

HORNBY®

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REVEALED**

**'PRINCESS' 4-6-2 ♦ PECKETT 0-6-OST
♦ Mk 2f COACHES ♦ RUSTON '48DS'**

No. 257 February 2019 £4.40

MODEL RAIL

7 inspirational ideas for compact layouts

Why small spaces shouldn't limit your creativity

**'J70s'
coming
soon!**
Order yours
now - see
p111

EXCLUSIVE

The 'N' gauge layout
you can store under
your bed

TESTED
Scalescenes
'box file' layout



REVIEWED



- ♦ **HELJAN '43XX'**
- ♦ **HORNBY 'SEMIS'**
- ♦ **OLIVIA'S TRAINS BOC TANKS**
- ♦ **REVOLUTION TEA TANKS**

IN-DEPTH - INDEPENDENT - UNBIASED

Workbench

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FROM OUR EXPERTS

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- ✓ **Make a canal**
- ✓ Build a card kit
- ✓ **Detail a locomotive yard**
- ✓ Add basic scenery



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MODEL RAIL

brought to you by

**Richard Foster**

My aim for 2019 is to actually get one of my layouts to a stage where I can start to add scenery.

**George Dent**

I'd like to get into the design and printing of my own decals – something I've only dabbled in before.

**Chris Leigh**

My 2019 resolution? To actually COMPLETE the projects that I've planned. But then I say that every year...!

**Chris Gadsby**

It's a similar story from me – to finish all my ongoing projects in order to make space for more!

**Chris Nevard**

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

**Peter Marriott**

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

**Dave Lowery**

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

**Paul A. Lunn**

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

**Ben Ando**

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

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



COLIN WHITFIELD/RAIL PHOTOPRINTS



I'm almost ashamed to admit it, but it was the death of railwayman Dick Hardy back in February 2018 that prompted me to finally read his autobiography *Steam in the Blood*. I'm not sure why it hadn't occurred to me to do so before, but seeing so many reminders

of his long and illustrious railway career – particularly as he was a former M&GN man for a time – meant that I wanted to know more about him.

It's heartily recommended, and for several reasons. You get an insight into post-war Doncaster works (Hardy was a premium apprentice and was befriended by Edward Thompson) and what life was like in busy Eastern and Southern Region sheds and depots. But it's not just a read for steam buffs. Even fans of diesel traction will get something from *Steam in the Blood*.

What struck me most was just how unprepared BR was for dieselisation. Hardy, in charge of Stratford at the time, recalls how he fought to maintain diesels in the filthy conditions of the steam shed until the new diesel depot was ready. He had no diesel fitters and had to rely on a steam fitter who tinkered with electronics in his spare time to train a band of specialists to keep these new machines running!

If you've never read it, you should add it to your wishlist – it's a fascinating insight into a time of great change on the railway.

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 p14 and 110.

From the archives MR162 Nov 2011

There are two layouts this month based on real places: Nottingham Transport Heritage Centre's 'Ruddington' and Ramsbottom MRC's take on its namesake station. Dave Lowery builds a Wenford Bridge scene, and there's more architectural awesomeness from Clive Hardwick.

Star review: Graham Farish Peppercorn 'A1' 4-6-2
Masterclass: Painting miniature figures



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'J70s'**
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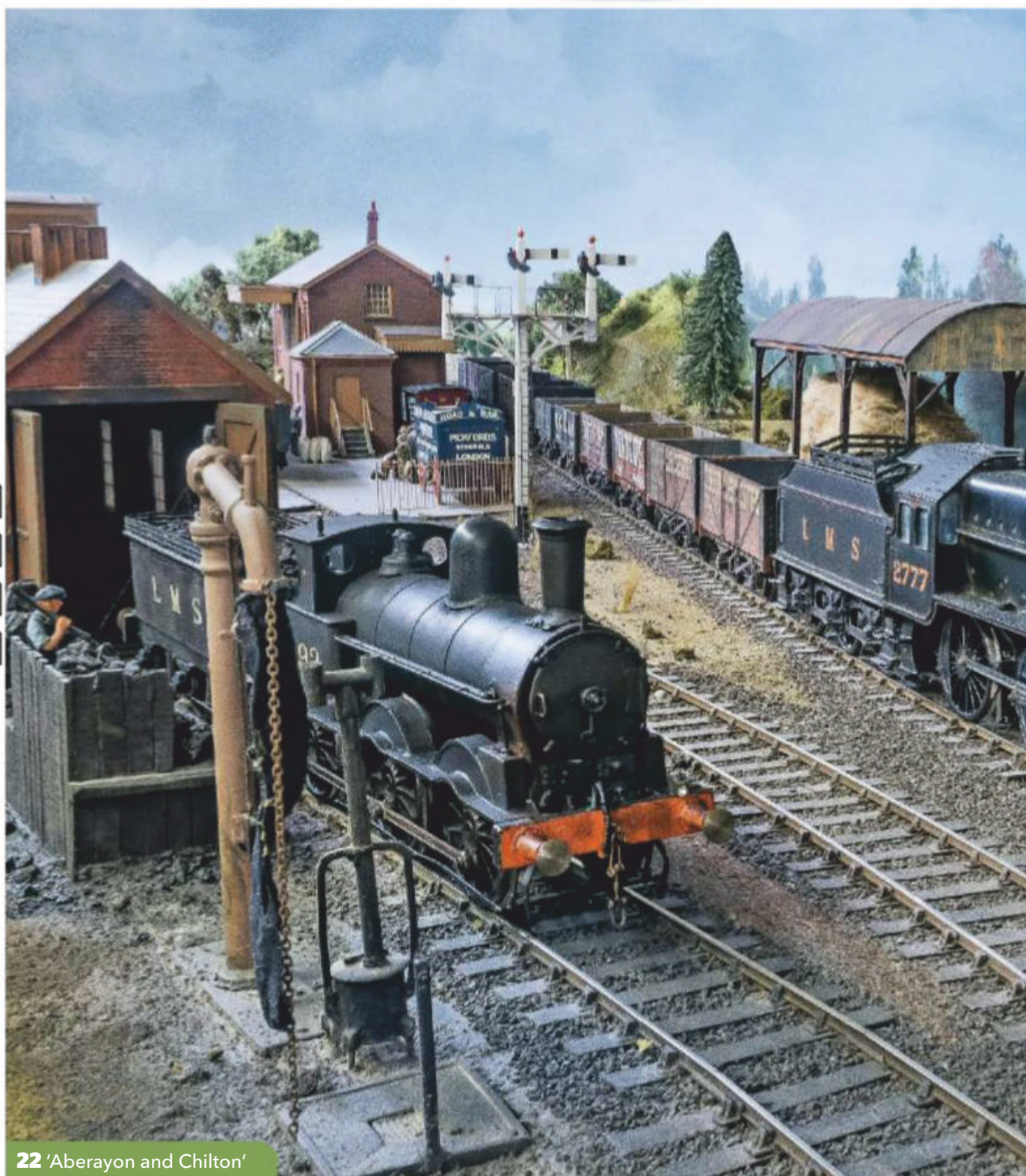
Cover: 'Windmill Sidings'. CHRIS NEVARD.

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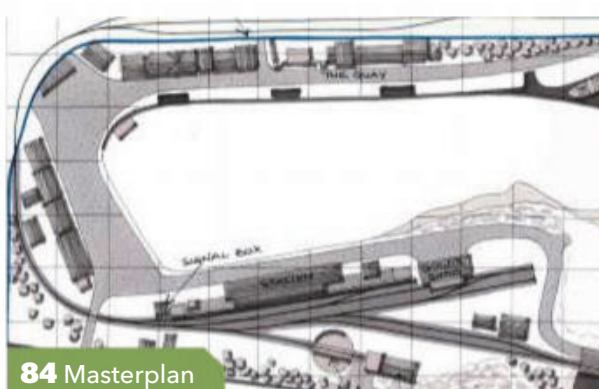
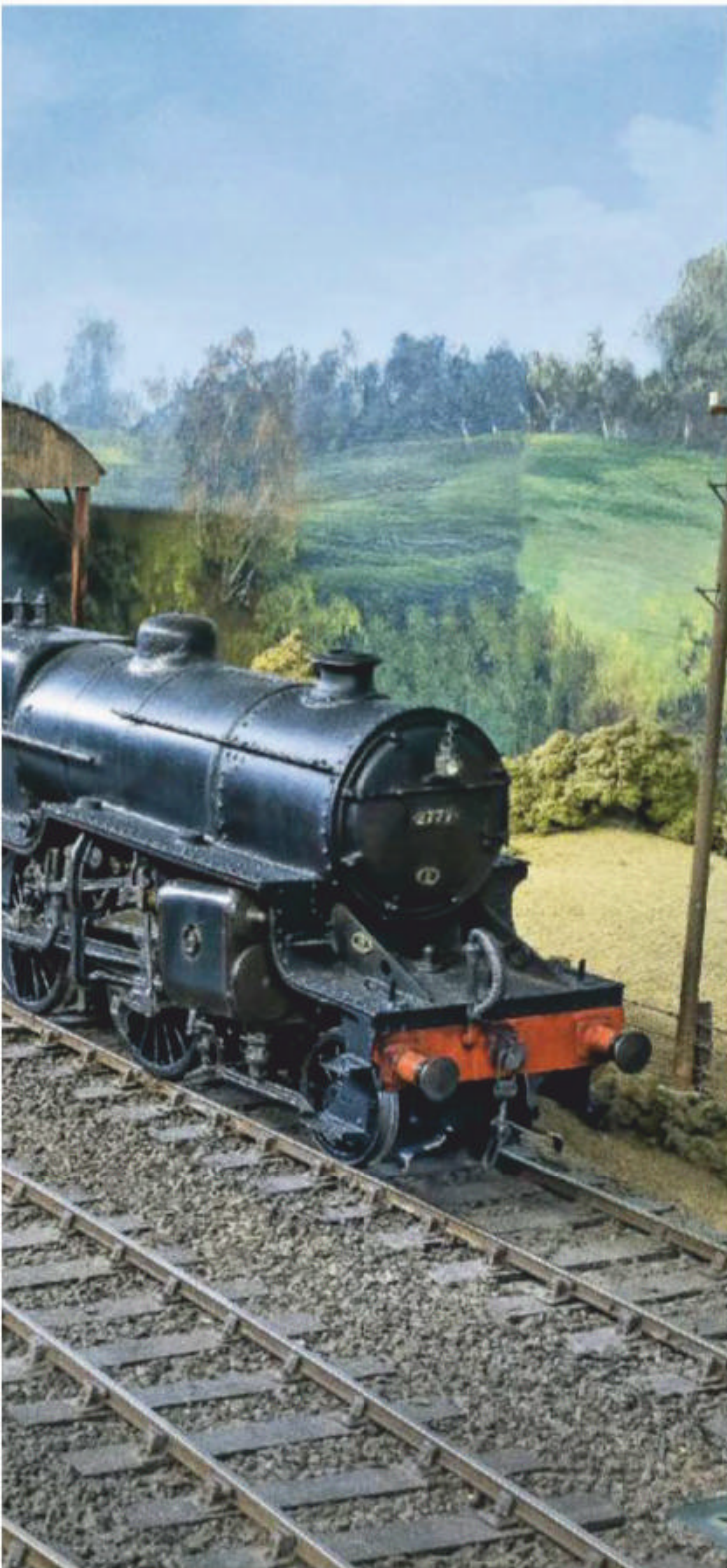
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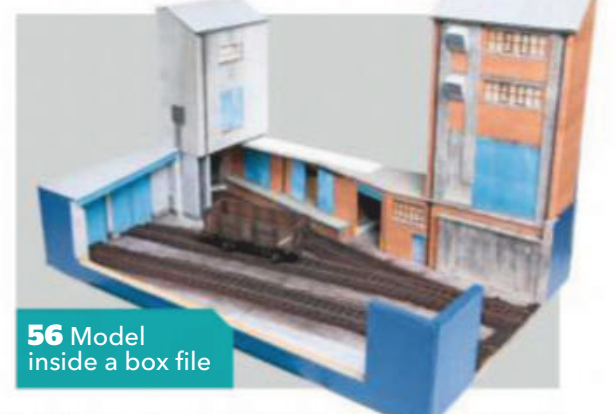
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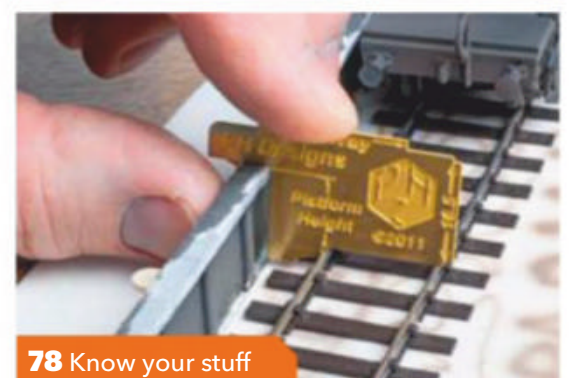
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Workbench

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The Big Picture

Welcome to a very special issue of *Model Rail*. We wanted to prove that modelling in a small space doesn't have to limit your creativity, so we gave five members of the MR team a Tim Horn 3ft by 1ft baseboard each (www.timhorn.co.uk/baseboards) to fill with whatever they wanted. The only rule: the track had to be 113mm from the leading edge,

so that they could be linked together.

From GWR sheds to Underground stations, the results prove that the only limit to layout building is your own imagination! Turn to p35 to see the results.

This is Chris Nevard's diorama, given a sprinkling of snow (cream of tartar).
Photography: CHRIS NEVARD



MODEL RAIL'S 'J70'
DUE IN STOCK JAN/FEB
SEE P111 FOR MORE

HORNBY RETURNS TO ITS ROOTS

Three steam locomotives; one industrial diesel; four ranges of coaches and two new wagons

- that's how Hornby's Marketing & Development Manager Simon Kohler has marked his return.

Hornby's 2019 range kick-starts the return to a wider range of products and accessories, complemented by a return to its spiritual Margate home.

Mr Kohler told *Model Rail*: "When I returned to Hornby much had changed. There was a new building and new systems but a model railway range that didn't seem to have any particular direction.

"Like an oil tanker, these things cannot change [direction] straight away, and it will take a year or two to work through some of the decisions made by the previous teams. In many respects, there was little I could do with the 2018 range, but for 2019 I was able to bring some clarity and direction."

The standout feature for the 2019 range is an all-new LMS 'Princess Royal'. Sir William Stanier's pioneering 'Pacific' of 1933 should receive the same treatment as the 'Princess Coronation' (see p104).

Hornby's design team visited the Princess Royal Class Locomotive Trust's HQ at Midland Railway - Butterley in 2018 to study preserved No. 6201 *Princess Elizabeth* (the other preserved 'Princess', No. 46203 *Princess Margaret Rose*, is also based there).

Following the success of its Peckett 0-4-OST and Sentinel diesel shunter, Hornby is to offer two new industrials. Calls for a six-coupled industrial steam locomotive have been answered by the Peckett 'B2' 0-6-OST. The Bristol locomotive builder introduced this design circa 1914.

The Ruston & Hornsby '48DS' 4wDM was one of the smallest and cheapest standard gauge locomotives money could buy. The design originated in a locomotive built for Heinz in 1936 and they continued in production until the 1960s. Owing to the model's short wheelbase, it will come with a 'Conflat' wagon fitted with

additional pick-ups, although you may find that your Ruston will navigate your points on its own without any difficulty.

Hornby will go head-to-head with Dapol and Bachmann with two items in its 2019 range. Hornby is to replace the old Airfix GWR 'Large Prairie' with an all-new version that, like Dapol's under-development model (MR244), will cover '5101' and '61XX' variants of Collett's 1929 2-6-2T.

The launch of an all-new Mk 2f is an even more surprising development. Hornby will only produce First Open, Brake Second Open and Tourist Second Open Mk 2fs but the models will be nearly £20 cheaper than Bachmann's new model (MR254).

However, two further range of coaches will complement new models from other manufacturers. Hornby is to develop an all-new Mk 3 but with the plug doors now fitted to ScotRail, CrossCountry and GWR HSTs, whereas Oxford Rail is only offering slam-door Mk 3s.

Hornby's new 59ft Bulleid coaches should complement the 63ft type currently being developed by Bachmann. Hornby's new models comprise Corridor Composite and Corridor Brake Thirds to Diagrams 2121 and 2316, introduced in 1945/46.

The final new coach range follows Hornby's familiar pattern of offering 'top link' coaches, before filling in the gaps with some non-gangway types. New for 2019 are the GWR 57ft Diagram 98 Brake Third of 1925 and 57ft Dia. E131 Brake Composite of 1927.

Hornby's elderly LMS 20t brake van, an ex-Airfix model, is to be replaced by an all-new version.

Finally, Hornby's extensive range of Southern Region models will be joined by an LSWR brake van. It will produce the 20t brake van (Diagram 1543) designed by Surrey Warner in 1915. These 75 vehicles were originally rated at 20t but were upgraded to 24t by the Southern Railway.

00 GAUGE HORNBY LMS 'PRINCESS ROYAL' 4-6-2

What's planned?

- ◆ R3709: No. 6201 *Princess Elizabeth*, LMS crimson
- ◆ R3711: No. 46206 *Princess Marie Louise*, BR livery
- ◆ R3713: No. 46207 *Princess Arthur of Connaught*, BR livery

Price? £189.99 (£204.99 DCC fitted)

What stage is it at? CAD artwork

When's it due? November 2019



MALCOLM RANIERI

00 GAUGE HORNBY 'LARGE PRAIRIE' 2-6-2T

What's planned?

- ◆ R3719: '5101' No. 4154, GWR green
- ◆ R3721: '61XX' No. 6110, GWR green
- ◆ R3723: '61XX' No. 6145, BR livery
- ◆ R3725: '5101' No. 4160, BR livery

Price? £139.99 (£159.99 DCC fitted)

What stage is it at? CAD artwork **When's it due?** July 2019



TONY STREETER/SR

00 GAUGE HORNBY PECKETT 'B2' 0-6-OST

What's planned?

- ◆ R3693: No. 4 *Sherwood*, Sherwood Colliery Co. Ltd green
- ◆ R3694: *Westminster*, Associated Portland Cement green
- ◆ R3695: No. 1455, National Coal Board blue

Price? £109.99 (£129.99 DCC fitted)

What stage is it at? Decorated samples

When's it due? April 2019



00 GAUGE HORNBY RUSTON & HORNSBY '48DS' 4wDM

What's planned?

- ◆ R3704: 269595, Ruston & Hornsby Sheaf Ironworks livery
- ◆ R3705: No. 458957, John Dewar & Sons livery
- ◆ R3706: Army 802, War Department livery
- ◆ R3707: Queen Anne, Longmorn Queen Anne whisky livery

Price? £79.99

What stage is it at? Decorated samples

When's it due? June 2019



00 GAUGE HORNBY Mk 2f COACHES

What's planned?

- ◆ First Open, Tourist Second Open, Brake Second Open; BR blue/grey
- ◆ First Open, Tourist Second Open, Brake Second Open; InterCity grey
- ◆ Standard Open, Brake Second Open; ScotRail 'Saltire' livery
- ◆ Radio Survey Test Train Coach 977997, Plain Line Pattern Recognition Vehicle 72631, Network Rail yellow

Price? £34.99 **What stage is it at?** Artwork

When's it due? July 2019-November 2019



00 GAUGE HORNBY Mk 3 PLUG DOORS

What's planned?

- ◆ TS, TSL, TGFB in ScotRail InterCity livery
- ◆ TSD, TGS, TS in GWR livery
- ◆ TGS, TSD, TS, TCC, TFD in CrossCountry livery

Price? £34.99 **What stage is it at?** Engineering prototype

When's it due? November 2019



00 GAUGE HORNBY BULLEID 59ft COACHES

What's planned?

Corridor Composite, Corridor Brake Third, Corridor Brake Third in Southern and BR green

Price? £47.99 each **What stage is it at?** Engineering prototype

When's it due? April/May 2019



00 GAUGE HORNBY GWR 57ft NON-GANGWAY COACHES

What's planned?

- ◆ Four Dia. E131 Nine Compartment Composite, GWR chocolate/cream
- ◆ Four Dia. 98 Six Compartment Brake, GWR chocolate/cream
- ◆ Four Dia. E131 Nine Compartment Composite, BR crimson
- ◆ Four Dia. 98 Six Compartment Brake, BR crimson

Price? £48.99

What stage is it at? Decorated samples

When's it due? April 2019



00 GAUGE HORNBY LSWR WARNERS BRAKE VAN

What's planned?

Two in LSWR brown, two in Southern Railway brown and two in BR grey **Price?** £24.99 each

What stage is it at? Engineering prototype

When's it due? June 2019



00 GAUGE HORNBY LMS 20T BRAKE VAN

What's planned?

Two Dia. 1919 in LMS grey and two Dia. 2068 in BR bauxite

Price? £22.99 each

What stage is it at? Engineering prototype

When's it due? October 2019



ONE:ONE COLLECTION

Hornby's old Margate factory is now owned by Locomotive Storage Ltd, part of the group of railway businesses formed by millionaire locomotive owner Jeremy Hosking. Hornby's new One:One Collection will offer

models of locomotives in store at Margate. The first two models depict 'A4' No. 4464 *Bittern* in LNER blue with double tender (R3771, rrp £199.99) and the Mid-Hants Railway's 'Black Five' No. 45379 (R3805, rrp £174.99).



'Co-Co' CAVALCADE

Hornby is to take on Hatton's all-new Class 66 (MR250) with a budget alternative. It will resurrect its ex-Lima Class 66 in liveries being offered by Hatton's but with a starting price of just £74.99. The first two models in the 'Co-Co Cavalcade' are due in stock in May 2019, with the bulk following in June. Here's what's available:

- ◆ R3777: 66005, EWS maroon/gold
- ◆ R3778: 66097, DB Traffic red
- ◆ R3779: 66783 *The Flying Dustman*, GBRf Biffa red
- ◆ R3784: 66705 *Golden Jubilee*, GBRf livery, with Union Flag
- ◆ R3785: 66731 *interhubGB*, GBRf/Europorte livery
- ◆ R3786: 66413, Freightliner orange with black stripes
- ◆ R3787: 66847, Colas Rail orange/yellow
- ◆ R3747*: 66779 *Evening Star*, GBRf BR lined green
- ◆ R3748*: 66789 *British Rail 1948-1997*, GBRf BR 'Large Logo'

*RRP £99.99



Steam highlights

- ◆ R3731 SECR 'H' 0-4-4T No. 31177, BR lined black, early emblem
- ◆ R3732 SR 'LN' 4-6-0 No. 30852 *Sir Walter Raleigh*, BR green, early emblem



- ◆ R3733 SR 'LN' 4-6-0 No. 30859 *Robert Blake*, BR green, late emblem
- ◆ R3649 SR unrebuilt 'MN' 4-6-2 No. 35029 *Ellerman Lines*, BR lined green, early emblem



- ◆ R3716 SR unrebuilt 'MN' 4-6-2 No. 35022 *Holland America Line*, BR lined green, early emblem
- ◆ R3717 SR unrebuilt 'MN' 4-6-2 No. 21C7 *Aberdeen Commonwealth*, SR wartime black
- ◆ R3727 LYR 'Pug' 0-4-0ST No. 11244, LMS black
- ◆ R3728 LYR 'Pug' 0-4-0ST No. 51207, BR black, early emblem
- ◆ R3642 LMS 'Princess Coronation' 4-6-2 No. 46232 *Duchess of Montrose*, BR green, early emblem
- ◆ R3715 LMS 'Princess Coronation' 4-6-2 No. 6224 *Princess Alexandra*, LMS streamlined blue
- ◆ R3734 NBR 'C' 0-6-0 No. 65235 *Gough*, British Railways unlined black



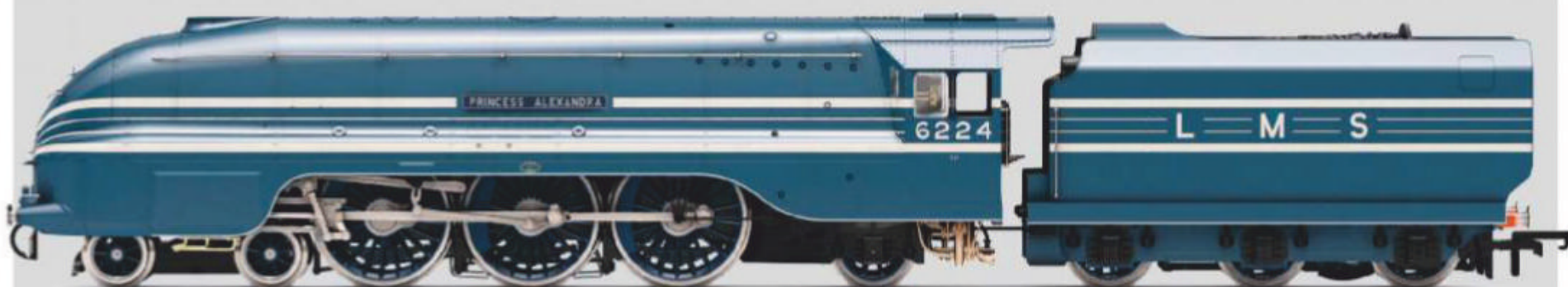
- ◆ R3735 NBR 'C' 0-6-0 No. 5662, ROD ochre
- ◆ R3736 LNER 'A1' 4-6-2 No. 4472 *Flying Scotsman*, 1924 LNER green
- ◆ R3627 LNER 'A3' 4-6-2 No. 60103 *Flying Scotsman*, BR express blue
- ◆ R3737 LNER 'A4' 4-6-2 No. 60022 *Mallard*, BR express blue
- ◆ R3701 LNER 'A4' 4-6-2 No. 60028 *Walter K. Whigham*, BR experimental blue



- ◆ R3729 LNER 'O1' 2-8-0 No. 6359, LNER wartime black
- ◆ R3730 LNER 'O1' 2-8-0 No. 63806, BR unlined black, early emblem
- ◆ R3643 BR '7MT' 4-6-2 No. 70046 *Anzac*, BR lined green, late emblem



- ◆ R3702 Peckett 'W4' 0-4-0ST *Daphne*, Tytherington Stone Co. maroon
- ◆ R3703 Peckett 'W4' 0-4-0ST *Bear*, blue
- ◆ R3761 Peckett 'W4' 0-4-0ST *Lady Edith*, Pensnett Railway green





THOMAS OUT, HARRY IN

Thomas the Tank Engine has been a staple of the Hornby range since 1985 – but no longer. Hornby has decided not to renew its Thomas licence.

So what will fill the hole left for younger modellers? Step forward Harry Potter!

Hornby has a licence deal with Warner Brothers which will enable it to produce a range of railway and die-cast vehicles for it and its DC Comics film franchises. The first new product is a Harry Potter Hogwarts Express train set, featuring No. 5972 *Hogwarts Castle* and four Mk 1 coaches in Hogwarts Railway livery. The 'Hall' 4-6-0 will be sound-fitted.

Hornby's Skaledale Goathland buildings will return, as the North Yorkshire Moors railway station doubled as Hogsmeade station. It will be joined by a representation of Platform 9¾, that clips into Hornby's plastic platform sections.

OFF THE RAILS

One of Simon Kohler's ambitions is to resurrect Hornby's ability to offer everything you need to build a model railway. Therefore, the 2019 range includes the welcome return of SkaleScenics and SkaleAutos.

There are some 72 new items in the 2019 SkaleScenics range, including ballast, trees and scatter material. SkaleAutos gets a more modest start, with nine new 1:76 scale road vehicles. Highlights include a Ferguson TE20 tractor, a Fowler ploughing engine, a BMC Mini and a blue Ford Anglia 105E.

Hornby has also developed an all-new analogue controller, while its Select DCC system receives an upgrade, to increase CV programming and short circuit protection. Coupled with the RailMaster software, this will allow an unlimited number of locomotives to be programmed into your database, and offers the ability to control your layout using your smartphone and voice commands. There's a new six-pin DCC decoder (R7150, £25.99) and 11 new TTS sound decoders.



RailRoad highlights

Several old favourites return for 2019, albeit in Hornby's budget RailRoad range. The old Lima HST power car will be offered in original blue and yellow livery. They will be joined by the old Tri-ang GWR Dean 'Single' and GWR 'razor edge' railcar and a pair of Class 47s in EWS 'Royal' livery. The 'J83' O-6-OT also makes its return to the range in LNER, having previously only been available in the 'Mixed Freight' digital train set. Other RailRoad stars include Crosti '9F' No. 92028 in weathered BR black, Bagnall O-4-ODH in pseudo BR green livery and Hornby's old non-gangwayed clerestory coaches that date from 1961.



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Diesel & electric highlights



- ◆ R3699 '2-HAL' EMU 2611, with '2-BIL' Driving Trailer Car 12146, BR green
- ◆ R3700 '2-BIL' EMU 2152, Southern Railway green
- ◆ R3661 Brush Type 2 A1A-A1A D5509, BR green,
- ◆ R3746 Class 31 A1A-A1A 31102, BR blue with yellow warning panels
- ◆ R3745 Class 31 A1A-A1A 31602 *Driver Dave Green*, Network Rail yellow



- ◆ R3802 Class 43 HST power cars 43315 and 43309, LNER red



- ◆ R3698 Class 43 HST power cars 43033 and 43183, ScotRail InterCity livery
- ◆ R3696 Class 43 HST power cars 43093 *Old Oak Common-HST Depot 1976-2018* and 43016, GWR livery
- ◆ R3808 Class 43 HST power cars 43285 and 43304, CrossCountry livery
- ◆ R3697 Class 47 Co-Co 57601 *Winchester Castle*, WCRC/ Northern Belle umber & cream*
- ◆ R3605TTS Class 60 Co-Co 60044 *Dowload*, DB Schenker red
- ◆ R3743 Class 60 Co-Co 60015 *Bow Fell*, Railfreight grey, Construction Sector
- ◆ R3750 Class 67 Bo-Bo 67021, Belmond British Pullman umber/cream**
- ◆ R3774 Class 67 Bo-Bo 67024, Belmond British Pullman umber/cream



- ◆ R3739 Class 87 Bo-Bo 87001 *Royal Scot/Stephenson*, BR blue, 1976 condition
- ◆ R3751 Class 87 Bo-Bo 87002 *Royal Sovereign*, Caledonian Sleeper livery
- ◆ R3740 Class 92 Co-Co 92023, Caledonian Sleeper livery
- ◆ R3741 Class 92 Co-Co 92043, GBRf livery
- ◆ R3742F Class 92 Co-Co 91 53 0 472 001-3 *Mihai Eminescu*, DB Cargo Romania



- ◆ R3772 Class 156 156480 *Spirit of the Royal Air Force*, Northern 'RAF100' livery
 - ◆ R3215 Eurostar Class 373, e300 livery, four-car
 - ◆ R3762 Class 800/1 'Azuma', LNER silver/red, five-car set
- *Part of 'Northern Belle' train pack, plus three Mk 2 coaches
**Part of 'British Pullman' train pack, plus three Pullman cars

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

▣ 'Silver and pearl' celebration

First it was HSTs in blue and yellow... now, LNER has repainted Class 91 91119 *Bounds Green* in its original InterCity colour scheme, complete with a silver swift on the nose. The repaint is a preview of the Class 91's 30th birthday celebrations in 2019. JULIAN GAJEWSKI



▣ A sight to savour

A sight not seen for over 20 years: all three Vale of Rheidol 2-6-2Ts in steam – and in GWR green. This photograph was posed to mark the return to service of No. 7, which has not steamed since 1998. The overhaul has largely been carried out by apprentices and trainee engineers in the railway's Aberystwyth workshops. Hopefully, one will be repainted in BR blue in the not-too-distant future! THOMAS BRIGHT/SR



▣ Class 755s shape up in East Anglia

There's a new shape in Norfolk as Greater Anglia has taken delivery of its first Class 755 electro-diesel multiple units. The four-car units, built by Swiss firm Stadler, are articulated and will cover the whole GA network, from Sheringham to Peterborough and on the Great Eastern Main Line. RICHARD CLINNICK/RAIL



▣ 149th Barry scrapper returns to steam!

The Bury Standard 4 Group has completed the 33-year restoration of '4MT' 2-6-4T No. 80097 at the East Lancashire Railway. It was due to enter ELR service before the end of 2018. More significantly, No. 80097 is the 149th Barry restoration to be completed, out of 213 locomotives purchased from Woodham Bros' South Wales scrapyards.

At the time of writing, WR 'Modified Hall' No. 6989 *Wightwick Hall* was due to be the 150th Barry locomotive to return to steam. MIKE WETTON

▣ Testing time for new EMUs

There's another new face on the network: London Overground's new Class 710 EMUs have started testing. The first of the 54 Bombardier units was due to enter service in May 2018 but they've been delayed by software issues. LO plans to use the new trains on Gospel Oak-Barking services. JULIAN GAJEWSKI



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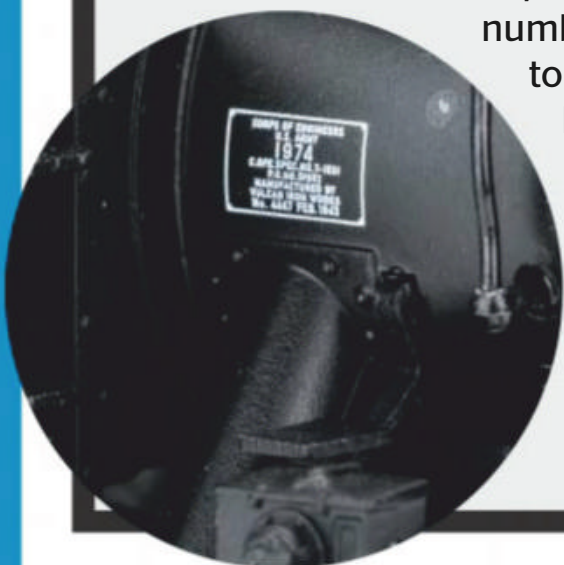


MR-111 'USA' 0-6-0T No. s73 British Railways unlined black

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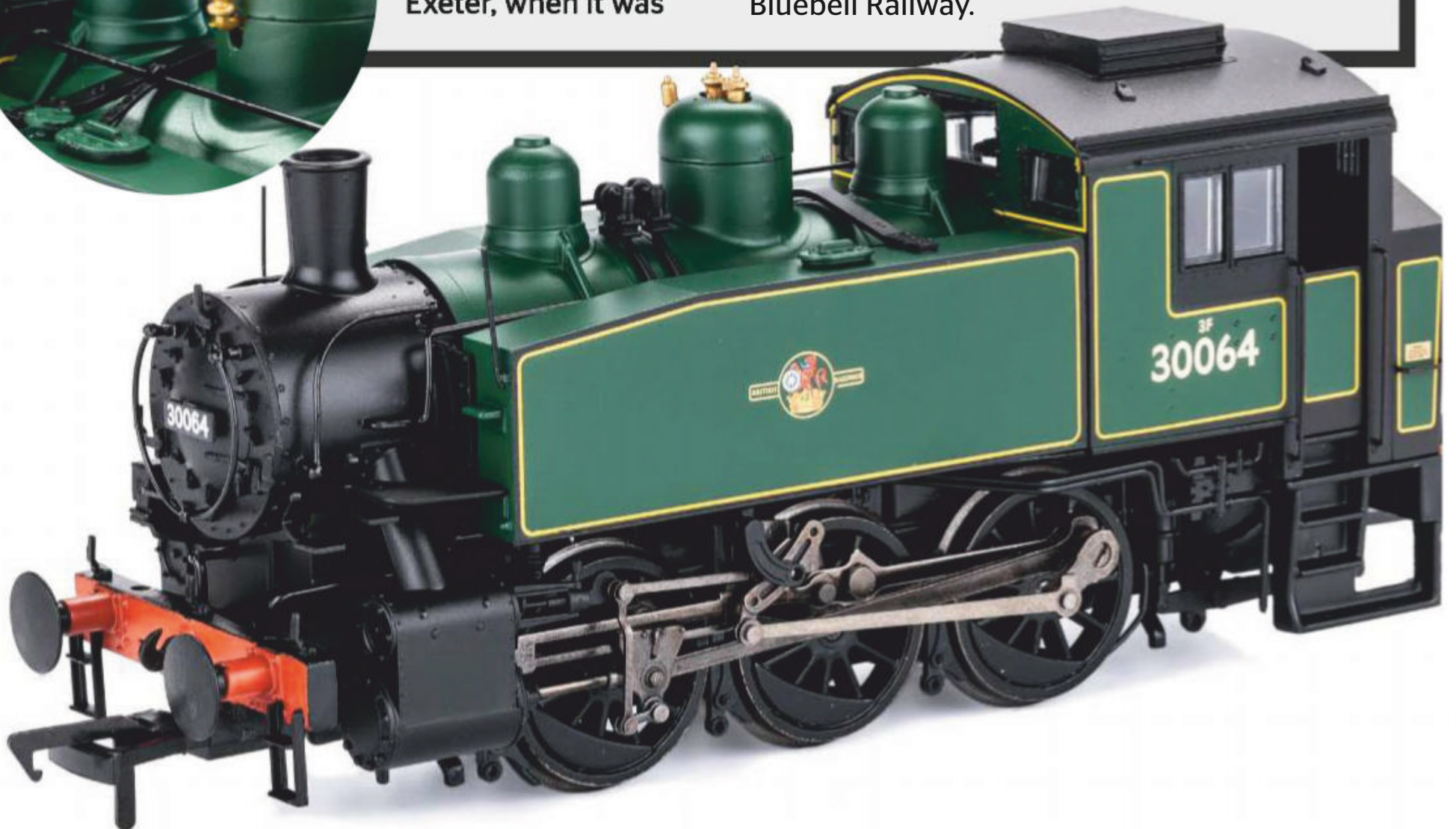
MR-104A 'USA' 0-6-0T No. 30064, in BR lined green

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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According to Chris...

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

Back in early November I took the Cornish harbour layout, 'Polwyddelan', that I built for a series of *Model Rail* articles, to High Wycombe Model Railway Society's Wycrail exhibition. The one-day show, in the atrium, hall and gymnasium of a large secondary school, included 30 layouts, as well as the customary trade support.

'Polwyddelan' was not intended as an exhibition layout and it has certain shortcomings in terms of shape, operational interest and presentation. So it was a real surprise – and immensely satisfying – to be placed third in the judging of layouts. I hadn't even been aware there was to be a competition!

Competitive modelling has enjoyed something of a revival recently, thanks to Channel 5's *The Great Model Railway Challenge*, but for me it highlighted just how this facet of the hobby has declined. During my time on *Model Railway Constructor* in the 1980s, and a decade later on *Model Rail*, I was asked, from time to time, to judge modelling competitions. Sometimes it was scratchbuilt or kit-built items in showcases, other times it was layouts at shows.

I recall enlisting my wife's eagle eyes to help me judge layouts at Colchester one year, and it was a regular duty for *Model Rail* staff

to judge modern image exhibits at Model Rail Scotland in Glasgow. In general, however, modelling competitions seem to have fallen out of favour.

Perhaps 'Challenge', already contemplating a second series, will bring a revival. Hopefully, too, it will have attracted younger people into the hobby. It's in the same mould as *The Great British Bake Off*, and that certainly has broad appeal.

My granddaughter (aged 12) is an avid baker, and lists Mary Berry as one of her heroes!

So what of the first series of 'Challenge'? There was much that was good, and on the basis that any publicity is good publicity, a prime-time Friday evening slot has to be good. For me, Friday evening was not ideal. It meant that I missed an episode because I was setting up at Wycrail, and a Remembrance event on the evening of the finale. I'd seen enough, however, to convince me that, with a few tweaks for subsequent series, 'Challenge' will be good for the hobby.

One always fears that popular TV will only serve to reinforce stereotypes and, sadly, that is true in some respects. There was an irritating 'voice-off' that told the teams how much time they had left, and two presenters whose sole purpose seems to be to reel off countless puerile puns.

The judges, on the other hand, bring gravitas and understanding of the skills and problems involved.

But the teams are not just competing against each other, they are also competing against the clock, and here the hurried nature of the modelling really shows. It was notable that time and again, the teams commented that they could have done a better job if they had more time. Nevertheless, they deserve credit for their willingness to put their efforts under public scrutiny.

This is a hobby where the length of time taken to make something is one of its most significant strengths. At the top of the modelling scale we talk, with admiration, of how long a Pendon cottage took to build. In this hobby, 'five years in the making' is a seal of quality, not a criticism. Modelling against the clock in front of a TV camera turns the reason for being a railway modeller on its head. Now we have to get used to the idea that 'it only took a couple of hours, it works and it just about looks OK' is also a plaudit.

If the show proves to be successful, perhaps we'll see some more documentary-style programmes looking at our hobby from that other perspective. If that happens, 'Challenge' might just have been the right programme at the right time. **MR**

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



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Modelling Lives

Tales from the world of professional model-makers.



Paul Gosden loves modelling the modern railway and his interests have recently led to commissions from Freightliner.

I spend a lot of my time photographing freight trains and this interest in the contemporary railway scene led me to build 'Chadwick Junction' (MR212). Once this layout was complete, I took a short break from modelling while I waited for a fresh burst of inspiration to strike.

Google Earth is a great resource for railway modellers and, after viewing various freight terminals and depots from the online 'eye in the sky'. Freightliner's Midland Road depot in Leeds grabbed my attention, so much so that I soon resolved to build a new layout based on this location.

Thinking that I had nothing to lose, I contacted Freightliner's head office explaining my intentions and was fortunate to receive an invitation to the depot for an extensive, personal tour. This was a real privilege, as very few visitors are permitted to visit Freightliner's depots. After being kitted out in regulation clothing and undergoing a safety briefing, I was escorted around the site and allowed to take plenty of photographs and note the key dimensions of the main buildings.

Over the following year, my new layout began to take shape, featuring many aspects of Midland Road. Unsurprisingly, I had to restrict the length of the 400ft-long depot building to fit within the available space, but it was completed in early 2018 and I decided to christen it 'Ledleigh Depot'.

With another layout completed and with an urge to do something a little different,

I opted to build a portable diorama. Freightliner's recently opened Crewe Basford Hall depot seemed like an attractive proposition, so I dropped my Freightliner contacts a line to raise the possibility of another site visit. To my delight, they graciously agreed and an escorted visit was arranged to the Cheshire depot.

This time I wanted to build a more exact replica of the real depot so more detailed photographs were taken, especially as I envisioned building the depot with a removable roof that would reveal a fully detailed interior. Being a newly built structure, copies of the site plans were made available by Freightliner and this made the scaling down of the dimensions

“Freightliner came to the rescue and sent me a new photograph taken from a drone”

to 'OO' much easier. I must emphasise how lucky, and grateful, I was to be so well accommodated by the busy Freightliner staff who gave up their time to show me around the facilities and answer all my questions.

My rendition of Basford Hall fitted onto a 5ft by 3ft baseboard, with all depot and office buildings being built from double-thickness mounting board with embossed plastic planking. The shell of the building was constructed first, before adding the internal girders using Plastruct styrene section.



'Basford Hall'

Having my photographs close to hand on my iPad helped massively while constructing the interior. I also scaled down my photographs of storage cabinets, vending machines and other internal fixtures and mounted them onto mounting board for greater realism. While the roof structure was made to fit as tight as possible to the walls, it could be lifted away to reveal the detailed interior which was illuminated with LED strip lighting powered by 9V batteries.

Partway through the build, Freightliner got in touch to ask if I could bring my diorama to Crewe for the launch of their new corporate identity. Directors from Genesee & Wyoming (Freightliner's parent company) would be attending, along with the newly repainted Class 66 66413. Aided by copies of the artwork for Freightliner's new logos and signage, the completed diorama moved back to Crewe and is now on permanent display in the Basford Hall boardroom.

The folks at Freightliner then commissioned me to build a similar diorama for display at Midland Road depot, which provided a new challenge. I'd need to replicate the entire depot structure, so 'N' gauge was the only option and everything would have to be built from scratch.

My first attempt at the depot failed as the long girders proved too flimsy, leading to a sagging roof. In the end I built it in sections and then joined it all together. This structure has a fixed roof but the depot and all subsidiary units are illuminated.

I soon discovered that Google Earth didn't have an up-to-date aerial view but, once again, Freightliner came to the rescue and sent me a new photograph taken from a drone. This was perfect as I could now see everything I needed to complete the model. It won't be long before I'll be travelling up the M1 to install this model in the Midland Road board room.

I would like to thank all of the staff at Freightliner for their help and hospitality over the past year.

MODELLER'S CV

Paul Gosden served his engineering apprenticeship at London Transport, working at a variety of bus works around the capital. His latest layout, 'Ledleigh Depot', will appear in *Model Rail* soon.



'Midland Road'

PAUL GOSDEN

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Doctor's orders

Kevin Wilson recounts the story of the late Dr Paul Glover's layout 'Aberayon and Chilton'.

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



LAYOUT **ABERAYON AND CHILTON**

VITAL STATS

Layout:

'Aberayon and
Chilton'

Size: 37ft by 12ft

Gauge: 'O'



“It’s a great shame that my old friend and colleague Dr Paul Glover won’t see his 7mm:1ft scale loft layout ‘Aberayon and Chilton’ featured in *Model Rail*, as he passed away in October 2017. It was one of his wishes that a good photographic record should be made, and this was arranged a little while ago. Luckily for us, he had set aside some time in advance to write some words and captions in preparation for such an event.”

Kevin Wilson’s ‘Bucks Hill’ starred in our 2016 *Art of Modelling* publication. His friendship with Paul began with a chance meeting at an exhibition. Kevin built ‘Aberayon’ and Paul bought it from him, with the intention of linking it to the ‘O’ gauge layout already under construction in his loft. Paul and Kevin remained close throughout the layout’s rebuild and, as Kevin recalls, Paul was always keen to get things looking perfect.

“Paul thrived on facts and research. He had an insatiable appetite for knowledge and an encyclopaedic memory, especially for those things boys needed to

know about planes, cars, ships and, of course, trains.

“He worked his way up through the management levels of the National Coal Board, reaching director general of staff, he also took on the role of becoming the national chairman of the Coal Trade Benevolent Association in 1976. In 2008, after his retirement from the board of trustees, he became CTBA president, and always spoke most warmly of his time working for NCB chairman Lord Ezra for 15 years, and eventually writing his biography.

“His desire to maintain records yielded some surprises. I casually asked him what his first car was – not only did he have the receipt but he could tell me what he spent on petrol that year!”

This desire to record everything transferred itself to the layout. All the movements were recorded on a card system and run to a timetable that took about a month to formulate.

“Unlike many of his generation, he embraced modern technology. He converted the layout and locomotives to DCC with sound, enjoying the

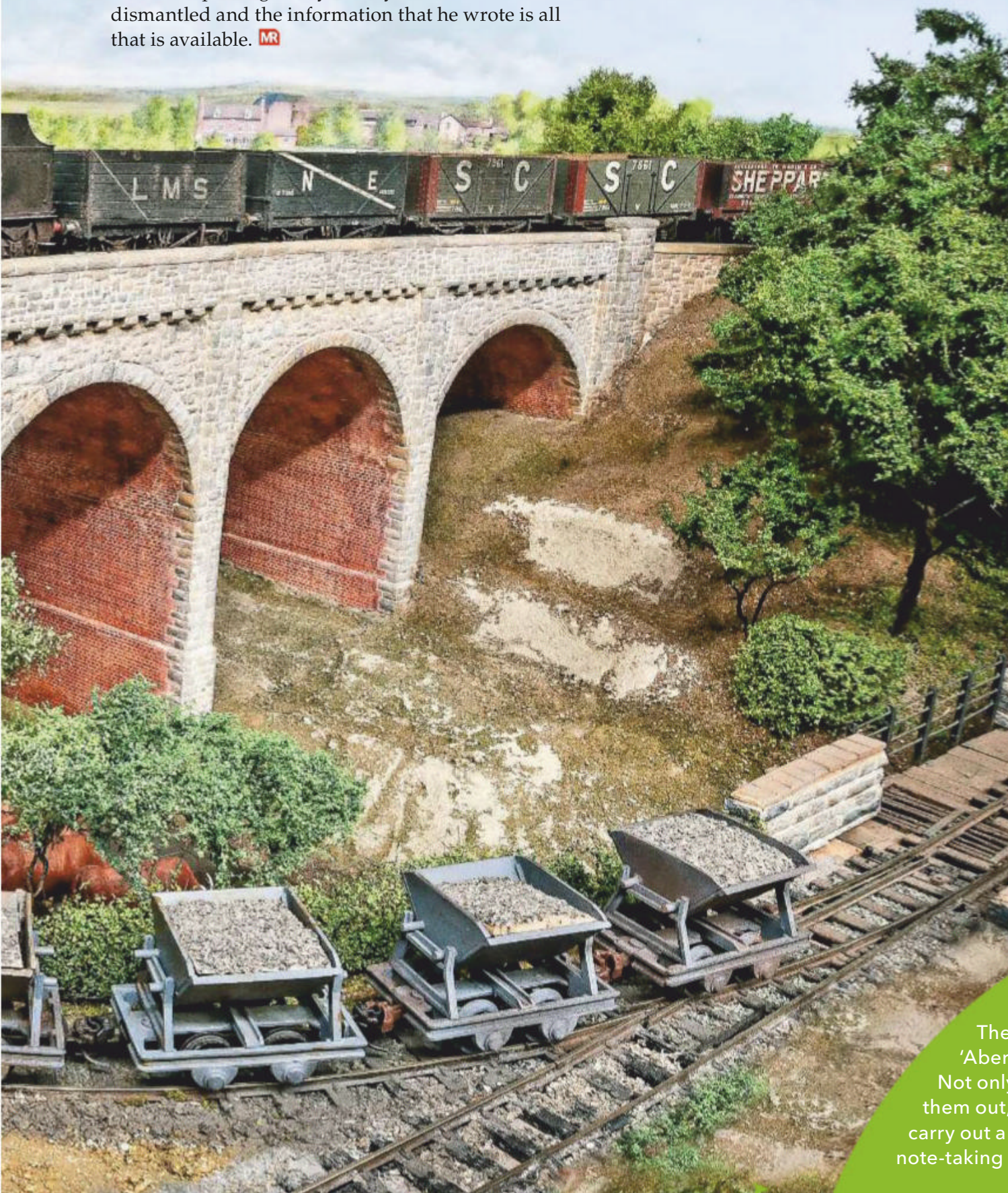




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authentic wheezing sound from his pair of ex-LNWR 'Super Ds', complete with their characteristic uneven exhaust beats. It reminded him of his youth, when he lived in Coalville and would lie in bed listening to the distant shunting."

What follows is Paul's description of his layout before his passing. Sadly, the layout has now been dismantled and the information that he wrote is all that is available. **MR**



3 things we like



1

It would take Paul a month to accurately simulate a single day's operations.



2

The turntable at one end helps prepare locomotives for the return journey.



3

These two badgers from Langley Models are a nice little feature.

What makes this layout great?

The complexity of the operations on 'Aberayon and Chilton' are astounding. Not only did it take Paul a month to work them out, but it would take him a month to carry out a day's operations, and his note-taking for this is meticulous.

INSIDE THE RAILWAY ROOM



'ABERAYON'S' HISTORY BY DR PAUL GLOVER

“ I've been modelling for over 60 years, and I have collected models that reflect my interests, including all sorts of transport subjects: planes, ships, automobiles and particularly 7mm:1ft scale trains, concentrating mainly on England's post-Grouping period.

The GWR stock suits the 'Aberayon' section of the layout and the equivalent LMS stock reflects my time in the coal industry and its operations in and around the Leicestershire collieries, which I remember clearly first-hand. At that stage of my working life all the interconnecting main lines in this area were operated by the LMS, so the layout shows my version of typical day-to-day operations as they used to be.

I acquired Kevin Wilson's 7mm scale fiddleyard-to-terminus exhibition layout 'Aberayon' in the early 1990s. I had the idea of incorporating it into my 37ft by 12ft loft which accepts an operating height of 2ft 9in and allows for a 5ft radius main line loop.

It is easier to keep the layout in the loft. For me, operating in a shed or outbuilding would be more difficult (and colder in the winter).

This adoption of 'Aberayon' allowed Kevin some much-needed space to begin work on his new project which was eventually to become 'Bucks Hill'.

Many people have lent a hand – including Kevin Wilson, the late Carl Legg, Adrian Newsom (electrics), Mike Morris, Dave Merrill (signals), the late Richard Chown and latterly and, most prominently, Paul Bambrick (upgrades and landscape work). Peter Sylvester, Simon Hill and Martyn Welch have also made substantial contributions. ”



LAYOUT **ABERAYON AND CHILTON**

ALONG THE ROUTE BY DR PAUL GLOVER

“ ‘Aberayon’ is a small coastal terminus station with two platforms and a typical goods yard opposite for local coal the siding below.

I find it quite easy to shunt both yards prototypically, separating and sorting the wagons in between the passenger timings. From behind the shed, the single branch line enters a short cutting to emerge into an open section of Exmoor-type scenery, and the line then enters the 10ft-diameter return curve, crossing the stone viaduct over the small valley of the Ayon and further into some more open countryside.

In the foreground, as the line completes its return loop, the much larger locomotive sheds at ‘Chilton’ come into view, their purpose being to provide serviced and turned locomotives for some of the larger passenger services to ‘Aberayon’ but, more importantly, for suitable motive power for the colliery sidings opposite ‘Chilton’ station. This small single-platform station incorporates buildings by the late Carl Legg.

The layout does look purely Great Western, certainly a long way from Charnwood Forest Junction and my old stamping ground in Leicestershire. The workings in the LMS mode use both ex-Midland and LNWR vehicles. The narrow gauge and colliery lines are based on workings observed in my early trainspotting days. ”



Right: Paul's layout sits on 9mm plywood, strengthened to support heavy 'O' gauge locomotives.

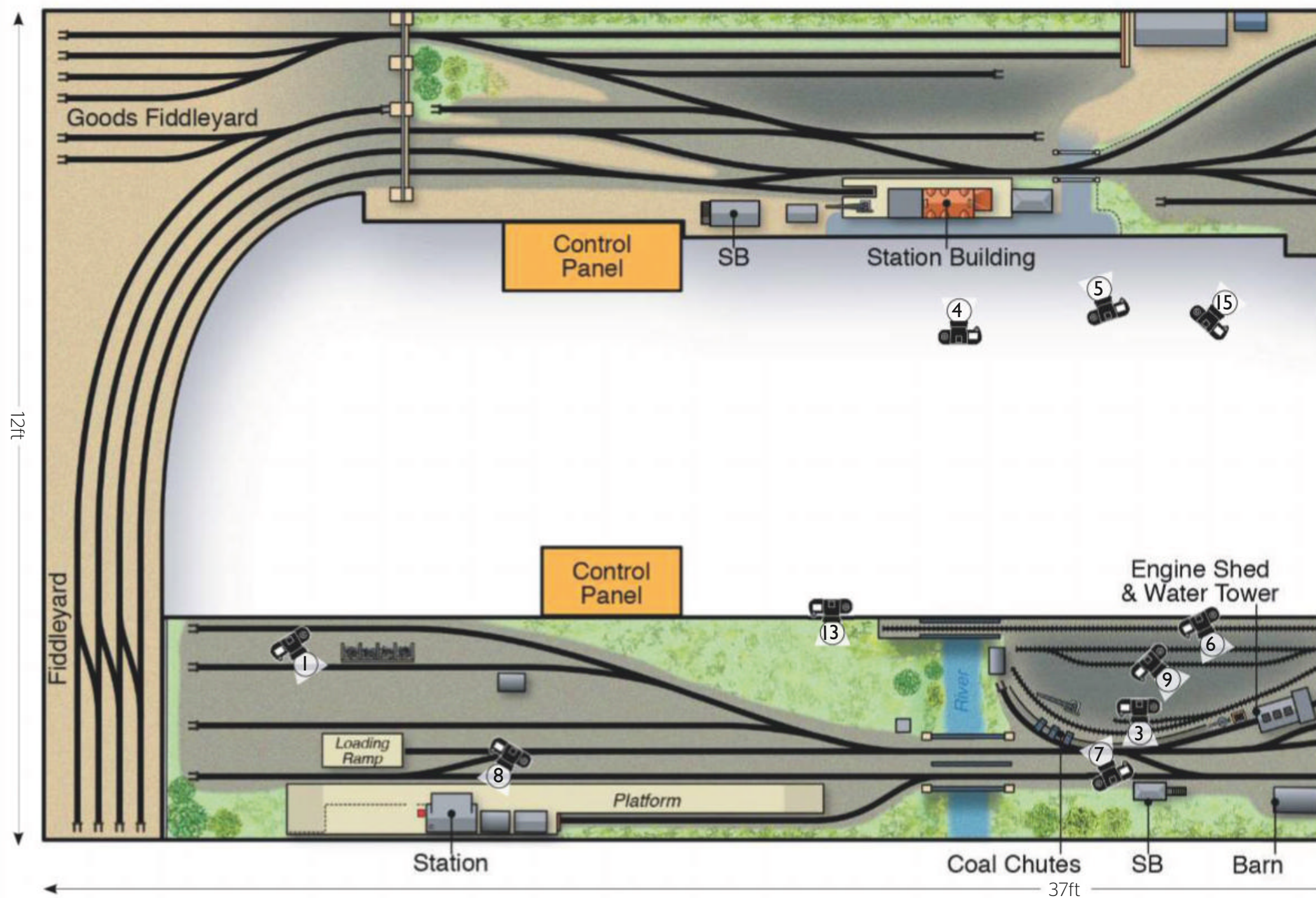
Below: 'Aberayon and Chilton' is not really a layout of any particular place or time but many features and cameos around the layout are reminiscent of the 1930s and 1940s.

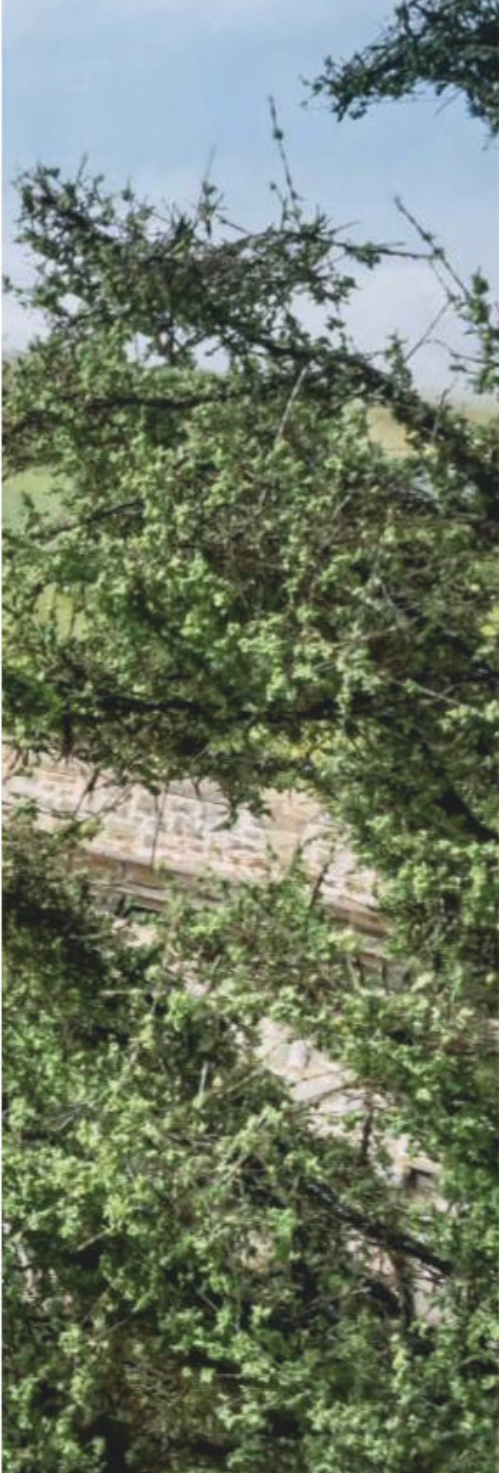


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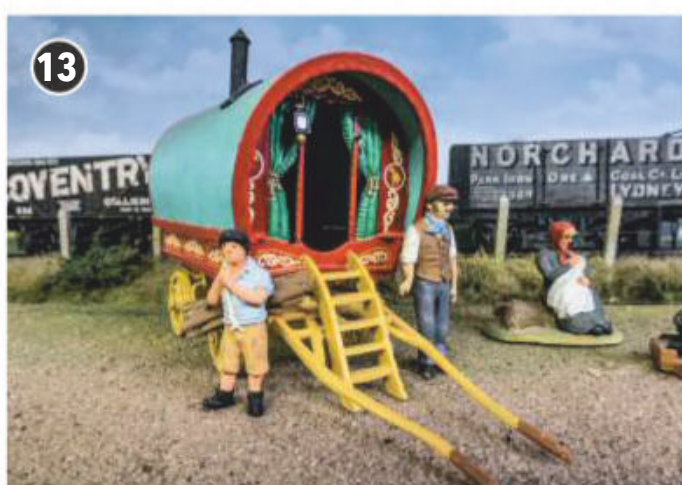
“The narrow gauge and colliery lines are based on workings observed in my early trainspotting days”







The track is hand-built on plywood sleepers with a traverser fiddleyard at one end.



DAY-TO-DAY RUNNING

“ ‘Aberayon’ provides opportunities for mineral traffic, general goods, parcels and passengers on the basis of what comes down must also go up! The size of the loft dictates what can and cannot be done, and to work the layout as realistically as possible requires almost 100 movements for a prototypical day and it takes me almost a month to complete.

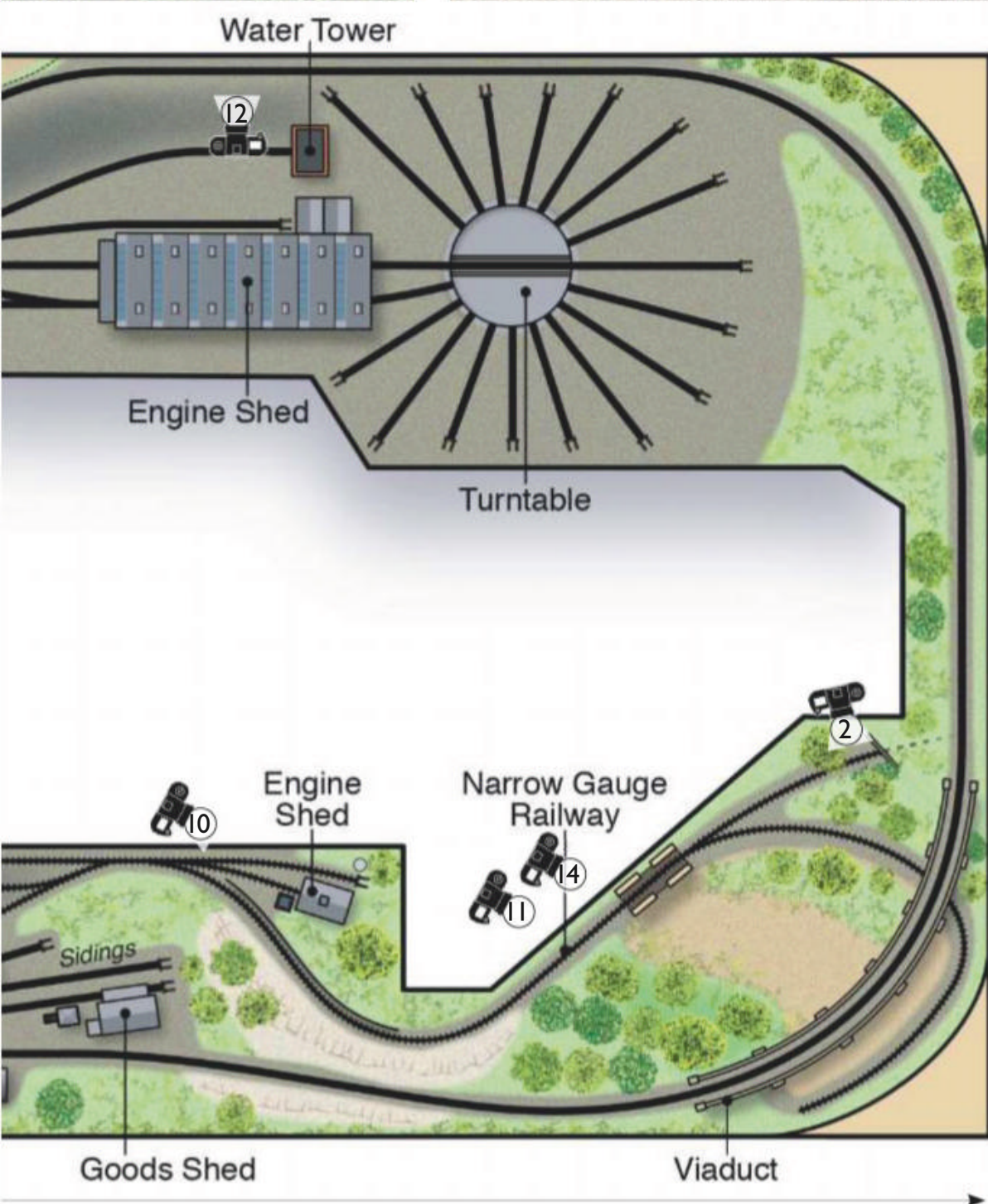
The object of my layout is to provide day-to-day running of trains from either the LMS or Great Western to diagrams which I can operate single-handed.

The points and signals are interlocked and visible on the two illuminated control panels. The locomotive studs are much larger than necessary and the LMS and GWR fleets alternate quarterly.

My LMS locomotives depict most of the classes that worked in and around Coalville in the late 1930s and early 1940s. They are complemented by three industrials of South Leicester colliery. At some time or other most have been either built or improved by Nigel Smith. Some have been worked almost daily for over 20 years.

“The layout was converted to DCC sound in 2016, making operations both more demanding and enjoyable. I operate it using Digitrax, as that’s the same system Kevin uses, so I can always call on him if I get stuck! I was surprised that I encountered fewer problems than I had expected and it was only these worries that held the conversion back for some years.”

● Remnants of the layout are still in Paul’s widow’s loft and are for sale. All of the locomotives and rolling stock have been sold – only the baseboards, buildings and scenery remain. If you are interested in purchasing the layout, contact Kevin Wilson using the form on his website: www.buckshillmodelrailwayin7mm.com/contact.html (quick link: <https://bit.ly/2R4xgc4>)





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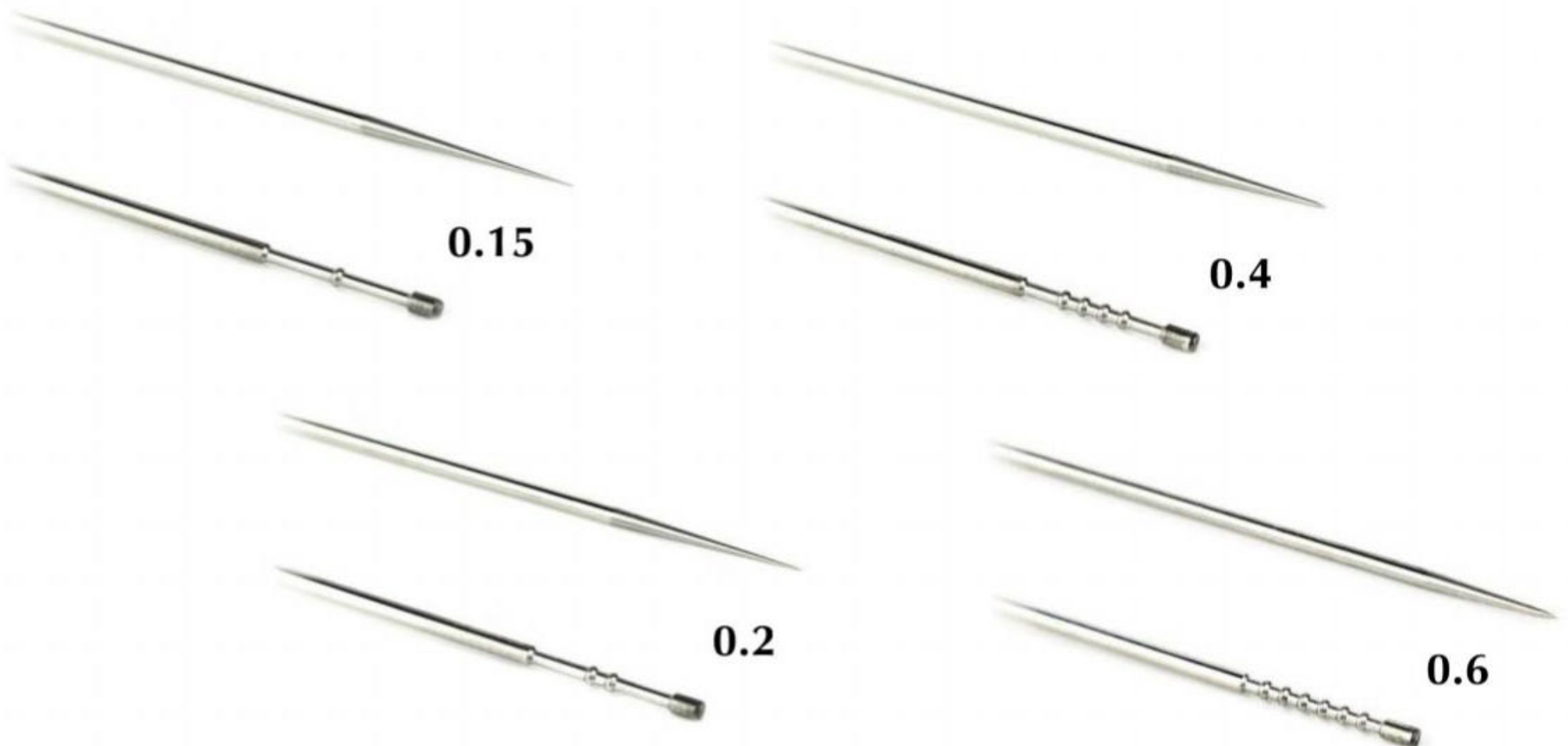
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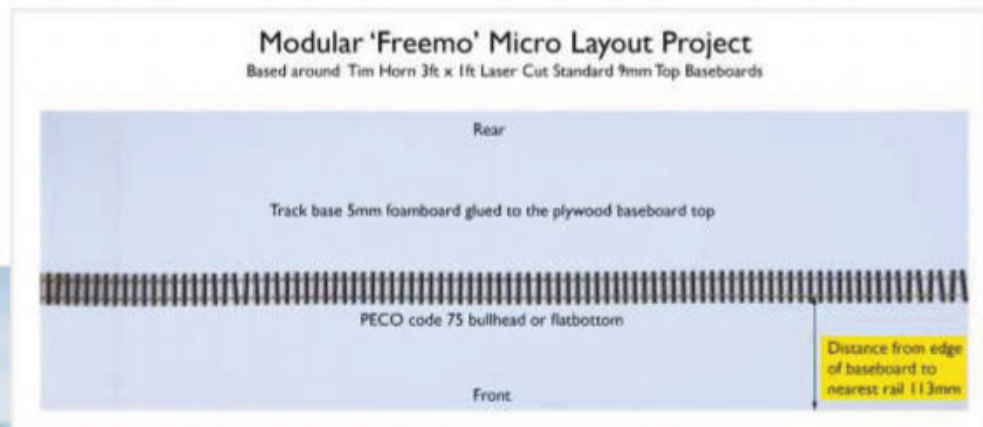
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Micro Layout Special

Five modellers, one 3ft by 1ft baseboard each. The only rule: the track is 113mm from the leading edge. Here are the results...



The *Model Rail* team show off their micro layouts.

36 'Windmill Sidings'
by Chris Nevard

40 'Wisbech Canal'
by Peter Marriott

44 'Redbridge Underground'
by Chris Gadsby

48 'Coaling Stage'
by Chris Leigh

52 'Calvert Tip'
by Richard Foster

Workbench

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

Also this month...



56
Scalescene's new 'box file' layout kit tested.



60
Build a compact 'N' gauge layout.

Meet the *Model Rail* Expert Modellers



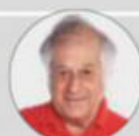
Richard Foster
Determined to make his first 'proper' layout right first time.



Chris Nevard
Our ace snapper is also a hugely talented modeller.



Chris Gadsby
The smaller the detail, the more interested he is.



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



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



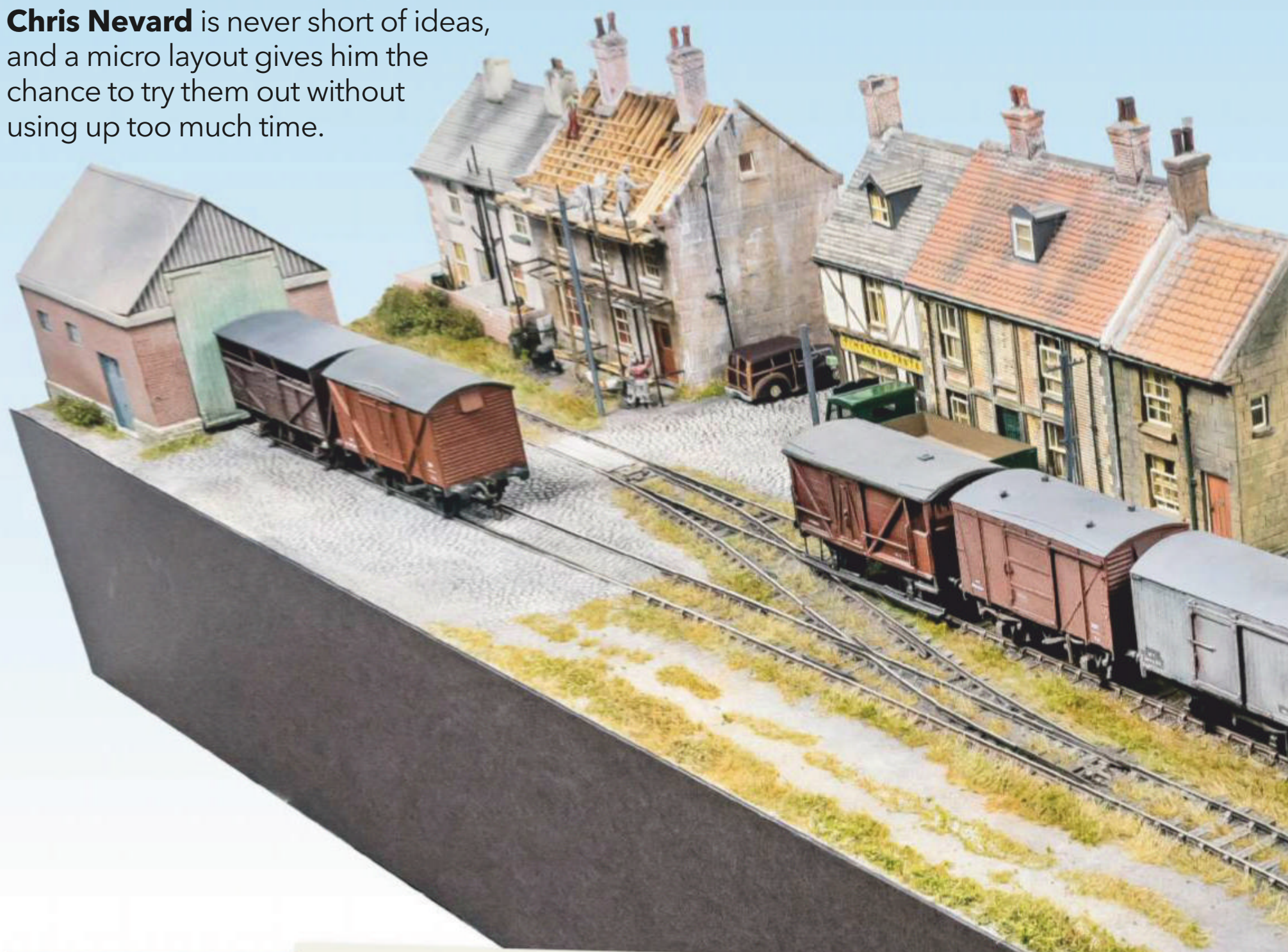
Peter Marriott
Scenic guru. Knows what's available and how to use it.

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

MICRO LAYOUT 1

'WINDMILL SIDINGS'

Chris Nevard is never short of ideas, and a micro layout gives him the chance to try them out without using up too much time.



Inspiration

The layout features some wonderful buildings which I bought second-hand. I don't know who made them, but I believe they were once on a layout that has since been dismantled. They really were crying out to be included in a railway scene. With the imminent arrival of *Model Rail's* 'J70', a partial street railway would be an ideal scenario. I also had a Dapol windmill left over from a previous project. Cue an East Anglian byway...



Small model railways are a great way to test out ideas or practise those all-important skills without having to commit to a large layout. Another benefit is that they're perfect if you don't have the space, or don't have a lot of time to dedicate to the hobby.

I like small layouts because I have so many ideas flying around in my head, and they allow me to try them out on a small project and in a short period of time but still achieve a high level of detail. One of the ideas behind this project – and, indeed this issue of *Model Rail* – was to create a series of modules all occupying the same footprint.

This is known in modelling circles as a 'Free-Mo', although true 'Free-Mos' have strict rules – more information can be found here www.free-mo.org

Our interpretation was very much homegrown and not to be confused with true 'Free-Mo'. I designed my module around a couple of my layouts I have that linked together. Being first off the mark, I suggested that the other members of the *Model Rail* team followed suit.

Starting on page 40, you can see what Peter, Richard, Chris Leigh and Chris Gadsby came up with. In the meantime, this is how I built mine...

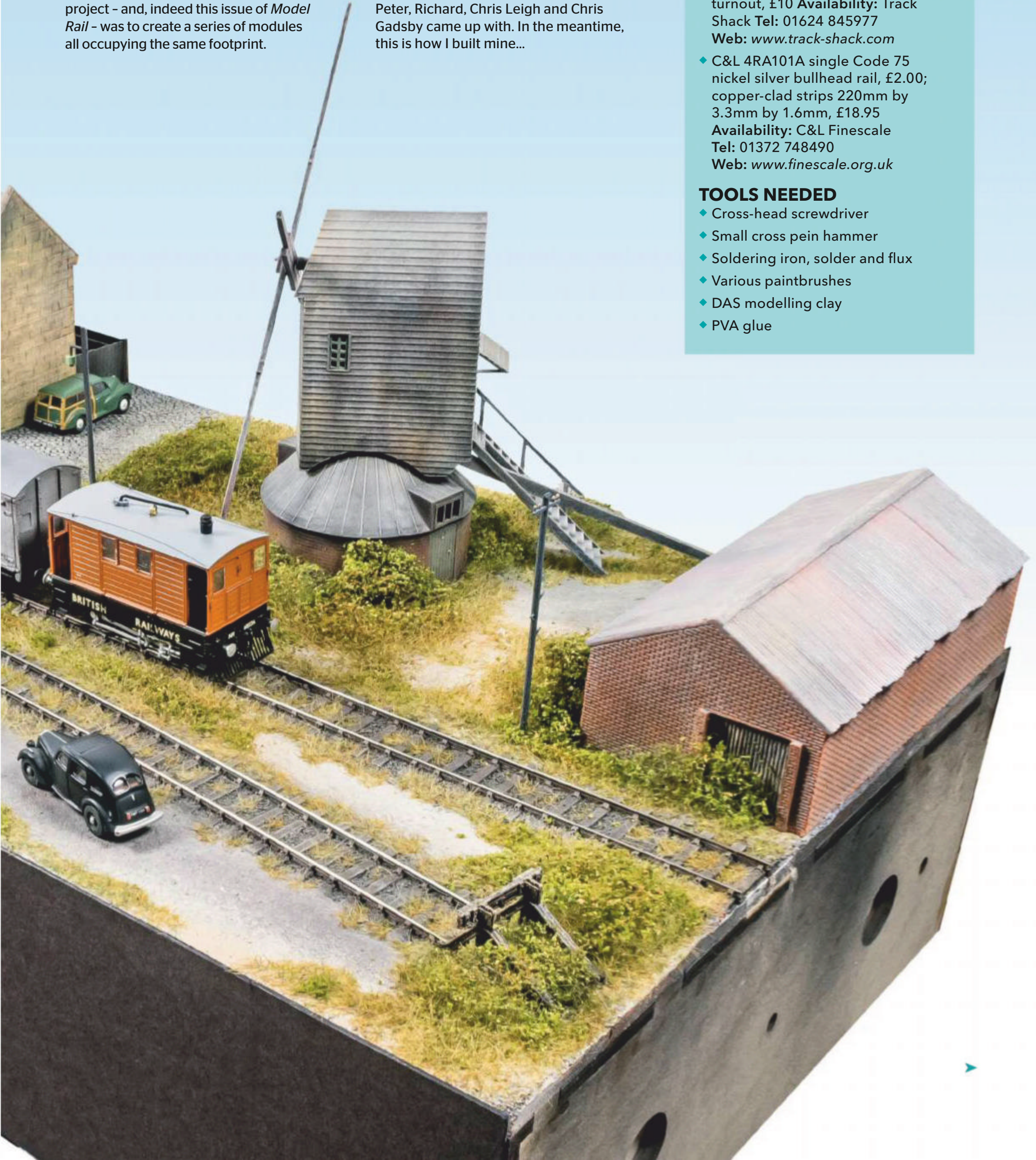
What you will need

SHOPPING LIST

- ◆ Tim Horn 3ft by 1ft laser-cut 9mm top-standard baseboard, £35.00
Availability: Tim Horn Tel: 07920 510890 **Web:** www.timhorn.co.uk
- ◆ Peco SI-108F Streamline Code 75 bullhead flexible track, £4.00; Peco SL-E191 Code 75 right-hand turnout, £10 **Availability:** Track Shack Tel: 01624 845977 **Web:** www.track-shack.com
- ◆ C&L 4RA101A single Code 75 nickel silver bullhead rail, £2.00; copper-clad strips 220mm by 3.3mm by 1.6mm, £18.95
Availability: C&L Finescale Tel: 01372 748490 **Web:** www.finescale.org.uk

TOOLS NEEDED

- ◆ Cross-head screwdriver
- ◆ Small cross pein hammer
- ◆ Soldering iron, solder and flux
- ◆ Various paintbrushes
- ◆ DAS modelling clay
- ◆ PVA glue

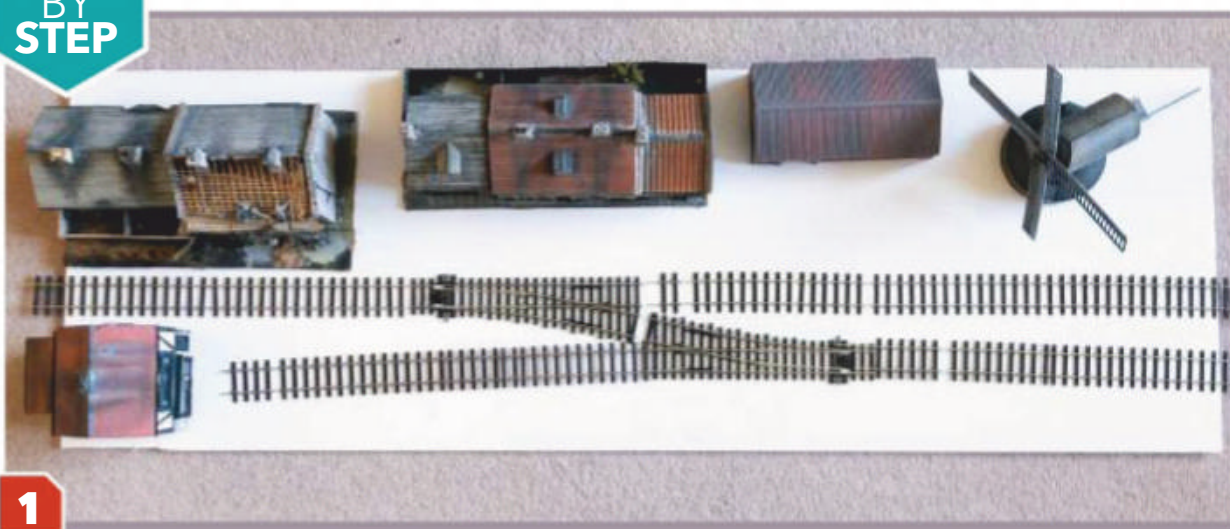


00 GAUGE | 15 HRS | 



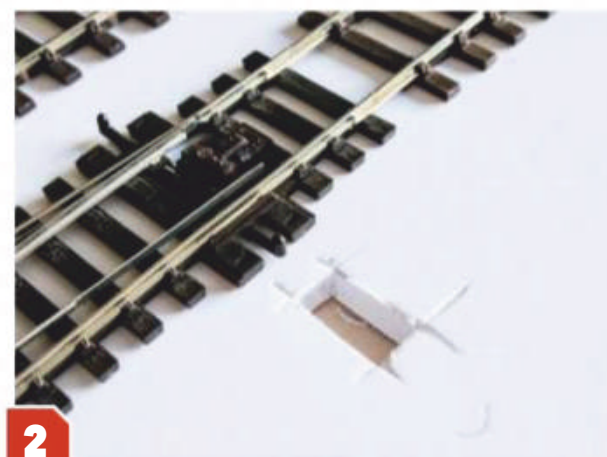
STEP
BY
STEP

BED THE TRACK INTO THE BASEBOARD



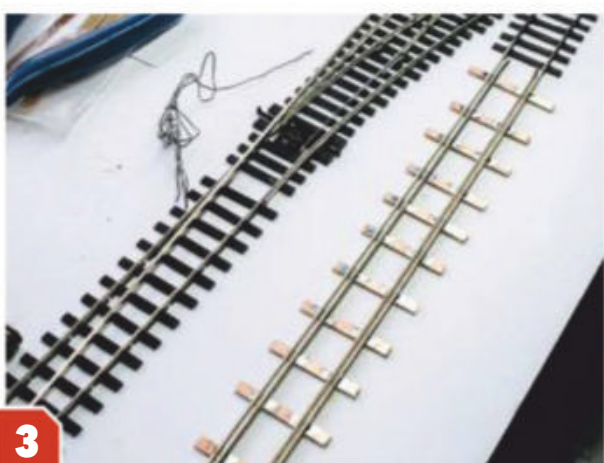
1

As far as the track plan is concerned, what happens in between the exit point was entirely up to each builder. With a selection of existing buildings, I did a full-size mock-up to see what would work for me and I ended up with a single siding and a headshunt.



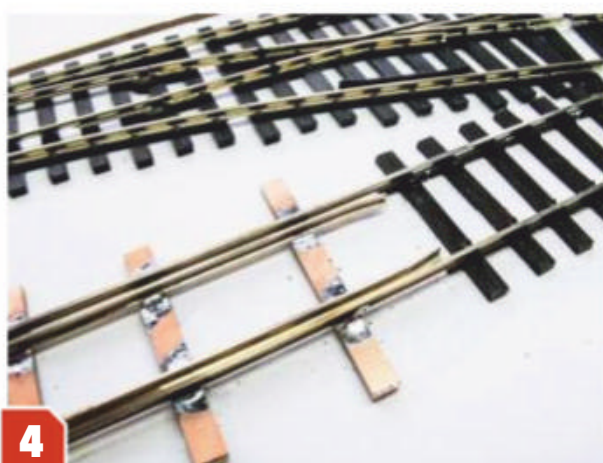
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I like to lay my track onto 5mm foamboard. Mark where the track is going to go, paying close attention to the pointwork and where the point motors will go. Cut a hole through the foam and then drill through the baseboard.



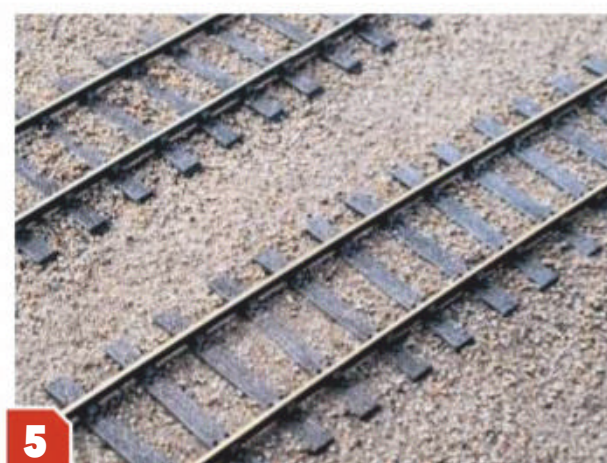
3

Rather than messing around with plaster and string to make the section of tramway, I made the flangeway from C&L Finescale Code 75 rail and copper-clad sleepers. A roller gauge (from the likes of DCCconcepts) makes this a doddle.



4

Because the sleepers will be hidden beneath the road surface, they can be widely spaced. As a rule of thumb, one sleeper per inch will be fine. Remember to file the insulating gap through the copper surface before adding the road surface.



5

Paint the track prior to ballasting (I used Halfords aerosols). Sieve some sand through a tea strainer onto the layout. Use a soft paintbrush and tap the rail tops to tamp it into place.



6

I wanted roads with cobbles/setts. Rather than use embossed plastic, I favour DAS modelling clay, pushed into place with fingers and spread with a butter knife. Applying a little PVA glue can help the clay adhere to a smooth surface.



7

Now for the clever bit. Dismantle a ballpoint pen. Take the outer sleeve and press it repeatedly into the clay to form tiny cobbles or setts. Unless it's really warm, the clay takes a fair time to set. I tend to work on one 6in-square area at a time.



8

The level crossing timbers were made from coffee stirrers. The approach roads were made from DAS clay, which will cure faster in warmer weather. Thinner clay tends to cure faster too.



9

Spread the clay around the running rails of the inlaid track. Make sure the rail tops are slightly proud of the clay surface, as this will make cleaning the track a lot simpler and reduce the chances of models scuffing the clay.



10

Use the clay to smooth the transition between ballast and landscape. Spread teaspoon-sized lumps of clay over the edge of the ballast with your fingers and pack it into place with a stiff paintbrush.



11

The clay has been primed with a blend of Halfords matt black, grey and red primers. The buildings are masked off behind sheets of paper. Beware of inhaling toxic fumes - working outside is advised.



12

Dry-brush on some lighter colours (pale grey and beige works well). A thin wash of diluted matt black interior matt emulsion with a dash of liquid soap can be applied if you require further definition.

What's that shed?

If a building isn't an perfect fit for what you're modelling, don't dismiss it. I found this Bachmann Scenecraft colliery wash house in my cupboard and immediately recognised its potential for 'Windmill Sidings'. I removed the front wall, added some doors from another resin building and made a new roof from plastic sheet.

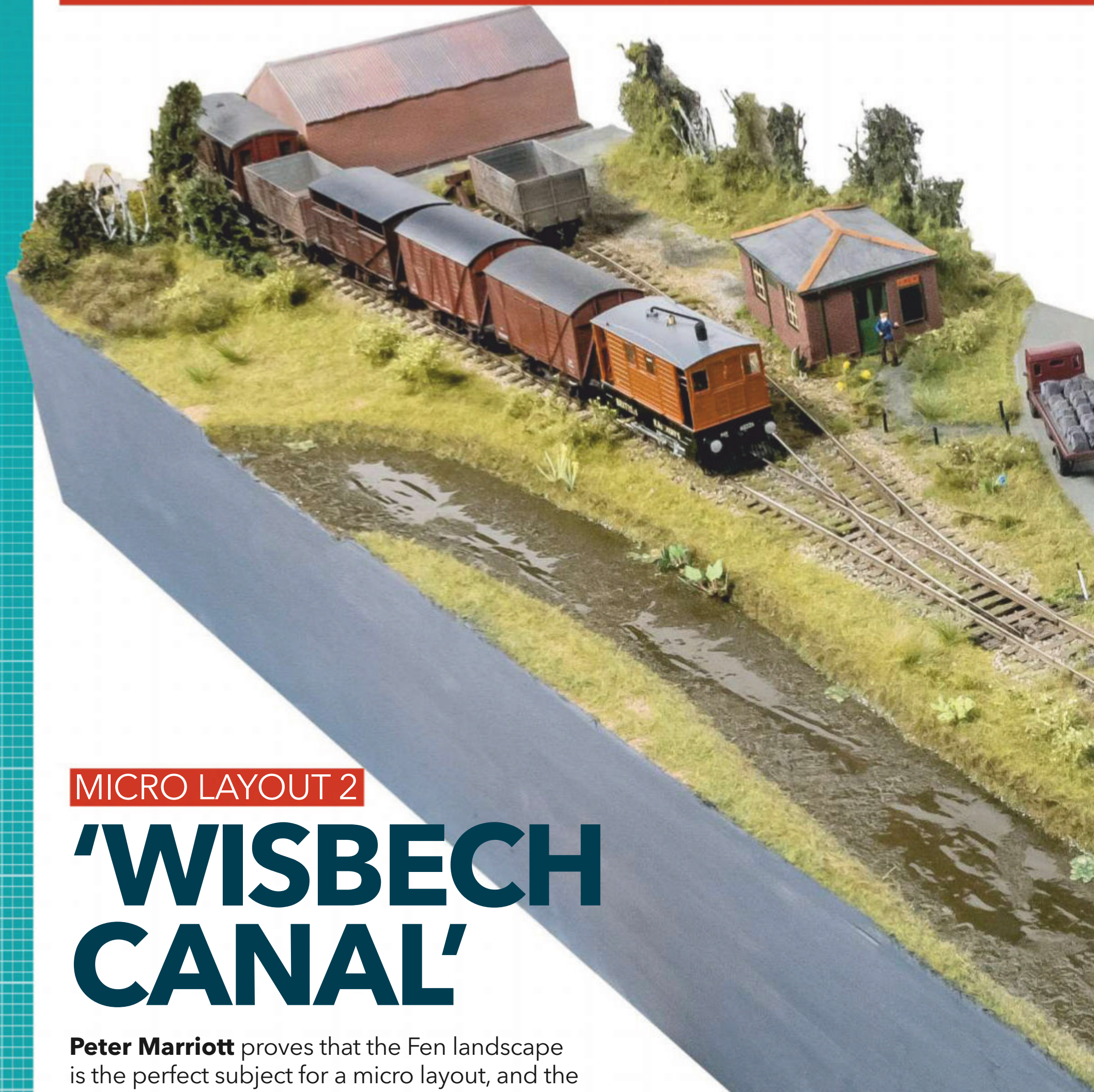
Et voilà!

A rail-served shed that just needs a coat of paint.



TOP TIP

If you want the clay to gently merge with ballasted track, a little water can be applied to help blend it in. Take care not to loosen the ballast.



MICRO LAYOUT 2

'WISBECH CANAL'

Peter Marriott proves that the Fen landscape is the perfect subject for a micro layout, and the ideal opportunity to demonstrate his prowess with miniature vegetation!

PHOTOGRAPHY: PETER MARRIOTT

I make no apologies for modelling the Wisbech & Upwell Tramway, for this Fenland setting is the perfect subject for a micro layout.

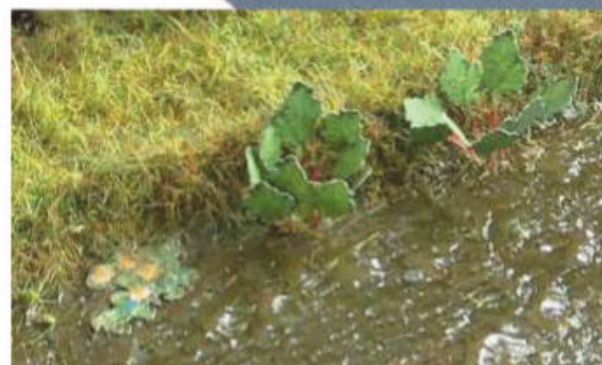
You might think the flat Fen landscape is boring, but there's much to recommend it. The wide, open sky actually means that you can achieve a sense of 'space', even on a baseboard as small as 3ft by 1ft.

That landscape is broken up by a decent amount of water. Like Chris Leigh, I firmly believe that every layout should have

a water feature. The Fens are kept well drained by dykes and ditches that criss-cross the landscape, but the W&U also shadows the canal, dating from the 1790s, which would be superseded by the railway.

What I really like about the W&U are the little wayside goods yards. There were no platforms, no large buildings - often they didn't even have fences.

Combine these three factors and you've got the perfect recipe for a wonderful little model railway.



Turn the page to see Peter demonstrate how to add water and naturalise it with bank-side flora.

The real location

The Wisbech & Upwell Tramway was built to move goods for the 7½ miles between Upwell village in Norfolk and the Cambridgeshire market town of Wisbech. Opened in 1883, it lasted a little over 80 years and finally closed in 1966.

The line had a daily goods service with many more trains in the fruit

season. Some of these could be extremely long and taxing for the 'Y6' 0-4-0Ts and 'J70' 0-6-0Ts which worked the branch until 1952. At this point, Drewry 204hp diesel shunters took their place. These also had their wheels and motion covered by a 'skirt', almost down to rail level.



RAIL ONLINE



Make a canal

00
GAUGE



A couple of weeks
(mainly drying time)



Every water feature needs to be blended into the surrounding landscape. You'll need fine scatters and sands to create the banks for your lake, river or, as in this case, canal. Static grass covers a multitude of sins, so I've used it here.

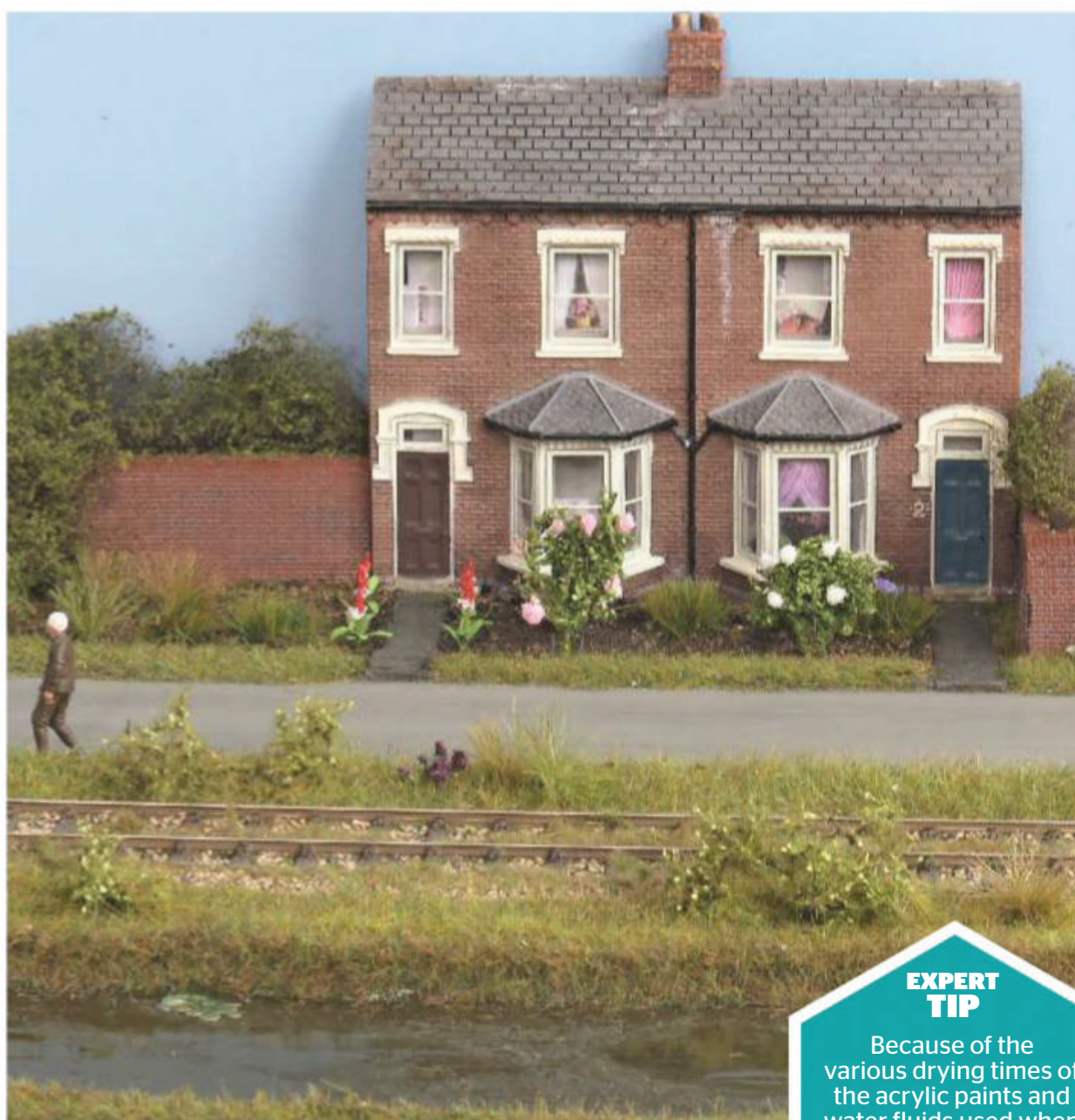
The one thing that you'll notice about a watery location is the abundance of plant life on the banks. And there is a huge choice of appropriate products in model form.

There are essentially two ways to go about it. You could opt for something like Busch's moulded water lilies and reeds, but these are plastic and you will need to tone down that plasticky finish.

The alternative is miniature plants made from laser-cut paper. They're strong yet delicate and they don't have a shiny finish, but here's the downside - the cut edges are white, which is not very realistic! Suitable sources of laser-cut water plants are manufactured by Gaugemaster, Model Scene, Noch, Polak and Walters.

The various plants come on a backing sheet for you to carefully cut out using the tip of a sharp craft knife. There are just a few connecting points on the backing sheet, so it's a quick process.

Because the plants are packaged flat they may need to be teased into an upright position with your fingers or a pair of tweezers. All of these products can be fixed to the landscape with PVA glue, contact adhesive or hot glue.



EXPERT TIP

Because of the various drying times of the acrylic paints and water fluids used when making a canal, even a small project may take a week or two to complete.

STEP BY STEP



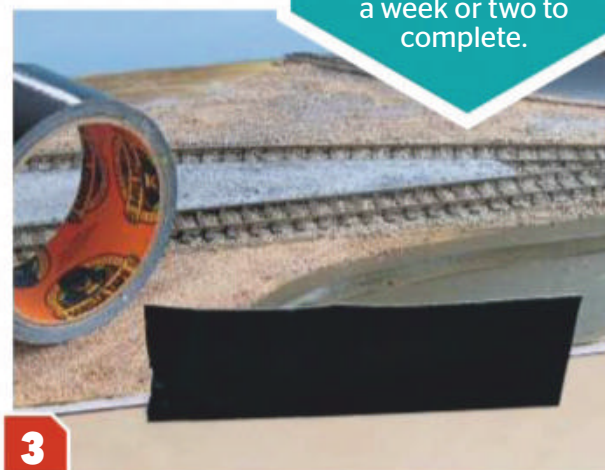
1

To make the canal bed, cut away part of the 5mm foamboard sub-base. This is easy to cut and shape with a sharp craft knife, but you might find that some areas are glued rather too well to the baseboard below.



2

I used Woodland Scenics Water Undercoat Olive Drab acrylic paints to colour the canal's base. Looking at the picture, I should have spent more time removing those traces of stubborn foamboard.



3

You must ensure that the sides of a water feature are fully sealed before pouring in the fluid - it'll leak everywhere if you don't. I've found that Gorilla tape (available in most hardware stores) is most effective for this.



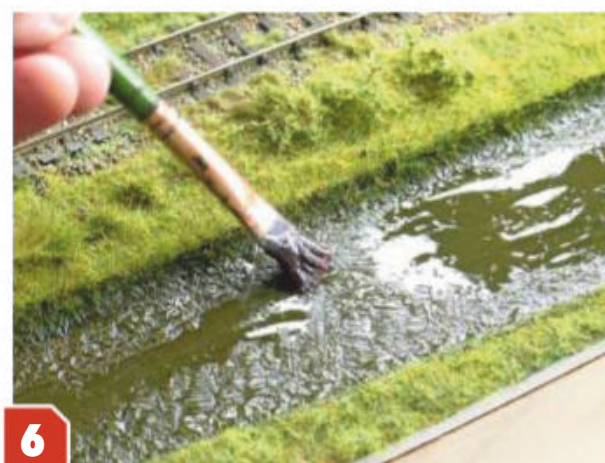
4

After the paint had dried I wiped the area with a damp cloth to remove any dust. I use Noch Modellwasser because it has given me excellent results. Apply fluid to a maximum depth of 2mm. Mine was nowhere near this thick.



5

Use a wooden coffee stirrer to drag the freshly poured water fluid to the sides of the canal and burst any bubbles. Leave each layer for a day to dry. Apply further thin layers and leave to dry to achieve your required depth.



6

When the Noch fluid is dry, stipple Woodland Scenics Water Ripples gel onto the top of the dried water fluid with a paintbrush. Take your time - I wanted to create the effect of a light breeze ruffling the canal's surface.



What you will need

SHOPPING LIST

- ◆ Woodland Scenics WCW4534 Olive Drab Water Undercoat, £8.75; WCW4515 Water Ripples Surface Water, £15.75 **Availability:** Bachmann stockists
- ◆ Noch 60873 Modellwasser, £19.50; Gaugemaster GM176 Water Plants, £10.75; Noch 14102 Reeds, £7.50; Noch 14052 Waterside & Riverside Plants, £12.75; Noch 14140 Water Lilies, £7.50 **Availability:** Gaugemaster Tel: 01903 884488 Web: www.gaugemaster.com

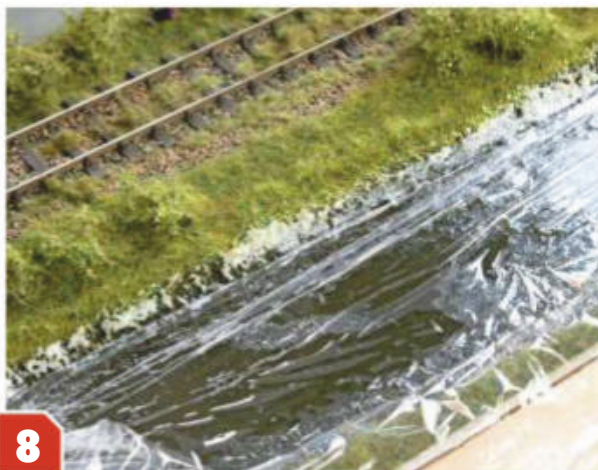
TOOLS

- ◆ Wide paintbrushes
- ◆ Vacuum cleaner
- ◆ Wooden coffee stirrer or plastic spatula
- ◆ Pin vice
- ◆ Small bradawl



7

This is how the Water Ripples gel looked after drying for 18 hours. The water in the canal was about 1.5mm deep and it took four days to get to this stage because of the drying times of the two types of fluids used.



8

Once I was happy, I lightly covered the canal in kitchen clingfilm to protect it, as I was about to finish the scenic areas by adding more static grass fibres, including on the canal banks.



9

Laser-cut plants come on a backing sheet. Cut them from the securing tags and hold each with a pair of fine tweezers. Press a hole in your baseboard with a bradawl or pin vice and affix with a dab of PVA. These are Noch reeds (14102).



10

I also wanted to use several Noch water lilies (14140). These plants are made from laser-cut card but other plants are available, such as Busch's moulded plastic models. Noch's plants don't require any paint, and they're really dainty!



11

Two of the Noch water lilies on the bank. I need to add another dozen of these to make an eye-catching cameo. I used Noch Water & Riverside plants (pack 14052) and Gaugemaster GM176 (includes water lilies and reeds).



MICRO LAYOUT 3

'REDBRIDGE UNDERGROUND'

Chris Gadsby goes under and over to make his micro project stand out from the crowd.

Unlike some of my colleagues at *Model Rail*, I had no inspirational memories of gallivanting around some idyllic branch line in my youth, so I elected to model what I do know well – the London Underground.

I've always loved the Tube, and when I realised that my ideas to build a micro layout with a sporting theme could fall into the trap of just modelling a straight piece of track next

to a big green field, I decided to make mine stand out by heading underground.

So how *could* I make it stand out? Make it the biggest! I couldn't make the layout longer or wider than anybody else's, so I decided to make it taller, and model both the Underground and the landscape above it – which would also double my workload.

Kingsway Models was my first port of call because of its excellent Underground

station kits. I made a list of all the kits that they produce, acquired the axonometrics of the stations from Transport for London and slowly whittled the list down to one.

Thanks to John Polley at MetroModels for the loan of 1992 stock 3D-printed kits for the photographs. You can see more at www.metromodels.net or in the flesh on his new layout, 'Abbey Park', at the Milton Keynes exhibition on February 16/17.



Inspiration

Charles Holden's stations are just as important to the Underground's aesthetics as Harry Beck's map or Edward Johnston's typeface. Holden designed many stations, including Southgate on the Piccadilly Line (left). He also designed Redbridge, on the Central Line's Hainault Loop, at the top right of the Tube map. Construction started in the 1930s but, because of the Second World War, it didn't open until December 1947. JACK BOSKETT/MR

How to build a card kit

00
GAUGE

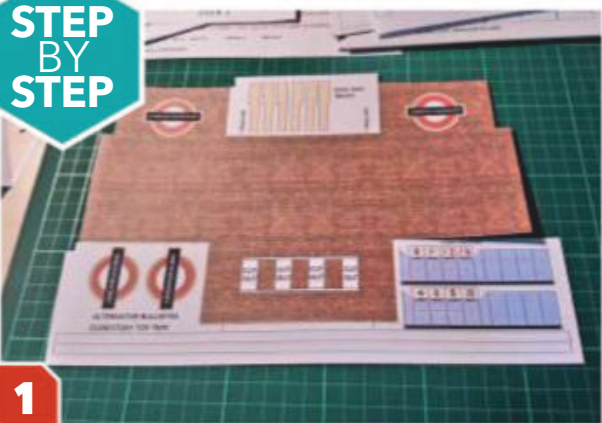
4
hrs



The track entry and exit points were pre-set, so I had to have a station with a central platform with a line either side or central tracks with a platform either side. Looking at Kingsway Models' kits and the axonometrics of the stations I eliminated those that were unsuitable, and Redbridge Underground station was the last remaining option (and by pure coincidence, one of the biggest). It's a perfect station to model as the station building is almost a foot square and only 18 steps take you down to platform level, so I could show both levels without the micro layout becoming too unwieldy. I've made plenty of card kits before, and was looking forward to getting stuck in.



STEP BY STEP



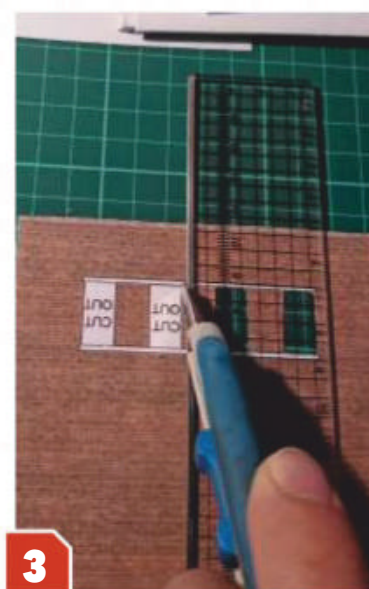
1

The tower is the first part to be constructed, after which it can be set aside. Cutting out its main brick structure can be awkward, but it will add ten inches to the height of what is already a double-layer micro layout. Excellent!



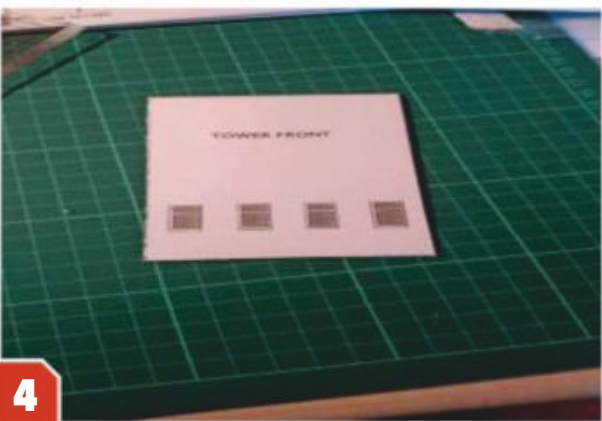
2

For the thin pieces of card, scissors or a sharp craft knife are sufficient. Alternative roundels are supplied with 'Underground' rather than 'London Transport'. I was working against the clock, so I left these for later.



3

Push down hard on a steel-edged ruler to get a straight line for cutting out the windows. Accuracy is key here, otherwise your windows will be off-centre. Take things slowly to avoid moving the ruler and place it against the printed windows to judge the position is right.



4

The tower front with windows in is the first thick card piece you will encounter. Be careful when cutting through this as the printed top layer can tear and spoil the look of the model. Here one edge is a bit messy, but it won't be visible.



5

Fix the windows to the back of the tower shaft. Card glue will work perfectly well here. I opted for UHU as it gave me a small amount of leeway to turn the part over and make sure the windows are perfectly lined up before it set hard. Fold the sides around the edges.



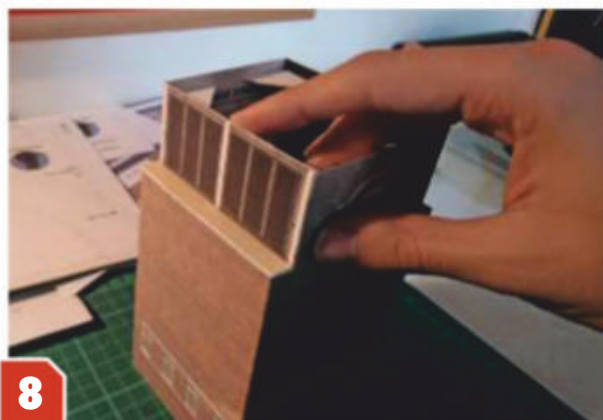
6

The top of the roof is the next bit to be added in place and this provides some structural integrity. Place it on a flat surface and glue along the sides of the card before holding it in place while the glue sets. It will be a little wobbly until the roof is added to stabilise it.



7

This tower side strut provides a small but albeit necessary support to the top of the roof. There is another one on the other side. These will serve a dual purpose later as somewhere for the braces to sit. It's at this point that the structure begins to support itself.



8

Four braces are supplied to provide strength to the corners of the tower. After fitting them I was confident enough to leave it and know that it wouldn't collapse. Add in the roof and pillars to complete the tower section.



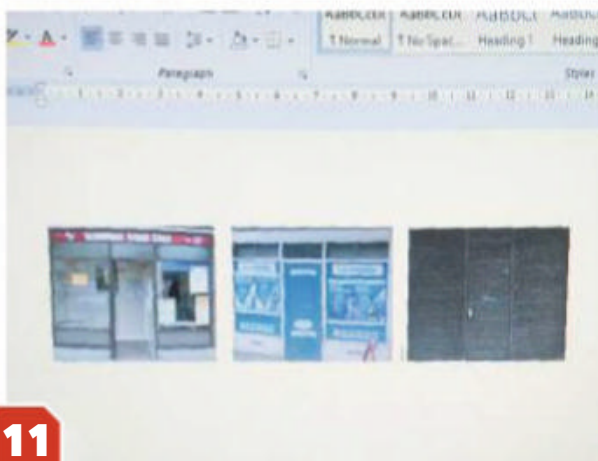
9

Work can now begin on the booking hall. Redbridge Underground station was designed by renowned Tube designer Charles Holden and is Grade II-listed. In model form, his large, circular design is recreated by joining the two halves together with the main roof joiner.



10

You will need plenty of glue and patience to attach the corner walls, as they need to be held in place until the glue has cured. Getting the exact position right is crucial with this section, as any mistakes will affect future steps.



11

I made my own shop fronts instead of using the ones supplied. I decided to include a shop that is no more and has been covered with a security shutter. I printed them out and fixed them to the supplied shop front pieces.

What you will need

SHOPPING LIST

- ◆ Redbridge underground station card kit, £16.00 Availability: www.kingswaymodels.com

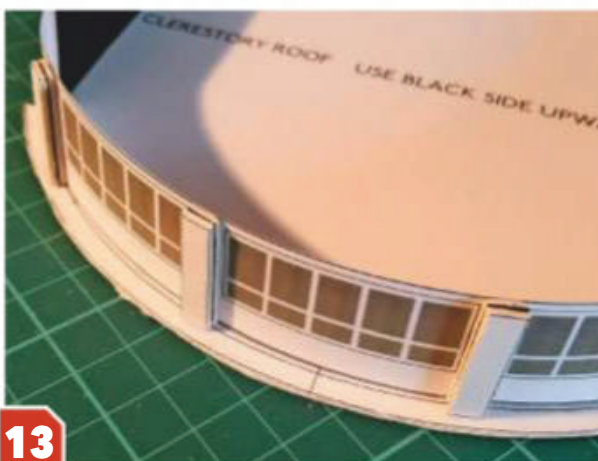
TOOLS

- ◆ Cutting mat
- ◆ Craft knife
- ◆ Card glue
- ◆ Marker pen
- ◆ Heavy books for weights



12

The wall is made from two pieces joined in the middle with a support behind. Fix the shop fronts in the right positions. I checked on Google to get the right shop in the right position. Fix them around the circular template.



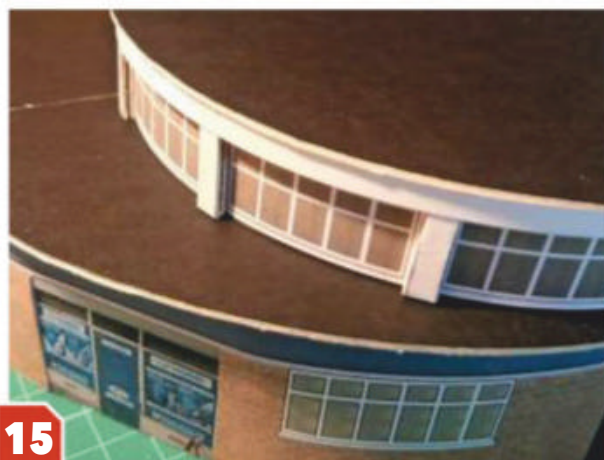
13

Glue the pillars in between the windows. These include one at the join between the clerestory and the tower. If your window strip isn't in exactly the right place the pillars will run too far around and into the tower.



14

Two extremities on the clerestory will help you position it correctly, lined up with the cut-out in the main section. This will allow you to glue the tower in place and bring the whole station building together.



15

Run a strip around the top of the pillars at the top of the clerestory. This will hide some of the joins and provide a neater finish. The tower is in place in this picture and ready for the clerestory to be set in position.



16

To neaten up the appearance of the station, I went round the edges of the card with a black felt pen. It's a small detail but it can hugely improve the overall look of the station building, and it takes minimal effort.



MICRO LAYOUT 4

'COALING STAGE'

Inspired by Slough MPD in its twilight years, **Chris Leigh** creates a decaying, but not yet disused, steam coaling stage.

Several years ago, Jim Hendry, founder of cast plaster kit manufacturer Townstreet Models, asked for my help to research GWR coaling stages as he wanted to introduce one into the range. I supplied him with three pictures of the coaling stage at Slough and several more of the larger one at Didcot.

The resulting coaling stage produced is now part of the range (www.townstreetuk.co.uk) and, in 2017, I bought one at the Warley exhibition and it forms the centrepiece of my micro layout, seen here, built to *Model*

Rail's specifications on a Tim Horn 3ft by 1ft baseboard.

The Great Western used South Wales steam coal, which was soft and could not be dropped from high-level coaling plants. Accordingly, GWR coaling stages were designed to minimise the drop into the tender.



The standard coaling stage design was a brick-built structure which supported a massive water tank and stood adjacent to the coaling road. A track set at higher level enabled loaded coal wagons to be propelled into the structure, from where the coal was unloaded, by hand, into four-wheeled, hand-propelled tubs. These were pushed across the floor to an overhanging 'porch' with rails which enabled the tub to be

tipped directly into the tender.

My photographs of Slough were taken in the 1960s after the depot had closed and when the coaler was disused and awaiting demolition. Today, the site is part of the station car park.

However, the stages at Tyseley and Didcot are preserved and in use. In many respects, the Townstreet model owes more to the Didcot example than Slough.

What you will need

SHOPPING LIST

- ◆ Knauf (or similar polystyrene insulation)
- ◆ Plaster cloth
- ◆ Woodland Scenics Earth Undercoat
- ◆ Static grass
- ◆ Ash (real or simulated)
- ◆ Coal (real or simulated)
- ◆ Track ballast
- ◆ PVA glue
- ◆ Humbrol weathering powders and liquids

TOOLS

- ◆ Static grass applicator
- ◆ Paintbrushes
- ◆ Dry half-inch paintbrush
- ◆ Small metal spatula

Inspiration

I've never found it difficult to get inspired about any aspect of the Western Region from the 1960s, which is when I graduated from being a Reading trainspotter to being a railway enthusiast.

However, I did not 'bunk' sheds in my spotting days and depot visits were restricted to walkabouts at Swindon and Worcester during railtours and open afternoons.

The 1960s were also late in the day for WR steam depots, and so the memories I have are of dirty, run-down locomotives operating from sheds that had seen better days and had not been maintained or tidied up for some time.

The Western Region had, since the mid-1950s, been putting any investment into major depots that would be

The coaling plant at Slough stands, sad and neglected, as it awaits demolition in the late 1960s. CHRIS LEIGH

responsible for servicing its diesel-hydraulic fleet, so money wasn't spent on steam depots.

The very last gasps of Western steam, operating from depots taken over by the London Midland Region, were something that I avoided. Near-derelict 4-6-0s and 2-8-0s stripped of their GWR brasswork were not something that I wanted to see, so my memories and my inspiration reflect a year or two before that.



SLOUGH VS DIDCOT

The essential feature of the GWR type of coaler is a raised track on a man-made embankment, sometimes with quite a gradient, which enabled wagons of coal to be shunted up to the 'delivery level'. At Didcot, this raised track passes through the brick structure. At Slough it passed behind the structure, but with an awning over the unloading bay.

While the Slough coaler had two separate coaling bays, of different designs, the two at Didcot are close together to enable quicker coaling of a single tender. Otherwise, both depots had the same coaling and watering provision. Didcot's structure is larger and supports a much bigger tank.

I had always assumed that Didcot was the more spacious of the two sheds, but a quick check reveals that their early 1960s allocations were virtually the same but Slough actually had one more locomotive (48) than Didcot.



A wooden-bodied ferry wagon, built for BR in 1957, is used to transfer coal from the Network Rail yard to the coaler at Didcot, where it is off-loaded into the small tubs.
CHRIS LEIGH

STEP BY STEP



1

I began by checking that the loose parts of the coaling stage would actually fit on the Tim Horn 3ft by 1ft plywood baseboard. The standard track position, 113mm from the front edge, had already been set.



2

A rough test followed, with some 2in insulation to support the elevated track, and a second siding added at the front of the board. On this will stand withdrawn '14XX' O-4-2T No. 1448.



3

A covering of 5mm foam board was specified. This is useful for marking out. I marked the position of the track and the coaler, and a 12mm by 270mm rectangle for the ash pit, which I cut out with a craft knife and drilled...



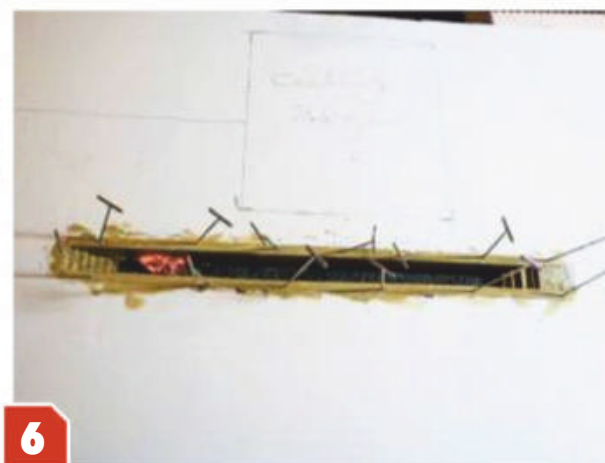
4

...lots of holes through the plywood. These holes make it easier to cut through the baseboard with a razor saw. I carefully neaten off the rectangle's edges with a sharp Stanley knife.



5

I found an old battery-powered circuit that flashes four tiny bulbs to produce a flickering fire effect and installed it under tissue paper in the pit. Scale Model Scenery also produces a bonfire kit, a modern equivalent, for £4.99.



6

The pit is a one-piece fold-up 'box' made from thin card with tabs on the top edges, which enable it to be glued in place. Balsawood steps, RailMatch Concrete acrylic paint and ash sprinkled on wet PVA complete the job.



7

I used a generous coating of RailMatch aerosol Sleeper Grime on and around the track. In order to keep the paint spray off the building behind it, I used a large piece of card to create a shield.



8

Woodland Scenics' Earth Undercoat was used on all the areas of the layout which were to be grassed. Diluted PVA glue and static grass were then applied, but I thought that this initial effort was 'too green'.



9

I removed much of the first static grass I'd laid with a stiff brush and reapplied a more brown and straw-coloured mix. Poly fibre and Woodland Scenics' scatters were then added and fixed in place with hairspray.



10

I filled an egg cup full of ash from the grate in my sitting room and removed the largest bits. I have also used an artificial 'ash' which I think came from Green Scene, but the label is too faded to read.



11

Areas around the track and the ash pit were given a light application of diluted PVA and the ash was applied with an old tea strainer - a vital component in my scenic toolkit for many years!



12

Next came the weathering process, using a variety of powders and liquids, mostly from Humbrol. I wanted a rusty look for the edges of the tank panels and practised on the back of the tank.



13

I used two shades of Humbrol Weathering Powder, starting with Rust, which is a lightish shade. I actually prefer the darker look of the Iron Oxide powder, though, for the edges of the panels.



14

The corrugated roof had been painted matt black before I applied the Rust and Iron Oxide weathering powders. Brushing upwards causes the powder to concentrate where the corrugated sheets overlap.



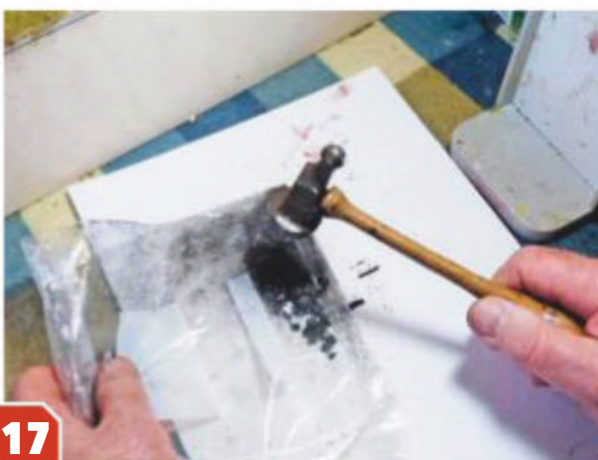
15

I used Humbrol Smoke weathering powder on the wood structure to represent coal dust. Don't put smoke marks above the arches, though, as locomotives could not pass under them.



16

Humbrol Gloss Oil Stain Wash Enamel was used in places on the track where excess oil might be spilled. Some lazy drivers would be pretty careless when using an oilcan to lubricate the engine (termed 'oiling round').



17

A small piece of house coal, placed in a sandwich bag and pulverised into little bits with a small hammer, provides enough real coal for the wagon, and for 'spillage', too, in carefully placed heaps.



18

Dapol's BR 16-ton mineral wagon is the old Airfix kit and it's still a great little model, nearly 60 years on. The working door is a real bonus for this scene. I added a part-load of crushed coal, set in place with PVA glue.



19

I made up the little coal tub with 20thou styrene sheet. The figure came from my spares box - possibly Langley or Malvern Models - and I just removed his coal sack.



20

The coal chute can actually be made to move, but I decided to fix it in place as it is rather delicate. Once installed and painted black, the figure and the coal tub were glued in place.

MICRO LAYOUT 5

'CALVERT TIP'

Fascinated by its history, MR's editor **Richard Foster** felt compelled to model this derelict GCR London Extension before it's lost forever under the multi-billion-pound HS2 project.



Inspiration

The Great Central Railway's London Extension closed as a through-route on September 5 1966. Passenger services still continue to run to Aylesbury but the tracks stretch north - through the former Quainton Road and Calvert stations - to a junction with the Oxford-Bletchley line.

Calvert station stood adjacent to a huge clay pit and brickworks but, since its closure, the pits have been filled with London's rubbish. Daily 'bin liner' trains ply the rails to Calvert. Sadly, the air of dereliction will not last long: HS2 and East-West Rail will change the face of Calvert forever.



There's something wonderfully intriguing about trying to visualise a derelict location in its heyday. One place that has consistently grabbed my attention is Calvert station, or rather what remains of it.

This station was part of the Great Central Railway's London Extension. The 'Master Cutler' would flash through here, as would the elegant designs of locomotive maestro J.G. Robinson.

Today, Calvert is where London's rubbish goes. Daily trains use the remaining stub of the Extension to dump tons of rubbish into the old clay pits. It's an inglorious end to one of Britain's grandest railways.

I was lucky enough to pass through Calvert on a railtour in May 2018 (behind two Class 20s no less). You could clearly see the remains of the typical GC station arrangement poking through the weeds.

The platform was still there, now home to a veritable forest of shrubs and small trees, but the station buildings had long been demolished.

Calvert gave me that little tingle of excitement I always get when I stumble across a disused railway. Except that, in this case, the railway was still there!

The idea of Class 66s picking their way through the undergrowth was one I simply couldn't shake off...

What you will need

SHOPPING LIST

- ◆ Woodland Scenics Poly Fiber
- ◆ Static grasses
- ◆ Different coloured scatters from Woodland Scenics, Noch, WW Scenics, Gaugemaster, Golden Valley Hobbies

TOOLS

- ◆ Selection of old paintbrushes
- ◆ Gaugemaster Scenic Puffer Bottle
- ◆ Static grass applicator
- ◆ Woodland Scenics Accent Shaker
- ◆ Large piece of card
- ◆ Vacuum cleaner



Achieving the look of disrepair and neglect...

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GAUGE

5
hrs



This scene was a quite straightforward to compose. I had to cheat a little, though, to incorporate the island platform – only one track aligns with the 113mm specification. The two key features are the road bridge and the loading crane.

Regarding the bridge, photographs from www.disused-stations.org.uk revealed a brick arch over the platform, with the spans over the railway appearing to be girders with brick parapets. I made the arch by removing a chunk from a Wills SS13 Brick Arch Bridge kit, to narrow the arch to fit the platform. I decided to use Wills SS57 Vari-Girder Bridge Walls kits for the spans over the track, to provide a visual contrast to the brick arch.

The nearest item I could find that looked like the loading crane was Ratio's Overhead Traversing Crane (546). I think it's actually based on the nuclear flask loading crane at Trawsfynydd in North Wales but it looked like it would suit my mini Calvert nicely.

Why did I not bring you step-by-step guides to one or either of these builds? Because, quite frankly, they were not up to MR's standards.

I'm no expert but I'm a pretty confident plastic kit builder. Unfortunately, Ratio and Wills kits are a world away from Airfix. The



instructions are somewhat vague, leaving you guessing about how to assemble parts – or, in fact, what parts to use where.

Don't, as I did, expect the Brick Arch Build kit to come with the underside of the arch: you need to work out how to do that yourself! I scored some thin, embossed plastic brick sheet to get something akin to an arch, using a lot of cyano glue and filler. It wasn't pretty.

I knew the look I wanted. The platform had to be covered with weeds. The embankments were to be covered in thick foliage, reflecting

the lack of lineside maintenance since the line closed as a through-route. Weeds need to sprout from the between the rails.

The problem was, I've never done any scenic modelling before. Where do you start? What do you need to buy?

There was only one solution: pop over to Peter Marriott's for a scenic masterclass. I apologise for bringing you more techniques on using grasses and weeds but, unless you've done it before, there's a lot for the first-timer to learn.

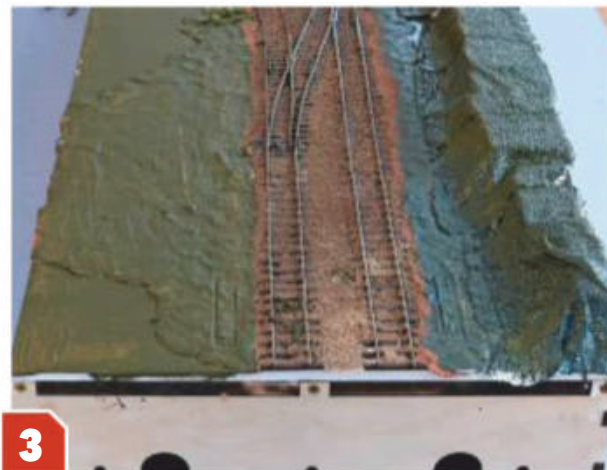
STEP
BY
STEP



1 The starting point: the track was ballasted with Woodland Scenics' Buff Ballast, while foam under the plaster bandage formed the embankment on the right. The platform is formed with thin card on Peco's plastic platform edging.



2 I pushed DAS clay into the ballast shoulders to blend it into the surroundings. I also used clay to create the lorry loading area, painting it, when dry, in an off-white emulsion. The track was sprayed with RailMatch Sleeper Grime.



3 Peter's first job was to get rid of the whiteness. He painted all the non-track and platform areas with Woodland Scenics' Hunter Green and Olive Drab Earth colours. It went on well with a 2in paintbrush and quickly dried.



4 Poly fibre is the quickest way to add bulk to your landscape. Peter used a blend of Woodlands Scenics' Poly Fiber and a similar material from US firm Micro-Mark. Tease it with your fingers until it's gossamer-thin.



5 Dribble Woodland Scenics Static-Tac onto the area you want to cover and then spread it about with an old paintbrush. Ensure that the whole area is covered with a thickish layer of this easy-to-spread adhesive.

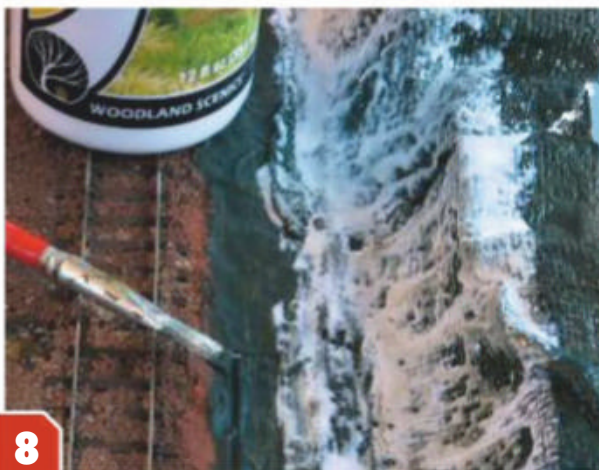


6 Press the Poly Fiber into the adhesive until the whole area is covered. 'Knife' your hand along it, as in a karate chop motion, to ensure that all the fibre sticks to the baseboard. Don't worry about any excess glue.



7

Peter keeps his scatters in small, plastic containers, mixing different colours and thicknesses. Take a big pinch and sprinkle it onto the poly fibre. You'll need a surprisingly large amount to ensure good coverage.



8

My first time using static grass was easier than expected, although you do need to work quite quickly here. Squeeze on a few dollops of Static-Tac and spread it about with your paintbrush.



9

Having already filled your applicator (here, a Woodland Scenics Static King) with scatter grass in a blend of colours before applying the glue, attach the lead (the 'foot' of the Static King goes in the glue) and switch it on.



10

Turn the device over and, from a height of about 2in, shake it over the glue. When you're finished, tip the layout on its end (if possible) over a large sheet of card to allow excess material to fall off; keep it for another time.



11

For detailing areas, put some static grass fibres into a puffer bottle (Gaugemaster's, for example). Dot a dollop of glue in areas you want to detail, then spread it around with your trusty old paintbrush.



12

Shake the Gaugemaster Puffer Bottle to give the fibres 'charge'. Remove the cap and, from about 2in above the layout, squeeze the bottle to force the fibres out. Remove excess fibres (by shaking off or vacuuming) and allow to dry.



13

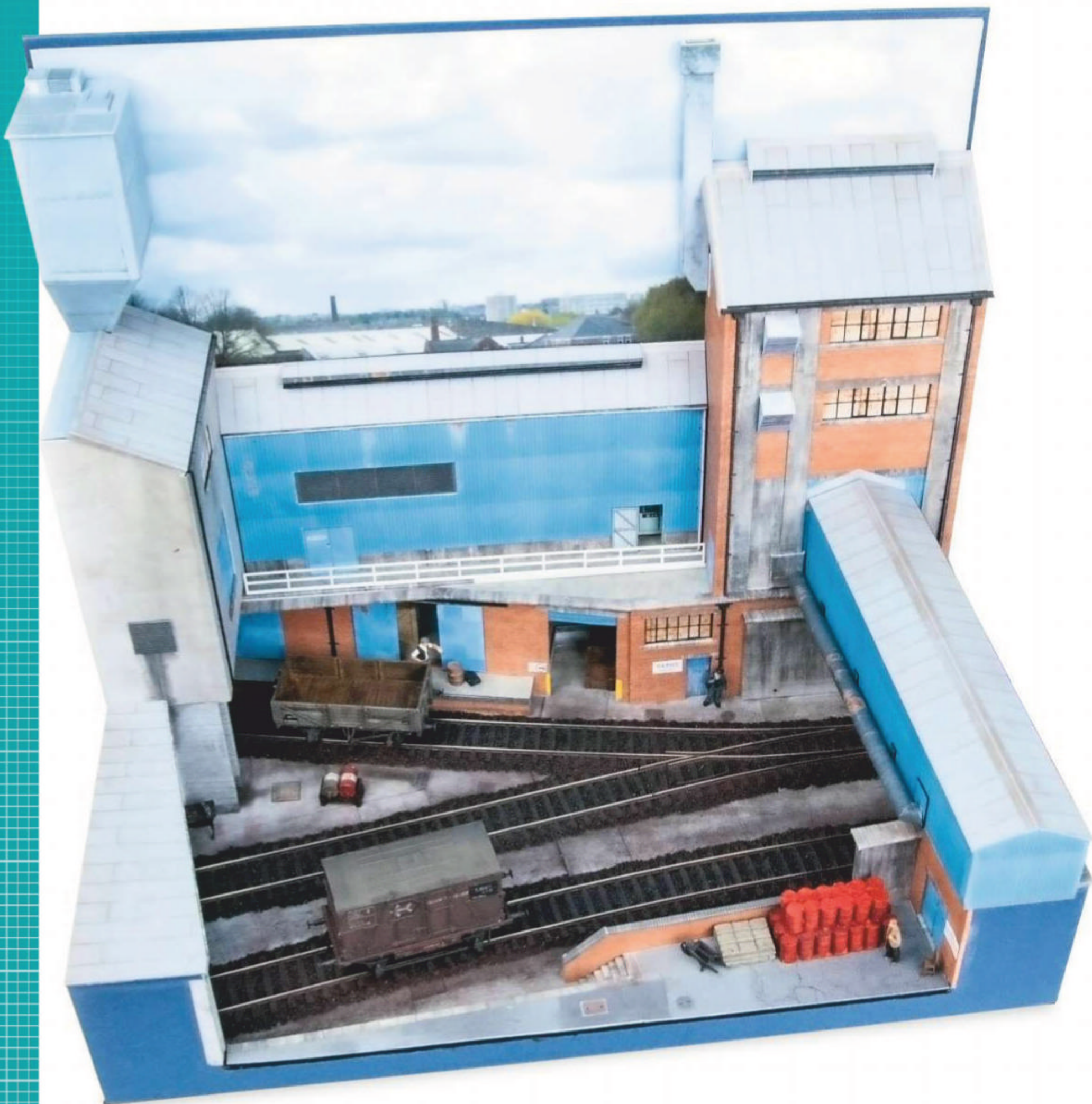
I was amazed at how quickly you can develop really good-looking scenery! Give the fibre a good spray with some extra-hold hairspray - you'll be able to see the droplets on the fibre, which will tell you that you've used enough.



14

Woodland Scenics' Accent Shaker is perfect for sprinkling on different coloured scatters to add some tonal variety to the landscape - just sprinkle them over wet hairspray. Then, spray again and add a different colour.





HOW TO

BUILD A LAYOUT IN A BOX FILE

PHOTOGRAPHY: GEORGE DENT

George Dent assembles a Scalescenes kit designed to fill, and flat-pack in, a tiny space.

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GAUGE**MODEL Scalescenes LY01 Industrial
Boxfile Layout ♦ Price £9.99****AVAILABILITY**
scalescenes.com20
hrs

What you will need

TOOLS

- ♦ Knife and spare blades
- ♦ Tenon saw
- ♦ Steel rule
- ♦ Set square
- ♦ Tweezers
- ♦ Cutting mat
- ♦ Paintbrushes
- ♦ Pinpoint glue applicators

The micro-layout-in-a-box formula has increased in popularity recently, offering plenty of modelling potential within a convenient, self-contained footprint. If, like me, you've contemplated dabbling in this concept, an ideal one-stop package is now available from Scalescenes.

This layout-in-a-box kit is designed to fit in a A4/foolscap box file (H370 by W245 by D75mm), with all structures provided, along with a backscene and cutting jigs to help adapt the box's framework. Box files do vary in size, depending on the maker, but the layout design factors in generous amounts of variation on the length, width and height of the box file.

The industrial theme is well suited to a minimum-space project, allowing a handful of short-wheelbase wagons to be shunted around by equally modest steam or diesel locomotives.

The various brick, concrete and steel-clad buildings suggest anything from a factory, brewery or engineering works to a colliery or mineral loading facility. The building styles are suited to any period from the 1950s onwards.

DOWNLOAD ONLY

As with all Scalescenes kits, this package is only available to purchase online, in the form of a downloadable file. You can print it off as many times as required, which allows for endless customisation or multiple attempts. Plus, if you

make a mistake at any point all you need to do is reprint the necessary parts and try again.

Detailed, illustrated instructions are provided as a separate electronic file and are easy to follow. Virtually everything is supplied but you will need to source a box file, standard printer paper and sheets of light, medium and heavy card with which to laminate the various parts. A decent colour inkjet printer is essential and, due to the size of the kit (nearly 40 pages), a fresh ink cartridge may be required.

You'll need to provide the track and points, but a few suggested track plans are offered in the kit's instructions. A simple fiddleyard can be formed from a sheet of plywood, in the form of sidings, traverser or a cassette system.

Parts are included to set the tracks into the 'concrete' groundwork, or they can be laid on the printed surface and ballasted. I opted for the latter approach, although the main ground-floor building and its loading platform should be assembled first and test-fitted to ensure clearance for rolling stock before fixing the track in position.

Interior detail is provided for some of the buildings, giving the tiny scene a deceptive amount of depth. By adding items of clutter, such as stacked goods and strategically placed figures or machinery, the effect can be even more convincing.

Only a handful of windows and a variety of

printed options are provided, although much depends on the abilities of your home printer. My cheap inkjet printer cannot cope with clear acetate sheets, so I printed the opaque versions onto regular paper, which look fine at first glance. However, the interior detail is hidden.

Instead, screen-printed clear glazing can be obtained separately from Scalescenes. Alternatively, etched brass window frames to suit the kit's apertures are available from Brassmasters (www.brassmasters.co.uk).

STICKY ISSUES

Choosing the correct glue is essential, with most runny, dilute PVA-type adhesives best avoided for much of the assembly work. The ink on the printed sheets is liable to smudge if water-based glues are used in quantity. 'Dry' adhesives, such as Pritt Stick and spray mount, ➤

STEP BY STEP

**1**

You'll need a box file with a sturdy framework. Most are formed from thin MDF sides with a fibreboard front and back. The sprung clip, lid fastener and rivets need to be removed with pliers.

**2**

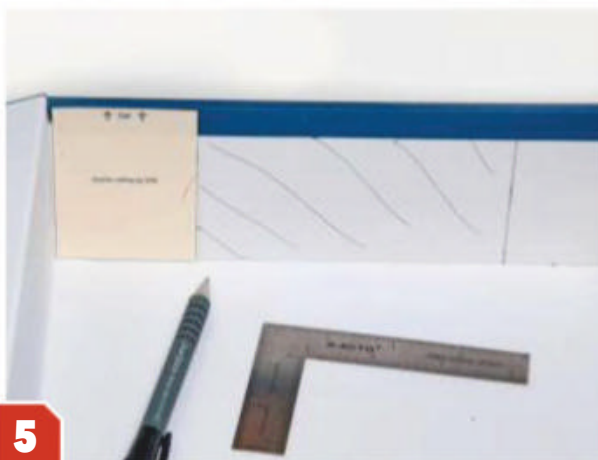
Carefully read through the instructions before printing out the kit, as not all of the pages may be required. There's no need for fancy, expensive paper - I used standard-quality printer paper.

**3**

Some of the printed sheets must be laminated with card. Three thicknesses are required, so you'll need artist's mounting board (heavy grade; 1,400 micron), plus 480gsm (medium) and 160gsm (light). See p58 for a handy pack.

**4**

Choice of glue is important. Pritt Stick is perfect for laminating the printed sheets to the card, while a fast-setting aliphatic resin-based liquid glue will considerably speed up assembly.

**5**

The first job is to cut slots in the side and end of the box file using the printed templates provided in the kit. Use a set square to ensure that the cut lines are perpendicular to the base.

**6**

Make the vertical cuts with a tenon saw, taking care as the tool nears the bottom as there may be hidden staples. Use a stout knife to make the horizontal cut along the base and tidy the edges with sandpaper.

are ideal for laminating the printed sheets to the card backing. Use the latter with care as the aerosol-based glue can be harmful if inhaled.

For instances when a liquid glue is needed, such as overlaying the printed cover layers onto card or joining the wall sections together, a fast-setting aliphatic resin-based formula is recommended. Roket Card Glue, from Deluxe Materials, is a prime example and its near-instant curing time allows for rapid progress, whereas traditional PVAs require an hour or two of careful clamping before the parts can be handled. A set of pinpoint applicator tips is also recommended, allowing greater precision when applying the glue and reducing the potential for messy, sticky, spillages or staining of the card components.

Thick PVA adhesive still has its uses, however. Bonding the bulky structures to the box file base demands a viscous glue that can deal with any slight gaps between the mating surfaces, while also allowing

for easy repositioning before curing.

As for ballasting the track, employing thinned (with water) PVA or similarly dilute adhesives to fix the scatter material risked bubbling the printed paper backing material. Mixing the glue with a mild alcohol instead of water is an option, using a mild isopropyl alcohol, but I adopted one of the late Alan Downes' tricks: super-thin cyanoacrylate.

The thin cyano penetrates the scatter material and cures almost instantly, allowing the job to be completed in a matter of minutes. However, this is not something to undertake lightly, as the noxious fumes can be overpowering unless the work is done outdoors. Only a few inches of track should be treated at a time as the curing solvent generates a surprising amount of heat, and when working on paper and card this can be a little disconcerting!

VERDICT

Aside from the track, clutter, figures and a length of plastic handrail, everything you see within the scenic area was provided in the Scalescenes kit. At just under a tenner, this is a great value package, although the cost of paper, card and an ink cartridge for your printer must also be factored in.

There's a high level of ingenuity in the kit's design and the various structures go together easily and logically, creating surprisingly sturdy and realistic models. The printed textures look very convincing, especially some of the weathered touches such as the rusty pipes and stained concrete. And the arrangement of the



The printed structures are convincing, with plenty of detail relief. The pipework and gutters are particularly attractive.

structures presents an attractive and cohesive micro layout.

Along with track laying and wiring and creating a simple cassette fiddleyard, assembling the entire layout took just a few days. While the cutting out of the many different card and paper layers proved laborious, overall it was an enjoyable and rewarding experience. In fact, it's the perfect undertaking for dark winter evenings and, when it's complete, the tiny layout offers a surprising amount of operational interest.

Buy your card

Not sure which card is most suitable for building this Scalescenes kit? Don't worry - CM3Models has done the hard work for you. It has released a complementary pack that contains enough card in each correct thickness to construct the Scalescenes kit.

Price: £10.85 **Availability:** CM3Models

Tel: 03330 502763

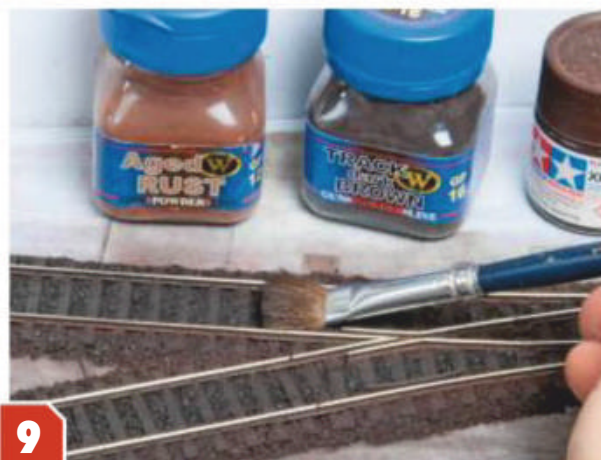
Web: <https://cm3models.co.uk>



Scalescenes recommends that you lay a bed of cork sheet to the base before you apply the printed ground covering sheets. A thin covering of PVA, left to turn tacky, will secure the paper sheets to the cork.



I opted to lay loose ballast, employing pre-weathered material from the Geoscenics range. To protect the paper from blistering, I fixed the ballast with thin, penetrating cyano glue.



With the track in place, the rails could be painted in a red/brown acrylic by hand, then weathering powders brushed over the sleepers and ballast. Clean the rails with a track rubber and vacuum away any loose debris.



The printed components are best laminated to the required grade of card with a Pritt Stick, which offers an instant bond with less risk of ripples or bubbles. Smooth the paper down with your hands, or weigh it down with books.



Cut out the components as they're needed in the assembly sequence. Use only a sharp, stout blade and a steel rule, working atop a cutting mat. Replace the blade as soon as it begins to dull.



When laminating the outer cover sheets onto the card, run a thin bead of glue around the edges of the card and across the middle. The pinpoint applicator is essential to regulate the flow of the glue.

**13**

Place the printed cover layer over the card base, carefully aligning the edges before pressing down firmly and smoothing the surface to avoid the formation of bubbles or ripples.

**14**

After a few moments, flip the component over and run a fine bead of glue along the overlapping paper cover layer, near the edge of the card. Again, just a small amount of adhesive is required.

**15**

Fold the overlapping section of paper over, running your finger across the edge to ensure a tight, neat fit over the card. Smooth the paper outwards to disperse the adhesive and wipe away any excess with a tissue.

**16**

Treat any exposed edges with a suitable colour felt-tip pen or acrylic paint. The Scalescenes kit has been designed to minimise such edges, with many of the cover layers wrapping around the card backing.

**17**

The kit provides a sheet of windows that can be printed onto clear film. Alternatively, you can use the opaque versions that are usefully included to print onto standard paper instead - whichever you prefer.

**18**

The instructions for the assembly of the buildings are easy to follow. A set square is essential for ensuring that the walls are joined at the correct angle. The various layers combine to produce a very sturdy structure.

**19**

Most of the elements are straightforward, box-like structures. Some, however, are a little more complex, such as the hopper and conveyor, where the structures are formed by an interlocking framework.

**20**

The ground-floor buildings are fixed into the box file, while the upper storeys slot temporarily (but securely) in place, allowing the layout to be folded away for storage when not in use.



The scenic area is compact but the structures are arranged to be viewer-friendly, providing an effective scenic break for the fiddleyard exit.



HOW TO

BUILD A MICRO LAYOUT IN 'N'

How do you build small without compromising on functionality? **Chris Nevard** takes 'compact' to the next level with what he calls a 'nano' layout.

Let me introduce the smallest model railway I've ever built. Its scenic footprint is just 14in by 4in, so it certainly falls into the 'micro layout' genre - it might even qualify as a 'nano layout'.

Remember the layout 'Great Coles Wood Halt' (MR246) that I was commissioned to build? That was designed to fit inside a typical plastic storage box. But storage boxes come in all shapes and sizes, and the one I had to fill was roughly 14in by 4in - to me it looked like a very large loaf tin!

The owner supplied a pair of baseboards on which the track had already been laid. My brief was to create 'something Great



Western' to fit on to one board (with the other acting as a fiddleyard).

Micro layouts tend to be a compromise from a design point of view, but for me that's half the fun - trying to create something believable in such a small space. Another challenge, especially as it will be viewed close up, is to make a scene that looks bigger than it really is.

This build took 36 hours in total, spread over about three weeks. From an operational point of view, and due to space restrictions,

there was no room for a run-round loop, so I imagine that the loop is off-stage to the right.

I haven't done a great deal of work in 'N' gauge, so this was an opportunity to get hands-on with some of the well-known building kits. Also, working in such a small scale really sharpened up my act. With the camera - and my eyes - getting a lot closer to the modelling, any tiny blemishes are far more prominent than with bigger scales, especially when scrutinising any photographs.

Anyway, here's how I built - and how you can build - a working model railway in the smallest possible space.



What you will need

SHOPPING LIST

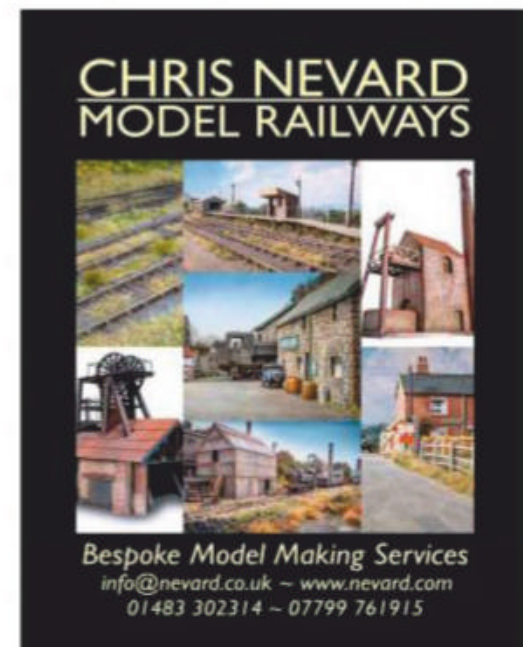
- ◆ Ratio 204 Station Building kit, £22.60
- ◆ Ratio 237 'N' gauge lineside huts, £7.25
- ◆ Ratio 260 'N' gauge Home or Distant Lower Quadrant Kit £3.75
- ◆ Ratio 244 'N' gauge GWR spear fencing £5.55
- ◆ Peco NB-50 Level Crossing Gates, £4.25
- ◆ Peco NB-3 Brick-built Signal Box £13.50
- ◆ Availability: Gaugemaster
Tel: 01903 884488
Web: www.gaugemaster.com

TOOLS

- ◆ Craft knife with fresh blades
- ◆ PVA glue
- ◆ Syringe/eye-dropper
- ◆ Selection of paintbrushes

Build me a dream

Want Chris Nevard quality but not sure you can achieve it? Well, you can now hire the man himself to build your dream layout. For more details about Chris Nevard's layout building service, see www.nevard.com



“Micro layouts tend to be a compromise from a design point of view, but for me that's half the fun - trying to create something believable in such a small space”



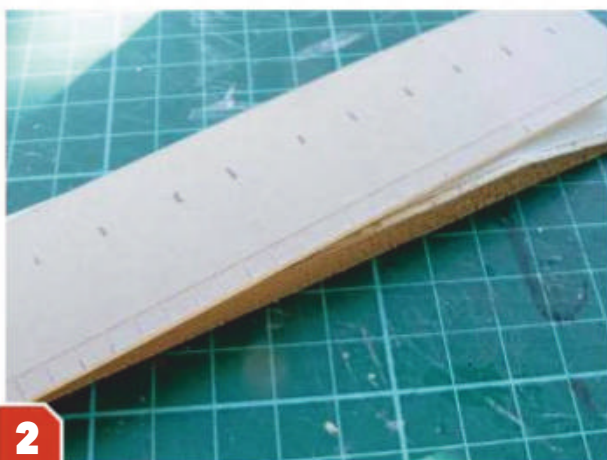


STEP BY STEP



1

To create a scene that appears larger than it is, I made a box and attached it to the baseboard frame. The height was limited by the 5in-deep crate. The fiddleyard won't fit any more, but I didn't want to compromise on the depth.



2

I like to prepare platforms early in the build. I made this one from two pieces of 5mm foamboard covered with thick card. Edging stones were scribed with a scalpel. Embossed stone-effect plastic card was used for the sides.



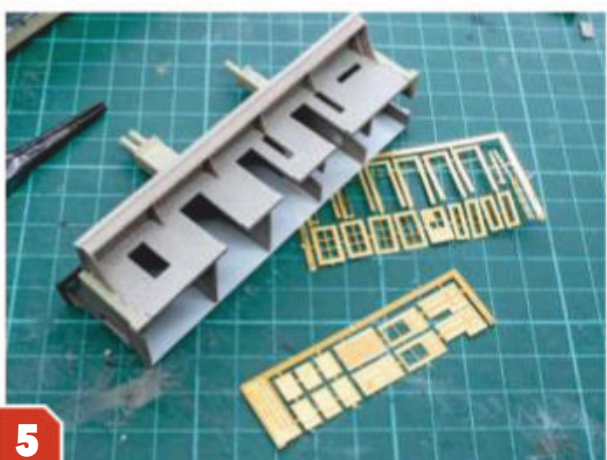
3

When dry, give the platform a coat of Halfords grey primer. Mist on red primer and matt black. Work in a well-ventilated space. The trick with black and red is to mist them on from a distance.



4

Lay some masking tape on the platform surface and stipple on a stone-coloured matt emulsion to give the coping stones a different colour. You could always dry-brush on a little stone colour too.



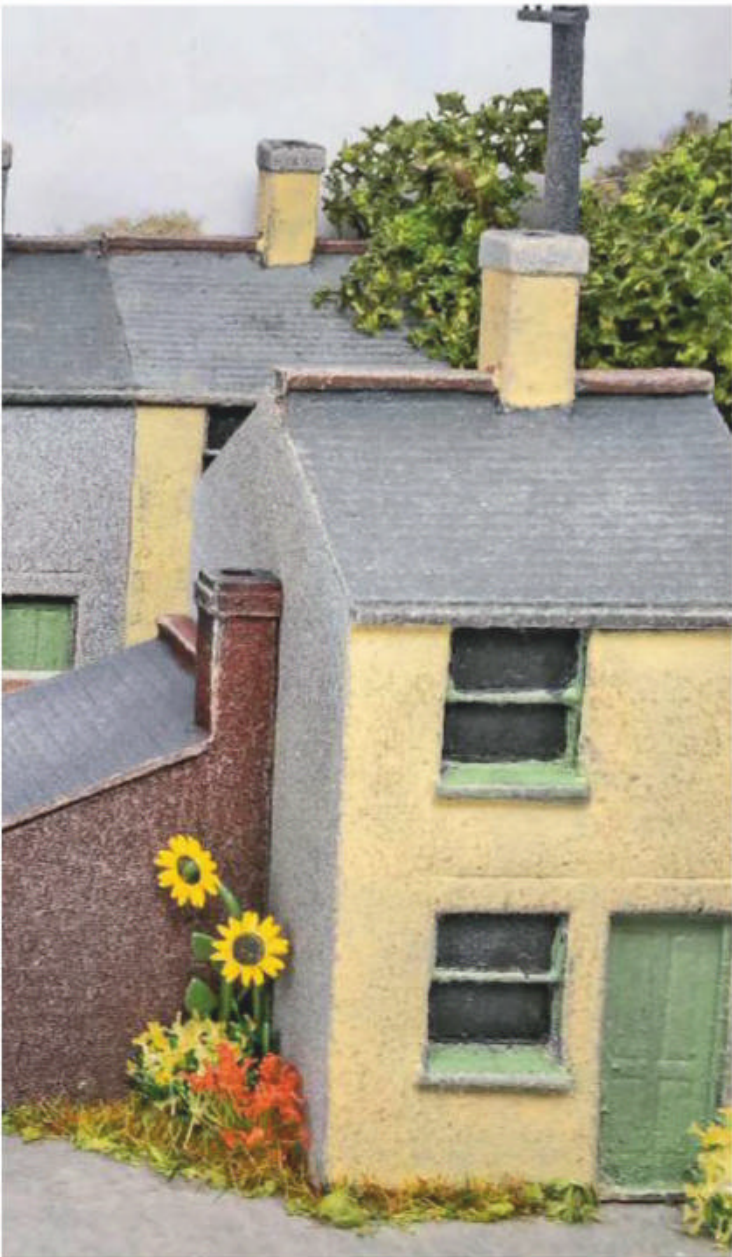
5

Don't be afraid to modify kits to suit your purpose. Ratio's 'N' gauge GWR station building was perfect for this project, but I reduced its depth, making it more like a low-relief building. Note the etched details – fiddly but worth it.



6

Paint the building just like the platform – use aerosols to create a stone effect. Stonework and wood areas were later dry-brushed with stone and cream – I used matt enamel. Paint doors and windows separately and add them after.



LAYOUT BUILD JOB SHEET: GWR TERMINUS

Here is my running diary of the build, showing how long the various elements took

4 hours. Build and paint station building.

3 hours. Build signal box and rearrange trackplan to accommodate level crossing.

3 hours. Craft and add plywood fascia to layout and fiddleyard.

6 hours. Sand and paint fascia panels. Buildings. Platform. Ground prep.

4 hours. Paint platform, lay ballast and clay.

5 hours. Paint ballast, add gates, fencing, buildings, static grass etc.

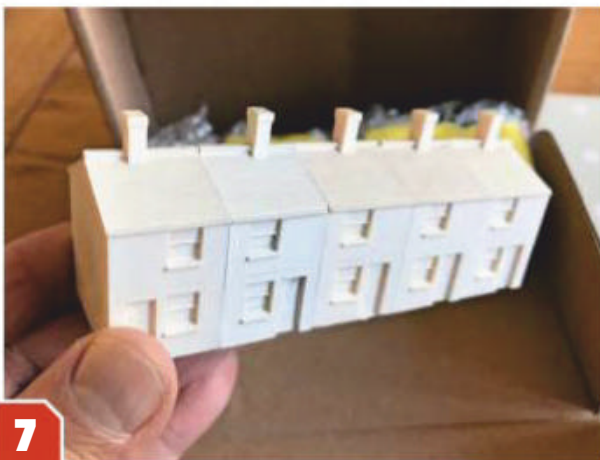
5 hours. Design backscene in Photoshop, edit. Submit to printer. Add additional platform for goods.

Bufferstops. Build and paint small yard office. Design and print signal box name.

2 hours. Add curved backscene and insert corner placers. Fix backscene into place.

Check layout works.

4 hours. Build signal, add additional fencing, print and make up station nameboard.



7 You can find bargain model buildings at shows. These terraced houses would benefit from a little work. Dornaplas, Hornby Lyddle End, Shire Lane Crafts or Peedie Models sell suitable terraced house kits.



8 The platform is now temporarily in place to check how it fits. To add a little extra height to surrounding landscape, especially where the level crossing will be, mounting board has been layered up to the required height.



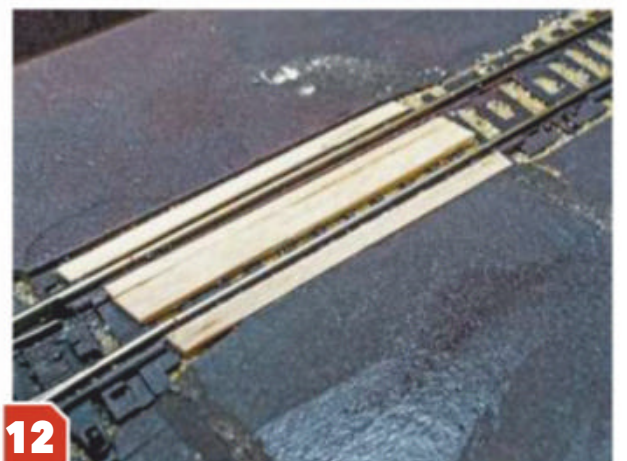
9 Paint the track prior to ballasting. In this case, I used the Halfords grey, red and black to colour the track. The platform was then permanently fixed using PVA glue and a few weights. Note the curve, so it will fit next to the backscene.



10 Sieve some sand through a tea strainer onto the layout. Sand is easier than granite chippings because its grains roll into place around the track more easily. Use a soft paintbrush and tap the rail tops to tamp it into place.



11 Dilute PVA glue to the consistency of full fat milk. A little surgical spirit also helps the PVA to sink in and accelerates the drying process. Use a syringe to dribble it on to the track. Add a little washing-up liquid to the mix to help it flow.



12 To make the timber planks on the level crossing, I sliced some coffee stirrers using a sharp craft knife. Glue with PVA. Ensure that the rail tops are just proud of the surrounding road, to make cleaning the track easier.



13

Coat where the road and yard are going with neat PVA and then press on some DAS clay. Push it firmly into place. Stab a hard paintbrush into the surface to help flatten it and give it a little texture. A roller will help you here.



14

Once dry, the DAS can be sanded for a smooth surface. With the clay still soft, I temporarily pressed the buildings into position to eliminate gaps. When removing them, watch out for clay sticking to the bottom of the buildings.



15

Using a mid-grey matt emulsion, I painted the road surface. A thin wash of beige added further colouring. Modellers often portray asphalt areas as dark grey or black, but it's actually quite pale – unless it's been raining.



16

Some older models are still viable, and are usually quite cheap. I used Peco's level crossing gates. Before fixing them into place, make sure they open and close and that the gates meet properly. Glue the houses into place with PVA.



17

Fine static grass and coloured tufts will hide gaps and fill ugly spaces. Pouring some fibres onto wet glue will work just fine but vacuum away the excess to help them stand upright. The 'OO' gauge sunflowers are from Noch.



18

I scratchbuilt the loading dock using the same technique as the platform. To maximise the length of usable track, I made platform-mounted bufferstops from chopped-up coffee stirrers and brick-embossed plastic card



19

I shot the image for the all-important backscene using the panorama mode on my smartphone, then lightened the image on my computer. It's important for a backscene to recede, rather than dominate the layout.



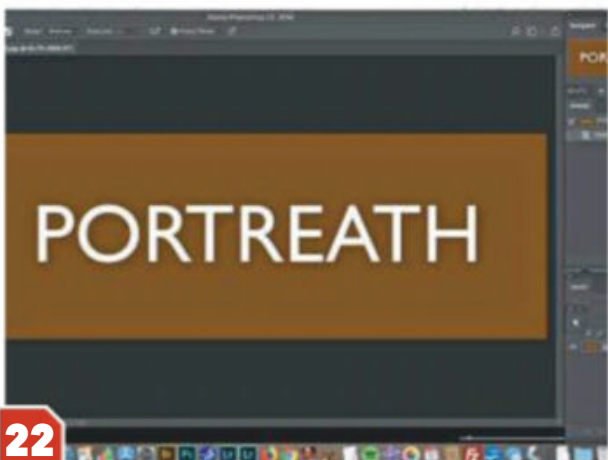
20

My local printers applied the panorama image onto sticky-backed plastic. I also had them add matt laminate. Next, I stuck it onto some art card. A fine, smooth cloth like a duster or clean handkerchief helps here. Work slowly.



21

The sticky-backed plastic, bonded to the card, is strong enough to support itself. After a few dry runs and cutting a hole to allow trains to exit, the backscene was glued in place with PVA, I added pieces of card to keep the corners tidy.



22

The running-in board was created in a photo editing package. Gill Sans is the best typeface. To print the sign, I usually drop the resulting file into Microsoft Word (or Pages for Mac users), inserting the image in lots of different sizes.



23

The final stage is the most enjoyable – adding all the details like piles of coal, loading gauge, benches, a telephone box and telegraph poles. The Ratio and Peco ranges are useful here. The signal is a GWR Home or Distant Lower Quadrant Kit from Ratio.

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MASTERCLASS

Looking at locomotives in detail

Class 28

Richard Foster examines a locomotive that had the power but, ultimately, enjoyed little of the glory.

The last survivors were gathered in – or more correctly banished to – the north-west. They eked out their last days around Carnforth during the summer of 1968 and had all gone by the end of the year.

Sorry... we're not talking about 'Black Fives'.

Fifty years ago, BR disposed of what was arguably the most ambitious of all the 'Pilot Scheme' diesels. But the Metropolitan-Vickers Type 2 'Co-Bo' was as flawed as it was ambitious. It's often referred to by its TOPS classification – Class 28 – even though they'd all been withdrawn from active service five years before BR's new computer planning and operating system was introduced. They might have all been withdrawn, but one was still lurking about on the national network to act as a reminder for what might have been.

The design was almost perfect in theory. Let's compare it to Brush's Type 2, which would later become Class 31. The Crossley V8 diesel engine was a two-stroke and developed 50,000lb of tractive effort. The Mirrlees JVS12T V12 engine of the Brush design could only produce 42,800lb.

Brush's machine weighed 104 tons and that weight was carried on two six-axle bogies, but the middle axle was not powered. Metrovick's new design would weigh just 97 tons and that weight would be borne on five axles, all powered.

ATTRACTIVE PROPOSITION

Really, what could be better than a powerful diesel engine (with fewer moving parts) that could develop a higher tractive effort than others in the same power band?

It was the bogie arrangement that grabbed the attention. Both had heavy Commonwealth castings, but it was the pairing of a two-axle ('Bo') and three-axle ('Co') bogies that made the '28s' unique. Quite why this arrangement was chosen has been lost in the mists of time.

Contemporary literature focused mainly on the promise of efficient power that Crossley's two-stroke diesel would bring. It has been suggested that the '28' concept began life as a 'Bo-Bo', but the addition of a three-axle bogie helped spread the weight.

Whatever the reason, BR gave Metropolitan-Vickers and Crossley its blessing, presumably in order to be able to test two and four-stroke diesel engines against each other. Twenty were ordered, as part of a 'Pilot Scheme' to build 174 diesels, from the likes of English Electric, North British, British Thomson-Houston, Brush, and its own works at Derby and Swindon.

The 20 'Co-Bos' were built at Metropolitan Vicker's Bowesfield factory. Crossley supplied the engines with electrical gear coming from General Electric Company and Brush. The first, D5700, was accepted into traffic in July 1958 and went to Derby shed.

D5700 was a handsome enough looking machine.

Its 56ft 7in long body featured one large grille and several louvred panels, with

slab-nosed cabs at each end. The three-screen arrangement was reminiscent of English Electric's Type 4 but the outer windows wrapped around to the cabside.

Things began to go wrong almost immediately.

The class was officially allocated to Derby shed and locomotives were rotated, six at a time, to Cricklewood to work BR's premier freight service. 'Condor' was an overnight London-Glasgow container service. It emerged in the wake of the Suez Crisis of 1956, when rising fuel costs pushed freight back onto the railway, and it would often be loaded to 550 tons.

Two 'Co-Bos' were diagrammed to work 'Condor' north, do some work from Glasgow (heading as far as Stirling and Perth) and work a sleeper south again. However, such mileage put a strain on the Crossley engines and local duties were soon replaced by spending more time in depots to keep them in tip-top condition for 'Condor'.

Derby's allocation was kept busy on the Midland Main Line from St Pancras to Manchester via Matlock. Again, weaknesses in the Crossley engines were revealed and less taxing duties soon beckoned.

D5719, the last of the 20 locomotives,

“ The Metrovick Type 2 'Co-Bo' was as flawed as it was ambitious ”



entered service in October 1959; by January/February 1961, the whole class was in store.

Engine failures had been traced to the crankcase, while excessive vibrations caused the curved screens to fall out. Who should pay for the repairs? Once BR and Metropolitan-Vickers had worked things out, all 20 locomotives moved to Metropolitan-Vickers' Manchester factory for new crankcases and modified, flat-fronted windscreens.

Despite Metrovick and Crossley's desperation to prove that their design was a good 'un, BR declined to order any more. The class re-entered service from Barrow (11A), apparently banished to ➤



Above: D5716 in original condition at Bedford in May 1959. The locomotives were delivered in overall green with 'duck egg' stripe, grilles/louvre panels and bogie frames. Bufferbeams were body green, with only the buffer shanks and mounts painted red. F. HORNBY/COLOUR RAIL

Left: D5701 was the only 'Co-Bo' to receive BR blue livery. The buffer mounts and buffer shanks were also painted blue. Handrails were white and the BR double arrows logo sat halfway down the body on either side. However, none of the class ever received a TOPS number. C.P. BOOCOCK/COLOUR RAIL

Right: Metrovick Type 2 D5719 and Brush Type 4 D1850 run light engine over the earthworks for the new M6 motorway, on the approach to Penrith on June 15 1967. This is typical condition for a mid-1960s 'Co-Bo'. It carries green livery with yellow warning panels, and the post-rebuild nose without wraparound windows is clear to see. CHRIS DAVIES/RAIL PHOTOPRINTS



MASTERCLASS

local duties on the Cumbrian Coast Lines.

Brush's Type 2, with its Mirrlees engine, wasn't a huge success either. D5677 was fitted with an English Electric 12SVT engine (a de-rated version of that fitted to the Class 37) and it was a huge success.

Could this also save the Metrovick Type 2? BR thought so at first, but by 1966 plans to fit EE engines to 20 locomotives had been scrapped.

ACHILLES WHEELS

The 'Co-Bo's' other Achilles heel was its weight. Yes, it weighed less than a Brush Type 2 but Brush's design spread the weight across six axles; Metrovick's design spread the weight across just five. As the axle load increased, route availability decreased. 'Co-Bos' were classified RA8; all other Type 2s were RA5 or RA6.

Were they considered as embarrassing as the lingering fleet of steam locomotives? It appeared so. In December 1967, D5700/03/04/09/10/13 were withdrawn from Carlisle Upperby. At the same time, BR closed its steam depots north of Carnforth. D5718 followed in April 1968 and D5715 went in May.

Normal steam services ended on August 4 1968 and, by the end of September, the remaining 'Co-Bos' had followed their steam-powered cousins to the scrapyard. All except D5705.

Right: Although well known for their use on the 'Condor' freight services, Metrovick Type 2s cut their teeth on the Midland Main Line from London St Pancras to Manchester. D5705 and D5712 speed past Chinley South Junction with a Manchester-St Pancras express in May 1960. P.J. HUGHES/ COLOUR RAIL

Below: Class 28 TDB968006 (formerly D5705) waits at Bristol Bath Road depot on June 5 1976 for transfer to Swansea. Unlike other classes, the gangway doors were never removed or welded shut, and D5705's doors are still operational. GRAHAM SMITH/ RAIL PHOTOPRINTS



Metrovick Type 2 D5701 pilots a grubby 'Black Five' over Shap, at Greenholme, with a Down freight in July 1966. R.K. GREENHAIGH/ COLOUR RAIL



Above: It's June 1968 at Carnforth, just a few months before the end of steam on BR. D5707 rests on shed with an unidentified classmate and a BR/Sulzer Type 2. D5707 was one of at least two 'Co-Bos' to receive a full yellow end. The headcode discs were attached to triangular mounts. The bottom left and bottom right discs had marker lights behind them. P. HUTCHINSON/COLOUR RAIL

Below: S15705 stands outside the Railway Technical Centre, Derby. It still wears BR green livery, albeit somewhat faded, but with some red additions on the nose. ROGER KAY/COLOUR RAIL



SOLE SURVIVOR

D5705 had apparently been fitted with another version of the modified crankcase, which may have cured the engine's biggest issue. It was reliable enough for it to be transferred to BR's Research Department, where it became S15705.

Its Departmental duties were short-lived for it was out of use by 1972, but again it managed to dodge the axe. It was transferred to the Western Region to heat carriages at Swansea, where it became TDB968006.

South Wales was only a temporary home

for D5705 but it helped this unique locomotive to survive into preservation. It moved to Bristol Bath Road in September 1977, and then ended up at Swindon.

Things had changed since 1968. Interest in diesels had grown by the late 1970s and the fact that D5705 had survived was too good to ignore. Funds were raised to secure its future and, in 1986, the sorry remains of D5705 left Swindon for Matlock.

Some restoration took place at Peak Rail but, in 1997, it moved to the East Lancashire Railway where restoration could start in

earnest. Now under the wing of the group restoring that other unique survivor, Class 15 D8233, the restoration team has made good progress, but it will be several years before D5705 hauls a train again. 

DO MORE, SEE MORE

D5705 is still under restoration at the ELR and work can only progress with volunteer labour and funds. To contribute, visit www.d8233.org.uk for more details.

Metrovick 'Co-Bos' D5701 and D5704 reverse down onto the 'Condor' container train at Hendon station on July 7 1959. The pair will haul the train overnight to Glasgow. The locomotives were delivered with two lamp irons inside the two outer headcode discs. A third was fitted on top of the left-hand communication door especially for the 'Condor' headboard. K.L. COOK/RAIL ARCHIVE STEPHENSON





D5705 is lifted off its bogies during a travelling crane demonstration inside Crewe Works erecting shop. Visible behind the large grille is the driver's side walkway to the cab.

'Co-Bo' DETAILS

Many 'Pilot Scheme' diesels were lost forever as BR slimmed down its fleet in the late 1960s and early 1970s but, miraculously, one Metrovick 'Co-Bo' survived for future generations to enjoy. **Pip Dunn** studied preserved D5705 at Crewe Works in September 2005.



Above: Gently does it! Volunteers keep a close eye on the 'Co-Bo' as it is lowered back onto its bogies. Visible here are the battery boxes and air tanks between the bogies.





Above: Like many early diesel classes, the 'Co-Bos' were fitted with retractable gangways to allow crews to access a second locomotive when working in multiple. It is thought that D5705 possesses the last working bellows gangways.



Above: The front end and bufferbeam arrangement is simple, with all equipment bolted onto an otherwise flat end. Note the red spot above each buffer indicating the type of multiple working system. From left to right, bufferbeam equipment is: multiple working (MW) jumper cable, vacuum train brake pipe, coupling, steam-heating pipe, MW cable receptacle.



Without a traditional bufferbeam, BR green Metrovicks only had their buffer shanks and mountings painted red.

Headcode discs can be folded up (as here) or down, exposing the marker light behind and the unusual triangular framework around it.



HOW TO

IMPROVE YOUR 'Co-Bo'

It might not be one of BR's most attractive diesel classes, but **George Dent** finds a way of adding a little finesse to the Heljan model.

Having an instinctive sympathy for the underdog, I've always been drawn to the ungainly looks and the generally grubby outlook of the Metrovick 'Co-Bo'.

Hatton's decision to produce a high-quality 'OO' gauge model of the 'Co-Bo', in partnership with Heljan, was a welcome development. The model is impressive in terms of detail specification, even if the prototype could never be described as attractive.

Indeed, with the model featuring a wealth of detail, there's little in the way of upgrade work required. Instead, I decided to focus on adding a few extra detail touches to the finish, especially in terms of replacing the BR logos, which are rather lacklustre.



MODEL Heljan/Hatton's 2813 Class 28 'Metrovick Co-Bo' ♦ Price £110.46

AVAILABILITY
www.hattons.co.uk

12 hrs



A change of identity was also desired, along with the addition of the orange-red coupling code symbols to the front ends, which place this 'Co-Bo' firmly in the later 1960s period.

GETTING INSIDE

A little patience is required to separate the bodysell from the chassis. It's a clip-on fit,

but it's extremely tight and the delicate underframe detail fittings are easily damaged, so a careful approach is essential.

The supplied instructions recommend inserting a pair of credit cards or thin plastic shims between the body and chassis at one end, thus releasing the locating clips. However, I found it more effective to treat both ends to the shim treatment at the same



time, before gently wiggling the body free. The only safe way to hold the underframe during this process is by the battery boxes, which are screwed to the metal chassis block.

Once the body has been lifted away, the cab interiors can be prised free, ready for painting and the addition of footplate crew. To avoid the hassle of masking the glazing during weathering, the clear plastic was gently pushed out and stored safely until it was re-fitted later.

SOMETHING DIFFERENT

For the weathering stage, I decided to employ oil paints from the Abteilung 502 range for the initial steps. The aim was to create a slightly faded, washed-out appearance to the green livery by creating grey and buff-coloured wash shades. The oils were also harnessed to add a base layer of 'grime' to the bodyside, with the pigment concentrated in the various recesses, especially on the cab fronts.

The point of this approach was to ensure that plenty of 'dirt' was deposited into those areas where an airbrush struggles to reach with any degree of subtlety. A few hours spent on this preparatory work would make the airbrushing stage far quicker and simpler.



Was it a success? I'm certainly happy with the finished model, but the 'fading' stage didn't quite produce the effects that I'd envisioned, with the washed-out

appearance being too subtle and partly obscured by the brown 'dirt' washes.

Furthermore, the use of oils offered little advantage over regular enamel or acrylic-based weathering washes. In fact, the oils took much longer to dry (a couple of days), so there was no benefit in terms of convenience. That said, the oils are more versatile than washes, allowing fully opaque or - with the addition of thinners - translucent finishes to be created.

My finished 'Co-Bo' may still be saddled with the prototype's dreary profile, but the improved quality of the overall finish and a convincing weathering job have created a much more authentic scale replica.

What you will need

SHOPPING LIST

- ◆ Abteilung 502 oil paints and thinners, Tamiya acrylic paints and thinners **Availability:** Scale Model Shop Tel: 01422 405040
Web: www.scalemodelshop.co.uk
- ◆ BR logo transfers **Availability:** Fox Transfers Tel: 0116 319 4950
Web: www.fox-transfers.co.uk
- ◆ Rub-down BR number transfers **Availability:** Replica Railways Tel: 01793 642594
Web: www.replicarailways.co.uk

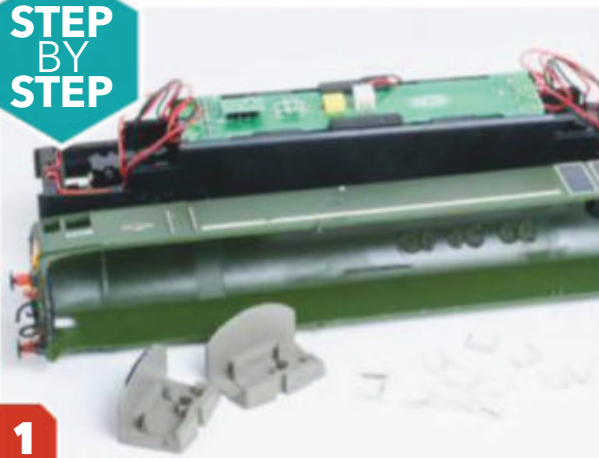
TOOLS

- ◆ Knife
- ◆ Tweezers
- ◆ Paintbrushes
- ◆ Cotton swabs
- ◆ Airbrush and equipment (optional)



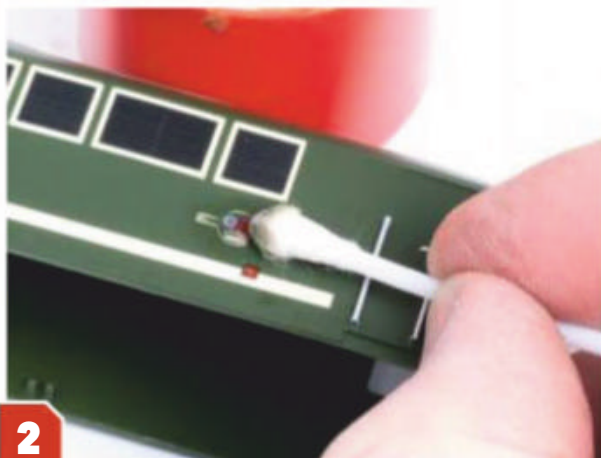
MASTERCLASS

STEP BY STEP



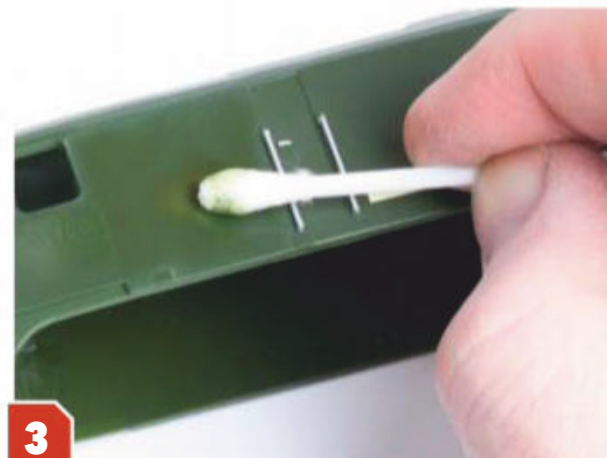
1

Removing the bodyshell from the chassis is simple, but the model needs to be handled carefully (see main text). The cab interiors can be pulled away and the glazing unseated by pushing from the outside with a cotton bud.



2

Heljan's printed BR crests are disappointing and lack opacity. They can be removed by rubbing with a swab dipped in a small amount of T-Cut automotive finish restorer. Rub gently, in a circular motion.



3

The logos will eventually fade away and the surface can be buffed smooth with dry swabs. The cabside numbers can be removed in the same way. Leave overnight for the solvent to evaporate.



4

The model will benefit from a thorough clean and de-grease with a weak formula of isopropyl alcohol. This formula is designed for cleaning fingernails before painting, so it's safe for use on plastics and skin!



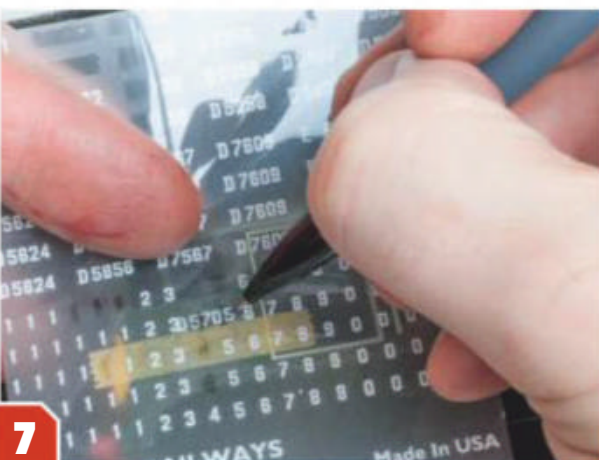
5

Once the model is completely dry it can be treated to an overall coating of clear gloss varnish, applied by aerosol or airbrush. This will provide a suitable base for the new transfers to adhere to.



6

A superb set of BR crests, from the Fox Transfers range of waterslide decals, was applied along with a superior set of overhead line warning labels, plus coupling symbols for the cab fronts. Decal setting solution improves adhesion.



7

A strip of masking tape acts as an alignment guide for the cabside numerals. Replica Railways' rub-down decals are excellent, although it's important to ensure that the digits are equally spaced.



8

Waterslide decals should be left overnight to dry before sealing with a further coat of varnish. I used gloss as it helps disguise any decal carrier film and provides the best surface for the weathering process.



9

Tube-based oil paints can be used neat or diluted to any viscosity using appropriate thinners. Squeeze out a small amount of paint onto a scrap of card - the porous material absorbs the excess oil from the paint.



10

I began by applying a matrix of tiny blobs of neat white and buff oils to a small section of the bodyside (about a square inch). After dipping a brush in thinners, the oils were 'washed' down the side in vertical strokes.



11

Most of the oil paint was wiped away with a swab, again using only vertical strokes to leave subtle, translucent streaks to suggest a washed-out appearance. The process was repeated along both sides and ends of the bodyside.



12

After leaving to dry for a few days, a dilute mix of dark and mid-brown oils was created to act as an overall weathering wash. Apply by brush to small areas, working it into any recesses, before wiping away the excess with swabs.



13 The dilute brown wash can be applied in layers (allowing each to dry in turn), or in a thicker viscosity, to concentrate thicker deposits into key areas, especially within seams and the headcode disc mounts on the cab fronts.



14 The headcode discs were treated separately, secured to a strip of upturned masking tape. The same thinned brown oil shades were brushed on and the excess was wiped away with swabs.



15 The roof was treated to a similar wash coat, but with a darker mix of brown and black oils. Lots of pigment was retained within the delicate seams and around the various raised fixtures. Use only lateral strokes with the swabs.



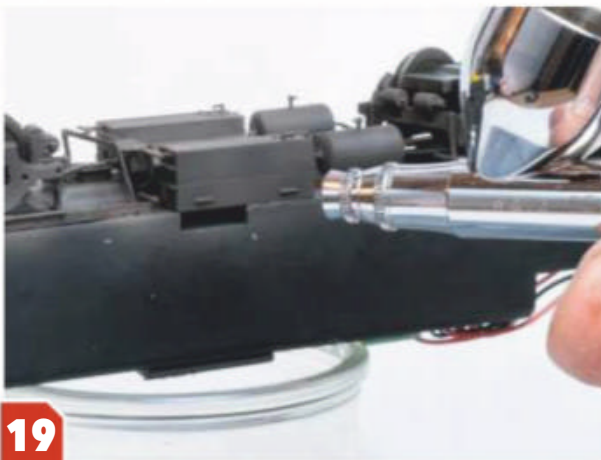
16 The basic cab interiors were improved with acrylic paints and the grubby brown oil weathering shades. The controls were picked out with the tip of a graphite pencil before a suitable footplate crew was installed.



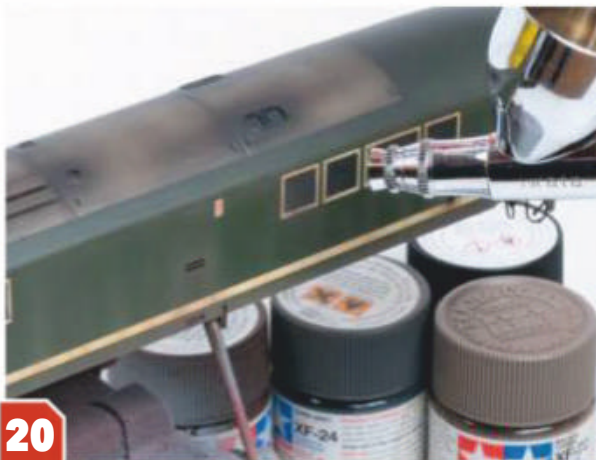
17 The oil paints needed a few days to dry completely before the final weathering touches were applied by airbrush. Tamiya acrylics were mixed and thinned before being sprayed over the bodyshell.



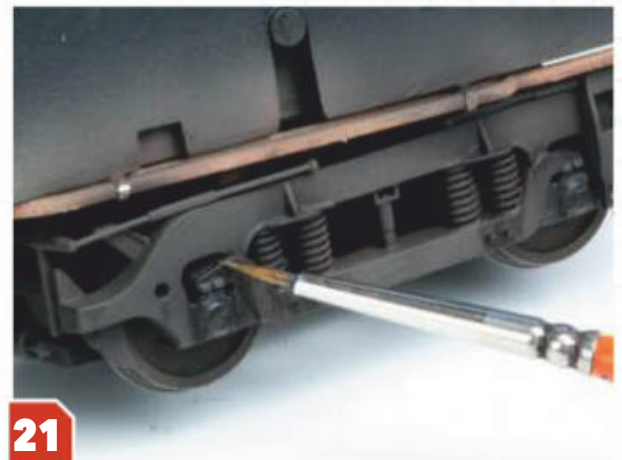
18 A mix of browns was misted along the lower edges of the body sides and ends, adding a softer edge to the initial oil wash layers. Some gentle vertical streaks were also created, especially along the body sides.



19 A similar mix of brown shades was sprayed over the underframe, with a little dark grey added to create shading in key areas. The wheels were cleaned with a swab dipped in track cleaning fluid.



20 A darker mix of Tamiya acrylics, with Dark Grey and a little Flat Black mixed with the brown, was applied to the roof. More concentrated, darker shading was worked around the exhaust outlets.



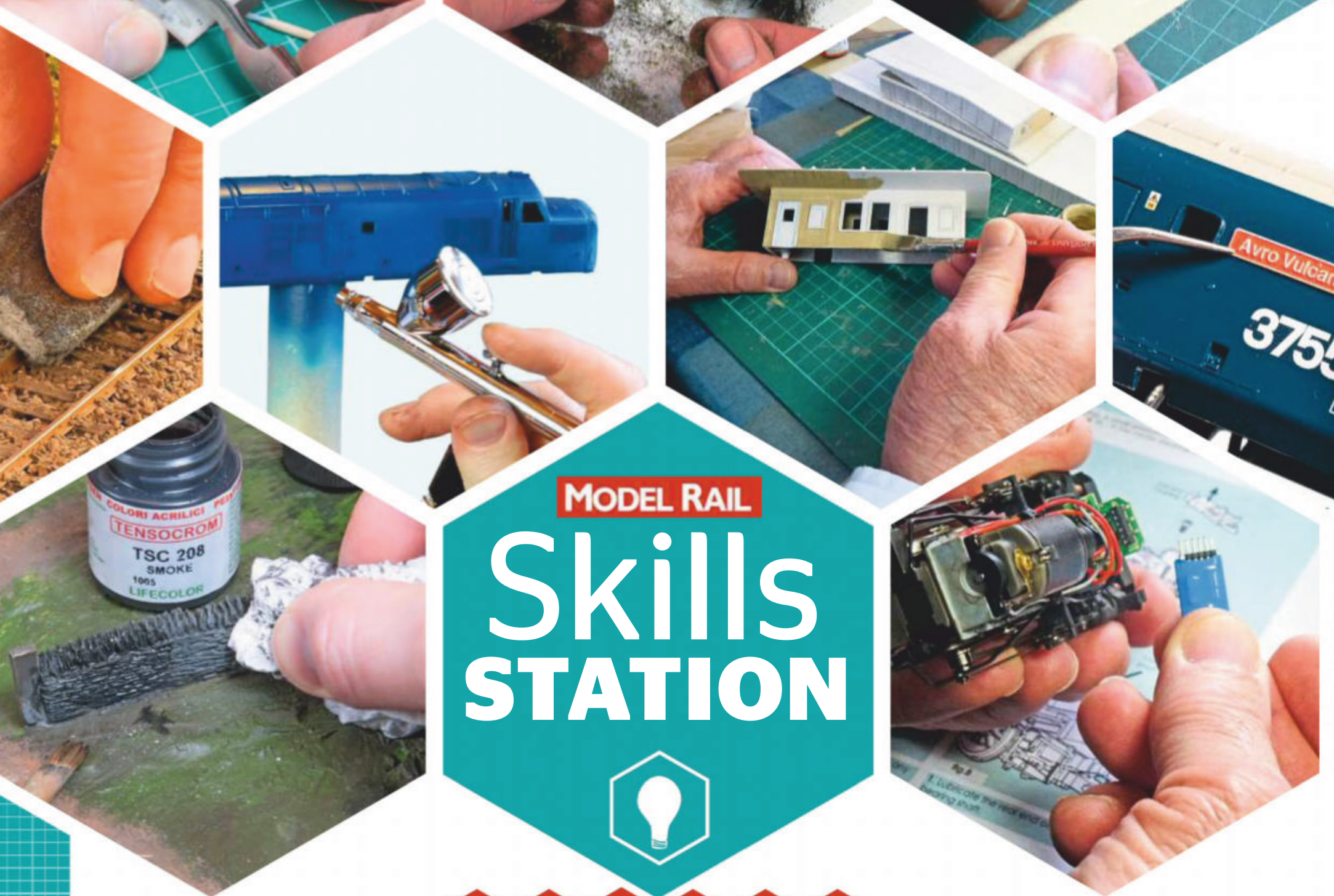
21 To avoid an overly flat finish, LifeColor Grease Effect paint was brushed around the axleboxes, fuel and oil drain points and other areas from which oil and grease might collect or emanate.



22 After re-fitting the glazing and cab interiors (fixed with Deluxe Materials' Glue 'n' Glaze), the bodyshell was clipped back onto the chassis before the finishing touch was added: a little dry pigment to mimic dust on the brake shoes.



A multi-layered weathering process has been rewarded by a much more lifelike appearance.



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George Dent
MR's Deputy Editor can offer sage-like advice on any modelling subject.



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



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



Dave Lowery
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MODEL A PUSH-PULL BR/LMR TRAIN IN 'OO'



How can I reproduce a typical 1950s-era steam-hauled push-pull train for the North of England (ex-LMS territory), without resorting to expensive metal kits?
Mark Wilmott, Ripon

Colin Boocock says: On the Famous Trains model railway, at Markeaton Park in Derby, our 'OO' gauge model of Chinley station represents the 1950s/1960s era, before the station was rationalised by British Rail. Thus, the short bay platform at the east (Up) end of the station is an important feature.

We had been working diesel multiple units in and out of the bay to supplement the variety of trains that call or pass through the other platforms on the four main line tracks. Much as we may like DMUs, particularly the old BRCW units, we wanted a steam-hauled push-pull train alternating with a DMU to increase the interest for visitors.

At the time (2014), there was a distinct lack of suitable motive power and rolling stock for these local services. A push-pull-fitted Ivatt 2-6-2T or Lyr 2-4-2T would have been ideal, along with a two-coach LMS push-pull set of carriages.

However, in the Famous Trains shop, I found a group of Dapol plastic kits for LMS suburban non-corridor coaches. I also bagged a bargain-priced, second-hand Bachmann Ivatt 2-6-2T that, conveniently, was fitted with vacuum push-pull equipment on both sides of the smokebox, together with the altered steam pipes that went with it on the real locomotives.

The Bachmann 2-6-2T came numbered as 41221 which, in 1959, was allocated to Longsight depot in Manchester – not so far from Chinley to be unreasonable – so there was no need to change its identity. All that was

needed was the addition of a headlamp at the top of the smokebox door to denote a stopping passenger train. A light weathering job was also employed, dirtying it a little with a mix of black and khaki acrylic paint.

Freshly motivated, I set about putting together the two Dapol carriage kits. One was a Second Class compartment coach and the other a Second Class brake van. Before putting them together, I painted the compartment wall interiors a light grey to vary the dark red interiors, and did the same for the guard's van area, which would soon include the driver's position.

The main surgery involved drilling holes in the driving end (the guard's van end on the kit) where the corners of the three front windows would be, and cutting the window apertures.

Clear plastic was cut to shape and glued in place behind the front windows. All four carriage ends needed painting matt black because that was the BR style up to 1965-66, when a few coaches received maroon ends.

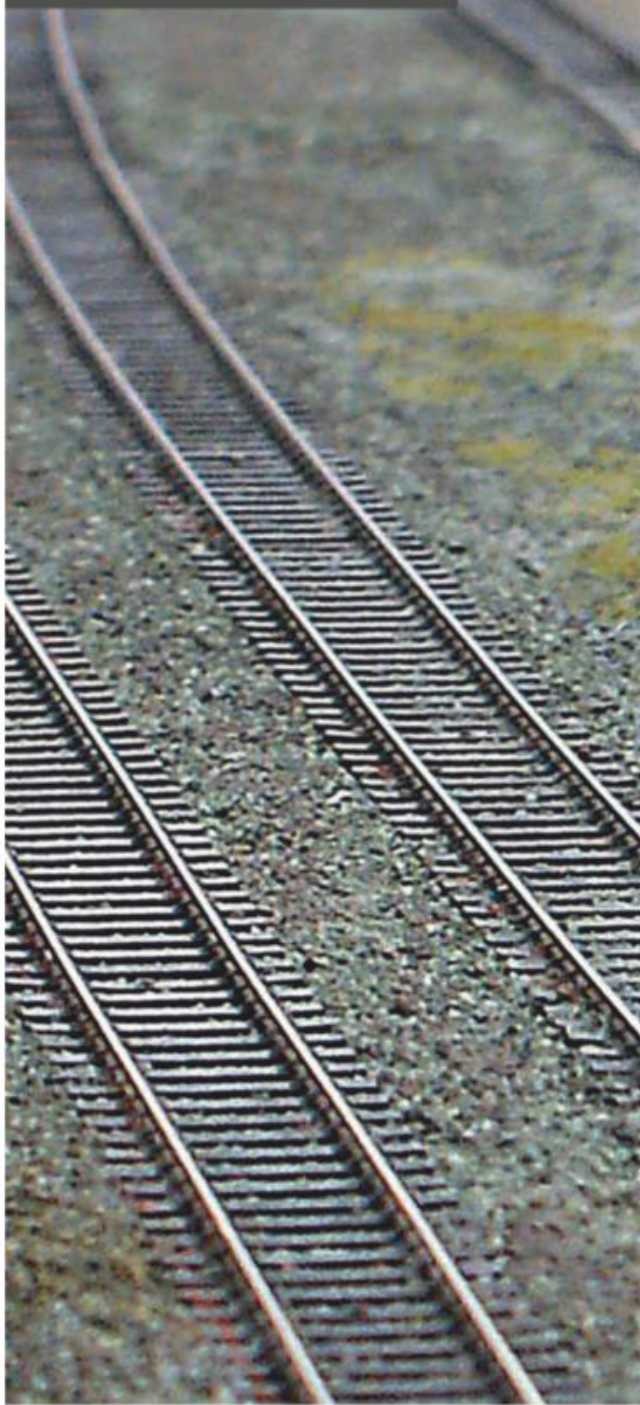
A potential problem was how to replicate the rather prominent sun visors that the LMS or BR had fitted above the three front windows, when the railway converted these existing suburban carriages for their push-pull role.

My fellow trustee Peter Swift heard me discuss this on one of our working days at Famous Trains and quickly came up with a short strip of triangular section plastic rod that was ideal. All I had to do was cut it into three lengths, glue the pieces in place



The Dapol kits feature lavatories, which are not prototypical of LMS push-pull sets, but Colin was willing to compromise. COLIN BOOCOCK

The completed push-pull train arrives at 'Chinley' from the Buxton direction, presumably having crossed over the main lines at Chinley North Junction. COLIN BOOCOCK



above the end windows, and paint them black.

I then applied a semi-matt varnish over the whole of the vehicle sides and ends to secure the lining transfers and even out any differences in sheen.

Assembling the rest of the vehicle was a doddle, with the body, chassis and bogies simply clipping together. I assembled the couplings as per the instructions, and here lay the only problem.

At Famous Trains, we prefer our passenger carriages close-coupled, with our main lines featuring 5ft radius curves to facilitate this.

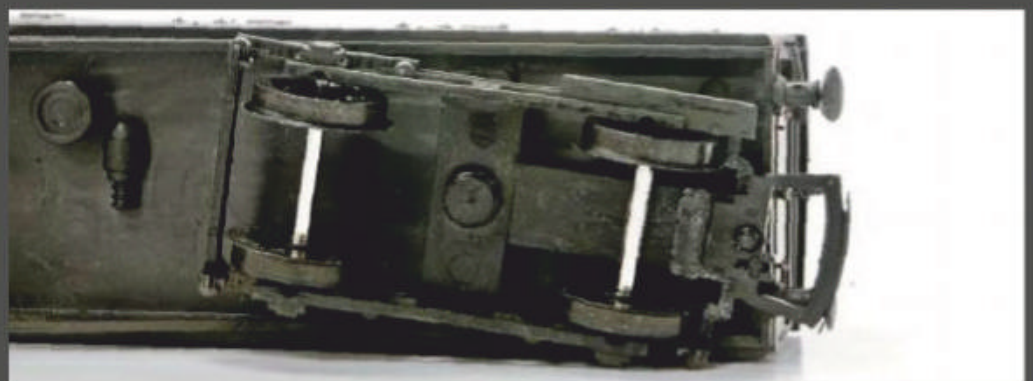
The Dapol standard hook-and-bar couplings set the coaches too far apart, so the couplings were modified slightly (see panel) and we're now much happier with the result.

Bachmann is currently working on a Midland Johnson 0-4-4T. Until it's available, you'll have to make do with either its '2MT' 2-6-2T or its pretty, if light-footed, Lancashire & Yorkshire 2-4-2T. After all, a small number of these Aspinall locomotives did find themselves allocated to Midland Division sheds.



A trio of windows was cut into one end of the brake van to create the driving vehicle, along with a set of small, triangular sun visors over each aperture. The prominent curved gutter on the coach end was removed, and the raised guard's ducket should also have been flattened - but that was deemed a job too far. COLIN BOOCOCK

CLOSING THE GAP



To shorten the gap between cars, I cut the tails from both couplings on the non-driving coach. The hooks were also removed and the shortened couplings glued to the underside of the bogie with cyano adhesive. Thin plastic strips were fixed to the front of the coupling bars to reduce the amount of fore-and-aft play in the hooks of the other car and locomotive.

The train then coupled tightly

together, although a first test run in push mode was disastrous.

The couplings were too tight and, as a result, the non-driving coach would push the rear bogie of the driving coach off the track when negotiating the points. Therefore, I repositioned both coupling bars on the non-driving coach outwards by a couple of millimetres, testing the train on the layout and making minor adjustments until reliable operation was achieved.

Technique of the month

Drill accurate holes in plastic

Drilling is one of those fundamental modelling processes where a little preparation can be highly beneficial, especially where accuracy is important. Even the sharpest drill bits have a tendency to wander off target, especially when working on smooth materials such as plastic.

After measuring and marking out the location of a hole, use a fine-tipped scribe or centre punch tool to form a small depression. This gives the drill bit a more positive location and allows it to 'bite' into the material more effectively.

Drilling with a small hand-held pin vice is recommended over powered mini drills as the latter inevitably cause overheating - and melting - of the plastic, which can have disastrous results.



1

An embroidery needle mounted in a pin vice makes for a handy scribing and centre punch tool, being pressed into the material to mark the exact location of the hole to be drilled.



2

Choose the correct size of drill bit for the hole. To be sure, measure the diameter with a set of calipers before mounting it securely into the pin vice.



3

Place the drill bit into the punched depression and, while exerting light pressure, rotate the drill clockwise. It's important to use only sharp bits as blunt tools may damage the material.



Recreating varnished wood finishes in miniature can be a daunting prospect. GEORGE DENT

EASY TEAK EFFECTS FOR COACHES



I'm building a couple of 4mm scale etched brass LNER coach kits but I'm dreading the painting stage. Have you any tips for recreating the varnished teak finish?

Martin Murphy, by e-mail

George says: Recreating distinctive wood grain effects on teak coaching stock isn't easy. I've seen a number of different approaches to this task over the years, trying out a few of them for myself, with varying levels of success.

Dry-brushing has proved to be my favoured method, applying a 'base' colour to the model via an airbrush or aerosol in the first instance. When this has dried, a small flat brush is then employed to dry-brush the 'grain' lightly over the surface. It takes quite a while - and plenty of practice - to get the effect right, and extra ornamentation - such as knots - can be added with a finer brush.

It's a laborious process and it's vital to pay attention to the direction of the wood grain on each separate panel, following prototype images as closely as possible.

A much quicker alternative is to use waterslide wood grain decals, as offered by



Wood grain decals offer a realistic and convenient alternative to paint.

Uschi Van Der Rosten (distributed in the UK by Albion Hobbies). Primarily designed for aircraft models, a choice of timber styles and scales is available and the decal sheets can simply be cut to fit each panel.

For best results, apply the transfers onto a surface prepared with a pale wood-coloured undercoat followed by a high-gloss varnish coat. Once the decals are in place, seal with another clear gloss coat before touching in the beading and applying any lining, logos and numbers, as necessary. Another clear varnish layer will seal everything in place.

Web: www.albionhobbies.com

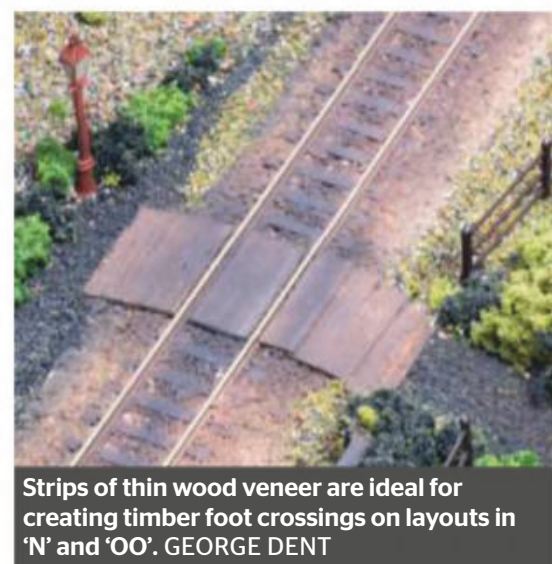
QUICK FIX: TIMBER FOOT CROSSINGS FOR 'N'



I want to add a foot crossing to my 'N' gauge layout, but the material in plastic kits seems to be too thick for my ballasted track.

Ellie Roundwell, by e-mail

George says: Many kits are designed for use before the track is ballasted. Realistic results can be achieved by using thin wood veneer, which will sit above the ballast and sleepers of Peco Code 55 track. Ensure that the wood grain runs parallel to the rails and cut into thin strips to mimic separate planks. Secure with contact adhesive. Small packs of veneer are available from craft and DIY stores.



Strips of thin wood veneer are ideal for creating timber foot crossings on layouts in 'N' and 'OO'. GEORGE DENT

CHOOSE ECO-FRIENDLY COTTON BUDS



I was watching the *Model Rail's The Weathering Expert* DVD recently and noticed that George used cotton buds for many tasks. Does he have a favoured brand?

Malcolm Trevor, by e-mail

George says: Cotton buds are great for all manner of rolling stock weathering tasks, including cleaning wheels, re-numbering and manipulating weathering washes.

However, I've been feeling guilty about the amount of waste that I produce, despite trying to recycle and reduce consumption of solvent-based paints and thinners in favour of water-based alternatives.

Plastic waste has been in the news a lot recently, so I was happy to see that cotton bud makers have been moving to paper,



rather than plastic, stems – thus making them more environmentally friendly. The buds found in Morrisons stores have proven to be very effective, as well as economical, with the stems proving sturdy enough to cope with the rigours of weathering without distorting too readily.



Cotton buds are a vital weathering tool, but we can do our bit for the environment by choosing paper-stemmed, rather than plastic-stemmed buds, available from Morrisons stores.



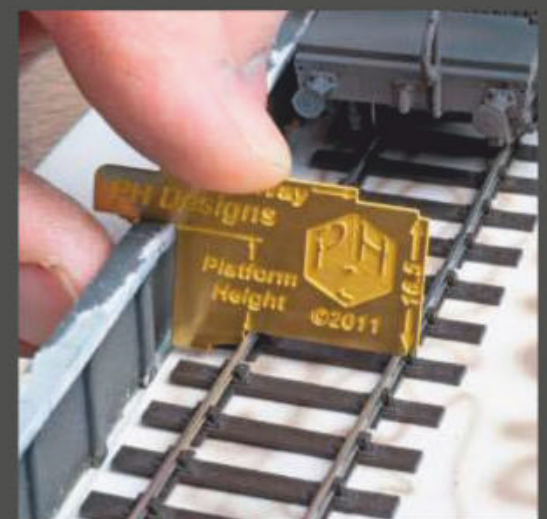
Easy gauging for 'OO' platforms

This nifty little gadget from PH Designs makes the task of installing platforms so much easier. Etched from sturdy brass sheet, the gauge is placed onto the tracks, thus providing an instant indication of the correct height and position of the platform edge in relation to the nearest rail.

Perfect for aligning scratch and kit-built platform, it will avoid any 'gauging' problems with rolling stock. Additionally, the tool includes a '6ft Way' gauge for the spacing of multiple tracks and a handy 16.5mm gauge to check the rails on 'OO' track.

Price: £3.25

Web: www.phd-design-etchings.co.uk



PROTOTYPE QUESTION OF THE MONTH



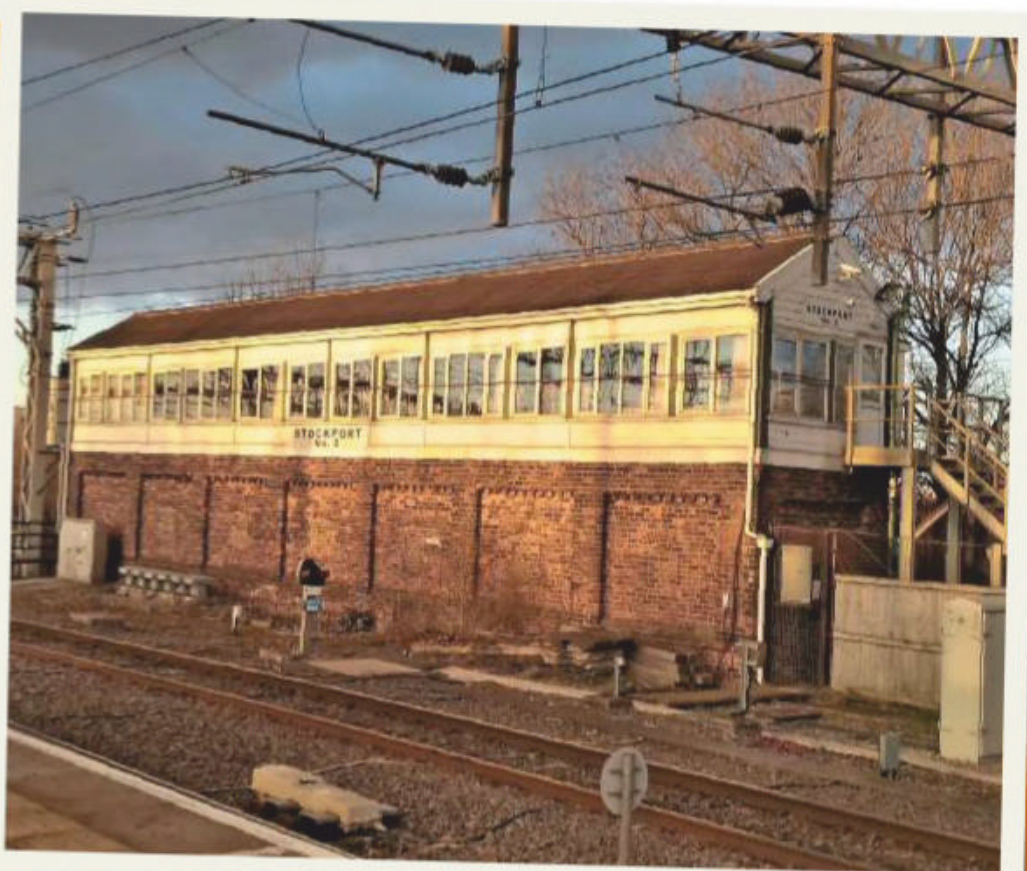
Can the MR team suggest a likely location for a large 'OO' layout? I want something modern (post-BR), with overhead wires but plenty of surviving traditional infrastructure. I live in the USA, so on-site research isn't easy!

Nicholas Carter, Baltimore, USA

George says: There are plenty of locations to choose from, although I've recently been thinking about how Stockport would make a great layout subject. Located just south of Manchester on the West Coast Main Line, the former London & North Western Railway station stands immediately adjacent to a massive brick viaduct.

Despite a substantial upgrade in the early 2000s, its six platforms are still operated by a pair of Victorian signal boxes. Both 'boxes' – and two more just south of the station – were scheduled for decommissioning, yet problems with the new signalling equipment gave all four a reprieve.

Stockport station itself is a mix of old brick-built buildings and a modern glass and steel façade, while the immediate environs also feature a contrast in architectural styles and periods. There's plenty of passenger and freight variety too. What's more, if you were to fly into Manchester Airport, you'd cruise directly over the station during the final approach!



Stockport No. 2 signal box, dating from the 1870s, still controls the north end of this busy urban station, including access to Stockport carriage sidings. GEORGE DENT

HOW TO BLANK OFF WINDOW APERTURES



I'm trying to model a HST barrier vehicle and, instead of buying the Hurst Models brass kit to convert a Lima carriage, is there a way of filling the windows and smoothing them over?

Lee Martin, by e-mail

George says: Model fillers differ in terms of suitability, so choosing the right type for the job is important. For large apertures such as windows, any filler will require something to cling to and the inside of the window frame will not be enough.

Therefore, it's always advisable to fix a piece of plastic card to the inside of the bodysheet first. Be aware that the re-fitting of any moulded glazing units may be affected by this new piece of plastic, so they'll need to be modified accordingly.

Most modelling fillers tend to shrink slightly during the curing process, so don't be tempted to try and spread the material flush with the surface on the first attempt. Instead, build it up proud of the model and leave for around 24 hours to set completely.

Milliput Superfine two-part epoxy putty is one of the most reliable fillers available. It sets rock-hard (if mixed correctly) and can be worked to an ultra-smooth finish, using a little water to help manipulate the putty into position.

A file and abrasive paper can be used to work the cured filler flush with the model's surface. When rubbing down with wet-and-dry paper (or sanding pads) begin with a coarse grade and work up to a very fine grit (such as 10,000 grade) in order to polish the surface to match the surrounding smooth plastic. Use plenty of clean water as a lubricant for the abrasives and clean the model thoroughly before priming and painting.

Don't be disheartened if the primer coat shows up some minor imperfections - simply add a little more putty, perhaps using a fast-setting, light-duty formula as sold by Tamiya, Squadron and Revell. Allow the surface to harden once again before rubbing down and re-priming. It may take a couple of tries to get a perfect finish, but this hard work will be rewarded.

What you will need

MATERIALS

- ◆ Milliput epoxy putty, Squadron White Putty, liquid poly cement, plastic card
- ◆ Availability: Scale Model Shop www.scalemodelshop.co.uk

TOOLS

- ◆ Spreader, various grades of fine abrasives

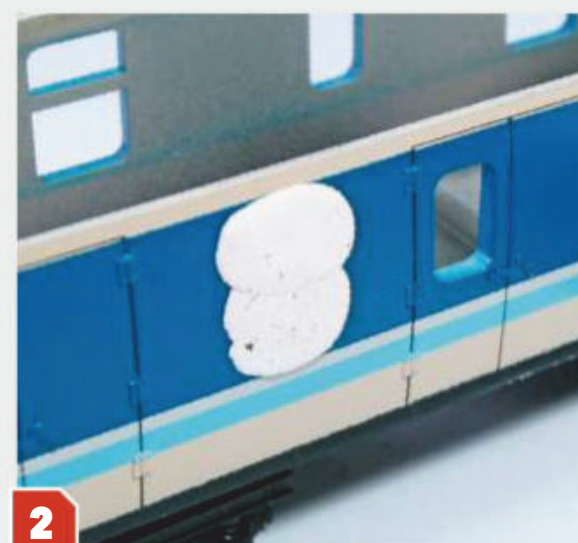


Blanking window apertures is a simple job, but it needs to be done carefully. A light coat of primer will reveal any imperfections in the filler after the surface has been abraded.



1

Remove any glazing before cutting a plastic card blank just larger than the aperture. Fix with liquid poly cement or epoxy adhesive and clamp with a clothes peg.



2

Leave it overnight, then mix the two-part filler and spread it into the aperture with wet fingers. Leave the putty standing proud of the surface and allow to cure for 24 hours.



3

Begin flattening the putty with a broad file, taking care not to inhale the fine dust. Switch to successive grades of abrasives to achieve a flush and smooth finish.



4

Any small imperfections that appear before or after priming can be remedied with a fast-setting filler, such as Squadron's White Putty. When dry, rub down carefully.

A tube of lubricant is provided with Iwata airbrushes and it's ideal for freeing up stiff trigger mechanisms, as well as keeping the needle moving smoothly.



FREE STICKY AIRBRUSH TRIGGERS



The trigger on my new airbrush feels stiff and makes my finger ache after only a few minutes of operation. Is the tool faulty?

Gerry Kaye, Bolton

George says: A degree of stiffness in the mechanism of a new airbrush is not uncommon, although it seldom occurs on good-quality tools. On typical dual-action airbrushes, a spring is located behind the trigger and this is duly compressed as the paint flow is increased.

The tension in the spring can be eased simply by unscrewing the assembly - there should be a knurled section just in front of the needle clamping collet. Just a half-turn is often sufficient to reduce the spring tension significantly. There should be no detrimental effect on the airbrush's performance, although an overly slack trigger can make the paint flow harder to control.

Stiffness can also be alleviated by the addition of a special lubricant to the trigger itself and the air valve located below. Iwata airbrushes come with small tubes of lubricant (also available separately) and a small drop

aimed at the base of the trigger at regular intervals can be helpful. It's also important to lubricate the needle regularly, as any friction within the needle packing seals will transfer to the trigger. Again, just a small drop of the lubricant is needed, applied near the tip of the needle. When pushed gently back into the tool, the needle will spread the lubricant through the airbrush's interior. Iwata's lubricant is silicone-free and will not interfere with paints, while Vaseline petroleum jelly is a viable alternative, if used sparingly.

Adopting a regular cleaning and lubricating routine should keep your airbrush in tip-top condition.

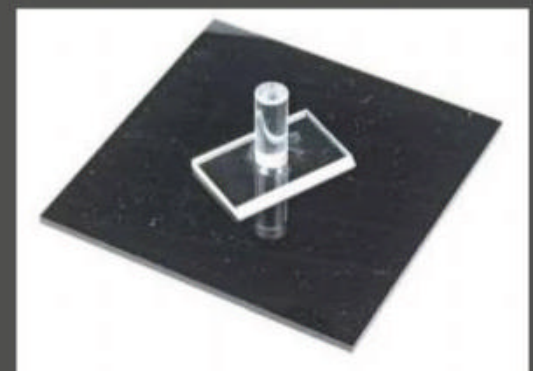


The tension of the trigger can be eased by unscrewing the spring assembly.

Tool of the month

Safely cut delicate etched metal parts from frets with this simple tool...

From the USA comes this simple but very effective modelling aid, designed to help with the safe cutting of fine etched metal components from their frets. It's vital not to distort etched parts such as nameplates and detail fittings as it's difficult to re-flatten them. Cutting from the fret with a set of sharp metal shears is often preferred but, when dealing with smaller parts, this isn't always possible.



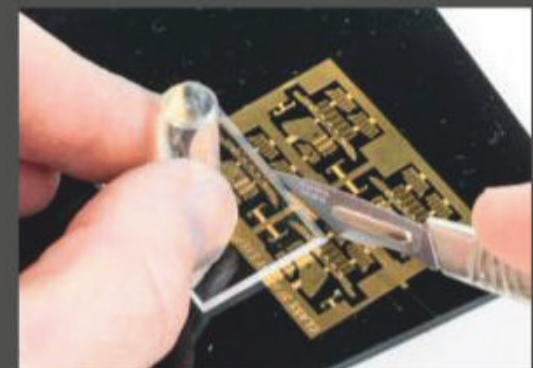
Instead, thick sheets of black acrylic are provided, with a clear clamping tool to hold the parts securely. This also provides a cutting guide for the knife to rest against as the cut is made. The pressure is absorbed by the base, without risk of the brass component distorting.

Price: £10.49

Availability: Scale Model Shop

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THREE CAMEO IDEAS FOR YOUR LAYOUT...



1 **Archaic survivor:** This iron ore hopper clearly hasn't moved for some years. A number of ancient wagons lingered in sidings into the late 2000s, awaiting collection by the scrapman.



2 **Less is more:** We love the fact that this quiet country lane is deserted - it's often tempting to add a road vehicle or two, but sometimes they're just not necessary.



3 **On the job:** Oil drums, a stand pipe, rusty bits of metal and men with shovels... a typical British Rail-era scene of relaxed industry beside the tracks.

Masterplan Dramatic lines

Track plans to get you thinking in three dimensions





GEMS of the Emerald Isle

Paul A. Lunn has eschewed the well-known Irish lines and formulated track plans for some rarely modelled railway treasures.

It speaks volumes that I know more about the railways of the Channel Islands than I do about the railways of Ireland. But I realised that having waxed lyrical over recent issues on subjects such as the Isle of Man, the Isle of Wight and even Alderney, I really had to do something about the 'Emerald Isle'.

It doesn't take long before Ireland's railways get under your skin. You can't help but be interested in the shapes of Irish trains – familiar to British eyes yet, at the same time, intriguingly 'foreign' – complemented by the country's rugged coastlines, spectacular heights and remote landscapes.

The historical narrative does take some getting used to. British enthusiasts know the historical narrative: pre-Grouping, 'Big Four', British Railways, privatisation. But the partitioning of the rail system due to the creation of a new country is a different concept entirely.

I could have brought you some familiar Irish subjects: the County Donegal system, for example, or the Tralee & Dingle. Or even the last 'Jeep' 2-6-4Ts, the last main line steam locomotives in use in the United Kingdom.

Instead, I've done my usual thing of looking for slightly more overlooked, yet equally fascinating, locations which have a close relationship with water. 





Though the railway is hidden by trees in the foreground, you get a good idea of Bantry's geography in this period postcard. Most of what you see here has now been swept away by modern development.



Bantry Bay beauty

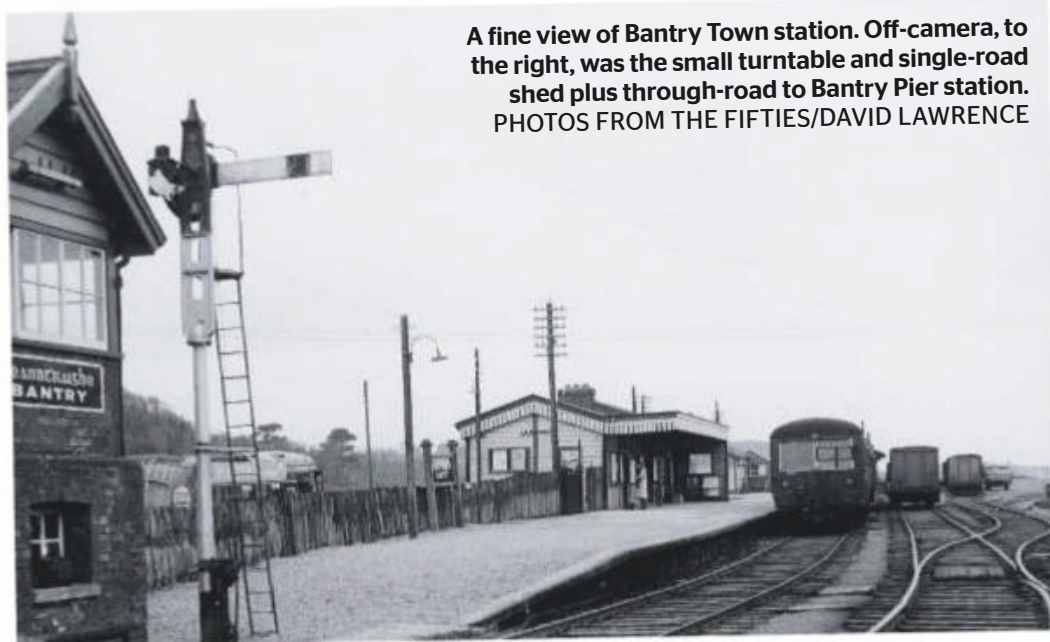
Bantry Bay is on the south-west coast of Ireland, in County Cork, and flows into the North Atlantic. There's a small town at the head of the bay that once boasted attractive period buildings, in front of a mountainous backdrop to the south-west. Although modern redevelopments have changed some of the seafront buildings, Bantry is still a pretty and attractive little coastal town.

Today, a large car park dominates one bank of the bay. This was once the terminus of the Cork, Bandon & South Coast Railway. This main line emerged from the city of Cork heading south-west along the coast to Bandon. From here, the line to Bantry opened in July 1881.

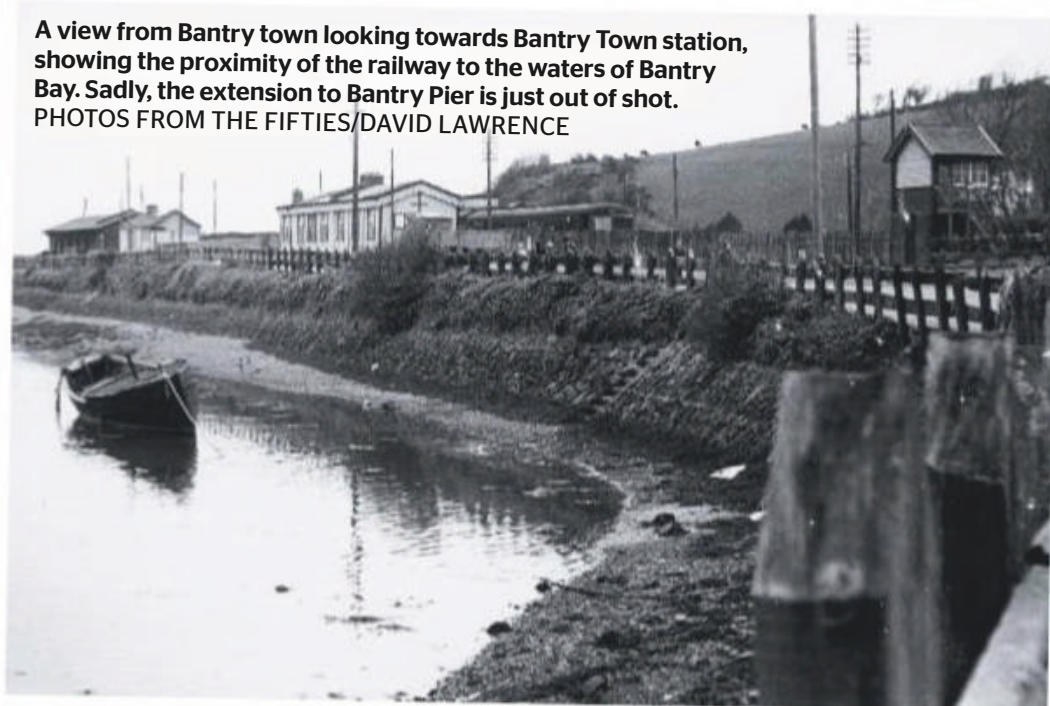
One of the goods sidings extended beyond the station limits to the 100-yard pier. The loop terminated in a headshunt alongside a platform and small shelter with a Bantry Pier running-in board.

The Great Southern Railway Company was formed in 1924 by the merger of the Great Southern & Western Railway, the Midland Great Western Railway and the CBSCR. It became the Great Southern Railways Company a year later when the Dublin & South Eastern Railway joined the party. GSRC essentially ran all the railways within what was then called the Irish Free State; only the GNR (I) remained independent as it operated the rail connection to Northern Ireland.

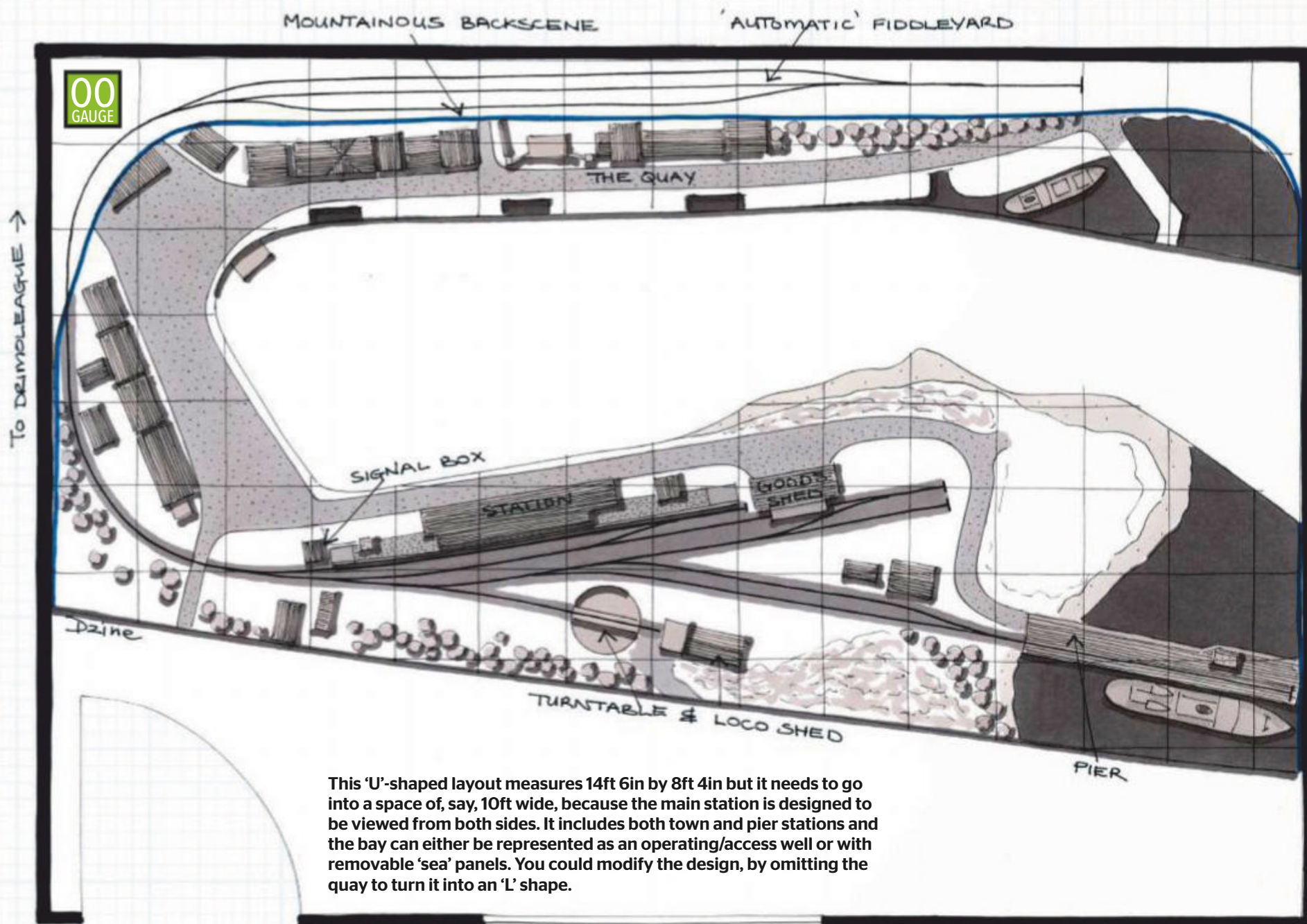
GSRC suffered from financial issues and closure of the CBSCR was threatened in the 1930s. It survived to become part of the Republic of Ireland's nationalised CIÉ in 1944 but, despite dieselisation in the late 1950s, closure came on March 31 1961. Railcars 2641 and 2660 formed the last train, the 6.00pm Cork-Bantry. The railcars then returned to Cork, almost empty, except for a party of journalists.



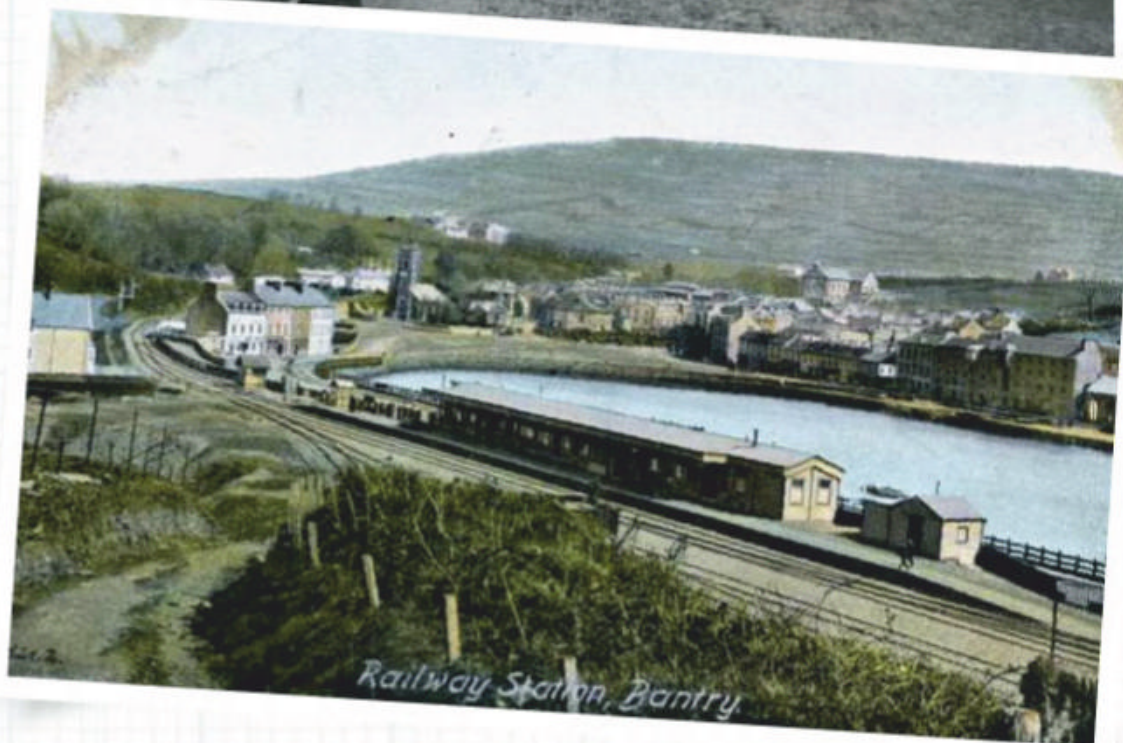
A fine view of Bantry Town station. Off-camera, to the right, was the small turntable and single-road shed plus through-road to Bantry Pier station. PHOTOS FROM THE FIFTIES/DAVID LAWRENCE



A view from Bantry town looking towards Bantry Town station, showing the proximity of the railway to the waters of Bantry Bay. Sadly, the extension to Bantry Pier is just out of shot. PHOTOS FROM THE FIFTIES/DAVID LAWRENCE



Left: Just a handful of passengers leave this unidentified CIÉ 2600 class DMU. The class was split into two groups - 60 sets were built by AEC/Park Royal and five were built at CIÉ's Inchicore Works with BUT engines. PHOTOS FROM THE FIFTIES/DAVID LAWRENCE



Stock for your layout

There's nothing available ready-to-run for the late 1950s/1960s period, but Silver Fox (www.silverfoxmodels.co.uk) offers kits of the AEC/Park Royal 2600 class DMUs and the Metrovick 'C' class 'Bo-Bos' introduced in the 1950s. Studio Scale Models (www.studio-scale-models.com) produces kits of the steam locomotives most closely associated with this, such as the eight 'Bandon Tank' 4-6-0Ts built by Beyer Peacock between 1906 and 1920. Worsley Works offers kits and components for scratch-building Great Southern & Western Railway six-wheel coaches and CIÉ Park Royal two-car sets.

RECOMMENDED REFERENCES

- ◆ *Cork Bandon & South Coast Railway* by Ernie Shepherd (Midland Publishing, ISBN: 9781857801989)
- ◆ www.irishtractiongroup.com
- ◆ www.coppeenheritage.com

Bray Head and Daly station

There's nothing more dramatic than a railway perched high on a cliff or ledge, swirling waters at the foot, and trains plunging in and out of tunnels and blasting through the headlands. The Aberglaslyn Pass in North Wales, the East Coast Main Line in Northumberland and Shakespeare Cliff in Kent are impressive examples. But they're not as spectacular as the section of former Dublin & South Eastern Railway main line south from Bray towards Wicklow.

If there's something familiar about this railway, it's because it's like a more extreme version of the South Devon main line around Dawlish. That's no surprise when you consider that Isambard Kingdom Brunel was the engineer. This line was a link in the GWR's chain to promote Anglo-Irish traffic via Fishguard and Rosslare. It opened through to Wicklow in 1855 and, after several name changes and amalgamations, became the Dublin & South Eastern Railway in 1906 and would, via the Great Southern Railways, become part of CIÉ in 1944.

The line to Wicklow via Bray is still open, which means you can enjoy its scenic delights today.

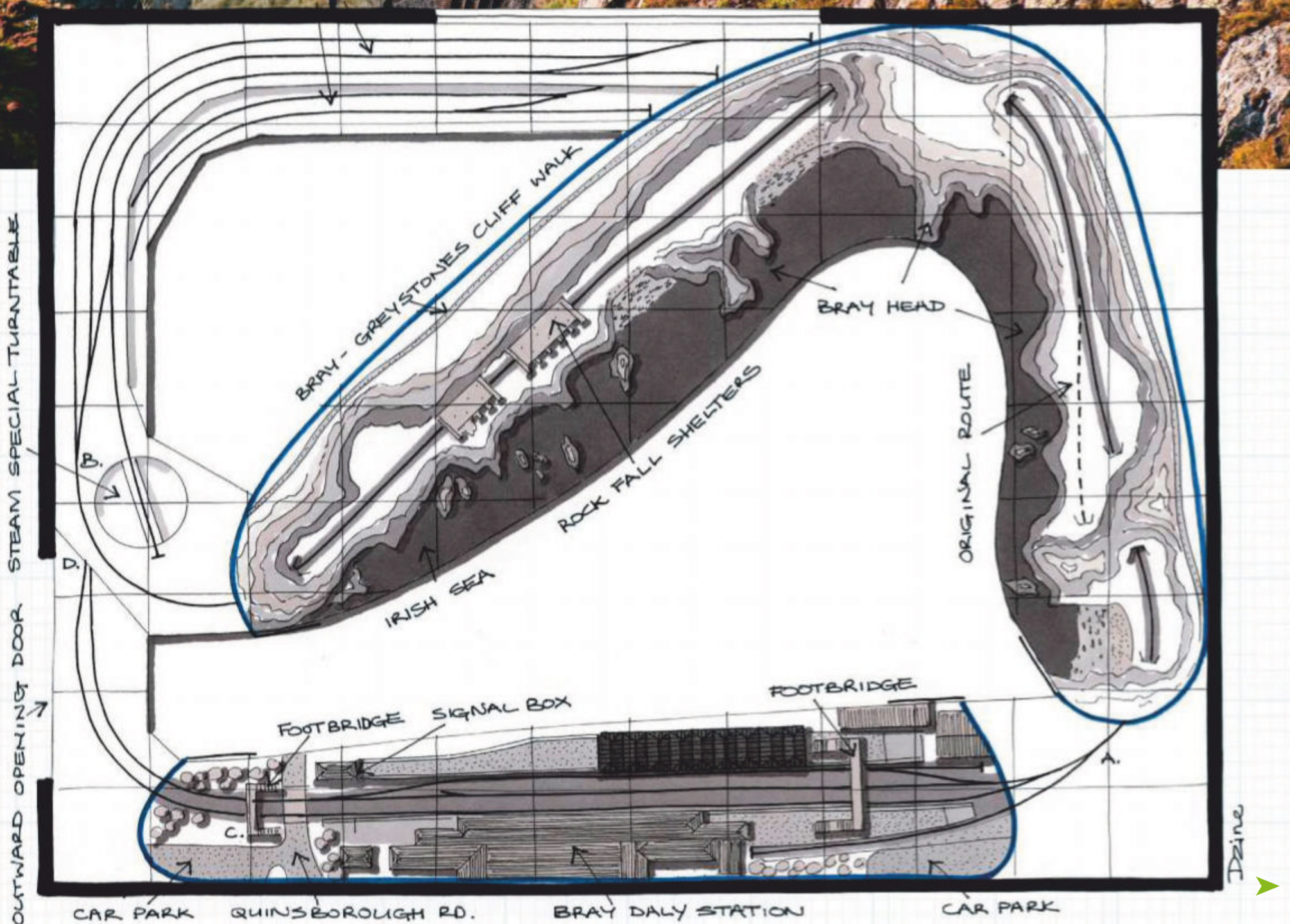
Below: Bray station opened as a terminus in 1854. It retained a single platform until 1927/28. The station was renamed to Bray Daly in 1966. For those wanting to back-date, this early 1900s image shows the station with one of its two original signal boxes, a two-road engine shed beyond and Bray Head in the distance. PAUL A. LUNN COLLECTION



CIÉ Metrovick 'C' class C231 at Bray in March 1959. Bray's 62-lever signal box was taken out of use in 1984. The goods yard closed in 1974 and the two-road locomotive shed at the southern end of the station was roofless by the 1990s. The station was dramatically altered when the Wicklow line was electrified in 1984. COLOUR RAIL



Bray Head, south of the station, extended in 1855, is a dramatic section of coastline made up of close-to-the-edge cliff locations, tunnels, rock-fall shelters, reinforced walls and track deviations. VITALLI/ALAMY





Bray Head.
The original coastal route has been modified over the years. You can see the redundant 1855 tunnel to the right, with the 1876 replacement to the left. The Bray-Greystones cliff walk is above.
PAUL A. LUNN COLLECTION



Bray Daly is shared by Irish Rail's Dublin Area Rapid Transit and Commuter services. DART 8109 is one of the 40 two-car 8100 class built in 1983 by GEC/Linke-Hofmann-Busch, although its light clusters show that it has been part of the Siemens refurbishment programme. A 'OO' gauge ready-to-run model is under development by ECM Trains (www.ecmtrains.com). To the left is a Commuter 29000 class DMU. CAF built 29 of these four-car DMUs for IR in two batches between 2002 and 2005. B. O'KANE/ALAMY

Stock for the layout

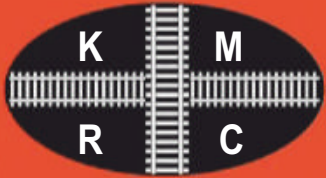
You can use the same Silver Fox kits from the Bantry layout here too, as well as its 'A' class 'Co-Co' kit. Bray Daly does mean that you can use Murphy Models' excellent range of Irish outline models, including 071, 141 and 121 Class diesels.



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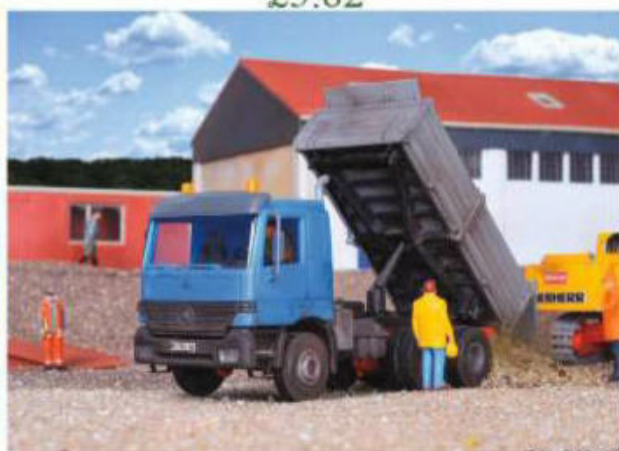
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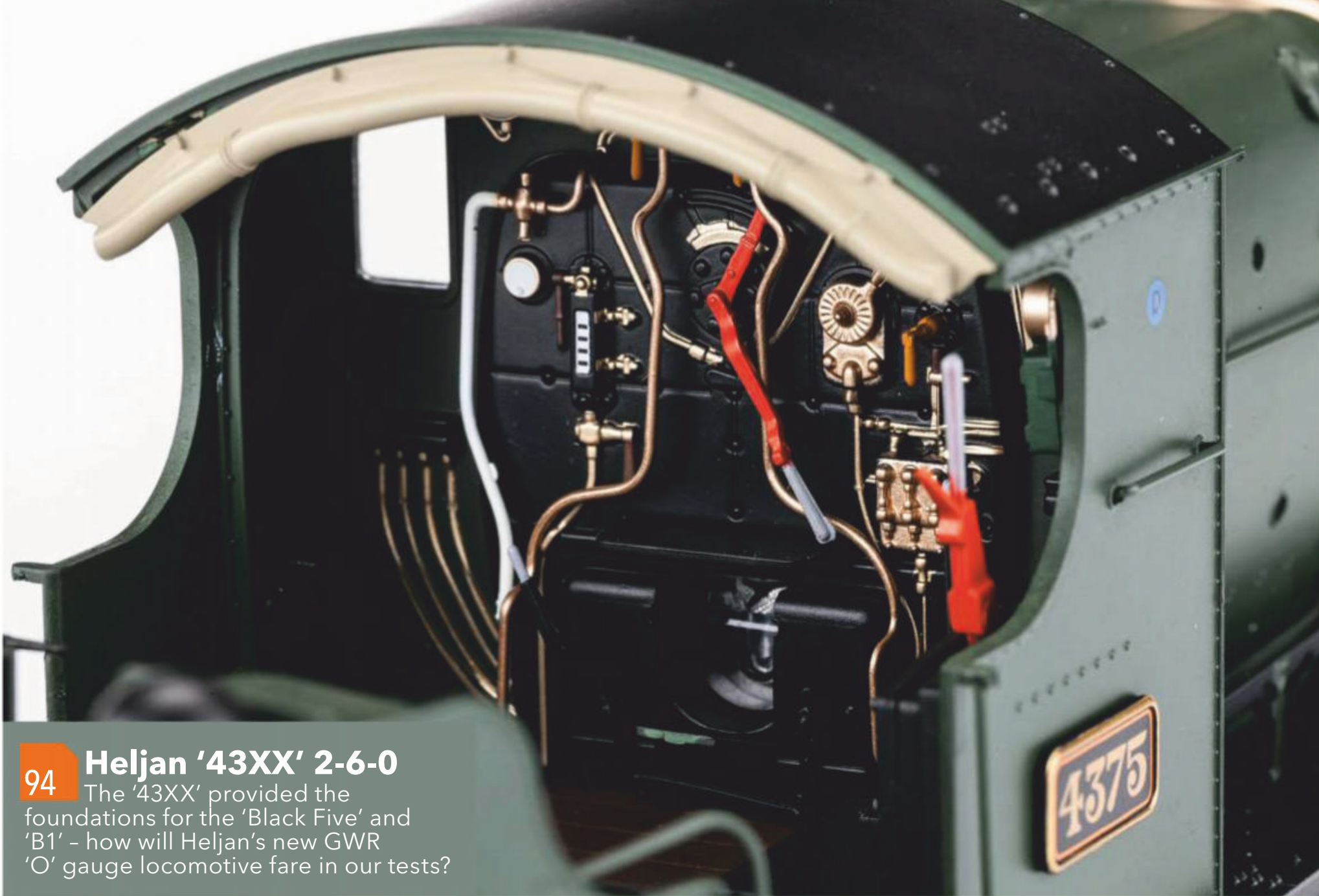
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94 Heljan '43XX' 2-6-0
The '43XX' provided the foundations for the 'Black Five' and 'B1' – how will Heljan's new GWR 'O' gauge locomotive fare in our tests?

Reviews

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98 Revolution Trains TEA tank wagons
RT has scaled up its 'N' gauge version of the TEAs for 'OO' gauge. George Dent details the differences.

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OO Works has dabbled in the Irish railway scene before – now they're doing it again with the '101' 0-6-0.

102 Olivia's Trains/Heljan liquefied gas tanks
Olivia's Trains brings welcome variety for BR-era modellers. George Dent assesses these premium models.

104 Hornby LMS 'Semi' 4-6-2s
Two new LMS 'Semis' arrived in the Model Rail office – do they maintain the same high 'Duchess' standards?



Our reviewers

Richard Foster

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

George Dent

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

Chris Leigh

Wrote his first review in 1964!

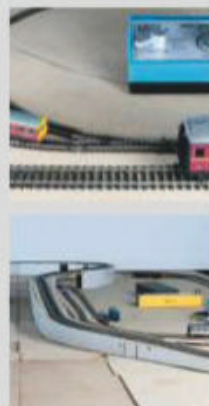
Our ratings

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

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

How we test

At Model Rail, we pride ourselves on the quality, thoroughness and unbiased nature of our reviews. To do this, we judge models against prototype images and historical texts. 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 '43XX' 2-6-0

◆ GAUGE 'O' ◆ MODEL Heljan HJ4320 Churchward '43XX' 2-6-0 No. 4375, GWR plain green ◆ PRICE £779.99 ◆ AVAILABILITY Heljan stockists

Is there anything more painful for the British to do than admit that Americans do something better?

You'd think that it's the last thing that the ultra-conservative Great Western Railway would ever do, but you'd be wrong. For a start, there was nothing conservative about GWR locomotive development before the First World War. Swindon built the country's most innovative locomotives and it was decades before its competitors caught up. Chief engineer George Jackson Churchward happily borrowed ideas from other countries – France and the US in particular – and married them to his own forward-thinking concepts.

The GWR's '43XX' 2-6-0 typified this philosophy. US railroads had locomotives designed to haul both freight and passenger trains. The 2-6-0 was also a popular wheel arrangement. At this time, Britain's locomotive fleet was divided between 'passenger' and 'mineral'. Most mineral locomotives were 0-6-0s.

ENDURING DESIGN

The '43XX' was Britain's purpose-designed mixed-traffic locomotive, providing the foundations for the likes of the 'Black Five' and 'B1'. For engineers such as Gresley, Maunsell, Stanier, H.G. Ivatt and George Hughes, the 'Mogul' was the wheel arrangement of choice for

a mid-sized locomotive.

Although not universally liked by crews, the '43XX' that had everything: power for freight, a turn of speed for passenger trains and good looks. They served the GWR from the Edwardian era right the way through to the 'Swinging Sixties'.

Heljan could have brought 'O' gauge Great Western modellers 'Kings', 'Castles' or even 'Halls' and 'Granges'. Instead, it's gone for this unsung hero – and what a cracking job it has done.

Some models look right straight from the box and this is one of them. The shape and proportions appear to be spot on, and Heljan's design team has

done a splendid job of capturing the 'face'.

Our review sample – No. 4375 in GWR unlined green – looks right from every angle. The cab, the tender, the area around the motion bracket – it's all convincing. Highlights include the covers over the washout plugs, the hinged metal fallplate (complete with chequerplate) and the rolled-up weather sheet. The cab is excellent, with lots of backplate detail. In fact, you can't help but look for the steam atomiser coil in the cab roof (it's about the only thing that's missing!).

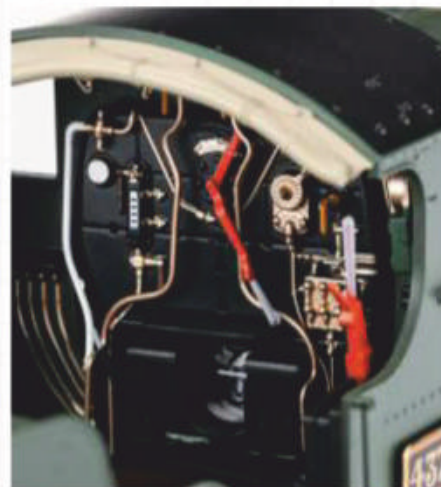
Automatic Train Control was fitted to seven '43XXs' in 1928, with the rest of the class



“The shade of green looks right and the Great Western typeface is the right size and weight”

receiving it from 1930. This was about the same time as the cab porthole windows were removed. Photographic evidence is thin on the ground, but if No. 4375 had this combination, it would have been for a very short period. Other than that, Heljan has done its homework well, as this class was an absolute minefield of detail differences.

There are a couple of questionable areas. The way that the top tender lamp iron fixes to



the tender doesn't look right and there are two prominent mould seams along the shoulders of the boiler, which detract a little from the finish.

RUB OF THE GREEN

The finish matches the high standards set elsewhere. This was the GWR's wartime austerity livery, which lacked the bright embellishments you'd expect to find. The shade of green looks right and the Great Western ➤

3 things we like



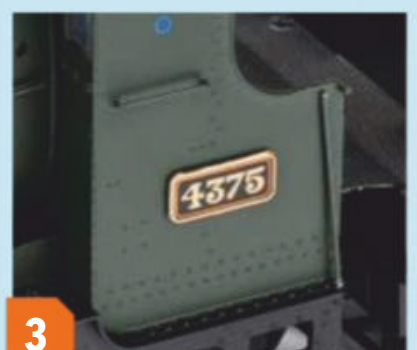
1

Rolled-up weather sheet – the first time it's been represented on an RTR GWR locomotive.



2

The 'face' is utterly convincing.



3

The moulded cabside numberplate is a work of art.

Performance

Testing the Heljan '43XX' had a fairly inauspicious start. No. 4375 stuttered and stalled its way round Dave Lowery's layout, barely able to move itself let alone a train.

With every mass-produced machine, you'll always find the odd duff one and it even happens to Heljan – a manufacturer with a reputation for the quality of its mechanisms. A swift call to Heljan resulted in the delivery of a second '43XX' to prove that No. 4375's behaviour was an aberration.

As expected, the second '43' ran superbly.

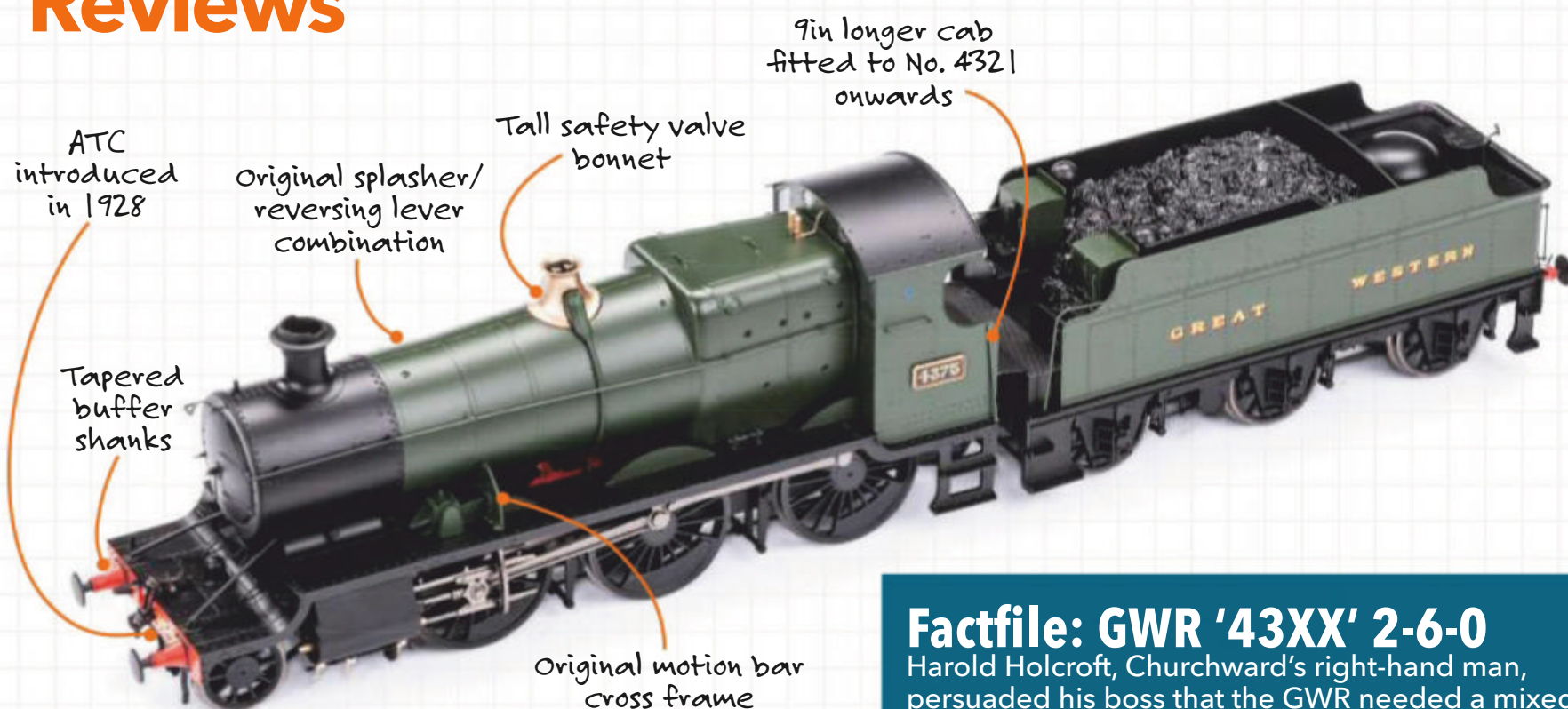
It dismissed the Peco points and tight curves on Dave's layout with consummate ease and made light work of its load of five Darstaed Mk 1s.

We've no reason to suspect that the first No. 4375 model is typical. The performance of the second model is exactly to the standard that we've come to expect from a Heljan 'O' gauge model. However, it's always best to try your model before you buy – just in case.

LokSound V4.0 interface



Reviews



1: No. 4375 was nearing the end of its days when it was photographed at Stourbridge shed on December 29 1957. It was withdrawn on January 6 1958. Although fitted with outside steam pipes, it has the original pattern motion bar cross frame and driver's side centre splasher. K.C.H. FAIREY/COLOUR RAIL

2: No. 8390 at Old Oak Common on August 10 1935. You can see the heavy casting behind the bufferbeam. This was introduced in 1927 as a way of improving riding characteristics on tightly curved branches. Sixty-five '53XXs' were so treated, gaining corresponding numbers in the '83XX' series. The castings were removed from some and the locomotives reverted to their '53XX' numbers. No. 8390 was built as No. 5390 but it never got its old number back - it was withdrawn as No. 8390 in 1937. COLOUR RAIL

3: Just to confuse matters, Nos. 9300-9319 were built with the heavy casting behind the front bufferbeam. When they were removed, the '93XXs' were renumbered in the '73XX' series, but following on from No. 7321. No. 7325, preserved at the Severn Valley Railway, was built as No. 9303 in February 1932. GEOFF LEE



Factfile: GWR '43XX' 2-6-0

Harold Holcroft, Churchward's right-hand man, persuaded his boss that the GWR needed a mixed-traffic 2-6-0, based on what he'd seen on a visit to North America in 1909. It is claimed that the '43XX' was designed with only 11 all-new drawings - all the others were taken from other GWR locomotives.

The following locomotives were built:

◆ **Nos. 4301-20, 1911.** These had 'Saint' cabs.

◆ **Nos. 4321-99, 4300, 5300-5319, 1913-1917.**

All locomotives from No. 4321 onwards were 9in longer, with 'County' 4-4-0 cabs.

◆ **Nos. 5320-5383, 1917-1920.** All locomotives from No. 5320 onwards were built with the pony truck fulcrum further forward. Previous locomotives were later altered.

◆ **Nos. 5384-5389, 1920.** All locomotives from No. 5384 onwards were built with a revised, more heavy duty motion bar cross frame.

◆ **Nos. 5390-6341, 1920/21.** All locomotives from No. 5390 onwards were built with a revised splasher to clear the reversing lever.

◆ **Nos. 6370-99, 7300-7304, 1921/22.** Batch built by Robert Stephenson & Co.

◆ **No. 7305-7319, 1921/22.** Built at Swindon using parts supplied by Robert Stephenson & Co.

◆ **Nos. 6342-61, 1923.**

◆ **Nos. 7320/21, 6362-6369, 1925.** Built new with outside steam pipes. No. 4327 was fitted with new cylinders with outside steam pipes in 1928, and many others followed.

◆ **Nos. 9300-9319, 1932.** Built with 6½in-longer frames, Collett cab, different damper arrangement and the boiler pitch raised.

The '43XXs' were true maids of all work, and there would be very few parts of the GWR system that didn't play host to them at some point. Nos. 5319-26 and 5328-32 even went new to France during the First World War. Withdrawals started in 1936, when 85 were taken out of service, up to 1939, and their motion and wheels incorporated into the new 'Manors' and 'Granges'. However, large-scale scrapping didn't start until 1958, although the last were not condemned until 1964. No. 5322 is preserved at Didcot and No. 7325 is displayed at the Severn Valley Railway.

RECOMMENDED READING

◆ *Churchward Locomotives* by Brian Haresnape & Alec Swain (Ian Allan, 1976)

◆ *The Locomotives of the Great*

Western Railway Part 9 (RCTS, 1962)

◆ *GWR Two Cylinder 4-6-0s and 2-6-0s* by Rodger P. Bradley (Guild Publishing, 1988)

typeface – no coat of arms or garter crest here – is the right size and weight.

The cabside numberplates are printed plastic mouldings but they really are excellent, being the right combination of ‘brass’ and black, and topped off with a fine red line. If only those on Heljan’s ‘OO’ gauge ‘47XX’ were up to the same standard!

This is Heljan’s second ‘O’ gauge GWR locomotive. The ‘Large Prairie’ (MR254) looked just as good but it had one vital flaw – accessing the DCC socket was an absolute nightmare.

Happily, the ‘43XX’ is much better in this regard. The ESU decoder interface (the model is designed to take the LokSound V4.0 decoder) is located in the tender and all you need to do is remove six screws to release the body. Sound aficionados will find a speaker under the locomotive (and not the tender, as described in the instructions).

However, the ‘43XX’ does feel a little fragile in places, particularly around the cab and tender handrails. The ATC conduit along the running plate edge feels particularly vulnerable. You’ll really need some kind of secure cradle to hold the ‘43’, for it’s not just accessing the decoder socket that requires it to be turned upside-down, you’ll need to do this to unscrew it from its wooden plinth (the tender vacuum pipe came off doing this) and again to fix the pony truck. The ATC shoe is another likely candidate for falling off.

Heljan has consistently proven that it can do diesels in ‘O’ gauge. The ‘43XX’ is proof that it can do steam too. We await further Heljan ‘O’ gauge steam models with interest. (RF)

REVIEW VERDICT

PROS. Shape, attention to detail, finish.

CONS. A few minor niggles, otherwise nothing of note.

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

92%

System builder

Other items to complement this model...

FOOTPLATE FIGURES

Bring the footplate to life with figures from ModelU or Hardy's Hobbies (pictured). The latter makes oil cans and tea cans for the shelf above the firehole door. **Availability:** www.modelu3d.co.uk or <https://hardyshobbies.co.uk>

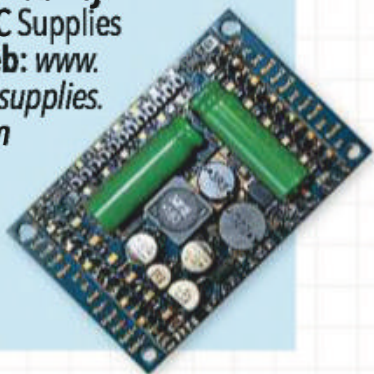


ROLLING STOCK

'43XXs' were excellent freight haulers, so you'll need a 'Toad' brake van to complement the locomotive. Connoisseur Models offers four different diagrams, including this 20t Dia. AA19. **Price:** £70.00 **Availability:** www.jimmcegeown.com

DECODER

Bring Heljan's 'Large Prairie' to life with LokSound's 54599 XL V4.0 Large Scale Decoder. **Price:** £182.67 **Availability:** DCC Supplies **Web:** www.dccsupplies.com



HELJAN '43XX' 2-6-0

OVERVIEW

Manufacturer: Heljan A/S
Ref. No. 4320
Unit No. 4375
Scale/gauge: 1:43.5 scale, 32mm gauge 'O'
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 1,503g
Min. curve radius: 6ft
Wheel back-to-back: 29.1mm

ELECTRICS

Electrical system: 12V DC two-rail
Motor type: Five-pole skew-wound
Lights?: Firebox glow
DCC ready?: LokSound V4.0 interface
Current consumption
Max. speed: 0.9A Stalled: 0.1A
MECHANISM
Drive system: Gear train to rear driving axle
Flywheel(s): TBC
Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:43.5 SCALE	MODEL
Length (over buffers)	58ft 1 1/4in	412mm	411mm
Height (over chimney)	13ft 1 1/4in	97mm	97mm
Width (over cylinders)	8ft 11in	63mm	62.2mm
Wheel diameter (driving)	5ft 8in	41mm	39.7mm
Wheel diameter (pony)	3ft 2in	22mm	22mm
Wheel diameter (tender)	4ft 1 1/2in	29mm	28.8mm

SERVICING

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



Revolution Trains TEA tank wagons

◆ **SCALE** 'OO' ◆ **MODEL** Revolution Trains TEA tank wagons, EWS grey, VTG red ◆ **PRICE** £49.99 each, £144.99 per triple-pack ◆ **PERIOD** 2001-present
◆ **AVAILABILITY** www.revolutiontrains.com

Revolution Trains released an 'N' gauge model of the Greenbrier TEA tank wagon in 2016 (see MR228) and, thanks to its success, the prospect of a 4mm:1ft

scale version was offered. As Revolution Trains operates on a crowd-funding basis, it wasn't long before the order book was closed and the production process began. While this great new model is, in some ways,

a scaled-up version of the 2mm scale model, a number of extra details have been added to the larger version, arguably making it one of the best modern 'OO' gauge ready-to-run wagons on the market.

Greenbrier's 100t TEA bogie tankers entered service in the early 2000s, owned by wagon-leasing company VTG. They have worked for a range of UK freight operators over the years, most notably EWS and, subsequently, DB Cargo. Employed for the transit of oil-based commodities, they have worked across the country on flows between refineries and terminals and are still in use today.

LIVERY VARIETY

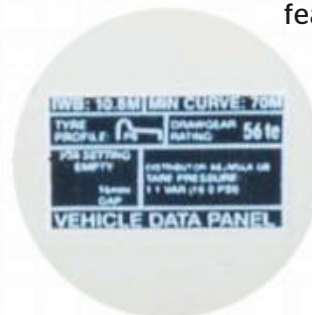
These exquisite models have been manufactured

for Revolution by Rapido Trains. There are a variety of liveries on offer and the models

feature a number of detail differences across the various batches, in terms of the tank filling hatches, walkways and discharge apparatus. The standard of finish is very high, with our two

livery samples featuring crisply printed logos and labels, with even the tiniest being legible under a magnifier.

The profile of the barrel and underframes appears to be spot on, with plenty of fine detail for the modeller to enjoy. The etched walkways are sublime, as are the complex bogie frames. The underslung discharge pipes and brake gear are also impressive, with plenty of prototypical plumbing installed. Tension lock couplings slot





“The profile of the barrel and underframes appears to be spot on, with plenty of fine detail”



into pivoting NEM sockets fixed to the bogie frames, while the sturdy, business-like buffers really look the part, despite not being sprung. Brake hoses are provided to fit into holes in the bufferbeams, along with a spare set of brake handwheels. Also provided is a small sheet of waterslide transfers, featuring VTG logos, alternative TOPS number panels and a variety of safety instruction panels.

HARD TO FIND FAULT

There's very little to criticise here, with the price offering fantastic value for money in today's bespoke RTR market. Models are available individually or in packs of

three. However, as most of the models were pre-ordered before production began, only a small quantity remain for sale via Revolution Trains' official retailers (see www.revolutiontrains.com for further details).

One negative issue that is worth mentioning is the fact that most of the vertical barrel supports have been installed out-of-true on both of our review samples. These are securely bonded, so rectifying the fit may be tricky, leading to some necessary touching-up of the paintwork. That aside, this is another superb offering from Revolution Trains. Grab them while you can! (GD)

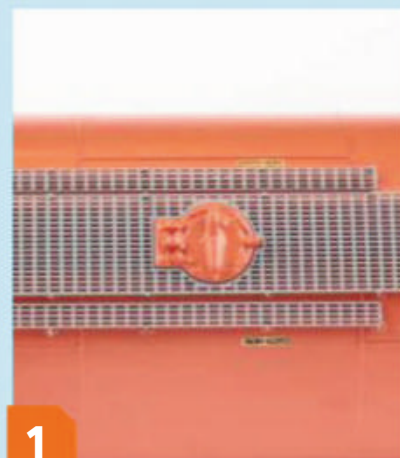
REVIEW VERDICT

PROS. Looks, fidelity, fine level of detail and finish.
CONS. Barrel supports not straight.

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

92%

3 things we like



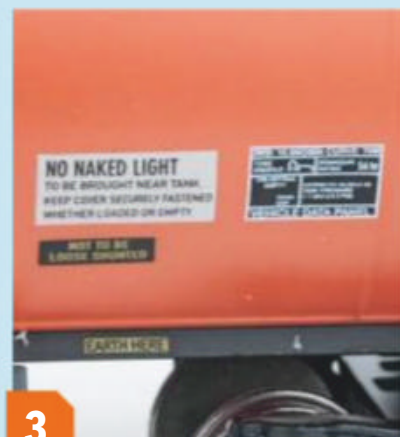
1

Etched walkways.



2

Underframe and bogie detail.



3

Crisply printed labels and signs.



OO Works GSWR '101' 0-6-0

◆ **GAUGE** 'OO' ◆ **MODEL** OO Works GS&WR '101' 0-6-0 No. 131, CIÉ grey ◆ **PRICE** £295.00 (plus p&p)

◆ **AVAILABILITY** OO Works, Brendon, Langham Road, Robertsbridge, East Sussex TN32 5DT **Web** www.ooworks.co.uk

It's almost churlish to criticise but there's a certain 'sameness' to the current British main line steam scene. Essentially, all you've got to choose from are Eastern Region 4-6-2s or LMS 4-6-0s. But there is one place to go if you fancy something a bit different.

That place is, of course, Ireland. The Railway Preservation Society of Ireland has four main line-registered steam locomotives, which is

a superb achievement. Sadly, the 'ticket' of one of its most charismatic 'main liners' - GSWR '101' 0-6-0 No. 186 - expired in 2014. That's right, there was an 1879 steam locomotive running on the main line in the British Isles in the 21st century.

The '101' was the most numerous class of locomotive ever built for use in Ireland. They were designed by Great Southern & Western Railway engineer A. MacDonnell, and were a development of John

Ramsbottom's 'DX' 0-6-0 built for the London & North Western Railway. They were built between 1866 and 1903, with the bulk being completed at Inchicore Works, with Beyer Peacock and Sharp Stewart contributing 20 between them.

The GSWR became part of Great Southern Railways in 1925 and CIÉ in 1945. GSR reclassified the '101s' as 'J15' and CIÉ withdrew the final survivors from stock in 1966, where they'd acted as a strategic

reserve after normal steam services finished in 1962.

FOR THE REPUBLIC

OO Works has dabbled in the world of Irish steam before, with the GNR(I) 'U' 4-4-0 (MR227) and 'UG' 0-6-0. However, the GNR(I) operated cross-border services; the '101' is OO Works' first steam locomotive purely for the Republic.

The first thing that strikes you about the new model is that it's grey. The GSR and CIÉ painted



“You feel confident handling the model - nothing feels as though it will fall off if you breathe on it!”

every part of the locomotive grey, even the smokebox and chimney. Only the red bufferbeams brought any flash of colour to the monotone grey.

Our sample depicts No. 131 in CIÉ condition. Cast cabside numberplates were replaced by large painted numerals and the ‘flying snail’ emblem appeared on the tender in light green.

OO Works’ model portrays the class with saturated boiler and round-topped firebox. Those familiar with No. 186 will note that it has the later, superheated boiler and Belpaire firebox. It also ran with the larger, high-sided tender with inside springs. Happily, the RPSI’s second ‘101’, No. 184, is in the same condition as modelled by OO Works.

The model closely matches photographs of the real thing. It has that Victorian look, with a tall, slender chimney, bulbous dome and open cab. The narrow tender, with outside springs, complements the locomotive’s antiquated look.

No. 131’s ‘face’ is very convincing, with the right dish to the smokebox door that’s complemented by the dog clips and handwheel. The cylinder ends are neatly produced, with lots of crisp rivet detail. However, the gap between it and the

underside of the smokebox does detract from the overall appearance.

The fit and finish of our sample was not quite up to OO Works’ usual standards. Ours had a distinct bow to the edges of the running plate and the brake rigging was warped. That said, it’s always worth remembering that these are limited edition, hand-made collectables and shouldn’t be judged against mass-produced models from Chinese factories.

SOLID SPECIMEN

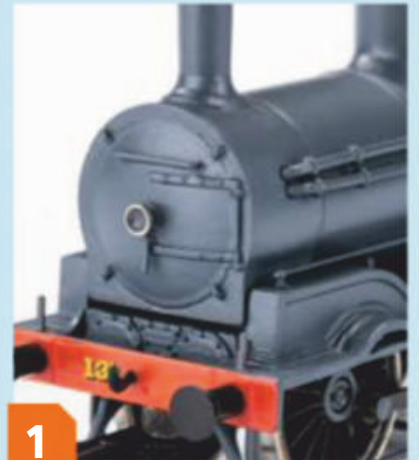
No. 131 is metal throughout, with only the lower handrails made from plastic. Everything feels nicely chunky and solid. You feel confident handling the model as nothing feels as though it will fall off if you breathe on it! There are no mod cons, such as a DCC socket or NEM coupler pockets.

There is space for a decoder to be installed but it has to be hard-wired onto the chassis. However, narrow tension lock couplings are fitted.

No. 131 performed well on our test track. OO Works’ new M05 coreless motor is mounted at 45° inside the firebox. It drives the rear axle via a worm drive and it provides plenty of power, despite being a little growly straight from the box. You need to treat a OO Works model a little differently to mass-produced models, by thoroughly running it in before attaching a heavy train. Our sample quietened down considerably after running in (in both directions) and it handled a rake of nine Bachmann and Hornby bogie coaches with ease.

Aside from a few rough edges, the little ‘101’ is a cracker. One day, Irish Railway Models or Murphy Models might decide to bring us

3 things we like



1

The smokebox door is spot on, and the ‘face’ is convincing.



2

The reversing gear is metal but finely cast.



3

OO Works did a huge amount of research to ensure that the livery, numbers and ‘flying snail’ are correct.

an all-singing, all-dancing ‘101’. We might, hopefully, also see No. 186 back on the Irish main line in the not-too-distant future.

But until that time, OO Works’ lovely little model keeps the spirit of these handsome Victorian O-6-Os alive. (RF)





Olivia's Trains/Heljan liquefied gas tanks

◆ **SCALE** 'OO' ◆ **MODEL** Olivia's Trains/Heljan 100t BOC liquefied gas tank wagons ◆ **PRICE** £75.00 each ◆ **PERIOD** 1970-1990s ◆ **AVAILABILITY** Olivia's Trains

Tel 0114 3216 160 Web www.oliviastrains.com

The British Oxygen Company's small fleet of 100t tank wagons made for an eye-catching addition to the BR freight scene of the 1970s and 1980s. Running in block trains or as part of Speedlink services, they were a common sight during my teenage 'spotting' days.

Employed to move liquefied gases - predominantly oxygen or nitrogen - from BOC's plants at Middlesbrough and Widnes to various locations around the UK, they could be seen behind a wide range of BR diesel traction, especially Classes 37, 40, 45 and 47. Long-haul services would often be handed over to electric traction, such as Classes 81, 85 or 86, as well as the Class 76 'Bo+Bos' when heading across the Pennines via Woodhead.

My particular memories are of tatty blue '25s' or '40s' moving short rakes of these tankers past Fiddlers Ferry, *en route* from Tanhouse Lane (Widnes) to Arpley Junction (Warrington), where they would be marshalled into

Speedlink services via the WCML.

In contrast to other contemporary, high-capacity tank wagons, BOC's wagons lacked ladders, walkways and filling hatches on the tank barrels. Instead, loading and discharging of the liquid gases was achieved at ground level, with a large box containing the necessary valves slung between the frames. Unloading was often achieved in goods yards and sidings without the need for special equipment, other than purpose-built road vehicles that would deliver the products to the end user.

FREIGHT VARIETY

Lasting well into the 1990s, these wagons form an attractive and important modelling subject, hitherto overlooked by RTR manufacturers. Now, thanks to Olivia's Trains and Heljan, 'OO' modellers can now add a little extra variety to their BR-era freight stock.

A raft of livery and detail options is being offered, portraying the vehicles across their entire working careers, from

the early pre-TOPS 1970s period up to their rather drab, unbranded appearance in the late 1990s. The changes to the BOC corporate identity and evolving safety and operating instructions have also been well-observed and there's even the option of a faded mustard yellow horizontal band - a distinctive feature of many of the prototypes.

Constructed in 1970 by renowned wagon builder Charles

Roberts, these wagons were fitted with air brakes from new. Brake reservoir tanks were carried between the frames, to one side of the discharge equipment box. Some were also fitted with cryogenic equipment at the other end of the frames.

Heljan has replicated these features admirably, where appropriate, and there's also a choice of bogies: either the original Gloucester Mk 1V or the later streamlined GPS units.





Accordingly, the arrangement of brake discs varies across the two types, with the correct layout observed on each model. Both types of bogie are also available separately, being a useful resource for kit-bashers and scratchbuilders, at £16.00 per pair.

With all models, a small bag of detail fittings provides a replacement set of brake handwheels and handrails, brake hoses, drawhooks and a fetching set of decorative Instantan couplings. An alternative set of buffers is also provided, allowing modellers to choose between the early oval style and the more modern clipped rectangular pattern.

Available separately is a sheet of high-quality waterslide transfers (£6.00) to allow for renumbering the wagons, with 24 different sets provided along

with liquid oxygen and liquid nitrogen legends and other, smaller markings.

VERDICT

The overall profile, dimensions and array of details are accurate and impressively presented, justifying the 'premium' price tag attached to these specially produced models. The level of finish is also high and they certainly make for an appealing sight on a late BR-era layout. The fact that they were often seen in short formations or mixed with other air-braked stock, means that modellers can feel justified in treating themselves to one or two examples.

Olivia's Trains also offers a range of customising options, including weathering, renumbering and even the installation of working tail lamps! (GD)



3 things we like



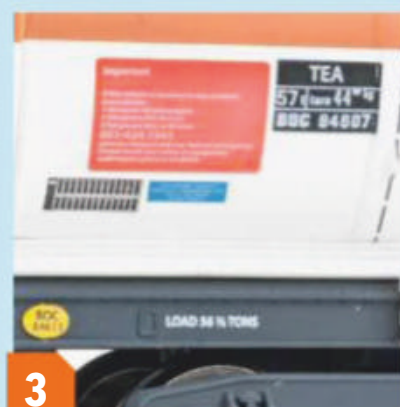
1

Detailed bogies and brake discs.



2

High standard of finish.



3

Finely rendered detail on tank and frames.

Barrier option

MODEL Bachmann 38-122 OL1/OL2 VAA barrier vans

PRICE £56.00 each

AVAILABILITY Olivia's Trains Tel 0114 3216 160

Web www.oliviatrains.com

To complement the tank wagons, Olivia's Trains has also commissioned a limited run of Bachmann's VAA four-wheel box van, decorated as a dedicated BOC barrier wagon. These wagons (and others) were initially required to run with the loaded tanks, as the liquefied gases were deemed a hazardous cargo. While the model is attractively turned out, Bachmann's shade of red appears a little



dark when compared to prototype images. Two versions are offered, with an identical livery and different running numbers.

The use of barrier wagons was abandoned during the mid-1980s, so these models are aimed at fans of the 1970s era. At nearly £60 each, modellers will have to be committed to authentic operating practices in order to invest in a pair.

REVIEW VERDICT

PROS. Looks, accuracy, detail options, attention to detail, important prototype, smooth running.

CONS. Little of note.

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

90%



Hornby LMS 'Semi' 4-6-2s

◆ **GAUGE** '00' ◆ **MODEL** Hornby R3681 LMS 'Princess Coronation' No. 6241 *City of Edinburgh*, LMS 1946 black; R3682 No. 46225 *Duchess of Gloucester*, BR Express blue
 ◆ **PRICE** £204.99 each ◆ **AVAILABILITY** Hornby stockists or www.hornby.com

Hornby's re-tool of the famous LMS 'Princess Coronation' enabled it to portray variations previously impossible with the existing (2002) tooling. The final two 'Duchesses', built to H.G. Ivatt's specifications, arguably became the most mouth-watering prospects, overshadowing another important stage in the life of

Britain's most powerful express passenger locomotive.

The streamlined 'Duchesses' may have caught the eye and grabbed news headlines, but the 'bathtub' casing was a nightmare to work with. It made access to the motion and sandboxes difficult for shed staff and footplate crew and, worse

still, it became a rust trap. The difficulties faced during wartime sealed the casing's fate.

No. 6235 *City of Birmingham* emerged from the works in the spring of 1946 without streamlining. All its streamlined classmates followed and No. 46243 *City of Lancaster* became the last in May 1949.

You could instantly tell a de-streamlined 'Duchess' from a non-streamlined one: the front of the smokebox sloped downwards, a legacy of the old streamlined shape. Enthusiasts nicknamed the de-streamlined locomotives 'Semis'.

Two new Hornby 'Semis' arrived in the *Model Rail*



“You could tell a de-streamlined 'Duchess' from a non-streamlined one instantly”



office within days of each other: No. 6241 *City of Edinburgh* in 1946 LMS black and No. 46225 *Duchess of Gloucester* in BR blue.

Both are very impressive models and match the high standards set by non-streamlined No. 6231 *Duchess of Atholl* in our review in January 2018. There's no point in going over the same ground so, instead, we'll focus on the differences the 'Semis' bring.

The most obvious starting place is the smokebox. Hornby's design team have done an excellent job in capturing the distinctive shape and the model's slightly squashed face is very convincing.

There were other 'tells' to identify a de-streamlined 'Duchess'. There was no drop frame between the front platform and the running plate. This was the 'utility' front end.

The tenders were also distinctive, with wings that extended beyond the rear plate.

There were two filler lids too, and a ladder, and Hornby has got this correct, along with the utility front end. However, the angled brackets to the tender wings should be beefier.

BRIGHT AND STYLISH

No. 46225 looks resplendent in BR's blue livery, which it carried between August 1950 and January 1955. Colour images of this period are rare but the shade of blue on this model looks right, and the lining and other printing is beautifully applied.

You might assume that the LMS black livery, introduced in 1946 as an austerity measure, could be rather drab. But when you see it in the flesh, you don't realise how much maroon is in it and, when combined with the straw and maroon letters and numbers, how bright and stylish it is. Admirably, Hornby's No. 6241 gives a taste of this.

It carried this livery from February 1947, until repainted in an experimental dark blue scheme by BR in May 1948. Again, photographs of this period are comparatively rare and there are no images of No. 6241 in John Jennison's *A Detailed History of the Stanier Pacifics* (RCTS).

Footholds were fitted to the smoke deflectors between 1946 and 1948, and it's likely that No. 6241 had them when in LMS black. What it wouldn't have had, however, were the larger cab spectacles as modelled.

The streamlined 'Duchesses' had smaller spectacles than their non-streamlined sisters and these were retained when the casings were removed. The larger-style spectacles, Jennison says, were fitted to the class between 1950 and 1952.

The 'Duchesses' were some of the most imposing-looking

steam locomotives built for Britain. Hornby's model really captures that look, and this pair of 'Semis' adds an excellent new string to an already impressive bow. **(RF)**

REVIEW VERDICT

PROS. Shape, attention to detail, impressive finish.

CONS. Cab windows on No. 6241.

LOOKS	9.5
PERFORMANCE	9
FEATURES	10
DECORATION	9
VALUE FOR MONEY	8

91%

The club room

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



The Guest Chairman

Trevor Edmead of Ilford & West Essex Model Railway Club outlines the club's activities – which include running live steam models.

Society: The Ilford & West Essex Model Railway Club

Established: 1930

Location: Adjacent to Chadwell Heath railway station, Romford, Essex

Chairman: Trevor Edmead



The Ilford & West Essex Model Railway Club can trace its origins back to 1930 when a young gentleman by the name of Ronnie Riddle advertised for like-minded railway modellers to attend a meeting in Ilford. The response was encouraging, and the seeds of the Ilford & District Model Railway Club were sown. In February 1935 the West Essex Model Railway Club (which had formed three years earlier) and the Ilford & District MRC were amalgamated to form Ilford & West Essex Model Railway Club. We are currently the fourth oldest model railway club in the UK.

After the end of the Second World War

the club established its headquarters in Romford, before moving to our present site. This is adjacent to Chadwell Heath railway station and we have been here since 1955. We have a dedicated club room with a kitchen, library (containing over 7,000 books and items of reference) and a workshop mainly used for the 7½in gauge members.

The club is organised into five sections: 'HO', 'N', 'O', 'OO' and our 7½in gauge railway with live steam locomotives. We have our own annual exhibition, titled 'West Essex Modelrail', and this is normally held over the last weekend in April; our next exhibition is to be held over the weekend of April 27/28

2019 at St Edward's Academy in Romford. In addition, we have an annual 'Showcase' event, held in October, to show the local communities what we are all about.

On the first Sunday of each month, between April and September, we hold open days at our headquarters where we run our live steam 7½in gauge railway which is fully track circuited and has operational signals controlled from two signal boxes. In addition, we also operate the section layouts within the club room where possible. Our main 7½in gauge locomotive is called 'Excalibur' and is based on a Urie 'N15' class 'King Arthur' locomotive.

The club has section meetings on Tuesday evenings ('N' and 'OO'), Wednesday evenings ('HO' North American image), Friday evenings ('O') and Wednesday and Sunday mornings (7½in).

In 2020 we will be celebrating our 90th anniversary and are planning for our 63rd 'West Essex Modelrail' exhibition, which we hope will prove to be a spectacular event.

For further information, or if you want to join, here are the contact details:

Address: Honorary Secretary, IWEMRC, 180 Balgores Lane, Romford RM2 6BS

E-mail: info@iwemrc.org.uk

Web: www.iwemrc.org.uk

Membership: Full: £90 (per annum)
Juniors: £48 (per annum)



Letters

Contain yourself

Simon Moppett

I found your review of the Bachmann FFA/FGA Freightliner flats (MR255) extremely interesting.

In the early 1970s, my first train set was the Hornby Freightmaster with the addition of the Freightliner bogie wagon. It was OK for its time and after a while I found out they ran in sets of five, but it was only recently that I came to realise that the sets only had buffers and couplings on the outer ends!

Although Beeching realised that road transport was taking away wagon-load rail traffic, and did a better job of door-to-door deliveries, road haulage was very different in those days. There weren't as many 40-foot articulated

lorries, and a lot of long-distance haulage was done with multi-axle rigids. This is why there were so many 20-foot Freightliner containers, as trains were expected to be used for long distance, while lorries did the collection and delivery. The 60-foot wagons were ideal for this.

But container usage was driven more by worldwide shipping practice, and the increasing use of 40-foot containers arriving at our ports had grown – along with the size of the ships serving them. Now it is not unusual to stand at Banbury station and watch our negative balance of trade heading north in nothing but 40-foot containers on 60-foot wagons.

Crafty concrete

Peter Smith

I've just been reading your review of the 'O' gauge BR brake van. Colouring the concrete couldn't be easier – just use a photo of some real concrete, print it, cut it out and stick it in place.



Present your case

Your opinions on the Class 415 '4-EPB', proposed by Kevin S. Russell in MR255.

www.facebook.com/modelrail



RAIL PHOTOPRINTS

Given that Bachmann already does the '2-EPB', most of the work is already done, so it's a bit of a no-brainer really.

Andrew Down

Plenty of Southern units already available, and plenty of EMUs to build for us folk north of the Watford Gap.

David Long

Sounds like an excellent choice. Part of the problem with modelling the third rail scene is that you need a 'critical mass' of units to create a realistic scene. The existing '4-CEP' and '2-EPB' are nice but are not enough on their own. The '4-EPB' would be a big step in the right direction but should it be the SR or BR version?

Matthew Pinto

No, personally I would like to see the old Bury units produced in 'OO'.

Gareth Leyland

Another southern EMU? Can't we get some WCML EMUs of the same eras instead, as this area is lacking... well, anything RTR.

Pete McDonald

Caption that pic!

You've been busy on social media coming up with barmy suggestions to caption the photograph (below) that featured in last month's issue. The reader that made us chuckle the most was **Jamie Michael Chase-Barker**, so congratulations! This month we want you to caption the picture on the right from 'Aberayon and Chilton' (page 22). Keep an eye on our social media pages for more pictures to caption – but remember, it's just for fun!



Last month's responses

"Best look after the boiler Bert – someone wants it for a new-build 'J70' tram locomotive."

Jonathan Wagstaff

"I said if it ain't broke then don't fix it. But did anyone listen!?"

Roland Gatti

"This should keep the *Model Rail* office warm."

Robert Clark

"And if that doesn't work Terry, try a bigger hammer!"

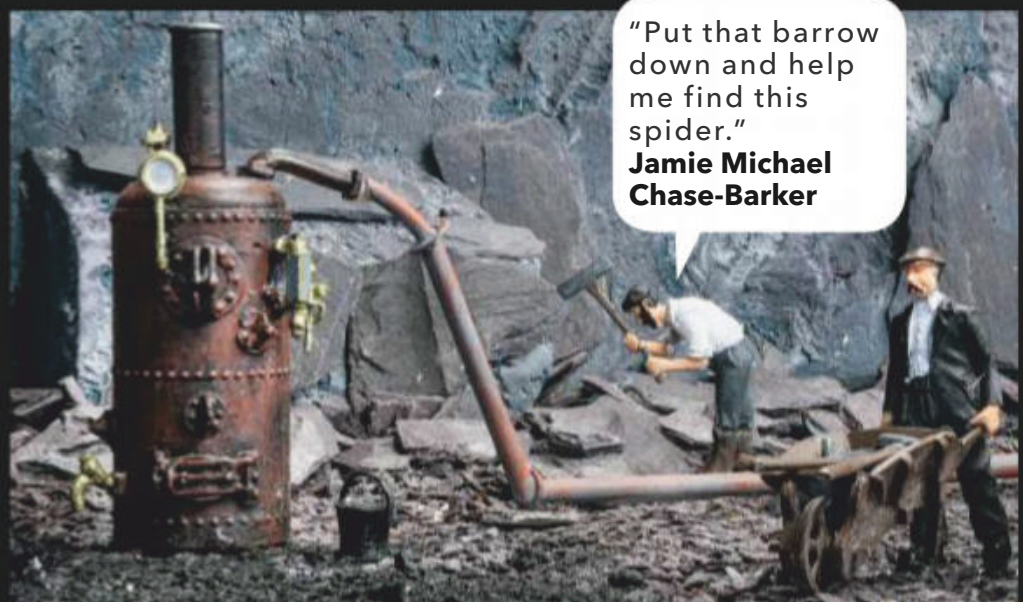
John Upton

"That's the house demolished, just the central heating to dismantle now!"

William Naylor

As Steve was sampling his home-brew again, Harold brought something to get him home.

Tom Wright



"Put that barrow down and help me find this spider."

Jamie Michael Chase-Barker



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Model Rail News online.

Show & Tell

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



Solo star

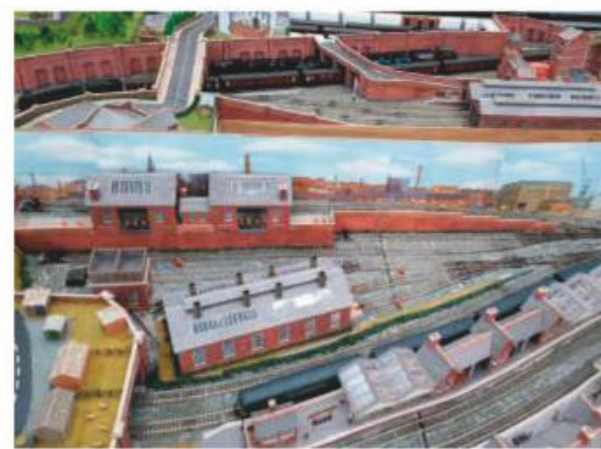
Phil Lightfoot

I am the proud owner of a 'OO' gauge layout called 'Hortness'. It's loosely based on a fictitious north-eastern coastal town. I have exhibited the layout at various shows in the north-east, including the Shildon show at the NRM and the Hartlepool show.

When it's not at exhibition, the layout resides in my double garage, so it's easy to work on during the winter. I want to

demonstrate what can be achieved by a one-man band and prove that you don't have to be a member of a club to produce a layout of sufficient quality to exhibit to the general public.

I tend to use proprietary brand kits for my buildings instead of scratchbuilding, but as they tend to fit the bill with a little alteration, most people agree that they look the part.



The wetter the better

James Walker

I really enjoyed Chris Leigh's article on how to depict and model wet weather (MR254) and more so the end result.

The cover photograph looked superb, and the weather effects certainly add realism to the model.

I thought you may like to see my own attempts at modelling the rain on my 'OO9' layout - I was trying to depict a summer day when there have been a few showers.

I think the trick to getting it looking right is adding a nice glossy shine, using the right lighting and modelling the odd puddle.



A brake from the norm

Ken Lavey

Chris Leigh's article about brake vans was very interesting. I did a conversion but did a 'cut and shut' on an Airfix 'Toad' with a longer wheelbase. I also used Kenline whitemetal van doors.



Exhibition Diary

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

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

JANUARY 19

WITHAM, ESSEX. Witham MRS. Spring Lodge Centre, Powers Hall End, Witham CM8 2HE. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12.

JANUARY 19-20

CALNE, WILTS. Bentley MRG Calne MRS, Calne Leisure Centre, White Horse Way, Calne SN11 0SP. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3. **Tel:** 01249 654417. **Web:** 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

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

JANUARY 26

CARDIFF. Cardiff MRS. Pontcanna Scout Hall, Fieldspark Rd, Cardiff CF11 9HX. **Time:** 1000-1800. **Admission:** Adult £4. **E-mail:** naturol@hotmail.co.uk

KIDDERMINSTER, WORCS. Wyre Forest MRC. The Town Hall, Vicar Street, Kidderminster DY10 1DB. **Time:** 1030-1630. **Admission:** £3. **Web:** www.wyreforestmrc.com

JANUARY 26-27

EASTLEIGH, HANTS. Southampton MRS MRE. Barton Peveril 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

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

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

PONTEFRACT, 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

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.gsca Kent.co.uk

FEBRUARY 2-3

IRVINE, KILMARNOCK. Kilmarnock and District MRC MRE. The Linhouse Building, Scottish Maritime Museum, Harbour Road, Irvine KA12 8QE. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Concession £4. **Tel:** 01563 533393. **Web:** www.kilmarnockmrc.com

STAFFORD. Stafford Railway Circle. Stafford County Showground, Weston Road, Stafford ST18 0BD. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £10. **Web:** 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.blackpoolandnorthfyldemrc.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 9-10

YENSTON, SOMERSET. Cale Rail and Gartell Light Railway MRE. Gartell Light Railway, Common Lane, Yenston, nr Templecombe BA8 0NB. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** £4. **Tel:** 07970 113270.

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 **Web:** 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

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

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

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.systonmrs.org.uk

FEBRUARY 17

BOSTON, LINCS. Hubberts Bridge MRE. Hubberts Bridge Community Centre, Langrick Road, Boston PE20 3SG. **Time:** 1000-1600. **Admission:** Adult £3.

MONMOUTH. Monmouth Rotary Club MRE. Bridges Community Centre, Monmouth NP25 5AS. **Time:** 1000-1600. **Admission:** Adult £5, Child/Senior £4, Family £12.

FEBRUARY 22-23

GLASGOW. Model Rail Scotland. SEC Glasgow. **Time:** Fri 1030-1800, Sat 1000-1800, Sun 1030-1700. **Admission:** Advance/Door: Adult £12/13, Child £5/6, Family £28/29. **Web:** www.modelrail-scotland.co.uk

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

READING, BERKS. Kenavon Railway Society MRE. The Warehouse, 1a Cumberland Road, Reading RG1 3LB. **Time:** 1000-1700. **Admission:** Adult £4, Senior £2.50, Child £2, Family £9.50. **Tel:** 0776 0285383.

SAFFRON WALDEN, ESSEX.

Saffron Walden MRC MRE. United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden CB10 1AG. **Time:** 1000-1630. **Admission:** Adult £3, Senior £2.50, Child £1. **Tel:** 01799 521029. **E-mail:** julian.nettle@btopenworld.com

FEBRUARY 23-24

CHAPEL EN LE FRITH, DERBYS. New Mills & District Railway Modellers MRE. Chapel en le Frith Leisure Centre, Long Lane, Chapel en le Frith SK23 0TQ. **Time:** 1000-1700. **Admission:** Adult £6, Concession £5, Family £15. **E-mail:** exhibition@nmdrm.co.uk **Web:** www.nmdrm.co.uk

TENTERDEN, KENT. Tenterden MRE. Homewood School, Ashford Rd, Tenterden TN3 6LT. **Time:** Sat 1000-1700, Sun 1000-1600.

Admission: Adult £6, Concession £5, Family £15. **Tel:** 01233 733416. **Web:** www.ashfordmrc.com

YORK. EBOR Group of Railway Modellers, York Against Cancer MRS. Heworth Memorial Hall, Melrosegate YO31 0RL. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £3, Child £1. **E-mail:** saltyseadog2984u@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 & District MRC MRE. Westwood Junior School, Maple Grove, March PE15 8JT. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £10. **Web:** www.mdmrc.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@lwms.co.uk

MANSFIELD, NOTTS. Mansfield St Peter's MRG MRE. St Peter's Centre, Church Side, Mansfield NG18 1AP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Senior £3.50, Child £1. **Tel:** 01623 469068. **Web:** www.mansfieldmodelrailway.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

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

WOMBOURNE, STAFFS. Wombourne Spring Railex MRE. Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA. **Time:** 1000-1600. **Admission:** Adult £5, Concession £3, Child £1. **Tel:** 07927 059930.

MARCH 9-10

BASINGSTOKE, HANTS. Basingstoke & N Hants MRS MRE. Aldworth Science College, Western Way RG22 6HQ. **Time:** 1000-1700, Sat 1000-1600. **Admission:** Adult £6, Child £3, Family £12. **Tel:** 07904 231961. **Web:** www.basingstokemrs.org

MARCH 10

STEYNING, W. SUSSEX. Wealden Railway Group Personal Layout Show. Coombe Court, The Steyning Centre, Fletchers Croft, Steyning BN44 3XZ. **Tel:** 0771 4101015. **E-mail:** wealdenrailway.awk@gmail.com

MARCH 16

TADWORTH, SURREY. Tadworth MRE. The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AH. **Time:** 1000-1700. **Admission:** Adult £6, Concession £5, Child £3. **Tel:** 0775 8458827. **Web:** www.ndmrc.info

MARCH 16-17

LEAMINGTON SPA, WARKS. Midlands Garden Rail Show. The Warwickshire Event Centre, Fosse Way, nr Leamington Spa CV31 1XN. **Time:** 1000-1600 (both days). **Admission:** Online/Door: Adult £8/£9, Senior £7/£8, Child £3/£4. **Web:** www.midlandsgardenrailshow.co.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

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The remaining eight models
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MR-201 No. 68219,
BR early emblem

MR-202 No. 68222, BR
early emblem, full skirts

MR-203 No. 68225, BR
early emblem, no skirts

MR-204 No. 68226, British
Railways lettering, no skirts

MR-205 No. 68223, British
Railways lettering, full skirts

MR-206 No. 7128, LNER
wartime livery, full skirts

MR-207 No. 8223, LNER
post-war livery, full skirts

MR-208 No. 7126, LNER
lined livery, no skirts

MR-209 No. 7137, LNER
unlined livery, full skirts

MR-210 No. 7139,
LNER lined livery

Next Issue

ON SALE
FEB
14



Poles apart

The railways of northern Scotland couldn't be more different from the densely packed commuter system in south-east England. We explore those contrasts next issue with Ian Morgan's 'Meanach' and Darren Johnson's 'Croydon North Street'.



BOTH: CHRIS NEVARD

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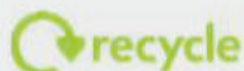


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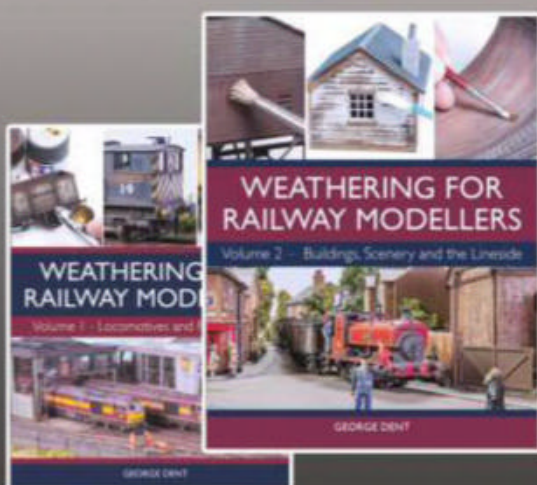


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H4-GPC-001 DRP81504 in Plasser/BR yellow as built (1979 - 1990)

H4-GPC-002 DRP81523 in Plasser/BR yellow as built (1980 - 1990)

H4-GPC-003 DRP81508 in unbranded yellow (1979 - 2004)

H4-GPC-004 DRP81521 in unbranded yellow (1980 - 2011)

H4-GPC-005 DRP81527 in Jarvis yellow (1999 - 2011)

H4-GPC-009 DRP81519 in Balfour Beatty white and blue (1999 - Present)

H4-GPC-010 DRP81532 in Balfour Beatty white and blue (1999 - Present)

Narrow Jib Support

H4-GPC-006 DRP81514 in Jarvis/FastLine maroon (2004 - 2014)

Goalpost Jib Support

H4-GPC-007 DRP81524 in Carillion yellow (1999 - 2006)

H4-GPC-008 DRP81526 in GTRM yellow (2004 - 2008)

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See the full list of specs and more at: www.hattons.co.uk/GPC

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LMS Beyer-Garratt 2-6-0 0-6-2

H2-BG-001 4994 in LMS black

H2-BG-002 7983 in LMS black

H2-BG-003 47967 in BR black with "BRITISH RAILWAYS" lettering

H2-BG-004 47972 in BR black with LMS lettering and block-style numbers

H2-BG-005 47995 in BR black with number on cab and plain tanks

H2-BG-006 47996 in BR black with early emblem

H2-BG-007 47981 in BR black with early emblem

H2-BG-008 47992 in BR black with early emblem

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2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

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



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R3677 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved

R3623 6221 "Queen Elizabeth" in LMS coronation blue

R3639 6244 "King George VI" in LMS maroon

Class W4 Peckett 0-4-0ST

Pre-order for £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

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

2019 Range Announcement

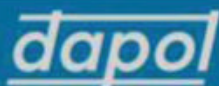
Monday 7th January 2019
from 10am



The full 2019 range of models is due to be announced by Hornby on 7th January.

We will have full details of all items available to pre-order at:

www.hattons.co.uk/hornby2019



Forthcoming Items

See the full range of forthcoming items from Dapol at 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

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Pre-order from £191.25
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Partial re-tool covering later built locomotives. 5 variations available either DCC Ready, DCC Sound Fitted, Unnumbered and Unnumbered with DCC Sound.

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	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	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Mk2F Aircon Coaches	hattons.co.uk/mk2f	from £46.71	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
Class 86/0	hattons.co.uk/hel86	£145 (EST)	Nov 2018							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£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	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

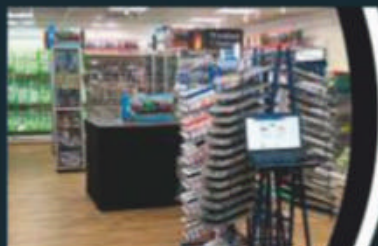
	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 14/12/18.



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H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99)BARGAIN.....£89



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



R2672 Class 0F Pug 0-4-0ST 272 in Caledonian Railway blue - Railroad range (Hor) (RRP £28.49)BARGAIN...£17



R3292 Class 0F 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



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



32-301A Class 2251 0-6-0 Collett Goods 3212 in BR black early emblem and Collett tender (Bac) (RRP £114.95)BARGAIN...£78



OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (Oxf) (RRP £112.95)BARGAIN...£74



R3667 Class 2721 0-6-0PT 2779 in GWR green - Railroad Range (Hor)£40.50



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95)BARGAIN.....£59



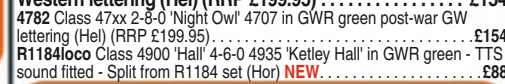
32-227DS Class 3F Jinty 0-6-0T 7365 in LMS black - DCC sound fitted (Bac) (RRP £214.95)BARGAIN.....£168



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99)BARGAIN.....£64



4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (Hel) (RRP £199.95)£154



4782 Class 47xx 2-8-0 'Night Owl' 4707 in GWR green post-war GW lettering (Hel) (RRP £199.95)£154



R1184loco Class 4900 'Hall' 4-6-0 4935 'Ketty Hall' in GWR green - TTS sound fitted - Split from R1184 set (Hor) NEW.....£88



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



32-882 Class 4MT Fairburn 2-6-4 tank 42062 BR lined black late crest (Bac) (RRP £134.95)BARGAIN.....£94



32-580A Class 4MT Ivatt 2-6-0 43014 in BR black late crest - weathered (Bac) (RRP £139.95) BARGAIN.....£108



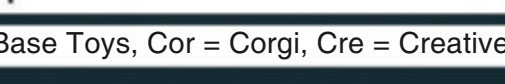
31-169 Class 5 L&YR 2-4-2T 50705 in BR black early emblem (Bac) (RRP £114.95)BARGAIN.....£65



H1411 Class 58xx 0-4-2T 5801 in BR Unlined green GWR 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



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 in BR lined black late crest (Bac) (RRP £159.95)BARGAIN.....£112



31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) (RRP £164.95)BARGAIN...£107



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



R3681 Class 8P 'Princess Coronation' 4-6-2 6241 "City of Edinburgh" in LMS post-war lined black (Hor) ...£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



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) (RRP £189.99)BARGAIN...£120



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor)£116



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



R3432 Class B12/3 4-6-0 61580 in BR black late crest (Hor) (RRP £159.99)BARGAIN.....£119



R3430 Class B12/3 4-6-0 8573 in LNER apple green (Hor) (RRP £159.99)BARGAIN.....£122



31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (Bac) (RRP £189.95)£161.46



32-279A Class K3 2-6-0 1304 in LNER black (Bac) (RRP £139.95)BARGAIN.....£99



R3527 Class N15 'King Arthur' 4-6-0 742 "Camelot" in Southern Railway wartime black (Hor) (RRP £175.99) BARGAIN.....£128



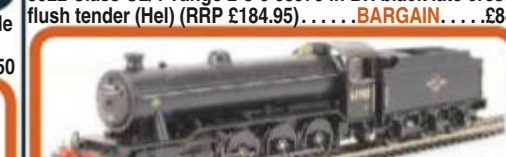
3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)BARGAIN.....£84



3920 Class O2/4 Tango 2-8-0 3962 in LNER black flush tender (Hel) (RRP £184.95)BARGAIN.....£89



3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95)BARGAIN.....£84



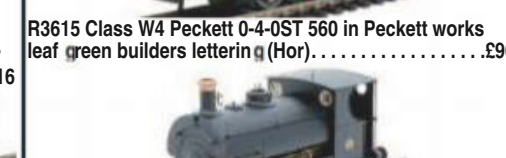
3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95)BARGAIN.....£84



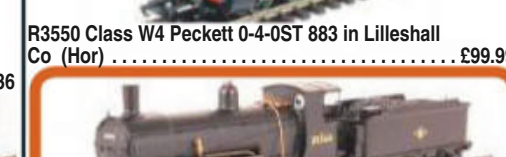
3921 Class O2/4 Tango 2-8-0 63983 in BR black early emblem flush tender (Hel) (RRP £184.95)BARGAIN...£89



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor)£90



R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor)£99.99



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



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



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN**... £69



R3360 Freelance 0-4-0T 87 "Mosley Tarmacadam" in black - Railroad Range (Hor) (RRP £34.99) **BARGAIN**... £16



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)..... £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat)..... £99



H4-P-012 SECR P Class 0-6-0T 323 "Bluebell" in Bluebell Railway lined blue (2010s) (Hat)..... £99



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) (RRP £134.95) **BARGAIN**... £92



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor)..... £36



32-250A WD Austerity 2-8-0 79250 "Major-General Mc Mullen" in Longmoor Military Railway blue (Bac) (RRP £169.95) **BARGAIN**... £115

Steam train packs



R3806 'The Valleys Freight' - Sovereign train pack (Hor) **NEW**..... £126



R3401 The Bristolian Train Pack - Ltd Ed (Hor) (RRP £304.99) **BARGAIN**... £177

Diesel locos



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)..... £132



32-119 Class 08 Shunter 08907 in DB Schenker red (Bac) (RRP £124.95) **BARGAIN**... £71



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight (Bac) (RRP £159.95)..... £135.96



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac)..... £117.26



32-392 Class 37/5 37688 "Kingmoor TMD" in Direct Rail Services compass blue (Bac) (RRP £159.95)..... £135.96



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN**... £34.50



32-650DS Class 44 D3 'Skiddaw' in BR green small yellow panels - DCC sound fitted (Bac) (RRP £239.95)..... £203.96



R3658 Class 50 50033 "Glorious" in revised Network SouthEast (Hor)..... £136



5313 Class 53 D0280 "Falcon" in revised lime green and brown - Ltd Ed (Hel) (RRP £125) **BARGAIN**... £72



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) (RRP £169.95) **BARGAIN**... £113



R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor) **NEW**..... £144



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) (RRP £169.95) **BARGAIN**... £133



4D-006-005 Class 73/1 electro-diesel E6039 in BR blue with small yellow panels (Dap) (RRP £146.22) **BARGAIN**... £91



OLIV002 Class 73/2 73205 "Jeanette" in GB Railfreight blue - 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

HSTs



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

Electric locos



0071-002HAT 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



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor)..... £144



R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) £144



R3480 Class 92 92016 "Brahms" in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) **BARGAIN**... £52



9002 Metropolitan Bo-Bo electric 1 in London Transport wartime grey (Hel) (RRP £139.95) **BARGAIN**... £64

Electric loco train packs

R3807 'Dover Pullman' - Sovereign train pack (Hor) **NEW**..... £220

DMUs



32-289 Class 101 2 car DMU in BR white and blue passenger figures (Bac) (RRP £219.95) **BARGAIN**... £162



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



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**... £105



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



4D-009-001 Class 121 single car DMU 'Bubblecar' W55020 in BR green speed whiskers (Dap) (RRP £145) **BARGAIN**... £109



4D-009-003 Class 121 single car DMU 'Bubblecar' W55029 in BR blue & grey (Dap) (RRP £145) **BARGAIN**... £109



8920 Class 128 parcels DMU 55991 in BR blue yellow ends "Parcels Service" branding (Hel) (RRP £119.95) **BARGAIN** £50



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95) **BARGAIN**... £59

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160

Visit

www.hattons.co.uk/new

for all new releases



R4871 Pack of three centre coaches for 5-BEL Brighton Belle in Pullman umber and cream (Hor) (RRP £179.99) **BARGAIN** . £132

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64

Train sets - analogue



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** . £45



R1176 Class 373 'Eurostar' Train Set (Hor) (RRP £169.99) **BARGAIN** . . . £129



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £130



30-105 Midland Marvel Train Set Midland 3F 3522 in LMS , brake van in LMS grey & 2 x 8-plank wagons (Bac) (RRP £129.95) £110.46

Train sets - digital



R1172 e-Link Majestic digital train set Class A1 4-6-2 in BR blue and Class 47 diesel (Hor) (RRP £299.99) **BARGAIN** £250



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99) **BARGAIN** . £130



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) . . . **BARGAIN** . . . £199

Coaches



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95) £42



R4524 Collett brake third 5121 in GWR chocolate and cream - Railroad Range (Hor) (RRP £23.99) **BARGAIN** . £10



R4522C Gresley non-vestibled suburban brake third E86109E in BR maroon (Hor) **NEW** £45

R4521C Gresley non-vestibled suburban composite E88067E BR maroon (Hor) **NEW** £45
R4519B Gresley non-vestibled suburban first E81032E BR maroon (Hor) **NEW** £45



R4520B Gresley non-vestibled suburban third E82190E in BR maroon (Hor) **NEW** £45



39-576 Hawksworth A38 Auto-trailer W228W in BR maroon (Bac) (RRP £68.95) **BARGAIN** . . . £48



R4873 LMS Stanier Period III coaches in LMS Coronation Scot crimson lake - pack of three - Railroad Range (Hor) £64



30-525BSK Mk1 BSK brake second corridor W35470 in BR chocolate and cream - split from 30-525 set (Bac) **NEW** **BARGAIN** . . £22.50



39-051E Mk1 SO second open M4929 in BR maroon (Bac) (RRP £44.95) **BARGAIN** . . . £33



R4623 Mk2E FO first open W3244 in BR blue and grey - Railroad range (Hor) (RRP £25.99) . . . **BARGAIN** . . . £12



39-701 Mk2F "Aircon" BSO brake second open in Intercity (Bac) £46.71

39-701DC Mk2F "Aircon" BSO brake second open in Intercity - DCC fitted interior lighting (Bac) £67.96

39-650DC Mk2F "Aircon" FO first open in BR blue and grey - DCC fitted interior lighting (Bac) £67.96



39-652 Mk2F "Aircon" FO first open in InterCity (Bac) £46.71
39-686DC Mk2F "Aircon" RFB restaurant first buffet in Intercity - DCC fitted interior lighting (Bac) £67.96



39-677 Mk2F "Aircon" TSO tourist second open in Intercity (Bac) £46.71

OR763T0001B Mk3a TSO second open M12068 BR blue and grey (Oxf) **NEW** £29

OR763T0001C Mk3a TSO second open M12070 BR blue and grey (Oxf) **NEW** £29



OR763T0001 Mk3a TSO tourist second open M12056 in BR blue and grey (Oxf) **NEW** £29

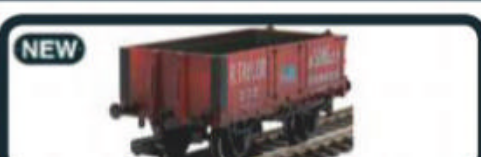
R1184coaches Pack of 3 Pullman parlour coaches - Split from R1184 Set (Hor) **NEW** £45



R4860 Pullman J Type 'Devon Belle' observation car No.13 in Pullman umber and cream (Hor) £60

Wagons

OR76MW4001W 4-plank open wagon "North British Railway" - weatheread (Oxf) **NEW** £9



OR76MW4002W 4-plank open wagon "R.Taylor and Sons, Dundee" (Oxf) **NEW** £9



R6888TTS 4-wheel 10 ton vent van in BR bauxite - TTS sound fitted (Hor) **NEW** £36

4F-052-033 5-plank open wagon "Brymbo Steel" (Dap) **NEW** £10



4F-052-034 5-plank open wagon "Brymbo Steel" - weatheread (Dap) **NEW** £11

4F-052-021 5-plank open wagon "W Robinson" (Dap) **NEW** £10



4F-052-022 5-plank open wagon "W Robinson" - weatheread (Dap) **NEW** £11

OR76MW7020W 7 plank wagon - "Barton and Company, Wrexham" - weatheread (Oxf) **NEW** £9



OR76MW7019W 7 plank wagon - "George and Company, Cardiff" - weatheread (Oxf) **NEW** £9

4F-015-013 8 ton fruit mex van B833340 in BR bauxite (Dap) **NEW** . £9.50

4F-015-014 8 ton fruit mex van B833340 BR bauxite - weatheread (Dap) **NEW** £10.50



H4-BH-004 Beilhack snow plough (ex Class 40) ZZA ADB965579 in BR yellow "Stratford Shark" (Hat) £43



R6365 Breakdown Crane pack 20-ton brake van and 8-plank open wagon - Railroad Range (Hor) (RRP £32.99) . . . **BARGAIN** . . £14.50

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 in Network Rail yellow (Dap) **NEW** £22.31



4F-045-012 IOA bogie wagon 3170 5992 059-3 in Network Rail yellow (Dap) **NEW** £22.31

R6833 LNER 20 ton 'Toad B' brake van 140422 in LNER bauxite (Hor) . £19.80



OR76WW006B Warwell Sherman Tank - weatheread (Oxf) £34

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) . £87

Digital controllers

R8214 DCC Elite unit digital controller (Hor) £210

Point motors

DCP-CB13MX Cobalt slow-action digital DCC point motor - Pack of 13 for price of 12 (DCC) (RRP £259.95) **NEW** **BARGAIN** . . £220

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

Accessories

76ACC006 Pack of 4 pallets loads "Watney's Red Barrel" (Oxf) **NEW** . . £3.50

76ACC005 Pack of 4 pallets loads "Wills Woodbine" (Oxf) **NEW** . . £3.50

76ACC008 Pack of four pallets loads "Pratts Motor Oil" (Oxf) **NEW** . £4.50

76ACC007 Pack of four pallets loads "Reckitt's Starch" (Oxf) **NEW** . £4.50

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £38

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

R8007 Station booking hall (Hor) (RRP £26.99) **BARGAIN** . £12

Man-made scenic structure - railway-related



89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) . . . £210
R083 Buffer Stop (Hor) £1.80
R083 Box of 6 (Hor) £9.50



R636 Double track level crossing (Hor) (RRP £28.99) **BARGAIN** . £14



R070 Electrically Operated Turntable (Hor) £64

Signals

R406 2 aspect colour light signal (Hor) (RRP £9.99) **BARGAIN** . . £9

DCD-GS-BR 2-aspect Red/White LMS and BR-style ground signal - Pack of 12 (DCC) (RRP £79.96) **BARGAIN** . . £51

DCD-MGS-BR 2-aspect Red/White LMS and BR-style ground signal Alpha Mimic control board - Pack of 12 (DCC) (RRP £99.95) . **BARGAIN** . . £69

Buildings - general



99660 Art Deco Bus Garage and bus (EFE) £72.21



PO289 Fire station - card kit (Met) **NEW** £16.50

People - civil



36-407 1950s Train Crew x 6 (Bac) (RRP £9.95) **BARGAIN** . £7.50

Track - Code 100 Setrack

R8262 Double 4th radius curve (8 make a circle) (Hor) £3

R601 Double Straight (Hor) £2

R601 Box of 24 (Hor) £47

R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £26

R8072 Left Hand Standard Point (Hor) £9.50

R603 Long Straight - 670mm (Hor) £3.70



R8073 Right Hand Standard Point (Hor) £9.50

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) . . . £9

ST-240 Setrack No.2 radius right handed point insulfrog (Pec) . . £9

ST-204 Setrack Quad Straight (670mm) (Pec) £3.50

ST-204 Box of 24 (Pec) £76

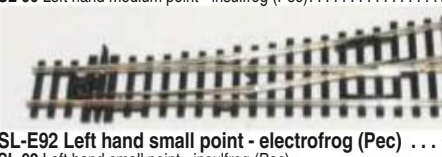
R621 Single 970mm length of flexible track (Hor) £3

R621 Pack of 24 (Hor) £66

R600 Standard Straight (Hor) £1.50

R600 Box of 24 (Hor) £34

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3

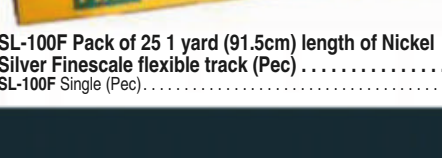
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3

SL-102 Pack of 25 (Pec) £70

SL-99 3 way medium radius point - insulfrog (Pec) £27

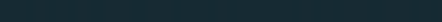
SL-90 Double slip - insulfrog (Pec) £33

SL-E89 Left hand large point - electrofrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50

SL-96 Left hand medium point - insulfrog (Pec) £10.50



SL-E92 Left hand small point - electrofrog (Pec) . . . £9.50

SL-92 Left hand small point - insulfrog (Pec) £9.50

SL-88 Right hand large point - insulfrog (Pec) £12

SL-E95 Right hand medium point - electrofrog (Pec) . . . £10.50

SL-95 Right hand medium point - insulfrog (Pec) . . . £10.50

SL-E91 Right hand small point - electrofrog (Pec) . . . £9.50

SL-91 Right hand small point - insulfrog (Pec) £9.50

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4

SL-108F Box of 25 (Pec) £100

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72

SL-100F Single (Pec) £3

Prices valid until 13/02/19

All prices correct
when going to press.
Errors excepted.



SL-E190 Finescale double slip - electrofrog (Pec) ... £38
SL-E196 Finescale left hand medium point - electrofrog (Pec) ... £11.50
SL-E192 Finescale left hand small point - electrofrog (Pec) ... £10.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) ... £11.50
SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) ... £26
SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) ... £26

Buses



76BI004 Beadle Integral Southdown (Oxf) **NEW** ... £16



76SB003 Saro Bus London Greenline (Oxf) ... £16

Cars

76SET61 3 Piece Set BMW (Oxf) **NEW** ... £14.50



76SET62 3 Piece Set Bubble Car (Oxf) **NEW** ... £13.50
76FS004 Ford Sierra Sapphire Moonstone Blue (Oxf) **NEW** ... £5
76ETYP012 Jaguar E Type Soft Top Imperial Maroon (Oxf) **NEW** ... £4.50



76JAG2007 Jaguar MkII Carmen Red (Oxf) **NEW** ... £4.50



76MMT010 Morris Traveller Limeflower (Oxf) **NEW** ... £5
76RRE002 Range Rover Evoque Coupe (Facelift) Fuji White (Oxf) **NEW** ... £6



76RRS003 Range Rover Sport SVR Firenze Red (Oxf) **NEW** ... £6



76REL005 Reliant Regal Supervan Blue (Oxf) **NEW** ... £4.50

Public Service vehicles



76MFE005 MAN Pump Ladder Hertfordshire Fire & Rescue (Oxf) **NEW** ... £16



76SAL006 Scania ARP Scottish Fire & Rescue (Oxf) **NEW** ... £19.50

Commercial vehicles



76ATK004 Atkinson Borderer Low Loader NCB Mines Rescue (Oxf) **NEW** ... £17



76J4003 Austin J4 Van Southern Electricity (Oxf) **NEW** ... £5.50



76FT3008 Ford Transit Mk3 - British Gas (Oxf) **NEW** ... £5



76SCT006 Scania Car Transporter - ECM (Oxf) **NEW** ... £30

Military ground vehicles



76WOT001 Ford WOT1 Crash Tender Mickey Mouse (Scampton) (Oxf) ... £12.50



76LR2S006 Land Rover Series II SWB Canvas - REME (Oxf) **NEW** ... £5



76LR3S004 Land Rover Series III SWB Canvas - Royal Navy (Oxf) **NEW** ... £5



76TAC006 TACR2 RAF St. Mawgan (Red) (Oxf) **NEW** ... £10

O09 Narrow Gauge

Steam locos



9952 Lynton & Barnstaple 2-6-2T 761 'Taw' in Southern Railway green (Hel) **NEW** ... £189.95

Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) ... £68

Track - Code 80 Streamline

SL-404 1 yard length of O09 narrow gauge track 'mainline' wooden sleepers (Pec) ... £3.50
SL-404 Pack of 25 (Pec) ... £85



SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec) ... £10.50



SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec) ... £10.50

N Gauge

Steam locos



2S-008-008 Class A4 4-6-2 4468 'Mallard' in LNER garter blue valances (Dap) ... £128.83

Steam train packs



2S-011-005 Class A3 4-6-2 4472 'Flying Scotsman' in LNER apple green (as preserved) four Gresley teak coaches in maroon - light bar fitted (Dap) ... £198.90

Diesel locos



371-468A Class 37/0 97304 'John Tiley' in Network Rail yellow (Gra) ... £110.46



371-398 Class 66/7 66779 'Evening Star' in BR green GBRF branding (Gra) (RRP £134.95) ... £114.71

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) (RRP £189.28) ... £160.89

DMUs



2D-009-005 Class 121 'Bubble Car' DMU 121020 in Chiltern Railways blue (Dap) **NEW** ... £114.04



2D-009-004 Class 121 'Bubble Car' DMU 121032 in Arriva Trains Wales (Dap) **NEW** ... £114.04



2D-009-006 Class 121 'Bubble Car' DMU 977858 in Railtrack 'Clearing the Way' BR maroon (Dap) **NEW** ... £114.04

2D-009-003 Class 121 'Bubble Car' DMU W55033 BR green speed whiskers (Dap) **NEW** ... £114.04

Train sets - analogue

GMKS007 'Railway Renewals' starter train set - Dapol Class 66 66711 'Sence', three IOA wagons and oval of Kato track controller (Gau) ... £212

Wagons

2F-034-071 21 ton steel mineral hopper E289583 in BR grey (Dap) **NEW** ... £9.50



2F-034-072 21 ton steel mineral hopper E289583 in BR grey - weathered (Dap) **NEW** ... £10.50

Model railway spares

SL-310 Rail Joiners/Fishplates for N & O09 gauge (24 per pack) (Pec) £2

Signals

218 Signal Laddering (Rat) **NEW** ... £4.50

Buildings - general

N3-G1 Concrete Garage (Anc) **NEW** ... £6.50

PN189 Fire station - card kit (Met) **NEW** ... £10.50

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

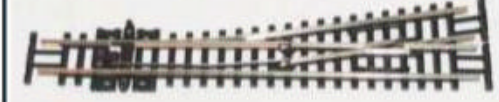
Track - Code 55 Finescale



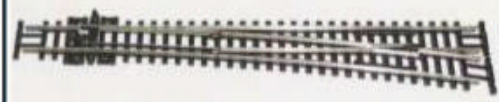
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) ... £84
SL-300F Single (Pec) ... £3
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) ... £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) ... £11



SL-E390F Finescale double slip electrofrog (Pec) ... £38
SL-U396F Finescale left hand medium point unifrog (Pec) ... £10



SL-E392F Finescale left hand small point electrofrog (Pec) ... £9.50



SL-E388F Finescale right hand large point electrofrog (Pec) ... £11



SL-E391F Finescale right hand small point electrofrog (Pec) ... £9.50
SL-E383F Finescale scissors crossover electrofrog (Pec) ... £63

Commercial vehicles



NTIL004 Austin Tilly Light AA Brigade (Oxf) **NEW** ... £4.50



NFDE004 Ford 400E Van - Royal Mail (Oxf) **NEW** ... £4.50



NFT012 Ford Transit Mk5 Stobart Rail Low (Oxf) **NEW** ... £4.50

Military ground vehicles



NMN007 Mini Car - RAF (Oxf) **NEW** ... £4

O Gauge (1:43 Scale)

Steam locos



7S-007-001 Class 57xx 0-6-0PT pannier 5717 in BR Black early emblem (Dap) ... £199.75

7S-007-004S Class 57xx 0-6-0PT pannier L94 in London Transport maroon - DCC sound fitted (Dap) (RRP £428.20) ... **BARGAIN** ... £314
6101 Class 61xx 'Large Prairie' 2-6-2T 6106 in GWR green GWR lettering - as preserved (Hel) (RRP £699) ... £594.15



6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) (RRP £699) ... £594.15

6103 Class 61xx 'Large Prairie' 2-6-2T 6111 in BR unlined green late crest (Hel) (RRP £699) ... £594.15

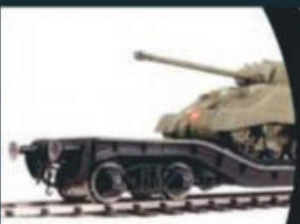


6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (Hel) ... £594.15

Visit

www.hattons.co.uk/preorder

for all forthcoming releases



6102 Class 61xx 'Large Prairie' 2-6-2T 6144 in BR black early emblem (Hel) (RRP £699) £594.15



7S-025-002 Class 74xx 0-6-0PT pannier 7444 in BR black late crest (Dap) (RRP £400) **BARGAIN**... £295



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



7S-010-008 Class A1X Terrier 0-6-0 5 "Portishead" in GWR Green (Dap) (RRP £225) **BARGAIN**... £157

Diesel locos



7D-008-007 Class 08 shunter 13003 in BR black early emblem (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**... £320



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) **BARGAIN**... £450



2015 Class 20 in Railfreight Red Stripe headcode boxes (Hel) (RRP £599) **BARGAIN**... £427



2558 Class 25/3 in BR blue - unnumbered (Hel) .. £446.25



2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) £446.25



2555 Class 25/3 in BR green small yellow panels - 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

DMUs



8914 Class 128 parcels DMU W55991 in BR blue - weathered (Hel) (RRP £599) **BARGAIN**... £425

Wagons



1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN**... £35



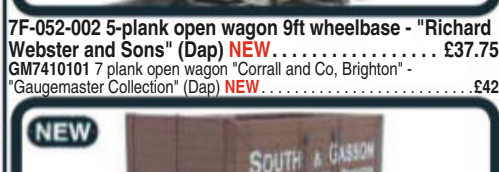
1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN**... £39



7F-017-003 4-wheel lime van - "S.L.B., Oswestry" (Dap) **NEW** £42.50

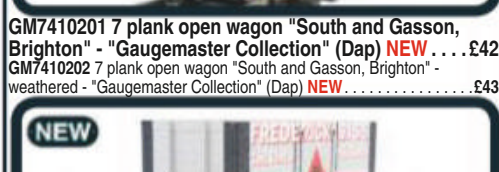


7F-018-002 4-wheel Salt van - "Stubbs and Co." (Dap) **NEW** £42.46



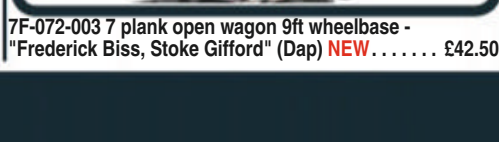
7F-052-002 5-plank open wagon 9ft wheelbase - "Richard Webster and Sons" (Dap) **NEW** £37.75

GM7410101 7 plank open wagon "Corrall and Co, Brighton" - "Gaugemaster Collection" (Dap) **NEW** £42

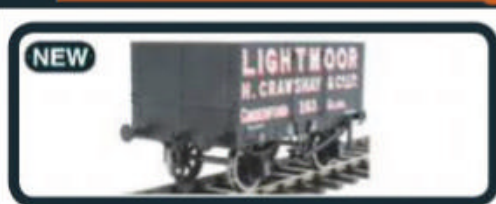


GM7410201 7 plank open wagon "South and Gasson, Brighton" - "Gaugemaster Collection" (Dap) **NEW** £42

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

Model railway spares

7A-000-011 Instantan couplings and hooks - 5 Pairs (Dap) **NEW** £18
7A-000-009 Steam-era red brake lamp - working (Dap) **NEW** £4.50
7A-000-010 Steam-era white brake lamp - working (Dap) **NEW** £4.50

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £75
SL-700BH Single (Pec) £6.50
SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £43



SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £43
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £6

Cars



43JUP001 Jowett Jupiter SA Green (Oxf) **NEW** £21



43LAN188024 Land Rover Series I 88" Canvas Bronze Green (Plimsoll) (Oxf) **NEW** £14.50

Commercial vehicles



43ASV008CC Austin Seven Van Coca Cola (Oxf) **NEW** £14.50

Military ground vehicles



VA01209 VW Beetle Type 1, British Army Military Police (Cor) **NEW** £24

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34



D Double/Twin track power controller (Gau) £80



Q Quadruple 4 circuit power controller (Gau) £149

Digital decoders



DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50



DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16
DCR-8PIN-HarnessMini Box of 5 (Hat) £72
DCR-8PIN-HarnessMini Box of 10 (Hat) £128
36-553 8-pin 3-function 0.75A decoder back EMF (Bac) (RRP £20.90) **BARGAIN** £12
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16
R8249 Box of 6 (Hor) £92
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136



R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor) £38
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

Digital controllers

R8312PU e-LINK Module, Railmaster Software & 1 Amp European Plug Transformer (PC/Laptop Required) - Unboxed - Split from train set (Hor) **NEW** £58



50210 EcoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) £600



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £154

Digital control accessories



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177

Point motors



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-2 Cobalt SS surface mounted point motors controller - pack of 2 (DCC) £46.50
DCP-CBSS-6 Cobalt SS surface mounted point motors controller - pack of 6 (DCC) £127
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £34
PL-10E Single (Pec) £6
PM-1 Seep point motor accessory switch (Gau) £5
PL-11 Side/surface mounted point motor (Pec) £8



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) £6.50
HAT-PM-01 Pack of 6 (Hat) £35

Switches and levers

DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) £162

Scenic tools & materials

PSG-1 Static Grass Micro Applicator (Pec) £42

Paint accessories

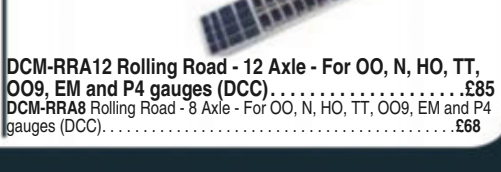
GM595 1ml pipette set - Pack of 5 (Gau) **NEW** £2.80

Knives, Blades & Saws

GM593 Plastic kit sprue shaver (Gau) **NEW** £6.50
GM594 Slim snap-off knife blades (Gau) **NEW** £4.50

Tools

PSG-3 Pro Static Grass Precision Applicator (Pec) £49



DCM-RRR12 Rolling Road - 12 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £85
DCM-RRR8 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £68



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.

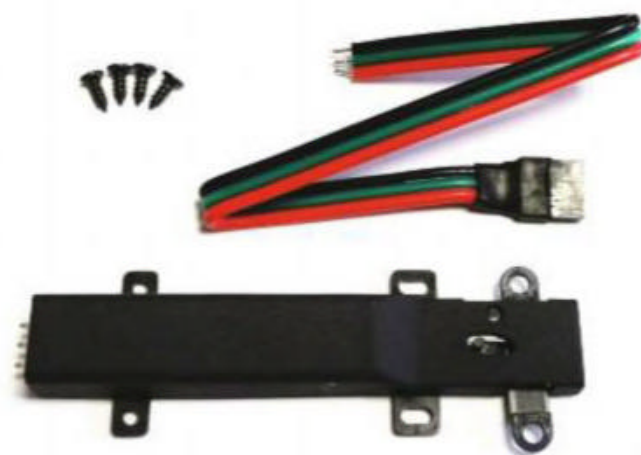
The **GMC-PM10 Classic** Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards 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.



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.

This is a useful pack for anyone using our GMC-M10/PM10D Point Motors. It contains extra extension pins and collars, screws, and a screwdriver which fits the terminal block on the PM-10, as well as ballast stickers to cover the hole in the baseboard.

PRICES

Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**. It also contains details of our Digital Controllers, Scenics, Point Control, Electrics and much more in the Gaugemaster range.

It also contains selected items from many of the other brands that we stock.

GM353 Gaugemaster Full Catalogue **£3.95**

SEEP Point Motors

GMC-PM1	Point Motor with Built-In Switch	£5.95
GMC-PM2	Point Motor No Switch	£5.50
GMC-PM4	Point Motor with Latching Mechanism	£6.75
GMC-PM10	Classic Solenoid Point Motor	£7.25
GMC-BPPM10	Classic Solenoid Point Motor (5 Pack)	£32.95
GMC-PM10D	Classic Solenoid Point Motor (DCC-Fitted)	£19.95
GMC-PM20	Surface Mounted Point Motor	£10.25
GMC-BPPM20	Surface Mounted Point Motor (5 Pack)	£47.95
GMC-PM20D	Surface Mounted Point Motor	£23.95

Point Motor Accessories

GMC-CDU	Capacitor Discharge Unit	£14.50
GMC-PM50	Connection Boxes (3)	£4.15
GMC-PM51	Point Motor Wire (Red/Green/Black) 10m Tripled (14x0.15)	£8.50
GMC-PM52	Point Motor Accessory Pack	£3.95
GMC-PM53	Harnesses for PM10D (2)	£4.15
GMC-PM60	Solenoid Point Motor Decoder/Harness	£17.25
GM09RB	Red/Black Twinned Wire 10m (14x0.15)	£6.25
GM612	45mm Hole Saw and Arbor	£3.65

GAUGEMASTER products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com



GAUGEMASTER *Spotlight* Scenic Trees & Hedges



Ready-Made Trees

Our bulk pack of trees are an economical way of filling large areas at a keen price. These trees also make ideal starting points for providing extra detail using the complimentary range of **GAUGEMASTER** Scenics.

The heights of the trees are provided as generally model trees are suitable for all scales, unless where noted.



GM120
Deciduous Trees (25)
9cm to 15cm tall
£23.95



GM121
Mixed Forest Trees (25)
9cm to 15cm tall
£23.95



GM122
Fir Trees (25)
9cm to 15cm tall
£23.95



GM124
Spring Deciduous Trees (25)
9cm to 15cm tall
£23.95



GM125
Spruce Trees (25)
9cm to 15cm tall
£23.95



GM127
N Scale Mixed Trees (10)
4cm to 10cm tall
£10.95



GM128
Spring Trees (10)
8cm tall
£12.95



GM129
Summer Trees (10)
8cm tall
£12.95



GM132
Tree Pack Mixed (10)
10cm to 14cm
£12.95



GM180
Plum Trees (3)
8cm tall
£8.75



GM181
Plum Trees in Blossom (3)
8cm tall
£8.75



GM182
Fruit Trees (3)
8cm tall
£8.75



GM183
Apple Trees (3)
8cm tall
£8.75



GM184
Birch Trees (3)
8cm to 10cm tall
£8.75



GM185
Weeping Willow Trees (3)
8cm tall
£8.75



GM186
Poplar Trees (3)
12cm tall
£8.75



GM187
Pine Trees (3)
12cm tall
£9.75



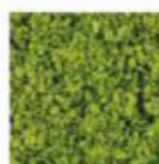
GM189
Beech Trees (2)
12cm tall
£8.75

Seafoam Trees

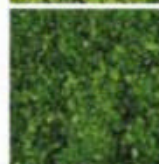


This starter set enables you to create trees, bushes, and hedging with a realistic appearance. Seafoam is a natural product which can be 'planted' straight from the box if you wish, but adding scatter material with spray adhesive is well worth the effort.

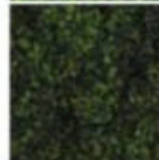
GM195 Seafoam Tree Starter Set
£19.95



GM156
Light Green Scenic Leaves
£4.45



GM157
Mid Green Scenic Leaves
£4.45



GM158
Dark Green Scenic Leaves
£4.45

Grass Tufts

Ideal for building up vegetation on your layout.



GM162
Grass Tufts
Green
6mm (42)
£5.25



GM149
Plants
12mm
Green (42)
£5.25



GM163
Grass Tufts
Green
12mm (42)
£5.25



GM159
Plants
12mm
Yellow (42)
£5.25

Hedgerows and Lichen

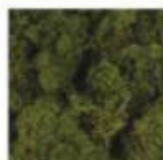
Hedgerows and lichen can be used to add additional green features to your layout right out of the packet! Combined with flocks/scatters you can get some great effects.



GM160
Light Green Hedgerow
Most suited to OO/HO
Total Length 1 metre.
£7.75



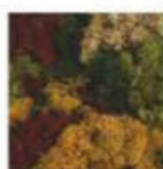
GM161
Dark Green Hedgerow
Most suited to OO/HO
Total Length 1 metre.
£7.75



GM164
Light Green Lichen (80g)
£5.25



GM165
Dark Green Lichen (80g)
£5.25



GM166
Mixed Lichen (80g)
£5.25



GM194
Scenic Starter Set

The perfect way to begin scenic modelling - this pack contains a small selection of trees, flocks, scatters, ballast, glue scenic mat and a puffer bottle, in fact just about everything you need to get started in one convenient starter pack.

£24.95

Full details of our Scenics range can be found in the Gaugemaster Full Catalogue **AVAILABLE SUMMER 2018**.

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It also contains selected items from many of the other brands that we stock.

GM353 Gaugemaster Full Catalogue

£3.95

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GAUGEMASTER Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884321 Fax - 01903 884377 email - sales@gaugemaster.co.uk web - www.gaugemaster.com

METCALFE

Card Construction Kits

SETTLE-CARLISLE



SETTLE-CARLISLE STATION

00 CODE PO333 - £23.00
N CODE PN933 - £14.00



SETTLE-CARLISLE STATION MASTERS' HOUSE

00 CODE PO335 - £15.00
N CODE PN935 - £12.00



SETTLE-CARLISLE SHELTER

00 CODE PO334 - £11.50
N CODE PN934 - £8.00



NEW! GOODS YARD CRANE

00 CODE PO540 - £6.50
N CODE PN840 - £5.00



NEW! SETTLE-CARLISLE GOODS SHED

00 CODE PO336 - £24.00
N CODE PN936 - £14.00

MINI KITS



FOUNTAINS

00 CODE PO522 - £5.75
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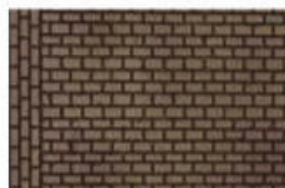
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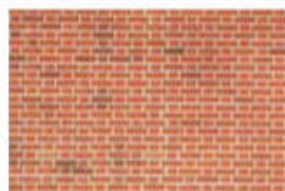
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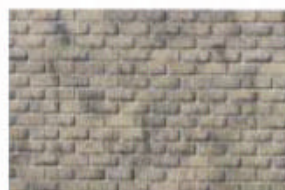
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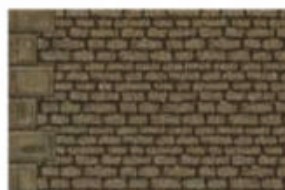
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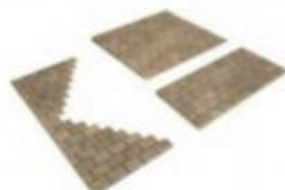
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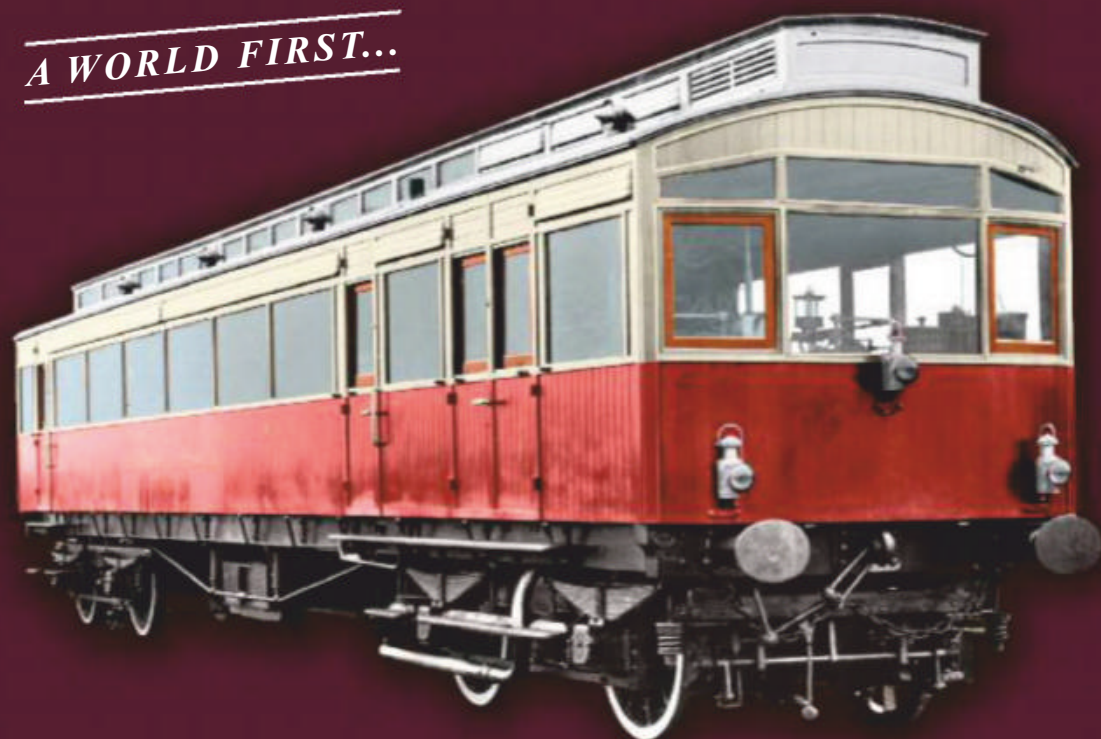


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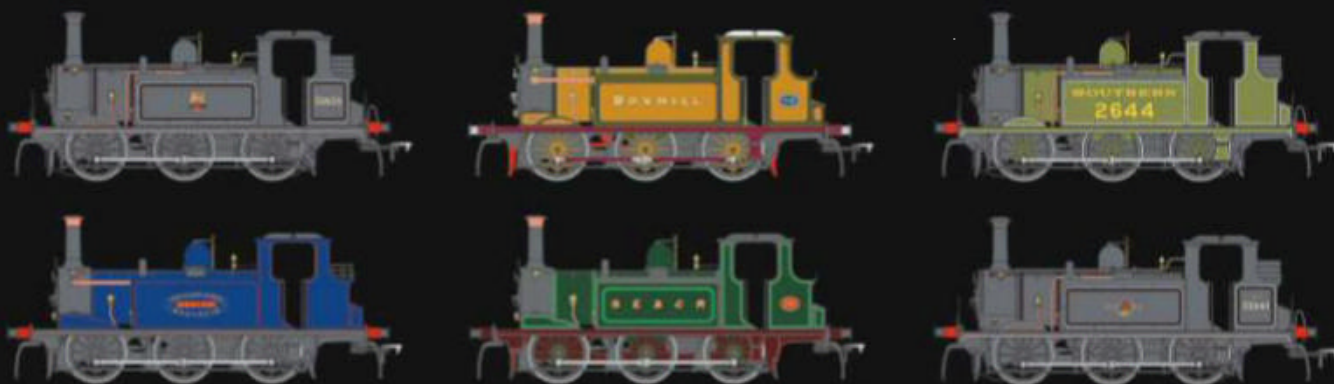
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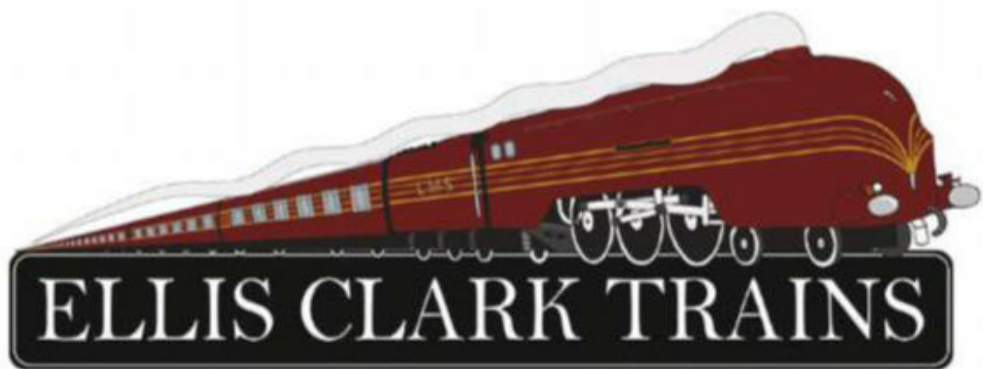
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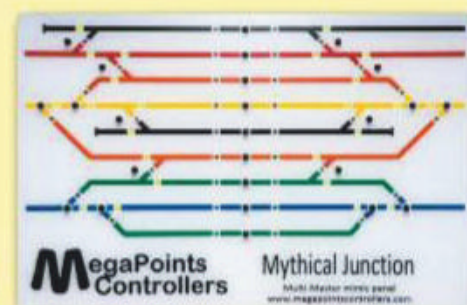
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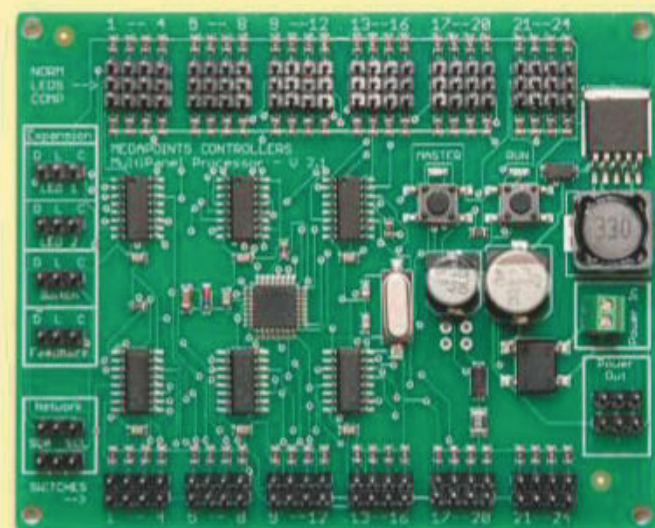
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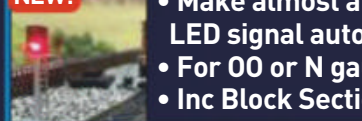
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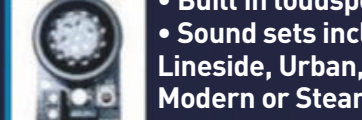
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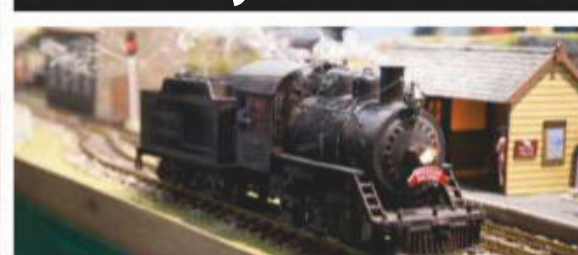
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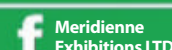
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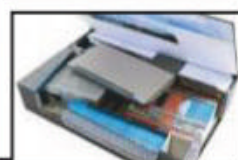
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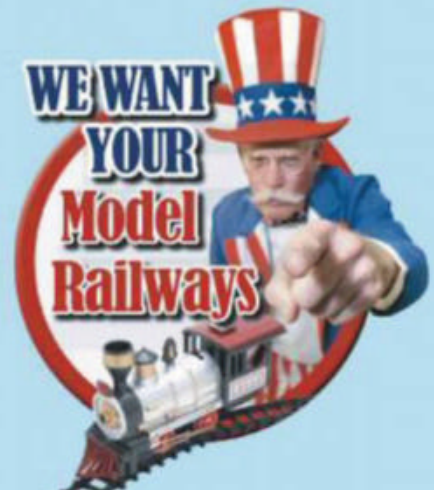
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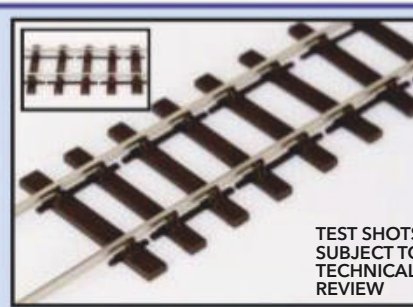
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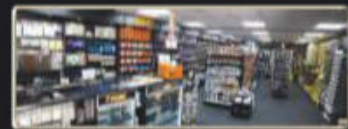
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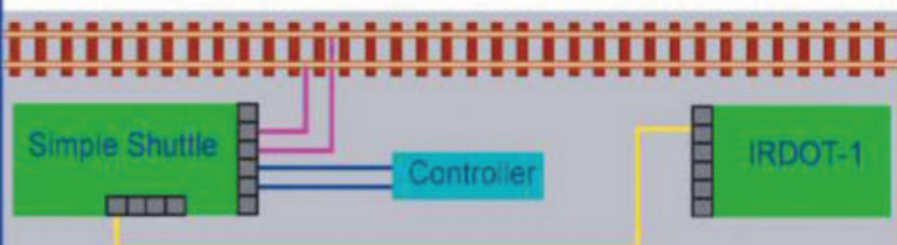
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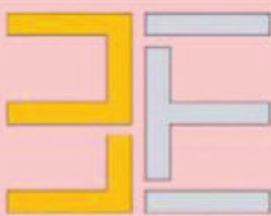


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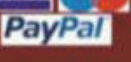
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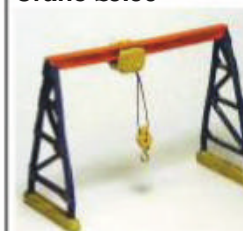
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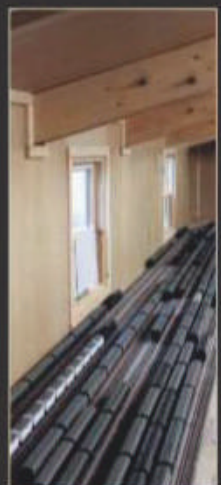


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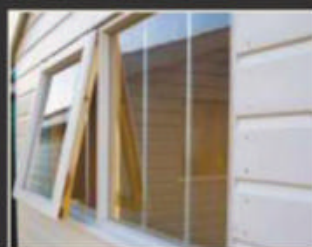
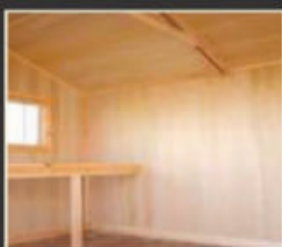
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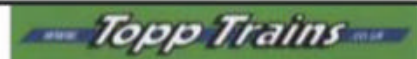
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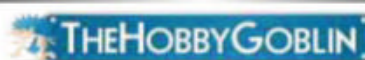
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Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion...

Locomotive: Tyne & Wear Metro Unit

Gauge: 'OO'

Proposed by: Neil Crombie, Wirral

What is it?

The Tyne & Wear Metro is an oft-overlooked system, despite the fact that it moves 37 million people a year on its near-50 miles of track. It's Britain's second largest metro system, combining very historic parts of the railway with new stretches of line. What London Overground achieved in the 21st century, Tyneside Passenger Transport Authority did in the 1970s!

It's hard to believe that the Metro is 38 years old (the first part opened in August 1980) and yet its distinctive trains have only appeared in 'OO' gauge in the form of an old Dave Alexander kit. They were built by Metropolitan Cammell but based on a German design. Prototypes 4001 and 4002 were delivered in 1975, with 4003-4090 following between 1978 and 1981. They're still in service, having been modified and refurbished a few times since. How many other train fleets can claim the same?

COLOUR RAIL



What would make it viable?

I believe these units would be a popular and viable model as they're unusual and different to every other multiple unit previously offered.

The original units have been in service for nearly 40 years and are suitable for layouts set in the 1980s up to the present day. A number of liveries are available, from the original Tyne & Wear scheme up to the present day livery.

The units are not confined to the Tyne & Wear Metro system, they also run on Network Rail lines (they're Class 994 on TOPS) to enable the extension of the system to Sunderland. Also, in the 1980s, British Rail ran freight services on part of the Tyne & Wear Metro network and this could widen the scope for potential layouts. There are many models that can be operated alongside these units.

Can I see a real one?

All 90 two-car sets still survive, although at the time of writing only 88 are in service. They've been fully refurbished and you can see them operating every day of the week, all over the Sunderland and Newcastle area. You've still got a bit of time to enjoy them too, as they're not planned for replacement until 2024.

Have your say

Do you agree with Neil's argument? Go to www.facebook.com/modelrail or www.twitter.com/modelrailuk and post your verdict.

How to join in

Want to present your own case? Send us 400 words explaining your choice to modelrail@bauermedia.co.uk, putting 'Present Your Case' in the subject line.

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Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



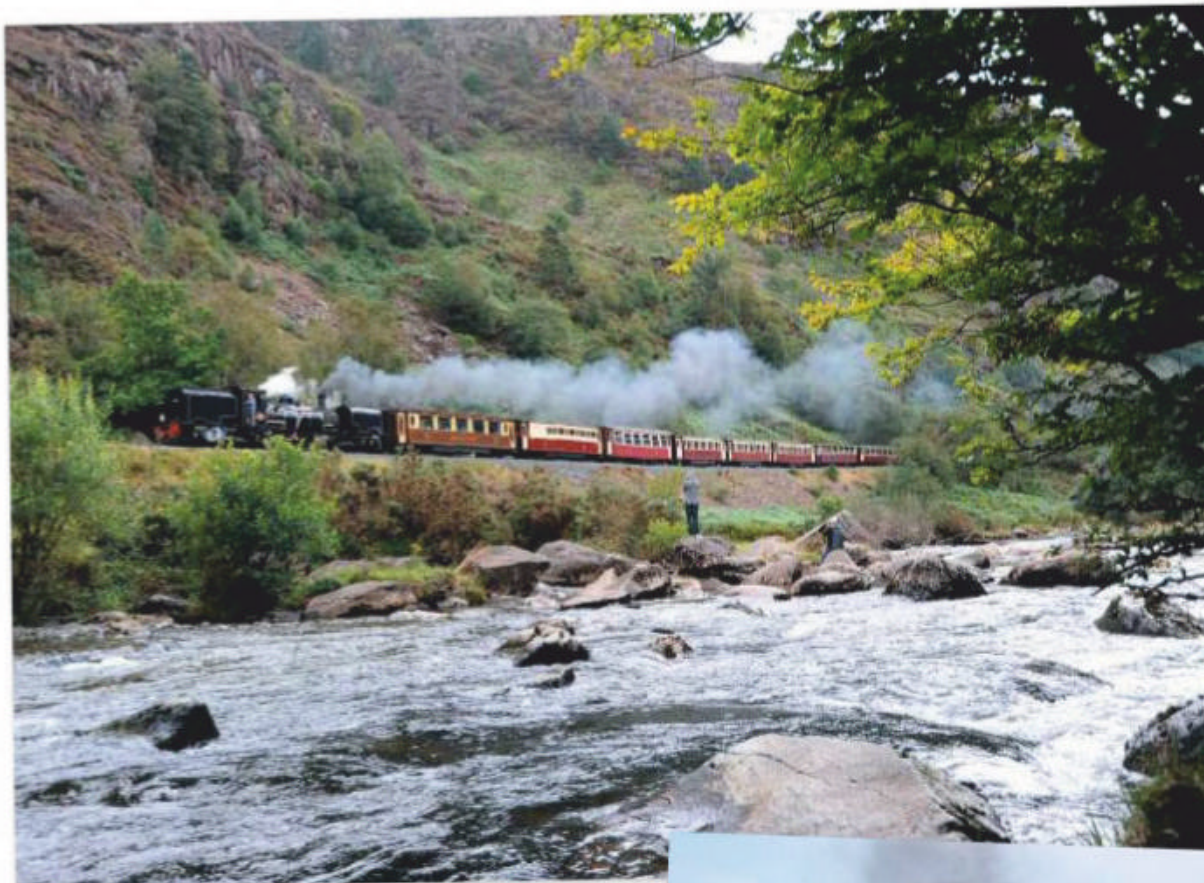
Richard Foster,
Editor

What is Britain's most spectacular railway journey? I'd like to chuck my tuppence worth into the mix by suggesting the Welsh Highland Railway.

I'd always shied away from travelling on the WHR. It's not a cheap day out and, having driven from Caernarvon to Porthmadog many times, I always felt that I'd seen the area from the car - and that I'd rather travel on the Ffestiniog instead.

But a rather wet week in North Wales in October presented the opportunity to tick the WHR off the list. I'm so glad I did because it's just spectacular.

I hadn't realized just how much of Snowdonia you see from the train that you'd miss by car. The visual treats are almost endless: the steep rock cuttings at Nantmor, the Aberglaslyn Pass, the horseshoe curves around Beddgelert... and that's before you get to the foothills of Snowdon between Rhyd Ddu and Waunfawr. Factor in a short stretch of street running and a flat-crossing over



Left: Is there a more spectacular stretch of railway in Britain than where the Welsh Highland runs through the Aberglaslyn Pass? STEPHEN THOMAS/ALAMY

Below: Ex-SAR 'NGG16' Garratt No. 87 tackles the tight curves on the approach to Rhyd Ddu, with the slate tips of the quarries above Betws Garmon visible in the distance. Near these tips is a stunning waterfall that's only visible from the train. THE PHOTOLIBRARY WALES/ALAMY

Network Rail and you have a railway journey like no other.

My love for the Ffestiniog hasn't diminished but if you haven't experienced the Welsh Highland yet, I urge you to include it in your travel plans for 2019. You can run out of superlatives to describe the WHR - you have to experience it for yourself.

Modelling hours: 12

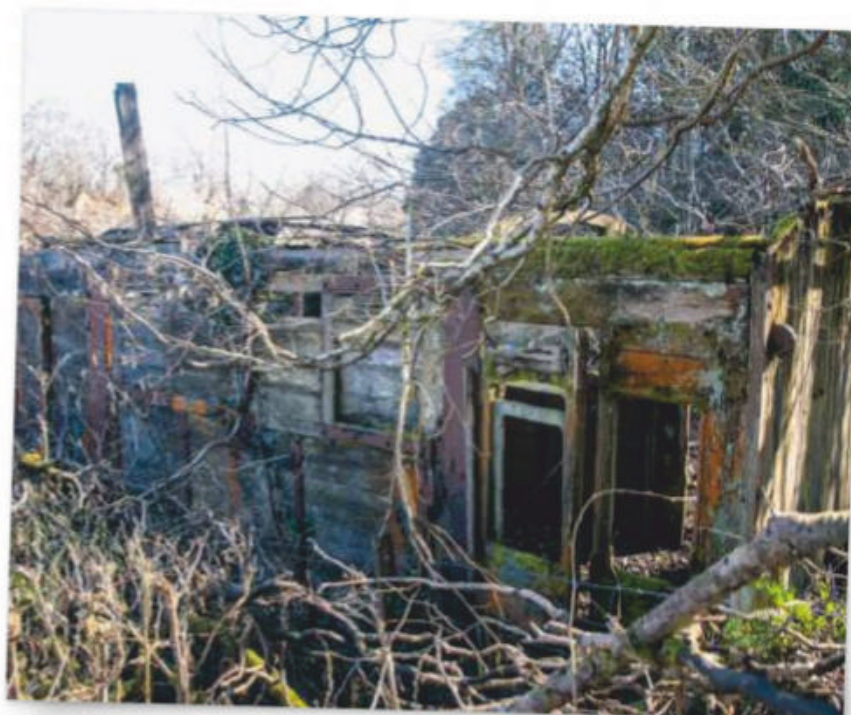
Note to self: Warley has spurred me on to wanting to finish a layout...



George Dent,
Deputy Editor

Horse riding is one of my main passions and, thanks to the elevated position afforded by my equine buddy, Warrior, I recently noticed a derelict railway wagon on the other side of a hedge. Returning later, on foot, I couldn't make out what it was due to the height and thickness of the vegetation. However, all was revealed on a more recent visit, thanks to winter's effect on the deciduous hedge.

Appropriately enough, it turned out to be a horsebox. Although I'm not certain of the exact type, it looks like an LMS design. It's in quite a sorry state, unfortunately, but its position - out in the wilds of Cumbria - is certainly picturesque - and well off the beaten track!



Modelling hours: 12

Note to self: A derelict horsebox in a farm field would make a great scenic feature - a change from the usual goods van.

George spotted this neglected horsebox in a remote Cumbrian field. GEORGE DENT



Chris Leigh,
Consultant Editor

The name Bob Wyatt may not be familiar but Bob, now an octogenarian, has been a leader among specialist model railway manufacturers for over 50 years. He cast parts for my range and that of Mopok, as Wyatt & Tizard (later W&T) and in recent years he's been the man behind Scale Link, importing Shinohara track and Darstaed models. He's now going to be taking life a bit easier and disposing of parts of Scale Link. All the best, Bob!

Modelling hours: 20+

Note to self: Take that crate of used models to Trains4U.

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