Unlike other Revolution products, the '56XX' will not be crowd-funded as it's being produced by new Chinese manufacturer Sonic Models.

The '56XX' was the GWR's

attempt to produce a standard 0-6-2T for traffic on the newly absorbed railways in South Wales. It built 200 between 1924 and 1928, with batches being produced at Swindon and by Armstrong Whitworth. The last was withdrawn in 1966 and nine still survive.

Sonic will produce three liveries

# Opening the box – Warley Special

OO  
GAUGE



## HELJAN BACK-DATES '86'

**H**eljan is to fill a small gap in the ranks of ready-to-run 25kV electrics with its Class 86 in as-built condition. Heljan's current Class 86 was originally launched in 2010 and covers the class in its later guises, with revised springs and wheels. The new model will depict the '86' in original 'AL6' condition and as the Class 86/O. The latter were '86s' not fitted with Flexicoil suspension and were restricted to 80mph. 86001-86048 had been rebuilt with these springs and new

wheels by the 1980s, to become Class 86/4.

The first '86' model was criticised for its poor cab roof shape, grilles and over-scale pantograph. The Danish company has promised that its new model will correct these issues, as well as featuring a 21-pin DCC socket.

CAD work is complete and tooling is now in progress. Liveries for the new 'AL6'/Class 86/O have been proposed, but individual running numbers are yet to be confirmed.

### HELJAN 'AL6'/CLASS 86/O Bo-Bo

#### What's planned?

- ◆ 8650: Early overall blue
- ◆ 8651: Early blue, yellow panel
- ◆ 8652: Early blue, full yellow end
- ◆ 8653: BR blue with white cab roof
- ◆ 8654: BR blue, full yellow end
- ◆ 8655: BR blue, full yellow end
- ◆ 8656: BR blue, full yellow end (weathered)

**Price?** TBC

**When's it due?** Late 2019

**Where can I find out more?** [www.heljan.dk](http://www.heljan.dk)

## LARGE CLAYTON COMING

O  
GAUGE

Heljan's range of 'O' gauge diesel locomotives is to expand with the distinctive and unusual shape of the Clayton Class 17. It's been nearly a decade since the Class 17 became part of its 'OO' gauge range, and the new 7mm:1ft scale model will feature twin motor bogies, LED lighting functions, etched grilles and sprung buffers. It has also been designed for easy DCC and sound installation, plus provision for an ESU smoke unit.

Four liveries are planned: BR green with yellow warning panel, BR green with full yellow ends, BR blue and D8607 in weathered BR green. Delivery is expected in late 2019.



## CAVALEX... WITH A CAVEAT

N  
OO  
GAUGE

Cavalex's new 'PGA' are due in stock imminently... so the organisation has announced two follow-up projects: the same

Redland/Railease PGA four-wheel hopper in 2mm:1ft scale and a 4mm:1ft scale BBA bogie steel carrier.

Cavalex is ready to start tooling the PGA and computer design work has been completed on the BBA. However, Cavalex's Cavan Millward told *Model Rail* that it will be the quantity of

pre-orders that dictate whether or not both projects go ahead.

"We have to meet a minimum order level," he said.

The PGA is to be offered in Redland green and LaFarge white. Liveries for the BBA have yet to be confirmed.

To place your order, go to [www.cavalexmodels.com](http://www.cavalexmodels.com)

■ Cavalex is planning a second

production run of its Redland/Railease PGA hoppers, covering a further three liveries: original Redland livery with grey stripe, LaFarge white but with the name patched out in black, and the plain white scheme that the wagons carry today.



CHRIS NEVARD



CHRIS LEIGH COLLECTION

## L&B TRIO IN '009'

Heljan is to complete the trio of Lynton & Barnstaple Railway locomotives in '009'. It's already producing 1898 and 1925 Manning Wardle 2-6-2Ts, and will now turn to Baldwin 2-4-2T *Lyn*.

*Lyn* was built in 1898 by Baldwin, Philadelphia, and shipped to Devon in kit form. It was assembled at the L&B's Pilton depot. *Lyn* became the only L&B locomotive to go to

Eastleigh Works for overhaul, but it was scrapped alongside Manning Wardles *Yeo*, *Exe* and *Taw* after the line closed in 1935. A replica entered service on the Lynton & Barnstaple Railway at Woody Bay earlier this year.

As well as offering *Lyn* in all its L&B guises, Heljan is to offer it in plain black for freelance '009' layouts. Specification and prices have yet to be confirmed.

### 009 GAUGE HELJAN L&B 2-4-2T LYN

- What's planned?**
- ◆ 9980: Freelance black
  - ◆ 9981: *Lyn*, Baldwin olive green, original chimney
  - ◆ 9982: No. E762 *Lyn*, L&B holly green, Southern Railway numberplates
  - ◆ 9983: No. E762 *Lyn*, Southern Maunsell green, pre-1932
  - ◆ 9984: No. E762 *Lyn*, Southern Maunsell green post-1932

**Price?** TBC **When's it due?** 2020

**Where can I find out more?** [www.heljan.dk](http://www.heljan.dk)

## PLASSER 'OO' CRANE PLANNED

Hatton's is to produce the Plasser 12t General Purpose Crane in 'OO'. Plasser introduced these self-propelled cranes in 1978, building numbers DRP81503-25 at its West London works. They were

classified YOB on TOPS.

The model will feature a fixed but detailed jib and lifting equipment, a heavy chassis with detailed bogies, a detailed cab and NEM pockets front and rear.

### 00 GAUGE HATTON'S PLASSER 12T CRANE

**What's planned?**

Versions to be released are:

- ◆ H4-GPC-001: DRP81504, original Plasser/BR yellow
- ◆ H4-GPC-002: DRP81523, original Plasser/BR yellow
- ◆ H4-GPC-003: DRP81508, unbranded yellow
- ◆ H4-GPC-004: DRP81521, unbranded yellow
- ◆ H4-GPC-005: DRP81527, Jarvis yellow
- ◆ H4-GPC-006: DRP81514, Jarvis/FastLine maroon
- ◆ H4-GPC-007: DRP81524, Carillion yellow
- ◆ H4-GPC-008: DRP81526, GTRM yellow
- ◆ H4-GPC-009: DRP81519, Balfour Beatty white/blue
- ◆ H4-GPC-010: DRP81532, Balfour Beatty white/blue

**Price?** £69.00

**When's it due?** January 2020

**Where can I find out more?** [www.hattons.co.uk/GPC](http://www.hattons.co.uk/GPC)



PAUL BARTLETT

## HATTON'S PLANS GARRATT IN 'N'

Hatton's is to produce the LMS Garratt in 'N' gauge! The retailer will use the experience it gained working with Heljan on the 'OO' gauge model in 2014 to produce a 1:148 scale version of the 33 2-6-0+0-6-2Ts built for the LMS in 1927/1930.

Unlike the 'OO' gauge

model, Hatton's will only produce the rotating coal bunker. It will also feature just one five-pole motor, which will power the driving wheels at the bunker end. The Garratt will feature a heavy, die-cast chassis, fully detailed cab, NEM pockets and a Next-18 DCC socket.

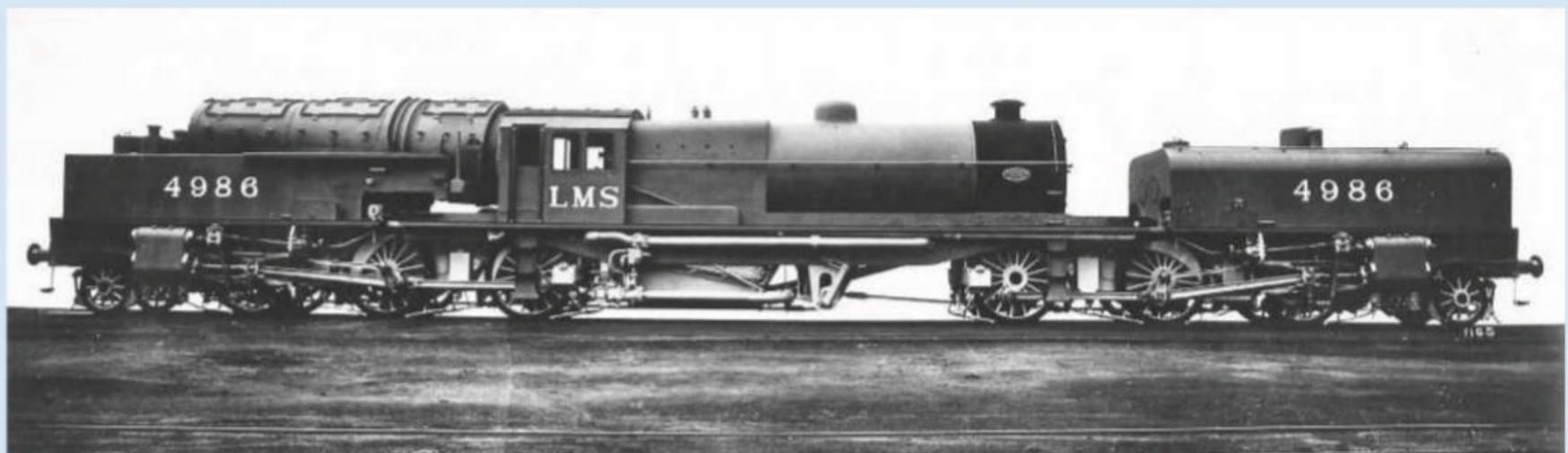
### N GAUGE HATTON'S LMS GARRATT

**What's planned?**

- ◆ H2-BG-001: No. 4994, LMS black
- ◆ H2-BG-002: No. 7983, LMS black
- ◆ H2-BG-003: No. 47967, British Railways lettering
- ◆ H2-BG-004: No. 47972, BR black with LMS-style lettering
- ◆ H2-BG-005: No. 47995, BR black with plain tanks
- ◆ H2-BG-006: No. 47996, BR black, early emblem
- ◆ H2-BG-007: No. 47981, BR black, early emblem
- ◆ H2-BG-008: No. 47992, BR black, early emblem

**Price?** £199.00 **When's it due?** January 2020

**Where can I find out more?** [www.hattons.co.uk/ngarratt](http://www.hattons.co.uk/ngarratt)



STEAM RAILWAY COLLECTION

# Incoming: Warley Special

Photography: CHRIS NEVARD

**00 GAUGE ACCURASCALE CFMF 'PCA' CEMENT TANK**

**What's planned?**  
Three liveries planned in triple packs, with each wagon sporting a different running number.

**Price?** £69.95

**What stage is it at?**  
Engineering prototype



**00 GAUGE ACCURASCALE ACPM 'CEMFLO'**

**What's planned?**  
Single wagons and triple packs in pre- and post-TOPS condition – over 40 variants in all!

**Price?** From £24.95

**What stage is it at?**  
Engineering prototype

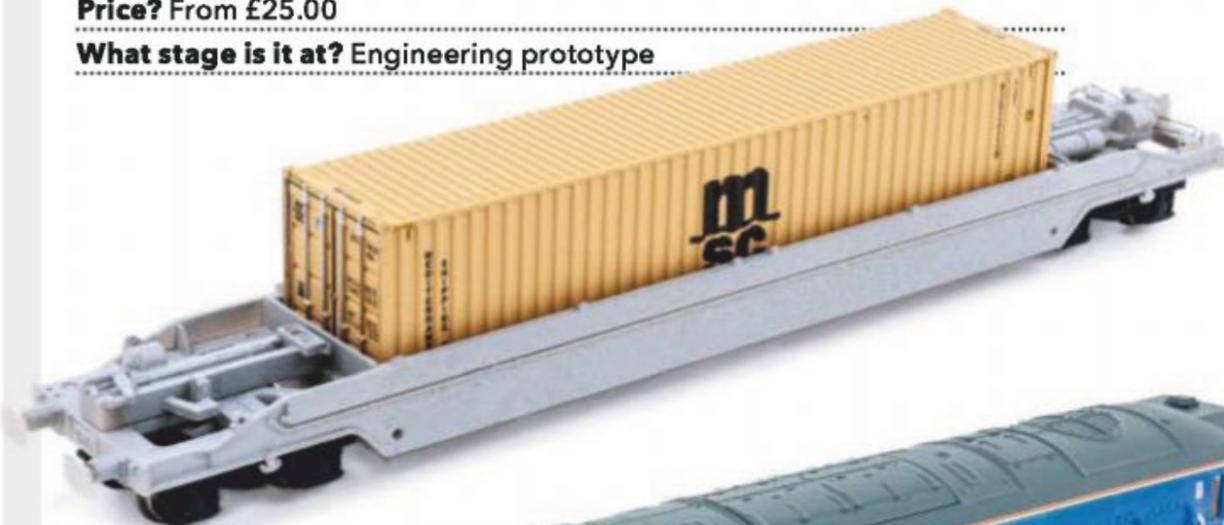


**N GAUGE C-RAIL KQA/KTA 'POCKET' CONTAINER WAGON**

**What's planned?**  
Wagons will be available with or without containers – and there will be a choice of NYK Logistics and OOCL containers.

**Price?** From £25.00

**What stage is it at?** Engineering prototype



BACHMANN EUROPE

**00 GAUGE BACHMANN CLASS 159 DMU**

**What's planned?**  
Just one version: 159013 in Network SouthEast livery (31-520).

**Price?** £309.95

**What stage is it at?** Engineering prototype



**N GAUGE DAPOL HIA LIMESTONE HOPPER**

**What's planned?**  
Four running numbers in Freightliner white and green liveries.

**Price?** £25.25

**What stage is it at?**  
Engineering prototype

**00 GAUGE DAPOL CLASS 50 Co-Co**

- What's planned?**
- ◆ 2D-002-000: D406, BR blue
  - ◆ 2D-002-001: 50043, BR blue
  - ◆ 2D-002-002: 50040 *Leviathan*, BR 'Large Logo' blue
  - ◆ 2D-002-003: 50037 *Illustrious*, Network SouthEast

**Price?** From £144.95

**What stage is it at?** Decorated evaluation samples



**N GAUGE** **DAPOL PROTOTYPE HST POWER CAR**  
**What's planned?**

Two packs containing both prototype HST power cars 41001 and 41002, either in grey/blue livery or Departmental livery. Trailer cars to be developed separately. (MR253).

**Price?** £150.00

**What stage is it at?**

Engineering prototype



**00 GAUGE** **DAPOL CLASS 59 Co-Co**  
**What's planned?**

- ◆ 4D005-000: 59002 Alan J Day, Foster Yeoman silver
- ◆ 4D005-001: 59103 Village of Great Elm, ARC livery
- ◆ 4D005-002: 59206 John F. Yeoman Rail Pioneer, DB red
- ◆ 4D005-003: 59204 National Power blue

**Price?** From £146.35

**What stage is it at?**

Decorated evaluation samples



**00 GAUGE** **DAPOL 'TURBOT' BOGIE OPEN WAGON**  
**What's planned?**

Three running numbers in BR Engineer's 'Dutch' and three running numbers in EWS maroon.

**Price?** £24.95

**What stage is it at?**

Decorated sample



**00 GAUGE** **DAPOL YEOMAN/O&K HOPPER**  
**What's planned?**

Six inner and four outer versions of these Foster Yeoman 102t hoppers.

**Price?** £55.00

**What stage is it at?** Engineering prototype

**00 GAUGE** **DAPOL BOGIE BOLSTER E**  
**What's planned?**

Two with BEV TOPS codes, two with YNV codes and two YRNs. Four in BR bauxite and two with Signal & Telegraph liveries.

**Price?** £29.95

**What stage is it at?** Decorated sample



**EXTRA LIFE AND REALISM**

UK electronics specialist Train-Tech has unveiled three new accessories designed to bring extra life and realism to your layout.

First up is Smart Screen, a working animated, miniature dot-matrix screen that you can customise with your own messages. It can be used at railway or bus stations, miniature sports stadiums and even inside trains. It can be activated by manual switches, DCC commands or one of Train-Tech's Track Sensors.

Sound Track (below) is a portable sound recorder which enables you to record your own sounds and replay them automatically on your layout. It has four separate sound tracks, each of which can be replayed either by a controller command, the touch of a button, or triggered by a Track Sensor.

The SC100 Automatic Signal Controller enables almost any colour light signal to operate automatically. It can be used with most third-party LED signals, as well as Train-Tech's own signal products.

**Price:** Smart Screen, £50.00 (platform housing sets, £10); Sound Track, The Automatic Recorder, £69.00; SC100 Automatic Signal Controller, £30

**Availability:**

Train-Tech stockists or [www.gaugemaster.com](http://www.gaugemaster.com)



BOTH: CHRIS NEVARD

# Opening the box – Warley Special



**00 GAUGE DAPOL CLASS 21/29 Bo-Bo**  
**What's planned?**

Dapol has yet to confirm the running numbers and liveries of its North British Type 2 (Class 21) and the later versions rebuilt with MAN engines (Class 29).

**Price?** £151.90

**What stage is it at?**

Engineering prototypes



**0 GAUGE DAPOL SENTINEL 100HP**  
**4wVBT**

**What's planned?**

Seven Sentinels: 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.

**Price?** £175.00

**What stage is it at?**

Decorated samples



**0 GAUGE DAPOL Mk 1 COACHES**  
**What's planned?**

Four types - Corridor Second, Second Open, Brake Second Corridor and Corridor Composite - to come in five different liveries.

**Price?** From £199.00

**What stage is it at?** Engineering prototype

**0 GAUGE DAPOL GWR '45XX' 2-6-2T**  
**What's planned?**

Dapol has implemented a number of improvements to the Lionheart GWR 'Small Prairie' 2-6-2T. Limited numbers of the No. 4500-4574 series will be produced, so order soon to avoid disappointment.

**Price?** £495.00

**What stage is it at?** Engineering prototype



**0 GAUGE DAPOL 'TURBOT'**  
**BOGIE OPEN WAGON**

**What's planned?**

Three running numbers in BR Engineer's 'Dutch' and three running numbers in EWS maroon.

**Price?** £69.95

**What stage is it at?**

Engineering prototype

**0 GAUGE DAPOL 'BOGIE BOLSTER E'**  
**What's planned?**

Two with BEV TOPS codes, two with YNV codes and two YRNs. Four in BR bauxite and two with Signal & Telegraph liveries.

**Price?** £69.95

**What stage is it at?** Engineering prototype





**N GAUGE DJM GWR 'KING' 4-6-0**

**What's planned?** Two versions in pre- and post-war GWR livery, plus BR blue and BR green with pre- and post-1956 emblems.

**Price?** £135.50 (pre-order price, £169.95 for later run)

**What stage is it at?** 3D test print



**N GAUGE DJ MODELS 'SHARK' BALLAST BRAKE VAN**

**What's planned?**

Lots! BR black with straw lining/lettering (three numbers); BR Indian red (four); BR olive green (four); EWS maroon (one); Loadhaul orange/black (two); and Engineer's 'Dutch' (four)

**Price?** £19.95

**What stage is it at?** Decorated sample



A. WILD/COLOUR RAIL

**GET READY FOR GT3**



KR Models is a new name in the world of 'OO' gauge model manufacturing and it has chosen the experimental gas turbine 4-6-0 No. GT3 as its first locomotive.

No. GT3 was built by English Electric in 1961 and was unusual for the day in that it resembled a steam locomotive, complete with tender. In fact, the locomotive was fitted with high and low-pressure turbines and had an output of 2,750hp.

Initial testing was carried out in Wales before it moved to the Great Central's London Extension. Its last trials included a run over Shap on the West Coast Main Line in 1962 before it went into store. It was scrapped in 1966.

KR Models is to produce two versions of No. GT3: one DCC ready and one with sound. Specifications have yet to be confirmed, but delivery is expected in late 2019. Price: From £185.00  
**Availability:** KR Models  
**Tel:** 07808 632330  
**Web:** [www.krmodels.co.uk](http://www.krmodels.co.uk)

**OXFORD IN THE FRAME**

Oxford Rail has tweaked its forthcoming ScotRail Mk 3 coaches to include the distinctive silver window frame. This had been omitted from earlier decorated samples, but has now been corrected. Oxford is to offer its Mk 3 Open Composite, First Open and Tourist Second Open in this livery. **RRP:** £34.95 each

**Availability:** Oxford Rail stockists or [www.oxforddiecast.co.uk](http://www.oxforddiecast.co.uk)



CHRIS NEVARD

**N GAUGE GRAHAM FARISH '8F' 2-8-0**

**What's planned?**  
 ♦ 372-160: No. 3506, LNER black  
 ♦ 372-161: No. 8035, LMS black  
 ♦ 372-162: No. 48608, BR black early emblem

**Price?** £159.95

**What stage is it at?** Engineering prototype



BACHMANN EUROPE



**N GAUGE GRAHAM FARISH Mk 2f COACHES**

**What's planned?** Restaurant First, Brake Second Open, First Open, Tourist Second Open and Driving Brake Second Open in blue/grey, InterCity and ScotRail liveries (where applicable).

**Price?** £42.95-£44.95

**What stage is it at?** Engineering prototype



# Opening the box – Warley Special

## **00 GAUGE HATTON'S CLASS 66 Co-Co** **What's planned?**

All key Class 66 variants will be covered, including standard and low-emissions versions, three headlamp configurations and two different cab side windows. EWS, DB, DRS, Freightliner, GBRf and Colas liveries to be covered too.

**Price?** From £150.00

**What stage is it at?** Decorated samples



## **00 GAUGE HATTON'S RAILHEAD TREATMENT TRAIN** **What's planned?**

Based on its new FEA container flat and fitted with a selection of different modules. Available in single, twin or triple packs.

**Price?** From £59.00

**What stage is it at?**  
Decorated samples



## **00 GAUGE HATTON'S FEA-E/FEA-S CONTAINER FLATS** **What's planned?**

Four FEA-Es in Freightliner green plus one with track panel carriers; four GBRf FEA-Ss, two in GBRf/Metronet livery with track panel carriers and one FEA-S in TransPlant yellow.

**Price?** From £32

**What stage is it at?** Decorated samples

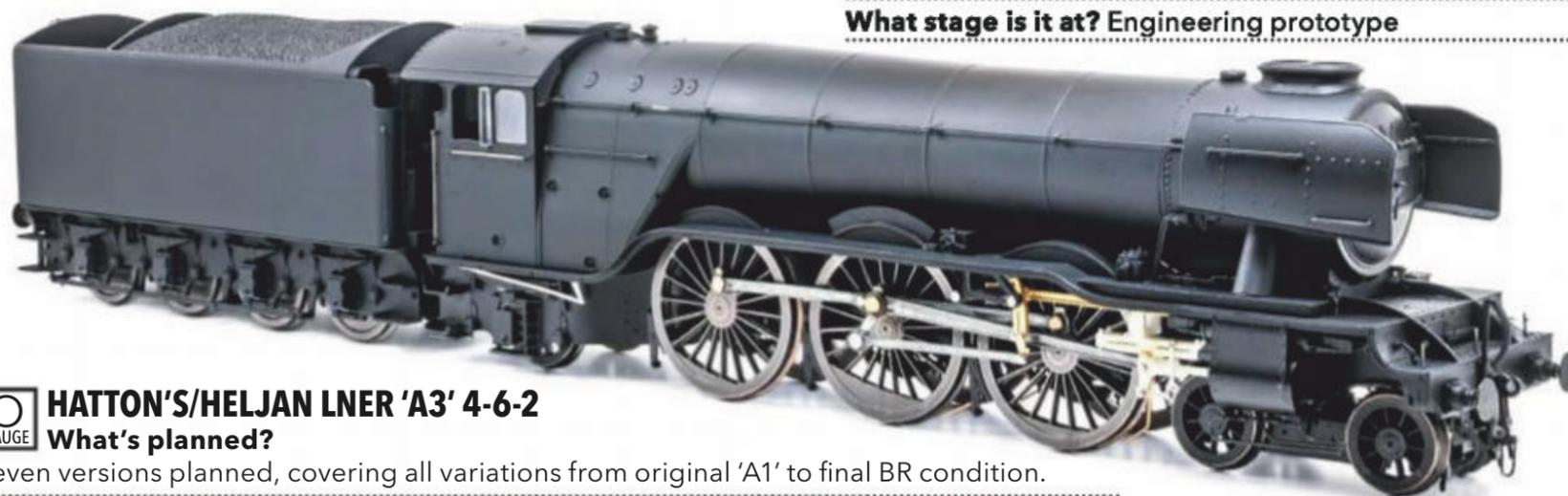


## **00 GAUGE HATTON'S/HELJAN LNER 'A4' 4-6-2** **What's planned?**

Nine versions planned, covering all liveries/chimney and tender variations, from LNER silver/grey to BR lined green.

**Price?** £750.00

**What stage is it at?** Engineering prototype



## **00 GAUGE HATTON'S/HELJAN LNER 'A3' 4-6-2** **What's planned?**

Seven versions planned, covering all variations from original 'A1' to final BR condition.

**Price?** £750.00

**What stage is it at?** Engineering prototype



**GAUGE HELJAN CLASS 03 0-6-0DM**

**What's planned?**

BR's 204hp diesel mechanical shunter is being offered in green, blue and industrial liveries with both conical and 'flower pot' exhaust stacks.

**Price?** £349.99

**What stage is it at?** Engineering prototype

**GAUGE HATTON'S/HELJAN GRESLEY COACHES**

**What's planned?**

Diagram 175 Brake Corridor Composite, Dia. 186 Open Third, Dia. 115 Corridor Third in BR crimson/cream, BR maroon and LNER teak finish.

**Price?** £249.00 each

**What stage is it at?**

Engineering prototype

**GAUGE HELJAN CLASS 37/4 Co-Co**

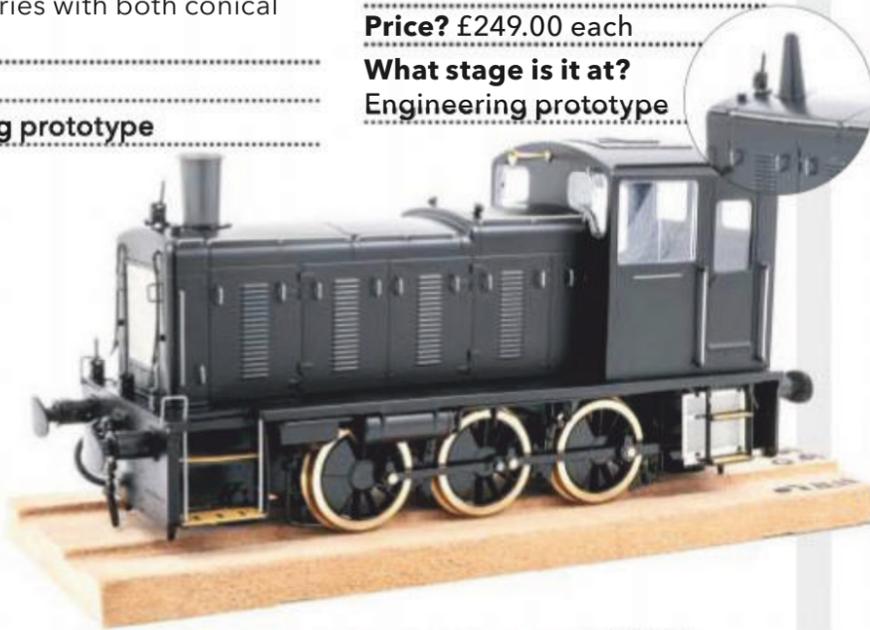
**What's planned?**

Six liveries for this ever-popular Class 37 sub-class: EWS BR green, 'Large Logo', BR 'main line', EWS, Regional Railways and Railfreight 'triple grey'.

**Price?** £599.00

**What stage is it at?**

Decorated samples



**GAUGE HELJAN CLASS 50 Co-Co**

**What's planned?**

Six post-1980s refurbishment programme guises planned: BR blue, BR 'Large Logo', original and revised Network SouthEast, GWR150 green and 50149 *Defiance* in Railfreight General grey.

**Price?** £699.00

**What stage is it at?** Hand-weathered sample

**OO GAUGE HORNBY SR 'LN' 4-6-0**

**What's planned?**

- ◆ R3634: No. 851 *Sir Francis Drake*, Southern Railway green
- ◆ R3635: No. 30863 *Lord Rodney*, BR green, early emblem
- ◆ R3603TTS: No. 30850 *Lord Nelson*, BR green, early emblem

**Price?** £169.99-£194.99

**What stage is it at?**

Decorated sample



**In brief...**

**EXCLUSIVE 'EM' FLEXIBLE TRACK**

The EM Gauge Society has commissioned Peco to produce ready-to-lay 18.2mm 'EM' gauge track, using its new bullhead rail. The initial range will comprise left and right-hand points (to B6 geometry) with live frogs. The flexible track will come in 914mm lengths. It's been designed to work with Peco's bullhead rail joiners.

The new track will only be available to EM Gauge Society members or to visitors at its two annual exhibitions. Prices have yet to be confirmed. To join the EM Gauge Society, visit [www.emgs.org](http://www.emgs.org)



**NEW DAPOL RAILCAR**

There's a new addition to Dapol's range of 'OO' gauge GWR diesel railcars: unique Gloucester RCW parcels car No. 17. Dapol has produced an all-new body for No. 17 and will offer it in GWR chocolate/cream and BR crimson liveries. The RRP is the same as previous Gloucester railcars - prices start from £147.95.



**NEW BLUE 'WARSHIP'**

Kernow Model Rail Centre has added D602 *Bulldog* in BR blue, with yellow warning panels, to its range of NBL 'Warships'. The full RRP is £179.99, but order now and you'll save yourself £10.

**Availability:** Kernow Model Rail Centre

**Tel:** 01209 714099

**Web:** [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)



# Opening the box – Warley Special

## 00 GAUGE HORNBY STREAMLINED 'PRINCESS CORONATION' 4-6-2

### What's planned?

- ◆ R3623: No. 6221 *Queen Elizabeth*, LMS blue
- ◆ R3639: No. 6244 *King George VI*, LMS crimson
- ◆ R3677: No. 6229 *Duchess of Hamilton*, LMS crimson

Price? £189.99

What stage is it at? Decorated samples



## 00 GAUGE HORNBY LNER 'J36' 0-6-0

### What's planned?

- ◆ R3621: No. 722, LNER black
- ◆ R3622: No. 65311 *Haig*, BR black
- ◆ R3600TTS: No. 673 *Maude*, NBR lined black

Price? £139.99-£164.99

What stage is it at?

Decorated sample



## 00 GAUGE IRM CIÉ BALLAST PLOUGH

### What's planned?

Irish Railway Models is to produce these ballast ploughs in original and rebuilt condition.

Price? €119.95 (twin pack)

What stage is it at? Engineering prototype



## 00 GAUGE IRM CIÉ BOGIE ORE WAGONS

### What's planned?

Irish Railway Models is to produce four different packs of these bogie opens, built in 1977 to carry zinc and lead from Tara Mines in County Meath, and with different running numbers.

Price? €79.95

What stage is it at? Decorated samples

## N GAUGE REALTRACK MODELS CFMF 'PCA' CEMENT TANK

### What's planned?

Three liveries planned in triple packs, with each wagon sporting a different running number.

Price? £78.00 (triple pack)

What stage is it at? Engineering prototype



## N GAUGE SONIC MODELS VEA 'VANWIDE'

### What's planned?

Three liveries: BR maroon, Railfreight red/grey, RfD yellow grey. To be distributed by Revolution Trains.

Price? £19.50

What stage is it at? Engineering prototype



## 00 GAUGE OXFORD RAIL LNER 'N7' 0-6-2T

### What's planned?

- ◆ OR76N7001: No. 1002, GER grey
- ◆ OR76N7002: No. 8011, LNER black
- ◆ OR76N7003: No. 69621, BR black early emblem

Price? £109.95-£219.95

What stage is it at? Decorated samples



# NEW AND FORTHCOMING

A SELECTION OF MODELS RECENTLY AND SOON TO BE RELEASED



ALL READY FOR ORDERING AT YOUR LOCAL HELJAN STOCKIST!



### GWR/BR 61xx 2-6-2T 'Large Prairie' 'O'

Released!  
SRP £699,00

- 6100 - GREAT WESTERN green (pre-numbered as 6110)
- 6101 - GWR green (pre-numbered as 6106)
- 6102 - BR unlined black w. early crest (pre-numbered as 6144(81A))
- 6103 - BR unlined green w. late crest (pre-numbered as 6111(81F))
- 6104 - BR lined green w. late crest (pre-numbered as 6132(81C))



### BR/Sulzer Class 25/3 Bo-Bo diesel

Released!  
SRP £525,00

- 2555 - Two-tone green livery with small yellow panels
- 2556 - Two-tone green livery with full yellow ends
- 2557 - Pre-TOPS blue livery with full yellow ends and arrows on cabsides
- 2558 - TOPS blue livery with full yellow ends and arrows centrally on bodysides
- 2559 - TOPS blue livery with full yellow ends and arrows centrally on bodysides (2559 IS IN WEATHERED FINISH)

### NINE NEW VERSIONS!



### Ruston & Hornsby/BR class 07 - 'OO'

Expected Release - March!  
SRP £139,95

- |  |   |
|--|---|
| V1 2904 - D2986 in BR/SR green                               | V2 2914 - 2989 in BR blue                           |
| V1 2905 - D2988 in BR/SR green                               | V2 2915 - 07009 in weathered BR blue                |
| V1 2906 - D2991 in 'Eastleigh' works green                   | V2 2916 - 07005 'LANGBAURGH' in industrial ICI grey |
| V1 2907 - D2998 in BR blue                                   |   |
| V1 2908 - 07002 in BR blue                                   |   |
| V1 2909 - '07006' in industrial<br>Powell Duffryn blue/white |   |



### GWR/BR 43xx 2-6-0 'Mogul' 'O'

Expected release: Soon!  
SRP £779,00

- 4300 - (V1) GREAT WESTERN pre-numbered as 4339
- 4301 - (V1) GWR monogram pre-numbered as 5355
- 4302 - (V1) G W R pre-numbered as 5320
- 4310 - (V2) BR black w. early crest pre-numbered as 4378
- 4311 - (V2) BR lined green w. early crest pre-numbered as 4358
- 4312 - (V2) BR lined green w. late crest pre-numbered as 5330
- 4313 - (V2) BR unlined green w. late crest pre-numbered as 5306



### Class 35 'Hymek' - 'OO'

Expected release: Soon!  
SRP £129,95

- 3526 - D7015 in green
- 3527 - D7088 in green with small yellow panels
- 3528 - D7004 in blue with small yellow panels
- 3529 - (D)7001 in blue with full yellow ends
- 3530 - 35017 in preserved engineers grey/yellow



### Class 33/0 V2 - 'OO'

- 3417 - D6504 in green livery
- 3418 - D6518 in green with full yellow ends
- 3419 - D6540 in green with small yellow panels

### Class 33/1 - 'OO'

- 3344 - 33114 in Network SouthEast livery
- 3346 - D6580 in green with small yellow panels
- 3358 - 33106 in blue with full yellow ends
- 3359 - 33111 in blue with full yellow ends

### Class 33/0 V1 - 'OO'

- 3437 - D6558 in blue with full yellow ends
- 3438 - 33056 'The Burma Star' in blue with full yellow ends
- 3439 - 33009 in engineers grey/yellow

Expected release: Soon!  
SRP £139,95



Expected release: Soon!  
SRP £199,95



### BRCW/BR class 33 tanker packs - 'OO'

- 1098 - BR class 33/0 D6501 in green livery with ESSO B-tanks 3332, 3333, 3334 & 3335
- 1099 - BR class 33/0 6584 in blue livery with ESSO B-tanks 3375, 3376, 3377 & 3378

Subject to misprints and price changes. Please note that colours shown are for illustration purposes only.





**MODEL RAIL**  
**MODEL OF THE**  
**YEAR**  
**2018**

It's that time of year again when we give you the opportunity to celebrate excellence and innovation in British outline model railways with our Model of the Year competition. Model of the Year covers all of the new

'ready-to-run' tooling reviewed in the 2018 issues of *Model Rail* from January 2018 (MR243) to December 2018 (MR255). There are 13 categories in which you can cast your vote and you can cast one vote per category.

**VOTE NOW**

You can vote on the *Model Rail* website and can cast one vote per category. The poll closes on January 18 2019. View what we said and vote now at

**[www.model-rail.co.uk/moty2018](http://www.model-rail.co.uk/moty2018)**

## 'OO' GAUGE - The Shortlist

### 'OO' steam

- ◆ Hornby LMS 'Duchess' - MR243 January 2018
- ◆ OO Works LSWR 'D15' - MR243 January 2018
- ◆ Hatton's Andrew Barclay O-4-OST - MR246 April 2018
- ◆ Hatton's SECR 'P' O-6-OT - MR247 May 2018
- ◆ Heljan GWR '47XX' 2-8-0 - MR249 July 2018
- ◆ Dapol LSWR 'B4' O-4-OT - MR250 August 2018
- ◆ Rapido Trains/Locomotionmodels GNR 4-2-2 No. 1 - MR251 Summer 2018
- ◆ Bachmann LBSCR 'H2' 4-4-2 - MR252 September 2018

### 'OO' diesel and electric

- ◆ Dapol GWR 'Gloucester' railcar - MR243 January 2018
- ◆ Kernow Model Rail Centre Bulleid 1Co-Co1 10201/02 - MR243 January 2018
- ◆ Kernow Model Rail Centre Bulleid 1Co-Co1 10203 - MR253 October 2018
- ◆ Dapol Class 121 railcar - MR245 March 2018
- ◆ Hornby GWR Class 800 DEMU - MR247 May 2018
- ◆ Bachmann Branchline Colas Class 70 (modified) Co-Co - MR248 June 2018
- ◆ Heljan BR Class 07 O-6-ODE - MR250 August 2018

### 'OO' coaches

- ◆ Oxford Rail BR Mk 3a TSO - MR247 May 2018
- ◆ Hornby SR Kitchen/Dining First - MR253 October 2018
- ◆ Rails of Sheffield/Rapido LNER Dynamometer car - MR253 October 2018
- ◆ Bachmann Branchline Mk 2f First Open - MR254 November 2018

### 'OO' rolling stock

- ◆ Irish Railway Models CIÉ 'Cement bubbles' - MR244 February 2018
- ◆ Oxford Rail GWR Dia. AA1 'Toad' brake van - MR246 April 2018
- ◆ Oxford Rail GWR Dia. AA3 'Toad' brake van - MR246 April 2018
- ◆ Kernow BR 'Turbot' ballast wagon - MR247 May 2018
- ◆ Hatton's/Oxford Rail LMS ICI hoppers - MR247 May 2018
- ◆ Hatton's Beilhack snowplough - MR249 July 2018
- ◆ Accurascale BR 24½t coal hoppers - MR250 August 2018
- ◆ Dapol MJA wagons - MR250 August 2018
- ◆ Oxford Rail five-plank open wagon - MR254 November 2018
- ◆ Hornby LNER 'Toad E' brake van - MR255 December 2018
- ◆ Bachmann FFA/FGA Freightliner flats - MR255 December 2018
- ◆ Bachmann 64ft 'Carflat' - MR255 December 2018

### 'OO' manufacturer of the year

- ◆ Accurascale
- ◆ Bachmann Branchline
- ◆ Dapol
- ◆ Irish Railway Models
- ◆ Kernow Model Rail Centre
- ◆ Hatton's
- ◆ Hatton's/Oxford Rail
- ◆ Heljan
- ◆ Hornby
- ◆ OO Works
- ◆ Oxford Rail
- ◆ Rapido Trains/Locomotionmodels
- ◆ Rails of Sheffield/Rapido Trains

## '009' - The Shortlist

### '009'

- ◆ Heljan L&B Manning Wardle 2-6-2T - MR243 January 2018
- ◆ Bachmann Narrow Gauge WDLR Class D bogie open - MR244 February 2018
- ◆ Bachmann Narrow Gauge WDLR Ambulance van - MR244 February 2018
- ◆ Bachmann Narrow Gauge Baldwin '10-12-D' 4-6-OPT - MR247 May 2018

### '009' manufacturer of the year

- ◆ Bachmann Narrow Gauge
- ◆ Heljan

## 'O' GAUGE - The Shortlist

### 'O' gauge locomotives/units

- ◆ Dapol LMS 'Jinty' O-6-OT - MR243 January 2018
- ◆ Heljan BR Class 128 railcar - MR246 April 2018
- ◆ Heljan BR Class 20 (headcode boxes) - MR247 May 2018
- ◆ Dapol GWR '57XX' O-6-OPT - MR248 June 2018
- ◆ Heljan GWR 'Large Prairie' 2-6-2T - MR254 November 2018

### 'O' gauge rolling stock

- ◆ Minerva GWR 'Iron Mink' - MR244 February 2018
- ◆ Darstaed Mk 1 coaches - MR245 March 2018
- ◆ Hatton's 'Warwell' bogie wagon - MR245 March 2018
- ◆ Minerva GWR 'Cone' gunpowder van - MR250 August 2018
- ◆ Dapol HAA coal hopper - MR255 December 2018
- ◆ Dapol BR 20t brake van - MR255 December 2018

### 'O' gauge manufacturer of the year

- ◆ Dapol
- ◆ Darstaed
- ◆ Hatton's
- ◆ Heljan
- ◆ Minerva

## 'N' GAUGE - The Shortlist

### 'N' gauge

- ◆ Revolution Trains/Rapido Trains Class 390 'Pendolino' - MR244 February 2018
- ◆ Dapol DRS Class 68 Bo-Bo - MR246 April 2018
- ◆ N Gauge Society/Farish 64ft 'Carflat' - MR246 April 2018
- ◆ Dapol MJA bogie open wagons - MR251 Summer 2018
- ◆ Dapol Maunsell Brake Third - MR251 Summer 2018
- ◆ Revolution Trains Class B tank wagon - MR251 Summer 2018
- ◆ Revolution Trains Cargowaggon IZA 'twins' - MR254 November 2018

### 'N' gauge manufacturer of the year

- ◆ Dapol
- ◆ N Gauge Society/Graham Farish
- ◆ Revolution trains/Rapido Trains

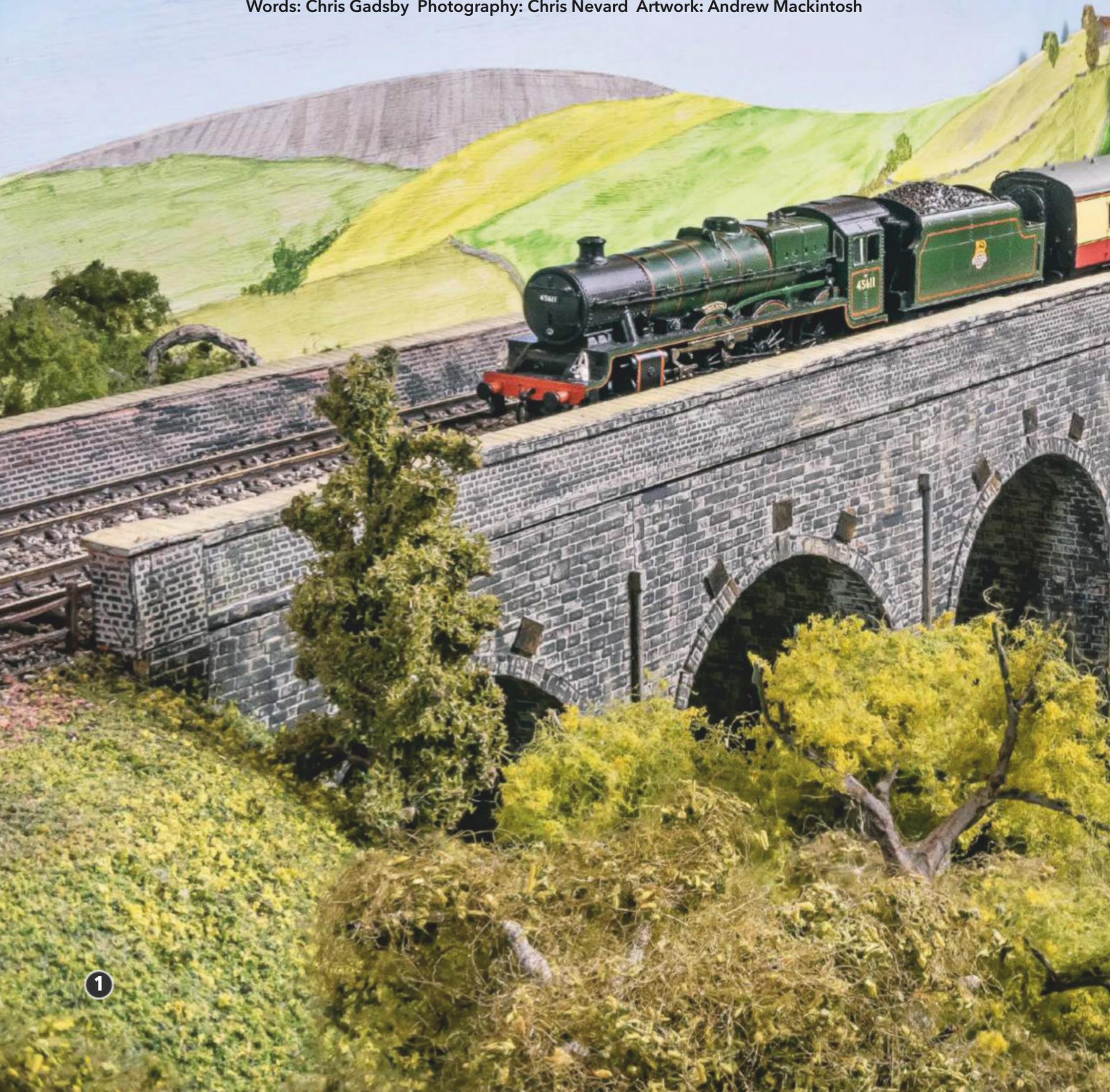
## Overall Manufacturer of the Year

- |                          |                                  |
|--------------------------|----------------------------------|
| Accurascale              | Minerva                          |
| Bachmann Europe          | N Gauge Society/Graham Farish    |
| Dapol                    | OO Works                         |
| Darstaed                 | Oxford Rail                      |
| Hatton's                 | Rails of Sheffield/Rapido Trains |
| Heljan                   | Rapido Trains/Revolution Trains  |
| Hornby                   | Rapido Trains/                   |
| Irish Railway Models     | Locomotionmodels                 |
| Kernow Model Rail Centre | Revolution Trains                |

# Viaducts and **variety**

**Bob Taylor** describes how an intrepid band of modellers built one of the finest stretches of the 'Settle & Carlisle' in just 19ft.

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



# LAYOUT DENTDALE

**VITAL STATS**  
Layout:  
'Dentdale'  
Size: 19ft by 2ft 6in  
Gauge: 'N'



**T**rivia question. What is the highest operational railway station on the Network Rail network in England? The answer is Dent, on the Settle-Carlisle.

And which station is furthest away from its namesake town, village or city? Almost four-and-a-half miles away from its namesake village, you'd be forgiven for thinking that it's also Dent station, but there's one that beats it. Answer to come later.

Back to Dent. Unless you have a 152ft model railway room, you won't be able to depict the station and the village on the same layout – not even in 'N' gauge. Modelling friends Bob Taylor, Wayne Webb and Tony Frazer have, therefore, left it off.

"There were a few reasons why we chose Dent on the Settle & Carlisle," explains Bob. "Principally, it was those two large viaducts [Arten Gill and Dent Head], which we knew would make the layout attractive to the public at exhibitions. It was built with showing it in mind, so appealing to as many people as possible was an important factor.

"We also wanted to run full-length trains, so 'N' gauge was a natural choice. Wayne and I both had large collections of 'N' gauge models from previous layouts and we wanted to make use of them.

"Since the 'S&C' is so diverse, with locomotives from a range of eras still running, it was the perfect subject to model." ➤

2



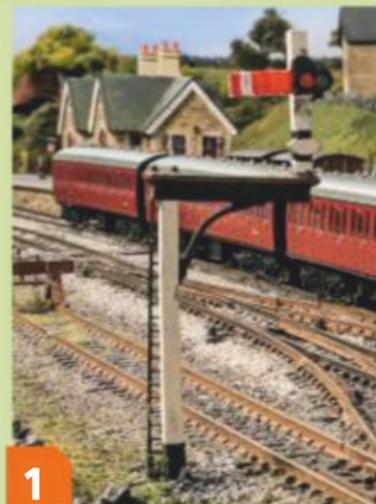


3

“Since the ‘S&C’ is so diverse, with locomotives from a range of eras still running, it was the perfect subject to model”



## 3 things we like



1

Great attention to detail has been paid – this signal is (accurately) on the wrong side.



2

Dent Head and Arden Gill viaducts catch the eye. The stone finish is bird cage grit.



3

The beautiful moorland streams were created from thin layers of clear varnish.

### What makes this layout great?

Some model railways can be quite flat, but I really like the height to this layout. The rolling hillside and the two bridges mean that there's something to look at on various levels, which creates a truly three-dimensional layout.



## DIVERSITY

Such is the 'S&C's' diversity that, at a two-day show, different eras can run on different days and still maintain accuracy; 1950s and 1960s locomotives grace the rails on day one with modern traction on day two.

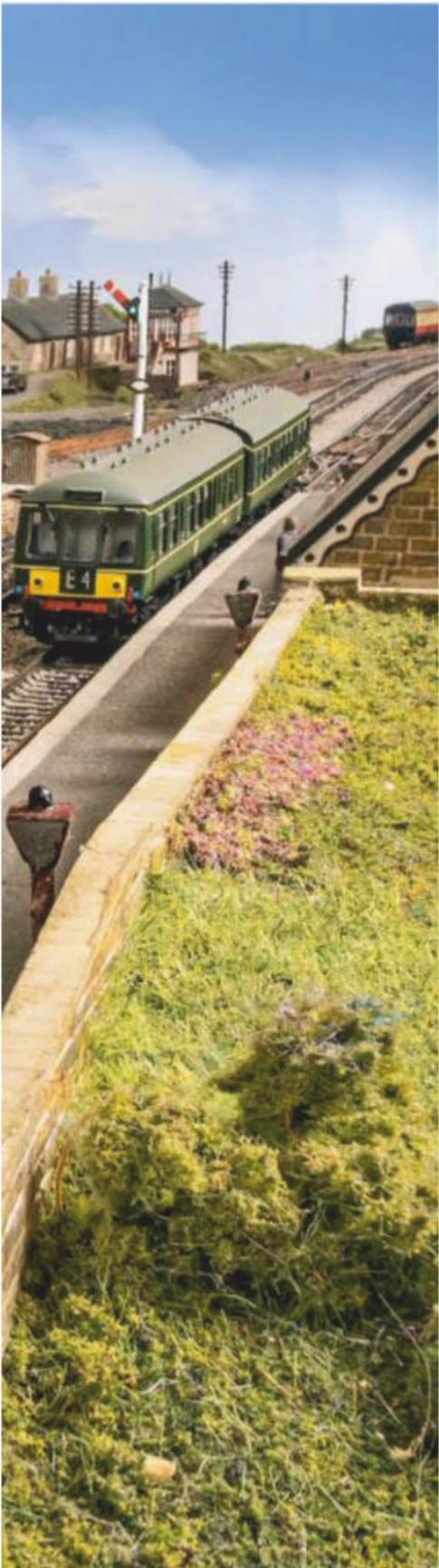
"Because of the extensive range [of models] we already had, we have stuck with analogue control for 'Dentdale'," says Bob. "Converting our collection to DCC would have been far too expensive."

"The trackwork is very simple, apart from a few points at the station and the fiddleyard behind, so our Gaugemaster controller copes very well."

The electrics were carried out by Tony, who created four isolating sections on each of the six fiddleyard lines, allowing for a maximum of 24 trains to be stored behind the layout at any one time depending on their length. Two hundred relays are installed underneath the baseboards to provide power to the layout.

'Dentdale's' 19ft length is spread over five ►





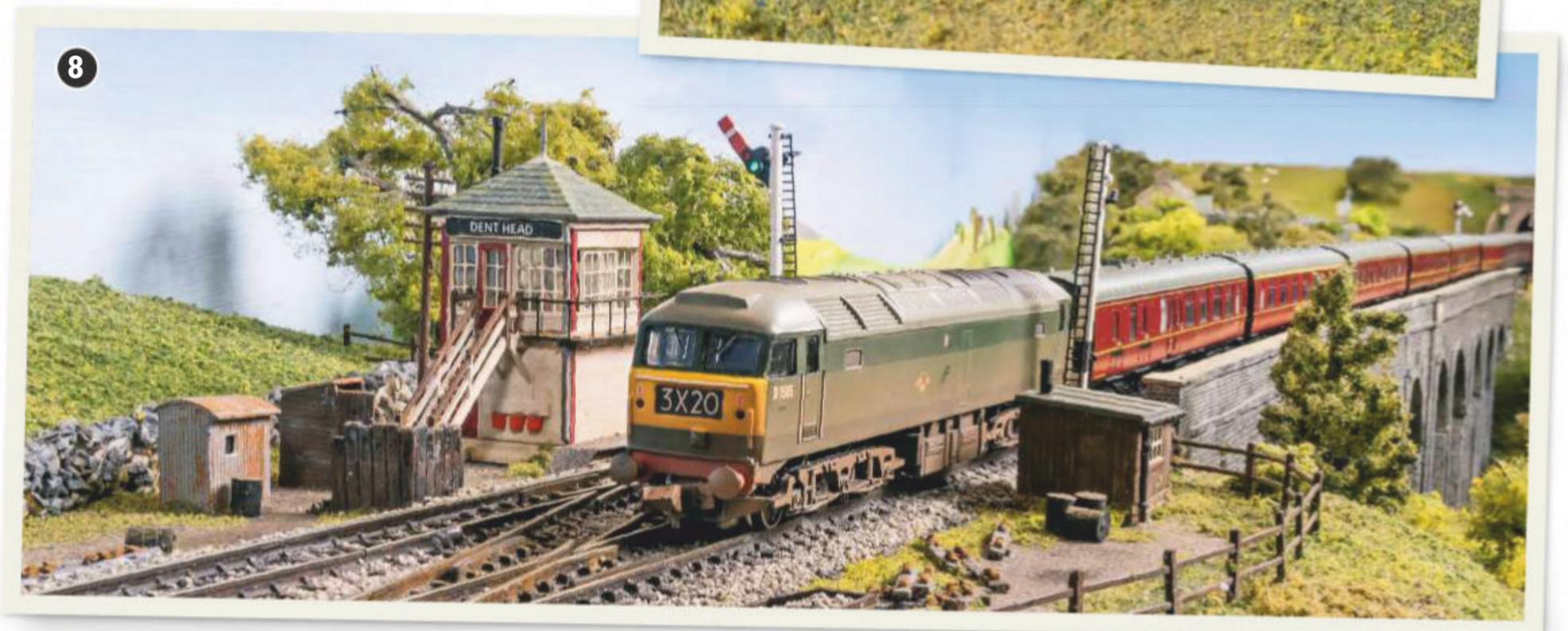
**6**

Above: The first layout that Bob built back in the 1980s was set in moorlands. He enjoyed it a lot - which is just as well, given the nature of the terrain around Dent.



**7**

Below: The track is predominantly Peco Code 80, although there are some Code 55 points around the station.



**8**

“We carefully marked the position of every single tree on the layout so that everything was perfect”

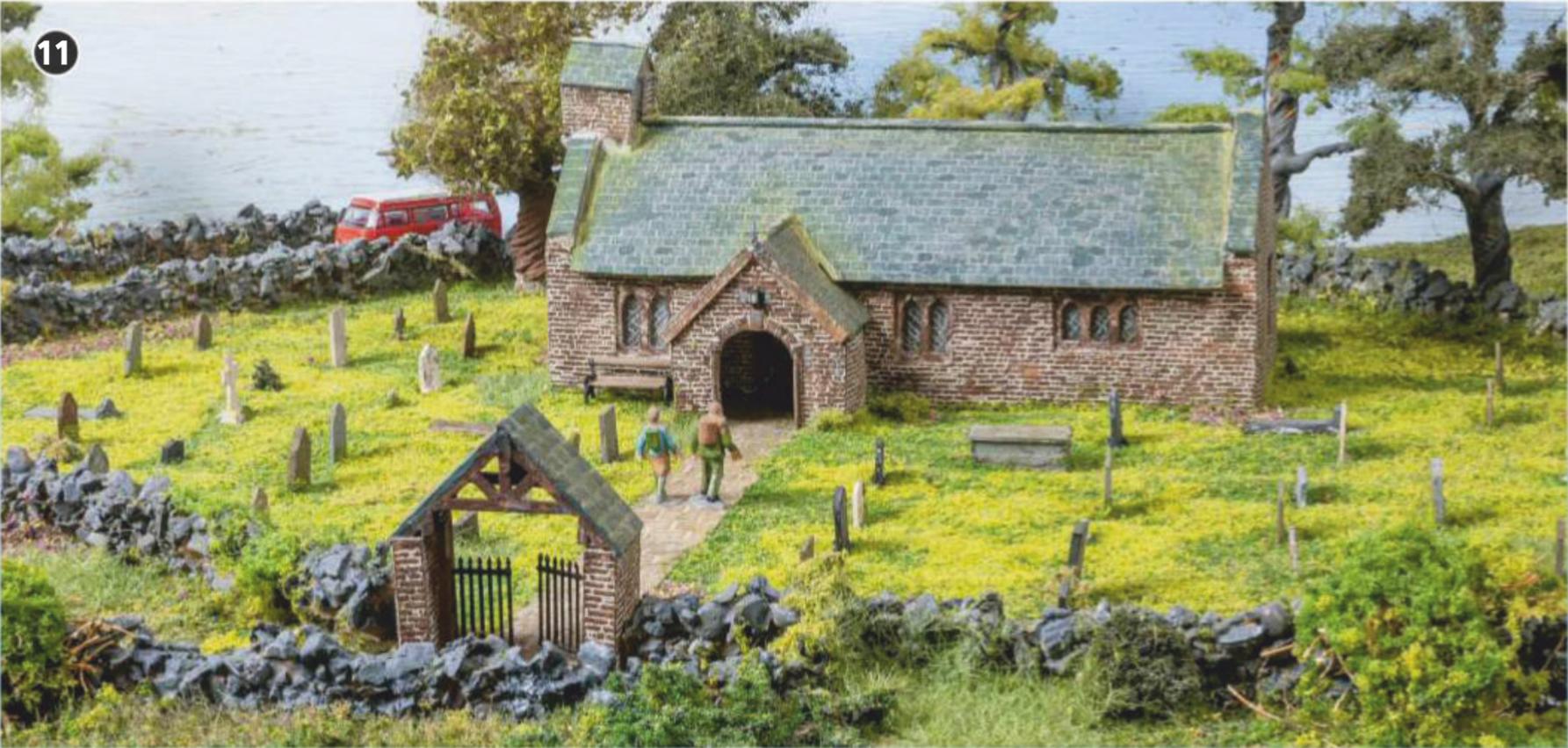
baseboards made from 12mm plywood and softwood legs, which fold for when they're being taken to and from exhibitions. On top of the plywood, the landscape is a cardboard lattice made from old cereal boxes, covered in paper kitchen towel rather than the more traditional plaster bandage.

“We covered the kitchen towel in PVA glue and it set rock hard,” says Bob. “We've had no problems with it so far after taking it to over 50 shows and it was a bit cheaper than the plaster, so I would definitely recommend it!

“The moorland has been created with a mixture of ▶



Each tree is made individually, from florist's wire covered in Polyfilla and covered in Woodland Scenics scatters. The backscene was painted by Wayne and Tony.



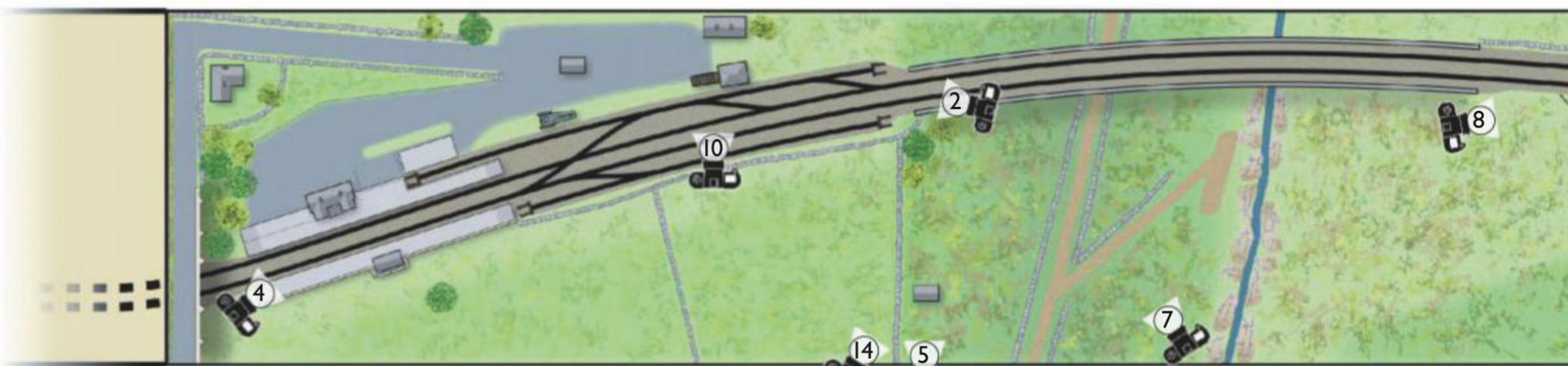
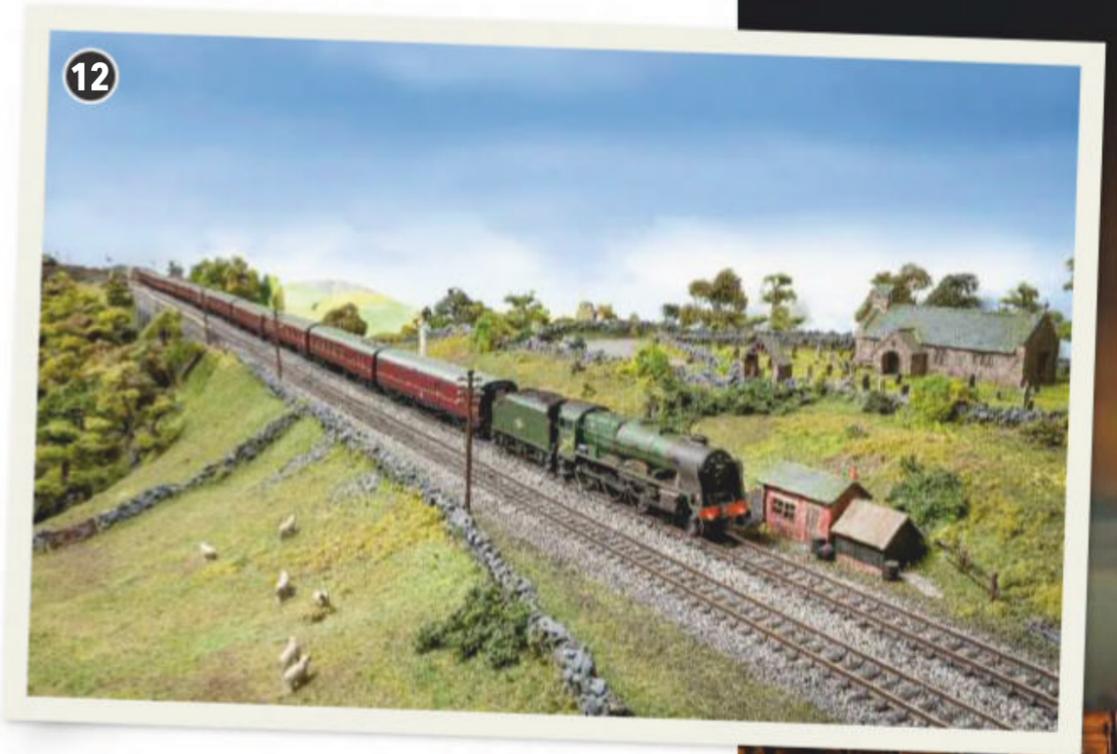
## LAYOUT DENTDALE

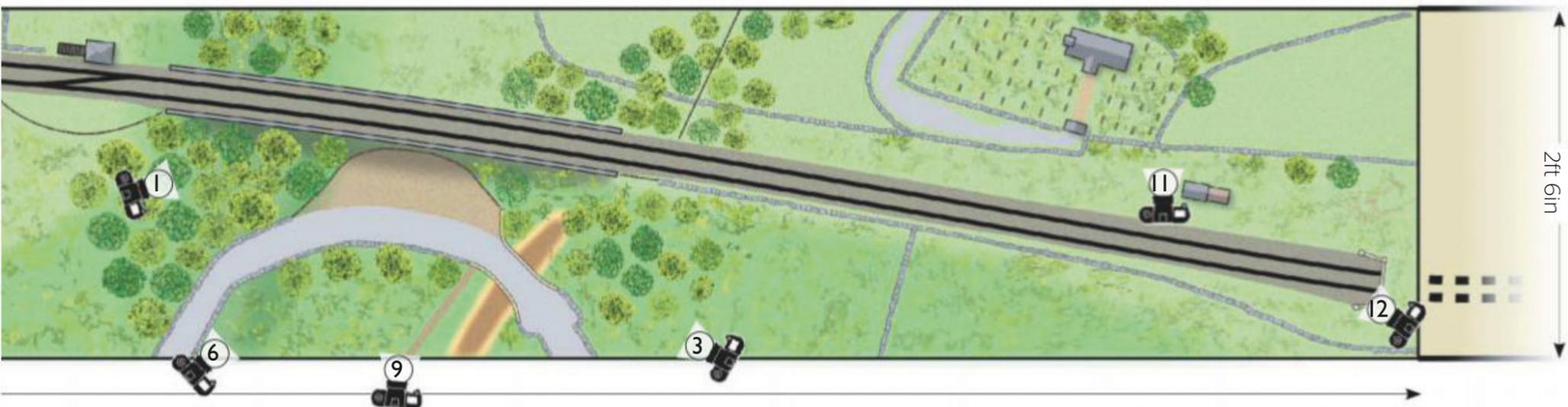
grass mat and scatter material, although the majority of the scenery has been done with the latter.”

### MAPPED TO PERFECTION

Modellers can go to great lengths to ensure accuracy in their layouts, spending hours poring over track plans and renumbering locomotives so that they are exactly right. The ‘Dentdale’ team have taken this one step further.

“We used Google Maps to get everything correct, as many people do, so we knew how many arches were on each bridge and how the road twists and turns. We also carefully marked the position of every single tree on the layout so that everything was perfect. The only thing that isn’t where it should be is the church on the right-hand side of the layout – we’ve moved it by about a mile to allow us to include it. ➤





## LAYOUT DENTDALE

“Once we knew where everything was going, we could begin the construction. Wayne made the buildings while I worked on the scenery. Everything is scratchbuilt apart from the stationmaster’s house and the two signal boxes, which are heavily modified Ratio kits.

“The viaducts each took a month to finish. They’re built using 6mm plywood for their frames with cardboard and plastic card forming the exterior detail. I used cardboard as the former and coated it in bird cage grit before painting it an appropriate stone colour.”

### LAYER UPON LAYER

With such attention to detail it is clear to see how the project took two years to complete. Two streams adorn the layout, created by building up many layers of clear varnish. Each one took a long time to dry. The team were particularly careful with this as they’re well aware of the dangers of pouring on a layer that’s so thick it never dries.

Some modellers consider it easier to model a rural station than an urban one as there is less to include on the layout, but it can be just as difficult to model a rural station well, as there are fewer items and they receive a lot more scrutiny as a result. The ‘Dentdale’ team have spent a long time getting everything perfect and their efforts have paid off in this superb model.

As for that trivia question, as far as we are aware Tiverton Parkway is the station furthest away from its namesake town – at 6.3 miles! 

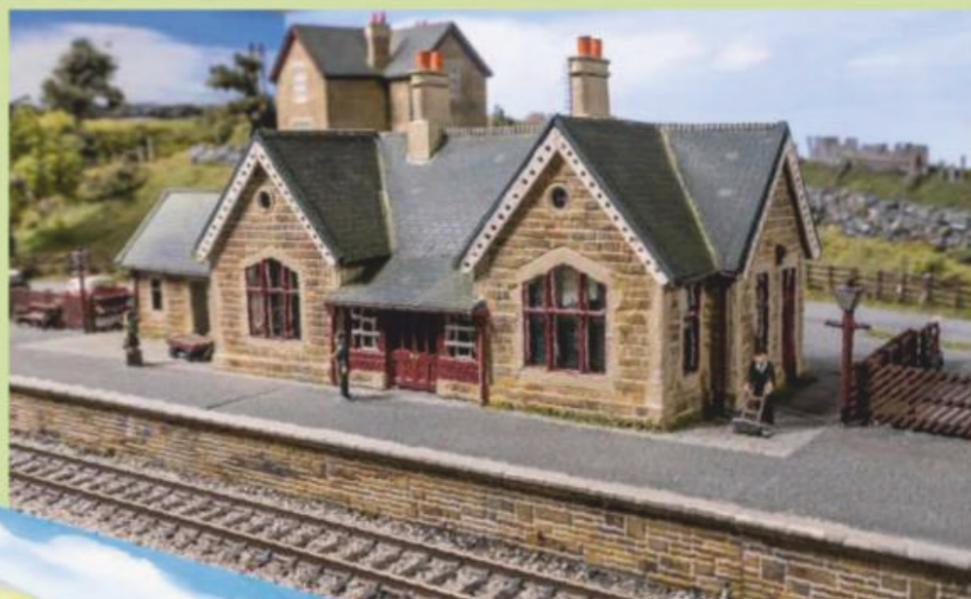


### MODELLER CV: BOB TAYLOR

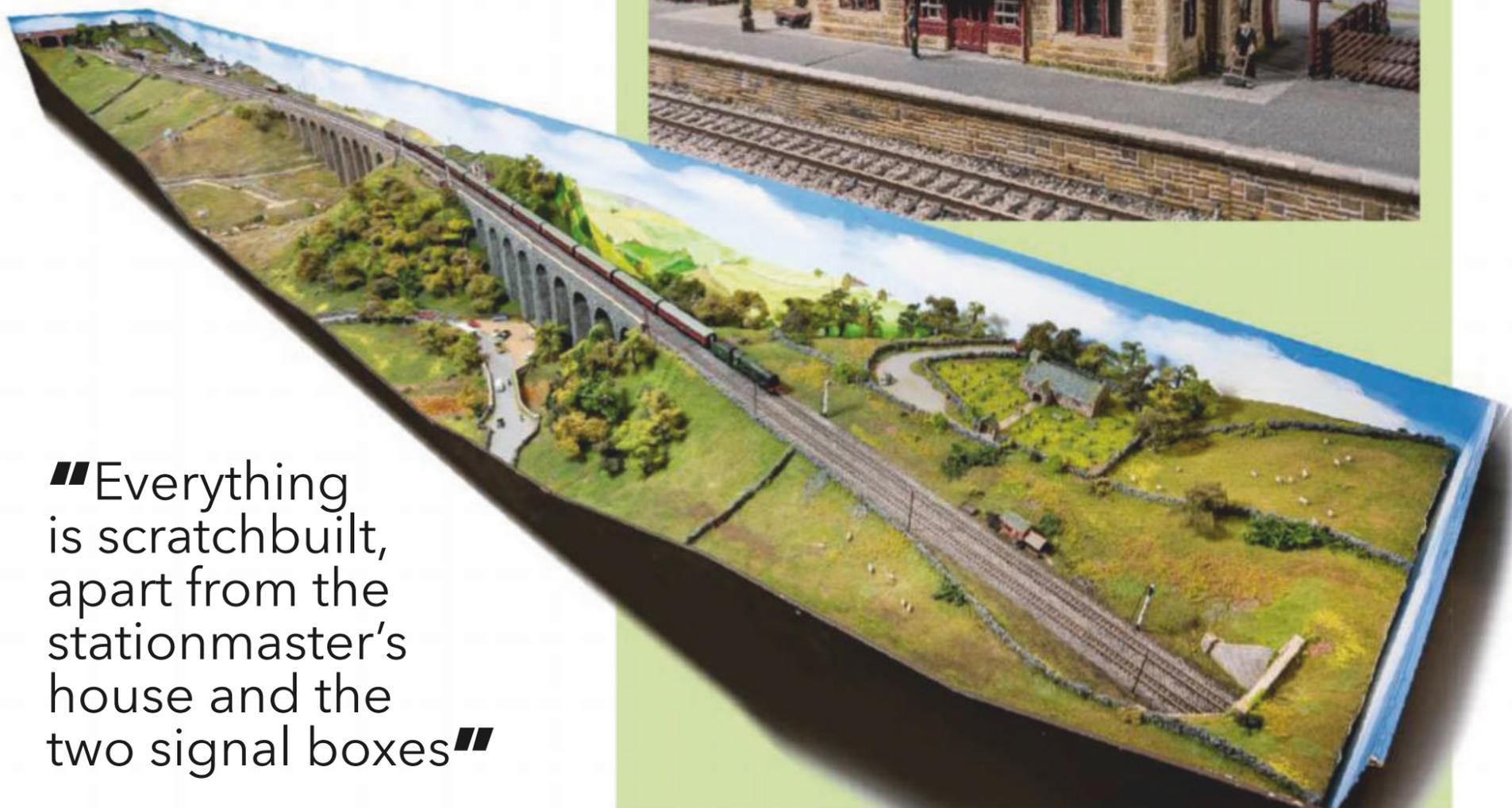
Bob (right) and Wayne (left) are members of the Milton Keynes Model Railway Society, where Bob is also the treasurer. As well as railway modelling, Bob likes to take his caravan around the country on holiday.

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

‘Dentdale’s’ next appearance on the exhibition circuit is at the Kendal Model Railway Club exhibition on the weekend of January 26/27.



“Everything is scratchbuilt, apart from the stationmaster’s house and the two signal boxes”



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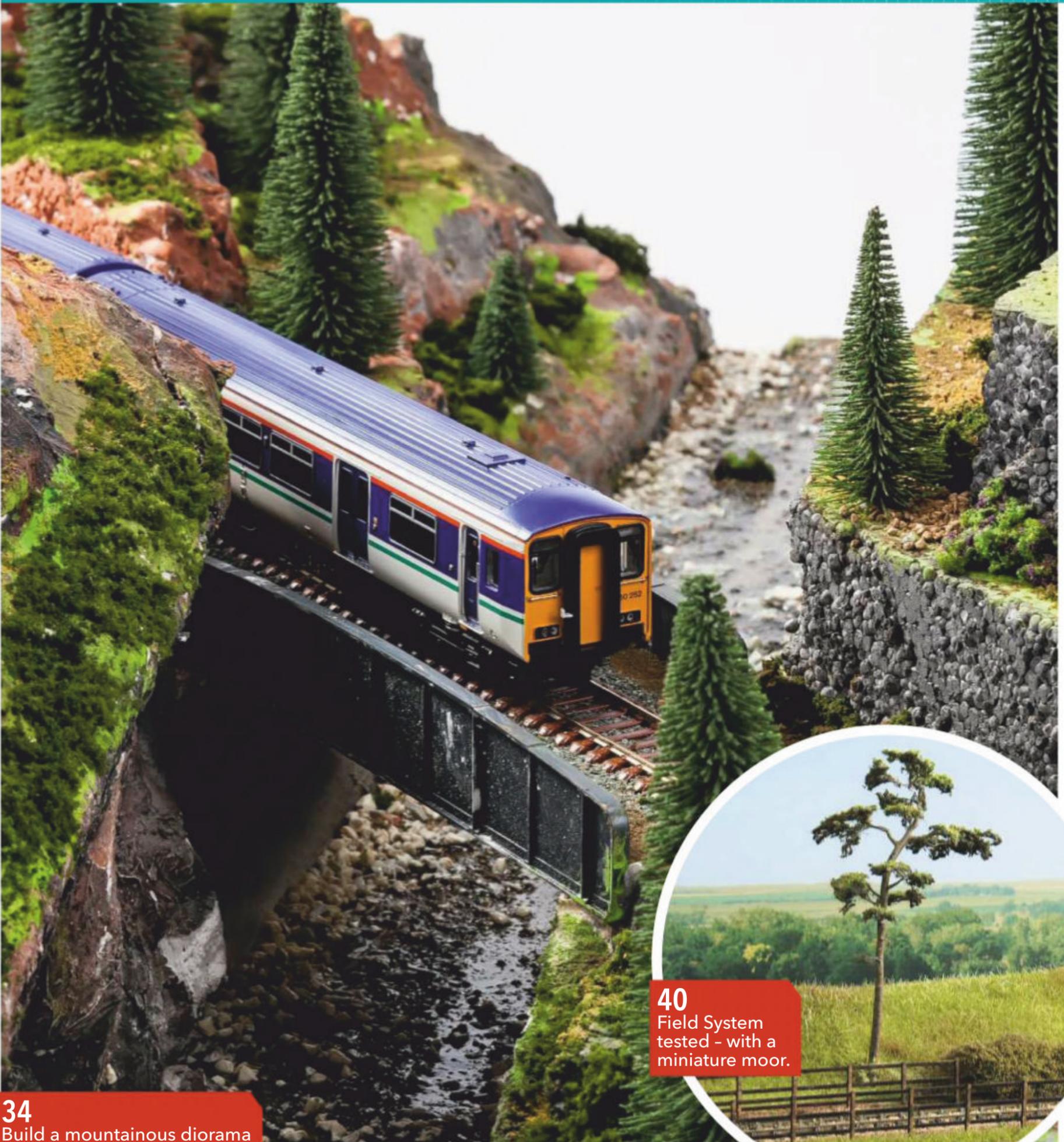
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HOW TO

# MAKE DRAMATIC LANDSCAPES

**Paul A. Lunn** and **Dave Lowery** join creative forces to model dramatic and imposing terrain, but with a compact footprint.

**M**odel railways are often described as 3D paintings, but we modellers tend to view them in two dimensions - length and width. We focus purely on those to work out what will fit into the space we have available.

But what about other dimensions, such as height and depth?

Railway builders were men of vision. When faced with a seemingly impassable range of mountains, the Victorian railway builder would see a tunnel or a cutting. Water courses and valleys could be bridged, featuring impressive spans or lengthy viaducts.

Most railway builders would follow the easiest possible route, with the shallowest gradients. It's why many railways follow rivers or canals. There were times when the only option was to punch through mountainous terrain, which has left us with a legacy of some truly spectacular stretches of railway, where height and depth come heavily into play.

The micro layout has many qualities but, visually, they can look a bit, well, samey.

A branch line terminus, no matter how beautifully modelled, is still a branch line terminus.

Is it possible to build a micro layout that has height and depth? If anyone could pull this off, it would be layout design guru Paul A. Lunn.

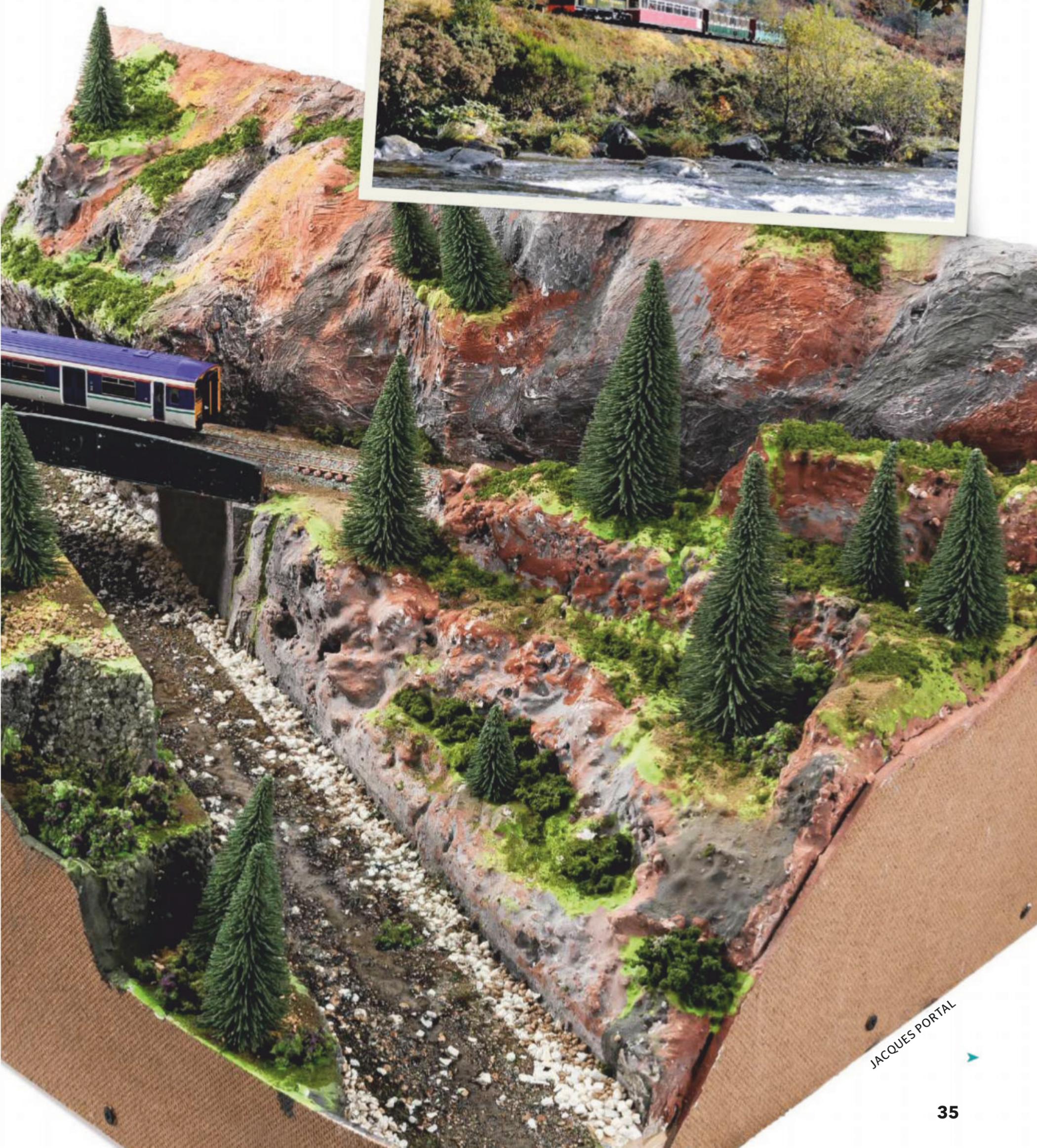
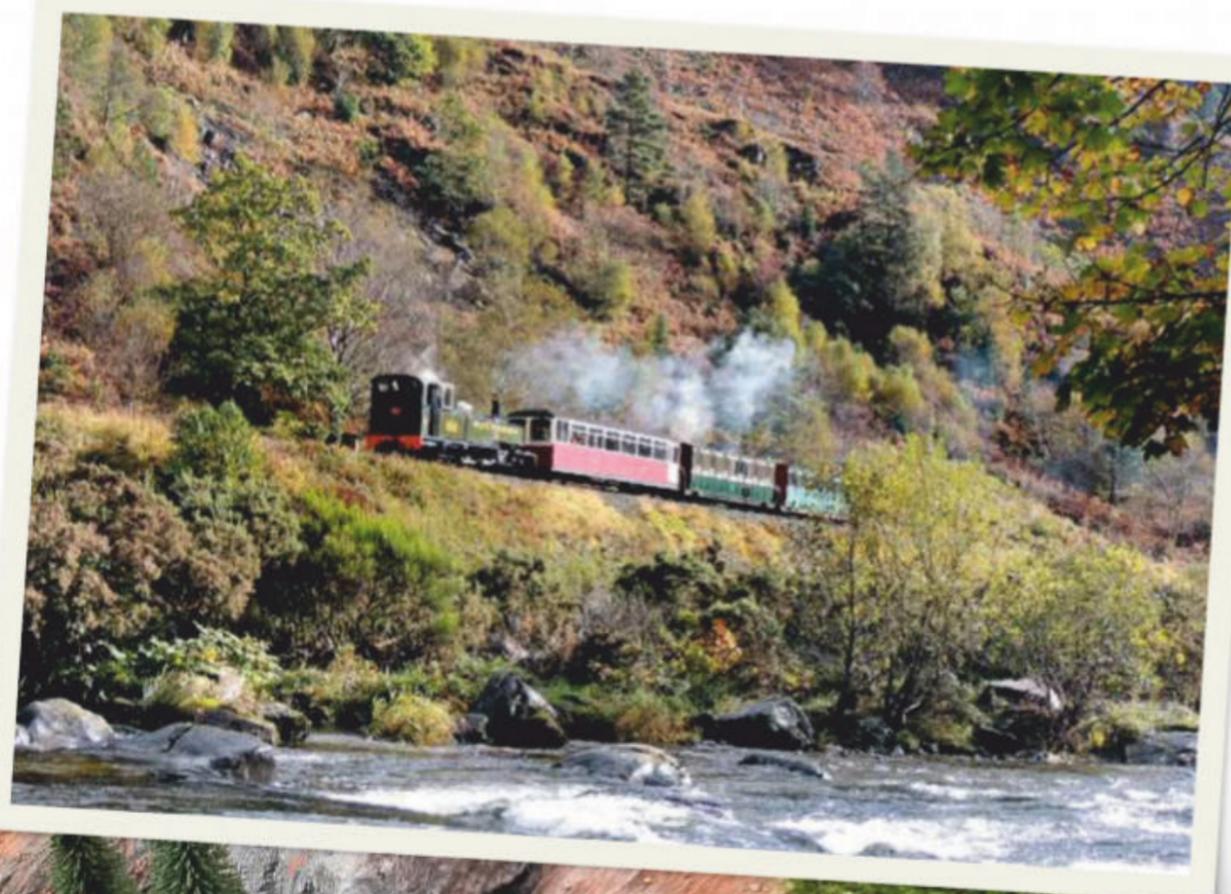
Paul didn't disappoint. He designed this 3ft by 2ft many-level scheme with mountains, cliffs, a deep cutting and a fast-flowing mountain stream.

It's all very well coming up with a concept. But will it work in reality?

There was only one way to find out: we gave Paul's plan to Dave Lowery to see what he could come up with...



Right: The Aberglaslyn Pass, on the Welsh Highland Railway, is a classic location where the height of the mountains combines beautifully with the depth of the gorge. Replica Lynton & Barnstaple Railway 2-6-2T *Lyd* steams through the stunning scenery with a special to Beddgelert on October 15 2012.  
RAIL PHOTOPRINTS



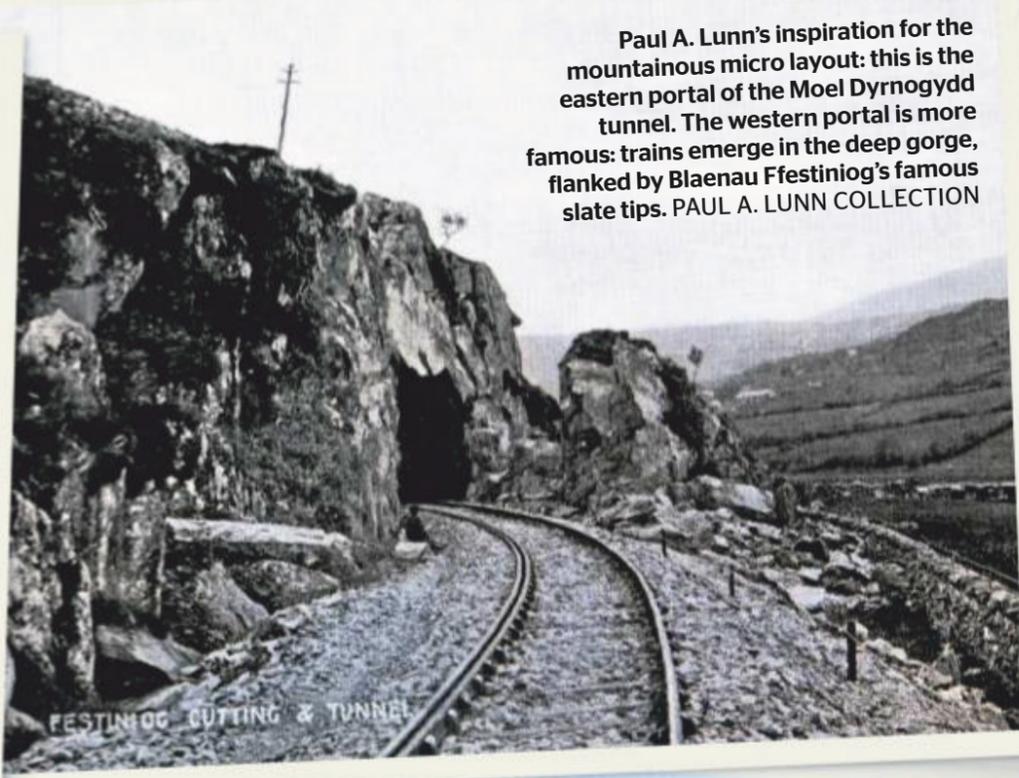
JACQUES PORTAL

## HEIGHT & DEPTH INSPIRATION

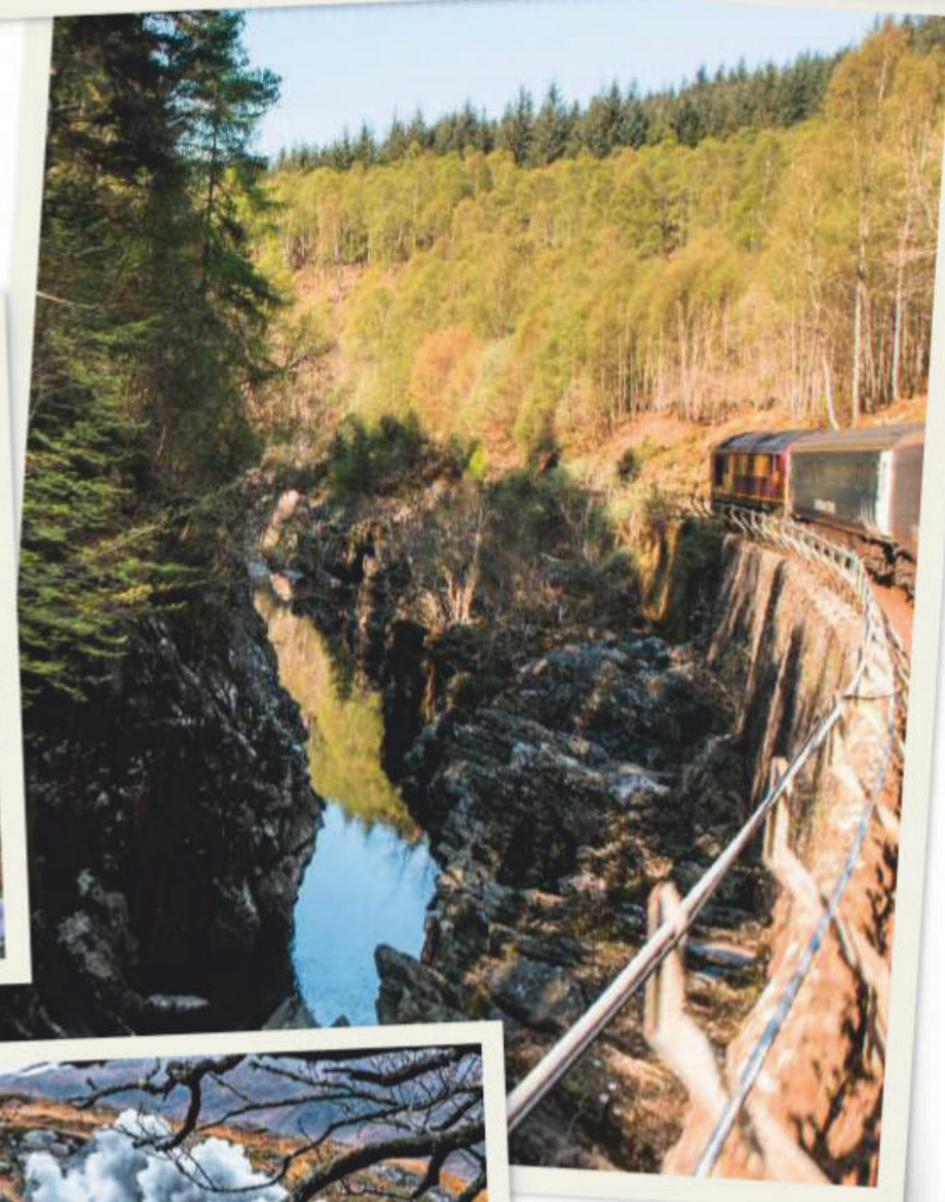


**Above:** The Newtown & Machynlleth Railway had to cut this immense cutting through the Welsh mountains at Talerddig. The line climbed steeply to reach this point, but the landscape still required a cutting of this magnitude to be dug. ANTIQUA PRINT GALLERY/ALAMY

**Below:** The more familiar view of Talerddig: WR 'Manor' No. 7828 *Odney Manor* climbs the 1-in-52 climb to Talerddig summit with the Up 'Cambrian Coast Express' on May 21 1963. DAVE COBBE COLLECTION/RAIL PHOTOPRINTS



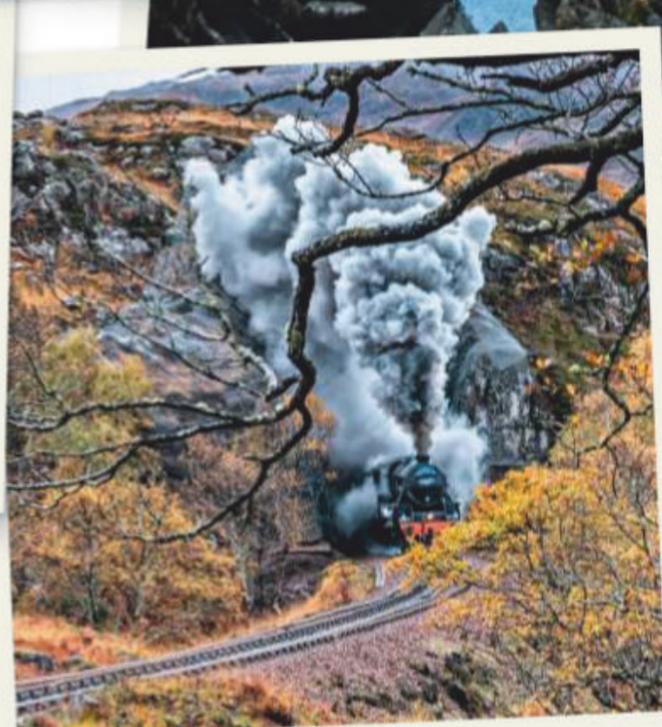
Paul A. Lunn's inspiration for the mountainous micro layout: this is the eastern portal of the Moel Dyrnogydd tunnel. The western portal is more famous: trains emerge in the deep gorge, flanked by Blaenau Ffestiniog's famous slate tips. PAUL A. LUNN COLLECTION



**Above:** The West Highland Railway follows the River Spean through the spectacular Monessie Gorge, near Spean Bridge. It has been known for the waters to rise high enough to cover the railway. JOE DUNCKLEY/ALAMY



**Above:** When the Manchester, Buxton, Matlock and Midland Junction Railway punched through the limestone crags of Chee Dale, it created what became one of England's most spectacular deep rock cuttings. 'Peak' D126 powers through Chee Tor Tunnel with a St Pancras-Manchester service, circa 1964. ALAN H. BRYANT/RAIL PHOTOPRINTS



**Left:** Scotland is, naturally, home to a large number of deep rock cuttings. 'Black Five' No. 45407 blasts its way out of a short one as it climbs the fearsome 1-in-48 'Beasdale Bank', bound for Mallaig on October 24. ALLAN HARTLEY/ALAMY

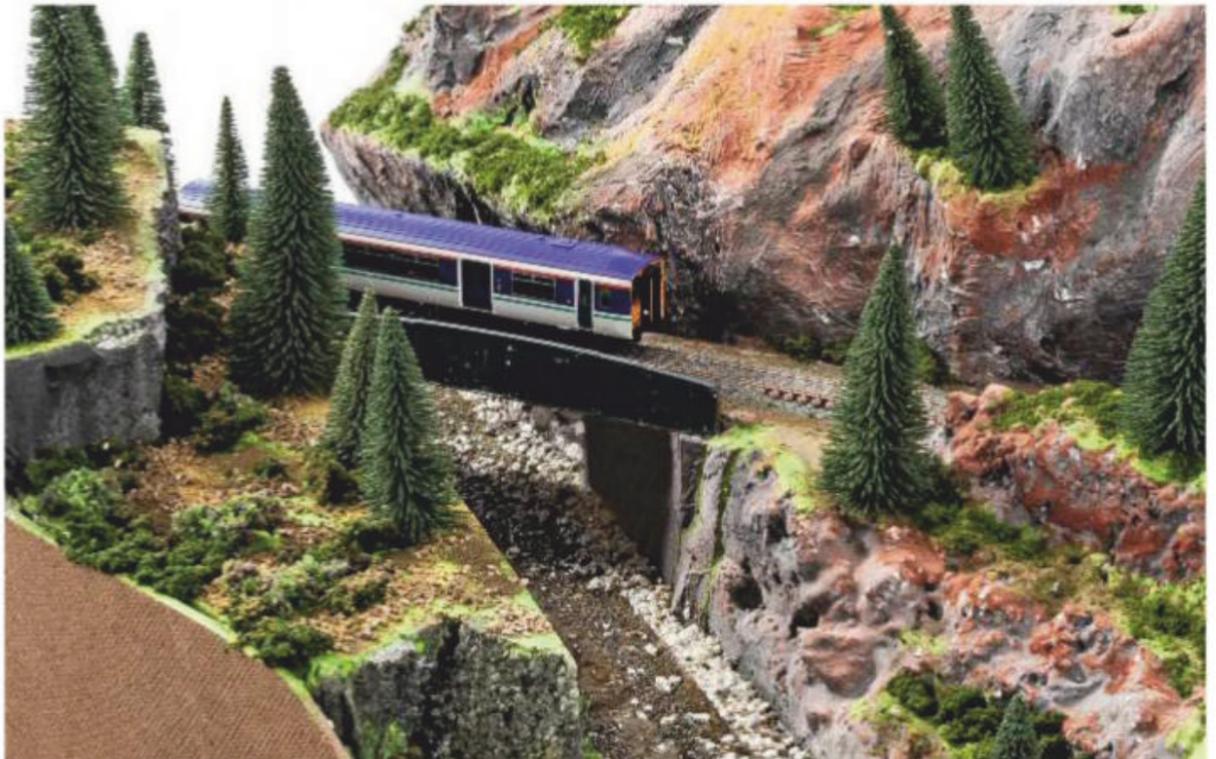
# BUILDING AN EPIC LANDSCAPE

Armed with the plan, **Dave Lowery** picks up the challenge of modelling the lofty cliffs...

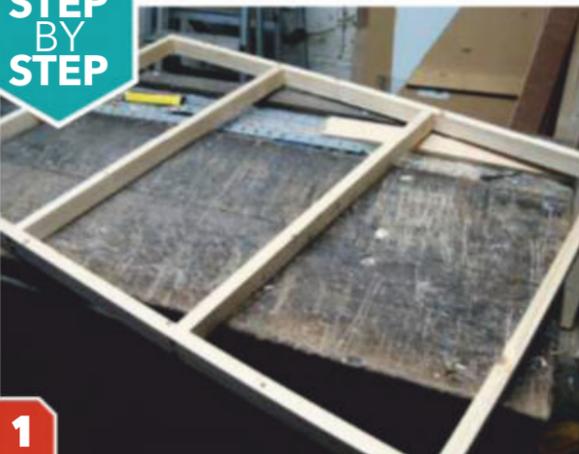
00 GAUGE | 20 hrs (+ drying time) | 

**W**ell, this is a little different to the rolling hills and dales that I usually model. Height is the byword on Paul A. Lunn's inspirational diagram. The base is simple enough to build - a small 3ft by 2ft open frame baseboard.

It called for a simple river running in a mountainous gorge, crossed by a single railway line cut into the rocks and mountains. With Christmas almost upon us, I decided to show you how to use the excess expanded polystyrene packaging you'll get free with your presents, as well as the usual plaster bandage approach - so there is a choice of techniques that you might like to try.



STEP BY STEP



1

Glue (using white PVA wood glue) and screw pieces of 2in by 1in timber together to make a simple 3ft by 2ft frame. This makes it wide enough so that the river can wander its way through the gorge.



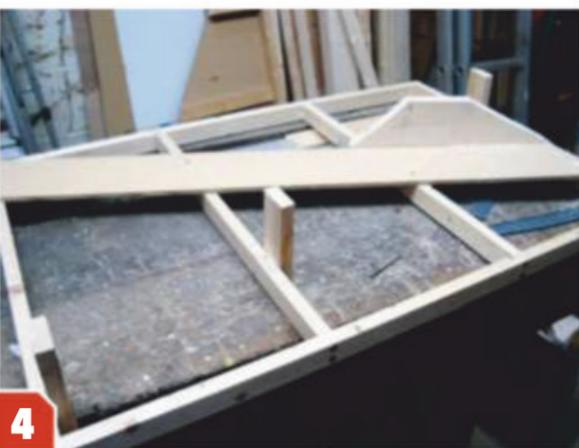
2

The next stage is to cut the base for both the riverbed and the trackbed. The former is made from a strip of MDF, while the latter is crafted from 12mm plywood.



3

The only 'structural' pieces are the abutments for the Peco LK-10 bridge girders. Cut the abutments from a strip of pine, forming a roughly triangular shape. Cover in brick or stone paper, or embossed plastic.



4

The trackbed needs to be elevated above the river. It's supported on 100mm-tall pieces of 2in by 1in timber. Glue the supports in place with PVA wood glue.



5

To make the polystyrene mountains. I layered strips of polystyrene insulation board I bought from B&Q, gluing them together with Diall Coving Adhesive and Filler, also from B&Q.



6

You can leave the edges of the polystyrene straight if you like, as I did, to represent rock strata, with vegetation sprinkled along the edges...



7

...or you can shape the blocks with an old bread knife and carve away the edges to give a different type of rock face, which I also did. The rough polystyrene edges already look quite 'rocky' when left like this.



8

To create a realistic surface, mix some plaster or filler, such as Polyfilla. Alternatively, Woodland Scenics offers a range of modelling plasters - I applied its Hydrocal with an old paintbrush.



9

The other mountain-making method is to lay plaster bandage over crumpled-up newspaper. If you need height, as with this diorama, old boxes will give you the extra volume.



10

Cut small sections of bandage, say 100mm by 100mm, and submerge in water. Lay them onto the landscape, overlapping the previous piece. Add smaller strips crossways to add strength.



11

Allow the plaster bandage to dry overnight. Then mix some plaster to a creamy consistency and paint it onto the plaster bandage. This adds strength, and allows you to work it into a rock-like finish.



12

Wait for the whole thing to dry, then fill any gaps with plaster, adding texture as required. Use a 1in paintbrush and water, splashing on suitable rocky colours and blending them in.

## FINISHING TOUCHES



**The rocks:** Woodland Scenics WC1283 Medium Natural Talus; WC1274 Fine Brown Talus **Availability:** Bachmann stockists

**The (ready-made) river:** To save time, Dave used the ready-made Jarvis Shallow Stream Roll (glued in place with wallpaper paste) for this model, but to create one from scratch see the step-by-step, right. **Availability:** Jarvis Manufacturing Ltd **Tel:** 0161 480 2002 **Web:** [javis.co.uk](http://javis.co.uk)

**STEP  
BY  
STEP**

CREATING THE RIVER FROM SCRATCH



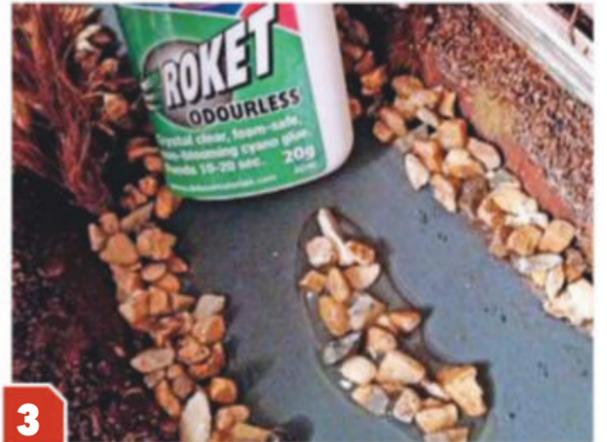
**1**

Seal the base of your river with a plaster product, such as Hydrocal by Woodland Scenics. Mix the Hydrocal with water and smooth it onto your scene. Leave to dry.



**2**

To further seal the base and add some colour, apply Woodland Scenics' Water Undercoats. Use lighter paints around the edges, darker towards the centre. Blend the colours to suit.



**3**

Arrange talus, track ballast or even small decorative stones from garden centres. Drizzle on large amounts of Deluxe Materials' Rocket Odourless cyano glue to secure them.

**The trees:** Gaugemaster GM122 Fir Trees  
**Availability:** Gaugemaster  
**Tel:** 01903 884488  
**Web:** [www.gaugemaster.com](http://www.gaugemaster.com)



**4**

Use Woodland Scenics' Deep Pour Water: measure and pour the water base in the packet into the mixing cup, then pour in the activator and gently stir. The working time of the fluid will be around 20 minutes.



**5**

Deep Pour Water comes in clear or murky forms, but other shades can be created with Water Tints. These seven different colours can be added to Deep Pour Water and mixed to change the opacity from translucent to clear.



**The shrubs:** Auhagen 76976 Moss Foam Light Green  
**Availability:** Golden Valley Hobbies  
**Tel:** 01981 241237  
**Web:** [www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com)

**Track ballast:** Javis JFG5T ST Fine Ballast Chippings  
**Availability:** Javis stockists or [javis.co.uk](http://javis.co.uk)



**6**

Pour the fluid, starting at the deepest point. It will level by itself. Don't allow air to blow directly onto or near the drying water fluid as this will cause distortion and a dull surface film. Avoid debris settling onto it as it dries.



**7**

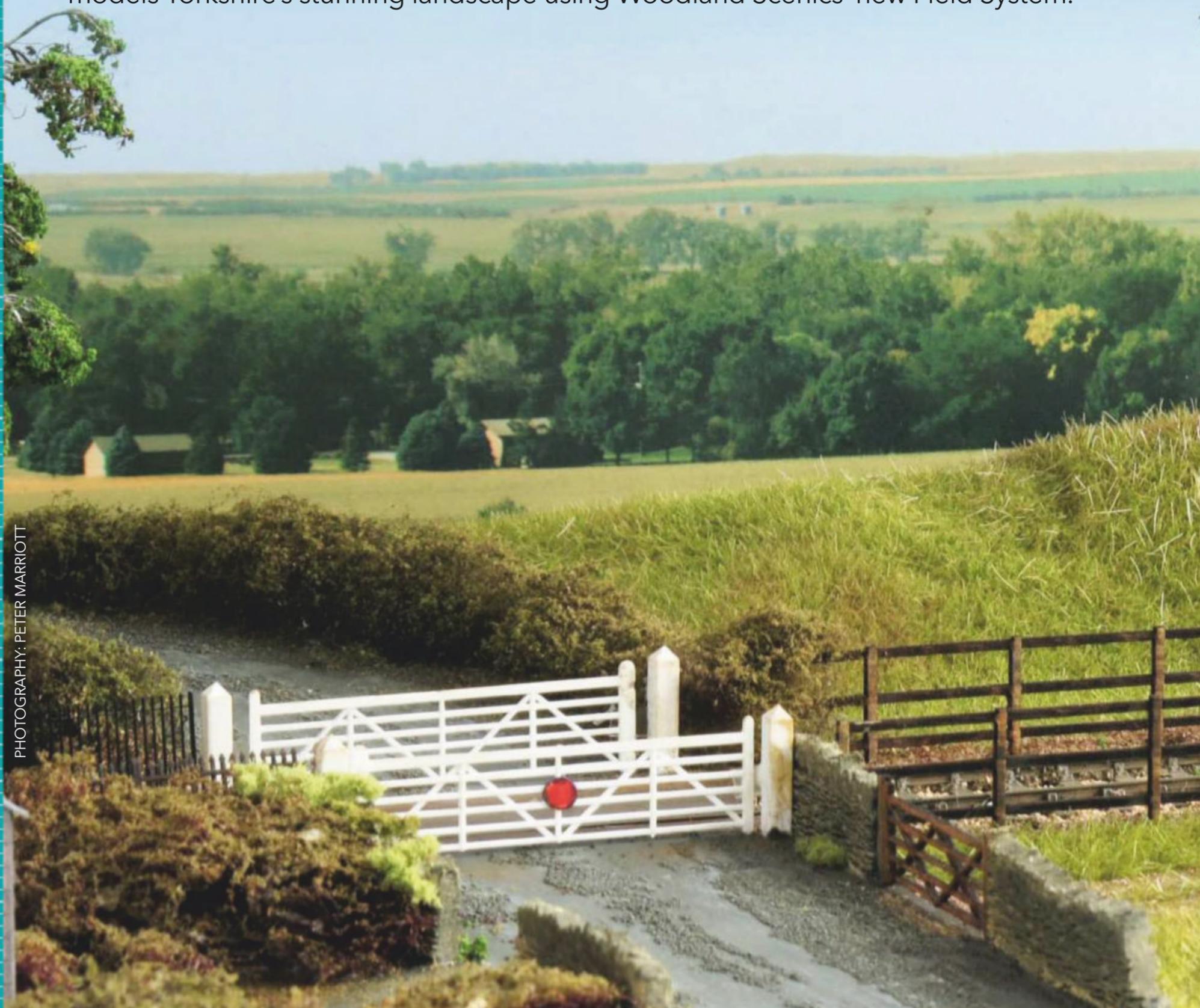
To add a ripple effect, use a wooden scalpel to shape Woodland Scenics Water Ripples gel on the surface of a river. White Water Highlight is good for creating frothy peaks in rough water and can be simply dry-brushed on.

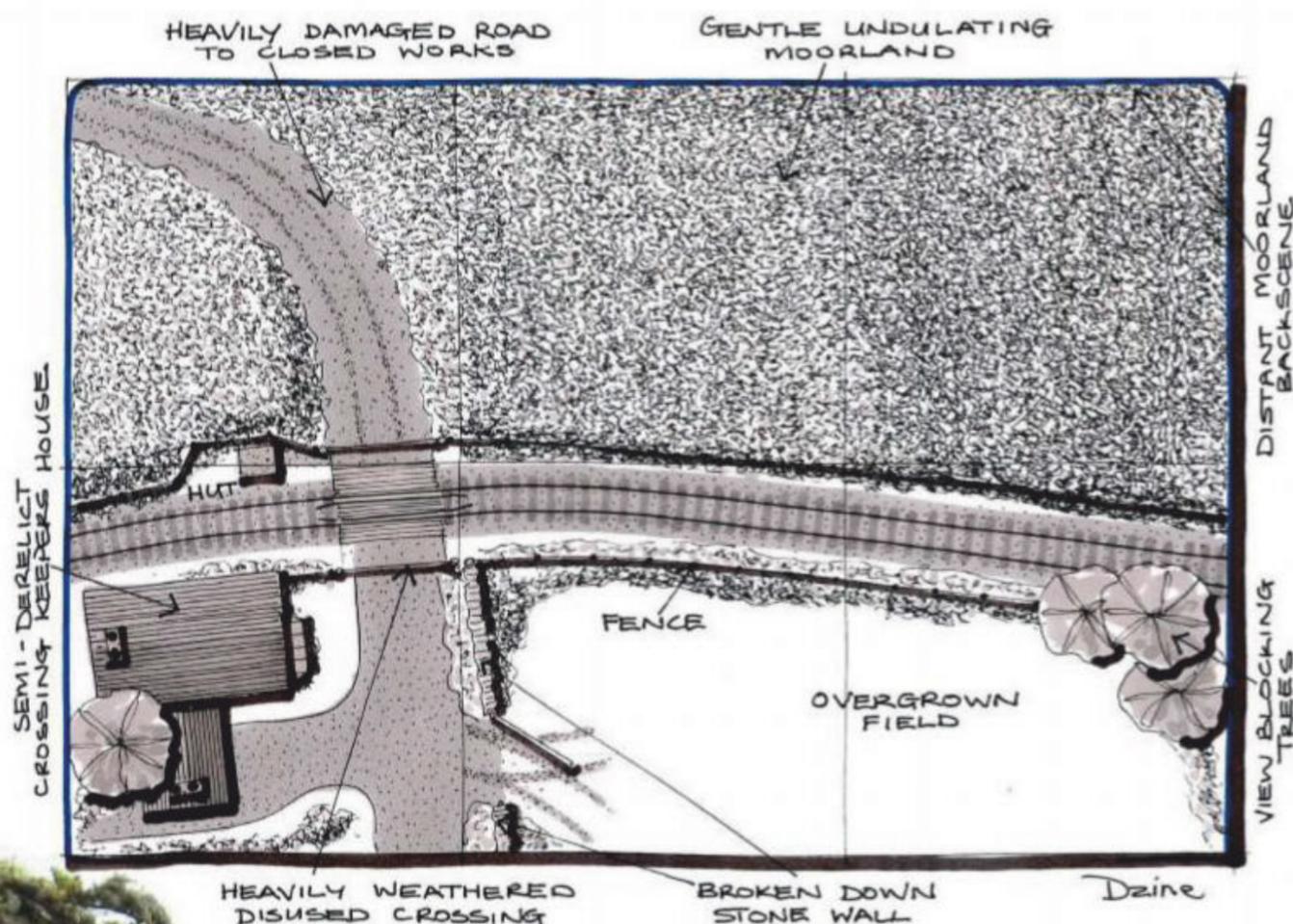
HOW TO

# BUILD EPIC IN A SMALL SPACE: YORKSHIRE DALES

**Peter Marriott** combines his scenic skills with Paul Lunn's planning prowess and models Yorkshire's stunning landscape using Woodland Scenics' new Field System.

PHOTOGRAPHY: PETER MARRIOTT



00  
GAUGE20 hrs  
(+ drying time)

**Y**orkshire is a county of contrasts. There's the industrial south, the coastal resorts of Scarborough and Whitby, the rugged beauty of the Moors and the spectacular dales. Gazing over the vast expanse of heather can make you feel like you're on top of the world. But away from here, nestling in the valleys, are picturesque villages with twisting lanes and endless miles of drystone wall.

So how do you reproduce a bit of Yorkshire on a 34cm by 85cm piece of white polystyrene?

You will already have seen Paul Lunn's concept of modelling a mountainous landscape in a small space (MR251). Well, we also challenged him to design a rural Yorkshire micro layout too. Being the consummate professional that he is, he came up with the accompanying idea.

Now it was my challenge to actually build it.

I interpreted Paul's plan as being somewhere on, say, the Grassington branch rather than the 'Settle & Carlisle'. I wanted to convey the sense of dereliction in Paul's plan, however. Like the Grassington branch, this was a former through route, although one that no longer carries much freight traffic. The signalling equipment is being removed, the telegraph pole is leaning, the lineside hedge is encroaching on the line and there's no shine on the rails. Even the road hasn't carried much traffic for years.

## FIELD WORK

As I studied Paul's plan, I decided to leave the land in front of the railway flat, while the land behind the line would be raised, using Noch Modelling Foil. I've changed the position of the trees in Paul's plan and have set myself the task of making a crumbling wall as a separate exercise. The land around the simple cottage has no flowers or vegetables around it, to depict a neglected dwelling. I have made the road nice and rough, as prescribed in Paul's useful notes.

This build coincided with the launch of Woodland Scenics' new Field System, so this was the perfect opportunity to thoroughly test this new range of products. Field System comprises static grass fibres (four colours in four different lengths), the Static King applicator, three new adhesives, texturing products and even a small vacuum cleaner to collect excess fibres for re-use.

Here's how I got on...

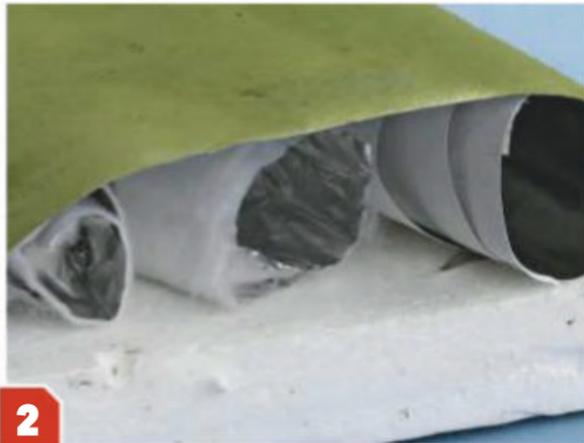
## STEP BY STEP

### MODELLING THE MOORLAND



1

Noch Landscape Modelling Foil has a metal finish on one side to give it strength, and a white fibrous finish on the other side to take scenic materials. You can fold and shape the foil to fit almost any landscape you want.



2

I wanted gentle undulations, so I rolled up pieces of the foil and pushed them under the slope of the embankment behind the railway line. I could have glued pieces of polystyrene to the baseboard and placed foil on top.



3

I painted the bare polystyrene at the front of the diorama with a tube of brown acrylic paint. Then, at the back, on the Modelling Foil, I used green Humbrol acrylic (from an aerosol) to colour the rolling field behind the railway line.



4

I used Ratio's occupation crossing to gauge the width of the road and then cut the base from mounting card. I folded it over the rear of the diorama so that there was no sharp edge at the back of the baseboard.



5

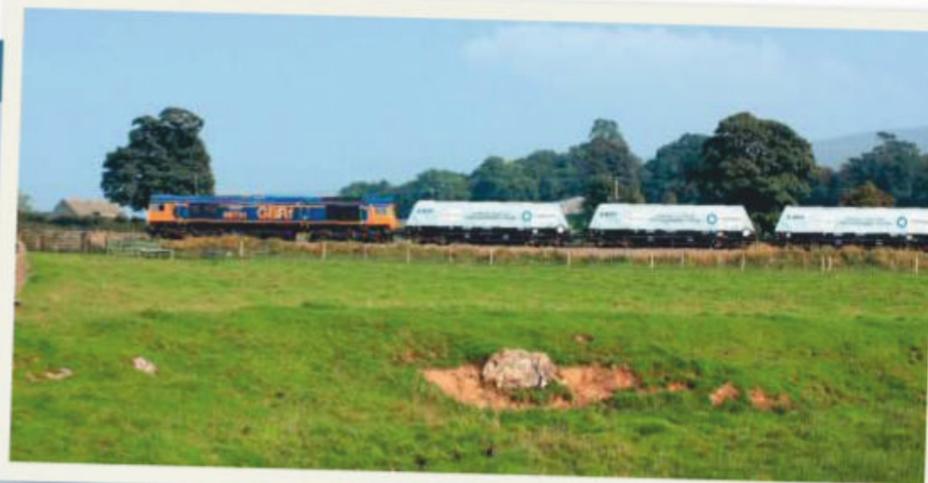
I covered the trackbed with Woodland Scenics Scenic Cement adhesive, placed the track on it and then sprinkled on Woodland Scenics Fine Brown ballast. When the glue had cured, I swept away any excess ballast.

## Factfile: The Grassington Branch

Inspiration for this Yorkshire Dales scene came from two railways that snake into the National Park, just a stone's throw from the 'Settle & Carlisle' but in whose shadow they seem to live. Snaking away east from Skipton is a former Midland Railway branch that once swiftly diverged again. One line headed north, to the small Dales town of Grassington, with the other bound for Ilkley and an end-on connection with the Otley & Ilkley Joint Railway.

The line to Ilkley was closed in 1965 but a portion still survives as the Embsay & Bolton Abbey Steam Railway. The branch to Grassington closed in 1969 but was cut back as far as what today is LaFarge/Tarmac's quarry at Rylstone.

It was the Grassington branch that sprang to mind when in conversation with Paul about this layout concept. It was a cut-back line, but whereas my railway doesn't get much traffic, there is daily freight along the former Grassington branch.



GBRT locomotives regularly use the truncated Grassington branch to haul limestone from Rylstone quarry for Dewsbury, Leeds, Hull and Wellingborough. 66731 InterhubGB threads its way past the drystone walls and fences near Hetton on September 15 2016, en route to Rylstone quarry. COLIN WAREING/ALAMY

The Grassington branch became a mecca for enthusiasts in BR steam's final year, as '4MT' 4-6-0s worked loaded and empty hoppers to Spencer's lime-works at Rylstone. This was a regular duty for No. 75019, photographed on May 29 1968 working a load of empties to the quarry. JOHN WHITELEY



What you will need

SHOPPING LIST

- ◆ Noch 60836 Landscaping Modelling Foil (150cm by 50cm), £21.25; Noch 08373 Brown Scatter Material, £7.00; Deluxe Materials BD-60 Create And Shape, £9.00; Faller 170705 Brown Sand Scatter, £1.40; Ratio 509 Occupation Crossing, £6.00  
Availability: Gaugemaster Tel: 01903 884488 Web: [www.gaugemaster.com](http://www.gaugemaster.com)
- ◆ Woodland Scenics WFP178 Poly Fiber, £4.00; WC1219 Slate Grey Earth Colour, £7.75; WC1216 White Earth Colour, £7.75; WT1349 Blended Turf £10.75; WT1342 Fine Turf, £10.75  
Availability: Bachmann stockists
- ◆ Arch Laser Cotswolds Walling ALOO 200, £8.95 Availability: Osborn's Models Tel: 01237 423453  
Web: [www.osbornsmodels.com](http://www.osbornsmodels.com)
- ◆ Scots Pine, from £2.42 Availability: 4D Modelshop Tel: 02072 641288  
Web: [www.modelshop.co.uk](http://www.modelshop.co.uk)
- ◆ Humbrol 30 Dark Green Matt Spray, £5.49 Availability: Humbrol stockists or [www.humbrol.com](http://www.humbrol.com)

TOOLS

- ◆ Selection of paintbrushes
- ◆ Craft knife with fresh blades
- ◆ Tweezers



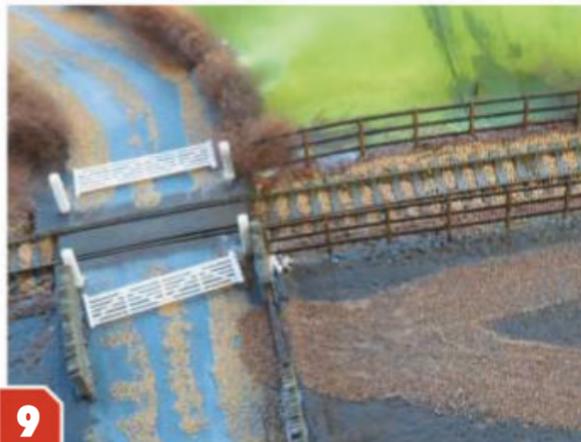
**6** I painted the edge of the road brown where it will be hidden under hedgerows. I made the road's shoulders by applying Deluxe Materials Create and Shape with my finger and smoothing it with an off-cut of card.



**7** When the Create and Shape is dry, smooth it with abrasive papers. I painted the 'off-road' areas brown to blend them in. To make a heavily rutted road, I then spread some white glue along its length, trying to make it look random.



**8** I sprinkled on fine sand and left it to dry overnight. Then I painted the road with grey acrylic. Once this had dried, I dry-brushed white Woodland Scenics Earth Colour along the road surface to give the sand a 3D effect.



**9** The Dales are a mixture of pasture land and open moorland. To model a pasture, I glued some light brown scatter material to represent where the tractors would churn up the grass as they entered and exited the field.



**10** Arch Laser, from Osborn's Models, produces this wonderful drystone wall, albeit based on those in the Cotswolds. However, two coats of Woodland Scenics Earth Colours Concrete turned it into a wall more typical of Yorkshire.



**11** I always associate wooden field gates with Yorkshire, and my diorama had to have one. This three-bar gate comes with Arch Laser's wall. The timber fence for the lineside was from the same source. Again, secure with PVA.



**12** The poly fibre hedge after being glued to the landscape. Poly fibre comes as a tightly rolled-up ball that needs to be teased apart. It is available in green from Woodland Scenics ([www.woodlandscenics.com](http://www.woodlandscenics.com))



To add mixed scatter material to the hedging I used hairspray (from any supermarket or chemist will do!) plus Woodland Scenics Blended Turf and Fine Turf, which I sprinkled on through my fingers.

**13**



**14** The hedge after it has been sprayed with hairspray and then sprinkled with a mixture of Woodland Scenics Fine Tufts. Don't get too much scatter onto the hedge or it will hide the light and airy appearance of the poly fibre.

## TESTED: WOODLAND SCENICS' FIELD SYSTEM

Peter offers his initial views on this new system.

Woodland Scenics is a major player in the world of model railway scenery manufacturing but, over the past few years, its range of static grass products - and a lack of an applicator - has left it lagging behind its competitors. Until now.

Say hello to 'Field System', a complete range of 33 new products, including static grass, three new adhesives, the Static King applicator and even a miniature vacuum cleaner.

### THE GLUES

There are three new adhesives in the Field System range, all of which dry clear with a matt finish:

Static-Tac is quite runny and is easily spread onto the landscape. Use it for fixing both the Static Grass and Briar Patch.

Tuft-Tac is a thick, high-tack adhesive that holds its shape and is useful for creating tufts using clumps of Static Grass or Field Grass.

Spray-Tac is a spray adhesive for fixing Flowers and Plant Hues on top of already planted static grass fibres and other scenic materials.



### SHAKE ON IT

This small plastic pot is called an Accent Shaker. It has been developed to apply both Plant Hues and Flowers.



### THE GRASS FIBRES

Field System offers four different coloured grass fibres (Dark, Medium, Light Green and Straw) that come in four different lengths (2mm, 4mm, 7mm and 12mm). One sieve on the Static King caters for the 2mm and 4mm fibres, while another is for 7mm and 12mm fibres. The third has holes for planting different sized fibres at the same time.



### STATIC KING

The Static King electrostatic applicator has been specifically designed for easy filling. It can stand on a table or bench as you fill, whereas others require holding. The hopper is clear plastic, so you can see how full it is.

There are three sieves of different

sizes for the different fibres, including one that enables two different sized fibres to be laid at the same time. There's a divider for the hopper too, that enables two lengths or colours to be planted at the same time.

Unlike other applicator tools, the Static King can be powered from either a 9V battery or from the mains, via a separate power supply. An indicator light makes it easy to see if the Static King is turned on or off.

VEGETATION VARIETY

The Field System doesn't just stop at Static Grass. It also enables you to model tall grasses and weeds with Field Grass (Harvest Gold, Straw, Light Green and Medium Green) and brambles and thickets with Briar Patch (Medium Green and Dry Brown). Plant Hues and Flowers comprise two packs of four colours each of very fine scatter material that can be sprinkled on planted static grass for extra colour variation.



Field System: The prices		
WFS613	2mm Static Grass Dark Green	£4.95
WFS614	2mm Static Grass Medium Green	£4.95
WFS615	2mm Static Grass Light Green	£4.95
WFS616	2mm Static Grass Straw	£4.95
WFS617	4mm Static Grass Dark Green	£4.95
WFS618	4mm Static Grass Medium Green	£4.95
WFS619	4mm Static Grass Light Green	£4.95
WFS620	4mm Static Grass Straw	£4.95
WFS621	7mm Static Grass Dark Green	£4.95
WFS622	7mm Static Grass Medium Green	£4.95
WFS623	7mm Static Grass Light Green	£4.95
WFS624	7mm Static Grass Straw	£4.95
WFS625	12mm Static Grass Dark Green	£4.95
WFS626	12mm Static Grass Medium Green	£4.95
WFS627	12mm Static Grass Light Green	£4.95
WFS628	12mm Static Grass Straw	£4.95
WFS629	Plant Hues	£4.95
WFS637	Briar Patch Dry Brown	£6.95
WFS638	Briar Patch Medium Green	£6.95
WFS639	Static King	£89.95
WFS640	Model-Vac	£24.25
WFS643	Tuft-Tac	£8.75
WFS644	Static-Tac	£9.75
WFS645	Spray-Tac	£7.75
WFS646	Accent Shakers	£5.00
WFS647	Static Grass Starter Kit	£14.50
WFS14411	Power Supply (UK)	£24.25



# Workbench

STEP  
BY  
STEP

## USING WOODLAND SCENICS FIELD SYSTEM



1

For the little Yorkshire Dales diorama, I selected 2mm Light Green fibres. The Static King stands on end, which makes it really easy to fill.



2

Spread Static-Tac adhesive with a paintbrush. It spreads really easily and its pouring tip makes it eminently suitable for small or large areas alike.



3

Place the Static King's anchor in the glue. Use the alligator clip to attach the ground wire to the anchor. Switch on the Static King...



4

...and turn it over. From an inch or so above the wet adhesive, gently shake the Static King. The grass fibres should fall vertically into the spread adhesive.



5

With the glue dry, run the Thatch Comb through the fibres. More fibres will stand up, but take care - it is possible to remove all the planted fibres with it if you use it too vigorously.



6

Model-Vac is a cordless modelling vacuum that can access small areas. It collects loose static grass that you can empty and save. Use it after the Thatch Comb.

## THE FINISHING TOUCHES

The little house is a Metcalfe card kit and the spear fencing is from Ratio. The bothy came from my spares box - I've no idea where I got it - but there are plenty of similar structures available from the likes of Wills, Ratio, Superquick and Bachmann Scenecraft.

This 4D Modelshop Scots Pine ([www.modelshop.co.uk](http://www.modelshop.co.uk)) was perfect for a windswept moorland. I added a little fresh green scatter, sprayed it with hairspray and sprinkled on the scatter.

I built the level crossing from Ratio's Occupation Crossing kit (509). I deliberately didn't use all the parts to keep it simple, so that it would not detract from what was a rather plain scene.





7

Now you can repeat the process to give your scenery some depth. I started with 2mm fibres first, then added 4mm or 7mm fibres on top as required.



8

To add some colour variety, I applied Spray-Tac over the area I wanted to change and sprinkled on some Plant Hues using the Accent Shaker pot.



9

Something I recommend is giving your landscape a final spray with Spray-Tac. This will just fix down any errant fibres that have missed both the comb and the Model-Vac.

## Field System: Peter's verdict

The static grass market is already rather crowded, with products from the likes of Faller, Green Scene, Heki, Noch, Peco and WW Scenics. Woodland Scenics' system is a rather late entrant.

So here's the question: is the Field System any good?

Static King costs less than £90, which makes it great value. But it looks and feels like a quality product. It's easier to use than the others because it can be rested on its base for filling, which is a good idea. Having a clear hopper gives it an edge over its competitors.

The grass fibres seem to be thicker than others, which, in my view, makes them more visible - and thus effective - when they're on the layout. The colours and lengths blend together well, although I'd still question the point of including 12mm fibres in the range; fewer 12mm fibres are left standing when compared to the shorter ones. Personally, I'd rather use multiple layers of shorter grass fibres.

Field System offers so much more than just static grass and features some really neat and innovative products. Model-Vac, for example, should pay for itself, considering all the fibres you won't waste. I really liked how effective the combination of Plant Hues and Flowers and Spray-Tac were at adding colour variation to the landscape.

The only part of the range I'd advise against is the Starter Set. This comes with a plastic puffer bottle to 'charge' the fibres, rather than an electro-static grass applicator. Woodland Scenics' bottle feels really brittle and isn't particularly effective at making the fibres stand up.

I really like Field System. There's so much more to it than static grass fibres and a static grass applicator. Even if you already have an applicator, you'll be able to find something of use in the Field System range that will complement your existing tools. Field System definitely gets the thumbs up from me!



# MASTERCLASS

Looking at railways in detail

## Lynton & Barnstaple Railway

The desire to recreate the L&B is as strong in miniature as it is in real life. **Richard Foster** and **George Dent** show you how.

**J**ust think about what has happened in the world over the last 83 years. Yet the sense of loss over a 19 mile 1 furlong and 5 chain narrow gauge railway in a corner of north Devon remains as strong today in 2018 as it was in 1935, when it closed.

Our love affair with the Lynton & Barnstaple Railway has survived world wars, seismic shifts in society and the rise of technology no one in the 1930s could have possibly imagined.

Chris Leigh once got into trouble for suggesting that a small part could only be recreated at colossal cost, so prohibitively high that the only way you'd get to ride on the L&B would be behind a "spluttering petrol tractor". But the work of the Lynton & Barnstaple Railway Trust, its affiliated organisations and one or two determined individuals culminated on September 29/30 2018, when the beautifully restored Woody Bay station played host to full-size replicas of the L&B's classic Manning Wardle 2-6-2T and Baldwin 2-4-2T hauling four superbly reconstructed L&B

coaches. Trains may have only run on one mile of track but it's one of the prettiest stretches of railway in the country, over 900ft above sea level, with views stretching across to the Bristol Channel.

That desire to recreate the Lynton & Barnstaple has now permeated into the railway modelling market. After all, for what other railway company can you buy (or will you be able to buy, thanks to Heljan's Warley announcement) models of all the locomotives ready-to-run?

“ Locals saw Barnstaple as their regional 'capital' so that was the right destination for a railway ”

In fact, if you factor in kits as well, 'OO9' modellers can buy all but two versions of coach and one type of wagon. Not even the GWR can boast that!

It's difficult to put your finger on exactly what makes the Lynton & Barnstaple special. Is it that it's a mini main line, with all the attributes of a much larger railway but scaled down to 1ft 11½in gauge?

Is it the scenery through which it runs? Or is it the distinctive shape of its locomotives and carriages?

Or is it purely a combination of all three?

Whatever that 'X' factor is, the man responsible was London publisher and MP Sir George Newnes.



Above: Woody Bay station is some 900ft above sea level and is England's highest railway station. Named Wooda Bay until 1901, it was built at Morthoe Cross to serve a junction to Woody Bay proper that never materialised. The Ffestiniog Railway's replica Manning Wardle 2-6-2T *Lyd* arrives at the beautifully restored Woody Bay station in 2013 with coaches Nos. 7 and 17, both rebuilt from sections of the original vehicles. ANDREW BELL

Left: Manning Wardle 2-6-2T No. 188 *Lew* looks almost new in this photograph taken at Barnstaple Town station. Behind is *Taw*, still in L&B livery but with Southern Railway 'plates' on the bunker sides. There was a cross-platform connection to the Southern's Barnstaple-Ilfracombe line here. RAIL ARCHIVE STEPHENSON



Right: Pilton was the L&B's nerve centre, with offices, locomotive shed and workshop, carriage sheds, goods depot and turntable. The L&B offices and goods shed still survive, but the depot buildings burnt down in the 1990s and the site is now a car park. CHRIS LEIGH COLLECTION



Lynton and its twin, Lynmouth, have a bewitching power. The area, and the Valley of the Rocks in particular, was immortalised in R.D. Blackmore's *Lorna Doone*. Newnes was just one of countless visitors over the years who have fallen under its spell. He, however, was in a position to give something back.

Newnes funded various civic buildings, electric street lighting and the wonderful water-powered funicular railway that still links Lynton and Lynmouth to this day. But he'd had his

knuckles wrapped by local dignitaries, for his ambitious pier scheme failed to get the support it arguably deserved as it was believed that hordes of Welsh day-trippers would cross the Bristol Channel to escape Wales' 'dry' Sundays and thus bring drunken chaos to the streets of Lynton and Lynmouth.

The pier was a foretaste of things to come.

The theory that a rail connection can rejuvenate an area is as true today as it was in the 1890s. Lynton and Lynmouth held the dubious honour of being the

towns in England furthest from a railway, and numerous schemes appeared to rectify the situation.

Some were somewhat fanciful, like the network of electric railways proposed by the Barnstaple & Lynton Electric Tramroad Company. In the end, the choice was whittled down to two: the GWR's proposed standard gauge branch from its Taunton-Barnstaple line and the narrow gauge Lynton-Barnstaple scheme backed by Newnes and his wealthy friends, Thomas Hewitt, Evan Jeune and William Halliday. ➤

# MASTERCLASS

## THE 'RIGHT TYPE OF TOURIST'

Those behind the Lynton & Barnstaple Railway Company must have viewed the GWR's proposal with dread. The GWR's publicity machine could have very well turned Lynton into the next Torquay. Newnes now knew he was diabetic and increasingly saw Lynton as a place of convalescence. He wanted to attract tourists for sure, but they had to be the right type of tourist – and there couldn't be too many of them.

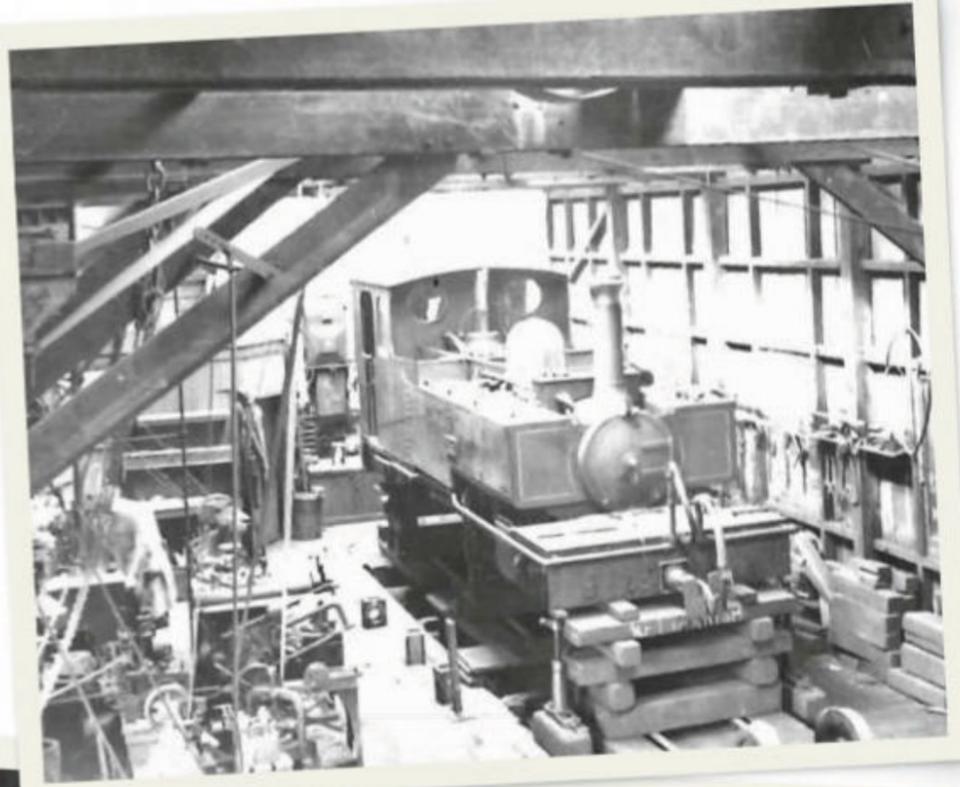
Narrow gauge, claimed the railway company, would enable a railway to Lynton to be built cheaply, and transporter wagons could avoid the problematic break of gauge.

Locals saw Barnstaple as their regional 'capital' so that was the right destination for a railway, even though Lynton Town Council's 1895 traffic report stated that the number of tourists that arrived from Ilfracombe or Minehead was double the amount from Barnstaple.

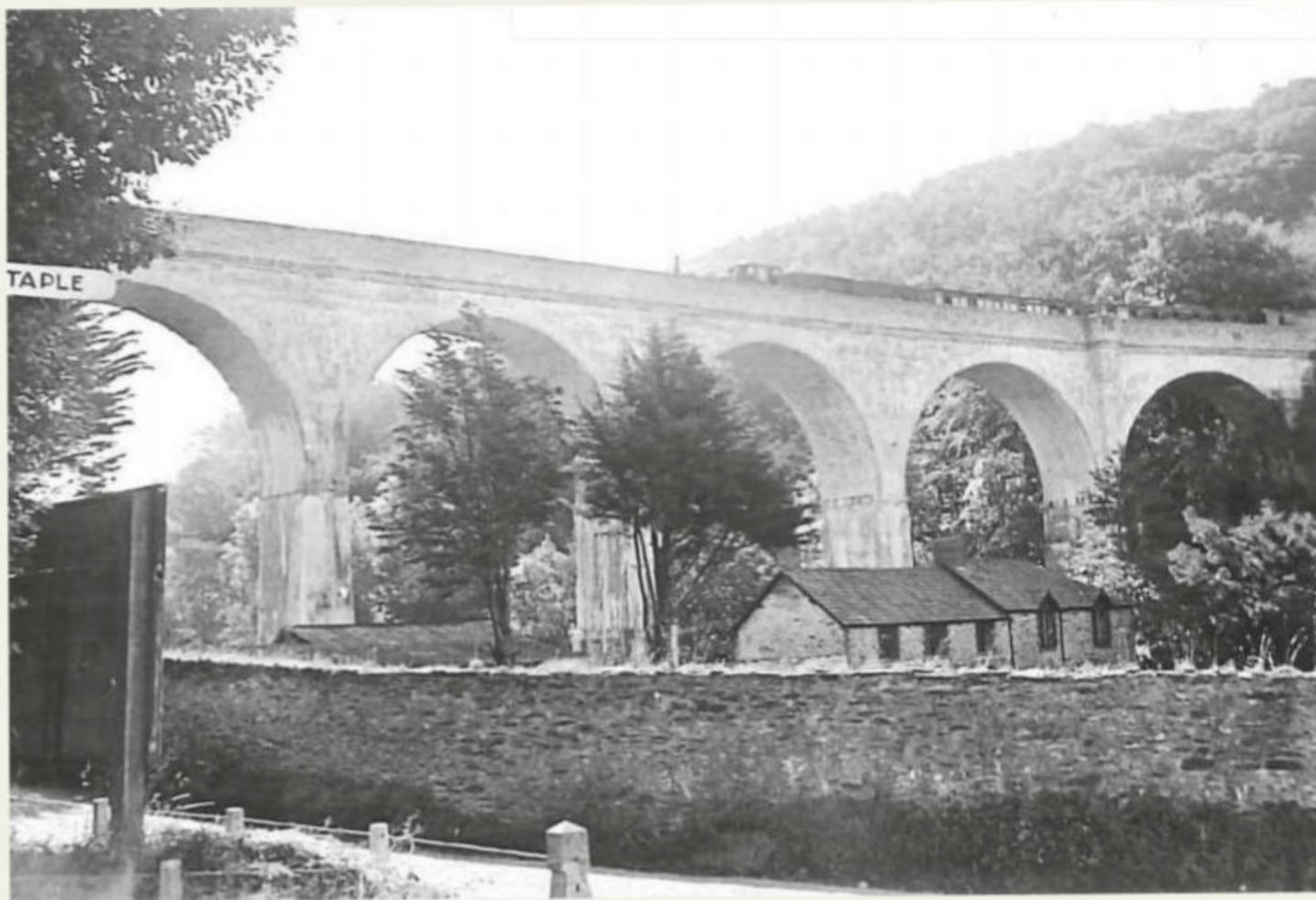
Sir James Szlumper's estimate of the cost to build the Lynton & Barnstaple came in at just £50,410. The GWR quoted more than double that, at £104,359 7s 9d for its standard gauge line from Filleigh. GWR engineer Crawford Barlow claimed that Szlumper's figures were unrealistic, but no one was listening. Sir George Newnes was Lynton's saviour, and whatever railway he backed was the one that would get built.

The fact that contractor Nuttall tried to claim an extra £22,000 to blast rock under Exmoor that he didn't expect to find suggests that Barlow, son of St Pancras roof's designer William, may have been right all along. Bankruptcy for the contractor seemed to be an omen for the railway's financial future.

**Right: The locomotive shed at Pilton ran through to this well-equipped workshop. No. 760 Exe undergoes a full overhaul in the spring of 1935. It was scrapped by the end of the year. CHRIS LEIGH COLLECTION**



**Above: Snapper Halt was the first station out from Barnstaple. No. 761 *Taw* arrives at this beautiful spot in the Yeo Valley with the 3.15pm to Lynton on September 23 1935. The concrete shelter has been restored by Exmoor Associates, which buys and conserves former L&B trackbed for eventual restoration to railway use. CHRIS LEIGH COLLECTION**



**Aside from the train, this view of Chelfham Viaduct, the biggest civil engineering feature on the line, hasn't changed since 1935. The viaduct, which is 70ft high and 132 yards long, has been fully restored and, hopefully, it will carry trains once more. CHRIS LEIGH COLLECTION**



**Above: Chelfham station was one of the L&B's prettiest, nestling amongst the trees. It's now owned by today's Lynton & Barnstaple Railway and is being restored to its former glory. Note how the siding bisects the Down platform. CHRIS LEIGH COLLECTION**

**Left: Both Bratton Fleming and Chelfham stations were built by the railway and shared a 'family' look. The loop here was lifted in 1932, with the point in front of Yeo giving access to the goods yard. CHRIS LEIGH COLLECTION**

The Lynton & Barnstaple Railway Bill received Royal Assent on June 27 1895. Trains started running on May 11 1898.

You only have to look at the stations to see that the Lynton & Barnstaple Railway was doomed from the start. Bratton Fleming and Parracombe were the largest villages on the route. Bratton Fleming station was sizeable enough but still a way from the village itself. Parracombe's station was closer to the village but was only given a very basic halt.

The stations best associated with the L&B are the three 'Swiss chalets' at Blackmoor Gate, Woody Bay and the terminus at Lynton.

Lynton's station was poorly sited, unless you were Sir George Newnes – he reputedly chose the location because he couldn't see it from his house. You definitely can't see it from the town and weary travellers arriving from Lynton faced a trek of a mile or so down a very steep hill to reach the town. The less said about starting a journey from Lynton – and the climb up Sinai Hill – the better!

Blackmoor Gate was the biggest intermediate station and served a crossroads, a hotel and a cattle auction.

Newnes' grand plan for a road connection to Ilfracombe was short-lived. Stage coaches took too long, but speeding fines from the two new motor coaches led to them being sold to the GWR after only a few months.

Matters at Woody Bay, the smallest of the Swiss chalets, were worse. London solicitor Benjamin Greene-Lake bought the Wooda Bay estate with a view to turning it into a holiday resort for well-to-do patrons. Greene-Lake built hotels, constructed roads and even started work on a pier. He gave the nascent Lynton & Barnstaple Railway land at a remote spot called Morteohoe Cross for a station to access the new resort. The fact that this station was three miles away from the sea didn't seem to bother anyone; the railway would simply build a connecting branch line. The dream died when Greene-Lake was sent to prison in 1901 on embezzlement charges. The estate was sold and Woody Bay station served only the adjacent hotel.

The Lynton & Barnstaple Railway paid a dividend of ½% to its shareholders just twice: once in 1913 and again in 1919. As the 1920s progressed, it consistently made a loss and the decision was taken to sell the L&B to the London & South Western Railway. ➤

## Where to buy L&B trains

### 2-6-2T Yeo, Exe, Taw

**Builder:** Manning Wardle, 1897  
**Southern numbers:** 759, 760, 761  
**Survivors?** All scrapped at Pilton depot, 1935.

**Today:** Frames for a replica of Yeo cut. The Lynton & Barnstaple Railway has launched a scheme to complete replicas of Yeo and Exe.

**Buy it in 'OO9':** Heljan

### 2-4-2T Lyn

**Builder:** Baldwin, 1897  
**Southern numbers:** 762  
**Survivors?** Scrapped at Pilton depot, 1935.

**Today:** Replica built by Alan Keef Ltd, entered service at Woody Bay in 2018.

**Buy it in 'OO9':** Heljan

### 2-6-2T Lew

**Builder:** Manning Wardle, 1925  
**Southern number:** 188  
**Survivors?** Sold to R.A. Castle and used on demolition trains until 1936. Exported to Brazil and believed to have survived into the 1950s.

**Today:** New-build *Lyd* was completed at Boston Lodge to the Ffestiniog Railway's loading gauge in 2010. Based at the Ffestiniog Railway, it makes regular forays to North Devon.

**Buy it in 'OO9':** Heljan

### Saloon Brake Composite

**Builder:** Bristol Carriage & Wagon Co., 1897  
**Numbers:** 1/2 (SR Nos. 6991/6992)  
**Survivors?** Both.

**Today:** No. 2 is on display in the National Railway Museum's Great Hall but the remains of No. 1 were scrapped in the 1960s.

**Buy it in 'OO9':** N/A

### Saloon Composite

**Builder:** Bristol Carriage & Wagon Co., 1897  
**Numbers:** 3/4 (SR Nos. 2473/74)  
**Survivors?** None.

**Today:** One end from No. 4 survives.

**Buy it in 'OO9':** N/A

### Composite

**Builder:** Bristol Carriage & Wagon Co., 1897  
**Numbers:** 5 (SR 6364), 6 (6365)  
**Survivors?** All scrapped.

**Today:** No. 5 is the latest coach to be reconstructed at the L&B's Essex workshops, built from original parts.  
**Buy it in 'OO9':** Peco, Langley Models

### Observation Third

**Builder:** Bristol Carriage & Wagon Co., 1897  
**Numbers:** 7-10 (SR Nos. 2465-68)  
**Survivors?** All scrapped.

**Today:** A reconstructed No. 7 is in service at the L&B, built using original parts.

**Buy it in 'OO9':** Peco, Langley Models

# MASTERCLASS

In the event, it was the four-month-old Southern Railway that paid £39,267 for the assets of the Lynton & Barnstaple Railway.

But the spending didn't stop under Southern ownership. It ordered a new locomotive from Manning Wardle, eight new bogie wagons from J.F. Howard of Bedford and even two war surplus breakdown cranes. Arguably more used to maintaining electrified commuter railways than narrow gauge backwaters, the Southern insisted on expensive track renewals, re-laying the whole line at least once during its ownership and even installing concrete sleepers.

What the Southern couldn't halt was the attitudes of British holidaymakers. The average working class British family wanted big, bold resorts that were easy to get to and offered sandy beaches and lots of activities. North Devon villages with pebble beaches were not at the top of the list, no matter how picturesque they were or how many interesting rocks there were nearby, especially when they required changes of trains and long walks up hills to get to the station.

Private car ownership was another nail in its coffin. The Lynton & Barnstaple simply couldn't compete with the modern world.

Despite the fact that the Southern's marketing department went into overdrive on the L&B, the railway continued to lose £5,000 per year. Yet the Civil Engineering department still felt that £2,000 needed to be spent on upgrading the track each year for six years.

The die was cast: Lynton & Barnstaple Railway would close on September 29, the last day of the 1935 summer timetable.



**Above:** One of the many deep rock cuttings on the Lynton & Barnstaple, described by the photographer as "between Bratton Fleming and Parracombe". The photograph was taken on August 22 1935, a month before the railway closed. CHRIS LEIGH COLLECTION



**Left:** Baldwin 2-4-2T No. 762 *Lyn* pauses for water at Blackmoor Gate station with a Barnstaple-Lynton train, circa 1927. The station building, together with Woody Bay and Lynton, were built by Jones Bros of Lynton, which expected to win the contract to build the whole line. BERNARD WHICHER/RAIL ARCHIVE STEPHENSON



**Above:** *Lew's* exhaust has partially obscured the waiting shelter at Parracombe Halt. The Southern replaced the shelter with a pre-cast concrete structure, and it's still there to this day. CHRIS LEIGH COLLECTION



**Left:** Caffyns Halt, between Woody Bay and Lynton, was built to serve a nearby golf course. Driver Frank Northcombe leans from the cab of No. 759 *Yeo* as he works the 6.07pm to Barnstaple. Only the bridge remains, its approach banks having been completely removed. CHRIS LEIGH COLLECTION



**Above:** The station throat at Lynton, with the locomotive shed to the left and the signal box on the right.

**Left:** A closer view of the goods shed, with *Lew* shunting. The track to the left of the goods shed curved around it and terminated in a small yard where one of the cranes was stored.

## BROKEN UP AND SOLD

The railway disappeared from the landscape almost as quickly as it had appeared. The Southern wasted no time in lifting some of the track and removing as much equipment as it could. The rest was sold at auction on November 13 and, by the end of 1936, not much was left, except a bit of track around the Barnstaple end and a 19-mile scar on the North Devon landscape.

*Lew* was eventually sold to a sugar plantation in Brazil where it reputedly lasted until the 1950s. Its sisters were cut up at Pilton. A couple of coaches and a few items of rolling stock survived, but the rest were cut up and sold as sheds and summerhouses, or just burnt.

But the seeds of the L&B's resurrection were sown the day after its closure.

A wreath was laid on the Barnstaple Town stopblock and its card contained the phrase 'Perchance it is not dead but sleepeth'. Those words have fired the imagination of generations of enthusiasts and the L&B is, slowly but surely, beginning to rise from its slumbers.

Climbing on board beautifully reconstructed coaches, built from sections of original vehicles that have been found in sheds and gardens, and *Lyn*, funded and built in the 21st century, will take you on a journey back through time. The view out over the hills to the Bristol Channel has not changed from the days when Sir George Newnes first fell in love with the area.

This is a place where you can forget all about the 21st century. Just sit back, enjoy the clickerty clack of the rails and... relax. 

## Buildings and structures

'OO9' modellers can also buy a range of suitable buildings and structures. Bachmann Narrow Gauge offers a station inspired by Woody Bay (44-0016, £59.95), while Australian manufacturer Outback Models offers all the buildings you'll need for a model of Lynton - from platelayers' huts to engine shed - as card kits ([www.outbackmodels.com](http://www.outbackmodels.com)). Paul Levy offers a range of bridges, halts and other small structures in resin ([pslevy@live.co.uk](mailto:pslevy@live.co.uk)).

### Third

**Builder:** Bristol Carriage & Wagon Co., 1897

**Numbers:** 11-14 (SR Nos. 2469-72)

**Survivors?** All scrapped.

**Today:** A reconstructed No. 11 is in service at the L&B, using original parts.

**Buy it in 'OO9':** Peco

### Brake Third

**Builder:** Bristol Carriage & Wagon Co., 1897

**Numbers:** 15/16 (SR Nos. 6993, 4108)

**Survivors?** No. 15 survived, No. 16 scrapped.

**Today:** Heavily modified No. 15 is based at the Ffestiniog Railway (FR No. 14). A reconstructed No. 16, using original parts, is in service on the L&B.

**Buy it in 'OO9':** Peco, Langley

### Composite Brake

**Builder:** Shapland & Petter/L&B Pilton, 1911

**Numbers:** 17 (SR No. 6994)

**Survivors?** Parts were sold off after closure.

**Today:** Rebuilt No. 17 is in service at the Lynton & Barnstaple Railway.

**Buy it in 'OO9':** N/A

### Four-wheel open

**Builder:** Bristol Carriage & Wagon Co., 1897

**Numbers:** 1/2, 8-11, 17/18 (SR Nos. 28304-311)

**Survivors?** All scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Peco, Dundas Models

### Four-wheel covered goods

**Builder:** Bristol Carriage & Wagon Co., 1897

**Numbers:** 3/4, 6/7, 15/16 (SR Nos. 47036-41)

**Survivors?** All scrapped.

**Today:** The remains of one van are at Chelfham station.

**Buy it in 'OO9':** Peco, Dundas Models

### 8t bogie brake van

**Builder:** Bristol Carriage & Wagon Co., 1897

**Numbers:** 5, 14 (SR Nos. 56039/40)

**Survivors?** Scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Peco

### 8t bogie open

**Builder:** Bristol Carriage & Wagon Co., 1897

**Numbers:** 12/13 (SR Nos. 28301/302)

**Survivors?** All scrapped.

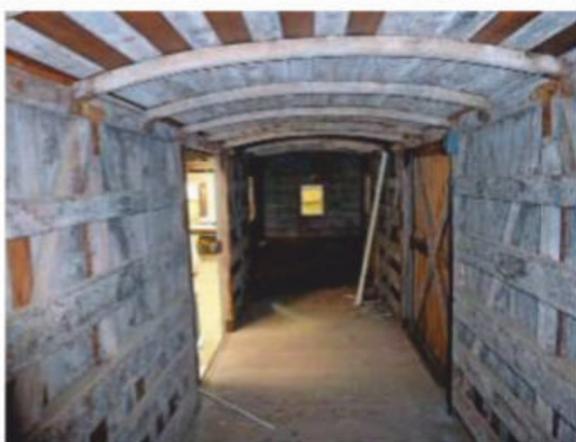
**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Five79

## Behind the scenes at 'Pilton East'

Chris Leigh visited the Lynton & Barnstaple Railway's Essex workshops – dubbed 'Pilton East' – where it reconstructs its coaches using original materials. Currently in the works is Composite No. 5. The body and internal fittings are constructed in Essex and fitted on to the chassis and underframe, supplied by the Ffestiniog Railway's Boston Lodge works. The next project is the restoration of brake van No. 23.

This vehicle was discovered in a field near Barnstaple in the early 1990s. It was cosmetically restored in the Bristol area and went on display at Woody Bay. However, its body has deteriorated and its wooden underframe is in bad shape. This will be replaced with a new frame made out of metal, which will enable Van No. 23 to return to working order.



### Help the L&B

Want to help contribute to the restoration of the Lynton & Barnstaple Railway? There are various ways, from buying shares to making one-off donations. Go to [www.lynton-rail.co.uk](http://www.lynton-rail.co.uk) to see the options. You can even help contribute to 'Pilton East's' work there too.

### 6t bogie open

**Builder:** L&B, Pilton, 1900 (rebuilt from contractor's wagon)

**Number:** 19

**Survivors?** Scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Bachmann Narrow Gauge's 393-054 could be turned into a suitable L&B model with a little work.

### 8t bogie platform

**Builder:** L&B, Pilton, 1902

**Numbers:** 20/21 (SR Nos. 38314/315)

**Survivors?** All scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Langley Models

### 8t bogie open

**Builder:** L&B, Pilton, 1903

**Number:** 22 (SR No. 28313)

**Survivors?** Scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Peco, Langley

### 8t bogie brake van

**Builder:** L&B, Pilton, 1903

**Number:** 23 (SR Nos. 56041)

**Survivors?** Yes.

**Today:** Under restoration to working order at the L&B's workshops in Essex.

**Buy it in 'OO9':** Langley Models

### 8t bogie open

**Builder:** L&B, Pilton, 1913

**Number:** 24 (SR No. 28303)

**Survivors?** A scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** N/A

### 8t bogie opens

**Builder:** J.F. Howard, 1927

**Numbers:** SR Nos. 28316-28319

**Survivors?** All scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Langley Models

### 8t bogie vans

**Builder:** J.F. Howard, 1927

**Numbers:** SR Nos. 47042-045

**Survivors?** All scrapped.

**Today:** Partial remains of one van survive at Chelfham station.

**Buy it in 'OO9':** Langley Models

### 4½t bogie cranes

**Builder:** Chambers, Scott & Co., Motherwell

**Numbers:** 441S & 442S

**Survivors?** Scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** Backwoods Miniatures (no longer available)

### Eight-wheel match truck

**Builder:** Southern Railway, Lancing, 1927

**Number:** 441SM

**Survivors?** Scrapped.

**Today:** Nothing is known to have survived.

**Buy it in 'OO9':** N/A

HOW TO

# UPGRADE AN L&B COACH

**George Dent** brings the Peco model to life, with the help of a little weathering and a few passengers.

**009 GAUGE** MODEL Peco GR-451A Lynton & Barnstaple Third Class observation coach, Southern Railway green ♦ Price rrp £45.00 | **AVAILABILITY** Peco stockists [www.peco-uk.com](http://www.peco-uk.com) | 8 hrs | 

**P**eco's delightful re-creation of the L&B's coaching stock captures the simple elegance of the prototypes, leaving the modeller with little to do in the way of super-detailing. However, I did find that the Southern Railway-liveried versions appeared rather dull, with the matt finish lacking a suitable lustre.

Therefore, in order to add some extra realism, I opted to apply a gentle weathered finish, taking advantage of the panelled exterior bodywork that naturally traps 'dirt' around the various beading strips and recesses.

My aim was to depict a Third Class carriage in the early 1930s, not long before the L&B closed, sporting a lived-in rather than a dirty finish. Part of the challenge would be to add a degree of shine to the surface, suggesting varnished paintwork that has been cleaned regularly, albeit not too thoroughly.

The carriage interior is also for improvement. The pale brown moulded seats and bulkheads demand a more authentic varnished timber finish, which is easily

Straight from the box, Peco's L&B stock is attractive, but it can be readily improved.



achieved with paints and a small, flat brush.

Finally, an array of passengers completed the job. The figures were chosen carefully in terms of their apparel, to suit both the period and the class of accommodation. There are no well-to-do gents or ladies in their finery here! Rather, we have working men in caps or brimmed hats and women in shawls or overcoats.

After a few hours' work, the Peco coach now looks much more appropriate for use on a steam-hauled service across North Devon during the L&B's final years.

## What you will need

### SHOPPING LIST

- ♦ LifeColor paints and pigments, Alclad2 clear coats, paintbrushes, airbrushes and accessories  
**Availability:** The Airbrush Company Tel: 01903 767800  
**Web:** [www.airbrushes.com](http://www.airbrushes.com)
- ♦ Preiser 'HO' unpainted seated passengers **Availability:** Gaugemaster Tel: 01903 884321  
**Web:** [www.gaugemaster.com](http://www.gaugemaster.com)
- ♦ MIG and Tamiya paints and pigments **Availability:** Scale Model Shop Tel: 01422 405040  
**Web:** [www.scalemodelshop.co.uk](http://www.scalemodelshop.co.uk)

### TOOLS

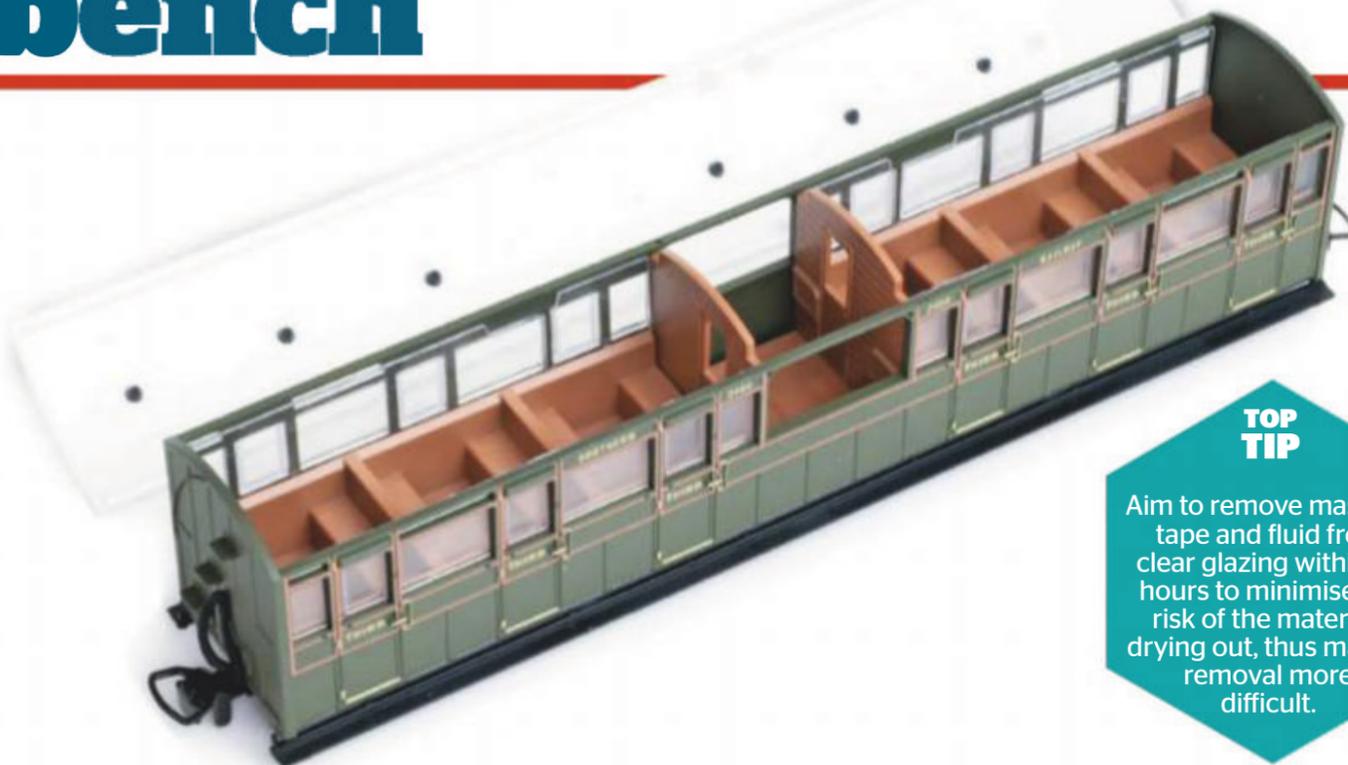
- ♦ Knife
- ♦ Tweezers
- ♦ Cocktail sticks
- ♦ Cotton swabs
- ♦ Paintbrushes
- ♦ Graphite pencil
- ♦ Airbrush (optional)

The subtle streaking effect on the bodywork and roof mimics how real vehicles weather when hauled by steam traction in the open air.



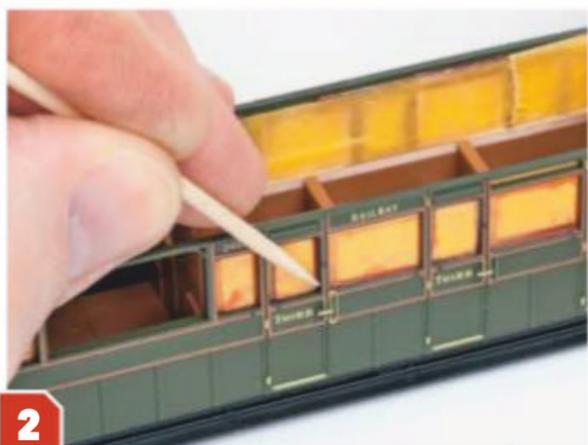
## STEP BY STEP

**1** The roofs of Peco L&B stock simply lift away from the body, making interior access very simple. I thought about removing the glazing but, with my sample, it was firmly fixed in place.



### TOP TIP

Aim to remove masking tape and fluid from clear glazing within 24 hours to minimise the risk of the materials drying out, thus making removal more difficult.



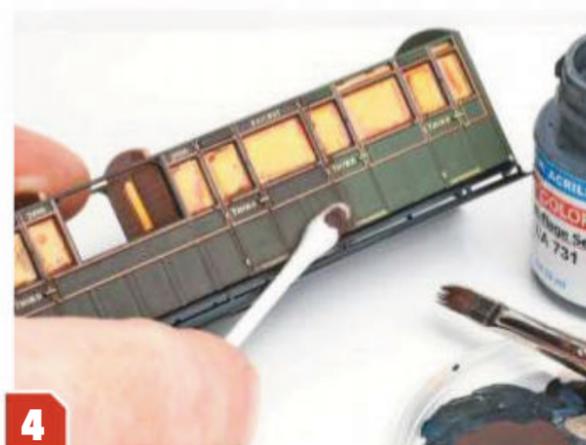
**2**

I masked the glazing using strips of low-tack masking tape on the inside. For the outside, I cut tape to roughly match each aperture, before masking fluid filled the gaps, applied with a cocktail stick.



**3**

A mix of brown and dark grey acrylics was created (LifeColor UA731 Dirty Black and UA701 Rust Dark Shadow) and brushed onto one side section at a time, working it into the panelling.



**4**

Cotton swabs then removed most of the paint before it dried, working in vertical strokes. Leave some of the pigment in recessed areas to highlight the surface relief. Tamiya's acrylic thinners can help shift stubborn deposits.



**5**

The process was repeated along each side and end, working on a square inch at a time. Enamel paints are also suitable, and allow more working time (use white spirit to help remove the paint if necessary).



**6**

A mix of LifeColor UA736 Burned Black and UA701 Rust Dark Shadow was lightly brushed over the seats and bulkheads, in line with the likely grain direction. The floor was painted with neat UA736 Burned Black.



**7**

The same paint shades were then brushed over the bogie frames, solebars and footboards. I refrained from using swabs to manipulate the paint, other than to clean it off the wheels.



**8**

A mix of Black and Dark Earth dry pigments were lightly brushed over the bogie frames and underframe with a soft, dry brush. The previous coating of matt acrylic paints allows the powders to adhere readily.



**9**

The roof received similar treatment, using LifeColor UA731 Dirty Black, UA227 Slate Grey and a dash of UA701 Rust Dark Shadow. The mix was brushed laterally across the roof, and then swabbed in the same way.



**10** The grime will show up more readily on such a light surface, but swabs dipped in Tamiya acrylic thinner help soften the effect. Keep strokes lateral to mimic gravity-induced staining. Use grey powder for a dusty finish.



**11** The carriage's lined green livery now looked even more drab, but it was enlivened with a careful coating of clear gloss varnish, misted at low pressure from an airbrush. This gives the surface a cleaner, polished appearance.



**12** Once the surface was dry, the window masking was removed, taking care not to scratch the glazing. A graphite pencil was run along exposed edges such as the footboards to give a subtle, burnished appearance.



**13** A pack of 'HO' scale Preiser figures was sourced, ensuring that the clothing styles matched the period. After priming, the figures were painted in earthy and sombre colours typical of the 1930s.



**14** Some of the figures' legs required trimming to fit on the seats, before fixing with a small drop of cyano glue (or epoxy). Leave the roof off for a few days to allow the solvent fumes to escape safely.

## EXPERT TIP

Choose 'HO' scale passenger figures, rather than 'OO', as they appear less cramped within small vehicles such as this. Additionally, plastic figures - in contrast to whitmetal castings - won't add much extra weight to each carriage.

As well as treating the exterior, weathering the bland interior moulding has helped to bring this narrow gauge model to life.



Exclusive to  
Model Rail

# Model Rail's new

*Model Rail's* MR-111 'USA' 0-6-0T No. s73, produced exclusively by Bachmann, is a beautiful representation of the real thing and a worthy addition to your collection.



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STOCK  
NOW

## MR-111 'USA' 0-6-0T No. s73 British Railways unlined black

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

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

No. 30073 would become one of the most popular 'USAs'. It was the first of the class to be altered in March 1948 when it was fitted with a modified bunker and regulator "to the requirement of the Docks and Marine Department". It remained at Southampton until June 1963, when it was transferred to Eastleigh before being withdrawn in January 1967 and sold to Cashmore's of Newport. It was also the most popular locomotive of the fleet to take part in special workings, participating in eight between 1960-66.



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# 'USA' 0-6-0Ts are here!

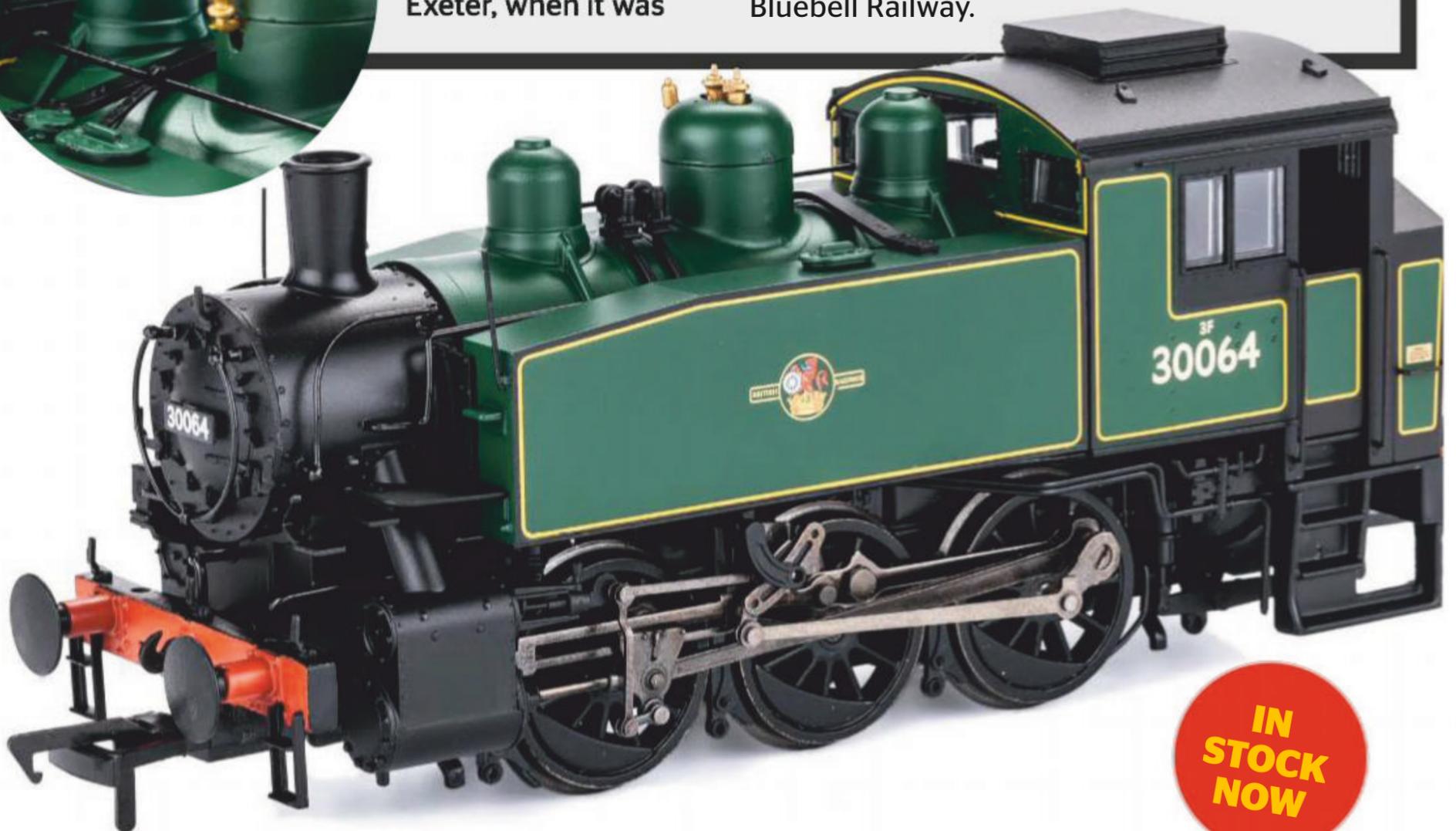
## MR-104A 'USA' 0-6-0T No. 30064, in BR lined green

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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# A history carved in **stone**

He's run real-life railways, so how does **Julian Birley** build and operate a model layout, based on the harsh and gritty environment of a Welsh slate quarry?

Words: **Richard Foster** Photography: **Chris Nevard**  
Artwork: **Andrew Mackintosh**

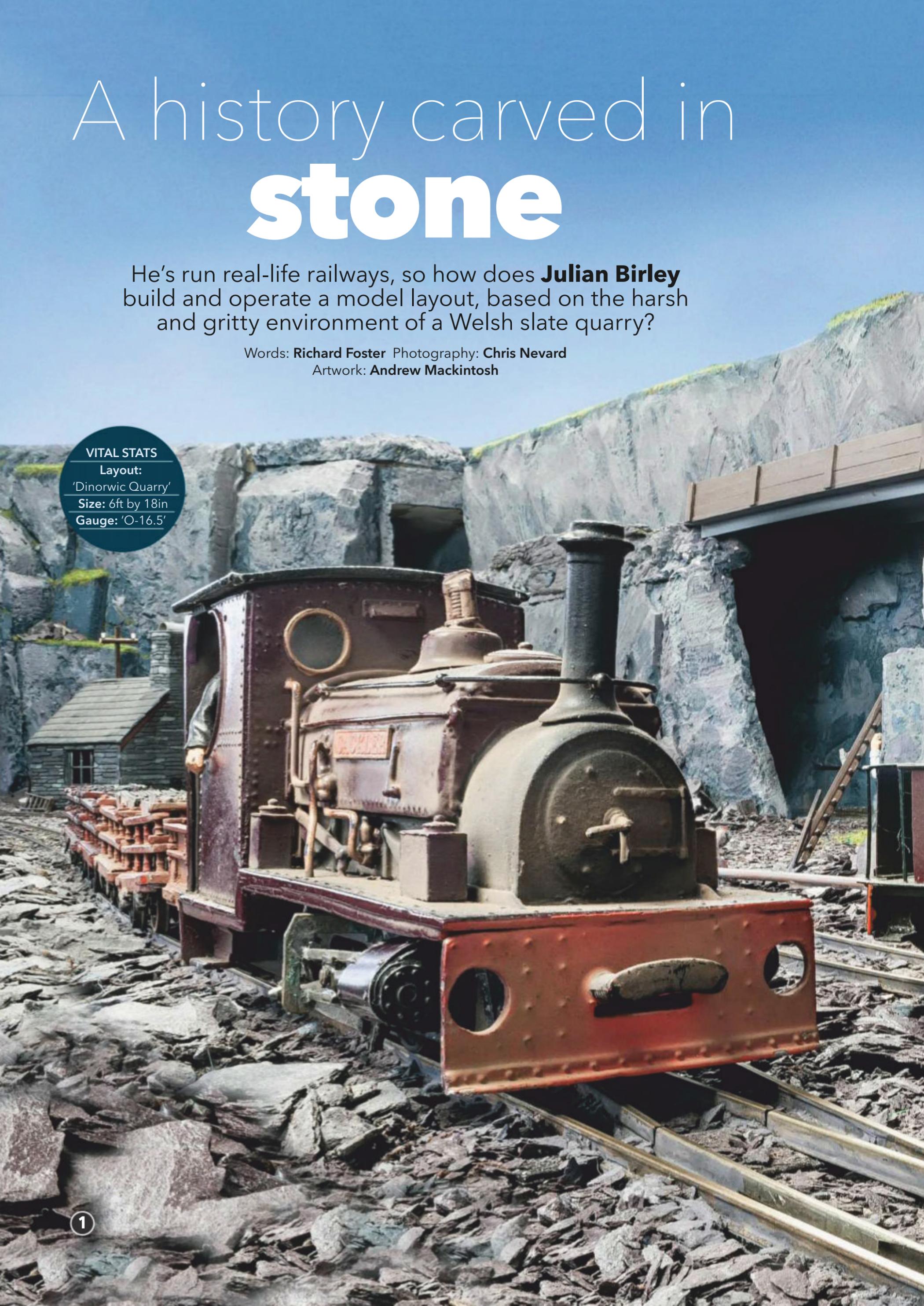
## VITAL STATS

Layout:

'Dinorwic Quarry'

Size: 6ft by 18in

Gauge: 'O-16.5'







**W**

hat does a bad day at work look like? A train cancelled so you squeeze into the next one. A road closure that throws your commute into chaos.

Your computer fails, leaving you floundering around, unable to do anything.

Spare a thought for the Welsh quarrymen at this time of year. At the best of times, they'd have to walk four or five miles to and from work. They'd work a 12-hour day, six days a week, with bread and butter for lunch. They'd have to deal with everything the weather could throw at them. If things turned particularly cold, they'd have to get to work early to thaw out their equipment. They'd only be paid for the amount of slate they removed that day – and winter days are shorter than summer ones.

They'd dangle precariously over sheer drops, with minimal safety equipment. The risk of death or serious injury was always present.

Somewhere along the line, we've all gone a bit soft.

That hardship forged a spirit; those quarrymen became a true band of brothers. The caban was not just a place to eat lunch. It was a social hub, where spirited debates were held on all manner of topics.



Even the circular toilet at Port Penrhyn was designed to encourage a convivial atmosphere, but the less said about that the better.

## BOOM INDUSTRY

The North Wales slate seam is considered to be the best in the world. It was quarried and mined for generations before the Industrial Revolution, but it became a boom industry in the mid-1800s. There is evidence of quarry activity throughout North Wales, but the four biggest centres were Penrhyn at Bethesda, Dinorwic at Llanberis, the area around Blaenau Ffestiniog and the Nantlle Valley, to the west of Snowdon.

Whether Dinorwic or Penrhyn was the bigger operation remains open to conjecture, but that of Dinorwic is definitely the most visible.

Drive down the sublime Llanberis Pass today and the Dinorwic slate tips appear on the right-hand side. Snowdon makes Llanberis a popular tourist resort. Even if you don't visit the National Slate Museum, a quick glance at the scarred mountainside reveals how the quarry worked. Rock was removed from the pits and faces on the individual levels – or galleries – and brought to the mills for processing. Dressed slates were brought down on the inclines, while waste rock was unceremoniously dumped on the surrounding hillsides or into the lake.

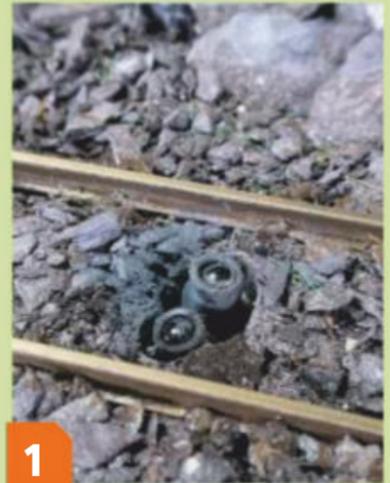
What's not clearly visible from the Llanberis side of the lake is that the narrow gauge slate wagons were loaded, four at a time, onto the 4ft gauge Padarn Railway. This left Gilfach Ddu, Dinorwic's main workshop and now home to the National Slate Museum, and headed for the sea at Port Dinorwic, some six or so miles away.

## INDUSTRIES INTERTWINED

Railways and the slate quarrying industry are intertwined. The movement of coal spurred the development of the steam locomotive; the need to move slate gave rise to the development of steam

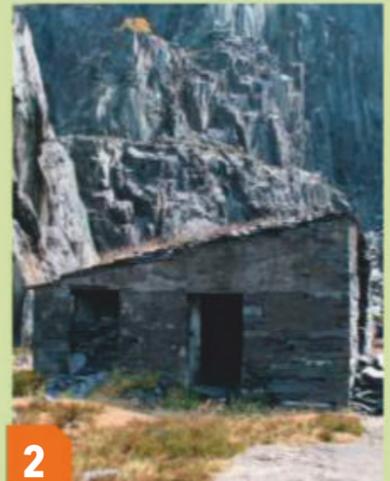


# 3 things we like



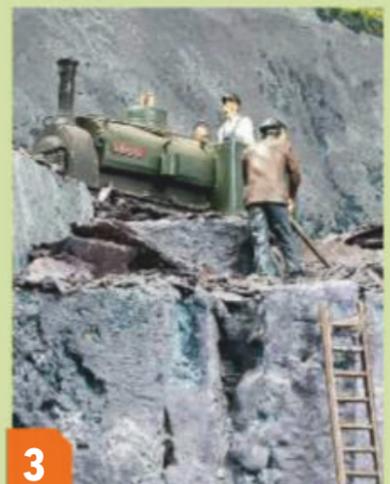
1

Heathcote Control's IRDOTs sit between the rails to enable automatic control.



2

The rock faces are carefully cut and painted insulation, but they look like the real thing.



3

Julian's carefully positioned figures recreate the days when the quarries employed thousands of men.

## What makes this layout great?

Unless you've been to Llanberis and stared up at the scarred mountainside, it's really difficult to describe just what an impression the quarry can make. Julian has managed to create the feel of such a vast undertaking in a small space, yet he's captured its colour and character perfectly.



locomotives to run on tracks narrower than 4ft 8½in. The Festiniog Railway became the first steam-worked narrow gauge railway.

Railways enabled the slate industry to grow. They allowed a greater tonnage of slate to be moved to ports for export and enabled more rock to be moved around the quarries themselves.

The quarry companies initially bought 0-4-0VBTs from De Winton of Caernarvon. That was until the Hunslet Engine Company of Leeds developed a simple 0-4-0ST that suited quarry owners' needs just perfectly.

It is the so-called 'Quarry Hunslet' that draws enthusiasts into the intriguing world of the Welsh slate industry. They such an absolutely perfect fit – rugged, powerful and reliable – that 35 were built between 1883 and 1932 for Penrhyn, Dinorwic and Pen-yr-Orsedd quarries alone to the same basic design. There was no need for improvement!

What's most incredible about the 'Quarry Hunslet' story is that all those 35 still survive and most have been restored to working order. There are few narrow gauge railways that don't have a 'Quarry Hunslet' or two, and these locomotives can now be found throughout Britain, from Cornwall and Norfolk to the North East and Lancashire.



The modeller: Julian Birley is chairman of the Bala Lake Railway Trust and owns 'Quarry Hunslets' *Alice* and *Winifred*, now based at the BLR. He lives in Wales.



One man who fell in love with the bewitching charms and cheeky looks of the 'Quarry Hunslet' is Julian Birley.

## THE PRESERVATIONIST

Julian is a well-known figure in railway preservation circles for his work at the North Norfolk Railway. His guiding hand has helped turn a railway that was under threat of losing its main station into an award-winning tourist attraction, with a main line connection.

Despite his enthusiasm for the Norfolk railway, he's most fond of the Somerset & Dorset Joint Railway. Or, rather, he was. His home was an S&D shrine, from a route map in his downstairs loo to his epic 'O' gauge re-creation of Evercreech New station in an outbuilding. Parked in his garage was the dark blue Bentley made famous by legendary railway photographer Ivo Peters.

That was until Julian took Ivo's Bentley to Wales in 2009 as part of the 'Great Welsh Grice', organised by *Model Rail's* sister title *Steam Railway*... and he came away from Wales with a new obsession.

He bought ex-Dinorwic Hunslet *Alice*. He travelled to the US to negotiate the return of Penrhyn Hunslet *Winifred*. He's scaled the heights of Dinorwic quarry to retrieve the remains of old wagons, which he's

6 The building is scratchbuilt from the drawings of one of Dinorwic's office buildings. The telegraph pole is a chicken satay stick.



## LAYOUT DINORWIC QUARRY

lovingly restored. He's also become chairman of the Bala Lake Railway Trust to finally fulfil the railway's long-standing dream of returning train services to the Welsh town.

But, as 'Evercreech New' proves (MR159/160), Julian is also a modeller of some repute. Working in London during the week, Julian switched from building SDJR locomotives in his evenings to building 'Quarry Hunslets'.

### THE HUNSLET BUG

"I caught the 'Quarry Hunslet' bug about ten years ago," he recalls. "I've been absolutely fascinated by the uniqueness of the quarry workings in North Wales and, not being able to sit still for very long and with all the boring times I sat around in London, I decided to create an interpretation of a little bit of Dinorwic quarry.

"Having spent 17 years building 'Evercreech New', I wanted to get back into the hobby and have something to show for it. I wanted something small and transportable.

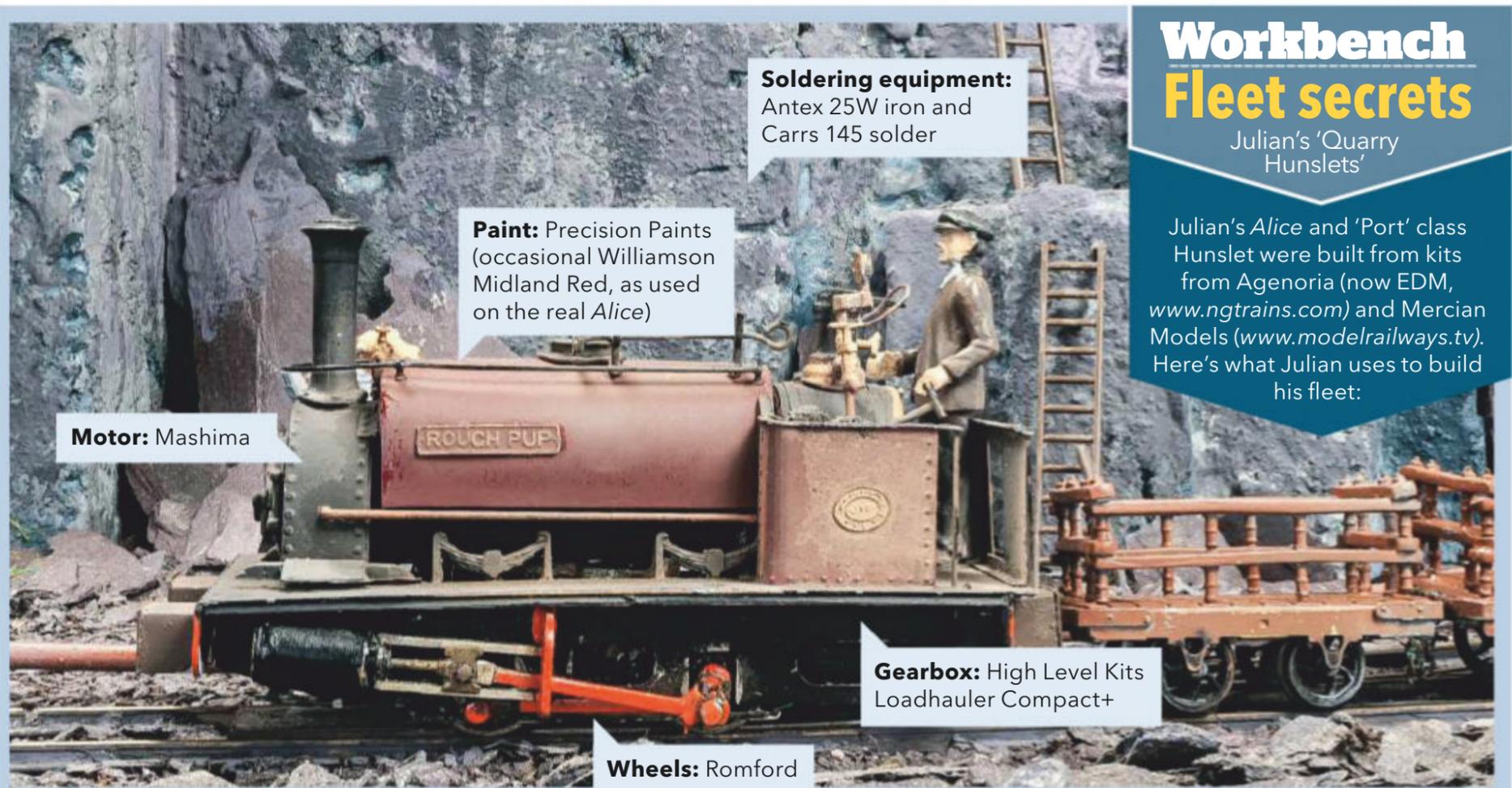
"In years gone by, I would start to build layouts that were so complicated that you were soon drowning in complexity. They became an uphill battle. Now, with all the layouts that I build, I tend to make them to quite simple designs. This enables me to concentrate on the details.

"The pleasure that I get from a model railway is in the build. I'm quite happy to let either someone else operate it, or to build it in such a way that it's automatic so I can just sit and watch the world that I've created."

Julian has used Heathcote Electronics' equipment to enable three trains to run on his layout at a time. A shuttle unit keeps one train moving on the gallery while infrared IRDOTs [Infrared Detector Of Trains] control the lower level and its passing loop (see MR255 for more on IRDOTS).

The IRDOTs, says Julian, "allow one train to arrive into the loop, slow down and pause". The points change and a second train pulls away.

"That is fun to watch," he says with a chuckle. ➤



**Soldering equipment:**  
Antex 25W iron and  
Carrs 145 solder

**Paint:** Precision Paints  
(occasional Williamson  
Midland Red, as used  
on the real Alice)

**Motor:** Mashima

**Gearbox:** High Level Kits  
Loadhauler Compact+

**Wheels:** Romford

## Workbench Fleet secrets

Julian's 'Quarry  
Hunslets'

Julian's Alice and 'Port' class Hunslet were built from kits from Agenoria (now EDM, [www.ngtrains.com](http://www.ngtrains.com)) and Mercian Models ([www.modelrailways.tv](http://www.modelrailways.tv)). Here's what Julian uses to build his fleet:



## BASEBOARD MASTERS

Julian commissioned folding baseboard specialists Classic Baseboards ([www.classicbaseboards.co.uk](http://www.classicbaseboards.co.uk)) to build the layout, which is designed to fold away for storage and transport.

"Classic Baseboards did a brilliant job," he says. "You can set it up in five minutes, take it down in five minutes and transport it easily and safely."

This is not, in fact, Julian's first attempt to model a quarry railway. He started a project based on Port Penrhyn, even building stub points (there are no point blades – the approach track and the frog switches). But the port layout 'drowned in complexity'.

"The focus of this project," Julian explains, "was to get a quick fix. Having said goodbye to 'Evercreech New', I wanted something that I could build relatively quickly, to show off the locomotives that I've built."

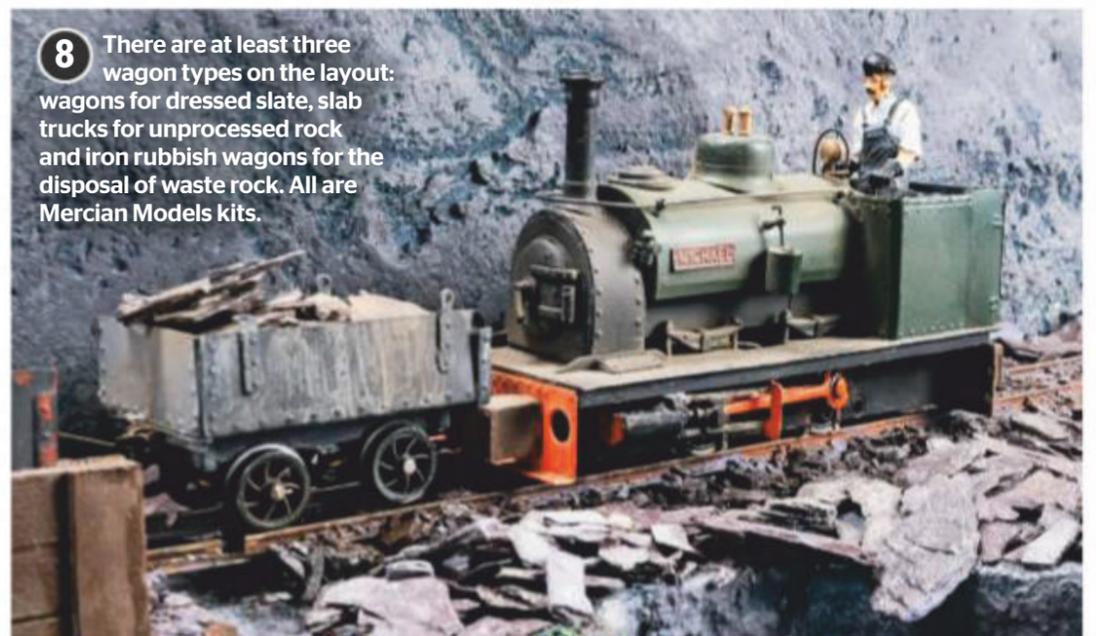
'Evercreech New' was some 40ft long, which is about the minimum required to model even a small main line station in 'O'. But Dinorwic quarry covered more than 700 acres and employed, at its peak, 3,000 men. The track plans of the quarries, as you can see in James I.C. Boyd's *Narrow Gauge Railways in North Caernarvonshire: The Dinorwic Quarries, Great Orme Tramway and Other Rail Systems Volume 3* are phenomenally complex, not helped by the fact that the railways were adapted and modified as the quarry workings expanded.

How on earth do you manage to get such complexity into 6ft by 18in? Where, in fact, do you start?

Julian returned to a source of inspiration with which he was already familiar: Ivo Peters.

He may have been most closely linked to the Somerset & Dorset, but Ivo photographed railways ►

**Right: Folding baseboard specialists Classic Baseboards built the structure of the layout, which can be folded up with ease for transport.**



**8** There are at least three wagon types on the layout: wagons for dressed slate, slab trucks for unprocessed rock and iron rubbish wagons for the disposal of waste rock. All are Mercian Models kits.



# LAYOUT DINORWIC QUARRY

throughout the country. He went to Shap, he went to Scotland and, of course, he went to North Wales.

There's an entire chapter dedicated to Dinorwic quarry in Ivo's book *Narrow Gauge Charm of Yesterday*. Julian based his layout on just two pictures: one of the mills at Hafod Owen and another of *Dolbadarn*, running on a gallery with a rake of slab wagons and a small office in the backdrop.

## PROTOTYPICAL OPERATION

"Down on the bottom level, I imagined there would be loaded slate going in one direction towards the exchange sidings at Gilfach Ddu and there would be a return working with empties.

"When the dressed slate came out of the dressing mills, they were let down on the inclines, so it was quite unusual to see the dressed slate wagons being used on the galleries. The galleries were often a few yards long and were usually used to

**Below: *Dolbadarn* was built in 1922 for shunting at Port Dinorwic but was replaced by a diesel. It moved to the quarry in 1936, where it lost its cab. The name, taken from a nearby castle, was fitted in 1946. Today, *Dolbadarn* is part of the fleet at the Llanberis Lake Railway, which links Llanberis town with Gilfach Ddu and a run along part of the old Padarn Railway trackbed. IVO PETERS/JULIAN PETERS COLLECTION**

transport the raw slate to the dressing mills, or to take waste slate to the tipping runs."

Julian managed to achieve his aim of completing the layout quickly (the work took about seven months), but by building something quite small he didn't have room for one of the quarry's classic inclines.

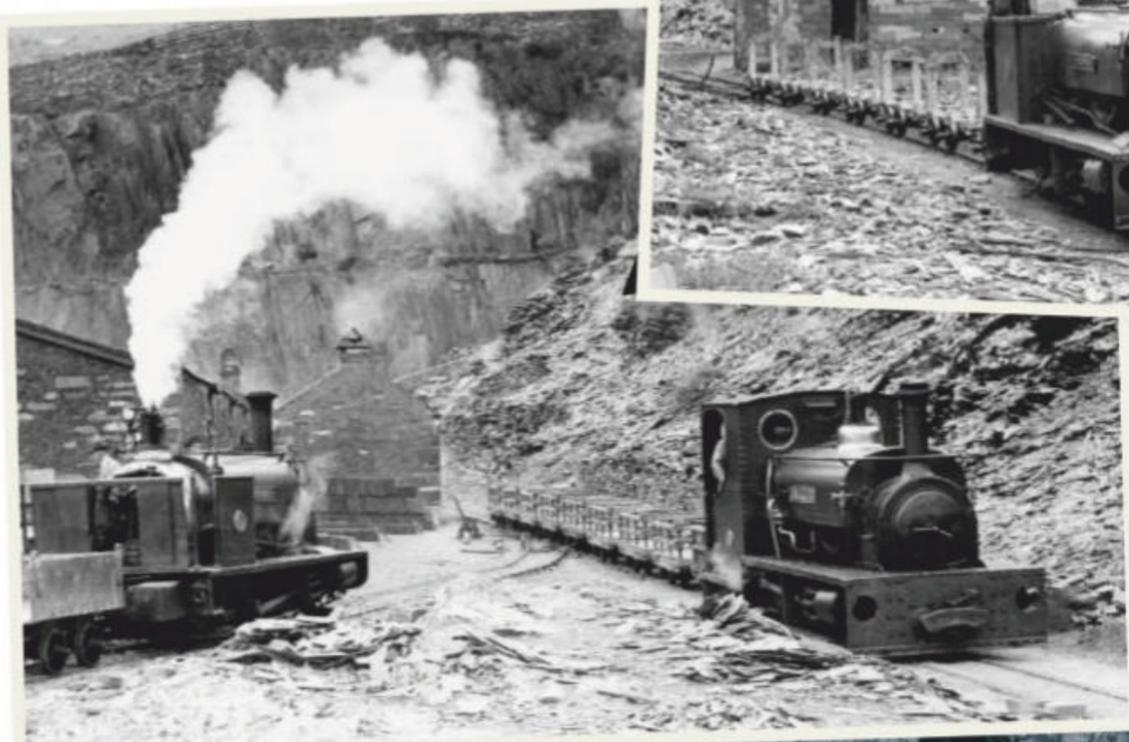
## THE REAL THING

Colour and texture is key to modelling any heavy industry, and the Welsh slate quarries are no exception. Dinorwic quarry is typified by towering pillars of rock and sheer rock faces, while the ground is covered in loose, broken slate.

"The main scenery is house insulation that has been sculpted to create the effect of split slate," says Julian. "I put it down in its basic form with a hot glue gun and then sculpted it with a kitchen knife.

"I was determined to get what I thought was the right shade. I kept mixing the paints until I ended up with a gallon of paint which happened to be the right colour!

"There was a developer next door to my flat in London and he let me have three old roofing slates. I crushed them and sieved them ▶

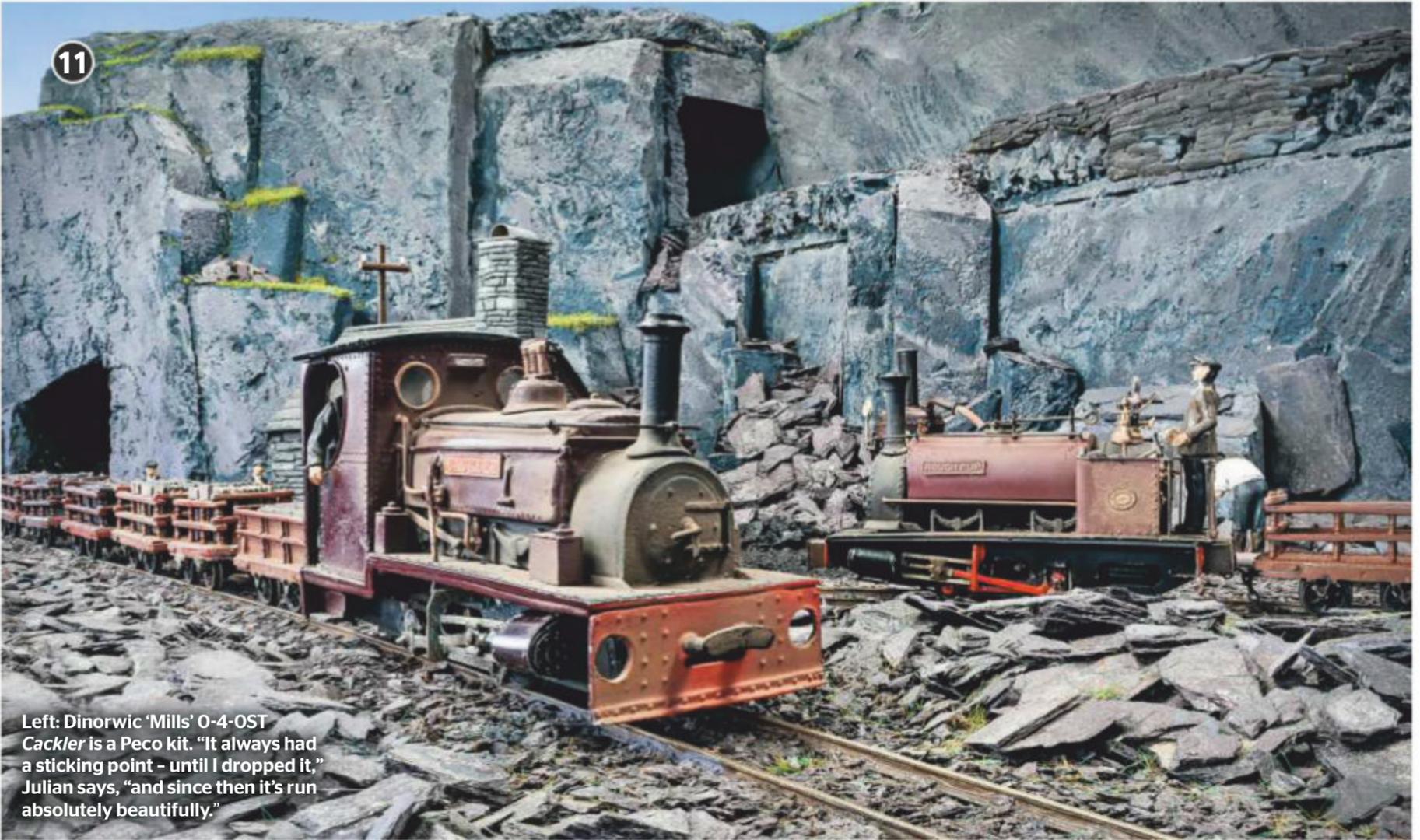


**Left: The slate mills at Hafod Owen have disappeared under the Dinorwig hydroelectric power station. In its heyday, this was one of the main slate processing centres in the quarry and was linked to the transshipment sidings at Gilfach Ddu by a railway known as the 'tramway'. This was primarily worked by 'Mills' class Hunslets *Cackler* and *Jerry M*. The former draws some empty wagons to the foot of incline C1 as *George B*, now at the Bala Lake Railway, waits with a load of waste rock. IVO PETERS/JULIAN PETERS COLLECTION**



**" I kept mixing the poster paints until I ended up with a gallon of paint which happened to be the right colour! "**

11



Left: Dinorwic 'Mills' 0-4-0ST Cackler is a Peco kit. "It always had a sticking point - until I dropped it," Julian says, "and since then it's run absolutely beautifully."

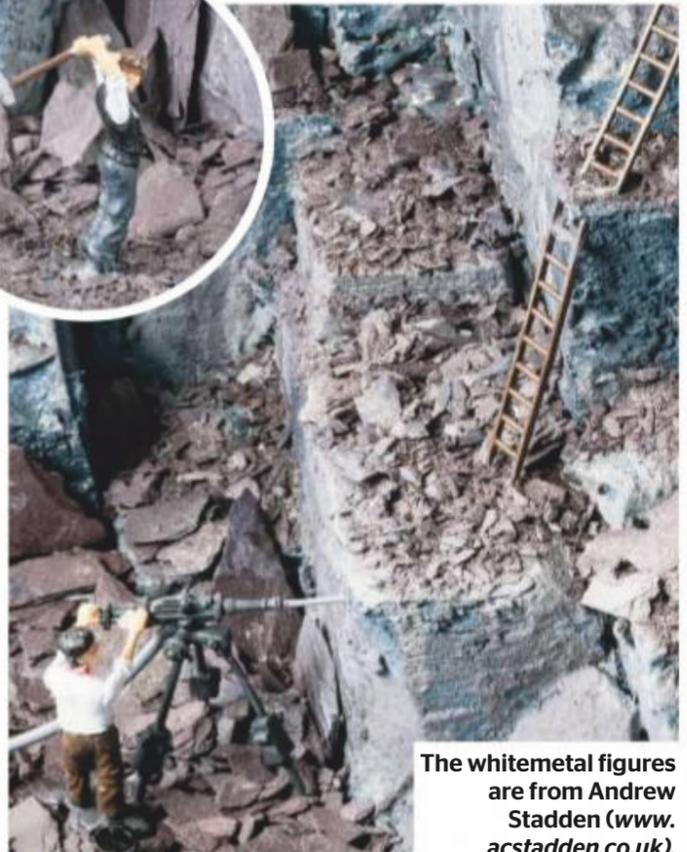
### THINGS YOU MAY HAVE MISSED



The steam boiler is from Duncan Models. Boilers like this pumped air into the miles of pipework to power the drills.



The trackwork is Peco and the crushed slate ballast is pulverized roof slate.



The whitemetal figures are from Andrew Stadden ([www.acstadden.co.uk](http://www.acstadden.co.uk)).

## LAYOUT DINORWIC QUARRY



over the kitchen sink, then I fixed them in place with copious amounts of PVA. There is nothing more authentic than the real thing."

The Bala Lake Railway is home to five working 'Quarry Hunslets'.

Rolling alongside the beautiful Llyn Tegid behind one of these charismatic machines is something that everyone ought to experience. This sylvan setting is far removed from the dust, smoke and noise of the quarry.

The slate industry was like so many others in Britain. Victorian working practices continued into the 1950s and the quarries couldn't compete with increased costs and cheaper imports. Dinorwic quarry shrank considerably during the 1960s. Uneconomical parts of the quarry were abandoned and, by 1967, just one Hunslet, the BLR's *Holy War*, could be found at work.

Roads were built through the quarry to enable lorries to do the work of the railway. But it wasn't enough to keep Dinorwic going and the quarry closed in August 1969. A way of life, despite its considerable hardships, was over.

There is limited quarrying activity in North Wales now, including at Penrhyn. Only a small part of Dinorwic is open to the public, the rest has been abandoned. Julian's layout is a reminder of what life was like 50 years ago.

The remains of the quarry have been left to rust in peace. But Julian has no plans to rest. His next project will be a First World War 'OO9' layout before building a layout based on Port Penrhyn. After all, it's hardly fair for Julian's miniature *Alice* to have a home but not his miniature *Winifred*. **MR**

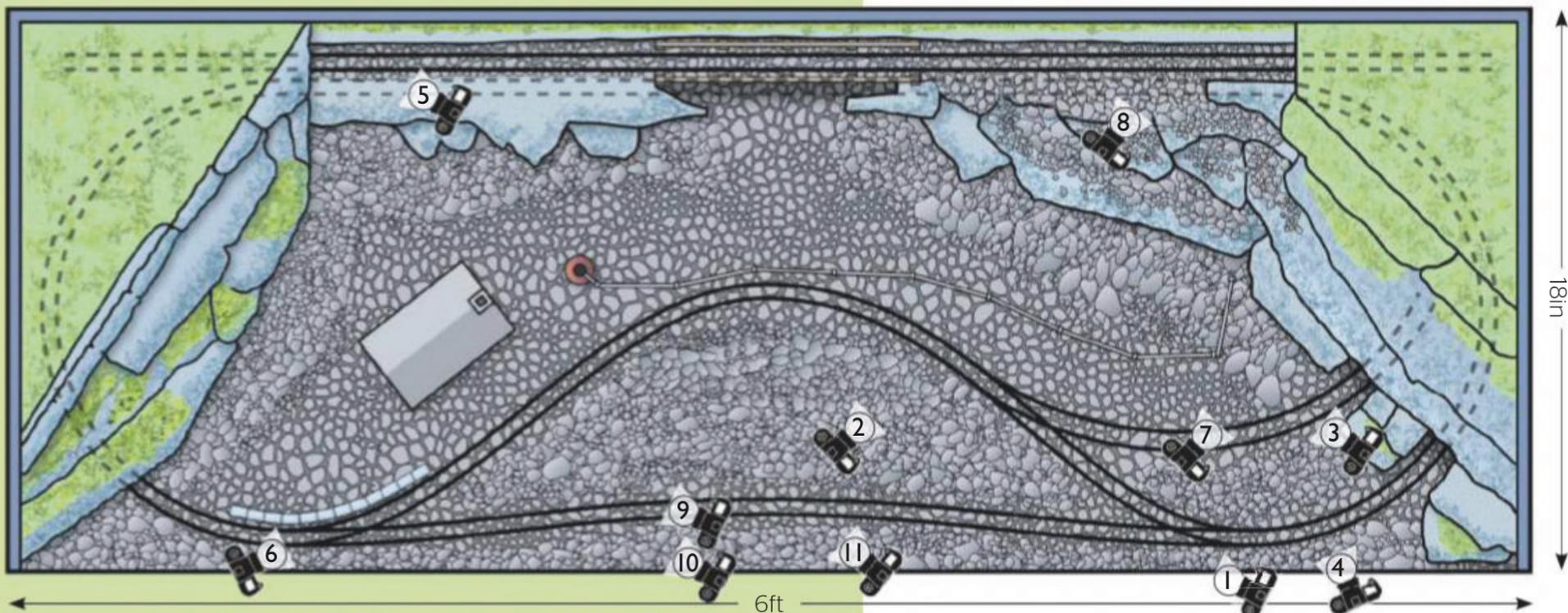
### A GRAND DAY OUT

There are four railways you can visit for almost guaranteed 'Quarry Hunslet' haulage: the Bala Lake and Llanberis Lake railways in Wales, the Launceston Steam Railway in Cornwall and Bressingham Steam Museum in Norfolk.

If you want to get a flavour of what the quarry industry was like, the National Slate Museum at Llanberis and Llechwedd Slate Caverns at Blaenau Ffestiniog are highly recommended.



"With all the layouts that I build, I tend to make them to quite simple designs. This enables me to concentrate on the details"





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# BRITAIN'S REMOTE

**Richard Foster** presents layout ideas inspired by Britain's most remote railway stations.

Artwork: **Matthew Hunt**

Corrour is dwarfed by the Nevis Ranges,  
with the Alders behind the camera.  
GRANVILLE DAVIES/ALAMY

# OTEST STATIONS



## CORROUR

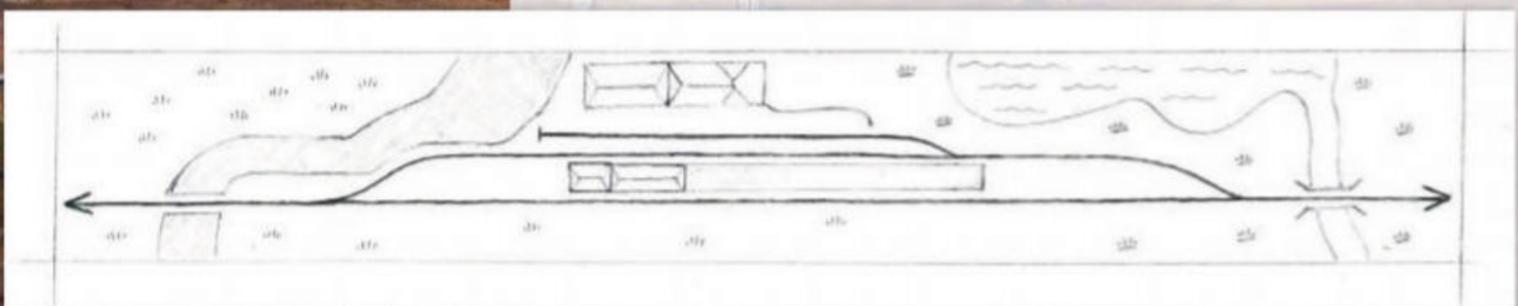
**On what line?** ..... West Highland Railway  
**Built by?**..... West Highland Railway  
**Opened?** ..... August 7 1894  
**Current status?** ..... Open  
**Road access?** ..... None  
**Nearest town?**..... Fort William

It's one of the classic scenes in the 1996 film *Trainspotting*: the Class 156 draws away, leaving leading protagonists Renton, Spud, Sick Boy and Tommy standing on a platform in the middle of nowhere. Welcome to Corrou, Britain's

most remote railway station. It sits on the vast expanse of peat bog that is Rannoch Moor. Unlike its closest neighbour, Rannoch, Corrou has no road access. Civilisation is a 20-mile walk away.

But it's a magnificent location, with the flanking Alder mountain ranges providing a dramatic backdrop. There's a good restaurant, you can stay in the old signal box and there's a decent train service too, with four trains a day each way.

Recommended if you feel like getting away from it all!





## CONSALL

**On what line?** .....Uttoxeter-Leekbrook  
**Built by?** ..... North Staffordshire Railway  
**Opened?** ..... March 3 1902  
**Current status?** .....Open, now the Churnet Valley Railway  
**Road access?** .....Limited  
**Nearest town?** ..... Leek Consall

Lush, green woodlands, the gentle pattering of canal boats, a pub by the water... what more could you want from a station?

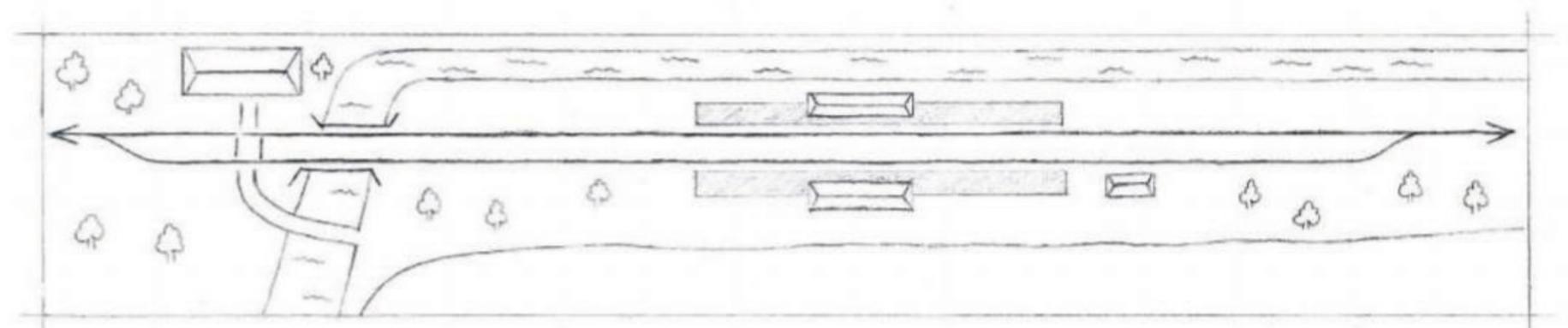
The Churnet Valley Railway has done a great job in restoring this beautiful little station to its former glory. It's set in glorious woodland, in a restricted site, with the River Churnet on one side and the Caldon Canal on the other. So tight was the

available space that the waiting shelter overhangs the canal.

There's no direct road access to the station, as the lane from the hamlet of Consall stops somewhat short of the railway. Nor is there any road access to the Black Lion pub, the perfect place to while away a few hours over a pint with the occasional steam train and canal boats passing by.

**Top:** The classic view of Consall: 'N7' No. 69621 heads towards Cheddleton on October 6 2012, with the Caldon Canal in the foreground and the Black Lion pub behind.  
 JOHN DAVIDSON PHOTOS/ALAMY

**Right:** An ingenious use of space: Consall's waiting shelter overhangs the Caldon Branch of the Trent & Mersey Canal.  
 JOHN BENTLEY/ALAMY



Dovey Junction has always been a station of interest, from the days of 'Manors' on the 'Cambrian Coast Express' to the 1980s. Class 25s 25282 and 25324 pass with the 1705 Aberystwyth-Birmingham on July 21 1984. RAIL PHOTOPRINTS



Right: Another destination to access from Dovey Junction is the Dyfi Osprey Project - these majestic birds of prey have started to breed in Wales after 400 years. NATURE PICTURE LIBRARY/ALAMY

## DOVEY JUNCTION

**On what line?** ..... Shrewsbury-Aberystwyth/Pwllheli  
**Built by?**..... Cambrian Railways  
**Opened?**..... 1863  
**Current status?** ..... Open  
**Road access?** ..... No  
**Nearest town?**..... Machynlleth

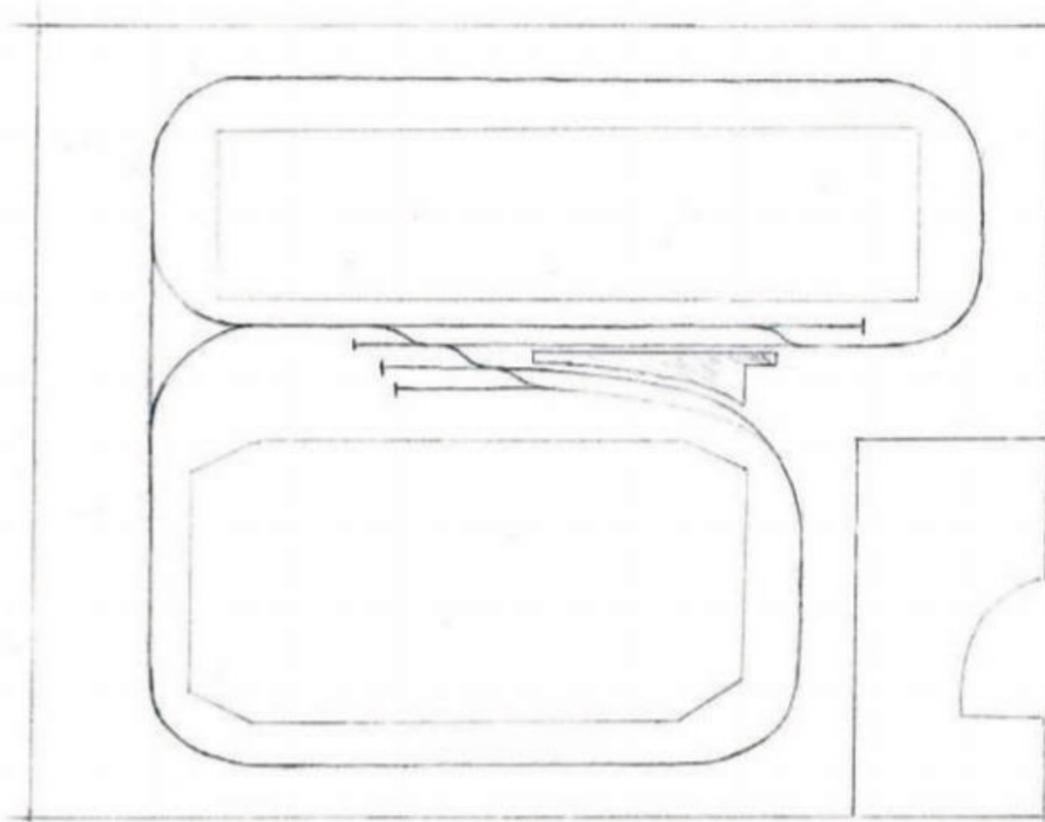
The name and purpose of Dovey Junction conjures images of a large railway interchange. It's here that the Cambrian Coast line diverges from the main line to Aberystwyth.

But there's nothing here other than an isolated island platform to serve the two lines. The station facilities have never been particularly lavish, but now there's nothing other than a small shelter.

A footpath connects

you to the outside world - but why would you want to leave? The River Dyfi has created a wide, flat valley, on the southern edge of Snowdonia National Park. It's a great spot for nature lovers too, with a thriving population of ospreys.

Dovey Junction would suit a model railway of any era, from the steam days of 'Manors' and '4MTs', to when BR blue Class 37s, 40s and 25s would share duties with first generation of DMUs.





In a wide open space: the minimal nature of Berney Arms station contrasts neatly with the vast expanse of the Norfolk Broads. PHIL WILLS/ALAMY

## BERNEY ARMS

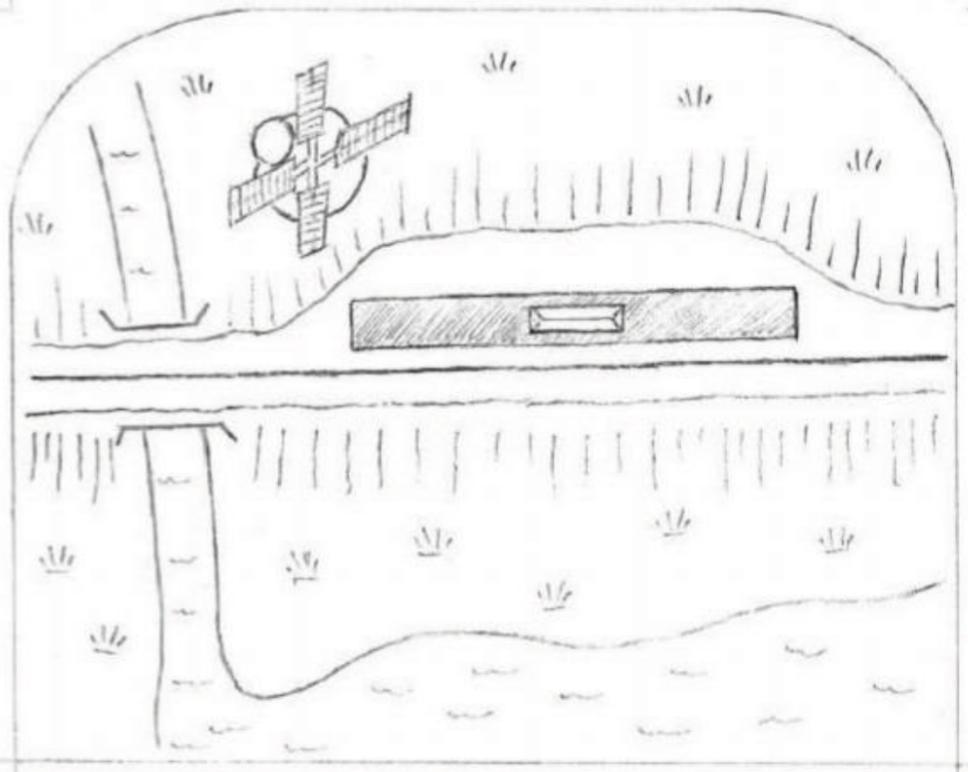
**On what line?**....Gt Yarmouth-Norwich via Reedham  
**Built by?**..... Yarmouth & Norwich Railway  
**Opened?**..... May 1 1844  
**Current status?**..... Open  
**Road access?**..... No  
**Nearest town?**..... Great Yarmouth

You don't always need towering peaks and deep valleys to feel like you've escaped from civilisation. The vast skies and wide open spaces of the fens of East Anglia can feel just as remote as the Highlands.

Berney Arms is a station like no other. It sits on the vast, flat marshlands by the River Yare. It's not far from Great Yarmouth, but it feels a world away. It wouldn't

have existed had it not been specified by Thomas Trench Berney as part of the deal for allowing the Great Eastern Railway across his land.

It may be minimal - a tiny shelter, platform and single track - but it offers much to the modeller who wants a micro layout crammed full of scenery and wildlife. And maybe a windmill to add some interest.



## FIVE MORE OF THE BEST

### REDCAR BRITISH STEEL

Redcar British Steel opened with great ceremony in 1978 to serve British Steel's vast Teesside Steelworks... but the site is now a shadow of its former self and the station sits within a vast desert of industrial wasteland. The two platforms don't really serve anywhere and the station is now one of the least used in Britain. Its fortunes might change as the redundant land is regenerated.



ISLANDSTOCK/ALAMY



VINCENT LOWE/ALAMY

### FORSINARD

Dozens of stations in Scotland could qualify as remote, so what's so special about Forsinard? Well, the handsome little building is now an RSPB visitor centre, as it sits on the edge of a 25,000-acre nature reserve. It's this reserve that qualifies Forsinard for inclusion here, for humans are only permitted on part of it - the rest is protected, particularly as it's a home for the endangered hen harrier.

## FLAG

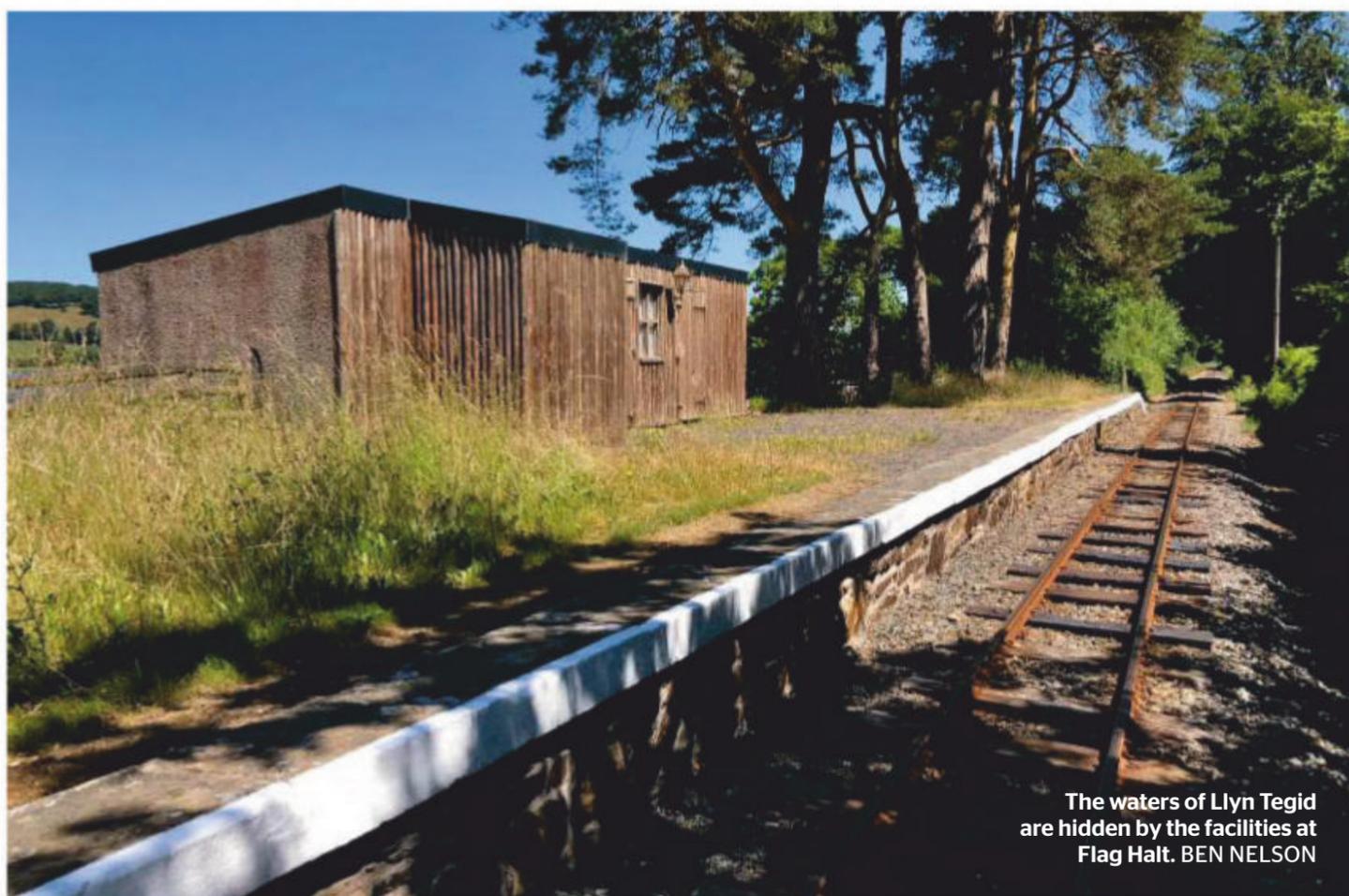
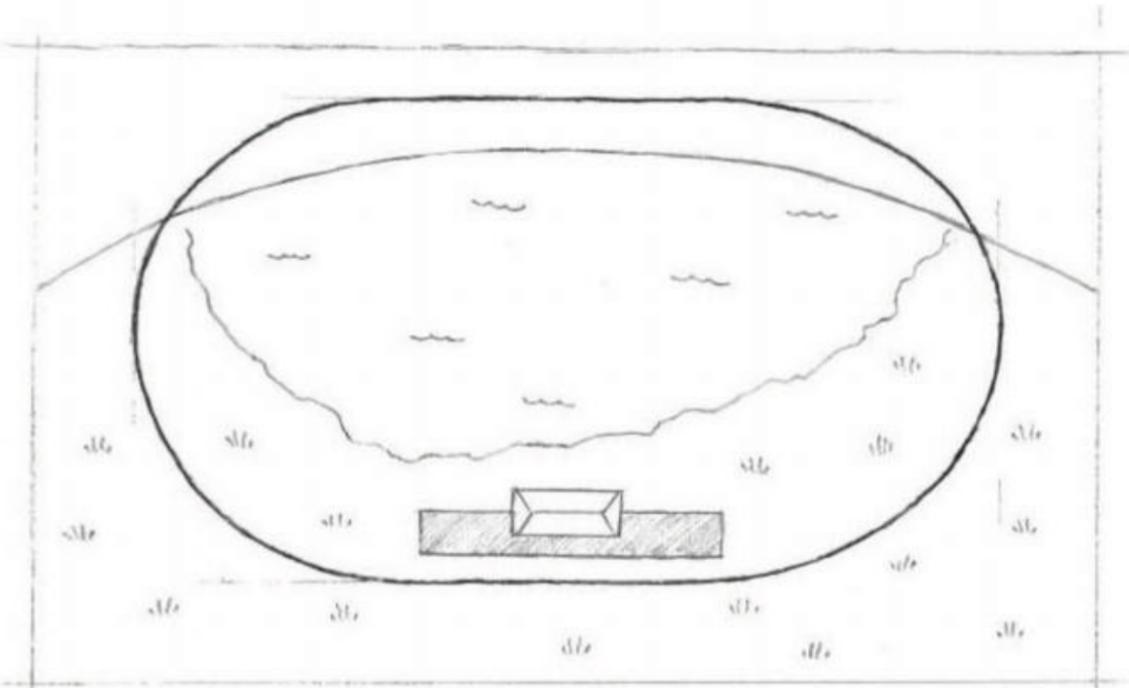
**On what line?** ..... Ruabon-Dolgellau  
**Built by?** ..... Bala & Dolgelly Railway  
**Opened?** ..... June 21 1898  
**Current status?** ..... Restricted opening, now Bala Lake Railway  
**Road access?** ..... No  
**Nearest town?** ..... Bala

Here's a remote station that will suit two very different layouts from very different eras. First, the history: this was a private station, across Llyn Tegid from the estate of GWR director Sir Watkin Williams-Wynn. When he wanted to use the station, a flag was raised and a boat put on to ferry him across the water. The GWR listed it in the timetable as Flag station in 1931 (a halt from 1938) but BR re-christened it Glan Llyn Halt.

It's a great location - deep in Snowdonia, close to the waters of a lake - but what makes it particularly special is that you can model it in one of two guises: there's the GWR/BR period, with typically Cambrian motive power. Or you could go with how it looks today, as part of the Bala Lake Railway.

The BLR has rebuilt Flag, and uses it as a Santa's Grotto at

Christmas and as a haunted house at Halloween. But as the BLR is home to five operational 'Quarry Hunslets', it's the perfect way to use Bachmann's forthcoming 'OO9' model.



The waters of Llyn Tegid are hidden by the facilities at Flag Halt. BEN NELSON



JOHN P. WILSON/RAS

### RICCARTON JUNCTION

Another grand-sounding location but, as with Dovey Junction, it's a place that evolved just because two railway lines met. It's just over the Scottish border, where the Reedsmouth branch joined the famous Waverley Route. Unlike Dovey, Riccarton boasted a small railway village, and the junction featured a mass of sidings and a locomotive shed, surrounded by the Lothian landscape.



COLOUR RAIL

### LYDD-ON-SEA HALT

Whether the vast expanse of shingle around Dungeness actually qualifies as a desert is still debated, but there are few places in Britain quite as bleak and open. Lydd-on-Sea Halt sat in this vast sea of gravel and was a bigger station than its name suggests - it had a loop with an island platform and a footbridge. It opened in 1937 when the branch to New Romney was relaid on a new alignment.



PETER LANE/ALAMY

### SNOWDON

3,560ft above sea level: you can't get much more remote than this. The Snowdon Mountain Railway isn't easy to model, thanks to a lack of kits for its Swiss-designed locomotives and the rack in between the running rails. But you can't really leave it out of a list of the most remote stations as it has enabled tourists to experience the spectacular scenery since 1896.

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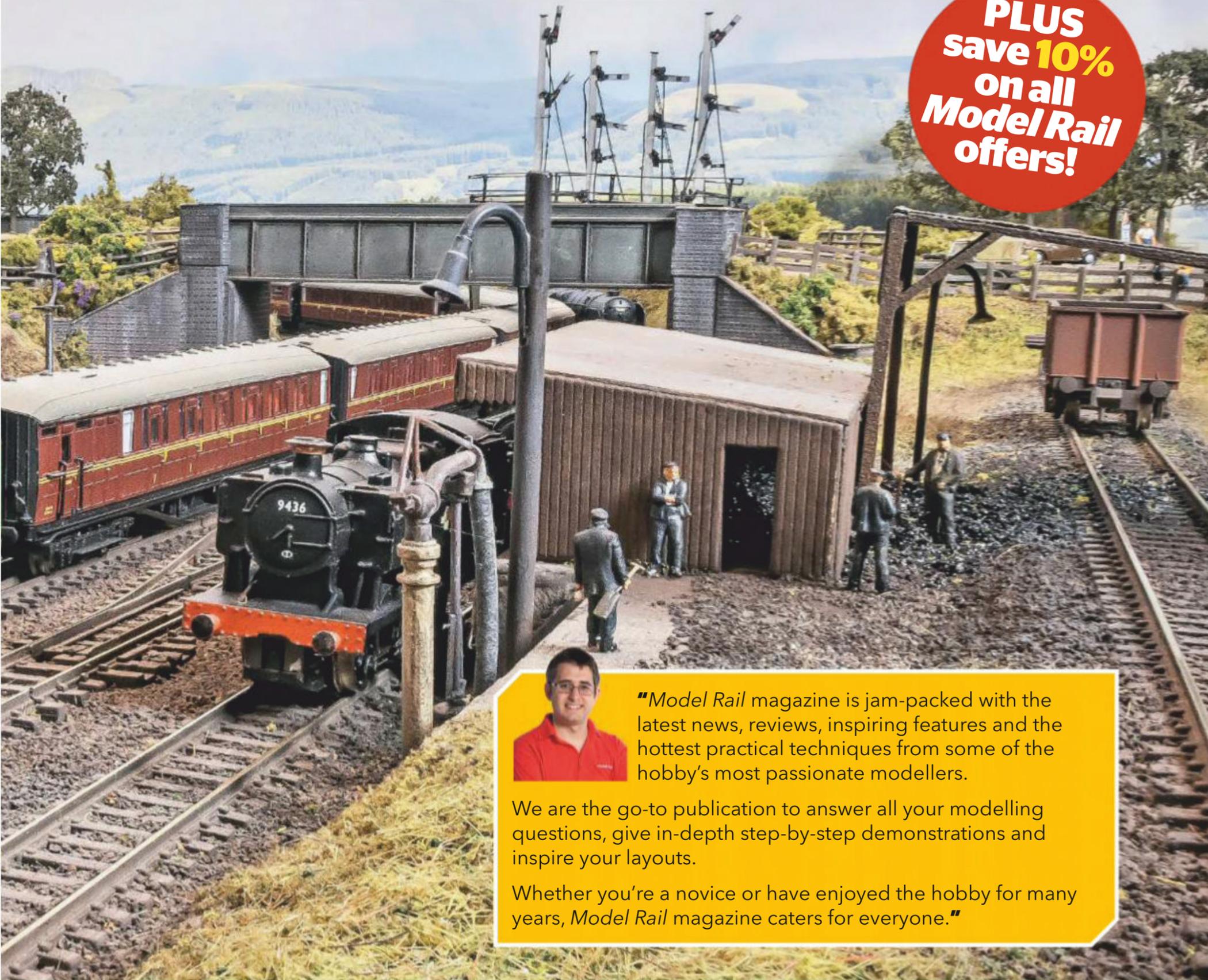
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# Know your stuff

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**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...



**Richard Foster**  
Determined to make his first 'proper' layout right first time...



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

## KNOW YOUR BR Mk 2 STOCK



I enjoyed reading the review of Bachmann's new Mk 2f coaches in MR254. But just how do you tell one version of Mk 2 from another?

D. Benson-Phillips, by e-mail

**Richard says:** British Rail built a total of 1,876 Mk 2 coaches and they all, at first glance, look the same, with their B4 bogies, domed roofs, curved ends and smooth lines. But look closer and there are many ways to tell Mk 2 variants apart. Here's how:



RAIL ARCHIVE STEPHENSON

**Mk 2a**  
Revised gangways and vestibules



PAUL BARTLETT

**Mk 2b**  
Wraparound doors at each end  
No central side doors

**Mk 2c**  
Lower ceiling and roof panels



**Mk 2**  
Later classified as Mk2z



PAUL BARTLETT

## BR Mk 2 COACHING STOCK

Version	Qty	Types	Built	Length	Ventilation system	Braking system
Mk 2	321	FK, SO, BFK, BSK	1964-66	63ft 5in	Window vents	Vacuum
Mk 2a	289	FK, BFK, SO, BSK	1967-68	63ft 5in	Window vents	Air
Mk 2b	111	FK, BSK, SO	1969	64ft 0in	Window vents	Air
Mk 2c	250	FK, BFK, FO, SO, BSO	1969-70	64ft 0in	Window vents	Air
Mk 2d	275	FK, BSK, FO, SO, BSO	1971-72	64ft 0in	Pressure vent/air-con	Air
Mk 2e	229	FO, SO, BSO	1972-74	64ft 0in	Pressure vent/air-con	Air
Mk 2f	471	FO, SO, BSO	1973-75	64ft 0in	Air-con	Air

### Mk 2e

64 seats in  
Opens, 32 seats  
in Brakes

Air-con/pressure  
vent system

### Mk 2d

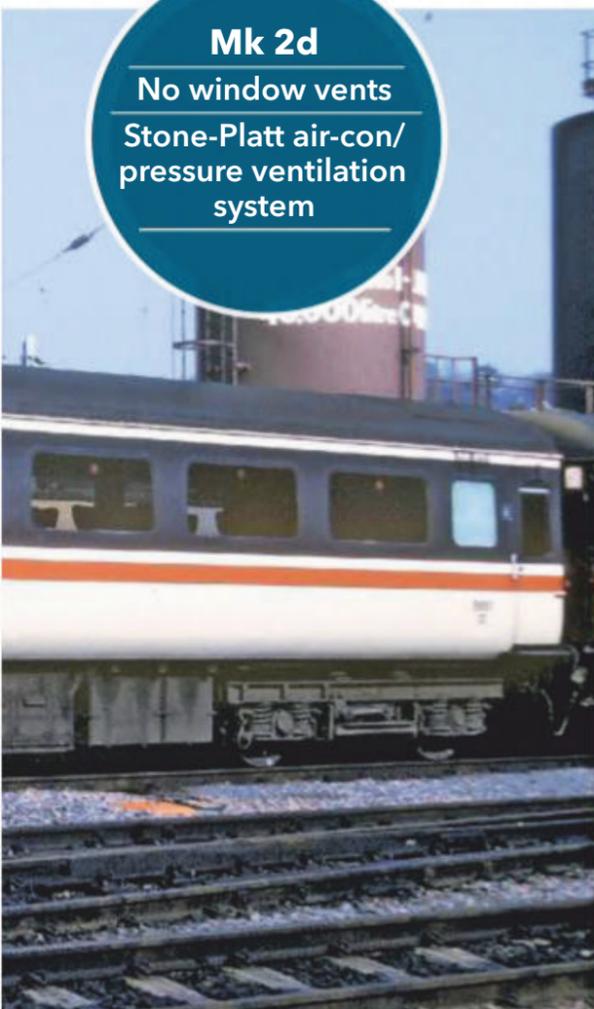
No window vents  
Stone-Platt air-con/  
pressure ventilation  
system

## COACH CODES

**BFK:** Brake Corridor First  
**BSK:** Brake Corridor Second  
**BSO:** Brake Second Open  
**FK:** Corridor First  
**FO:** First Open  
**SO:** Second Open



RAIL ARCHIVE STEPHENSON



PAUL BARTLETT



PAUL BARTLETT

### Mk 2f

Stones/Temperature  
Ltd full air-con system

Mk 3-style seats

Bogies with hydraulic  
dampers

## Technique of the month

### DIY filler paste for plastic kits

Working thick model filler into confined spaces or around delicate details with a typical spreader tool can often prove tricky. Instead, we can create a thinner filler paste that can be applied by brush with greater precision. Combining liquid poly cement and styrene-based fillers (such as those offered by Humbrol, Revell, Tamiya and Squadron) allows us to tailor the consistency to suit the job at hand.

Furthermore, the need for sanding later can be reduced as the filler paste is applied in a more controlled, neater manner. Ensure an overnight rest for the paste to cure fully before sanding.



Squeeze out a blob of model filler onto a scrap of card and, after dipping a brush in liquid poly cement, mix the putty until the required consistency is achieved. Add more liquid poly to thin the putty further as desired.



The thin putty paste can be brushed into awkward areas, especially wagon interiors or around delicate details. Deeper recesses may need a couple of separate layers of putty, applied when the previous application has dried.



The putty can be manipulated with a clean brush, dipped in the liquid poly cement and drawn carefully over the putty before it has cured. Beware - the surface of the plastic will be softened by the solvent.



Hornby's Skaledale Cotswold wall benefits from the addition of decorator's filler between each section.

## IMPROVING DRYSTONE WALLS

**Q** How can I improve the look of pre-cast sections of drystone walling, especially when fitted to undulating surfaces?

Max Wardle, by e-mail

**George says:** Hornby has produced a range of resin stone wall packs, helpfully packaged in short, interlocking sections that allow them to be laid onto rolling scenery. Alas, whether fitted to flat or contoured landscapes, gaps are inevitable between the sections, which ruin the overall appearance.

Filling these gaps is a simple matter of applying plaster-based decorator's filler, either the pre-mixed variety or the powdered form that must be combined with a little water. Don't worry about clogging the recessed courses between the individual stones - a stiff-bristled brush will clean away excess filler before it dries.

If the relief has been obscured, or to add stone profiles to areas of filler, a sharp point (such as a nail) can be employed as a scribing tool. Again, the stiff brush will clear away any debris from the embossed surface, leaving the walls ready to paint.

A few coats of suitable shades of enamel or, preferably, acrylic paints will achieve the basic



After painting, a dark acrylic weathering wash will bring out the relief in the stone walls.

stone colours to suit your layout's location (honey-coloured stone for the Cotswolds, dark grey for Pennine granite, for example).

When these layers have fully dried, overall coats of a dark weathering wash can be applied with a flat brush. Dab the walls lightly with tissue to remove the excess pigment, leaving the dark wash within the recessed courses.

Finally, mix a lighter shade of the wall's base colour and gently dry-brush the surfaces of the walls, using a soft-bristled flat brush. This will introduce highlights to the surface for an ultra-realistic effect.

## ALTERNATIVES TO PAINTING BRASS PARTS

**Q** I'm adding etched brass detail parts to locomotive chassis, but priming and painting by hand threatens to hide the fine detail. Would a burnishing fluid work?

Patrick Lassiter, by e-mail

**George says:** Metal blackening fluids are available to suit various metals, from Carr's and AK Interactive. For best results, abrade and clean the parts before dipping them into the fluid, then rinse thoroughly with water. The darkness of the finish depends on how long the metal is submerged.



Metal burnishing fluids offer a fast and effective means of blackening etched metal parts.



## Use the power of magnets for hands-free painting...

This great new device from RP Toolz of Hungary consists of a stylish and ergonomic T-shaped metal handle topped with a pair of powerful magnets.

A number of small metal discs are supplied, for fixing to the underside or interior of a model with cyano or epoxy adhesive. The magnetic handle will then clamp the model securely to help with assembly and painting. Further steel discs are available separately.

Helpfully, a clear plastic base is also provided and this allows the tool to stand vertically, with virtually no risk of toppling over.



The discs need to be spaced to match the magnets on the handle and we found that they could be placed loose within an open wagon body, whereupon the tool is able to grip the model successfully from below.

Such is the power of the magnets that the clamping force is effective even through thick plastic.

Indeed, the strong retaining force may be an issue with very delicate models but, for many plastic kits and RTR models, this could prove a worthy investment.

**Price:** £21.99

**Availability:** Scale Model Shop

**Tel:** 01422 405040

**Web:** [www.scalemodelshop.co.uk](http://www.scalemodelshop.co.uk)



Sporting a set of side mirrors and a buckeye coupling (swung to the side), DB Cargo 66152 heads through Cardiff Central, on August 18 2017. GEORGE DENT

## DB '66' DETAILS FOR 'G' SCALE & 'OO'



I'm looking for a set of details for my Aristocraft 'G' scale Class 66, especially a buckeye coupling and set of rear view mirrors for an EWS/DB 'Shed'.

Jason Pierce, by e-mail



Does anyone make a set of easy-to-fit side mirrors for the Bachmann '66'?

Rod Phelps, by e-mail

**George says:** Precision Labels offers sets of 3D-printed mirrors for DB Class 66s in 'OO' and 'O' gauges and 'G' scale. These one-piece renderings simply require painting before fixing to the model with cyano or epoxy adhesive.

The same source offers pairs of 3D-printed dummy knuckle couplings - also in 'OO', 'O' and 'G' - offered as a slot-in replacement for Bachmann's moulded drawhook. Incidentally, the 'G' scale version is fully articulated and can be swung to one side just like the real thing!



Aristocraft's 'G' scale Class 66 (above) and the Hornby or Bachmann 'OO' version (below left) can be enhanced with 3D-printed knuckle couplers and side mirrors from Precision Labels.



The installation of Precision Labels' 'OO' gauge mirrors and couplings were demonstrated in MR235.

A much finer option for the side mirrors, in 4mm scale, comes in the form of an exquisite etched kit by PH Designs. However, assembly is a little complex, so some prior experience in soldering delicate brass parts is essential.

Note that with the sale of a number of Class 66s to GBRf, it's not only EWS or DB-liveried 'Sheds' that require sets of side mirrors. Indeed, Hatton's forthcoming 'OO' gauge Class 66 model will feature a number of mirror-equipped examples in a range of colour schemes.

**Web:** [www.precisionlabels.com](http://www.precisionlabels.com)  
[www.phd-design-etchings.co.uk](http://www.phd-design-etchings.co.uk)  
[www.hattons.co.uk/66](http://www.hattons.co.uk/66)

# WEATHERING STEAM-ERA CARRIAGE ROOFS



**What's the best way of weathering the white roofs of LNER coaching stock? Some advice that doesn't involve an airbrush would be welcome.**  
Owen, by e-mail

**George says:** I recently weathered a batch of LNER 'teak' carriages, with their pale grey roofs. My aim was to give them a 'lived-in' appearance rather than an overly grimy outlook. After all, steam-hauled coaching stock with light-coloured roofs would soon gather a coating of soot and grime.

Even with regular washing, the roofs would invariably retain deposits of muck around raised vents, gutters and other fittings. Once rain and the natural elements enter the fray, it's likely that streaks would also be present, running from side-to-side in line with gravity.

Due to the bright underlying colour, it's easy to overdo the weathering of the roofs, particularly if employing the usual dark grey and brown weathering paint shades that would be ideal for darker roofs and underframes. Instead, I've been employing a 'Neutral' enamel weathering wash from MIG Productions.

Formulated especially for use on white or pale surfaces, the dilute wash possesses a dirty, medium grey pigment and can be applied by brush. As with all washes, it's vital to give the bottle a good shake before (and during) use as the pigment tends to settle rapidly.

Ensure that the model is clean before brushing the thin liquid over the roof, working with lateral strokes to mimic vertical streaking. Any excess can be wiped away with cotton swabs.

Being enamel-based, it takes a few hours to dry, although the long working time gives us plenty of room for manoeuvre. For very subtle effects, one coat may be enough, with much of the wash wiped away as desired. For a more pronounced finish, we can simply apply further wash coats, although it's vital that the previous layer has fully dried.

With a targeted approach to layering the wash, we can concentrate the pigment around raised details, within any recesses or to exaggerate any surface relief, creating a more realistic appearance without necessarily rendering the model filthy.

We can also inter-mix enamel washes of different shades, to add some tonal variety, if desired.



MIG Productions' Neutral enamel wash is an ideal medium for creating subtle weathering effects on pale surfaces. GEORGE DENT

## STEP BY STEP

ANY GAUGE

30 mins



1

Mask the glazing and shake the weathering wash thoroughly before brushing a light coating over the carriage roof. A flat brush is most effective, using lateral strokes and ensuring that the pigment collects around any raised or recessed details.



2

With clean cotton swabs, wipe away excess wash, working only in lateral strokes. Remove as much or as little as desired. Matching thinners are available to help remove stubborn deposits. The wash stays workable for a few hours, so don't rush!



3

After drying overnight, we can deposit more of the wash in key areas, such as around vents and gutter strips, with a fine brush. Multiple layers will create a denser effect.



4

The wash remains pliable for many hours after each application. Dampen a clean, fine brush with the thinners and draw the pigment into subtle, lateral streaks.

## What you will need

MIG enamel washes and thinners  
Availability: Scale Model Shop  
Tel: 01422 405040  
Web: [www.scalemodelshop.co.uk](http://www.scalemodelshop.co.uk)



It may be worth setting a spray booth at a variety of heights until you find the most comfortable level. George's booth is raised on a simple frame, which also provides handy storage beneath.

## IDEAL HEIGHT FOR A SPRAY BOOTH?



I find it difficult to airbrush models accurately while seated at a desk. Is there an ideal height for a spray booth?

Paul Glenn, by e-mail

**George says:** Physical comfort is a vital aspect when airbrushing, especially with precision work such as weathering or freehand detail painting. If your arm and wrist are tense, you're unlikely to retain full control over the airbrush. Additionally, fatigue will set in much quicker.

I know many modellers who prefer to stand while spraying as this allows them to move around the model more effectively, ensuring that paint reaches all of the nooks and crannies. This is also important when employing aerosol paints.

Accordingly, the bed of the extraction booth should be set at around chest height. While standing is great for painting overall coats of paint, it may not be ideal for more delicate work and our legs can become fatigued, as well as our arms!

Sitting on a tall stool is an option, but I prefer having a surface upon which I can rest my elbows for steady, precise work.

In my workshop, I've set my booth at an intermediate height, raised 30cm from the

top of the bench on a simple timber frame. The total height of 130cm from the floor makes it equally suitable for spraying while seated or standing.

We're not all of the same stature, however, so an element of experimentation is required to find the correct height for your own needs.



Airbrushing while standing can be comfortable for some, but others prefer to sit.

## Tool of the month

### Diagnose electrical problems fast with a multimeter

Finding and solving electrical problems within layout wiring or locomotive circuits can be a frustrating business, but a multi-function tester - also known as a multimeter - can make the job easier.

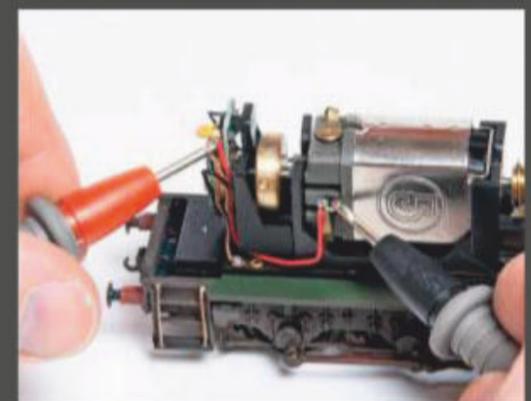
Available in digital or analogue versions at very competitive prices, they offer a vast array of testing facilities.



Resistance, voltage flow and many other tests can be carried out, along with testing batteries for charge. At the simplest level, however, the continuity test function is the most useful, helping us to identify any breaks in a circuit using a pair of contact probes. Full instructions are supplied with each tool and plenty of tutorials can be found online.

**Availability:** Hardware stores, model shops or Amazon

**Price:** From £7.00



## THREE CAMEO IDEAS FOR YOUR LAYOUT...



1

'Diddington'

**Waiting patiently:** Is this sharply dressed chap waiting for a lift on this sleepy country lane? The iconic red 'phone kiosk and post box are quintessential British features.



2

'Coldrennick'

**Tea and sympathy:** Sitting on a shady bench, enjoying tea and sandwiches, seems idyllic. Especially while watching someone else receive instructions from the lady of the house!



3

'Newsham'

**Keep the red flag flying:** Not every siding was deemed worthy of a bufferstop. Sleepers were often placed across the rails, with a red warning flag driven into the ballast.

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# Reviews

In-depth and unbiased reviews of the latest products

**88 Heljan Class 25/3**  
George Dent puts Heljan's follow-up to its 'O' gauge Class 25/1 through its paces.

**91 Hornby 'Toad B'**  
Hot on the heels of the 'Toad E' brake van, its predecessor is now in the *Model Rail* office.



**92 Hardy's Hobbies figures**  
George Dent examines the latest 3D-printed figures to be produced by Hardy's Hobbies.

**94 Märklin MyWorld**  
Even Chris Gadsby is too old to give this product a going over! Cue three-year-old Alex...

**96 Bachmann 'Conflat'**  
Bachmann's newly tooled container is here - Richard Foster sets it to work on our test track.



## Our reviewers

### George Dent

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

### Richard Foster

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

### Chris Leigh

Wrote his first review in 1964!

## Our ratings

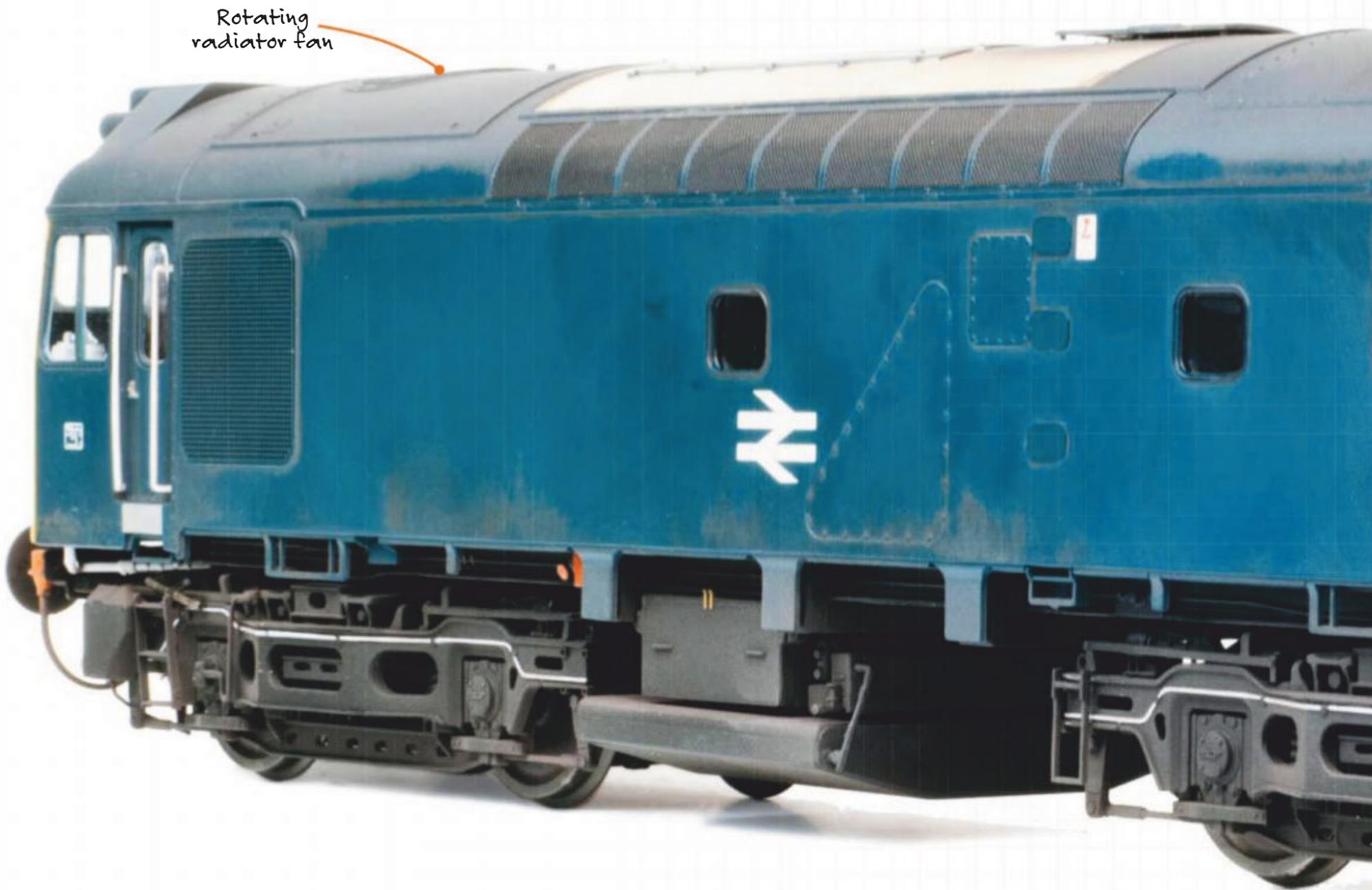
We assess models on the following criteria and rate each of them out of ten: that way, you know precisely how good a model is.

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

## 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. We also run them on our test track, which features 1-in-30 and 1-in-60 gradients in both 'N' and 'OO', not to mention numerous challenging track configurations.





## Heljan Class 25/3

◆ GAUGE 'O' ◆ MODEL Heljan 2559 BR Class 25/3, BR blue, weathered ◆ PRICE rrp £525.00

◆ AVAILABILITY Heljan stockists or Tower Models Tel: 01253 623797 Web: [www.tower-models.com](http://www.tower-models.com)

**T**he BR/Sulzer Type 2 Bo-Bo proved to be a most capable mixed traffic diesel electric locomotive. Some 327 rolled off the production lines of BR and Beyer-Peacock over a six-year period, during which time the design evolved. The most striking change occurred with the final D7598-7677 batch (later 25248-327). It shared the same chassis but received a more refined style of cab front and bodysides.

Having released a 7mm:1ft scale Class 25/1 in 2016, Heljan has now replicated the later body style in the form of this handsome model of the Class 25/3. There are five livery options to choose from, with two versions of the stylish two-tone

BR green livery (with small or large yellow warning panels) and three iterations of BR 'banger' blue, including the weathered version reviewed here.

Like the prototype, the Class 25/3 shares the same chassis as the earlier subclasses, so Heljan's impressive underframe and bogies are unchanged from the earlier release (see MR228). There's plenty of plumbing and detail fittings to admire and the characteristic bogie frames are very attractively rendered.

### TWIN MOTORS

Powered by a pair of powerful motors, performance is smooth and impressive. There's no DCC decoder socket, but a row of screw terminals allow for

solder-free digital conversion. Directional and interior lighting is installed and the models' instructions state that a switch is located under the exhaust panel, which lifts away easily from the roof (a little too easily). However, there is no switch.

Another follow-on from the earlier version is a pair of exquisite cab interiors, complete with console and bulkhead detail picked out in appropriate colours and ready for the installation of a footplate crew.

The '25/1' was let down by an overly flat front end, but there are no such issues here. The '25/3's' elegant profile has been



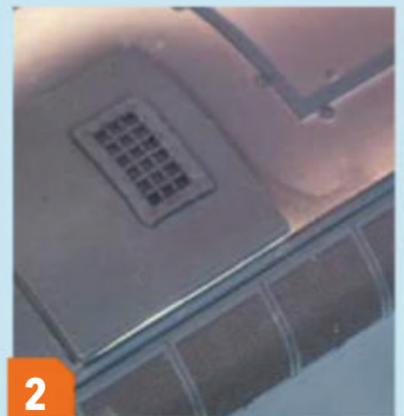


## 3 things we like



1

Underframe detail.



2

Grilles and louvers.



3

Cab interior detail.

**“Application of the simple blue livery is virtually flawless, and the factory-applied weathering job is attractive, if not quite perfect”**

captured perfectly and there's plenty of finely crafted surface detail, especially the raised bolt heads and ventilation grilles. The lack of lower valancing panels along the sides reveals plenty of piping along the solebars, presenting a pleasingly busy appearance. A small but significant highlight is the set of impressive windscreen wipers and the quality of the flush-fitted glazing is high.

Application of the simple blue livery is virtually flawless, and the factory-applied weathering job is attractive, if not quite perfect. A light coating of brown grime adorns the chassis and lower bodywork, with darker staining around the roof. There's evidence

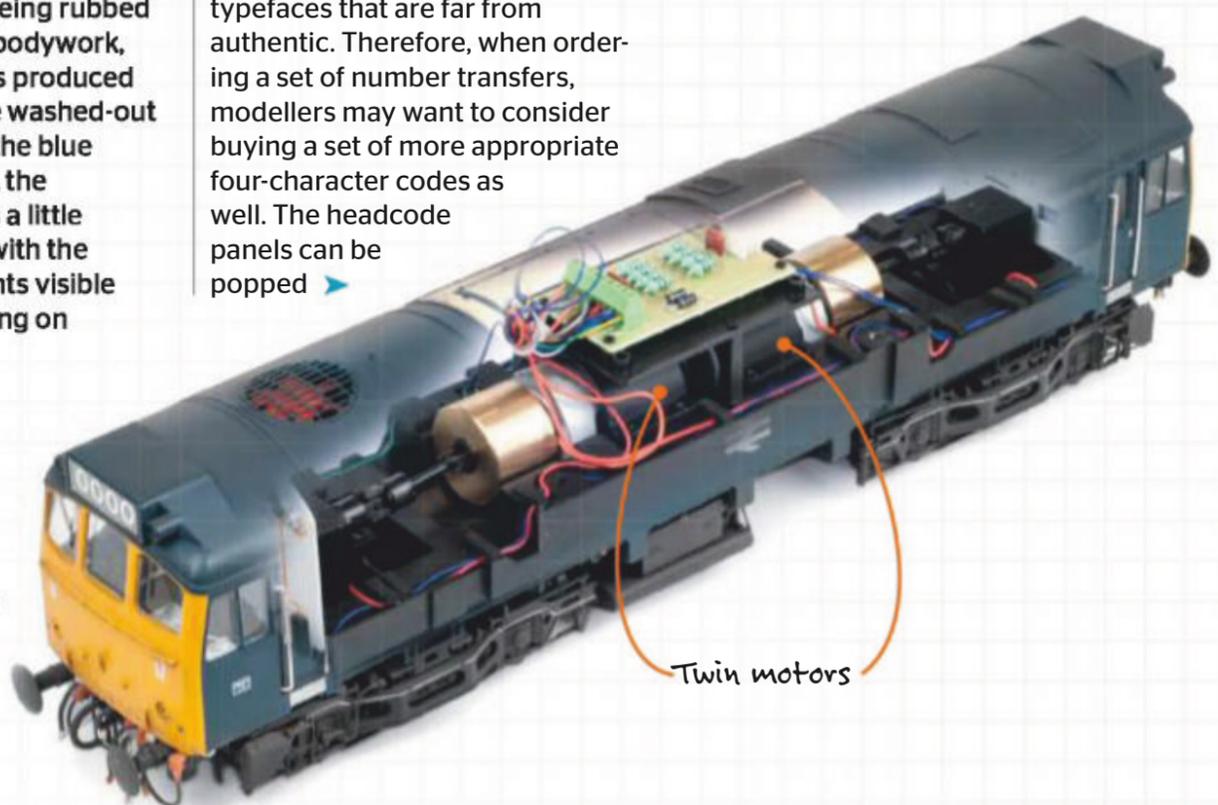


of a swab dipped in thinner being rubbed over the bodywork, which has produced a suitable washed-out patina to the blue livery. Alas, the weathering is a little sloppy in places, with the operator's finger prints visible in the exhaust staining on our example.

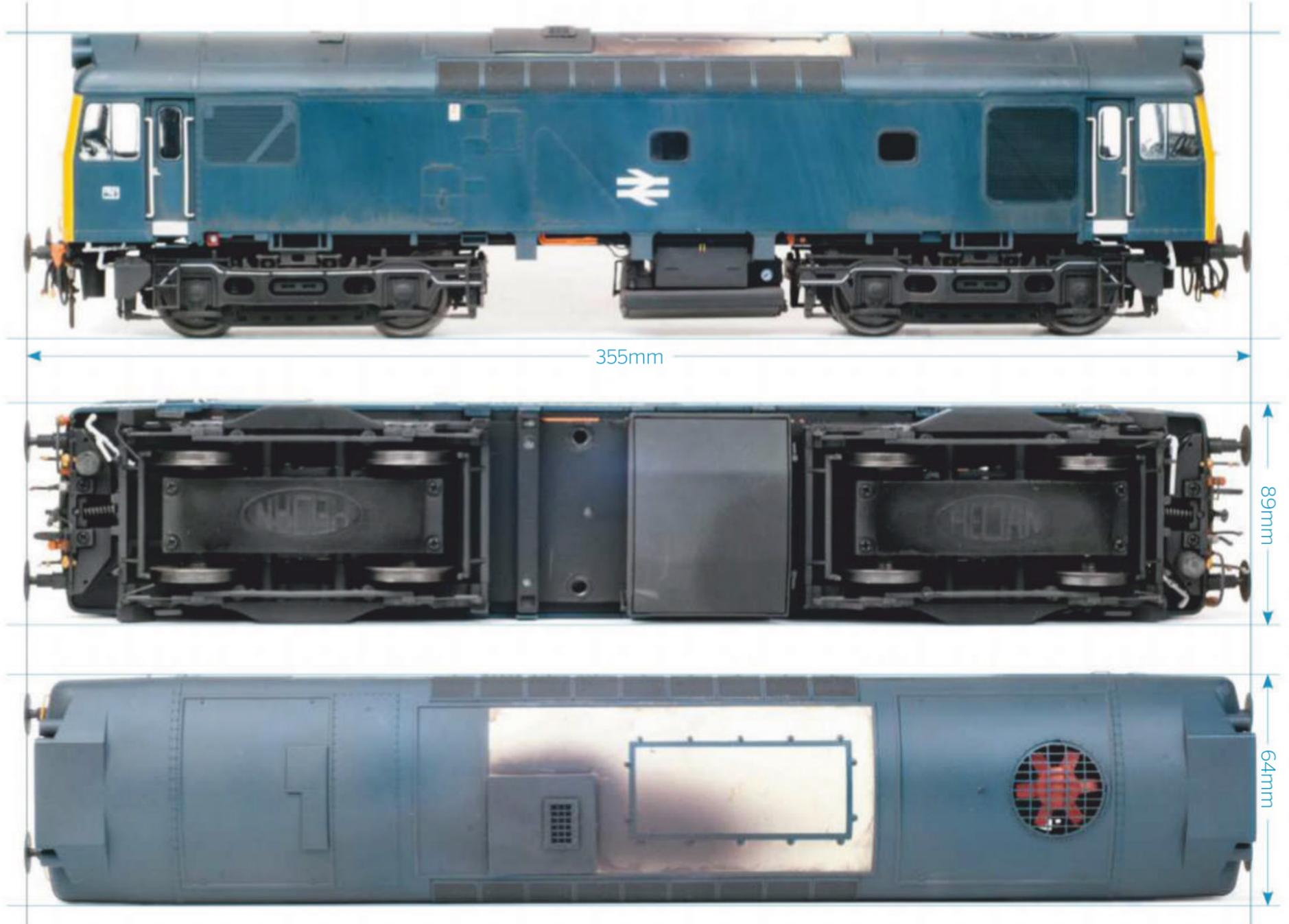
### FONT FLAW

One recurring issue with Heljan's 'O' gauge diesels is the use of incorrect typefaces. The models themselves come unnumbered, but those with the

alphanumeric headcodes feature typefaces that are far from authentic. Therefore, when ordering a set of number transfers, modellers may want to consider buying a set of more appropriate four-character codes as well. The headcode panels can be popped ▶



Twin motors



out of the bodyshell fairly easily, so they can be treated away from the model if desired.

Each of the available '25/3s' feature fuel tanks only, so there's a large gap where the boiler water tanks would be. Steam heat pipes are fitted to the bufferbeams, so modellers may want to remove these, while the boiler compartment grilles and access steps are present on the bodysides. However, a set of blanking plates are provided in a bag of extra details, which also include extra bufferbeam fittings and a natty set of three-piece miniature snowploughs.

I imagine that most 'Rat' fans (Sulzer rather than Roland!) with an interest in 'O' gauge will be satisfied with this model. Far better in terms of looks than the preceding '25/1', it may not be perfect but it certainly captures the character of these wonderful little diesels. Purists may bemoan the fact that the wheels should have holes in them, the headcode typefaces are irritating and there are some minor niggles in terms of quality control, but the overall package is impressive, with a competitive price.

No post-1960s BR layout should be without one! **(GD)**

## HELJAN CLASS 25/3

### OVERVIEW

Manufacturer: Heljan  
Ref. No: 2559  
Unit No: Unnumbered  
Scale/gauge: 1:43 scale, 'O' gauge

Body: Plastic  
Chassis: Metal with plastic parts  
Weight: 2,045g  
Wheel back-to-back: 28.9mm

### ELECTRICS

Electrical system: 12V DC two-rail  
Motor type: Twin five-pole motors

Lights?: Directional head & tail lights  
DCC ready?: PCB on chassis for DCC installation

### MECHANISM

Drive system: Cardan shafts and plastic gears to each bogie

Flywheel(s): Two, brass  
Traction tyres: No

### DIMENSIONS

	PROTOTYPE	1:43 SCALE	MODEL
Length over buffers	50ft 6in	358mm	355mm
Height	12ft 8in	89mm	89mm
Width	8ft 11.6in	63.5mm	64mm
Wheel diameter	4ft 5in	31mm	26mm
Bogie wheelbase	8ft 6in	60mm	60mm

### SERVICING

How to dismantle: Body unscrews from chassis.  
Where to oil: Gears accessed via plate under bogies.



## REVIEW VERDICT

**PROS.** Performance, iconic prototype, fine level of detail inside and out.

**CONS.** Incorrect fonts, no DCC socket, quality control issues.

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

# 89%



NEM pockets

# Hornby 'Toad B'

◆ GAUGE 'OO' ◆ MODEL Hornby R6833 LNER 'Toad B' brake van No. 140422, LNER goods brown PRICE £21.99 ◆ AVAILABILITY Hornby stockists or [www.hornby.com](http://www.hornby.com)

**H**ot on the heels of Hornby's LNER 'Toad E' brake van is its predecessor, the similar-looking - and similarly named - 'Toad B'.

Unlike the Great Western Railway, with which the LNER shared the telegraphic code 'Toad', the LNER had no standard brake van in 1923. It completed a batch of North Eastern Railway 'vans, which became 'Toad A', and then set to work on designing a standard vehicle.

The result, the 'Toad B', was a combination of NER and Great Northern practice. It was larger than the 'A' - 22ft 5in over buffers - and its wheelbase was 6in longer, at 10ft 6in. Given the diagram number '34', 711 'Toad Bs' were built by the LNER and outside contractors between 1924 and 1929.

Hornby has initially produced two 'Toad Bs', both in LNER goods brown. We were kindly supplied with No. 140422, which was one of 190 built by Birmingham Railway Carriage & Wagon Co. in 1925. Last issue's review of the 'Toad E' mentioned how photographic evidence of specific wagons was fairly thin on

the ground. Luckily, there's a fine ex-works portrait of No. 140422 in Peter Tatlow's *LNER Wagons: Volume 4B*, which makes a direct comparison between prototype and model quite straightforward!

Hornby has modelled No. 140422 exactly as per the photograph, even down to the fact that the 'van has yet to be fitted with sanding gear (Tatlow suggests that this work would have been carried out by the LNER).

## DUCKET DETAILS

The most obvious difference between the 'Toad Bs' and 'Es' was the planked duckets of the former. Hornby has executed this well, even down to the curious angled handrails. The fit between the ducket and the body is much better than that on the 'E', with only a fine gap at the bottom to give the game away.

All other details are present and correct, from the planked, windowless veranda doors to the split axle boxes and lamp irons on the outer ends to carry spare lamps.

Like the 'Toad E', the glazing is excellent throughout, with a representation of the interior,

and the 'torpedo' roof vents are superbly moulded. It does, however, have similar flaws in that the safety bars across the doorways are too thick and there's no attempt to replicate the planking on the inside edges of the outer ends.

The finish is to a standard you would expect. The brown body is topped by the grey roof, with white handrails brightening the whole appearance. The solebar printing deserves special mention for the exceptionally fine LNER and BRCW workplates.

One issue raises an interesting question: how did the LNER avoid the bodyside lettering from 'disappearing' into the gaps between the planks, as per Hornby's model? Were individual numbers and letterings cut into the bodyside, or was an extra-thick paint applied? Tatlow's book suggests that both options might have been used. Either way, when such issues on a model catch your attention, you know that the rest of it is very good indeed!

The fit of the ducket, together with its distinctive planking, makes the 'Toad B' an arguably better model than the 'E'. But full credit to Hornby for offering

modellers of the steam era such choice in what to use to bring up the rear of their goods trains.

And here's an interesting postscript: the 'Toad Bs' and 'Es' gained a reputation for poor riding on high-speed goods services, so the LNER borrowed a GWR 'Toad' in 1928 for a series of trials. The resulting design, the 'Toad D', with its 16ft wheelbase, became the forerunner of BR's Standard 20t brake van. **(RF)**

## REVIEW VERDICT

**PROS.** Attention to detail to bring a little extra variety to RTR brake vans.  
**CONS.** Little of note.

LOOKS	9
BUILD QUALITY	9
FINISH	9
FEATURES	9
VALUE FOR MONEY	9

# 90%



## Hardy's Hobbies Figures

◆ GAUGE 'OO' & 'O' ◆ MODEL 3D-printed railway workers and civilian figures, unpainted ◆ PRICE £5.00 each ('O'); £3.00 ('OO')

◆ AVAILABILITY Hardy's Hobbies Web: [www.hardyshobbies.co.uk](http://www.hardyshobbies.co.uk)

**3**D printing has been with us for some time now and, as with many new technologies, it has developed markedly over the years, with processes and materials constantly being improved. Indeed, I'd found that it was the quality of the printed material that was holding the process back, with brittle parts

or rough surfaces requiring much effort on the modeller's part to create attractive and resilient results.

Things have changed, though, and these 3D-printed figures from Hardy's Hobbies prove that modern resins offer a much more user-friendly medium. The range features a variety of railway workers

and civilians (and dogs!) in a host of realistic poses, to suit the steam age and modern eras. Scanned from real human beings, the figures are well proportioned and exquisitely rendered, with plenty of facial and clothing detail.

The same human model can be identified in a number of the figures, but once the

figures have been painted this becomes less obvious.

New figures and poses are constantly being developed. At the time of writing, Hardy's Hobbies was already working on some 1960s lineside photographers and women in 1940s dress. A small selection of footplate accessories will also be available in 'OO' in the

# STEP BY STEP

## HOW TO PREPARE AND PAINT 3D-PRINTED FIGURES

1

The Hardy's Hobbies figures come attached to support structures, which is part of the 3D printing process, but also protects delicate features such as shovels or luggage.



2



With a fresh scalpel blade, the support webbing can be carefully cut away from the figure. Support the figure and any implements with the other hand to avoid putting pressure on any delicate features.

3



Tidy the figures to remove any traces of the supports. A fine, sharp blade is effective, but reaching into creases can be tricky, so round needle files or sanding needles can be employed.

4



Remove debris and burnish the surface with a clean toothbrush before washing the figures in warm water with a little household detergent. Rinse thoroughly in clean water and leave to dry fully.

5



A tiny drop of cyano glue will hold the figures to a block of wood during painting. The bond can be broken with a knife later. Mr Surfacer 1200 is a superb aerosol-based primer, leaving a lovely, even finish.

6



The figures can then be painted with enamel or acrylic paints (I prefer the latter), introducing tonal variety to add shadows and highlights, enhancing the excellent detail of the figures.

near future. Work is progressing on a few Pullman attendants and some industrial footplate crew and staff.

Furthermore, Hardy's Hobbies also offers a custom service, so you can have yourself scanned and replicated in miniature if you desire.

The figures are available in a wide range of scales, from 'HO',

'OO' and 'O', through to 'Gauge 1', 'G Scale' and larger.

Supplied unpainted, they require a degree of preparatory work in terms of cutting away the support webbing created during the 3D printing process and they must be washed thoroughly to remove any residues before paint can be applied, following a light coat of primer.

In contrast to cast whitmetal and moulded plastic figures, there is no flash to carve away and the material is lightweight and fairly robust. Delicate items, such as shovels or tools, are a little less forgiving of rough handling. The figures offer great value and are great fun to paint and pose on a layout or locomotive footplate. (GD)

### REVIEW VERDICT

**PROS.** Finely rendered detail, lifelike poses, resilient material.

**CONS.** Little of note.



# Märklin MyWorld

◆ **MODEL** Märklin MyWorld 29307 Airport Express Elevated Railway Starter Set; 72216 Airport with Light and Sound ◆ **PRICE** 29307 £89.95; 72216 £39.95

◆ **AVAILABILITY** Gaugemaster **Tel:** 01903 884488 **Web:** [www.gaugemaster.com](http://www.gaugemaster.com)

**J**ust how are we going to attract the next generation of railway modellers? It's a knotty problem, one that model railway manufacturers have been puzzling over for years. You need something with lots of play value that will grab and hold a child's attention but that won't break the bank for cash-strapped parents.

Some manufacturers include a token offering among the ranks of highly detailed collectables aimed squarely at adults.

German manufacturer Märklin has decided to go the whole hog and offer a complete range of trains, play sets and accessories for children.

Märklin has put a lot of effort into MyWorld. There are at least 14 different starter sets, featuring Swiss, German and French trains. Prices start at £59.95, with the MyWorld German Freight Starter Set commanding the highest retail price (£109.95). For that, you get a German steam locomotive, two cattle wagons, enough track to make a figure of eight plus a loop, some miniature cattle and a small tractor and trailer. And that's before we look at working signals, tunnels, stations, farms and loading cranes.

Gaugemaster kindly supplied us with the MyWorld Airport Express Elevated Railway Starter Set (rrp £89.95) to test, pictured

above, and the complementary MyWorld Airport (rrp £39.95), pictured below right.

The Starter Set two-car unit is basic but comes with the light and sound features you might find in the latest DCC locomotive. The trains are battery-powered so, as there's no reliance on metal rails for power, the plastic track sections just clip together. The controller is really simple: the joystick on top controls speed and direction and the 'trigger' switch is the brake. Buttons on top control sound and lights.

There are no trains in the airport set, just sturdy plastic parts that clip together to form an intriguing maze of ramps and lifts. You even get a small die-cast plane.

The combined retail price of £129.95 seems good value, especially when you consider that this is the sort of money you'd expect to pay for a 'OO' gauge 0-6-0T.

But *Model Rail's* reviewers, more used to going over the highest quality ready-to-run offerings with a fine toothcomb, are not the target market for MyWorld. To give it a thorough and in-depth test we needed to bring in an expert.

Say hello to three-year-old Alex Blake and his dad Simon.

MyWorld is aimed at ages three years and upwards, so Alex is at the bottom end of the age spectrum. But with MyWorld set up in a corner of the front room, he looked most at home in his little airport empire and had no trouble mastering the joystick, bringing the train to an almost perfectly judged stop next to the airport's station.

## PLAY VALUE

"He plays with it a lot," said Simon. This statement was confirmed by the fact that the airport's car park and ramps were jammed with die-cast cars.

**“If you're buying it for a Christmas present, I'd definitely recommend putting all the stickers on first”**

“The train and the controller work fine,” added Simon. “The train is charged via USB. Luckily, it was partially charged when it came out of the box, but imagine if it wasn’t and you’ve got an excited three-year-old desperate to play with it...”

Impatient children is something you’ll need to bear in mind when it comes to the airport. It’s easy enough to assemble, but putting on all the stickers is an extremely time-consuming process.

“I’d say that a child of six years upwards would be able to build it,” Simon said. “Any younger and it’s an adult’s job.

“For the builder, the stickers are great, but there are pages and pages of stickers - and they have to go on properly! Building it held Alex’s attention for about 30 minutes.

“If buying it for a Christmas present, I’d recommend putting all the stickers on first, then putting it back in its box ready for Christmas morning.”

Simon didn’t put on all the stickers. He omitted the sheet of graffiti ‘tags’ on the track support pillars - a questionable inclusion in a product designed for young children.

Alex didn’t seem put off by the fact that the die-cast plane was so much smaller than the rest of the airport (including the jet bridge), and found that its myriad ramps offer the perfect playground for toy cars - except the flimsy, string-hauled car lift, which broke almost immediately.

There are many smaller accessories included that simply plug into holes around the airport, which means it can be configured in lots of different ways for plenty of fun.

Simon’s conclusion is that, overall, it offers a decent play experience. The issue, as with all model railways, is that of price.

### EXPANSION OPTIONS

Alex liked the elevated track section but, ultimately, the train on the 29307 Starter Set just goes around a loop of track. The airport offers much more variation in play than the railway.

Märklin has recognised that you’ll want to expand on a simple loop of track, and it offers packs of additional curves and straights, with points and diamond crossings also available. A pack of six straight pieces costs £5.95. In comparison, however, Brio’s Track Expansion pack includes 16 additional straights, curves and points for under £20, and offers an almost limitless number of track configurations.

Märklin deserves much credit for investing in MyWorld and showing commitment to attracting the next generation. But is it better than Brio? The wooden railway system is still the choice of many children (Alex included) and provides years of play until they progress to an electric train set.

Simon said: “Märklin’s controller is an advantage. Once you set a Brio electric train going you have to chase it to stop it!”

Brio scores more highly in other areas - such as the ease of re-railing trains. MyWorld’s trains are difficult to put on the track.

“Once the train is taken off the track, you need an adult to put it back on,” explained Simon, “and even then, parents and grandparents struggled with it.”

Only time will tell if MyWorld has done its job. But in the meantime, it gets the thumbs up from Alex. **(RF)**

### REVIEW VERDICT

**PROS.** Play value, lights, sounds.

**CONS.** Pricy, graffiti stickers, lack of operational versatility.



SIMON BLAKE





## Bachmann 'Conflat' with BA container

◆ GAUGE 'OO' ◆ MODEL Bachmann Branchline 37-990 'Conflat' No. B737725, with BA container, LMR Speedfreight silver ◆ PRICE £19.95 ◆ AVAILABILITY Bachmann stockists

**Y**ou know we railway modellers have never had it so good in terms of the range and quality of ready-to-run models when Bachmann spends time and money to tool a new type of container! Speedfreight was a BR initiative to accelerate timings on its London-Manchester/Glasgow container services. Its

Earlstown works built new BA containers from light alloy. They had one end door and sliding doors on each side. Bachmann's new model is rather delightful. It captures the shape and features very crisply moulded rivets and door handles/locking gear. The finish is excellent too, with metallic silver and yellow - not colours we see much of on review

models. Bachmann's rendition looks suitably striking and is complemented by lots of fine and legible lettering. It may only be a simple plastic box, but Bachmann deserves credit for going above and beyond to bring a little variety to the transition-era goods train. There is a 'but', however, and that concerns 'Conflat' No. B737725. Most containers were attached to their carrying wagon with ropes and chains. Securing a container was a lengthy process so, as part of the accelerated timings, BR introduced a new locking system that could release or secure a container in a few seconds, rather than minutes. 'Conflat As' were modified with these new fittings and if you visit Locomotion, the NRM's Shildon outstation, you'll be able to inspect them on the real No. B737725. Sadly, despite the model carrying this number it

**“Bachmann deserves credit for going above and beyond to bring a little variety to the transition-era goods train”**

is the standard 'Conflat A' model, which retains the rope and chain shackle fixings along the side. True, it's not particularly noticeable with the wagon in motion, but if you want to model this forerunner to the modern container system accurately, you're going to have to break out the tools. (RF)

### REVIEW VERDICT

**PROS.** Excellent rendition of a historically important container.

**CONS.** 'Conflat' not modified to suit.



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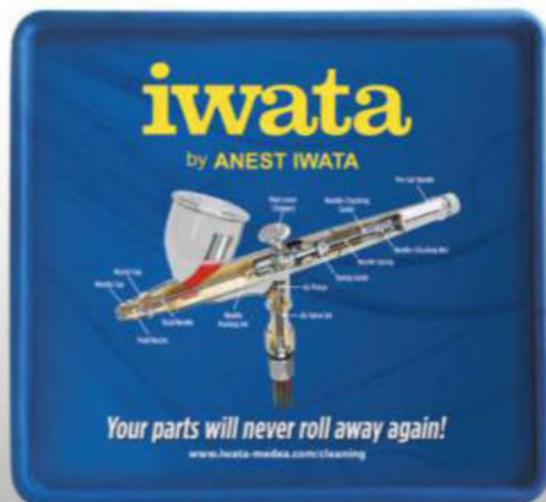
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# The club room

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



## The Guest Chairman

**Greg Marshall** chairs *Model Rail's* club room, and explains why the club's ethos hasn't changed in over 68 years.

**Society:** Beckenham & West Wickham Model Railway Club

**Established:** 1950

**Location:** Beckenham & West Wickham, Kent

**Chairman:** Greg Marshall



Club members enjoying a field trip.

**B**eckenham & West Wickham MRC was formed in 1950 by a group of modellers from Beckenham, Shortlands and West Wickham, in south-east London. The club's aims then, as now, were to promote the hobby and encourage activity from our youngest to oldest members through its two annual exhibitions ('Vintage Tin Plate Trains' and 'Model Scale'), and an open day to show the local community what we do each week.

We have a number of layouts, ranging from 'N' gauge up to 'O' gauge and also tin-plate. They're operated with either DC or DCC and across a number of different methods, centred around an NX panel, for which we use MERG Unit, or Model Railway Computer Control Centre software, which was designed by the late Stephen Parascandolo.

He was also interested in Croydon trams and one is named after him, on which many club members enjoy day trips out with our TfL friends. Membership brings with it the chance to work on our layouts and operate them at exhibitions. It also allows you to make new and like-minded friends, pick up ideas and learn new skills.

Members come from all backgrounds from accountants to railway engineers and all ages from 16 to over 80.

The club magazine, *The Ground Disc*, is free to all members and, of course, you get into all our club exhibitions for free – provided you help to run them! Our members take

## Membership fees

**Full membership:** £60

**Associate member:** £20 per year (up to four visits per year)

**Student:** £20 per year

their layouts to exhibitions all over the UK – keep eye out for us.

If you would like to find out more, please come along to one of our club meetings. You can then see for yourself what we do and meet some of our members – you should find some interesting people to discuss trains with.

Experience is not a prerequisite – all we ask is that you have an interest in railways and are prepared to help the club meet its objectives by helping with a layout, or assisting at the occasional exhibition.

The club is also a great opportunity to learn more about model railways and learn from some of the more experienced members, who will be happy to show you how things are done.

Whether you wish to get involved in complex model engineering or just play with your model trains, you will be very welcome.

## DID YOU KNOW?

Model Railway Computer Control Centre runs on Microsoft Windows, and it was created to provide a user interface for model railways that closely replicates real modern UK signalling practice. It's designed to emulate the functions of a signal box – it does not feature train control functions or allocate controllers and traction power feeds. Only a couple of layouts in the UK and Australia use the software.

**Address:** St George's Church Hall, 7 Albemarle Road, Beckenham BR3 5HZ

**E-mail:** [bwwmrc@me.com](mailto:bwwmrc@me.com)

**Web:** [www.bwwmrc.co.uk](http://www.bwwmrc.co.uk)

**Meets:** 1900 to 2200 every Thursday evening



'Ebsworth Street'

## Letters

### The Great British Model Setback

Anthony Collyer

About 40 years ago, this was a hobby you didn't talk about for fear of ridicule, as it was looked upon as grown men 'playing with trains'. But the hobby has now come of age and is respected as an intelligent, recreational pastime.

Manufacturers now go to great lengths and expense to produce models that cater for specialised interests. Serious modellers undertake lots of research to make their models as authentic as possible.

Then along comes *The Great British Model Railway Challenge*. "At last,"

I thought, "something that will put our hobby on the map".

How wrong was I? The series could not have done more of a disservice to us modellers if it tried, and it has set the public's perception back to the original stereotype. After watching the first two episodes, which featured dinosaurs, Doctor Who and flying saucers, I cringed with embarrassment. As for the formula of the programme, why don't they go the whole hog and award one of the participants with a 'Star Baker' prize?

### Seasons to be cheerful

Bruce Taylor

I was interested to read your articles about modelling the weather (MR254). Layouts depicting bright sunny days aren't for me, and I had considered going along the winter route for my own layout. Then, while discussing an Oxford Model Railway Club layout 'Shawbury Heath' (for which I am part of the team) the subject of which season to model it in came up.

As the layout was to be based in the early years of the Second World War, we decided to back-date it to late 1939, during the 'Phoney War' period, thus

allowing a certain amount of normality before wartime regulations came into force. Then, to carry on the theme, I decided that my own layout 'Toft End', a 1903-based North Staffordshire industrial railway, could follow suit.

As you say, you can create some great scenic effects by changing the colours of the leaves. In my case, the local coal mine is also in step with the season. It's in full swing and coal is being stockpiled for the winter. So yes, I am joining you (twice!) in modelling the forgotten season.

## Present your case

Your opinions on the Class 304 EMU, proposed by Trevor Moss in MR254. [www.facebook.com/modelrail](http://www.facebook.com/modelrail)



A. SWAIN

I'd buy several. It's a unit that was seen pretty much all over the core of the West Coast route for nearly 35 years, and even made occasional trips down to London. It carried multiple liveries from lined green to blue and grey, with a handful of the later units even being turned out in Regional Railways livery. I could find room for a green-liveried unit with yellow bib, a blue unit with small yellow panel, a blue unit with full yellow end, blue/grey, and Regional Railways colours, so yes, I'd definitely be up for one or two.

**Mark Wiles**

It would be nice, and older generation EMUs should be available, but at the prices units sell for these days I'd rather not bother.

**David Long**

Yes, we need more slam door EMUs made in RTR. I had fond memories of these units.

**Peter Gower**

Top of my wishlist for RTR. They've been around for a good while, with quite a few livery options and areas of use. This and a 104 would be perfect.

**Garry Sherwood**

Absolutely! I have many great memories of 'Dinosaurs' on the Trent Valley bouncing between Stafford and Rugby. I'd buy one!

**Neil Samsom**

The market now has a lot of Southern EMUs which have proved a success, so I'd imagine a 25kV unit would be as popular.

**Amy Adams**

What were the units on the Fenchurch Street line in the early 1970s with the pantograph? Were they 304 or 312? If they could produce those with the pantograph then the slam door era would be great.

**Steve Hussey**

I have been proposing both the '304' and '104' units for years, hopefully this latest push will yield results. I'd be after at least two of each, and I'd convert one to a 305.

**Francis Rossi**

I would definitely buy one, as well as a '302'. I remember travelling on them as a kid.

**Ian Smith**

I'd like to see a '323' unit - my favourite unit to drive.

**Colin Davenport-Adams**

### Caption that pic!

You've been busy on social media coming up with barmy suggestions to caption the photograph (below) from John Wilkes' 'Coleford'. The reader that made us chuckle the most was **Alan Cooper**, so congratulations! This month we want you to caption this picture from 'Dinorwic Quarry'. Keep an eye on our social media for my pictures to caption - but remember, it's just for fun!



### Last month's responses

"You might have your head stuck in the railings, but I can hear the ocean in this sea shell."

**Simon Moppett**

"No, I said if you steal from that shop again you could end up behind bars..."

**Dave Capelen**

"Son, I can't help it if they use diesels instead of steam engines!"

**Gerald Hill**



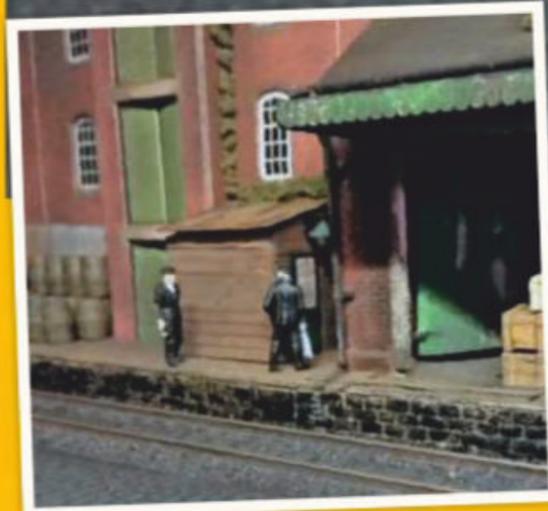
"When I said if you put your ear to the rails you can hear the train coming, this is NOT what I meant!"

**Alan Cooper**



# Show & Tell

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



## Once a modeller...

Bob Meyer

This is my layout, 'Hobb's End'. It's 36ft by 10½ft and set in the mid to late 1950s. It's a private goods yard that features BR locomotives, as well some private ones. It's still a work in progress, and also my first layout after a 40-year break!

## Lever switch

Peter Wright

I thought this might be of interest to other readers who may have had similar problems.

Previously I used the stud and probe method for point operation, but for these sidings/loops I decided to use passing contact switches to save time and effort on building a control panel.

I purchased a number of pins direct from Hornby spares but, unlike the originals which were tapered, these replacements are not - and they fall out.

I needed a new solution to the problem and after numerous experiments, I came up with the following method. As both the Hornby and older Tri-ang levers are the same, they can be used together.

This conversion has saved me a lot of money and I have good connections to all points.



## Granddad's masterpiece

Rebecca King

My granddad was a keen railway enthusiast and spent many years building a model railway in his spare room. It was his great passion, and everyone who has seen it says that it should be featured in a magazine.

He created all the artwork and details by hand, and it took him 12 years. When he started it was a kind of therapy for him after my nan passed away.

Sadly, my granddad passed away recently and his house will soon be sold. This means the railway and a small part of his legacy will have to go. He will never see it featured in a magazine, but now his little masterpiece can live on a little longer.



## Exhibition Diary

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

### DECEMBER 29

**CONWY, NORTH WALES.** North Wales N Gauge Area Group, St Michaels Church, Rosemary Lane, Conwy LL232 8HY. **Time:** 1000-1600. **Admission:** Adult £2. **Tel:** 07703 393900. **E-mail:** [athoath@ntlworld.com](mailto:athoath@ntlworld.com)

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

### DECEMBER 29-30

**GAINSBOROUGH, LINCS.** Gainsborough MRS Open Days. Florence Terrace, Gainsborough DN21 1BE. **Time:** 1330-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** [www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk)

### DECEMBER 30

**KEIGHLEY, KEIGHLEY MRC** Christmas Open Day. The Clubrooms, Knowle Mills, South Street, Keighley BD21 1SY. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £2.50. **Web:** [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk)

## 2019

### JANUARY 5

**COX GREEN, BERKS.** Maidenhead MRC MRS. Cox Green Community Centre, 51 Highfield Lane, Cox Green SL6 3AX. **Time:** 1000-1630. **Admission:** Adult £5, Child £3, Family £13. **Web:** [www.mmdmrc.org.uk](http://www.mmdmrc.org.uk)

### JANUARY 5-6

**EDINGTON, SOMERSET.** Somerset & Dorset Railway Trust Ltd. The Edington Village Hall, Lippets Way, Edington TA7 9HA. **Time:** 1000-1700, Sat 1000-1630. **Admission:** Adult £5, Senior £4.50. **Web:** [www.sdrtrg.org.uk](http://www.sdrtrg.org.uk)

**FROME, SOMERSET.** Wessex Association of Model Railway Clubs MRE. The Cheese & Grain, Market Yard, Frome BA11 1BE. **Time:** 1000-1630, Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £6.

**KIDLINGTON, OXON.** Scout Rail MRE. Exeter Hall, Oxford Road, Kidlington OX5 1AB. **Time:** 1000-1630 both days. **Admission:** Adult £4, Child £2, Concession £3, Family £10. **Web:** [www.scouttrail.org.uk](http://www.scouttrail.org.uk)

**TEWIN, HERTS.** Bassett Lowke Society Vintage Train Show. Memorial Hall, Lower Green, Tewin AL6 OJX. **Time:** 1000-1700. **Admission:** Adult £3, Child £1. **Tel:** 01462 454537.

### JANUARY 12

**BEAMINSTER, DORSET.** The Bridport & District MRC MRE. Beaminster Public Hall, Fleet St, Beaminster DT8 3EF. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 01308 861754. **E-mail:** [R\\_Ahrens@outlook.com](mailto:R_Ahrens@outlook.com)

**BIRMINGHAM.** Christ Church Quinton MRE. Church Hall, Christ Church the Quinton, Hagley Road West, Birmingham B32 1AJ. **Time:** 1000-1700. **Admission:** Adult £3, Child £1. **Tel:** 07737 928977. **E-mail:** [cwm46@hotmail.com](mailto:cwm46@hotmail.com)

**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](http://www.hmrg.co.uk)

### JANUARY 12-13

**BOGNOR REGIS, SUSSEX.** Bognor Regis MRC. Felpham Community College, Felpham Way PO22 8EL. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3.

**STEVENAGE, HERTS.** Chiltern MRE. Stevenage Arts & Leisure Centre, Lytton Way SG1 1LZ. **Time:** Sat 1000-1730, Sun 1000-1630. **Admission:** Advance/Door Adult £8/10, Child £4. **Tel:** 01438 715580. **Web:** [www.cmra.org.uk](http://www.cmra.org.uk)

**PRATTS BOTTOM, KENT.** Orpington and District MRS MRE. Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom BR6 7PQ. **Time:** 1000-1700. **Admission:** Adult £4, Child £1.50. **E-mail:** [exhibition@odmrs.co.uk](mailto:exhibition@odmrs.co.uk) **Web:** [www.odmrs.co.uk](http://www.odmrs.co.uk)

### JANUARY 13

**WESTON-SUPER-MARE.** Keith Price's Charity MTS. The Campus, Highlands Lane, Locking Castle BS24 7DX. **Time:** 1000-1630. **Admission:** Adult £7, Senior £6.50, Child £2, Family £16. **Web:** [www.westonsupermaretrainshow.com](http://www.westonsupermaretrainshow.com)

### JANUARY 18-20

**LONDON.** London Model Engineering Exhibition. Alexandra Palace, Alexandra Palace Way, Wood Green N22 7AY. **Time:** Fri-Sat 1000-1700, Sun 1000-1630. **Admission:** Online/Door: Adult £11.50/£12.50, Senior £10.50/£11.50, Child £3.50/£4.50. **Web:** [www.londonmodelengineering.co.uk](http://www.londonmodelengineering.co.uk)

### JANUARY 19-20

**CALNE, WILTS.** Bentley MRG Calne MRS, Calne Leisure Centre, White Horse Way, Calne SN11 OSP. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3. **Tel:** 01249 654417. **Web:** [www.calnemrs.org.uk](http://www.calnemrs.org.uk)

**CANTERBURY.** City of Canterbury MRS MRE. St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN. **Time:** Sat 1000-1700, Sun 1000-1600. **Tel:** 07443 658102. **Web:** [www.ccmrs.co.uk](http://www.ccmrs.co.uk)

### JANUARY 20

**GUILDFORD.** Astolat Model Railway Circle Exhibition, Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford GU2 7AD. **Time:** 1000-1700. **Admission:** Adult £6, Child £3, Family £12. **Tel:** 01483 722098. **Web:** [www.astolatmrc.co.uk](http://www.astolatmrc.co.uk)

### JANUARY 26

**KIDDERMINSTER, WORCS.** Wyre Forest MRC. The Town Hall, Vicar Street, Kidderminster DY10 1DB. **Time:** 1030-1630. **Admission:** £3. **Web:** [www.wyreforestmrc.com](http://www.wyreforestmrc.com)

### JANUARY 26-27

**EASTLEIGH, HANTS.** Southampton MRS MRE. Barton Peveler College, Chestnut Avenue SO50 5ZA. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £7, Child £3, Family £17. **Tel:** 01489 799809. **Web:** [www.southamptonmodelrailwaysociety.wordpress.com](http://www.southamptonmodelrailwaysociety.wordpress.com)

**ERITH, KENT.** Erith MRS Longfield MRE. Longfield Academy, Main Road, Longfield DA3 7PH. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £9. **Web:** [www.ukmodelshops.co.uk](http://www.ukmodelshops.co.uk)

**KENDAL, CUMBRIA.** Kendal MRC MRE. Kendal Leisure Centre, 2 Burton Rd, Kendal LA9 7HX. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Concession £5, Child £3, Family £16. **Web:** [www.kendalmrc.org](http://www.kendalmrc.org)

**PONTEFRAC, YORKS.** Normanton & Pontefract MRS MRE. New College, Park Lane, Pontefract WF8 4QR. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5. **Web:** [www.nprms.co.uk](http://www.nprms.co.uk)

### JANUARY 27

**SITTINGBOURNE, KENT.** G Scale Society Kent Group, Teynham Village Hall, Belle Friday Close, Teynham ME9 9TU. **Time:** 1100-1600. **Admission:** Adult £2.50, Child £1. **Web:** [www.gscaleskent.co.uk](http://www.gscaleskent.co.uk)

### FEBRUARY 2-3

**STAFFORD.** Stafford Railway Circle. Stafford County Showground, Weston Road, Stafford ST18 OBD. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £10. **Web:** [www.staffordrailwaycircle.org.uk](http://www.staffordrailwaycircle.org.uk)

### FEBRUARY 9

**CLEVELEYS, LANCS.** Blackpool & North Fylde MRC Open Day. Cleveleys Community Centre & Church, Kensington Road, Off Beach Road, Cleveleys FY5 1ER. **Time:** 1000-1600. **Admission:** Adult £3.50, Senior/Child £2.50, Family £9.50. **Web:** [www.blackpoolandnorthfyledmrc.co.uk](http://www.blackpoolandnorthfyledmrc.co.uk)

**SOLIHULL, W. MIDS.** G Scale Society, West Midlands Group MRE. St Mary's Church Hall, Hobs Moat, Solihull B92 8PN. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 01299 403548.

### FEBRUARY 10

**LENHAM, KENT.** French Railways Society MRE. Lenham Community Centre, Groom Way, Lenham ME17 2QT. **Time:** 1000-1700. **Admission:** Adult £4.50. **E-mail:** [roger.allen1@btinternet.com](mailto:roger.allen1@btinternet.com) **Web:** [www.frenchrailwaysociety.org](http://www.frenchrailwaysociety.org)

### FEBRUARY 15-16

**SOUTH SHIELDS, S. TYNESIDE.** The Salvation Army MRE. Community and Worship Centre, Wawn St, South Shields NE33 4EB. **Time:** Fri 1300-2000, Sat 1000-1700. **Admission:** Adult £4, Child £2, Family £10.

### FEBRUARY 16

**LONDON.** Hillingdon Railway Modellers Open Day. Yiewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1500. **Admission:** £5. **Tel:** 0208 368 4090. **Web:** [www.hillingdonrailwaymodellers.co.uk](http://www.hillingdonrailwaymodellers.co.uk)

**TONBRIDGE, KENT.** Tonbridge MRC MRE. The Angel Centre, Tonbridge TN9 1SF. **Time:** 1000-1700. **Admission:** Adult £6, Child £1. **Tel:** 01892 527199. **Web:** [www.tonbridgemrc.com](http://www.tonbridgemrc.com)

### FEBRUARY 16-17

**MILTON KEYNES.** MKMRS MRE. Stantonbury Leisure Centre, Milton Keynes. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £7, Child £1. **Web:** [www.mkmrs.org.uk](http://www.mkmrs.org.uk)

**SILEBY, LEICS.** Syston MRS MRE. Community Centre, High St, Sileby LE12 7RX. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £4, Child £3.50, Family £8. **Tel:** 01162 605760. **Web:** [www.systomrs.org.uk](http://www.systomrs.org.uk)

### FEBRUARY 17

**BOSTON, LINCS.** Hubberts Bridge MRE. Hubberts Bridge Community Centre, Langrick Road, Boston PE20 3SG. **Time:** 1000-1600. **Admission:** Adult £3.

### FEBRUARY 23

**DEREHAM, NORFOLK.** Dereham MRE, Dereham Memorial Hall, Norwich St NR19 1AD. **Time:** 1000-1600. **Admission:** Adult £5.

### PRINCES RISBOROUGH, BUCKS.

Risborough & District MRC MRE. Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX. **Time:** 1000-1700. **Admission:** Adult £4, Child £2. **Tel:** 01296 415107. **Web:** [www.rdmrc.org.uk](http://www.rdmrc.org.uk)

### FEBRUARY 23-24

**YORK.** EBOR Group of Railway Modellers, York Against Cancer MRS. Heworth Memorial Hall, Melrosegate YO31 ORL. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £3, Child £1. **E-mail:** [saltysdog2984u@hotmail.com](mailto:saltysdog2984u@hotmail.com)

### FEBRUARY 24

**TROWELL, NOTTS.** Ilkeston MRC MRE. Trowell Parish Hall, Stapleford Rd, Trowell NG9 3QA. **Time:** 1000-1630. **Admission:** Adult £4. **Tel:** 07930 909571.

### MARCH 2

**MARCH, CAMBS.** March and District MRC MRE. Westwood Junior School, Maple Grove, March PE15 8JT. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £10. **Web:** [www.mdsmrc.co.uk](http://www.mdsmrc.co.uk)

### MARCH 2-3

**LEAMINGTON SPA, WARKS.** Leamington & Warwick MRS MRE. Warwickshire College, Warwick New Road, Royal Leamington Spa CV32 5JE. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £8, Child £2, Family £18. **E-mail:** [exhibition@lwsmrs.co.uk](mailto:exhibition@lwsmrs.co.uk)

**RAINHILL, MERSEYSIDE.** Rainhill MRC MRE. Rainhill Village Hall, Weaver Ave, Rainhill L35 4LU. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3, Family £13. **Tel:** 01925 226266. **Web:** [www.rainhillmrc.org.uk](http://www.rainhillmrc.org.uk)

### MARCH 9

**NEWTON AYCLIFFE, CO. DURHAM.** Rotary Club of Newton Aycliffe. Youth Centre, Burn Lane, Newton Aycliffe DL5 4HT. **Time:** 1000-1700. **Admission:** Adult £5, Concession £4, Family £10, Child 50p. **Tel:** 07870 210269. **Web:** [www.newtonayclifferotary.org.uk](http://www.newtonayclifferotary.org.uk)

## PROMOTE YOUR EVENT HERE

Model Rail is happy to accept details of club exhibitions for inclusion on this page free of charge on the understanding that details may be edited down to suit available space and that Model Rail and its staff are not held responsible for any errors, howsoever caused. Send your exhibition details to: Model Rail Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail [jane.skinner@bauermedia.co.uk](mailto:jane.skinner@bauermedia.co.uk) Entries for the March 2019 issue should reach us by January 25 2019.

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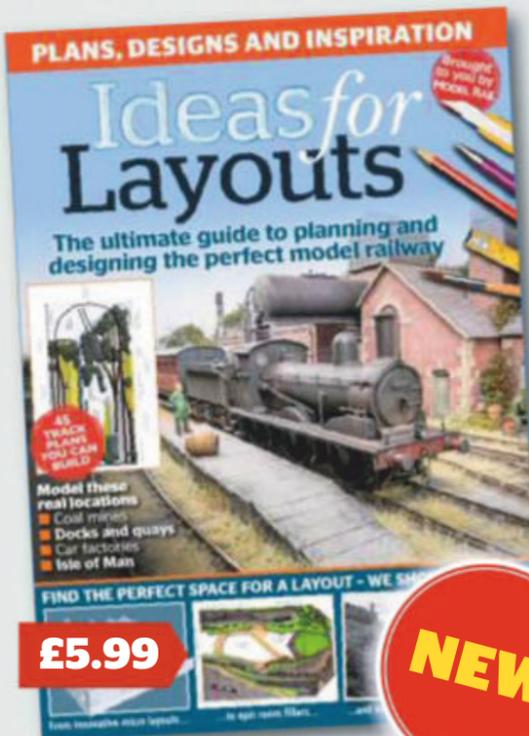
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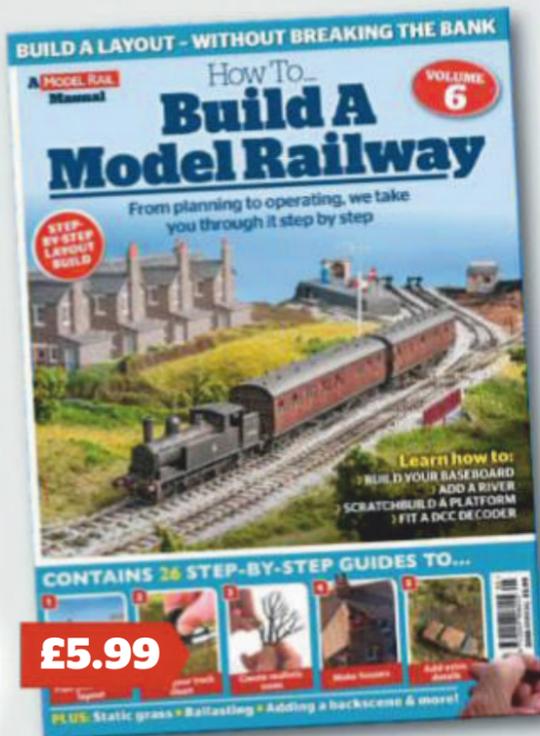


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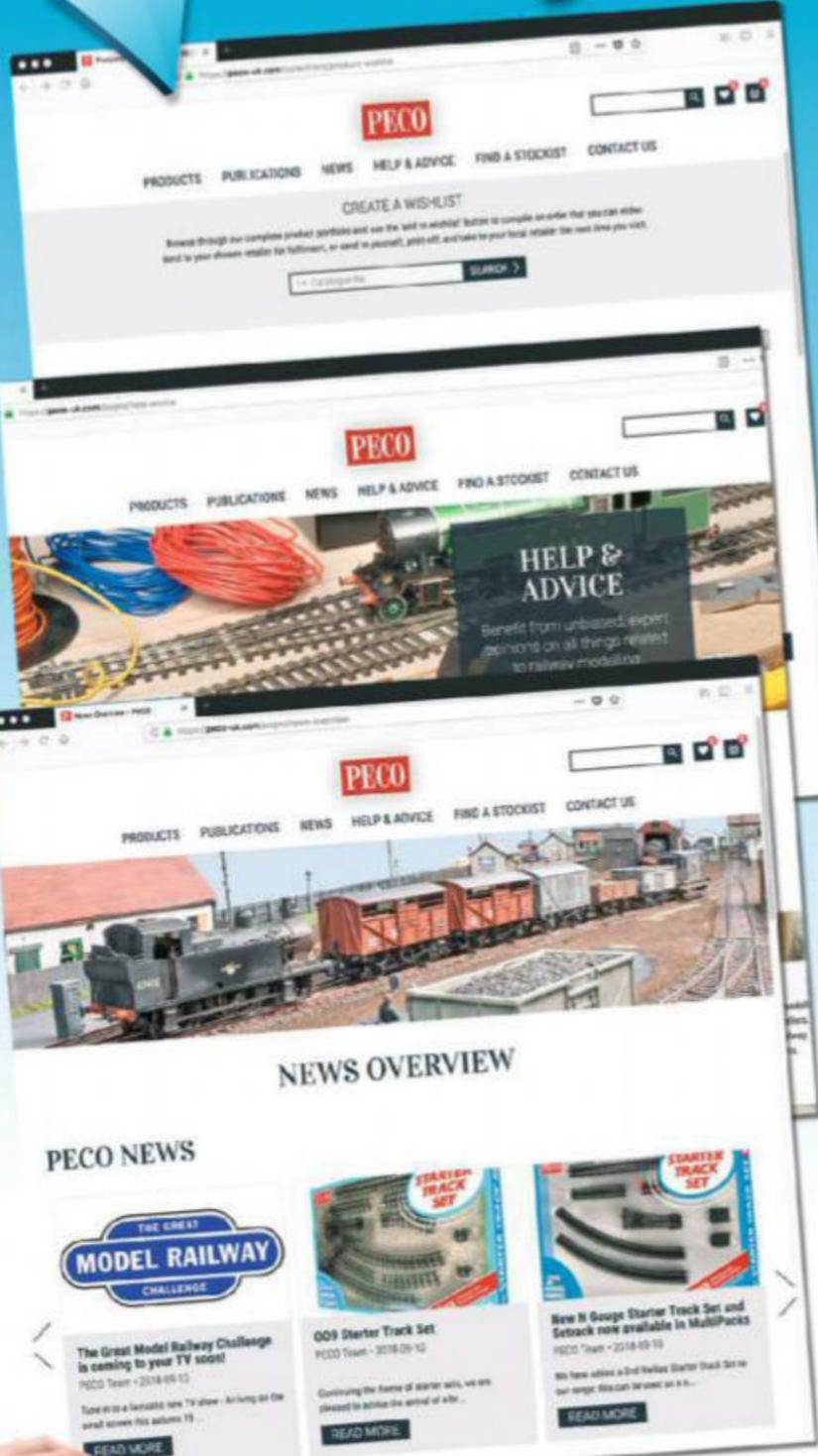
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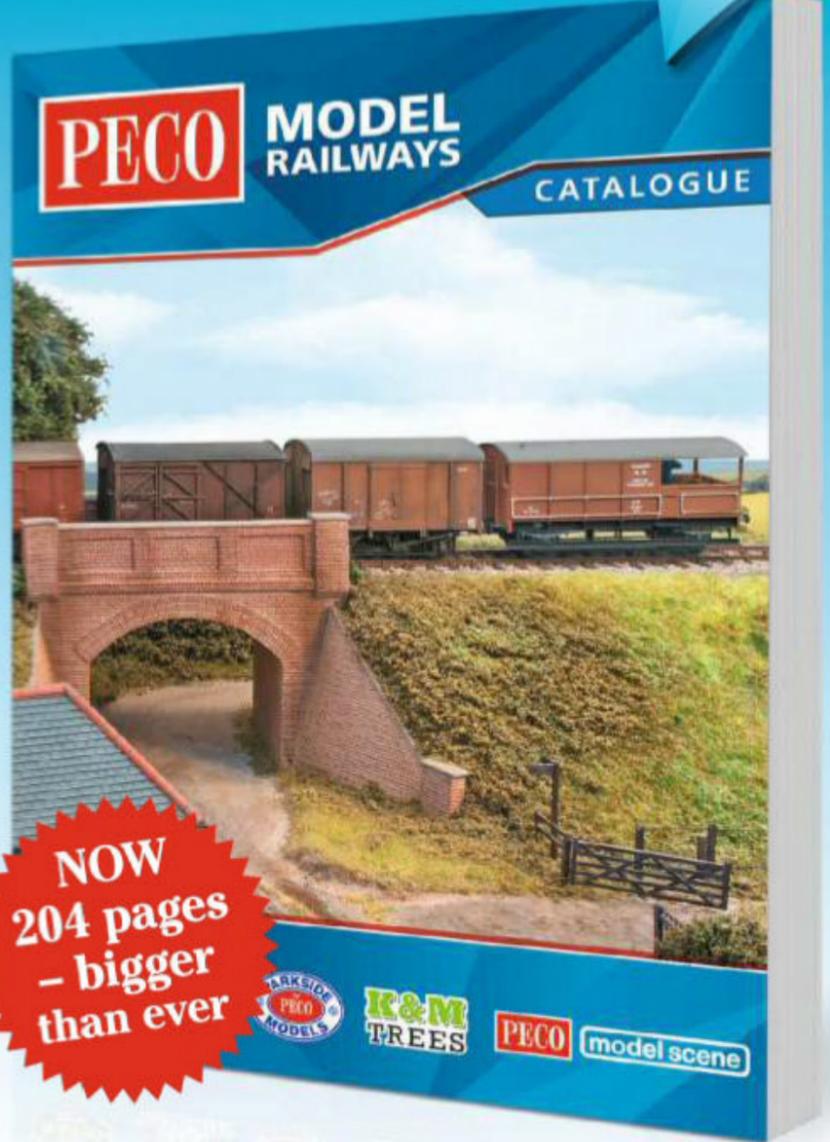
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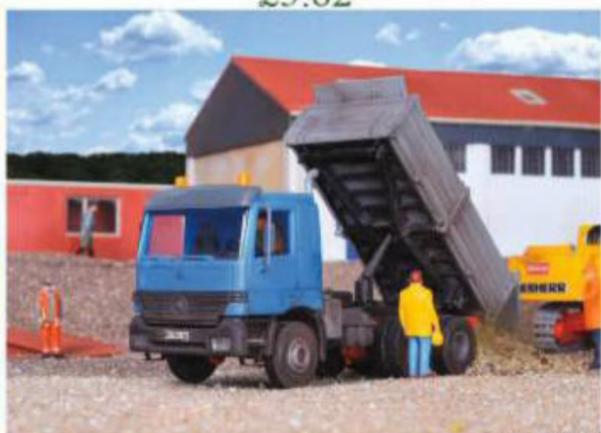
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R3424 LNER Q6..... £125.45  
R3425 BR Early Q6 ..... £125.45  
R3426 BR Late Q6 ..... £125.45  
R3432 B12 BR Late ..... £127.95  
R3414 LNER J15 ..... £99.45  
R3452 BR Grange ..... £119.25  
R3453 BR Black 5..... £134.00  
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R3465 LNER N2..... £82.95

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R3560 Q1 BR Late ..... £89.45  
R3566 BR Merchant Navy..... £154.95  
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R3586 BR Schools Class ..... £75.99  
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R3612 'Mallard' 80th Anniversary Gold  
Plate Edition ..... £183.99  
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R3374 Class 71 BR Blue ..... £134.95  
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R3177 BR 2 Bil SR Green ..... £98.95  
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R3177 NRM 2 Bil BR Green ..... £98.95  
R3290A BR 2 Hal Green ..... £113.90  
R3262 Class 31 DCR ..... £142.45  
R3353 Sentinel Balfour Beatty ..... £49.45  
R3341A BR Blue 2 HAL ..... £115.95  
R3473 Class 56 ..... £135.99  
R3483 Sentinel Crossley..... £51.45  
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R3577 Sentinel graham..... £58.00  
R3582 Class 87 'King Arthur' Intercity £139.25  
R3685 GWR HST ..... £261.00  
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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  
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R643 Half Curve 2nd Rad. .... £1.20  
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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  
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R8261 4th Radius Curve..... £1.85  
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R076 Footbridge ..... £15.10  
R169 Junction Home Signal..... £10.35  
R170 Junction Distant Signal ..... £10.35  
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R172 Single Distant Signal..... £7.95  
R189 Single Brick Bridge ..... £7.95  
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R574 Trackside Accessories..... £12.95  
R626 Point Underlay..... £4.20  
R636 Double Level Crossing ..... £20.15  
R638 Track Underlay ..... £10.55  
R645 Single Level Crossing ..... £12.45  
R658 Inclined Pier Set ..... £12.65  
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R460 Straight Platform ..... £3.45  
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R495 Platform Subway ..... £3.45  
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31-001 Robinson BR Late Crest ... £94.99  
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31-003 Robinson LNER ..... £94.99  
31-003A Robinson 04 LNER ..... £110.45  
31-004A Robinson 04 BR Early ..... £118.95  
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31-015 Class 7F LMS Black..... £125.75  
31-088 BR Black Earl..... £118.95  
31-127 CL3000 BR ROD ..... £118.45  
31-128 BR ROD Weathered ..... £102.45  
31-136 DC D11/2 BR ..... £115.90  
31-170 BR Black LYR Tank..... £93.45  
31-318A LNER J11 ..... £127.45  
31-434 Class 1f BR Early..... £81.55  
31-435 Class 1f BR Early ..... £81.55  
31-462A C Class BR Early..... £106.20  
31-465 C Classes BR..... £93.46  
31-480 Class G2A LMS..... £101.95  
31-481 Class G2A BR Early ..... £114.70  
31-614 V3 BR Late ..... £110.45  
31-628 DC 3F BR Black Weathered £93.20  
31-691 BR Early Stanier Mogul ... £135.95  
31-783 Fountains Hall BR..... £114.75  
31-921 BR H2 Atlantic..... £161.45  
31-932DC BR Compound ..... £127.75  
31-933 BR Compound Late Crest £112.88  
31-980 Standard 3MT Green ..... £110.45  
32-078 GWR 56XX..... £97.70  
32-085 Class 56XX BR Early..... £76.45  
32-154A N Class BR Black weathered  
..... £99.10  
32-176 BR Crab..... £123.20  
32-178A LMS Crab ..... £123.20  
32-550B Tornado BR Green ..... £127.95  
32-227B LMS 3F Jinty..... £72.20  
32-233 3F Jinty SDJR ..... £62.00  
32-235 BR 3F Jinty..... £80.70  
32-880 Fairburn LMS ..... £106.20  
32-882 Fairburn BR Late ..... £106.20  
35-050 LNWR Coal Tank..... £101.95  
35-051 LMS Coal Tank ..... £101.95  
35-052 BR Coal Tank..... £101.95

#### BACHMANN Diesel/Electric Locomotives

31-040 SWT Class 450 ..... £271.95  
31-041 SWT Class 450 wthd..... £297.45

31-269 MLV Jaffa ..... £83.26  
31-366 Class 03 BR Green ..... £70.50  
31-679 Class 85 Electric Blue..... £118.45  
31-660A BR Class 47 L/L ..... £135.95  
32-533 Class 55 Green weathered  
..... £131.70  
32-981 Class 66 Freightliner ..... £127.45  
32-993 Wickhams Trolley Yellow ... £67.95  
32-034A Class 20 BR Green ..... £97.70  
32-038DS Class 20 BR Blue ..... £195.45  
32-066 Class 43 BR Green ..... £118.95  
32-786 Class 37 EWS ..... £106.20  
31-327 CL105 BR Green ..... £79.45  
31-535 CL105 BR Blue Power Twin  
..... £84.45  
32-928 Class 150 Sprinter ..... £135.95  
32-937 Class 150 Centro ..... £127.45  
32-992 Wickhams Trolley Yellow ... £67.95  
31-677 CL85 BR Blue ..... £85.99  
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31-576DC Windhoff MPV NWR..... £114.00  
31-577 Windhoff Railtrack ..... £104.00  
32-789 Colas Class 37 'Merl Evans'  
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4D-022-009 Class 68 Scotrail..... £131.70  
4D-022-010 Class 68 DRS ..... £131.70  
4D-022-012 Class 68 Chiltern ..... £131.70  
GV2013 Janus British Steel ..... £92.45  
DJM00J94-SPI NCB J94..... £99.75  
OR76 DG001 GWR Dean Goods..... £88.95  
OR76DG005 Dean Goods w.snowplough  
..... £94.50  
OR76AR005 Adams East Kent ..... £84.45  
OR76AR006 Adams SR..... £84.45  
9005 Metropolitan No 19..... £106.95  
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GV2017 GWR 0-6-0T ..... £52.45  
GV2018 Black 0-6-0T ..... £52.45  
H1301 1361 GWR s.button ..... £122.45  
H1302 1361 GWR ..... £122.45  
H1303 1361 BR Early ..... £122.45  
H1304 1361 BR Late ..... £122.45



# All New OO Class 66

Developed & Manufactured by Hatton's Model Railways

30+ versions available from a variety of freight companies, including:



Research Stage  
Complete

CAD Work  
Complete

First EP  
Complete

Painted Sample  
In Progress

Release  
Due March 2019

Diecast Chassis • 21-Pin Digital • 5-Pole Motor • Fully Detailed Cab • Rotating Axleboxes  
Multiple Lighting Options • Standard & Low Emission Body Styles • Etched Grilles



- H4-66-001 66005 in EWS livery
- H4-66-002 66079 in EWS livery "James Nightall G.C."
- H4-66-003 66125 in EWS livery
- H4-66-004 66207 in EWS livery
- H4-66-005 66088 in EWS livery with DB branding
- H4-66-006 66097 in DB Schenker livery
- H4-66-007 66118 in DB Schenker livery
- H4-66-008 66033 in Euro Cargo Rail livery with EWS branding
- H4-66-009 66218 in Euro Cargo Rail livery with DB branding
- H4-66-010 66404 in DRS compass livery
- H4-66-011 66433 in DRS compass livery
- H4-66-012 66301 in DRS plain livery "Kingmoor TMD"
- H4-66-013 66429 in DRS plain livery
- H4-66-014 66502 in Freightliner livery "Basford Hall Centenary 2001"



- H4-66-015 66513 in Freightliner livery
- H4-66-016 66593 in Freightliner livery "3MG Mersey Multimodal Gateway"
- H4-66-017 66621 in Freightliner livery

H4-66-018 66957 in Freightliner livery "Stephenson Locomotive Society 1909-2009"

H4-66-019 66418 in Freightliner Powerhaul livery "Patriot"

H4-66-020 66504 in Freightliner Powerhaul livery

H4-66-021 66528 in Freightliner Powerhaul livery "Madge Elliot MBE - Borders Railway Opening 2015"



H4-66-022 66704 in GBRf original livery

H4-66-023 66705 in GBRf original livery with Union Flag "Golden Jubilee"

H4-66-024 66727 in GBRf/First group livery "Andrew Scott CBE"

H4-66-025 66731 in GBRf/First group livery

H4-66-026 66740 in GBRf Europorte livery "Sarah"

H4-66-027 66756 in GBRf Europorte livery "Royal Corps of Signals"

H4-66-028 66762 in GBRf Europorte livery

H4-66-029 66847 in Colas Rail Freight livery

H4-66-030 66848 in Colas Rail Freight livery



H4-66-031 66789 in BR Large Logo blue "British Rail 1948-1997"

H4-66-032 66783 in Biffa red "The Flying Dustman"

Digital Ready: **£150**

Digital Fitted: **£165**

Sound Fitted: **£265**

See the full list of specifications and more at: [www.hattons.co.uk/66](http://www.hattons.co.uk/66)

# Forthcoming Releases from Hornby & Dapol

All available to pre-order now at: [www.hattons.co.uk](http://www.hattons.co.uk)

**HORNBY** 2018 Range Announced - see the full range at [www.hattons.co.uk/hornby2018](http://www.hattons.co.uk/hornby2018)

## SR 'Lord Nelson' 4-6-0

Pre-order from £153. TTS-fitted £175.50  
Due in Stock from December 2019



R3603TTS 30850 "Lord Nelson" in BR green with late crest - TTS sound fitted

R3634 851 "Sir Francis Drake" in Southern Railway olive green

R3635 30863 "Lord Rodney" in BR green with early emblem

## Class 8P Streamlined Princess

### Coronation 4-6-2

Pre-order for £171  
Due in Stock: January 2019



©Hugh Llewelyn

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 £90  
Due in Stock: Between Mar and May 2019



R3680 'Forest No.1' in Charity Colliery lined green

R3640 882 "Niclausse" in Peckett works leaf green

R3679 74 in Port of London Authority lined blue

## Class 800 IET

Pre-order from £243  
Due in Stock: Mar 2019



R3609 800003 'Queen Elizabeth II' 2-car set in GWR green

## LNER 20-ton Toad Brake van

Pre-order for £19.80  
Due in Stock: November 2018



R6833 140422 in LNER bauxite

R6833A 140526 in LNER bauxite

R6834A E1788614 in BR grey

## Class J36 0-6-0

Pre-order from £126. TTS-fitted £148.50  
Due in Stock: January 2019



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

## dapol Forthcoming Items

See the full range of forthcoming items from Dapol at [www.hattons.co.uk/dapolpreorders](http://www.hattons.co.uk/dapolpreorders)

### N Gauge

#### Class 142 DMU

Pre-order from £115.18  
Due in Stock: Q4 2018



ND116A 142065 in Northern Rail livery

ND116B 142081 in Regional Railways livery

ND116C 142025 in Northern Spirit livery

ND116D 142085 in Arriva Trains Wales livery

ND116E 142021 in Tyne and Wear PTE livery

#### Class 50

Pre-order from £123.21  
Due in Stock: March 2019



2D-002-000 D406 in BR blue - unrefurbished

2D-002-001 50043 in BR blue - unrefurbished

2D-002-002 50040 "Leviathan" in BR large logo blue

2D-002-003 50037 "Illustrious" in original Network SouthEast livery

### OO Gauge

#### Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96  
Due in Stock: Summer 2019



4S-043-001 6336 in GWR green with Great Western lettering

4S-043-002 6385 in GWR green with shirtbutton emblem

4S-043-003 GWR green with BR smokebox numberplate

4S-043-004 7324 in BR black with early emblem

4S-043-005 6364 in BR lined green with early emblem

4S-043-006 7310 in BR lined green with late crest

#### Class 59

Pre-order from £124.43  
Due in Stock: Feb/March 2019



4D-005-000 59002 "Alan J Day" in Foster Yeoman livery

4D-005-001 59103 "Village of Mells" in ARC livery

4D-005-002 59206 "John F Yeoman" in DB Schenker livery

4D-005-003 59204 "Vale of Glamorgan" in National Power livery

### O Gauge

#### Class Y3 Sentinel 4wVB

Pre-order from £148.75  
Due in Stock: Q1 2019



7S-005-001 42 in LNER black

7S-005-002 68163 in LNER black

7S-005-003 7164 in LMS black

7S-005-004 7160 in LMS black

7S-005-005 68164 in BR black with early emblem

7S-005-006 2 "Isebrook" in GWR green

7S-005-007 14 in National Coal Board livery

#### Class 08 (Re-tool)

Pre-order from £191.25  
Due in Stock: Dec 2018 to Jan 2019



Partial re-tool covering later built locomotives. 5 variations available either DCC Ready, DCC Sound Fitted, Unnumbered and Unnumbered with DCC Sound.

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.

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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
Class H1 & H2 Atlantic 4-4-2	<a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a>	from £161.46	Mar 2013							
Mk2F Aircon Coaches	<a href="http://hattons.co.uk/mk2f">hattons.co.uk/mk2f</a>	from £46.71	Mar 2013							
Class 90	<a href="http://hattons.co.uk/c90">hattons.co.uk/c90</a>	from £152.96	Jul 2014							
Class 117 DMU	<a href="http://hattons.co.uk/c117">hattons.co.uk/c117</a>	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
N Gauge Class 142	<a href="http://hattons.co.uk/c142">hattons.co.uk/c142</a>	from £115.18	Jan 2011							
YCV Turbot Ballast wagon	<a href="http://hattons.co.uk/tur">hattons.co.uk/tur</a>	£21.21	Apr 2014							
Bogie Bolster 'E' wagon	<a href="http://hattons.co.uk/bolstere">hattons.co.uk/bolstere</a>	£25.45	Sep 2018							
Class 59	<a href="http://hattons.co.uk/dapol59">hattons.co.uk/dapol59</a>	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	<a href="http://hattons.co.uk/dapolprairie">hattons.co.uk/dapolprairie</a>	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Beilhack ZZA Snowplough	<a href="http://hattons.co.uk/beilhack">hattons.co.uk/beilhack</a>	£43	Oct 2016							
Rail Head Treatment Train (RHTT)	<a href="http://hattons.co.uk/RHTT">hattons.co.uk/RHTT</a>	from £118	Nov 2017							
FEA Intermodal Wagons	<a href="http://hattons.co.uk/FEA">hattons.co.uk/FEA</a>	from £32	Nov 2017							
O Gauge Class A3/A4	<a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a>	£750	Aug 2016							
Class 66	<a href="http://hattons.co.uk/66">hattons.co.uk/66</a>	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	<a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>	£154	Nov 2014							
O Gauge Class 37/4	<a href="http://hattons.co.uk/hel374">hattons.co.uk/hel374</a>	£560	Nov 2017							
O Gauge Class 50 (Refurbished)	<a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a>	£560	Apr 2017							
Class 25/3	<a href="http://hattons.co.uk/253">hattons.co.uk/253</a>	£129 (EST)	Jul 2018							
GWR AEC Railcar	<a href="http://hattons.co.uk/gwraec">hattons.co.uk/gwraec</a>	£115 (EST)	Sep 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 87	<a href="http://hattons.co.uk/hornby87">hattons.co.uk/hornby87</a>	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	<a href="http://hattons.co.uk/lordnelson">hattons.co.uk/lordnelson</a>	from £136	Jan 2018							
NBR Class J36 0-6-0	<a href="http://hattons.co.uk/J36">hattons.co.uk/J36</a>	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
5 Plank Open Wagon	<a href="http://hattons.co.uk/ox5p">hattons.co.uk/ox5p</a>	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	<a href="http://hattons.co.uk/oxN7">hattons.co.uk/oxN7</a>	from £87	Jan 2017							
BL 18" Howitzer Railgun	<a href="http://hattons.co.uk/railgun">hattons.co.uk/railgun</a>	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.



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**HO Gauge (1:87 Scale)**

Cars

87SET001 3 Piece Set Chevrolet Hot Rods (Oxf) **NEW** ..... £15

**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-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99) ..... **BARGAIN** ... £89



J9410 Austerity 0-6-0ST No 15 in Wemyss Private Railway lined brown - Ltd Ed of 200 (DJ) (RRP £95.50) **BARGAIN** ... £69



J9409 Austerity 0-6-0ST No 7 in NCB Littleton Colliery lined blue - lightly weathered - Ltd Ed of 200 (DJ) (RRP £95.50) **BARGAIN** ... £79



R3064 Class OF Pug 0-4-0ST 'Smoky Joe' in BR Black (Hor) (RRP £40.99) ..... **BARGAIN** ... £18



R2672 Class OF Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (RRP £28.49) **BARGAIN** ... £17



R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99) **BARGAIN** £16



R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors club limited edition (Hor) (RRP £24.99) ..... **BARGAIN** ... £16



K2201 Class 1361 0-6-0ST 1361 in BR black late crest (DJ) **NEW** ... £124.99



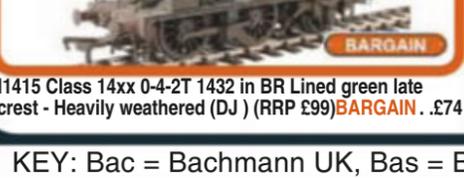
K2201A Class 1361 0-6-0ST 1361 GWR works photographic grey (DJ) **NEW** £124.99



K2202 Class 1361 0-6-0ST 1362 in BR black early emblem (DJ) **NEW** £124.99



K2203 Class 1361 0-6-0ST 1363 GWR green shirtbutton emblem (DJ) **NEW** £124.99



K2204 Class 1361 0-6-0ST 1364 in GWR green (DJ) **NEW** ... £124.99



K2205 Class 1361 0-6-0ST 1365 in BR black late crest - heavily weathered (DJ) **NEW** ..... £124.99



R3692 Class 14xx 0-4-2T 1424 in BR green late crest - Railroad Range (Hor) ..... £51



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99) **BARGAIN** ... £74



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) (RRP £99) ..... **BARGAIN** ... £74



31-434 Class 1F 'Half Cab' 0-6-0T 41803 in BRITISH RAILWAYS black (Bac) (RRP £99.95) ..... **BARGAIN** ... £66



31-435 Class 1F 0-6-0T 41726 in BR black early emblem (Bac) (RRP £99.95) ..... **BARGAIN** ... £66



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) (RRP £114.95) **BARGAIN** ... £78



OR76DG006 Class 2301 'Dean Goods' 101 in War Department black (Oxf) **NEW** ..... £96



OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (Oxf) (RRP £112.95) **BARGAIN** ... £74



OR76DG003 Class 2301 Dean Goods 0-6-0 2475 in Great Western green (Oxf) (RRP £112.95) ..... **BARGAIN** ... £74



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) ..... **BARGAIN** ... £59



32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac) (RRP £214.95) ..... **BARGAIN** ... £168



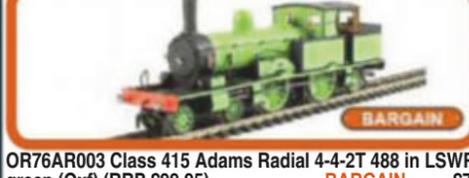
R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) ..... **BARGAIN** ... £64



OR76AR008 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway black sunshine lettering - 25th Anniversary of Oxford Diecast Ltd Ed (Oxf) **NEW** ... £160



OR76AR003 Class 415 Adams Radial 4-4-2T 488 in LSWR green (Oxf) (RRP £99.95) ..... **BARGAIN** ... £72



4784 Class 47xx 2-8-0 'Night Owl' 4705 in BR lined green late crest (Hel) ..... £154



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel) ..... £154



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



32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) (RRP £139.95) **BARGAIN** ... £108



31-169 Class 5 L&YR 2-4-2T 50705 in BR black early emblem (Bac) (RRP £114.95) ..... **BARGAIN** ... £65



H1411 Class 58xx 0-4-2T 5801 in BR Unlined green G W R lettering - Lightly weathered (DJ) (RRP £99) **BARGAIN** £74



H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) (RRP £99) ..... **BARGAIN** ... £74



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



R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) (RRP £159.99) ..... **BARGAIN** ... £123



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) (RRP £159.99) ..... **BARGAIN** ... £122



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) (RRP £159.95) ..... **BARGAIN** ... £112



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) (RRP £159.95) **BARGAIN** ... £112



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) (RRP £154.95) ..... **BARGAIN** ... £106



R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) £144



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) **NEW** ... £184.50



32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) (RRP £154.95) ..... **BARGAIN** ... £110



K2102 Class O2 0-4-4T 16 "Ventnor" in BR black late crest (DJ) **NEW** ... £124.99



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) **NEW** ... £184.50



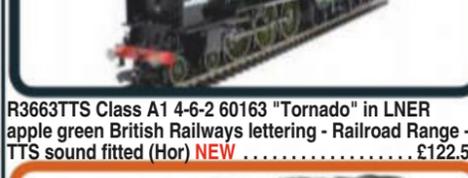
R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S." in BR maroon (Hor) ..... £189



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac) (RRP £189.95) ..... **BARGAIN** ... £149



R3663TTS Class A1 4-6-2 60163 "Tornado" in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor) **NEW** ..... £122.50



31-531 Class A2 4-6-2 60536 "Trimbush" in BR lined green early emblem (Bac) (RRP £179.95) **BARGAIN** ... £111



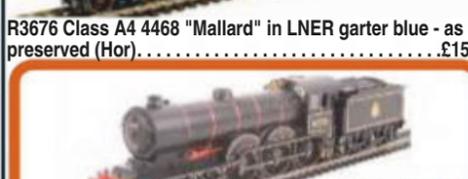
R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green (Hor) ..... £136



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor) ..... £152



R3431 Class B12/3 4-6-0 61533 in BR black early emblem (Hor) (RRP £159.99) ..... **BARGAIN** ... £123



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) (RRP £159.99) ..... **BARGAIN** ... £122



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) (RRP £159.95) ..... **BARGAIN** ... £112



31-691 Class 5P4F Stanier Mogul 2-6-0 42969 in BR lined black early emblem (Bac) (RRP £159.95) **BARGAIN** ... £112



31-015 Class 7F 2-8-0 13810 in LMS black (Bac) (RRP £154.95) ..... **BARGAIN** ... £106



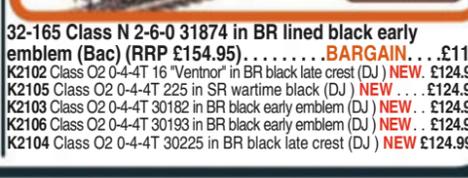
R3618 Class 7P6F Rebuilt Battle of Britain 4-6-2 34050 "Royal Observer Corps" in BR green late crest (Hor) £144



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 "Duchess of Gloucester" in BR express passenger blue (Hor) **NEW** ... £184.50



32-165 Class N 2-6-0 31874 in BR lined black early emblem (Bac) (RRP £154.95) ..... **BARGAIN** ... £110



K2105 Class O2 0-4-4T 225 in SR wartime black (DJ) **NEW** ... £124.99



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**£2 per single diecast item**  
**£7 guaranteed Next Day delivery**  
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3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95) **BARGAIN**... £84



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN**... £84



3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95) **BARGAIN**... £84



3921 Class O2/4 Tango 2-8-0 63983 in BR black early emblem flush tender (Hel) (RRP £184.95) **BARGAIN**... £89



31-615 Class V3 2-6-2T 67690 in BR lined black early emblem (Bac) (RRP £129.95) **BARGAIN**... £96



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor) **BARGAIN**... £90



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN**... £59



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN**... £59



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN**... £69



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black - as preserved (Bac) (RRP £119.95) **BARGAIN**... £83



35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) (RRP £119.95) **BARGAIN**... £87



R3524 Rebuilt 'West Country' 4-6-2 34096 "Trevone" in BR green late crest (Hor) (RRP £174.99) **BARGAIN**... £136



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) **BARGAIN**... £99



H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) (Hat) **BARGAIN**... £99



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) (RRP £134.95) **BARGAIN**... £92



R3500 The Sir Nigel Gresley Collection (Hor) (RRP £549.99) **BARGAIN**... £474



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) **BARGAIN**... £36



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) (RRP £169.95) **BARGAIN**... £115



R3607 15 Guinea Special anniversary train pack Class 7P 4-6-2 70013 "Oliver Cromwell" and 3 Mk1 coaches (Hor) £270



2503 Class 05 Hunslet shunter "Cider Queen" in green wasp stripes (Hel) (RRP £129.95) **BARGAIN**... £59



2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) **BARGAIN**... £95



2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) (RRP £139) **BARGAIN**... £101



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) **BARGAIN**... £132



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight (Bac) **BARGAIN**... £135.96



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) **BARGAIN**... £117.26



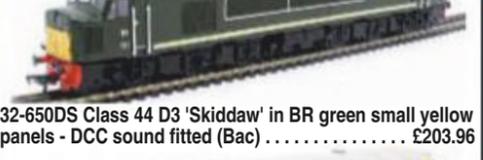
32-376A Class 37/4 37422 "Robert F. Fairlie" in Regional Railways - weathered (Bac) (RRP £169.95) **BARGAIN**... £102



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN**... £34.50



32-651A Class 44 44006 "Whernside" in BR blue - weathered (Bac) **BARGAIN**... £127.46



32-650DS Class 44 D3 'Skiddaw' in BR green small yellow panels - DCC sound fitted (Bac) **BARGAIN**... £203.96



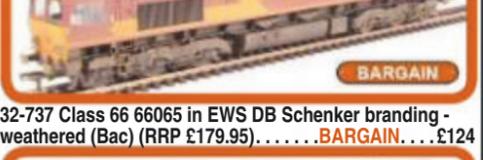
R3653 Class 50 50040 "Leviathan" in BR large logo blue (Hor) **BARGAIN**... £144



5313 Class 53 D0280 "Falcon" in original lime green and brown - Ltd Ed (Hel) (RRP £125) **BARGAIN**... £72



5827 Class 58 58016 in EW&S maroon and gold (Hel) (RRP £125) **BARGAIN**... £75



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac) (RRP £179.95) **BARGAIN**... £124



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) (RRP £169.95) **BARGAIN**... £113



32-980A Class 66/7 66728 "Institution of Railway Operators" in GB Railfreight - weathered (Bac) (RRP £179.95) **BARGAIN**... £123



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) (RRP £169.95) **BARGAIN**... £133



4D-006-000 Class 73/1 73102 "Airtour Suisse" in Intercity executive (Dap) (RRP £146.22) **BARGAIN**... £98



OLIV003 Class 73/1 73141 "Charlotte" in First GBRf purple - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**... £84



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**... £84



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**... £84



4000 Hawker Siddeley Brush HS4000 "Kestrel" prototype diesel electric loco (Hel) (RRP £155) **BARGAIN**... £129



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) (RRP £79.95) **BARGAIN**... £55



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor) (RRP £289.99) **BARGAIN**... £229



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted (Hor) **BARGAIN**... £239



R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) (RRP £289.99) **BARGAIN**... £246



O071-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95) **BARGAIN**... £99



7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**... £99



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**... £99



7706 Class 77 EM2 Woodhead electric E27006 "Pandora" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**... £109



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) £144

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R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) ..... **BARGAIN** ..... £52



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) **BARGAIN** ..... £50



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



R4628 Mk1 SO second open M4363 in BR crimson & cream - Railroad range (Hor) (RRP £22.99) **BARGAIN** ..... £12



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95) ..... **BARGAIN** ..... £64



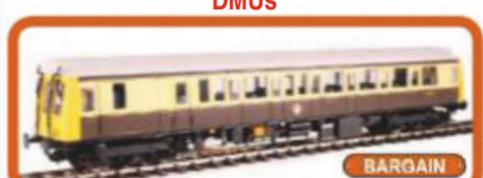
32-937 Class 150/2 2 car DMU 150202 in Regional Railways Centro blue stripe . (Bac) (RRP £164.95) . **BARGAIN** ..... £92



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



39-700 Mk2F "Aircon" BSO brake second open in BR blue and grey (Bac) ..... £46.71  
39-700DC Mk2F "Aircon" BSO brake second open in BR blue and grey - DCC fitted interior lighting (Bac) ..... £67.96



4D-009-HAT01 Class 121 single car DMU 'Bubblecar' 120 in 'GWR 150' chocolate and cream - Hatton's limited edition (Dap) (RRP £129.95) ..... **BARGAIN** ..... £105



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) ..... **BARGAIN** ..... £199



39-701DC Mk2F "Aircon" BSO brake second open in Intercity - DCC fitted interior lighting (Bac) ..... £67.96



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95) ..... **BARGAIN** ..... £105



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) (RRP £179.99) **BARGAIN** ..... £132



39-621 60' ex-SECR Birdcage brake third 3446 in SR olive green (Bac) (RRP £64.95) ..... **BARGAIN** ..... £48



39-650 Mk2F "Aircon" FO first open in BR blue and grey (Bac) ..... £46.71



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95) ..... **BARGAIN** ..... £105



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ..... £64



39-601 60' ex-SECR Birdcage brake third lavatory 3518 in SR olive green (Bac) (RRP £64.95) ..... **BARGAIN** ..... £48



39-652DC Mk2F "Aircon" FO first open in InterCity - DCC fitted interior lighting (Bac) ..... £67.96



4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) ..... **BARGAIN** ..... £105



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teak coaches (Hor) (RRP £184.99) ..... **BARGAIN** ..... £145



39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) (RRP £59.95) ..... **BARGAIN** ..... £42



R4780A Mk3 TGS trailer guard second 44086 in GWR green (Hor) **NEW** ..... £31.50



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) (RRP £145) **BARGAIN** ..... £109



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** ..... £45



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95) ..... **BARGAIN** ..... £42



R4779A Mk3 TRUB restaurant buffet 40743 in GWR green (Hor) **NEW** ..... £31.50



4D-009-002 Class 121 single car DMU 'Bubblecar' W55028 in BR green small yellow panels (Dap) (RRP £145) **BARGAIN** ..... £109



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) ..... £144



39-612 60' ex-SECR Birdcage composite S5468S in BR crimson (Bac) (RRP £59.95) ..... **BARGAIN** ..... £42



OR763FO001B Mk3a FO first open in BR Blue & Grey M11042 (Oxf) **NEW** ..... £29  
OR763FO001 Mk3a FO first open M11052 in BR blue and grey (Oxf) **NEW** ..... £29



4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) (RRP £145) ..... **BARGAIN** ..... £109



R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £109.99) ..... **BARGAIN** ..... £80



39-576 Hawksworth A38 Auto-trailer W228W in BR maroon (Bac) (RRP £68.95) ..... **BARGAIN** ..... £48



R4860 Pullman J Type 'Devon Belle' observation car No.13 in Pullman umber and cream (Hor) ..... £60



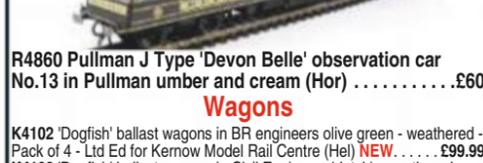
4D-015-003 Class 122 Gloucester RCW "Bubblecar" single car DMU 55012 in Regional Railways (Dap) (RRP £140.50) ..... **BARGAIN** ..... £109



R9283 Thomas the Tank Engine starter Train Set (Hor) £55



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range (Hor) £64



K4102 'Dogfish' ballast wagons in BR engineers olive green - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) **NEW** ..... £99.99  
K4103 'Dogfish' ballast wagons in Civil Engineers 'dutch' - weathered - Pack of 4 - Ltd Ed for Kernow Model Rail Centre (Hel) **NEW** ..... £99.99



4D-015-004 Class 122 Gloucester RCW "Bubblecar" single car DMU SC55013 in BR blue (Dap) (RRP £140.50) **BARGAIN** ..... £109



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) ..... £130



39-032 Mk 1 SK Second Corridor SC24859 in Sealink (Bac) (RRP £44.95) ..... **BARGAIN** ..... £29



4F-013-120 10 ton gunpowder van "Rugby Cement" (Dap) **NEW** ..... £9.50  
4F-013-121 10 ton gunpowder van "Rugby Cement" - weathered (Dap) **NEW** ..... £10.50  
4F-016-033 12 ton banana van B881929 BR bauxite Fyffes logo (Dap) **NEW** ..... £9.50



4F-016-034 12 ton banana van B881929 in BR bauxite Fyffes logo - weathered (Dap) **NEW** ..... £10.50



R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (RRP £32.99) **BARGAIN** ..... £14



R4710 Mk1 BSK brake second corridor W34290 in BR chocolate & cream (Hor) (RRP £32.99) **BARGAIN** ..... £14



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36-407 1950s Train Crew x 6 (Bac) (RRP £9.95) **BARGAIN** . . . £7.50

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R600 Box of 24 Standard Straight (Hor) . . . £34  
R600 Single (Hor) . . . £1.50

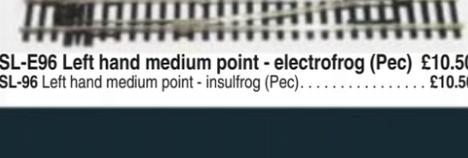
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SL-90 Double slip - insulfrog (Pec) . . . £33  
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SL-96 Left hand medium point - insulfrog (Pec) . . . £10.50

33-300X 20 ton 'Toad' brake van 68642 in GWR grey - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** . . . £15.99  
33-300Y 20 ton 'Toad' brake van W68366 in BR grey - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** . . . £15.99  
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33-300W 20 ton toad brake van ZTO DW35377 in BR departmental green - Limited edition for Kernow Model Rail Centre (Bac) **NEW** . . . £16.99



**NEW**  
4F-034-031 21 ton mineral hopper 193270 in NE grey (Dap) **NEW** . . . £10.50  
33-825X 25 ton Queen Mary brake van ADS56289 in engineers grey and blue - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** . . . £24.95  
33-825Y 25 ton Queen Mary brake van LDS56293 in BR bauxite Electrification branding - Ltd Ed for Kernow Model Rail Centre (Bac) **NEW** . . . £24.95  
4F-032-019 4-wheel rectangular tank 'S.E. Tar Distillers' (Dap) **NEW** . . . £13.50  
4F-032-020 4-wheel rectangular tank 'S.E. Tar Distillers' - weathered (Dap) **NEW** . . . £14.50  
4F-052-023 5-plank open wagon 'A Telling, Oxford' (Dap) **NEW** . . . £10  
4F-052-024 5-plank open wagon 'A Telling, Oxford' - weathered (Dap) **NEW** . . . £11



R6365 Breakdown Crane pack 20-ton brake van and 8-plank open wagon - Railroad Range (Hor) (RRP £32.99) . . . **BARGAIN** . . . £14.50



**NEW**  
4F-026-016 HIA aggregate limestone hopper 369019 in Freightliner green (Dap) (RRP £26.49) **BARGAIN** . . . £21  
4F-045-010 IOA bogie wagon 3170 5992 001-5 Network Rail yellow (Dap) **NEW** . . . £22.31  
4F-045-009 IOA bogie wagon 3170 5992 031-2 Network Rail yellow (Dap) **NEW** . . . £22.31  
4F-045-011 IOA bogie wagon 3170 5992 040-3 Network Rail yellow (Dap) **NEW** . . . £22.31  
4F-045-012 IOA bogie wagon 3170 5992 059-3 Network Rail yellow (Dap) **NEW** . . . £22.31



**NEW**  
R6833 LNER 20 ton 'Toad B' brake van 140422 in LNER bauxite (Hor) **NEW** . . . £19.80  
R6833A LNER 20 ton 'Toad B' brake van 140526 LNER bauxite (Hor) **NEW** . . . £19.80



R6834 LNER 20 ton 'Toad E' brake van E175712 in BR grey (Hor) . . . £19.80  
R6834A LNER 20 ton 'Toad E' brake van E1788614 BR grey (Hor) **NEW** . . . £19.80

4F-035-102 Presflo wagon AR12641 ARC Amalgamated Roadstone yellow (Dap) **NEW** . . . £10.50  
SB005E SPA Open Wagon 460023 in EWS Livery- Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99  
SB005F SPA Open Wagon 460050 in EWS Livery- Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99  
SB005A SPA Open Wagon 460089 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £32.99  
SB005B SPA Open Wagon 460123 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £32.99  
SB005G SPA Open Wagon 460242 in EWS Livery- Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99  
SB005C SPA Open Wagon 460275 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £32.99  
SB005H SPA Open Wagon 460880 in EWS Livery- Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99  
SB005D SPA Open Wagon 460890 in BR Railfreight Red - weathered - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £32.99



**NEW**  
OR76WW006B Warwell Sherman Tank - weathered (Oxf) **NEW** £34  
SB004A ZAA PIKE Open Wagon DC460019 in Civil Engineers 'Dutch' - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99  
SB004B ZAA PIKE Open Wagon DC460036 in Civil Engineers 'Dutch' - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99  
SB004C ZAA PIKE Open Wagon DC460046 in Civil Engineers 'Dutch' - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99  
SB004D ZAA PIKE Open Wagon DC460419 in Civil Engineers 'Dutch' - Exclusive to Kernow Model Rail Centre (DJ) **NEW** . . . £29.99

**Point motors**

R8014 Mark 2 Point Motor (Hor) (RRP £9.99) . . . **BARGAIN** . . . £5

**Switches and levers**

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99) . . . **BARGAIN** . . . £6

**Model railway spares**

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) . . . £2.20

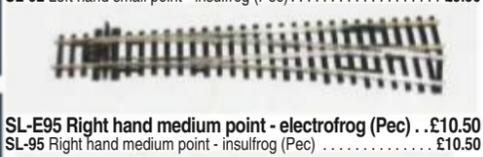
**Buildings - railways**



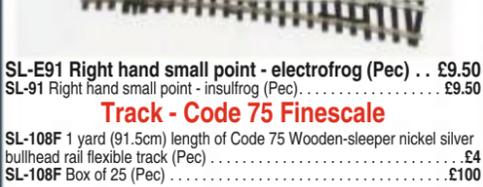
R8000 Complete station kit platforms, fencing and station building (Hor) (RRP £29.99) . . . **BARGAIN** . . . £19.50  
P0336 Settle and Carlisle style stone goods shed building - card kit (Met) **NEW** £20.40



SL-E92 Left hand small point - electrofrog (Pec) . . . £9.50  
SL-92 Left hand small point - insulfrog (Pec) . . . £9.50



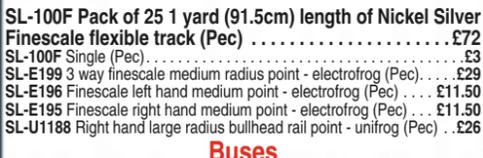
SL-E95 Right hand medium point - electrofrog (Pec) . . . £10.50  
SL-95 Right hand medium point - insulfrog (Pec) . . . £10.50



SL-E91 Right hand small point - electrofrog (Pec) . . . £9.50  
SL-91 Right hand small point - insulfrog (Pec) . . . £9.50

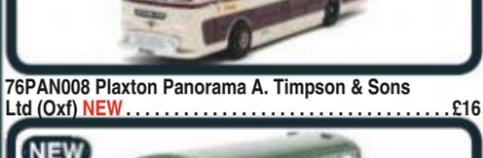
**Track - Code 75 Finescale**

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) . . . £4  
SL-108F Box of 25 (Pec) . . . £100



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) . . . £72  
SL-100F Single (Pec) . . . £3  
SL-E199 3 way finescale medium radius point - electrofrog (Pec) . . . £29  
SL-E196 Finescale left hand medium point - electrofrog (Pec) . . . £11.50  
SL-E195 Finescale right hand medium point - electrofrog (Pec) . . . £11.50  
SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) . . . £26

**Buses**



76PAN008 Plaxton Panorama A. Timpson & Sons Ltd (Oxf) **NEW** . . . £16



76SB003 Saro Bus London Greenline (Oxf) **NEW** . . . £16

**Cars**



76MMC006 Morris Minor Convertible Maroon B/Tan (Oxf) **NEW** . . . £4.50  
76MO007 Morris Oxford III Sage Green/Twilight Grey (Oxf) **NEW** . . . £4.50  
76SFT005 Standard Flying Twelve Pastel Green (Oxf) **NEW** . . . £4.50



76SR007 Sunbeam Rapier MkII Light Green Metallic/Embassy Black (Oxf) **NEW** . . . £4.50



76IS002 BMW Isetta RAC (Oxf) **NEW** . . . £4.50

**Military ground vehicles**



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) (Oxf) . . . £12.50  
76LFCG003 Land Rover FC GS (Oxf) **NEW** . . . £8.50



76WMB003 Willys MB US Army (Oxf) **NEW** . . . £5

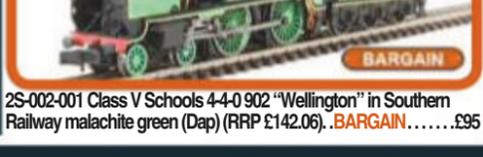
**OO9 Narrow Gauge**

**Coaches**



GR-530UG 4-wheel brake coach in freelance dark green (Pec) **NEW** . . . £22  
GR-530UR 4-wheel brake coach in freelance indian red (Pec) **NEW** . . . £22  
GR-500UG 4-wheel enclosed coach in freelance dark green (Pec) **NEW** . . . £22  
GR-500UR 4-wheel enclosed coach in freelance indian red (Pec) **NEW** . . . £22  
GR-520UG 4-wheel open sided coach in freelance dark green (Pec) **NEW** . . . £22  
GR-520UR 4-wheel open sided coach in freelance indian red (Pec) **NEW** . . . £22

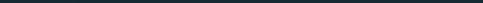
**Track - Code 80 Setrack**



ST-400 Setrack narrow gauge starter track pack - first radius (Pec) . . . £68

**N Gauge**

**Steam locos**



2S-002-001 Class V Schools 4-4-0 902 'Wellington' in Southern Railway malachite green (Dap) (RRP £142.06) . . . **BARGAIN** . . . £95

**Diesel locos**



371-468A Class 37/0 97304 'John Tiley' in Network Rail yellow (Gra) . . . £110.46

**HSTs**



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) . . . £160.89



2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap) . . . £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap) . . . £160.89

**DMUs**



371-629 GWR Railcar 20 in GWR chocolate & cream shirt button emblem (Gra) (RRP £94.95) . . . **BARGAIN** . . . £75

**Wagons**

2F-034-063 21 ton hopper 'Doncaster Coalite' (Dap) **NEW** . . . £9.50  
2F-034-064 21 ton hopper 'Doncaster Coalite' - weathered (Dap) **NEW** . . . £10.50  
2F-038-055 21 ton steel mineral wagon 'Blaenavon' (Dap) **NEW** . . . £10.50  
2F-038-056 21 ton steel mineral wagon 'Blaenavon' - weathered (Dap) **NEW** . . . £10.50

**Model railway spares**

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

**Signals**

218 Signal Laddering (Rat) **NEW** . . . £4.50

**Buildings - general**

PN189 Fire station - card kit (Met) **NEW** . . . £10.50  
PN185 Modern Industrial unit - card kit (Met) **NEW** . . . £6.50

**Man-made scenic structure - non-railway**

PN840 Yard goods hoist - laser cut kit (Met) **NEW** . . . £4.50

**Track - Code 80 Setrack**

ST-6 Setrack left hand point insulfrog (Pec) . . . £8.50  
ST-5 Setrack right hand point insulfrog (Pec) . . . £8.50

**Track - Code 80 Streamline**



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) . . . £64  
SL-300 Single (Pec) . . . £3

**Track - Code 55 Finescale**



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) . . . £84  
SL-300F Single (Pec) . . . £3  
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) . . . £11



SL-E390F Finescale double slip electrofrog (Pec) . . . £38  
SL-U396F Finescale left hand medium point unifrog (Pec) . . . £10



SL-E392F Finescale left hand small point electrofrog (Pec) £9.50  
SL-E388F Finescale right hand large point electrofrog (Pec) . . . £11  
SL-U395F Finescale right hand medium point unifrog (Pec) . . . £10



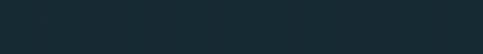
SL-E391F Finescale right hand small point electrofrog (Pec) . . . £9.50

**Commercial vehicles**

NFDE008 Ford 400E Van Southdown (Oxf) **NEW** . . . £4.50

**O Gauge (1:43 Scale)**

**Steam locos**



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) . . . £199.75

Visit

[www.hattons.co.uk/preorder](http://www.hattons.co.uk/preorder)

for all forthcoming releases



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel).....£594.15



6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel).....£594.15



6102 Class 61xx 'Large Prairie' 2-6-2T 6144 in BR black early emblem (Hel).....£594.15



GM7210101 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - 'Gaugemaster Collection' (Dap) NEW.....£184  
GM7210102 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - DCC sound fitted - 'Gaugemaster Collection' (Dap) NEW.....£360  
GM7210104 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - weathered & DCC sound fitted - 'Gaugemaster Collection' (Dap) NEW.....£375  
GM7210103 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - weathered - 'Gaugemaster Collection' (Dap) NEW.....£192



75-010-008 Class A1X Terrier 0-6-0 5 'Portishead' in GWR Green (Dap) (RRP £225).....BARGAIN.....£157



7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) (RRP £225).....BARGAIN.....£157



7D-008-009U Class 08 shunter in BR green late crest and wasp stripes - unnumbered (Dap) (RRP £225).....BARGAIN.....£157



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599).....BARGAIN.....£450



2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599).....BARGAIN.....£340



2558 Class 25/3 in BR blue - unnumbered (Hel) ..£446.25



2559 Class 25/3 in BR blue - weathered and unnumbered (Hel).....£446.25



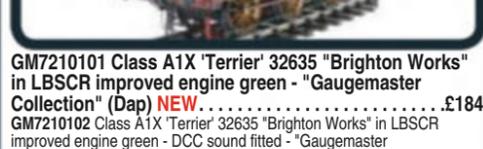
5288 Class 52 D1023 'Western Fusiler' in BR blue (Hel) (RRP £599).....BARGAIN.....£470



5285 Class 52 D1035 'Western Yeoman' in BR green small yellow panels (Hel) (RRP £599).....BARGAIN.....£470



5289 Class 52 D1067 'Western Druid' in BR blue - weathered (Hel).....£509.15



GM7210101 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - 'Gaugemaster Collection' (Dap) NEW.....£184  
GM7210102 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - DCC sound fitted - 'Gaugemaster Collection' (Dap) NEW.....£360  
GM7210104 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - weathered & DCC sound fitted - 'Gaugemaster Collection' (Dap) NEW.....£375  
GM7210103 Class A1X 'Terrier' 32635 'Brighton Works' in LBSCR improved engine green - weathered - 'Gaugemaster Collection' (Dap) NEW.....£192



75-010-008 Class A1X Terrier 0-6-0 5 'Portishead' in GWR Green (Dap) (RRP £225).....BARGAIN.....£157



7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) (RRP £225).....BARGAIN.....£157



7D-008-009U Class 08 shunter in BR green late crest and wasp stripes - unnumbered (Dap) (RRP £225).....BARGAIN.....£157



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599).....BARGAIN.....£450



2011 Class 20 in BR green full yellow ends and 4-character headcodes (Hel) (RRP £599).....BARGAIN.....£340



2558 Class 25/3 in BR blue - unnumbered (Hel) ..£446.25



2559 Class 25/3 in BR blue - weathered and unnumbered (Hel).....£446.25



5288 Class 52 D1023 'Western Fusiler' in BR blue (Hel) (RRP £599).....BARGAIN.....£470



5285 Class 52 D1035 'Western Yeoman' in BR green small yellow panels (Hel) (RRP £599).....BARGAIN.....£470



5289 Class 52 D1067 'Western Druid' in BR blue - weathered (Hel).....£509.15



8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) (RRP £599).....BARGAIN.....£425



8914 Class 128 parcels DMU W55991 in BR blue - weathered (Hel) (RRP £599).....BARGAIN.....£425



7P-004-002S GWR 59' Auto Coach in GWR chocolate and cream crest - DCC sound and light bar fitted (Dap) (RRP £375).....BARGAIN.....£280



4953 Mk1 BG full brake in BR chocolate and cream (Hel) (RRP £325).....BARGAIN.....£141



4954 Mk1 BG full brake in BR green (Hel) (RRP £325).....BARGAIN.....£149



4990 Mk1 GU full brake in Royal Mail Parcels red (Hel) (RRP £325).....BARGAIN.....£147



1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95).....BARGAIN.....£35



7F-200-006 20-ton standard brake van B952978 in BR bauxite (Dap).....£67.96



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95).....BARGAIN.....£39  
1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95).....BARGAIN.....£34



1006 4-wheel Class B tank in United Molasses brown (Hel) (RRP £84.95).....BARGAIN.....£35  
7F-017-003 4-wheel lime van - 'S.L.B., Oswestry' (Dap) NEW.....£42.50  
7F-018-002 4-wheel Salt van - 'Stubbs and Co.' (Dap) NEW.....£42.46  
7F-053-007 5-plank open wagon Dia. 39 B494780 BR grey (Dap) NEW.....£38.25  
7F-053-008 5-plank open wagon Dia. 44 B486749 BR bauxite (Dap) NEW.....£38.25



7F-052-002 5-plank open wagon 9ft wheelbase - 'Richard Webster and Sons' (Dap) NEW.....£37.75  
GM7410101 7 plank open wagon 'Corrall and Co, Brighton' - 'Gaugemaster Collection' (Dap) NEW.....£42  
GM7410102 7 plank open wagon 'Corrall and Co, Brighton' - weathered - 'Gaugemaster Collection' (Dap) NEW.....£43  
GM7410201 7 plank open wagon 'South and Gasson, Brighton' - 'Gaugemaster Collection' (Dap) NEW.....£42  
GM7410202 7 plank open wagon 'South and Gasson, Brighton' - weathered - 'Gaugemaster Collection' (Dap) NEW.....£43  
7F-072-003 7 plank open wagon 9ft wheelbase - 'Frederick Biss, Stoke Gifford' (Dap) NEW.....£42.50  
7F-073-003 7-plank open wagon 'Lightmoor' (Dap) NEW.....£38



1051 OAA open wagon in BR bauxite - late (Hel) (RRP £84.95).....£35



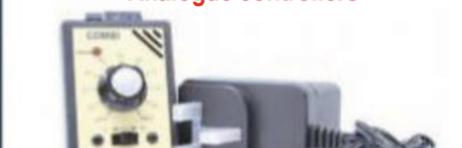
SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec).....£75  
SL-700BH Single (Pec).....£6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec).....£43



SL-E791BH Right hand point bullhead rail and electrofrog (Pec).....£43  
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec).....£6



Track - Code 143 Flat Bottom Streamline IL-715 Pack of concrete sleepers for Code 143 rail (Pec) NEW.....£9



43JAG5003 Jaguar MkV Closed Dark Blue/Tan (Oxf) NEW.....£21



43LAN188021 Land Rover Series I 88" Hard Top RAF (Oxf) NEW.....£11  
VA01209 VW Beetle Type 1, British Army Military Police (Cor) NEW.....£24



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau).....£34



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



36-553 8-pin 3-function 0.75A decoder back EMF (Bac) (RRP £20.90).....BARGAIN.....£12



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor).....£92  
R8249 Single (Hor).....£16



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat).....£136  
DCR-8PIN-Direct Single (Hat).....£17  
DCR-8PIN-Direct Box of 5 (Hat).....£77



R8102 TTS DCC Sound Decoder 8 pin plug - Class 37 diesel (Hor).....£36  
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor).....£36  
R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor).....£57



36-504RC Dynamis Ultima@ DCC System Trial copy RailController Software (Bac).....£240



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE).....£177



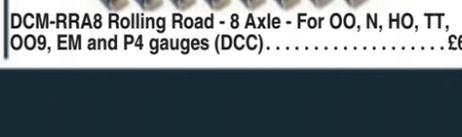
DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC).....£220  
DCP-CB6DIP Cobalt ip slow-action digital point motor - pack of 6 (DCC).....£118  
DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC).....£245  
DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC).....£127



RMS-19 Railway Modeller 2019 Annual - 120 pages (Pec) NEW.....£6.99  
RailwayModeller1812 Railway Modeller magazine - December 2018 - contains free Ratio kit (Pec) NEW.....£4.60



GM595 1ml pipette set - Pack of 5 (Gau) NEW.....£2.80



GM593 Plastic kit sprue shaver (Gau) NEW.....£6.50  
GM594 Slim snap-off knife blades (Gau) NEW.....£4.50



DCM-RR12 Rolling Road - 12 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC).....£85



DCM-RR8 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC).....£68

Any or Multiple Scales

Analogue controllers



D Double/Twin track power controller (Gau).....£80



Q Quadruple 4 circuit power controller (Gau).....£149



DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat).....£16.50



# GAUGEMASTER Spotlight

## SEEP Point Motors



### SEEP GMC-PM10 Classic Solenoid Point Motor



- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- **Digital version** available, that can be powered by either DC or DCC power sources.



The in-built terminal block means that installing the PM10 is a breeze, with no soldering required. The motor can be fitted either directly to the point, or under the baseboard.

The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handy screwdriver with the Value Pack, for use with the solderless terminals.

The **Digital version (GMC-PM10D)** comes complete with an accessory decoder and harness, with the same features and flexibility as the **Classic** version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



### SEEP GMC-PM20 Surface Mounted Point Motor



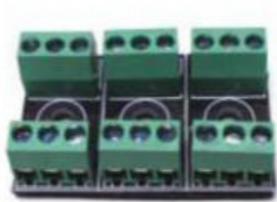
- 'Plug and Play' installation with reversible 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- **Digital version** available, that can be powered by either DC or DCC power sources.

Designed with easy installation in mind, the **GMC-PM20 Surface Mounted** Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

**GMC-PM20** has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor. Simply plug in the pre-terminated harness and connect the wires to your power source.



#### GMC-PM50 Connection Boxes (3)

Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



#### GM09RB Red/Black Twinned Wire

10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.



#### GMC-PM52 Point Motor Accessory Pack

Contains 5 spare extension pins and collars, 20 attachment screws, screwdriver, and 5 ballast stickers.

This is a useful pack for anyone using our GMC-M10/PM10D Point Motors. It contains extra extension pins and collars, screws, and a screwdriver which fits the terminal block on the PM-10, as well as ballast stickers to cover the hole in the baseboard.



#### GMC-PM51 Point Motor Wire

(Red/Green/Black) 10m Tripled (14 x 0.15)

This is a useful 10m reel of tripled wire; with red, green, and black wires together. Easier, tidier wiring for point motors.



#### GM612 45mm Hole Saw & Arbor

for Point Motor Fitting

Great for drilling holes in your baseboard if you are fitting your motors directly to the track.

### PRICES

Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Digital Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

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GM353 Gaugemaster Full Catalogue £3.95

#### SEEP Point Motors

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GMC-PM60	Solenoid Point Motor Decoder/Harness	£17.25
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GM612	45mm Hole Saw and Arbor	£3.65

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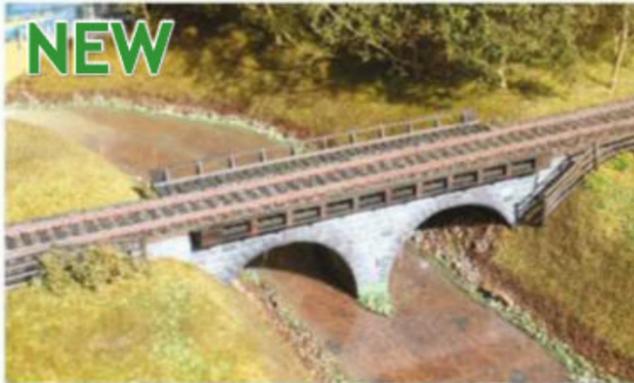
To build the Fordhampton range of plastic kits, we recommend Faller FA170492 Expert Kit Glue. To view articles about building and finishing the kits in the Fordhampton range, go to [www.gaugemaster.com/Fordhampton](http://www.gaugemaster.com/Fordhampton)

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**GM416** Fordhampton Play Park



**GM430** Mortimer GWR Station

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**GM405** Three Bedroom House



**GM406** Locomotive Depot



**GM407** Carriage Platforms



**GM408** Village Stores/Public House



**GM410** Surgery/Rest Home/Dentist



**GM411** Farmhouse/Holiday Cottage



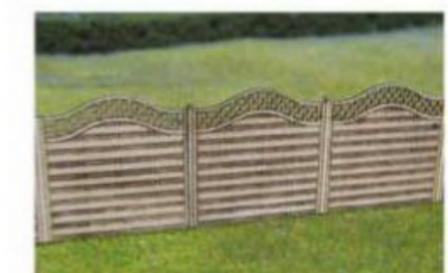
**GM412** Gasometer



**GM413** Nurseries/Garden Centre



**GM451** Wooden Fencing (30cm)



**GM452** Lattice Top Fencing (30cm)



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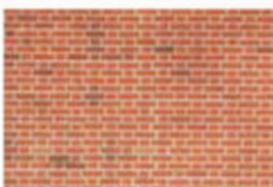
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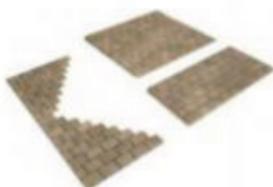
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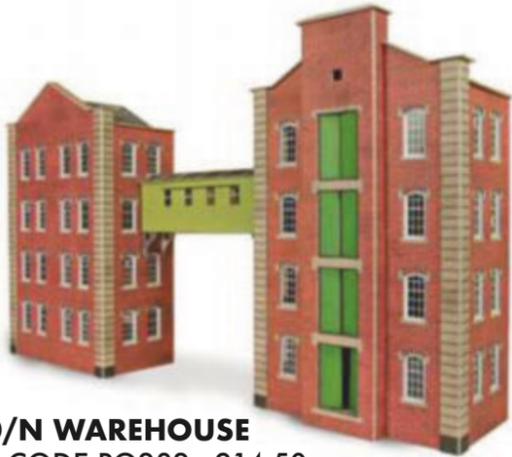
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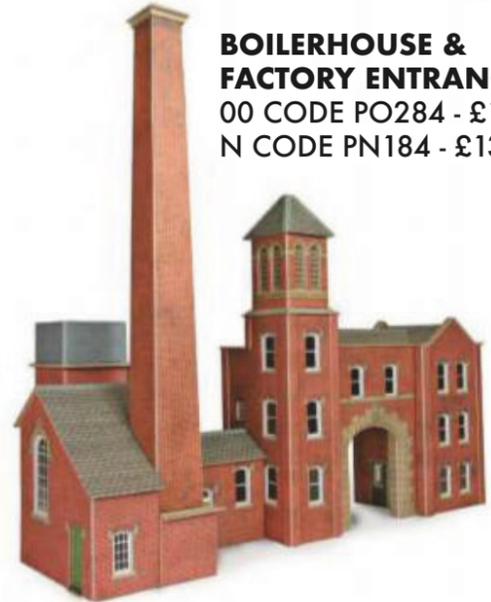
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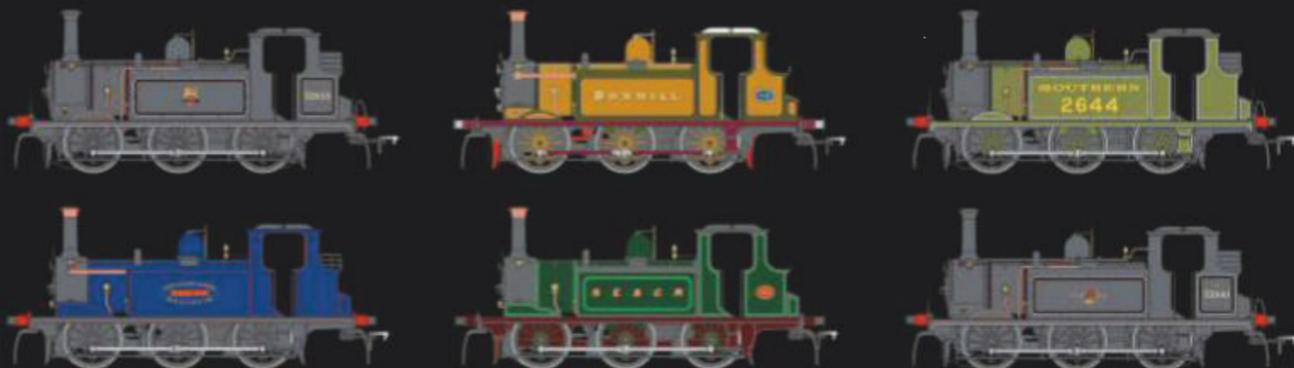
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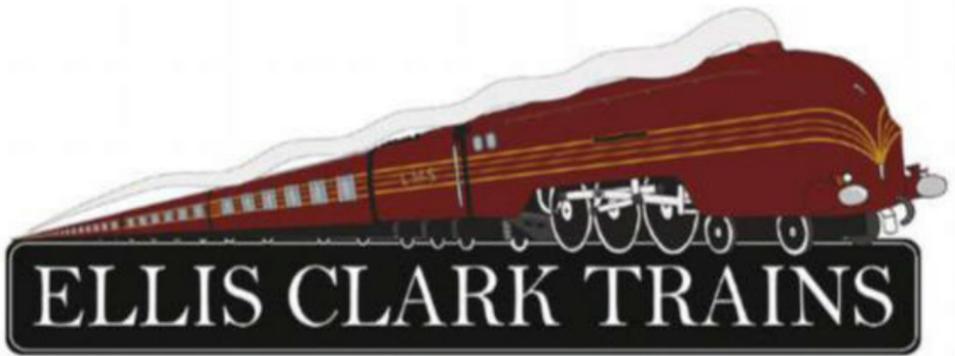
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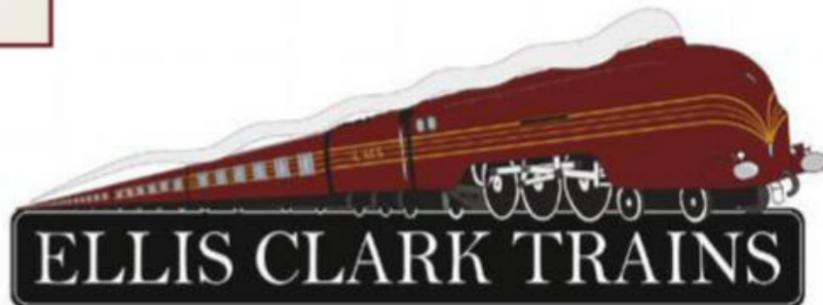
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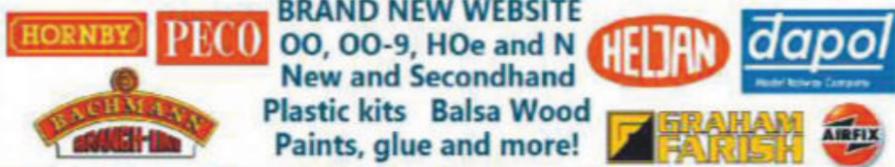
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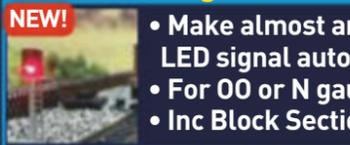
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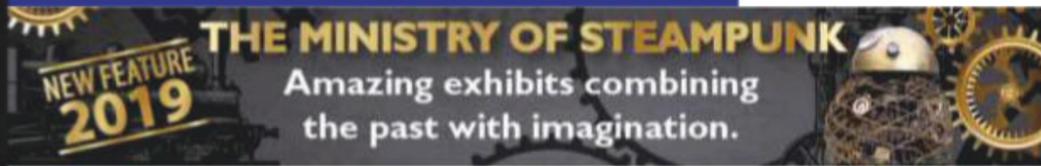


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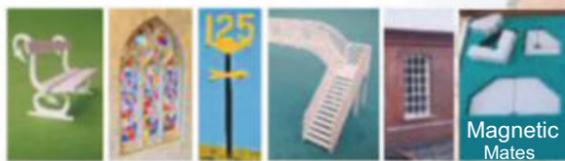


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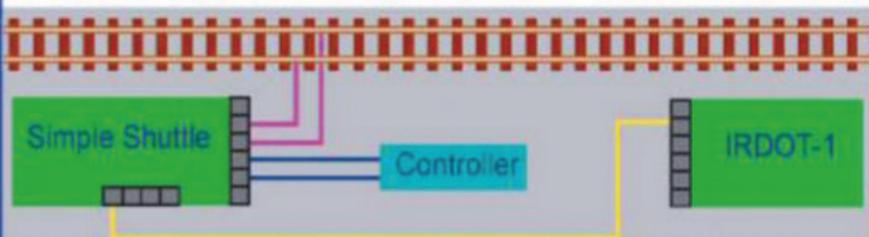
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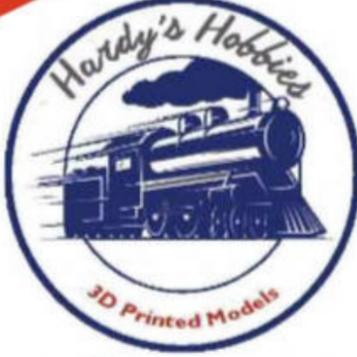


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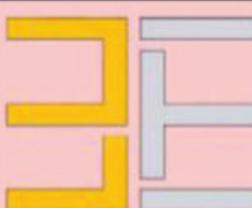
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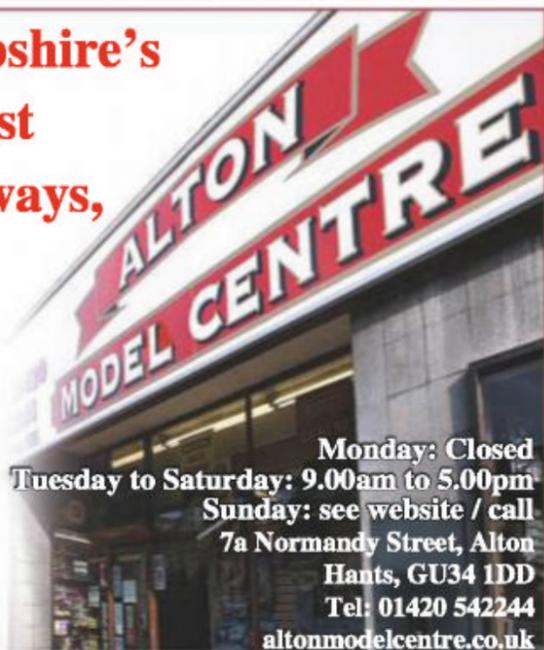
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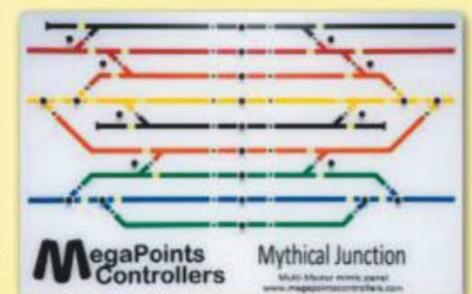
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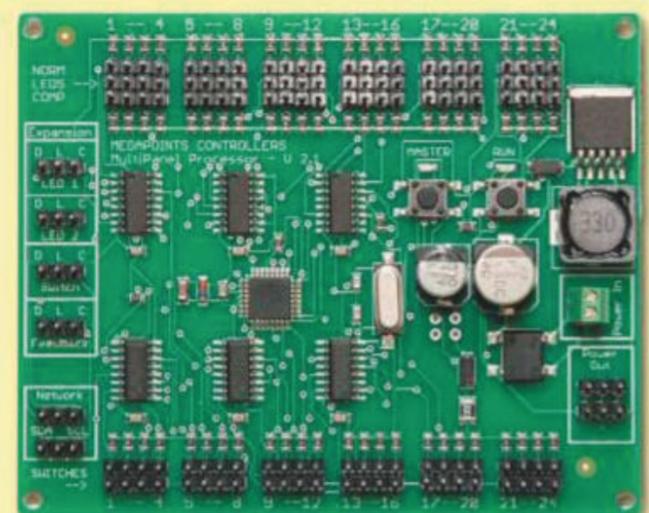
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Web & details: [megapointscontrollers.com](http://megapointscontrollers.com)

Rev 17-03

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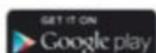


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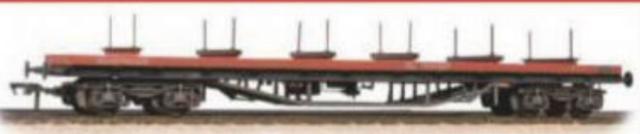
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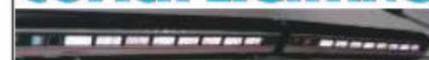
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**Gauge:** 'O'

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#### What is it?

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The '3MTs' provide a vivid demonstration of what Riddles, Cox and Bond planned for the future of British Railways traction: steam lasting into the 1980s, including use on light and medium loads on longer weight-restricted routes where extra water-carrying capacity was needed. Just imagine a 1960s/early 1970s layout with a four-coach train of blue/grey Mk 2s with a '3MT' at the head, coming off a branch line to make a connection with a main

line service hauled by a 25kV electric locomotive. That would certainly demonstrate what Riddles and his colleagues had intended.

In the event, just 20 '3MT' 2-6-0s were built at Swindon. The design effectively married the '4MT' chassis with a shortened GWR No. 2 boiler. They were primarily used on the North Eastern and Scottish Regions, although No. 77014 ended up on the Southern Region.

#### What would make it viable?

It's a class that no one has touched, regardless of scale. BR black would suit best, although my own preference would be for green, even though none ever carried it. It's their operation that makes them particularly interesting - double-headed on longer trains, suitable for smaller layouts and designed to run tender-first.

And the case for 'O' gauge, specifically? There are plenty of small locomotives available, from GWR panniers to small industrials and diesel shunters, all perfect for micro layouts. But the '3MT' would give micro layout operators something a bit more impressive to play with that doesn't take up acres of space - and offers something to haul all those excellent new BR era wagons on the market.

#### Can I see a real one?

Sadly, No. 77014 was the last '3MT' 2-6-0 to be withdrawn (on July 9 1967) and it was cut up at Birds of Risca in December 1967.



#### Have your say

Do you agree with Stephen's argument? Go to [www.facebook.com/modelrail](http://www.facebook.com/modelrail) or [www.twitter.com/modelrailuk](http://www.twitter.com/modelrailuk) and post your verdict.



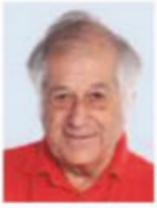
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#### How to join in

Want to present your own case? Send us 400 words explaining your choice to [modelrail@bauermedia.co.uk](mailto:modelrail@bauermedia.co.uk), putting 'Present Your Case' in the subject line.

# Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



## Chris Leigh, Consultant Editor

Dennis Lovett, Bachmann's well known and always approachable public relations manager, has retired. Dennis told me several years ago that he was going to retire, but he's made more farewell appearances than the Eagles!

Dennis was the consummate PR professional, something that's very rare in this business. His press packs for Bachmann were always first class and beautifully presented. With all the recent upheaval with prices in China, it was Bachmann that got all the model railway press together to explain what was going on - and it had Dennis' influence written all over it.

I first met Dennis in the 1980s when, as public relations manager on BR Southern Region, he organised a weekend exhibition at Cannon Street station. This brought steam, in the shape of 'Merchant Navy' No. 35028 *Clan Line*, onto third-rail electrified tracks for the first time (if I recall correctly) in an era when the electrified SR was off-limits to steam locomotives. Keen to get publicity for the



event, Dennis came to see me at the *Model Railway Constructor* office, and brought me a commemorative SR tie, which I still have.

Dennis also had to field the national press at times when the railway found itself in the news, sometimes through what is known in the industry as an 'incident'. When the Southern Region became part of the newly formed Network SouthEast in 1987, Dennis became right-hand man to NSE Director

Chris Green and numerous memorable events were organised. For me, the most notable was the weekend when Staines to Windsor services were turned over to unusual traction, including a Class 50 and LT electric locomotive No. 12 *Sarah Siddons*.

Dennis moved (with Chris Green) to Virgin Trains when the West Coast Main Line was privatised, and he did much to establish Virgin's image on the railway. He brought his exceptional experience in the job when he transferred to Bachmann, and his dealings with the model press were always exemplary. He was always frank and honest and willing to provide the background to a 'story', even if there was an element which had to remain confidential.

As one of the officers of Milton Keynes

Model Railway Society, he invited *Model Rail* to film a video programme at the society's Bletchley Park clubroom, and I recall the surreal feeling of scriptwriting on a laptop in the place where the wartime German codes were broken with a primitive computer.

We happened to be in Glasgow for Model Rail Scotland in 2007 as the accident at Grayrigg was unfolding on the TV news. By that time Dennis was with Bachmann, but it was interesting to listen to his comments and to learn the background to what a press officer does in those difficult circumstances.

Despite his role in a modern company making ready-to-run models, Dennis was always especially interested in model railway history, and particularly the old Hornby-Dublo range. He has an exceptional knowledge of the history of this hobby and it will doubtless be called upon by many of us in this business. So, Dennis, enjoy your retirement, but don't expect it to be quiet!

Finally, all of us here at *Model Rail* would like to offer Dennis' successor Richard Proudman congratulations on his new role.

Good luck Richard and Dennis!



## Richard Foster, Editor

2018 has been a year of unparalleled model railway-related content on television. We kicked off with Channel 4's *Biggest Little Railway* and, most recently, there's been *The Great Model Railway Challenge* on Channel 5. Keep your eyes peeled for a new three-part documentary about Hornby, coming soon to the BBC.

So, here's a question: what's your favourite model railway TV moment? I loved Bob Symes' *Model World* as a child, but my favourite moment has to be the scene in the penultimate episode of *The Sopranos*, when model railroad-loving mobster Bobby Baccalieri gets clipped in a model shop, just as he's about to buy a Lionel 'Blue Comet'.

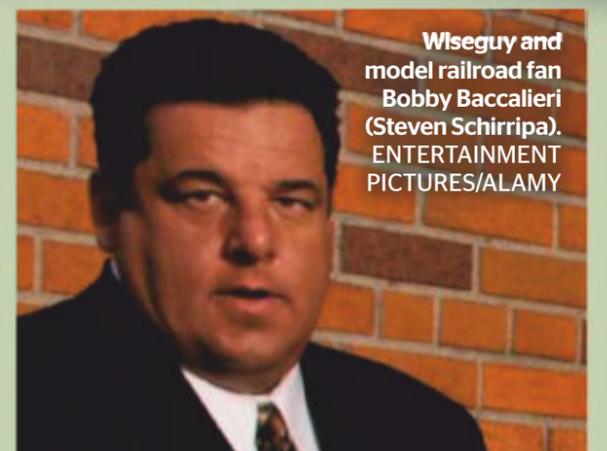
An 'O' gauge layout was built especially for the scene, with cameras mounted on the trains. The tension mounts, with Bobby unaware of his fate,

The model railroad created for *The Sopranos* episode 'The Blue Comet' is now on display at TMB Model Train Club's headquarters at Farmingdale, New York ([www.tmbmodeltrainclub.com](http://www.tmbmodeltrainclub.com)). ANN E. PARRY/ALAMY

as he chats to the shopkeeper about the Central Railroad of New Jersey's New York-Atlantic City 'Blue Comet' service.

Gunshots come out of nowhere, and each one is met with the camera cutting to a miniature figure with a shocked expression on its face. It's a brilliantly conceived piece of TV, typical of the quality of writing on *The Sopranos*. The sequence reaches its climax with Bobby's bulky figure (actor Steven Schirripa wore a 'fat suit') crashing on to the layout and destroying a bridge. The scene closes with a model train dropping through the chasm.

Has a model railway ever played such a prominent role in a TV show? I'm struggling to think of anything like this...



Wise guy and model railroad fan Bobby Baccalieri (Steven Schirripa). ENTERTAINMENT PICTURES/ALAMY

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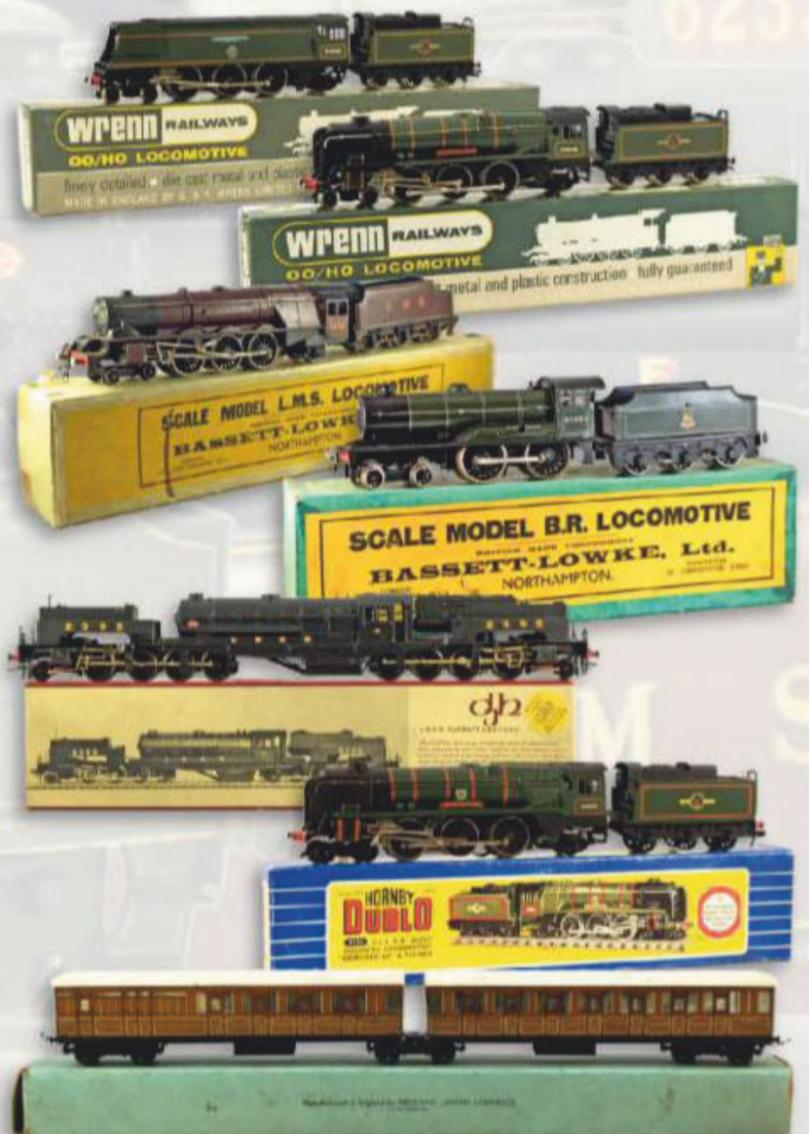
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