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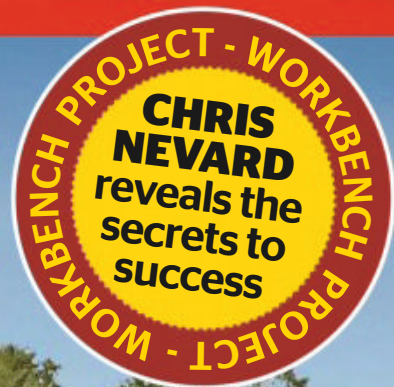
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MODEL RAIL

LAYOUT BUILDING

How to get the best from off-the-shelf parts

MADE EASY



REVIEWED

- ◆ KERNOW 'WARSHIP'
- ◆ HORNBY 'TERRIER'
- ◆ DAPOL CLASS 142
- ◆ CAVALEX PGA HOPPERS

IN-DEPTH - INDEPENDENT - UNBIASED

Workbench

TRICKS AND TIPS FROM OUR EXPERTS

- ✓ Model a garden
- ✓ Improve resin buildings
- ✓ Build a Gothic structure
- ✓ Revive a ruined paint job

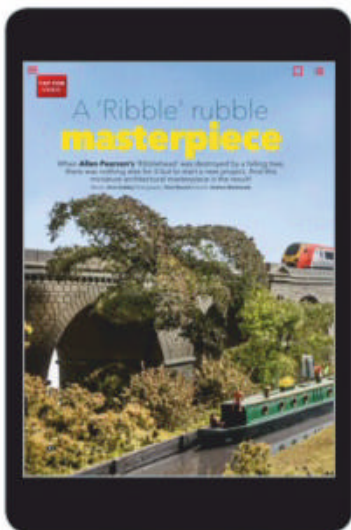


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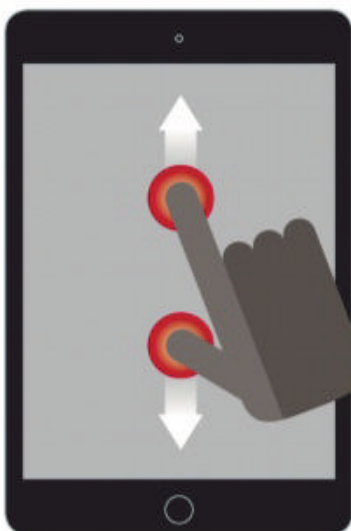


NAVIGATION

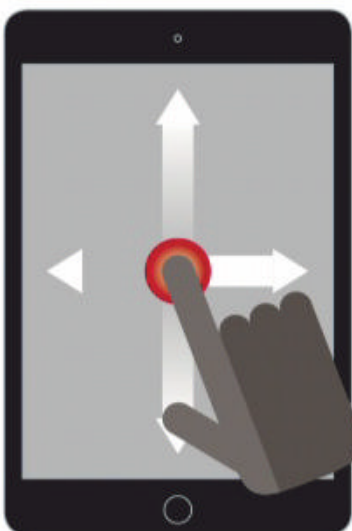
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Return to store, access bookmarks, search and more



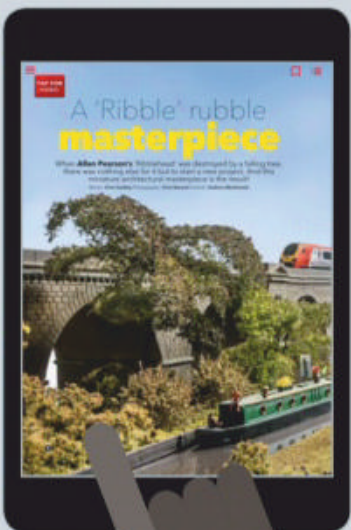
TABLE OF CONTENTS

Scroll through the issue at a glance



TEXT VIEW

Tap any text area to activate text view



TEXT VIEW ICONS



Close text view



Change text size



Change background



Superbly detailed and authentic, this 1:76 scale die-cast range includes classic vehicles from the 1920s through to the 1960s.



R7152 Ford Transit



R7124 BMC Mini Saloon



R7125 BMC Mini Van



R7153 Fowler Steam Roller



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R7154 Fowler Ploughing Engine



R7151 Land Rover 109



R7155 Ferguson TEA Tractor



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MODEL RAIL

brought to you by

**Richard Foster**

I'm starting to replace the internal doors in my house... just what am I going to do with the old ones?!

**George Dent**

I might be moving house soon so I need to have a clear-out. Sadly, that means saying goodbye to some old layouts.

**Chris Leigh**

I'm planning a *Railway Children* 50 anniversary exhibition for next year. The 'O' gauge 'Oakworth' needs renovating.

**Chris Gadsby**

My layout hasn't made any progress, but my research has! Finding plans of lost stations is very satisfying.

**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.



CHRIS NEVARD



I always describe a model railway as a three-dimensional painting. We really ought to consider ourselves as artists as, like Constable, we recreate inspirational scenes but in plastic and wood, rather than oils or watercolours.

The best artists – and I use the term to include actors, film-makers and musicians – always have distinctive 'tells'. Painting experts will be able to identify a painter just from the use of tones and textures, or even brush strokes. And the same can be true of model railway builders.

If anyone has created a unique modelling style it's Chris Nevard. He's given rise to the adjective 'Nevardesque'.

Chris' techniques for success are deceptively simple but still require an artistic eye that not everyone has (I certainly don't). So, in this special issue, we've challenged Chris to build a layout using off-the-shelf parts – Peco Code 100 sectional track, resin buildings and suchlike. As you'll see on p28, how Chris blends these items together is truly inspirational.

Even if you don't like laying your own track or scratchbuilding, you too can now build a Nevardesque layout. Learning Chris' secrets will enable you to hone your own skills. I can't wait to put Chris' ideas into practice on my own projects.

Richard Foster Editor

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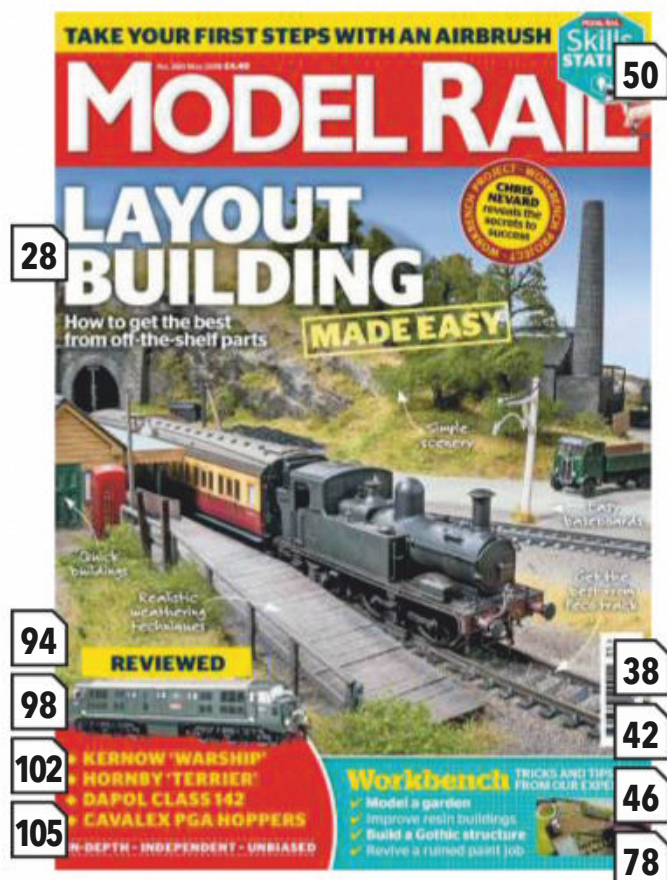
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Or you can **call** Jane Skinner on 01733 395155

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Contents



On the cover: 'Porth Emmet'. CHRIS NEVARD

Opening the box

6 The latest news from the world of model railways, including the latest projects and releases from the manufacturers.

11 **According to Chris...**
Chris recalls a memorable and historic Ian Allen railtour from 1964.

Features

14 **Untapped seams**
Model Rail revisits Phil Coggan's South Wales colliery layout to see what's changed.

54 **Masterclass**
Chris Leigh's eyewitness account of the historic events of May 9 1964.

68 **Post-Beeching fantasy**
Paul Kirkup's 40-year absence from modelling has given him a fresh perspective.

86 **Masterplan**
Paul A. Lunn presents part two of his exploration of Scotland's railways and scenery.



54 Masterclass



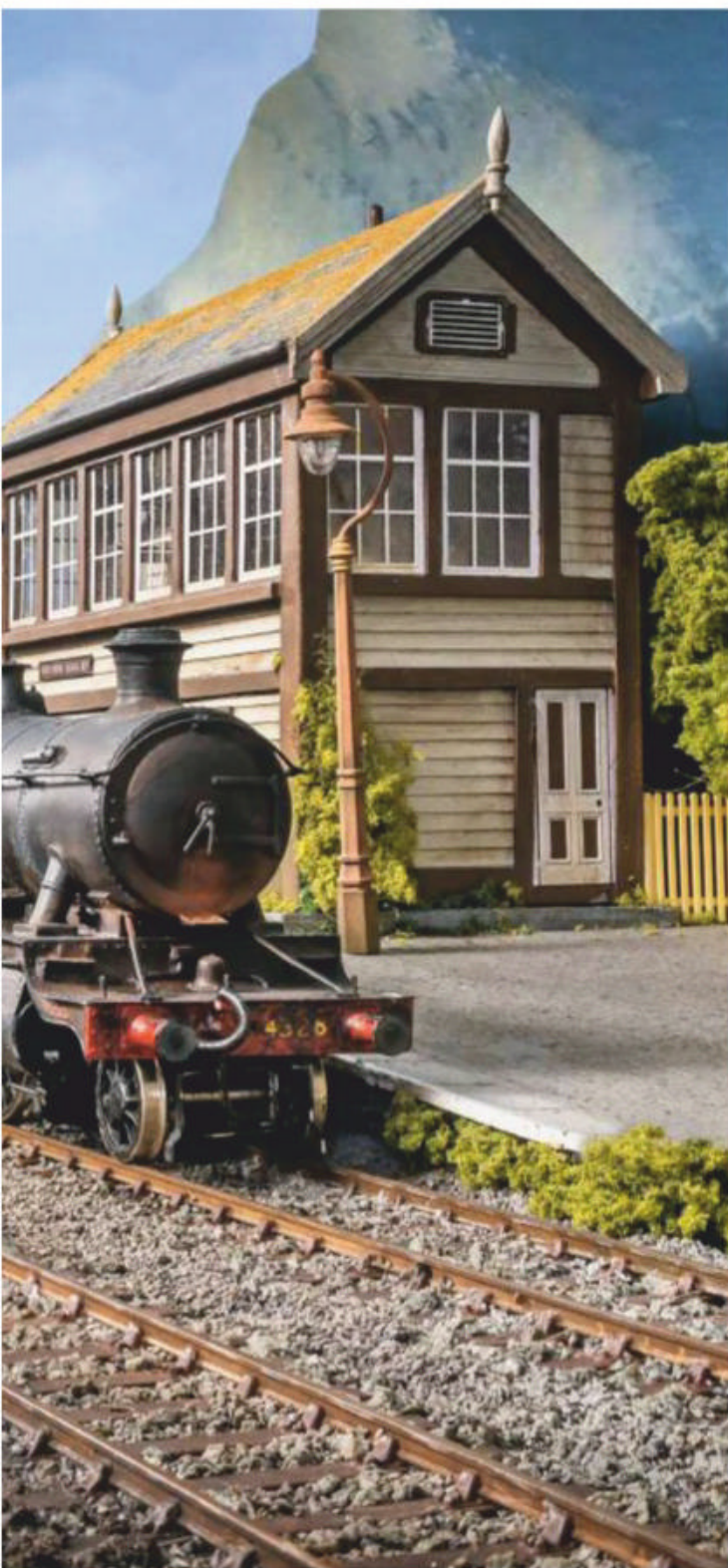
14 'Pen Y Bryn'

93 Reviews

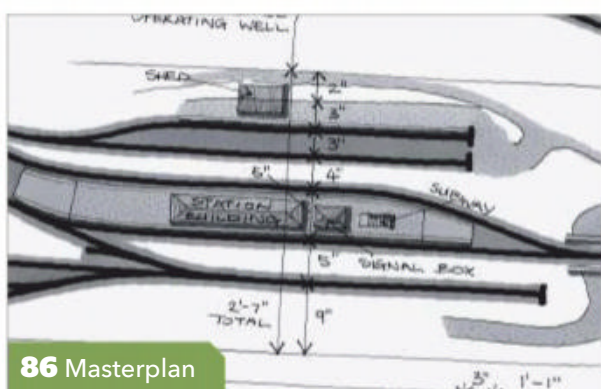
Hornby's 'Terrier', Kernow's 'Warship', Dapol's Class 142 and Cavalex's PGA wagons.



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



68 'Weydon Priors'



86 Masterplan

Workbench

28 Build from off the shelf

Chris Nevard builds a great layout using only off-the-shelf parts.

38 Model a garden

Chris Leigh demonstrates his prowess in 'OO' gauge 'horticulture'.

42 Improve resin buildings

Ten ways you can improve and individualise resin buildings.

46 How to build Gothic

Clive Hardwick reveals secrets of his stunning Northampton Guildhall model.

50 Skills Station Pt 3

George Dent explains why getting paint right is paramount in airbrushing.



42 Improve resin buildings



28 Build from off the shelf



38 Model a garden



46 How to build Gothic



50 Skills Station Pt 3



78 Know Your Stuff



106 The Club Room

Regulars

12 Subscribe to *Model Rail*

Turn to page 12 for this month's special offer.

66 Order your 'J70'

All of our 'J70s' are now in stock! Don't miss your chance to buy one.

78 Know Your Stuff

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

84 Order your 'USAs'

Some of our 'USAs' have almost sold out - don't delay if you want one.

106 The Club Room

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

110 *Model Rail* exclusives

Turn to page 110 to order from our exclusive models and publications.

112 Next Issue

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

145 Present your case

The place to voice your opinion on potential new models.

146 Backscene

This month's miscellaneous musings from the *Model Rail* team.

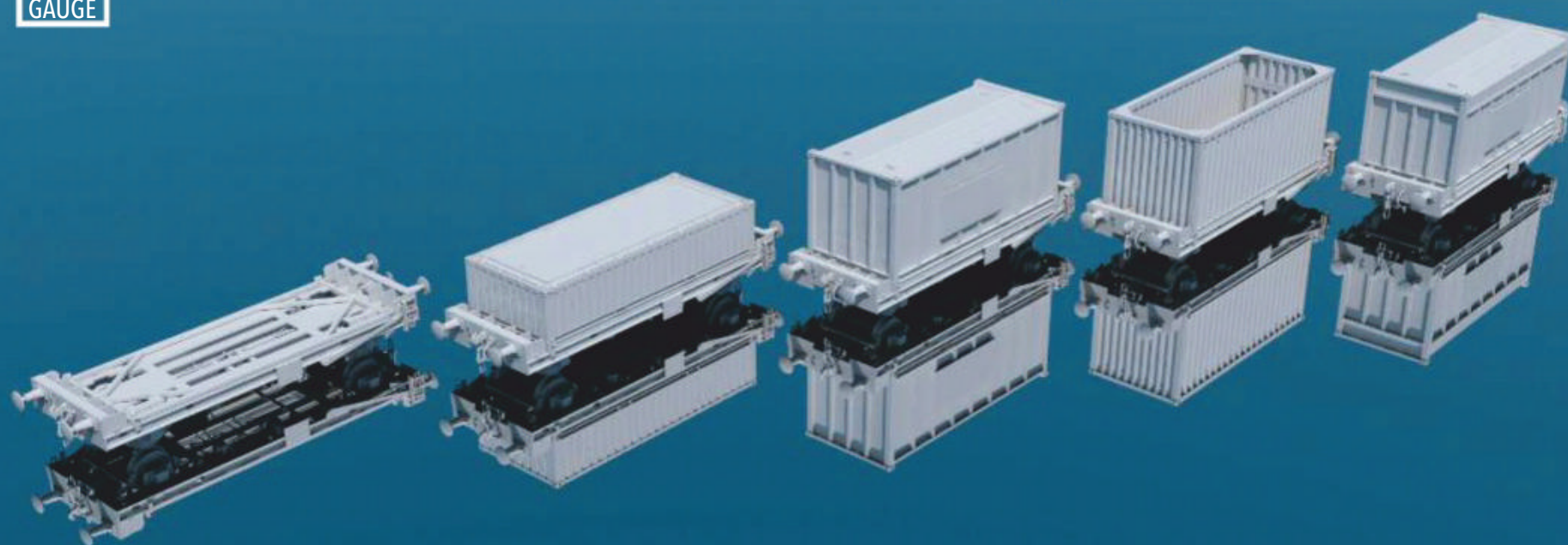
Opening the box

The latest happenings from the world of model railways

OO
GAUGE

STOP PRESS

Just as we closed for press, Accurascale's 'O' gauge 21.5t hopper and 'OO' gauge PCV cement tanks arrived in the office, along with samples of Hattons' eagerly awaited FEA/RHTT wagons. Look out for a full review of each model in next month's issue.



ACCURASCALE HAS IT ALL CONTAINED!

Accurascale has announced the launch of its next 'OO' gauge UK-outline model, the PF012A PFA four-wheeled container flat. The CAD design is complete and the tooling is almost finalised.

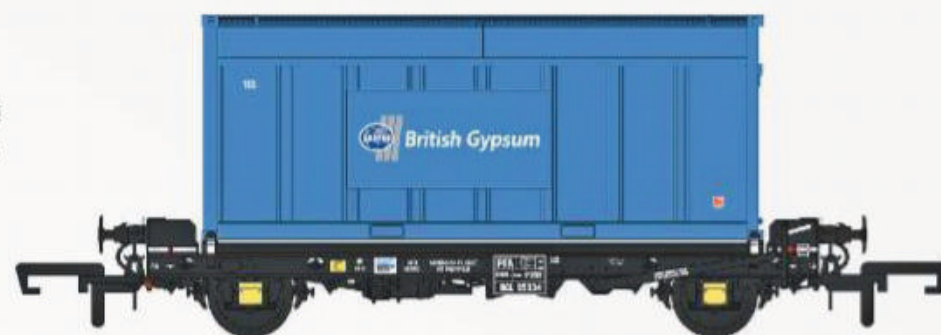
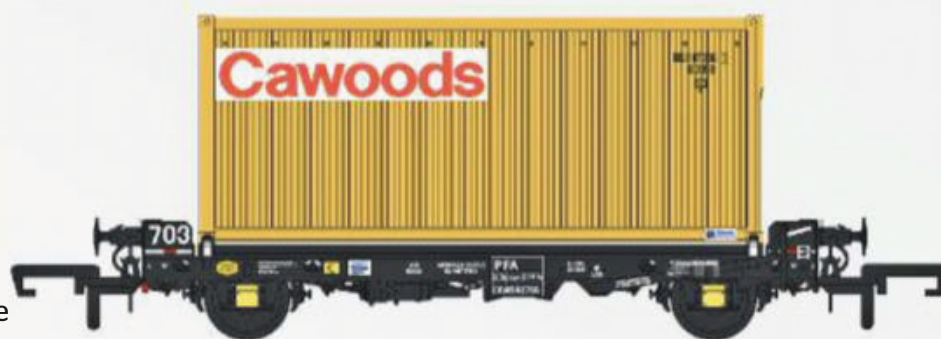
Accurascale's model of this versatile wagon will have a die-cast chassis for weight, with separate sprung buffers and provision made for easy conversion to 'EM' and 'P4'. Multiple configurations will also be available, enabling modellers to depict the diversity of the service. Plenty of different container bodies will be available in multi-packs.

Cawoods Coal wagons will be catered for, as will the bright orange British Fuels containers. Two different gypsum containers in two different liveries will also be offered for British Gypsum traffic, and there will be two packs of DRS flats carrying low-level radioactive waste vessels and a separate pack of empty DRS flats which are used as barrier vehicles.

These will all come in packs of

three wagons, with different identities and multiple packs available, allowing appropriate rakes to be built. The price for each pack is £69.95 and is available direct from Accurascale. Pre-ordering is now open with a delivery date of July 2019. For more information and to place an order, visit <https://accurascale.co.uk/collections/pfa-2-axle-container-flat-wagon> (quick link: <https://bit.ly/2V3L6Ku>)

These diminutive flats entered service in 1986 on the Cawoods Coal containerised trains, which ran from collieries across England and Wales to ports in the North West for onward shipment to Ireland. In the early 1990s some of these wagons were allocated to British Fuels and ran to various destinations between the North of England and Scotland. The PFAs continued in service after privatisation, carrying domestic coal traffic, but were also used to carry special gypsum containers for British Gypsum, and are still in service today, carrying low-level nuclear waste for DRS.



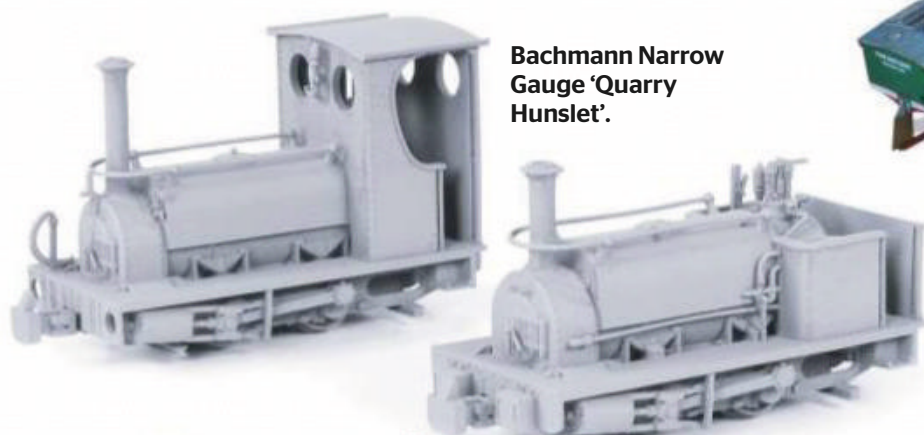


NEW FROM BACHMANN

Bachmann Europe revealed several new models in its Members Lounge, an exclusive area for Bachmann Collectors Club members at the London Festival of Railway Modelling, held at Alexandra Palace on March 23/24. These include the Branchline '94XX', the Branchline Midland 1532 ('1P') and the Graham Farish refurbished Class 31, all of which are at the engineering prototype stage, and a narrow gauge 'Quarry Hunslet', which is at the 3D-print stage of production.

Also announced at the exhibition was a new Collectors Club limited edition model, the 'OO' gauge Class 57 57307 *Lady Penelope* in DRS 'Cable Thieves: We're Watching You' livery. This model can be pre-ordered by club members now.

The 'N' gauge Class O8 Diesel Shunter as No. 878 *Basra* in Longmoor Military Railway livery is now available to members. The model (below) is priced at £109.95 and just 504 have been produced, each supplied with a certificate of authenticity. For further details visit www.bachmann-collectors-club.co.uk



Bachmann Narrow Gauge 'Quarry Hunslet'.



Above: Bachmann Branchline Midland 1532 ('1P')



Left: Graham Farish refurbished Class 31.



Below: Bachmann Branchline '94XX'.



SCALESCENES LAUNCHES A NEW FISHING FLEET

Scalescenes has launched downloadable kits of small fishing boats in both 'OO' and 'N' gauges, in both full-hull and waterline versions. Available for £4.99, the modeller has a choice of five different hull colours, including a half-sanded 'under repair' option, with editable boat and home port names, a fully detailed wheelhouse interior and illustrated instructions, including a masthead lighting guide.

YOUCHOOS OFFERS SOUNDS IN MANY SIZES

DCC sound specialist YouChoos has launched a new range of 3D speakers in a variety of footprints, including single and double-speaker formats. All the ranges are available in millimetre increments so you can choose exactly the height you require.

The new range means you will not have to choose from set sizes that don't necessarily fit your model.

For a complete list of the new range available visit www.youchoos.co.uk or e-mail info@youchoos.co.uk



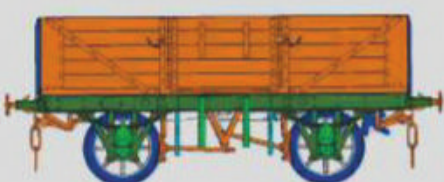
EARLY 20th-CENTURY OPEN WAGON



Minerva Model Railways has added an open wagon to its range of 'O' gauge ready-to-run GWR rolling stock. It is to produce the Dia. O4 five-plank open, of which some 2,706 were built between 1901 and 1904. This design was part of an extended family of 'Open A' wagons, which had bodies of between one and seven-planks.

Minerva's take on the 16ft wagon will feature DC3 brakes and an optional sheet rail.

The model will be available in



three GWR liveries and BR grey, with three different running numbers in each livery. It is due in stock in late 2019.

Price: £50.00

Availability: Minerva Model Railways Ltd, PO Box 244, Penarth CF64 9FJ

Tel: 02920 531246 **Web:** www.minervamodelrailways.co.uk

CAVALEX ANNOUNCES NEW '91' AND Mk 4s

Cavalex Models hasn't rested on its laurels now that its first ready-to-run wagon is in stock... it's announced one new locomotive, a range of coaches and two new wagons, and each will be available in both 'OO' and 'N' gauges.

Star billing goes to an all-new Class 91 electric and a range of Mk 4 coaches, to comprise Standard, First, Buffet and Driving Van Trailer vehicles.

As for the wagons, CAD design work is nearly complete on the new TEA tank. Cavalex is to produce the TEA built at Standard Wagon works with Gloucester GPS25 bogies for Total Oil in the late 1980s. Two batches were built (numbers 85930-944 and 85960-974) and they're still in service, although four have been converted to KBA barrier wagons for moving London Underground S-Stock to and from Derby. Last but not least is the PHA bogie hopper built for Bardon Hill Quarries. WH Davis built 50 wagons in two distinct batches (30 in 1986-88 and a further 20 in 1990).

Further details had not been announced at the time this issue went to print, but for more information visit www.cavalexmodels.com

CAVALEX MODELS BR CLASS 91

What's planned?

- ◆ InterCity 'Swallow'
- ◆ LNER red/grey
- ◆ 91119 *Bounds Green InterCity Depot 1977-2017*, LNER InterCity re-paint

CAVALEX MODELS BR Mk 4 COACHES

What's planned?

- ◆ First; Standard; Buffet; DVT, InterCity livery
- ◆ First; Standard; Buffet; DVT, LNER livery



Above: A TEA Total Class A tank with Gloucester GPS bogies built to diagram TE009 standing at Standard Wagon works, at Heywood, on February 26 1989 and (above right) a 68t Bardon Hill Quarries PHA aggregate hopper built by WH Davis circa 1986 to design code JG010A, at Westbury, on January 13 1991. BOTH: PAUL BARTLETT



'N' GAUGE PGA READY TO ROLL

You can read a full review of Cavalex Models' 'OO' gauge PGA on page 105. Order the 'N' gauge version by April 15 and you'll get it for the discounted price of £25.00 - it's £27.00 if you order it after that. Cavalex has also said that unless enough orders are placed it won't go ahead. See <https://bit.ly/2CIHwhy>

Meanwhile, the response to its 'OO' gauge BBA bogie steel wagons has been so positive that Cavalex was due to start tooling this model in late March.

LOCOMOTION'S 'A1' 'TERRIER' OPTIONS UNVEILED



Locomotion Models has released a pre-production image of the forthcoming 'A1' class 0-6-OT 'Terrier'. This 'OO' gauge model has been produced in partnership with Rails of Sheffield and manufacturer Dapol.

Finished in LB&SCR Stroudley's Improved Engine Green livery, which it currently carries, the model will be available later this year for £110. It will be DCC-ready and is being produced by Dapol as an Exclusive Edition model as part of 'The National Collection in Miniature' series. It will also be available with factory-fitted sound for £239.00.

Both DCC ready and DCC sound-fitted versions can be pre-ordered for a £30 deposit

from www.locomotionmodels.com and will also be available over the counter at both

Locomotion, Shildon and at The Railway Museum, York later this year.



Class 33/1, 33117,
departs Salisbury
in May 1988.
CHRIS TRERISE



KERNOW '33/1s'

Kernow Model Rail Centre has commissioned Heljan to produce two Class 33/1s, and they're due in stock in December. Two different locomotives will be available.

The first, 83301 'Zebedee', worked as part of a test train

prior to the introduction of the Eurostar units. This will have standard Heljan bogies as it is not viable to produce a new tool for the bogies of one model.

The second is 33117, in BR blue with additional

embellishments to the lamp brackets and buffers. This will also carry the number D6536.

Both models will cost £149 plus postage. You can order them now at www.kernowmodelrailcentre.co.uk

DELUXE MATERIALS NEW PRODUCTS

Deluxe Materials has released two new products, and made some alterations to its existing range. Modellers will already be familiar with its Track Magic and Ballast Bond, but they will now be available in 250ml and 500ml bottles, respectively.

The first new product is Eze Epoxy Putty, which allows for rapid customization of plastic, resin, metal and wooden models. It can be sanded, carved and painted once it has cured. The other new product is called Looks Like Glass, and this gives a glass-like effect to kit plastics (see page 82).

Both of these products retail at £7.50 and are available through Gaugemaster.

Web: www.gaugemaster.com
Tel: 01903 884488



WIN HORNBY 'CORONATION SCOT' SET WORTH £265!

It's 80 years ago since one of Britain's most famous named trains ceased to run. The London-Glasgow 'Coronation Scot' only ran for two years, but it burst dramatically onto the scene with its streamlined LMS

'Pacifics' and luxurious coaches, all finished in striking red and gold livery. Sadly, like so many other glamorous named trains, the 'Coronation Scot' came to an end with the outbreak of war in 1939 and was never revived.

Now you can bring some of the 'Coronation Scot's' pre-war glamour to your layout. Thanks to the generosity of Hornby we have one 'OO' gauge LMS streamliner No. 6229

Duchess of Hamilton (R3677, rrp £189.99) and a pack of three 'Coronation Scot' liveried coaches (R4873, rrp £79.99) to give away.



To be in with a chance of winning a 'OO' gauge Hornby 'Coronation Scot' and three coaches, go to www.model-rail.co.uk/mr260-comp and answer the following question:

Where was LMS 'Pacific' No. 6229 *Duchess of Hamilton* re-streamlined?

A: Meiningen Steam Locomotive Works

B: BREL, Swindon

C: Tyseley Locomotive Works

Don't have the internet? Send your answer, plus contact details, to 'Coronation Scot' Competition, *Model Rail*, Media House, Peterborough Business Park, Lynchwood, Peterborough PE2 6EA.

For full terms and conditions, go to www.bauerlegal.co.uk/competition-terms.html

● Closing date is May 9 2019.



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2D-022-011/D/S - Class 68 68034 DRS Compass/DCC/DCC & Sound

TERRIER



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2S-012-010 - Terrier A1X 32636 BR Lined Black Late Crest



2S-012-011 - Terrier A1 751 SECR Green



2S-012-012 - Terrier A1 734 LSWR Green

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4D-009-006/D/S - Class 121 BR Blue Grey Highland Stag 55026 /DCC/DCC & Sound



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4D-009-008/D/S - Class 121 Midline 55033/DCC/DCC & Sound



4D-009-009/D/S - Class 121 Railtrack Red/White 977723/DCC/DCC & Sound

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2F-026-005 - HIA Freightliner Heavy Haul Limestone Hopper Green 369002

2F-026-006 - HIA Freightliner Heavy Haul Limestone Hopper Green 369020

7F-017-001 - Lime Van - H. Le Neve Foster 531

7F-017-001W - Lime Van - H. Le Neve Foster 531 Weathered

7F-018-001 - Salt Van - Chance & Hunt Oldbury 333

7F-018-001W - Salt Van - Chance & Hunt Oldbury 333 Weathered

Product Scale Key

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OO Gauge

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According to Chris...

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



When you work with an editor for any length of time, he'll know exactly what topics excite you. Richard Foster certainly does – that's why I'm writing this at home on a Saturday evening!

He asked me to write a Masterclass about the farewell bash for the GWR 'Castle' 4-6-0s on May 9 1964. If the following sounds familiar, you've watched James Cameron's *Titanic* too many times.*

It's been 55 years, yet I can still remember it as if it were yesterday...

It was the culmination of some weeks of excitement, eavesdropping on conversations and chatting with my colleague David Percival, and *Model Railway Constructor* Editor Alan Williams. I'd been with MRC as the office junior for less than six months. Much of my time was spent as a messenger boy between the Shepperton office, to which we had just moved, and the Fleet Street office of *Modern Transport*, which Ian Allan had recently taken over. So I missed a lot of office 'chat'.

Even so, it was clear, early in 1964, that something big was being planned. The foyer on the ground floor of Terminal House at Shepperton was partly given over to a new travel agency which one of Mr Allan's friends, H.T.S. 'Trevor' Bailey was running. 'Trevor', a leading light in the Festiniog Railway Society and an avid railway enthusiast, was the

contact between Ian Allan Ltd and British Railways. He organized and ran the railtours and depot visits for the Ian Allan Locospotters Club which, at its height, had over 300,000 members.

Trevor was also a very nice gentleman, who was always on the lookout for helpers on the railtours. He couldn't ask magazine editors to traipse up and down the train selling magazines. He could, however, invite the office junior to do so, and that is how I (aged 17) and my 14-year-old brother, Roger, came to be on 'The Great Western' Paddington-Plymouth high-speed run on May 9 1964.

We were both armed with our Kodak Brownie 44A cameras, mine loaded with colour film and Roger's with black and white. Once the train left Paddington, we had no chance to use our cameras, however. Based in the leading brake van, behind the tender of 4079, we worked our way up and down the seven coaches with armfuls of IA publications.

The story of that epic day is told in Masterclass on p54, but here I just want to try and give a glimpse of the atmosphere on board and the rollercoaster of emotions we rode that day. I've long thought it was interesting that the route shown on the tickets was 'via Lavington', a very minor station, and it was at Lavington that disaster struck. Here, we ground to a halt, No. 4079's grate having been melted by the heat of the fire.

The rest of the down run really passed by in a blur. I tried to go forward at Westbury to see the engine change but there was such a throng on the platform that I soon abandoned the idea. I was successful at Taunton for the next engine change, when No. 7025 *Sudeley Castle* took over. I enjoyed the run along the Teignmouth sea wall and over the South

Left: What idiot sticks his head out of a train at 90mph? That's 17-year-old me, photographed by my brother Roger on the long bend past Powderham Castle. From memory, the speed was at least in the high 80s and it was painful sticking your head out far enough to take a picture. I don't think I actually took a shot at that point. I did, however, get one shot on Wellington Bank. ROGER LEIGH/C.J.L. COLLECTION



Above: You can almost hear the sizzle and hiss of *Earl of Ducie* as it rests at Paddington with the final leg of Ian Allan's May 9 1964 commemorative railtour. BRIAN STEPHENSON

Devon banks from the comfort of a seat (and with a full lunch). Several of the Western Region top brass relinquished their seats so that staff without allocations could sit and have lunch. Cold meat and salad with new potatoes has been a favourite ever since.

At Plymouth, several of us elected to take a ride across to Saltash, over the Royal Albert Bridge. Disappointingly it was by DMU.

Travelling from Plymouth back to Bristol with No. 7029 *Clun Castle* was the undoubted high spot of the day. What's more, we had done as much selling as we could and we were now able to enjoy the ride, sharing a droplight window with two or three others.

'Exhilarating' is the best description. Laura driver Harry Roach knew exactly how to get the best out of 'Clun' and putting one's head out of the window in order to take pictures was painful. I managed just one.

Some of the atmosphere was lost after 5054 took over at Bristol. On the train an arrogant bunch were shooting a documentary, *The Steaming Ton*, for BBC2. It was no longer 'our' train and to top it all they fudged the claimed 'ton', despite the fact that 5054 reached no higher than the low 90s. Black smoke betrayed problems on the footplate and it proved impossible to maintain full boiler pressure.

That was disappointing, but nothing could diminish the elation at having been part of that day. Sadly, for Trevor, the subsequent accusations by some – that it had all been a put-up job and that the change of engines at Westbury and Taunton was all planned – were deeply hurtful. Nevertheless, a year later he had a restored No. 4079 at Paddington for an IA railtour to Worcester and Swindon. But that, as they say, is another story.

* I certainly have!



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

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Untapped seams

Five years on, *Model Rail* returns to **Phil Coggan's** fictional South Wales colliery layout to see what's changed.

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

LAYOUT **PEN Y BRYN**

VITAL STATS

Layout:

'Pen Y Bryn'

Size: 18ft by 10ft

Gauge: 'OO'



“Scratchbuilt from Wills stone sheet and Polyfilla, the houses are the dominant feature of this extension”

2



3

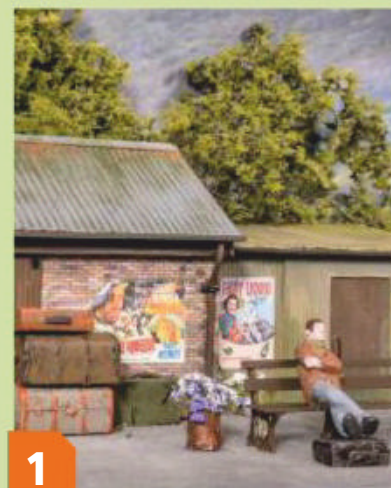


It's been almost five years since we visited Phil Coggan and his mid-20th century South Wales colliery layout 'Pen Y Bryn' (MR196, June 2014). This atmospheric town is fictitious, but it has all the characteristics of a modest cornerstone of the mining industry.

'Pen Y Bryn' is 18ft long and 10ft wide, built against the side walls of a converted garage loft. Following our last visit it was Phil's intention to increase the scenic section to the right-hand side, against the window, but he encountered a problem.

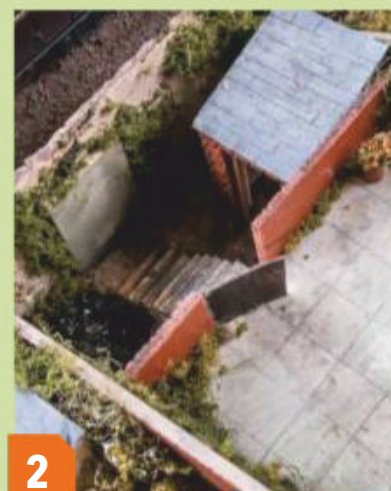
"When the layout was first built the two sides were only intended to be links between the fiddleyard and the scenic area, so they were only a foot wide. This

3 things we like



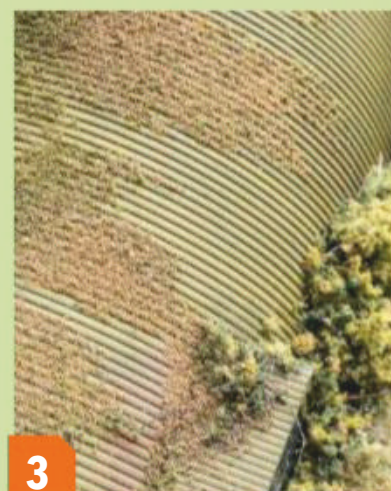
1

The advertisement posters have been weathered with a bit of tearing and curling.



2

Attention to detail extends to the most obscure features – even this outside loo!



3

Some of the earth that covered the Anderson shelter remains, modelled with scatter material.

was fine for hosting two tracks and nothing else, but there was no room for any scenery. The first job was to widen it to two feet, which gave me room to add something interesting.”

CHILDHOOD MEMORIES

Phil's layout is based around his childhood in the 1950s. There's no working from photographs here though – he's recreated the scene from memory.

“The street is a replica of the one I lived on as a child, with an Anderson shelter left over from the war turned into a café, something I have portrayed on ‘Pen Y Bryn’. As per the prototype, the backs of the houses have no windows and each has different



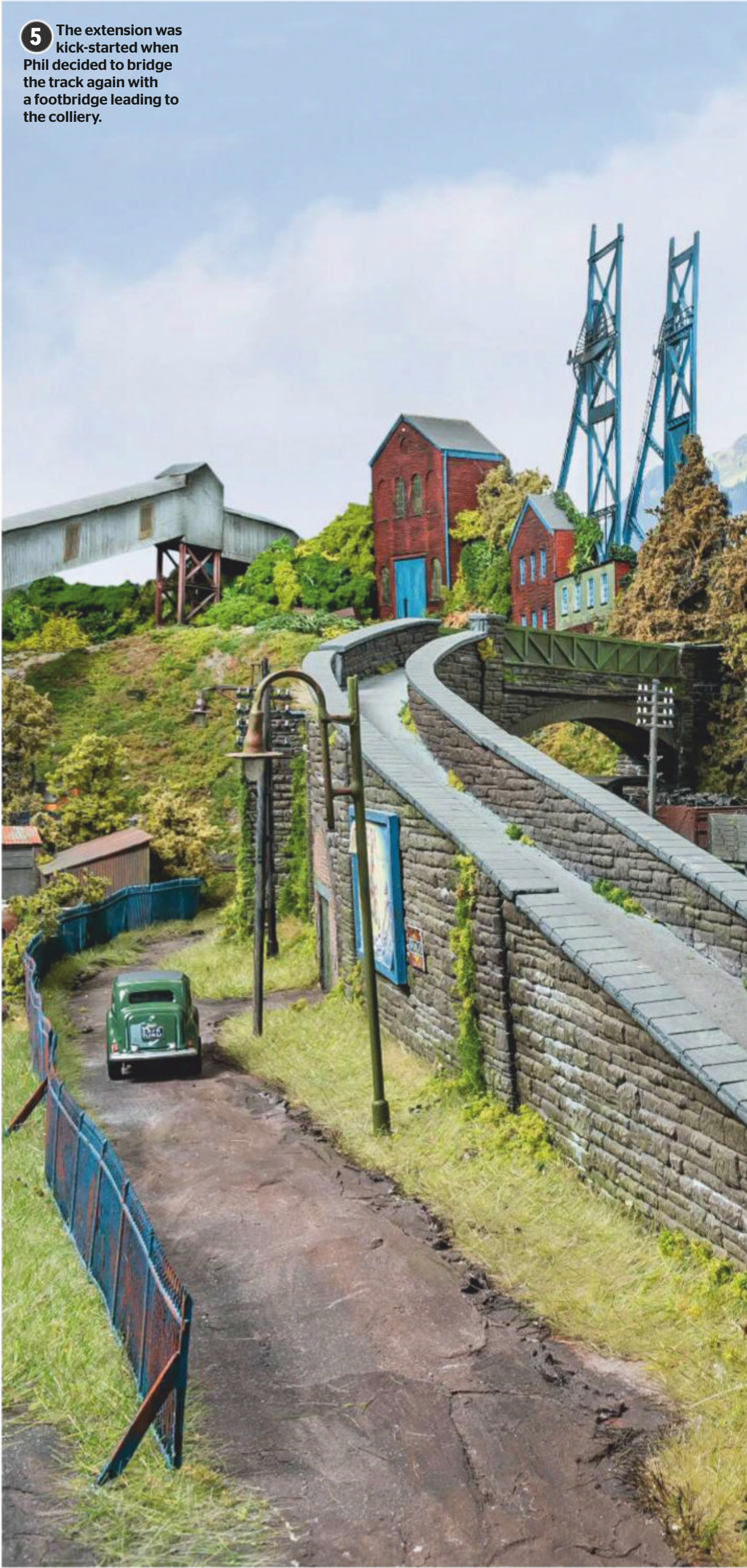
What makes this layout great?

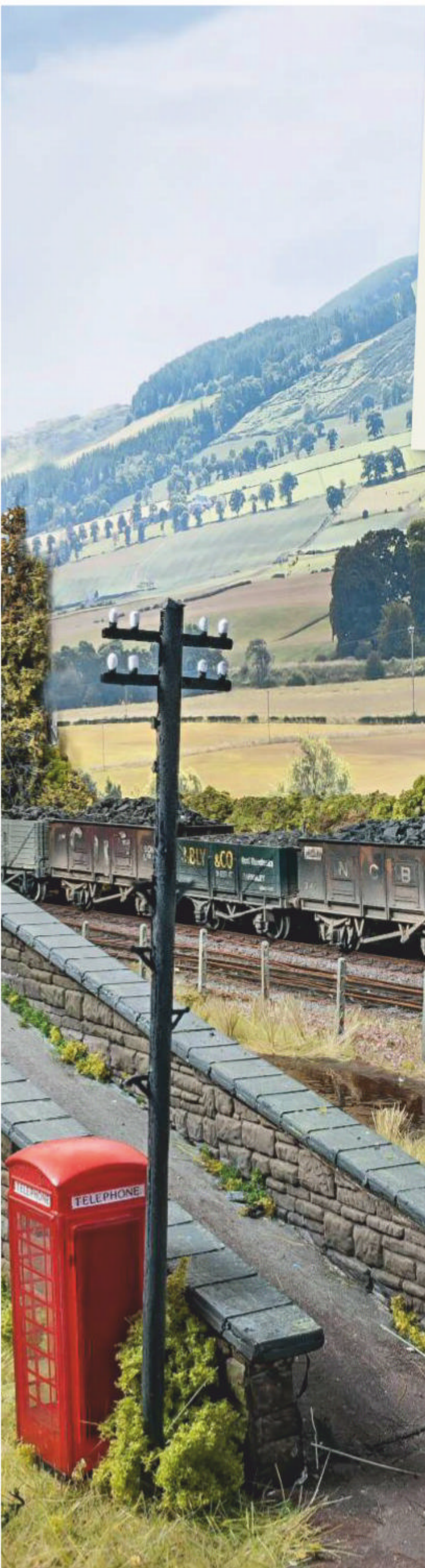
It's been worked on for a quarter of a century, so it's no surprise that 'Pen Y Bryn' is highly polished. The atmosphere is perfect and you really feel as though you are one of the pit workers as the long rakes of wagons pass by.



coloured doors and window frames. They were pit houses, so their design was as simple as possible and designed to make maximise use of the available space. The stairs, for example, were curved in the corner of a room so as not to take away from the downstairs living area. The result was that if a new bed was delivered, the front window would have to be removed to get it in!"

Scratchbuilt from Wills stone sheet and Polyfilla, the houses are the dominant feature of this extension but the intricate detail outside them is really what brings the area to life. Phil has accurately depicted the pavement, complete with a stopcock outside each house and drains running across the pavement, so that water leaving the



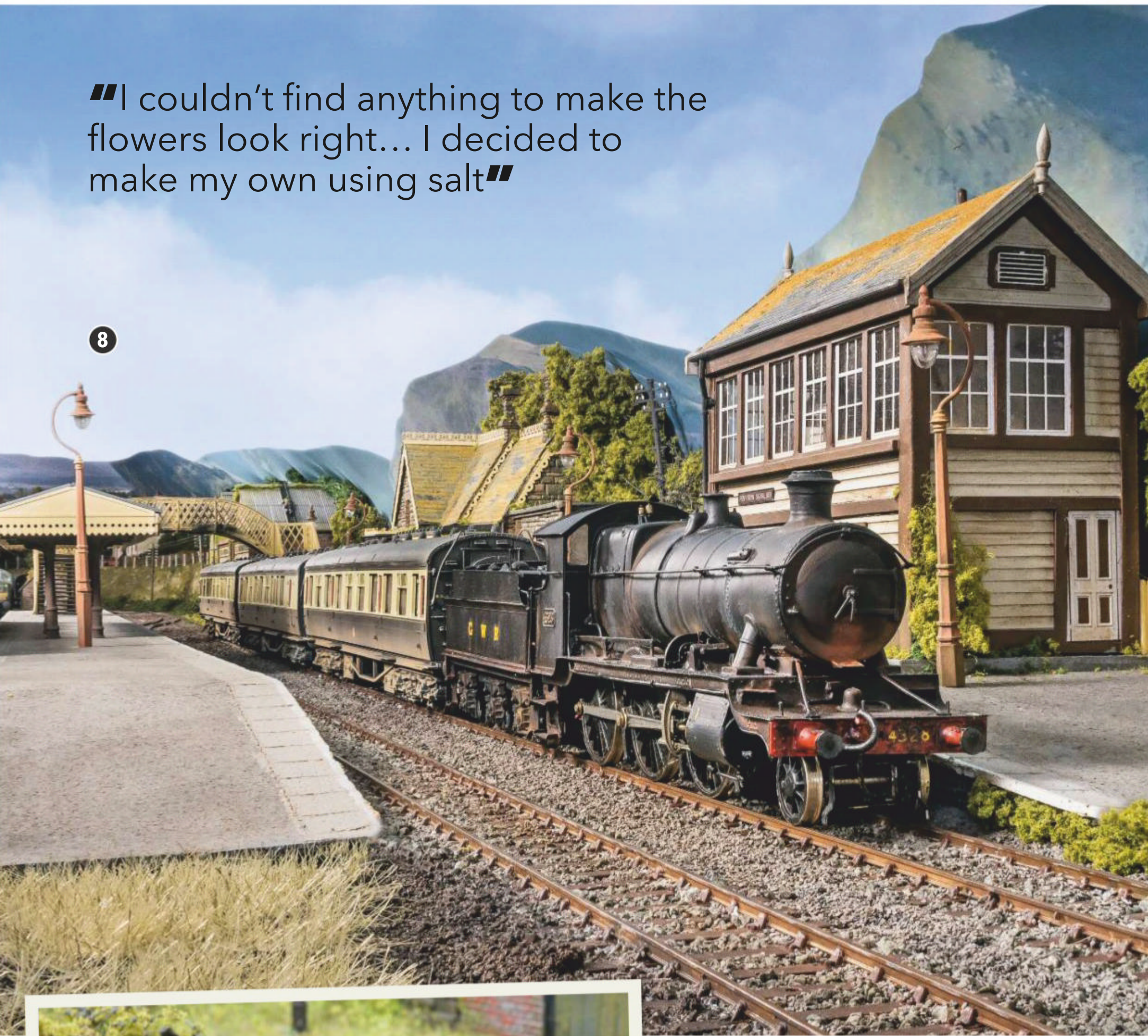


7

The football goal was painted onto the Polyfilla house side with a brush, just as young boys of the day used to do.

“I couldn’t find anything to make the flowers look right... I decided to make my own using salt”

8



9

drainpipes runs to the road and the grates, rather than along the front of the houses.

At one end of the street there are some derelict cars and a smallholding, while at the other end there’s an abandoned lorry and a large pile of rubbish. This took Phil a long time to model but was one of his favourite parts of the whole build.

“A lot of fiddly, intricate work has gone into each car. I’ve used jeweller’s saws and a very small drill to remove the bonnet and headlights, and to open the doors, boot and sunroof, but they are very easy tools to break. Fortunately I’ve been using them for years so I managed to carry out the work without mishap. Once the parts were removed, it was just a case of stripping the paint, making it look rusty and adding dents. This was done with a drill on the roof to replicate the effect of children jumping on the truck’s cab. The large pile of



rubbish is just a random assortment of bits and pieces from my spares box."

A PINCH OF SALT

It isn't just the right-hand side that has been given a makeover. The passenger station is also new and the platform has been renovated, including some rather interesting flowers...

"I couldn't find anything to make the flowers look right. The 'OO' gauge ones could easily look at home on an 'O' gauge layout, and the same with 'N' gauge for 'OO', but I didn't like these. After struggling to find anything suitable I decided to make my own using salt. After bashing it into a powder I added dyes of different colours and waited for it to dry. The dye makes it go a bit clumpy, so I bashed it down again and sprinkled the coloured salt inside the hanging baskets and the ►



This '43XX' is a Malcolm Mitchell kit which Phil began in 1993. It sat on his workbench for a long time until he decided to finish it, and that's what rekindled his interest in model railways.

13 'Pen Y Bryn' was started in 1993, but Phil took ten years away from the hobby when his interest dwindled.



14 The track is from SMP and the points have been handmade. This is more time-consuming but the improved look is clearly worth the effort.



tubs on the platform. I used a similar technique with the lineside flowers, cutting off individual bristles from a paintbrush before dipping them into diluted PVA and then the dye."

WHERE THERE'S MUCK...

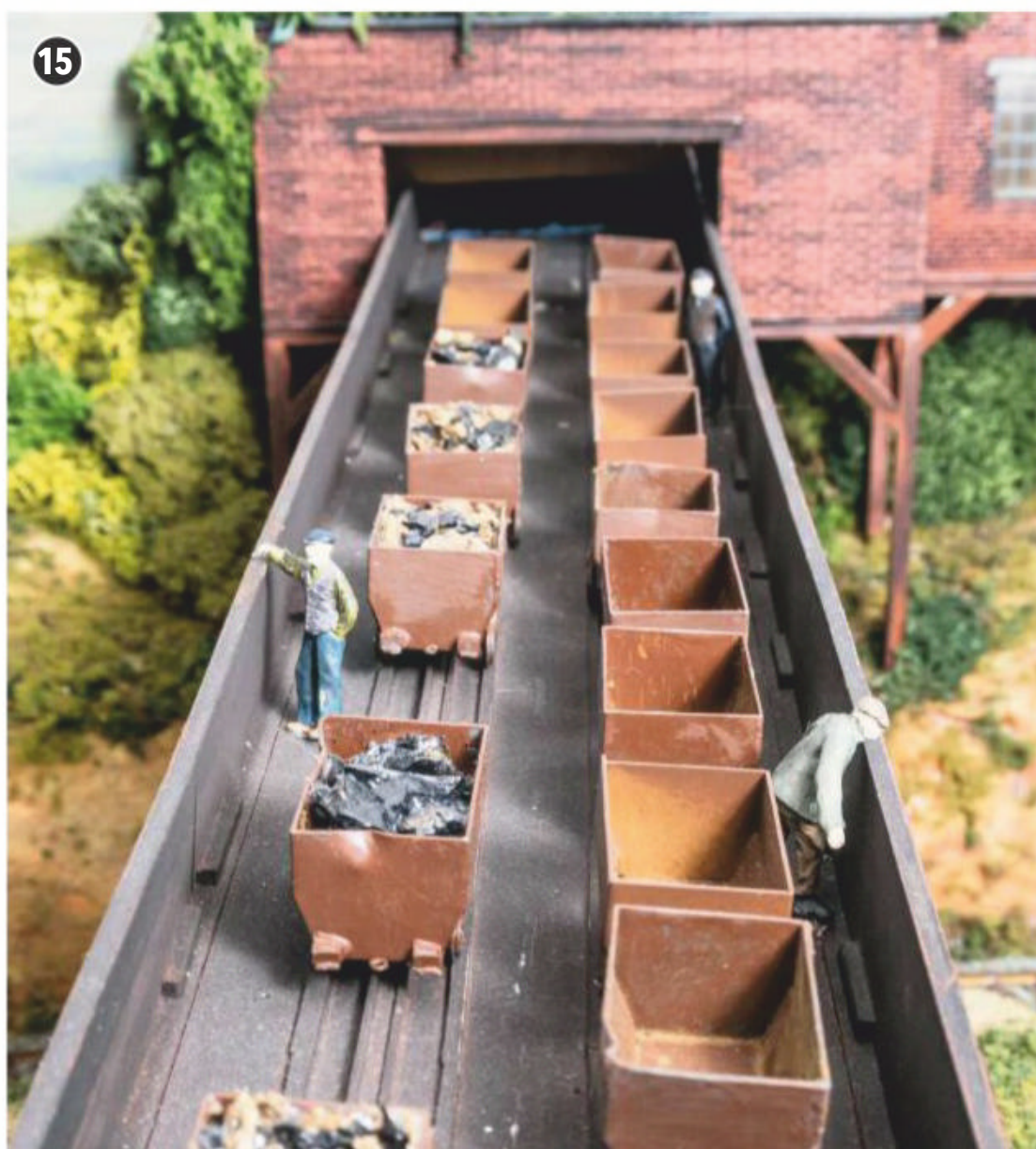
Having once worked as a painter at Ogilvie and Oakdale collieries, getting the right mining town atmosphere wasn't difficult for Phil, and working there allowed him to make some very accurate trams.

"I took the opportunity to measure them while I was working at the collieries and gave the measurements to my brother who drew plans and found a company that etched them in sheet brass. There are around 30 on the layout, with more than 20 of those on the tramway. Each one had to be soldered together – I could only do a few at a time before it got tedious!"

So what's next for 'Pen Y Bryn'? Phil is already contemplating the potential scenic options on the other side of the layout, which include plans for a small dock. As for the fiddleyard, that's likely to stay as it is for now.

"There's one simple but large problem with the fiddleyard and that is access. I have two mixing desks in the way ('Pen Y Bryn' shares the space with Phil's recording studio), so it's really difficult to reach the back of it. I enjoy doing the scenery more than operating the trains though, so nothing has been run for about a year now."

Even though there's nothing moving, 'Pen Y Bryn' contains plenty of interesting detail, from the intricate details on the platform to the simple yet characterful houses of the pit workers. It may be fictitious, but the impression it makes is very real. 

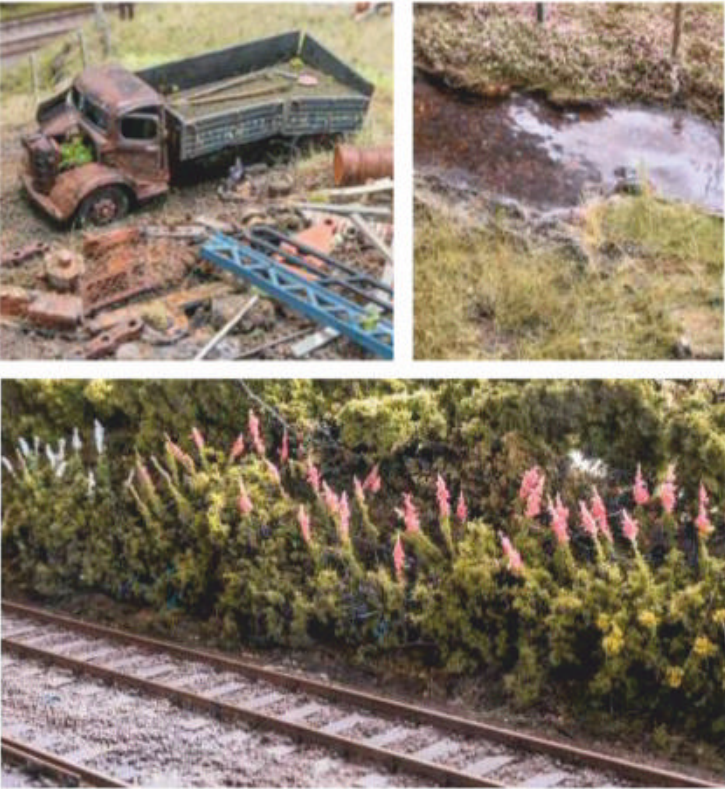




MODELLER CV: PHIL COGGAN

I've been plying in bands since the 1960s, but I got tired of doing the club circuit so I set up my own recording studio, just for my own use at home. When I'm not working on the layout I'm making music.

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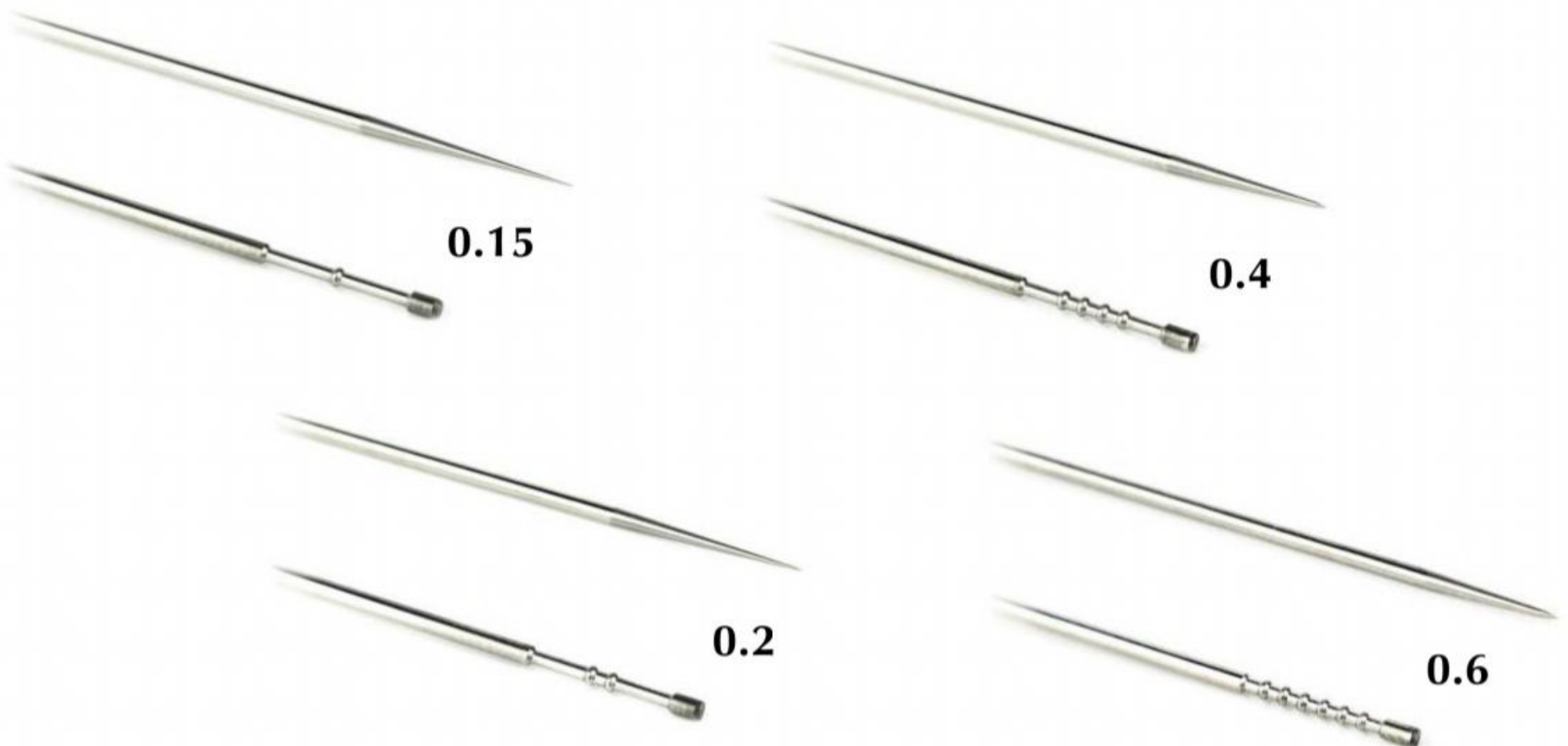
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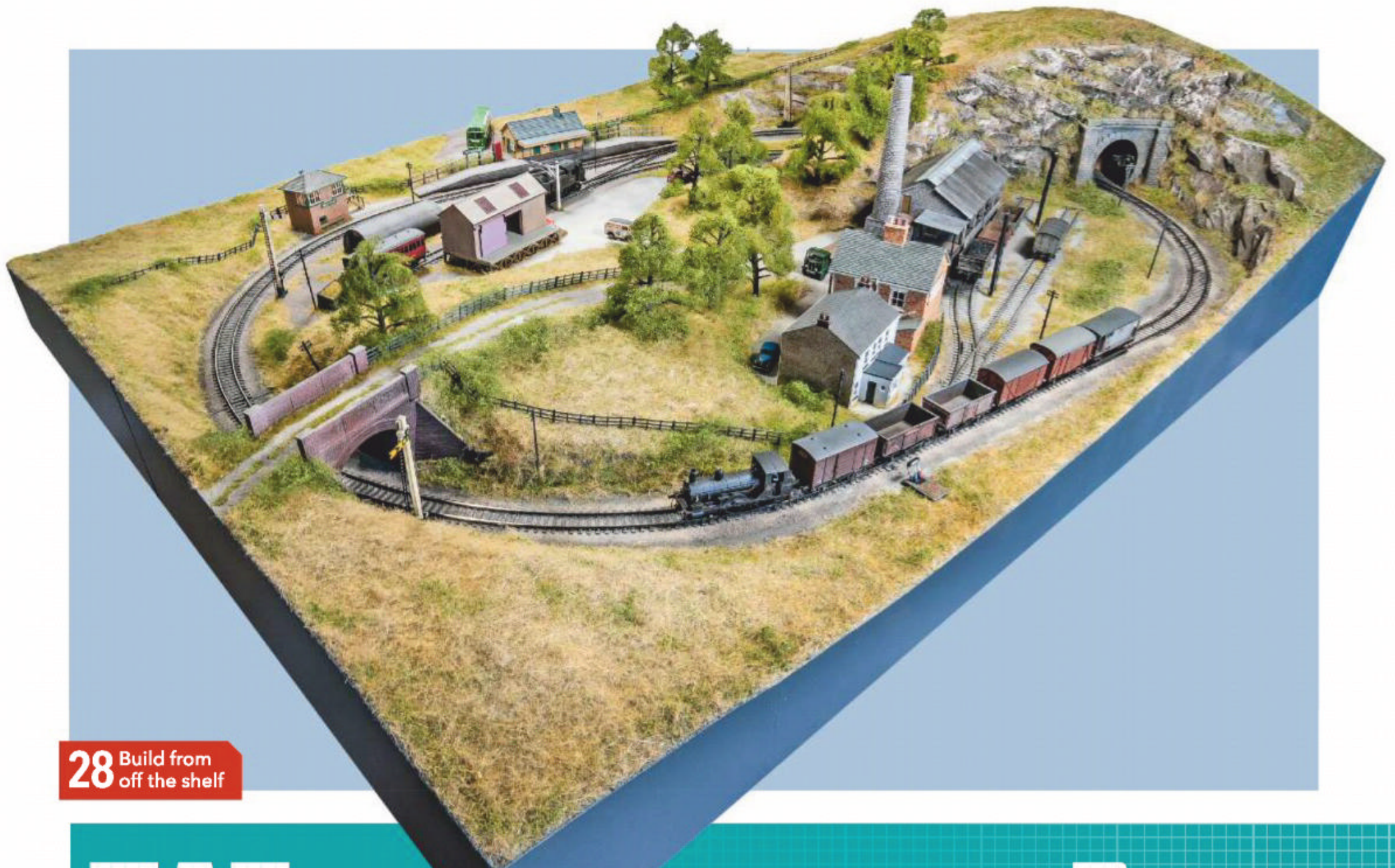
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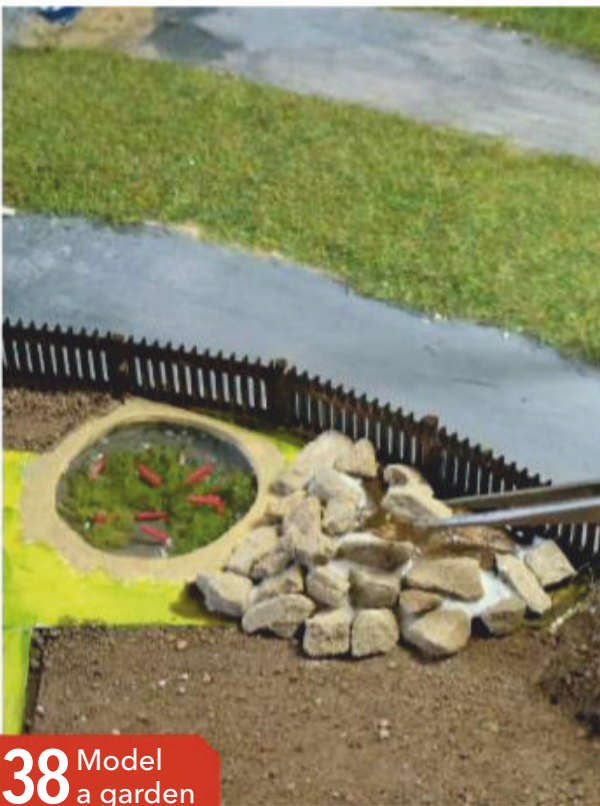
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28 Build from off the shelf

Workbench

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



38 Model a garden



42 Improve resin buildings



46 How to build Gothic



50 Skills Station - choosing and using paint



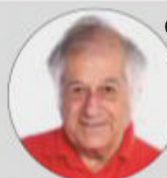
Meet the *Model Rail* Expert Modellers



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



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



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



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

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

HOW TO

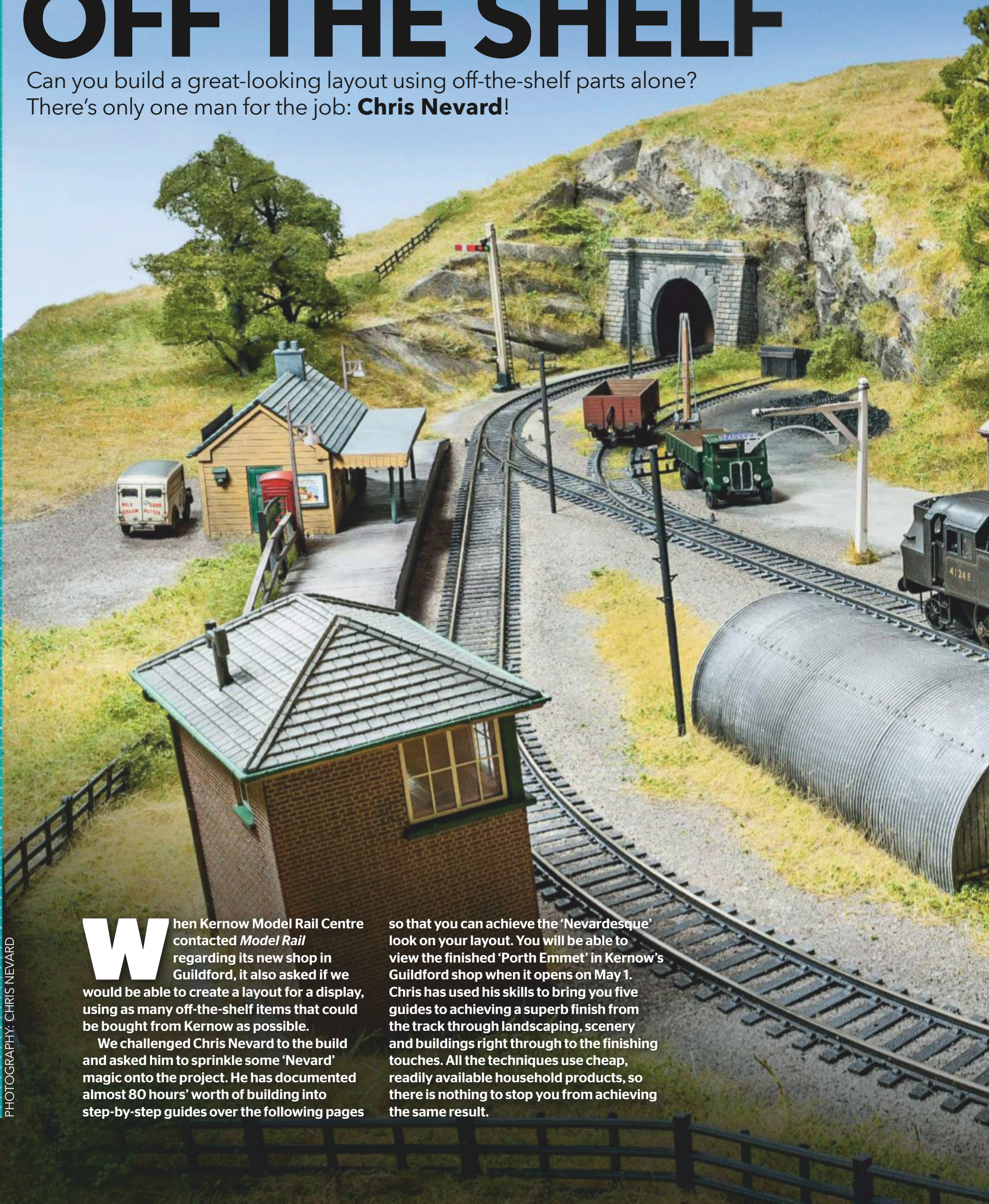
BUILD FROM OFF THE SHELF

Can you build a great-looking layout using off-the-shelf parts alone? There's only one man for the job: **Chris Nevard**!

When Kernow Model Rail Centre contacted *Model Rail* regarding its new shop in Guildford, it also asked if we would be able to create a layout for a display, using as many off-the-shelf items that could be bought from Kernow as possible.

We challenged Chris Nevard to the build and asked him to sprinkle some 'Nevard' magic onto the project. He has documented almost 80 hours' worth of building into step-by-step guides over the following pages

so that you can achieve the 'Nevardesque' look on your layout. You will be able to view the finished 'Porth Emmet' in Kernow's Guildford shop when it opens on May 1. Chris has used his skills to bring you five guides to achieving a superb finish from the track through landscaping, scenery and buildings right through to the finishing touches. All the techniques use cheap, readily available household products, so there is nothing to stop you from achieving the same result.



What you will need

- ◆ 2 x Peco ST-241 Second radius left-hand points - £11 each
- ◆ Peco ST-231 Third radius double curve - £3.35
- ◆ Peco ST-225 Second radius standard curve - £2.45
- ◆ Peco ST-100 Starter track set - £67.00
- ◆ 2 x Gaugemaster GM198 Single Track Stone Tunnel Mouth and Wing Walls - £16.50 each
- ◆ Bachmann Scenecraft 44-006 Corrugated Goods Shed - £36.95
- ◆ Bachmann Scenecraft 44-061Z LSWR Brick Signal Box - £29.99
- ◆ Bachmann Scenecraft 44-125Z Cornish Terraced Cottages - £39.95
- ◆ Bachmann Scenecraft K9998A China Clay Dries Pack (with FREE Land Rover) - £99.99
- ◆ WSL Bachmann Scenecraft 44-110 Nissen Hut - £14.00
- ◆ Bachmann Scenecraft 44-561 Wooden Post Yard Lamps - £12.00
- ◆ Bachmann Scenecraft 44-586 Ground Lever Frame and Board - £14.00
- ◆ Bachmann Scenecraft 44-0036 Yard Crane and Loading Gauge - £31.95
- ◆ 2 x Hornby R171 Home Signals - £12.00 each
- ◆ Hornby R172 Distant Signal - £12.00
- ◆ Peco LK-200 Wooden Station Kit - £16.00
- ◆ Wills SS53 Brick Arch Bridge - £13.50
- ◆ Woodland Scenics TR1123 Tree Armatures - £16.75
- ◆ 3 x Ratio 425 Lineside Fencing - £4.50 each
- ◆ 2 x Ratio 452 Telegraph Poles - £4.50 each
- ◆ Ratio 454 Concrete Lamps - £5.00
- ◆ Model Scene 5006 Red Telephone Kiosks - £4.25 **Availability:** Kernow Model Rail Centre **Web:** www.kernowmodelrailcentre.com **Tel:** 01209 714099
- ◆ Tim Horn laser-cut baseboard (two 5ft by 2ft boards with connection dowels) - £105.00 each **Availability:** www.timhorn.co.uk/ **baseboards** **Tel:** 07920 510890

BASEBOARDS AND TRACK

No matter the size of your layout you will need a baseboard. A good baseboard is essential for a good layout. It forms the foundations for your track and, if it's not right, your layout will be plagued by poor running and derailments. It used to be that a trip to the timber merchants was the only option, but if you aren't confident with your woodworking skills this could be the first stumbling block. Thankfully, several companies now produce laser-cut baseboards to bespoke

sizes. All the modeller has to do is screw them together and add some glue to secure the joints. I've used plenty of Tim Horn baseboards in the past and this project is no different. I bought two 5ft by 2ft laser-cut baseboards. They weren't cheap, with each one costing £105, but they are very easy to put together and, crucially for this project, fast. I also got some connection dowels with the boards so that I could put the two together to make an overall baseboard of 5ft by 4ft.

TOP TIP

Apply the ballast after spraying the track to provide a better contrast between ballast and sleepers.

STEP BY STEP

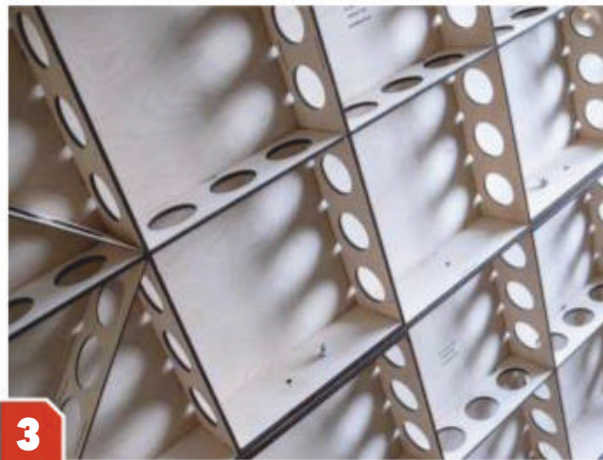
1

The Tim Horn baseboard comes in many parts! The supporting crossbeams have holes in them, partly to reduce the weight but also to give you somewhere to thread wires through when the board is assembled.



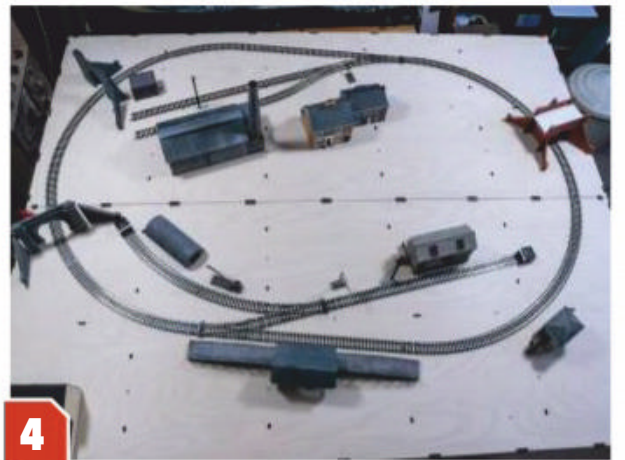
2

It is a good idea to keep a damp cloth handy while building to wipe away any excess glue. Use weights and other objects to keep the join solid and keep the beams square to the baseboard top.



3

Extra pieces of wood are supplied for the panels that will have the connecting dowels on them. This provides support, and I used clamps to ensure a sound join. With the boards connected it looks a bit like a cheese grater!



4

Lay your track onto the baseboard and test it BEFORE you glue anything down - you don't want a curve to be too sharp and cause derailments. I also roughly positioned some of the buildings to get an idea of the layout.



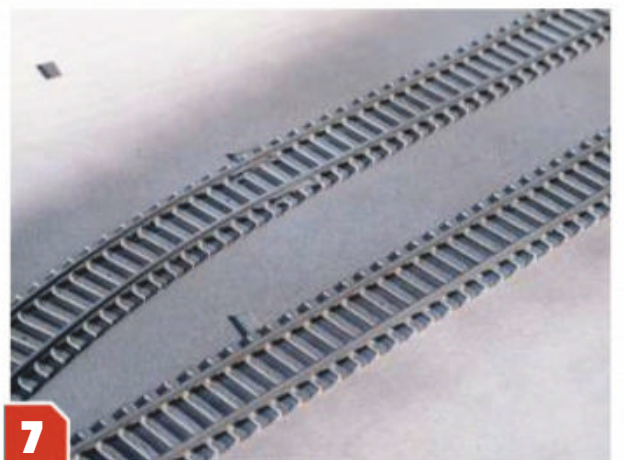
5

I used EverBuild industrial grade cyanoacrylate to fix the track. It has a setting time of between 5 and 15 seconds, and wetting the wood will speed up the setting time. Spread it under the sleepers and leave to dry.



6

Cover the whole track bed with Halfords grey primer and then with camouflage paint. Do this before ballasting, otherwise your ballast and sleepers will be the same colour. Doing them separately gives a much better overall look.



7

Allow the paint to dry fully before removing it from the tops of the rails. If it is still slightly wet you may get small clumps of it bonding together as you clean the rails. Once the track is clean, test it before you add the ballast.



8

Sand was used instead of ballast and you can see the difference in colour between that and the sleepers. The wood will be covered to hide the grain, but it does make it easier to see where the ballast finishes when it's a different colour.



9

Smother the track and ballast with surgical spirit, then diluted PVA. The spirit helps the PVA to soak through and it dries clear. Knowing that this was going to be moved and it could get knocked, I made sure it was firmly in place.



10

Use a jigsaw to cut the fascia panels for any hillsides. These will provide a surface to which the landscape former can be glued and can also be painted for a better finish. I used light grey, applied with a roller, to get an even finish.

INFRASTRUCTURE

Obviously, model railways are built in a different way to the real thing. When building a model, the track laying comes first, as I have done with this layout. However, in real life the buildings and roads come first and the railway is fitted in afterwards. The town might then grow around the station, but it is always worth planning ahead and considering the space you have available. A common mistake is to fill your baseboard with track and only have space for one or two buildings, the result being that your layout looks as though a major station has tiny a hamlet around it.

I opted for a small goods yard and a single platform, with roads exiting the scene at strategic points to create the impression of a flow of traffic. There are only six buildings at 'Porth Emmet' (seven if you include the Nissen hut), which is more than enough to populate the layout without overcrowding it. In keeping with the theme of this project, I took off-the-shelf products and modified them to suit my needs.

The feature of the layout is Bachmann Scenecraft's China Clay Dries Pack (which comes with a free model Land Rover). The clay dries was to be just off-centre in the middle of the baseboard and was placed straight on the layout 'as is'. However, the station building, road bridge and signal box received further treatment.



1

The Peco wooden station is a good kit but, as it says on the box, it combines laser-cut parts and injection mouldings. They are mass-produced so they're all the same, but there are simple ways of adding some individuality.



2

A coat of paint goes a long way to altering the appearance. Here I've painted the windows and the wood using Halfords spray paint and filler primer and added era-specific posters which are supplied, but you could print your own.



3

I contacted Kernow Model Rail Centre, which came up with the layout name of 'Porth Emmet'. With this decided, I made a number of signs in Photoshop in the appropriate Southern livery for use at the station and on the signal box.



4

Glue the signs onto some plastic card and trim with a sharp knife and a steel rule. Plastiweld soaks through the paper and melts the plastic without disrupting the ink. This can then be fixed to the signal box with a suitable adhesive.



5

The sign helps bring the signal box to life. Sticking tufts of grass to the base of the box will hide the gap between the bottom of it and the landscape, planting it onto the layout more effectively.



6

Sometimes even the most simple of tools will produce a great effect. From normal viewing distance the dots created on the china clay dries sign make it look as though part of it has come off when exposed to the elements.

LANDSCAPING



Everyone wants their layout to look good, but it's easy to forget that before you can start applying grass and flowers everywhere you need to carefully think about the lay of the land. As we know, railways have to be on the flat or, at most, on a very slight incline, so the landscape was altered to accommodate for this. It was raised, lowered, bridged over and tunnelled through. You need to replicate this on your model railway, and for that you will need something to shape it. There are many materials available, such as rolled-up newspaper and a lattice former, but I prefer carving the landscape from foam insulation, especially when creating sheer rock faces, as I am doing here. Insulation foam's 'crumbly' nature gives a great jagged edge finish. It is important to **work** in a well-ventilated area and to wear a face mask when working with foam.



TOP TIP

Find photographs of the prototype or an example to work from. This will help you to paint highlights in the right places and create a more realistic finish.



1

Always start with the biggest pieces and work your way down. Position bridges and tunnels first so that you carve out the right shape. Crucially, don't forget to make a hole through which the trains can pass!



2

If you're featuring a long tunnel, make sure you leave an access point - if something is going to de-rail it's sure to do so at the least accessible point. Weighting down the foam while the glue sets will also be beneficial.



3

To create layers of rock faces cut the foam into slices and then lay them on top of each other imperfectly. An old bread knife is ideal for this job. Be rough with your slicing - you want to create the impression of 'natural' imperfection.



4

You can use real rocks on the ground to simulate rock that has fallen off the cliff face, or stuck back on to make the face more uneven. Before you glue things down, check that your trains will have enough clearance.



5

Continue shaping the foam all around your layout, adding it wherever you want something that isn't flat. Make it as shallow or as dramatic as you like but be careful not to make anything that will make your layout implausible.



6

With the base landscape in place it's time to add strength and provide a surface to attach your scenery to. I used Mod Roc which, when fixed to the foam, will set rock hard and provide a solid structure for your scenery.



7

Before applying the Mod Roc, flatten out any areas that need smoothing using plaster and a knife. By smooth areas, I mean places such as platforms, walkways and roads, which shouldn't feature any car-sized potholes!



8

Place small sheets of the Mod Roc over the foam and brush on diluted PVA. Make sure you overlap the sheets to ensure you cover the whole area. Leave it overnight to set fully before proceeding with the rest of the build.



9

This is an overview of the layout with all of the Mod Roc in place. Note how areas of bare rock face have been left as foam because I want to paint straight onto the rough surface without it being smoothed.



10

With the Mod Roc set I could begin painting. The rock face was given an initial coat of dark grey matt paint to stop any of the light yellow showing through. The foam will absorb some of the paint and prevent it from dripping.



11

The ground in the same region will be the same type, be it clay, granite etc, so it's a good idea to cover the whole layout in the same shade, just in case you change your mind about covering an area, so it doesn't look incongruous.



12

To create highlights in the rocks, and to avoid them all being a uniform colour, I used a Crown tester pot of 'toasted almond' shade alongside a mix of browns, lightly brushed into areas of interest and angles to simulate erosion.

SCENERY

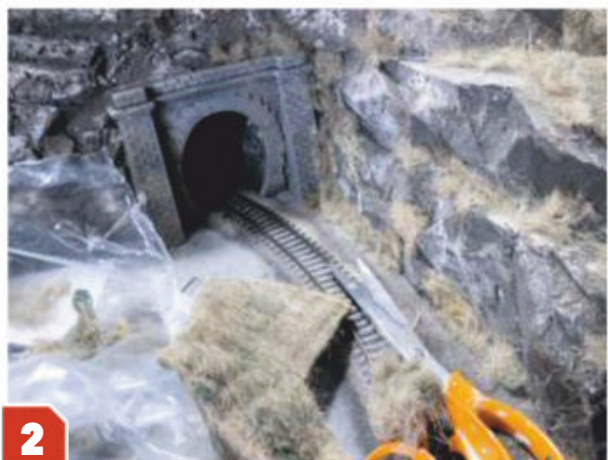
This section covers laying ground cover and making trees, which will be necessary for almost any layout build.

Effective scenery often makes the difference between a good layout and a great layout. Creating a realistic scene requires as much thought as laying your track. Fail to plan properly and you'll end up with trees that look out of place, and roads that make unnaturally sharp turns to circumnavigate obstacles. Use a pen and write onto the layout where you plan everything to go to make sure that it is viable. Remember that any mark you make will be covered by the scenery in the end anyway.



1

I'm going to start with the rock face around the tunnel. The council can't get up here to maintain it, so the grass grows wild and long. To cover large areas quickly, use hanging basket liner that you can cut with scissors to shape.



2

Use PVA to glue the hanging basket liner in place but don't just glue it randomly. Look at photographs and you will notice that more grass grows on flat surfaces than vertical ones. Time taken here will result in a much better look.



3

The liner was bought from my local garden centre although, as you can see, it is only designed to fit a basket with a 16in diameter. If you have a large layout or a country scene, as I do, you may well need more than one bag!



4

Here all the desired areas have been covered in the liner to give the impression of wild grass. In this country scene these areas wouldn't have received much maintenance. The knotted and messy nature of the liner makes it ideal for this.



5

An old toothbrush flicked with a thumb will spread PVA on for the static grass. These varying lengths will reduce the uniform appearance and provide a great surface area to which the scatter will stick.



6

I used a Noch static grass machine to add some fibres here and there to give an undulating effect. The glue will dry clear and the tips of the fibres will hold firm. It's nearly time to add scatter material.



7

In this image you can see the difference between the various shades. This emulates the small wild bushes that you find beside rural lines. Place blobs of PVA glue down first to help the scatter material to stick.



8

Using grass around the base of buildings will 'plant' the fibres much more effectively, and eliminate the gap between the building and the ground. Use different methods, as it will look strange if every building has a 'grass skirt'!



9

With the grass laid you can begin to add the scatter material. Again, I used a range of different shades to add variation to the layout. Using a variety of colours will make it look more realistic.

TOP TIP

Tone the trees down with Halfords Ford Laurel Green spray paint. This just takes the edge off the brightness of some of the foliage.

Before and after



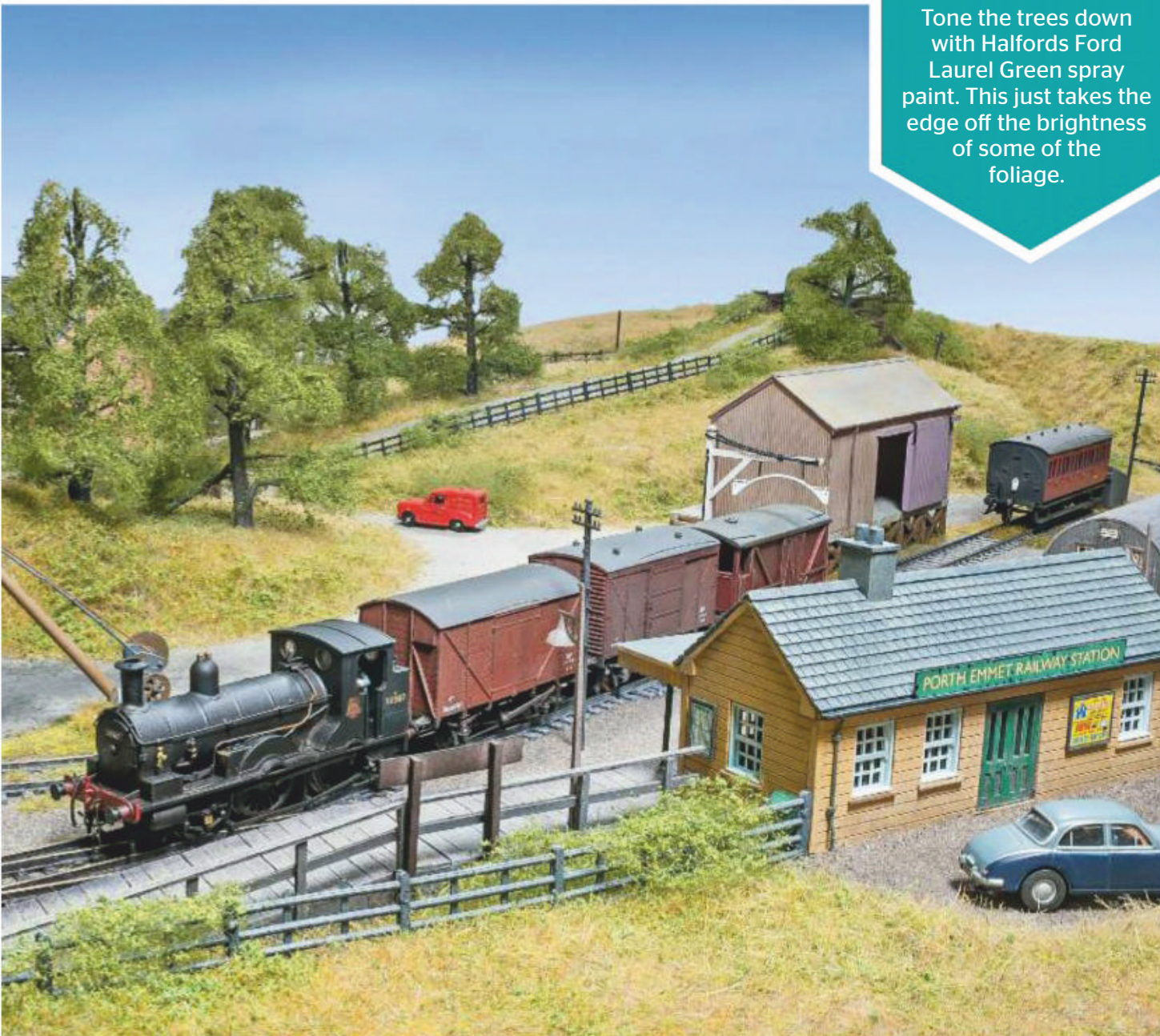
From this...



... through this...



... to this!



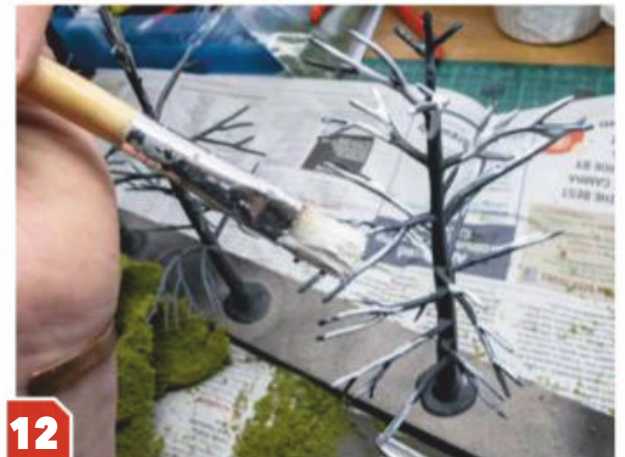
10

With the ground cover completed I could begin on the trees. These are Woodland Scenics armatures which are delivered flat but can be bent into a 3D shape. Set them up using a 'production line' process to speed things up.



11

Cut the bases off the sprues. These won't be used as they are far too big and unprototypical, I much prefer to make a hole and stick the trunk straight into the ground. Don't throw the bases away though, they will be useful in a moment.



12

Glue the bases to a piece of scrap wood and push the trunk into the base. This means you can work without picking them up and getting glue on your fingers. Use a paintbrush to apply it, focusing on the top sides of the branches.



13

I used a mix of Woodland Scenics foliage and polyfibre on the trees so that they wouldn't all look the same. The fibre is more diaphanous once you've teased it out so bear this in mind if you're using trees as a view-blocker.



14

Once the initial coating of foliage was on I added more PVA and used scatter material to fill the gaps. This blended the trees into the scenery because it makes sense that some of the ground cover is leaves that have fallen from trees.

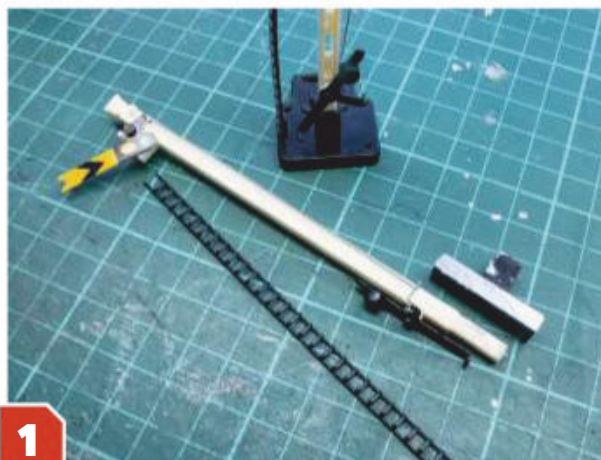


15

You can do this in one of two ways: sprinkle the scatter onto the tree or dip the tree into a bag of scatter. Both will work the same way but you will have more control if you sprinkle it on yourself. The downside is that it takes longer.

FINAL TOUCHES

With the scenery in place it's time for the fun bit - turning your layout into a realistic miniature scene by adding all the finishing touches. Take a look around the railway near you (from a safe distance!). There are probably lineside poles, disused sleepers and rubbish lying about. If you are modelling a relatively modern scene then signal wiring and cable trunking will be everywhere. Point rodding will be present as well. Where there are signal cables there will also be signals, and getting the right level of detail is key. As with everything, it is easy to overdo things. If you are unsure, fix your accessories in place with some Deluxe Materials Tacky Wax - that way you can remove them if necessary.



1

I bought some Hornby signals for 'Porth Emmet'. The Hornby signals were ready to place once I'd toned down the white. I took them apart to cut some of the base away as it is a bit too thick at the bottom.



2

When you are placing your signals ensure that you have taken into account any overhang from trains or coaches. I sat this Hornby signal way back from the side of the track so it wouldn't foul any passing trains. Signal cabling could be added if you wished.



3

A coal heap was made using a DAS clay base. Use a cocktail stick to make holes in the clay, which will speed up the drying time. Make the mound quite smooth and paint it black to prevent any red from showing through.



4

Add the real coal to the clay and use plenty of diluted PVA to make the bond. It will dry clear so any that does show through will become invisible later. It is better to add too much than have coal fall away while the layout is in transit.



5

I cut a few of the cross-members off the telegraph pole, as the poles alongside a small branch line such as this wouldn't need to convey many wires. Make sure it's far enough back from the track to avoid any collisions.



TOP TIP

The finishing touches really make a layout, but don't go cluttering it up with everything you can think of. A small branch line won't have as much infrastructure as a city centre terminus.

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H1303 1361	BR Early	£122.45
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HOW TO

MODEL A GARDEN

The weather might preclude any real horticulture, but that's no excuse for neglecting the miniature gardens that surround your carefully modelled buildings, says **Chris Leigh**.

I suspect that most modellers (and that includes me) put most of their detailing efforts into modelling the aspect of railway that appeals to them the most.

I like modelling buildings, so I spend a lot of time and effort on them, but much of that effort is lost when I plonk them on a green square that passes for a garden.

The sheer number of miniature shrubs, vegetables and even larger varieties of 'border' plants has led me to rethink my garden modelling policy. I'm glad I did, because this garden project has been great fun and has attracted a lot of positive comments from those who are not the least bit interested in the trains!

This project was prompted by the pair of Dapol cottages that I 'thatched' last summer (MR251). To complete them, I needed to provide them with proper gardens.

I have collected many packs of model plants from various local retailers over several months. But the real starting point was to consider the type of garden and era that I wanted to model. Gardens have evolved, and those of the 1930s were very different to those you see today.

My family garden in the 1960s featured a coal bunker and a shed full of garden tools, a lawnmower and some bicycles. In those pre-tumble dryer days, almost every garden had a washing line.

PERIOD DETAILS

Patios were rare, and a bench seat might well be the only item of garden furniture. The dustbin was galvanised metal, kept to the rear of the property, and the 'dustmen' came round the back to collect it. Today,

00
GAUGE

12
hrs



most of us have wheelie bins, which are usually kept near the front of the house. All these little details are important observations when portraying a particular timeframe.

We had a paved area but I don't recall it ever being called a 'patio'. It had originally been a conservatory of sorts, with a lot of cracked glass (which was blamed on the effects of a nearby rail-mounted Second World War anti-aircraft gun). Eventually it was demolished, leaving just the floor, and this became the 'patio.'

Post-war gardens would probably include a vegetable patch, whereas almost the entire garden would probably have been given over to food production before the war, including the rearing of chickens or pigs.

At least one man on our road had a pigeon loft, and another kept chickens. I had the regular job of taking bags of potato peelings and the like for the chickens, and running the gauntlet of a guard dog. The trick was to deliver the soggy brown paper bag before the bottom dropped out of it!



JACQUES PORTAL

Since the 1960s the garden's role has subtly changed. They are treated much more as extensions of the house, with patios, gas barbecues and even outdoor heaters. The swing suspended from a tree branch has been replaced by all manner of colourful play equipment, the trampoline being one of the more obvious. Growing food has enjoyed a resurgence recently as a way of avoiding commercial growing chemicals.

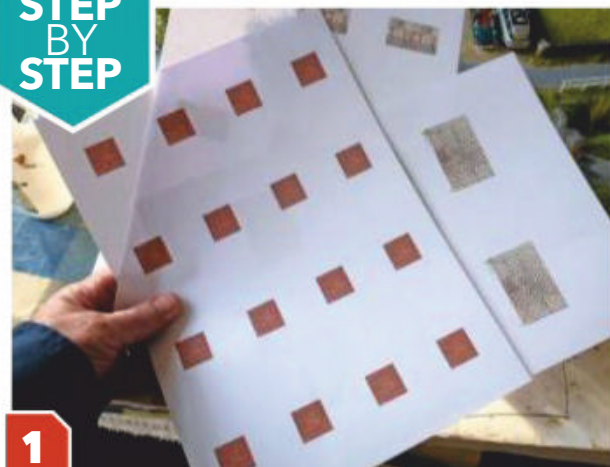
My model has a pair of cottages with front and back gardens to complete, so I've chosen to model one in 1960s style and the other as a present-day garden.



PHOTOGRAPHY: JACQUES PORTAL

STEP
BY
STEP

1



Hard landscaping - installing paths and walls - must be done first. I found some illustrations of brick paving on the internet, copied them, reduced them to scale and printed them out.

2



An alternative would have been brick paper or a print-out from Scalescenes. I cut the necessary path-sized strips and sprayed the back with Spraymount adhesive before setting them in place.

3



The 'modern' cottage garden has a block-paved car parking space. Most older properties don't have a garage, so parking space is often taken from the garden.

4



I intend to carry out most of the garden work before fixing the cottages in place to make access easier, but that means I need to know and to clearly mark their precise positions.

The right size

The secret with off-the-shelf garden accessories is to use them at scales in which you think they look appropriate. For instance, I used 'HO' gauge pot plants on my 'O' gauge 'Railway Children' layout. They look just right in the garden of Mr Perks' cottage, but I feel that they would look too large on a 'OO' gauge layout. For this 'OO' cottage garden project I've used 'N' gauge strawberries. Even in 'OO', they'd win 'best in show' at any village garden competition!



JACQUES PORTAL

What's out there?



There are so many products available for modelling gardens that this list is only a taster, but it should give you an idea of what's available.

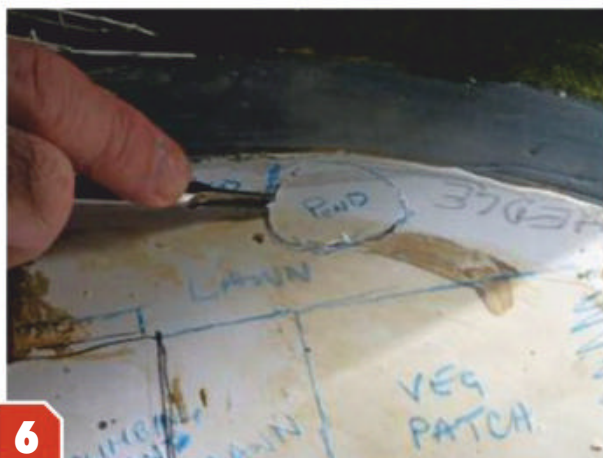
- ◆ **Busch:** Lots of packs of plants, many require assembly and can be quite fiddly. **Availability:** Golden Valley Hobbies Tel: 01981 241237 **Web:** www.goldenvalleyhobbies.com
- ◆ **Harburn Hamlet:** Resin-cast and fully finished items, from flowerbeds to sheds, or even complete gardens. **Availability:** Harburn Hobbies Tel: 01315 563233 **Web:** www.harburnhobbies.co.uk
- ◆ **Preiser and Noch:** Lots of figures and accessories (garden tools, barbecues and play equipment); **Faller:** Plastic kit range includes 180554 Garden Design elements (pergolas, trellis and tubs); **Viessmann:** An eMotion Gardener with Watering Can who actually moves from side to side! **Availability:** Gaugemaster Tel: 01903 884488 **Web:** www.gaugemaster.com
- ◆ **JTT:** A range of scenic vegetation, clumps, and climbing plants. **Availability:** Trains4U Tel: 01733 895989 **Web:** www.trains4u.com
- ◆ **TP:** Packs of individual plants mostly intended for 'N' gauge but equally suited to 'OO'. **Availability:** Osborne's of Rushden Tel: 01933 312415 **Web:** www.osbornes-rushden.co.uk
- ◆ **Woodland Scenics:** Figures are more generously proportioned Americans in 1:87 scale and so quite suited to British 1:76 scale 'OO'. **Availability:** Bachmann stockists





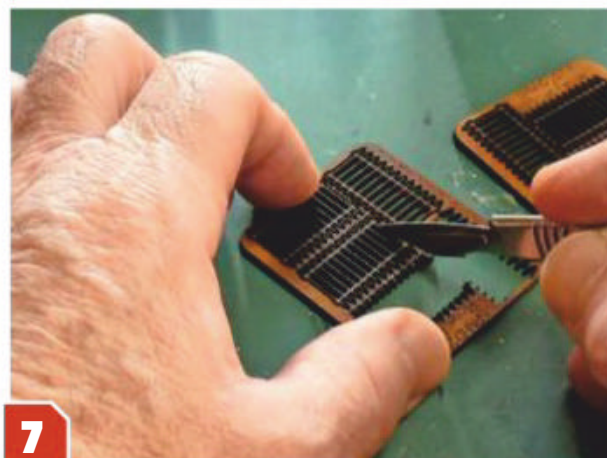
5

The garden base is 5mm foamboard, which makes all the later work much easier than working direct onto plywood. I began by marking the locations of lawns, flowerbeds and other details.



6

Here's where the foamboard comes in useful. I cut the hole for the pond, leaning the blade so that the edges of the hole would slope. The bigger the pond, the more of the foam base you'll need to 'dig out'.



7

The front fence was the first detail to install. I used a laser-cut picket fence from Scenic Route Models. The tiny tags which hold the pieces in the frame need to be cut with a sharp craft knife.



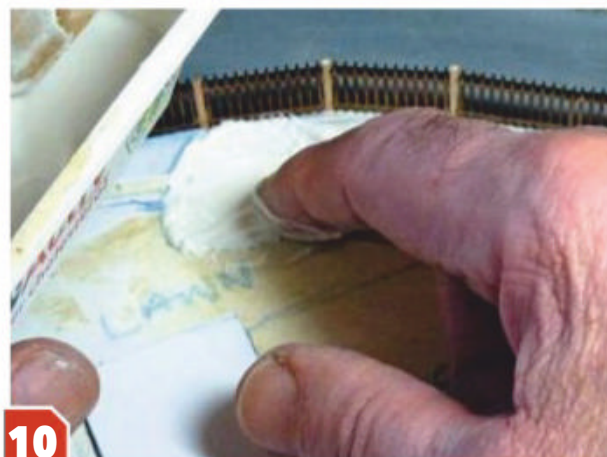
8

I made picket fence posts from balsa, gluing them to holes in the foam. The gap represents a missing gate (I had nothing suitable in stock) and gates often go missing.



9

I used 2mm thick mount board to create the raised lawns and flower beds. A blue, blendable colouring pencil is extremely useful for marking out. Chamfer the edges with a sharp blade.



10

I mixed a tiny amount of Woodland Scenics carving plaster to line the pond. In such a tiny space, it was easiest to apply the plaster with my finger, leaving the top edge clear.



11

Once dry, the plaster was painted with dark grey acrylic and some white PVA glue was added. Small amounts of Woodland Scenics coarse turf (dark green) were applied to the wet glue to represent pond weed.



12

To make the koi carp, I cut slightly tapered strips from a red rubber band. Place several 'fish' on or among the weeds. Fix them with glue if the layout is to be moved. Use brown bands for different types of fish.



13

I cut a piece of 5thou clear plastic to fit over the pond. The underside was sprayed with hairspray and several more fish were attached to it. It was then glued in place with the fish on the underside.



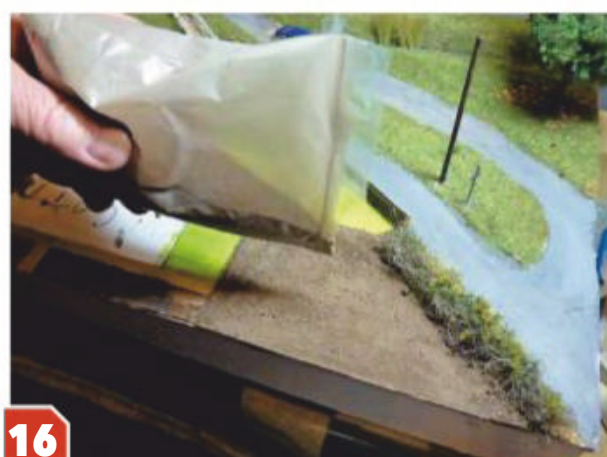
14

A piece of 2mm mounting card was cut with a pond-sized hole and crazy-paving slabs were scribed round it and painted in a stone colour. It was then glued in place to complete the pond.



15

Using artists' acrylics, I mixed yellow and cerulean blue to create a suitable base colour for the lawn areas. I would normally use brown under the grass but I wanted these lawns to look very green.



16

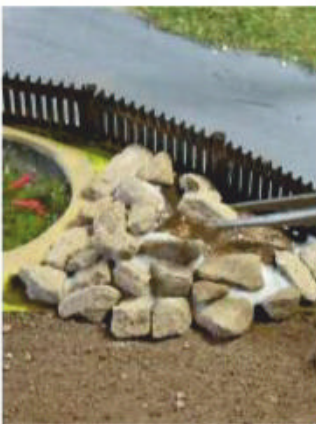
The flowerbeds and vegetable patch were painted with dark brown artists' acrylic, and then given a coat of diluted PVA. While that was still wet I scattered on some Treemendus Scenics earth powder.



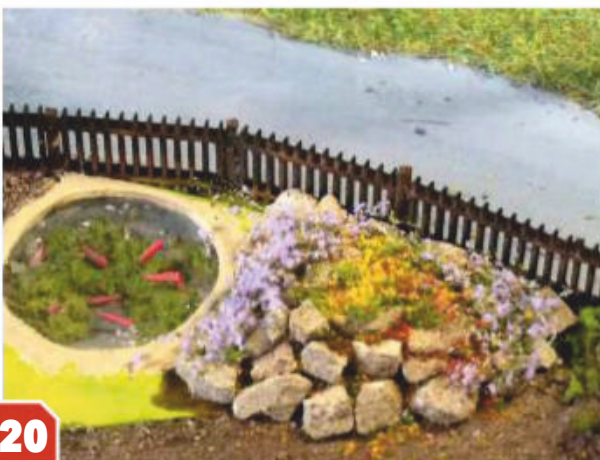
17 To me, a pond and a rockery belong together. A garden railway makes them even better! A ball of Milliput putty, shaped to fit the available space, was installed next. A few spots of PVA glue will help to fix it in place.



18 I dug out some scraps of sandstone left over from another project. I put a couple of small pieces in a polythene sandwich bag and pulverised them with a lump hammer. This was the result.



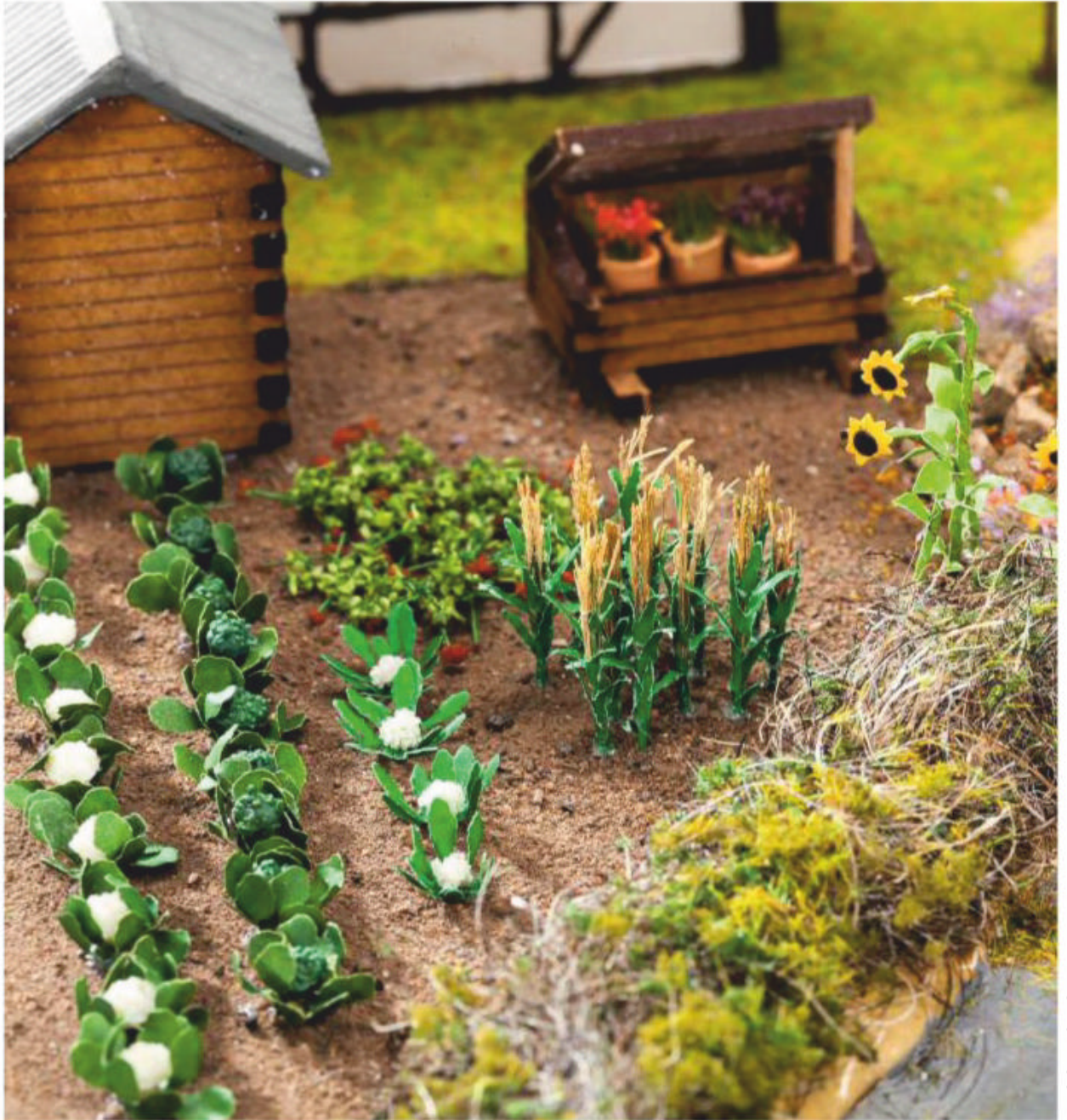
19 I painted the mound earth brown, then applied white PVA glue and added selected pieces of the crushed sandstone, building from the bottom upwards, choosing stone pieces to suit and leaving gaps for plants.



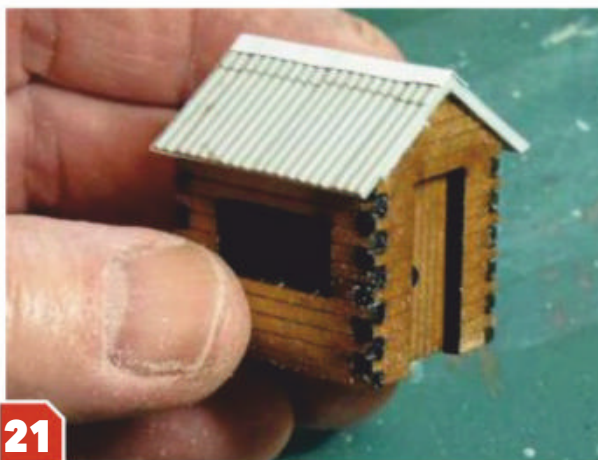
20 Rock plants were added from small pieces of Woodland Scenics flowering foliage and some coloured scatters. A quick blast of hairspray ensured everything would stay in place.



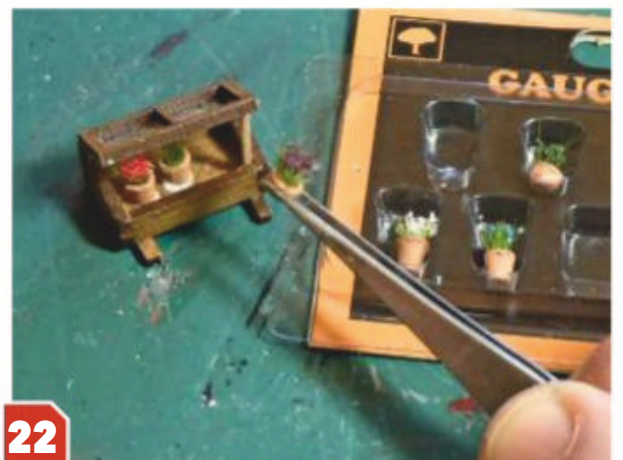
23 TP's cauliflowers come with a long pin section which is simply glued into a hole in the ground. This was one advantage of using the 5mm foamboard - making holes in it was far easier.



JACQUES PORTAL



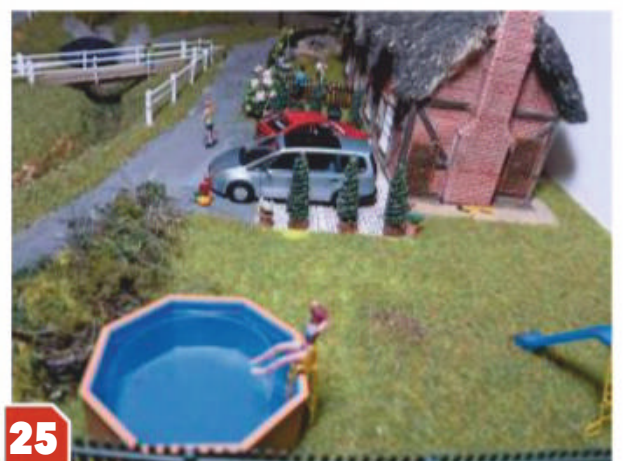
21 The Scenic Route Models shed roof looked too thick, so I replaced it with two pieces of Wills corrugated iron with the edges chamfered. I used folded paper for the ridge capping and assembled it with Velo-Set PVA.



22 I used a small piece of balsa strip to prop open the top of the cold frame. Inside, I placed some pot plants from Gaugemaster. Note how the two wood strips lift the cold frame just off the ground.



24 Using a 1/32in drill in a pin chuck to make the holes, I planted the 'N' gauge strawberries together in a clump. Having once grown strawberries, I know how rapidly they spread!



25 The pool, slide, sandbox and scooter are from a Preiser kit, which also includes see-saws but no trampoline. The children playing on a skateboard and a spacehopper are also from Preiser. Wheelie bins are from Bachmann.



HOW TO

IMPROVE RESIN BUILDINGS

Ready-made resin buildings can save modellers a lot of time, but they lack individuality. **Peter Marriott** shows you ten ways to detail them for extra realism and a distinctive look.

Ready-assembled buildings made from poly resin are real time-savers. A relatively recent development in the hobby, they do not require painting or assembly. No longer is it necessary to build everything from scratch, or from kits. The only downside is that these buildings roll off a production line, which means that

you'll often see many others just like them. But modellers are accustomed to renumbering ready-to-run locomotives and stock to personalise and improve models. Why not do the same with buildings? Let's take a look at some of the ways we can enhance the realism of ready-to-plant buildings and add our own touch of individuality.

What you will need

TOOLS

- ◆ White glue
- ◆ Selection of paintbrushes
- ◆ Hobby saw
- ◆ Acrylic and enamel paints

1 'PLANT' YOUR BUILDINGS

Take a look up and down your street. How many houses do you see with big gaps between the bottom of the wall and the ground? I can't imagine there'll be many...

To make your model buildings look as though they are built on miniature foundations, simply run a bead of white glue around the base of the building. Push the building into the glue and then sprinkle scatter, such as Woodland Scenics Fine Turf, around the lower edge of the building. Once the glue has dried, the gap will have gone.

What do you need? Woodland Scenics WT1350 Fine Turf **Price:** £10.75

Availability: Bachmann stockists

How long will it take? Five minutes per building.



2 ADD CURTAINS

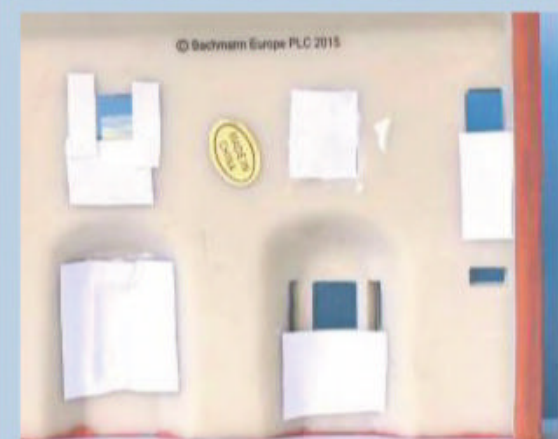
You always assume that windows are nothing more than clear panes of glass – and that's how they're mainly portrayed in model form. But, again, it's actually worth taking a look at the houses along your street. Most windows feature either fabric or net curtains (or even blinds). Models with big, clear panes of glass look less authentic in comparison.

Adding curtains is a really simple way to improve a model building. You can have some curtains completely drawn, some partially drawn, others with nets and so on.

There are various ways to make them. They're included in some plastic kits (I'm thinking of Kibri in particular), whereas Metcalfe offers a downloadable PDF that you can print out. The simplest option is to use cut-up pieces of coloured paper. I make net curtains from thin tissue paper. You can either use a dab of white glue on the inside of the building or sticky tape to fix the curtains in place.

What do you need? Metcalfe Models' curtains PDF (www.metcalfe-models.com/wp-content/uploads/2011/08/OOSCALECurtainsChimneys.pdf – quick link: <https://bit.ly/2tWVql8>)

How long will it take? 15 minutes per building.



3 WEATHER YOUR WINDOWS

As I was writing this article, I realised that my own windows were absolutely filthy. Often, unless you're actively looking for it, you don't realise how the rain and sun will leave glass covered in dried rain marks. And that's before we factor in spiders filling the window frame corners with cobwebs!

You can add weathering effects to your windows by lightly rubbing them with abrasive papers. Or, if you smear a little plastic cement on them, they'll go cloudy.

If you're modelling a particularly derelict structure, don't forget to add a few broken windows. This is another easy modification as you can just use the tip of a sharp craft knife to break the clear plastic. You can leave the windows broken, or you could model a temporary repair with a piece of thin card to simulate boarding up with plywood.

What do you need? Abrasive paper, plastic cement or sharp scalpel blade.

How long will it take? Less than five minutes per window.



4 CHANGE SOME COLOURS

You only need to glance round B&Q – or even cast your eye over magazine racks in the newsagents – to see how big the home improvement/DIY industry is. We're regularly bombarded with adverts encouraging us to repaint parts of our homes... so why not do it in miniature?

If you are using a row of dwellings of the same type, just painting the doors different colours will make a huge visual difference. You may need a couple of coats of paint to colour the original paint and for this it is best to use a micro-brush or a fine paintbrush.

Cost: A few pence-worth of acrylic paint, and maybe a little matt varnish.

What do you need? Tins of Humbrol or Revell enamels – available from your local model shop.

How long will it take? 30 minutes per building.



Don't be afraid to use resin buildings alongside scratchbuilt models, or plastic or card kits. Mixing the types of buildings and their different finishes makes for a more interesting layout.

5 GIVE IT AN IDENTITY

"Our houses will have numbers instead of names," bemoans Squire Chesterford in *The Titfield Thunderbolt*. But while the idea of a house number is a scary foretaste of the modern world in rural 1950s England, very few miniature buildings come with any form of identification.

Every home has a name or number and the way numbering schemes developed is a subject worth reading about. In the meantime, you can add a number using the plastic characters available from Slater's.

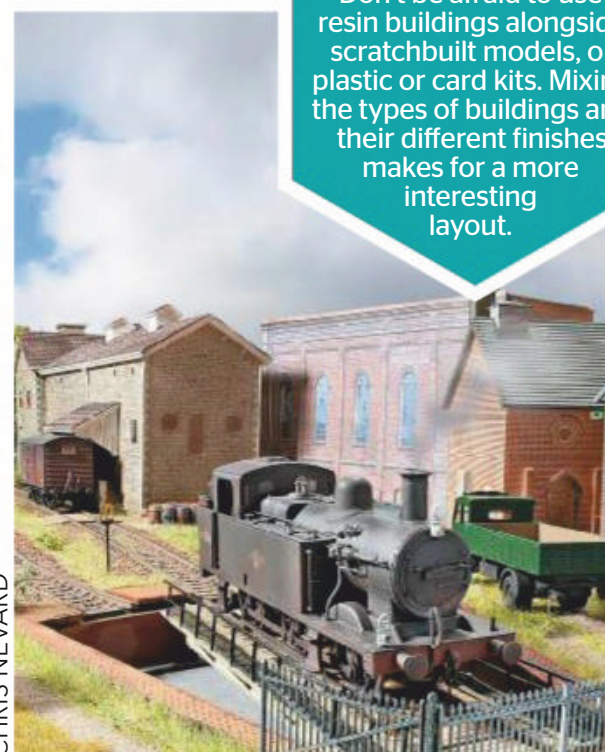
What do you need? Slater's Plastikard Letters & Numerals. **Prices** start from £4.30 for 2mm-high characters.

Availability: Slater's Plastikard **Tel:** 01629 734053 **Web:** www.slatersplastikard.com

How long will it take? Under 20 minutes per building.



CHRIS NEVARD



6 WEATHER THEM

You only have to look at how pale lime and sandstone buildings turn black to see the effects of weathering in 1:1 scale. There are just as many weathering techniques - and products - for buildings as there are for trains.

Weathering is easy to do with weathering chinks or dyes. Alternatively, dry-brushing with acrylic paints works well too. Weathering can also be undertaken with an airbrush or charcoal or chalk pastels. Watercolours are another cheap and cheerful way to weather these buildings.

As with all weathering techniques, slowly work up the paint or pigments you're using to depict dirt - don't use too much at the same time. It's easy to add more weathering but not as easy to take it off!

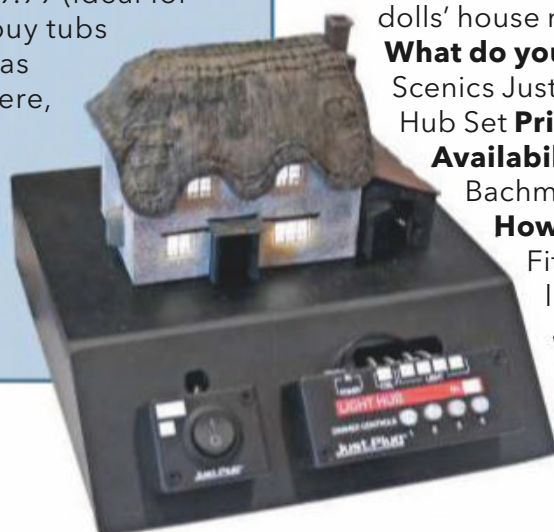
One other advantage of weathering is that it removes that unrealistic shine from the resin.

It might be that you want a heavily weathered building.

Alternatively, you could do as I have done here and use a little white acrylic to mimic a leaking gutter.

What do you need? A selection of weathering powders, chinks or paints. Revell's pack of six weathering pigments costs just £9.99 (ideal for roofs) while you can buy tubs of white acrylic, such as the one being used here, for under a fiver.

How long will it take? Depends on how much weathering is being done. Allow an hour per building.



7 ADD SIGNS

Depending upon the era to be modelled you could use the end wall of a building for a poster board or a hoarding. There are myriad organisations making such signs. Check out Tiny Signs' range (www.gaugemaster.com or <https://bit.ly/2TFQT7w>). Alternatively you can print your own from Scalesscenes (www.scalesscenes.com). One nifty source of detail are the faded 'ghost signs' waterslide decals from the aptly named Ghost-Signs (www.ghost-signs.com).

The posters or hoardings can be fixed to a piece of cardboard or plastic card to represent the frame. Use a glue stick to the paper sign to the card - I now find that this is easier than using PVA glue and is the best way to avoid any ripples in the finished printed poster or sign.

What do you need? Browse the web to find the right signs for your building.

How long will it take? Under ten minutes per sign.



8 LIGHT IT UP!

It's never been easier to add lights to your buildings. I'm a huge fan of Woodland Scenics' Just Plug lighting system, not only because it's easy to install but because I really like the way you can dim or program the lights. There are many other lighting systems to choose from, too. Express Models has a huge range, or you could even explore those offered by dolls' house manufacturers.

What do you need? Woodland Scenics Just Plug WJP5700 Lights & Hub Set **Price:** £21.00

Availability:

Bachmann stockists

How long will it take?

Fitting two Just Plug lighting units to a building takes around an hour.



9 DON'T FORGET PLANTS

How you portray a building will make a difference to how it looks. Any miniature house will need a miniature garden, and whether that garden is a blossoming wildlife haven worthy of Alan Titchmarsh's attention or just a concrete pad for storing a caravan will be up to you. But you don't need a big garden space in which to model plants. You can add miniature ivy climbing up walls, or you could make your own window boxes.

Simply use small pieces of cut timber or thick cardboard to represent the box, then paint it with acrylic paint. Use

coarse foam pieces pushed into a few drops of white glue to represent the plants and add coloured scatters to represent the flowers.

Many people like to grow plants in pots. Gaugemaster and Noch offer huge ranges of miniature plant pots.

What do you need? See Chris Leigh's Workbench feature on garden detailing on page 38.

How long will it take?

From a few minutes to a few hours, depending on the size of garden being modelled.

TOP TIP

Some resin buildings require assembly, or come with additional detailing parts, such as extra walls. Sometimes the fit between parts won't be good, but that's easy to fix: use needle files or abrasive paper to remove paint and any raised surfaces to ensure a snug fit.



10 GET CUTTING

SAFETY FIRST! If you're cutting resin remember to wear a face mask, and wash your hands and tools thoroughly afterwards. Resin dust should NEVER be inhaled or ingested!



A resin building is like any other off-the-shelf product – if you don't like it, you can change it.

Modifications can be simple. I wanted to reduce the height of the chimney on this Scenecraft station building and it was easy to achieve with a hobby razor saw. Chris Leigh, on the other hand, wanted to open the interior on this

Scenecraft waiting shelter and, again, he made light work of it with a saw.

Don't let the size and shape of a proprietary resin building limit your imagination. Chris Nevard created this colliery winding house using a Scenecraft model. He didn't like the brick finish, so he clad it in embossed stone plastic card and fitted corrugated iron sheets to the roof. And rather than use this Bachmann colliery head-frame straight from the box, he added extra plastic 'H' section girders, some wooden planks and

scratchbuilt this winding house for it to sit in.

You can add an extension to the property if you want using texture sheets such as Redutex.

What do you need? Hobbycraft offers a Modelcraft Universal Razor Saw for just £12.50.

Availability: Hobbycraft stores or www.hobbycraft.co.uk

How long will it take? A few minutes to shorten a chimney or a weekend for some intense scratchbuilding.



CHRIS NEVARD



CHRIS NEVARD



How to build GOTHIC

Master builder **Clive Hardwick** explains why modelling Gothic architecture needn't become your arch enemy...

Photography: **Clive Hardwick**

Architectural styles have ebbed and flowed throughout the ages, from the ornate to the simple – and then back to the ornate again. Some styles are easy to model, but the more ornate the greater the challenge. Gothic architecture is probably the most challenging of them all.

The Gothic style emerged during the Middle Ages and was particularly favoured for clerical buildings, particularly cathedrals. It returned to favour again from the 1740s. Now called neo-Gothic, or 'Gothic Revival', it became particularly prevalent in the Victorian period.

I can't believe that it's been 11 years since the first structures from my Northampton townscape appeared in *Model Rail*. I've faced numerous challenges in my desire to model my hometown, but the neo-Gothic Guildhall was always going to be the ultimate test.

The Guildhall is the jewel in the town's architectural crown and I have long wanted to make a model of it. I was going to make a start on it in 2012 but I had to put this on hold when the entire frontage was covered in tarpaulins for several months for restoration work.

This was actually a blessing in disguise. Technological advances in recent years have provided solutions for overcoming my two biggest hurdles – how to tackle the heavily ornate Gothic archwork and how to model the series of eight statues between the first floor windows.

As with all my models, the Guildhall's base material is styrene (sheet and profile) with some whitemetal and brass etch fret embellishment. I painted it with enamels and weathered appropriately. But let's worry more about adding those Gothic Revival touches...

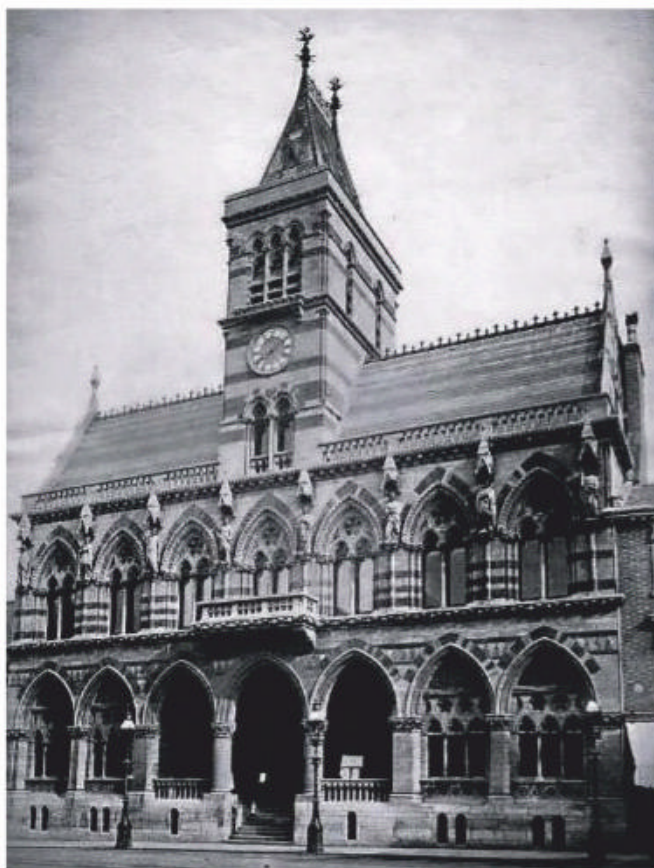
Clive's completed model of Northampton Guildhall - without the later extension!



Factfile: Northampton Guildhall

The Guildhall was designed by Edward Godwin and built between 1861-1864 in the popular Gothic Revival style of the period. Today, it's Grade II* listed.

The façade was originally symmetrical with a central bell tower. A later extension to the west, designed by Matthew Holding in 1892, was rendered sympathetically in a matching style but the symmetry was lost. I have chosen to model just the 1864 building to save time, space and my sanity!



CLIVE HARDWICK COLLECTION

CREATE GOTHIC STATUES

The Guildhall is decorated with statues of the kings, queens and saints of particular relevance to the town. I really wanted to capture the essence of each, both in terms of appearance and pose. But again, the question was 'how'?

I first tried to cut and splice commercially available figures, but I wasn't satisfied with the results. The project hit the buffers for a while, until I came across Alan Buttler from Modelu...

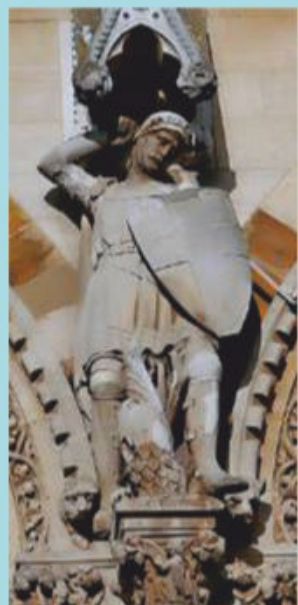
Modelu, as *Model Rail* explored last issue, can print bespoke figures from full-size body scanning. So I visited his Shrewsbury studio armed with various items of medieval apparel. Together with some digital images of swords, shields and crowns, Alan created eight versions of me in the correct poses and realistically attired!

The prints are 1:76 scale and I painted, weathered and fixed them in place under individual canopies. Technology to the rescue!

Useful contact: Modelu, Abbots House Courtyard, Butcher Row, Shrewsbury SY1 1UW
Tel: 07887 803737 **Web:** www.modelu3d.co.uk



Et voilà! A perfect 1:76-scale statue ready to adorn Northampton Guildhall.



The problem faced: St George on Northampton Guildhall.



The lengths to which one goes for a modelling project!



The digital image, scanned from me and some images of swords, shields and chainmail.

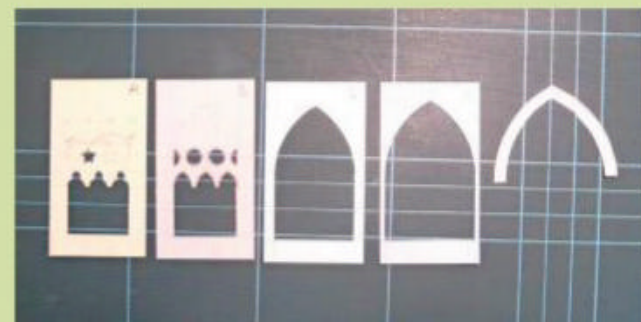
CREATE GOTHIC ARCHES

Getting the arches right was crucial to the whole project.

I started by breaking the arch detail down into a series of layers, which I drew on to graph paper. I transferred these drawings to card and assembled the layers to ensure they would give the effect I was after. The ground floor windows, for example, comprise five separate layers of varying thicknesses. With the need to cut depths of up to 3mm and the sheer quantity of parts, I realized that this approach wouldn't work.

Here's where technology offered a helping hand: I sent my drawings to laser-cutting specialist York Modelmaking. Not only does the firm offer a range of useful building parts, it is happy to undertake bespoke work and at very reasonable prices!

The components were laser-cut to my specifications, thus ensuring that each window was identical. The components were then sandwiched together to form the basic structure of each arch, after which super-detailing could commence.



The original drawings on graph paper.



The assembled layers... too complicated and problematic to model by hand...

...but sent to York Modelmaking - and this is the result!



Useful contact: York Modelmaking, Unit 13, The Bull Centre, Stockton-on-the-forest, York YO32 9LE **Tel:** 01904 400358
Web: www.yorkmodelrail.com

MODEL FOLIAGE MASONRY

Many period buildings, particularly in the Gothic Revival style, are festooned with intricate decorated stonework, a favourite being 'swags' of foliage. How is it possible to model the flowing, floral shape of carved stone in 1:76 scale?

My solution? Miniature chain, as used extensively in model boat building.

I found a suitably sized chain (in this case 1mm, 2mm and 3mm brass chains) and, when working around the inside of the arches, anchored one end with a pin through a small drilled hole. I ran cyanoacrylate gel along the inside of the arch and then stretched the chain away from the anchor point and into the gel.

There is similar decorative 'foliage' around the tops of the columns. Here, I glued the chain centrally, a couple of links at a time, and let gravity drop the rest of the chain into the gel.



Above: The chain, anchored by pins, is held *in situ* as the cyanoacrylate gel cures.

Only a few links of chain were used to represent the swags of foliage at the top of the columns. The cyano gel filled the gaps in the links.



COLUMN SWAGS

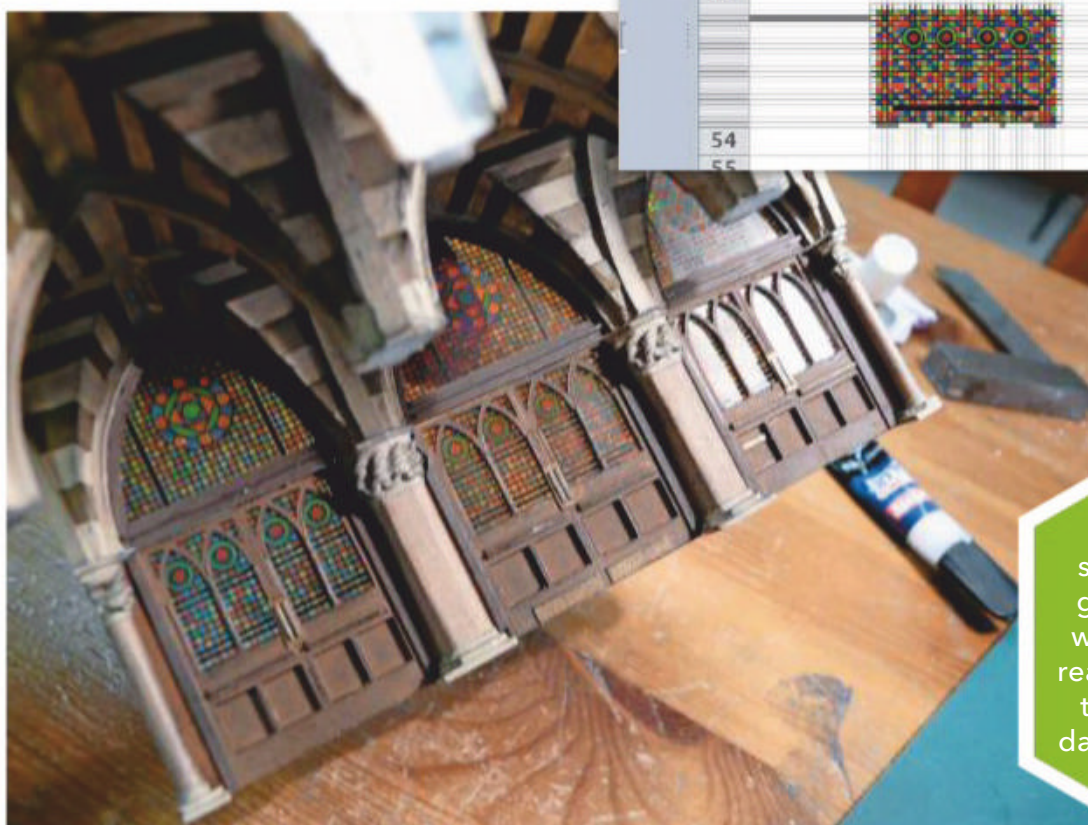
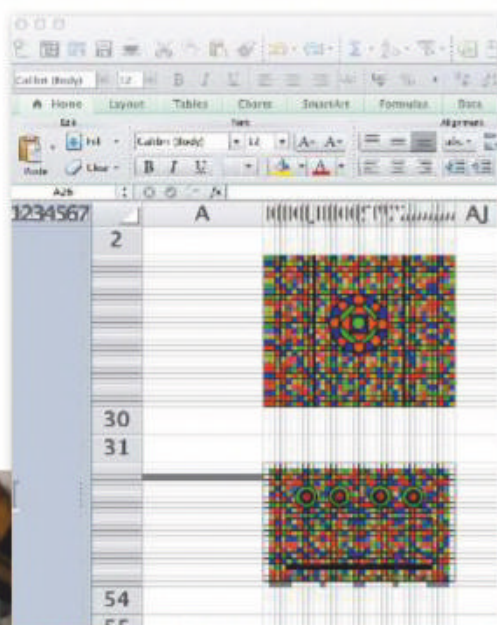
I embedded the chain into thick cyanoacrylate gel which partly 'filled the gaps', then I added a couple of generous coats of paint on top, further disguising the links.

Useful supplier (chain): Cornwall Model Boats, Unit 3B, Highfield Road Industrial Estate, Camelford, Cornwall PL32 9RA **Tel:** 01840 211009 **Web:** www.cornwallmodelboats.co.uk

Useful supplier (cyanoacrylate gel adhesive and filler): Scale Model Shop **Tel:** 01422 405040 **Web:** www.scalemodelshop.co.uk

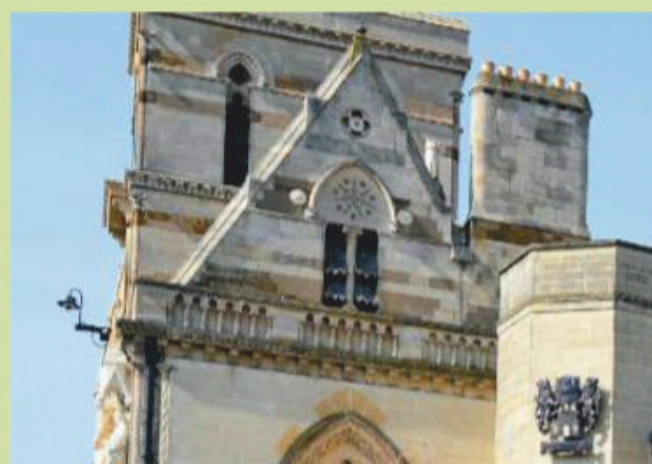
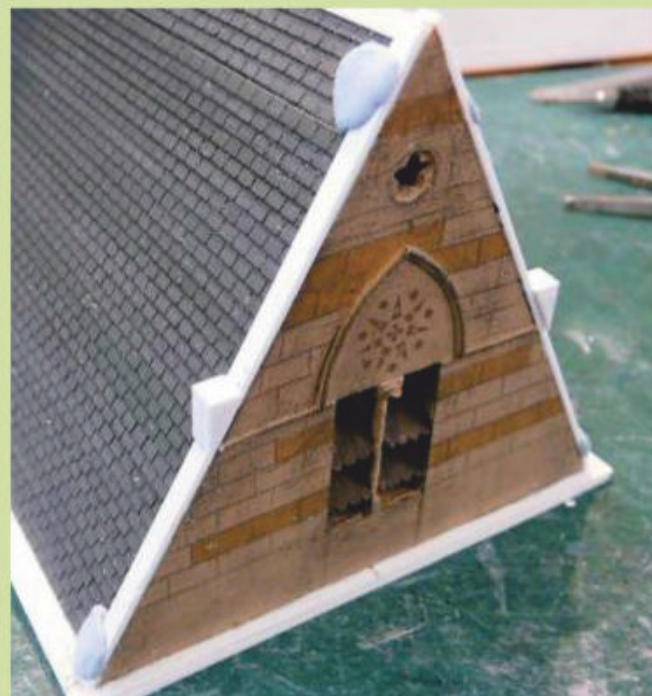
HOW TO: MAKE STAINED GLASS WINDOWS

I designed my stained glass windows using Microsoft Excel. You can adjust the sizes of the panels and, if you click on the 'Inset' tab, there's an option to create different shapes. Once complete, adjust the size for your chosen scale and print it on to clear acetate (you can buy packs of it from Amazon for under £10). Cut out and fix behind your door or window.



HOW TO: MAKE PATTERNED STONEWORK

Your computer and printer can help with creating decorative stone, such as this pattern on the side of the clock tower. I drew an approximate pattern (using Photoshop Elements) then I painted some printer paper with my chosen shade of stone colour. After a bit of trial and error, I managed to get the design to print over my painted paper. All I needed to do then was to cut it out and fix it to the gable ends.

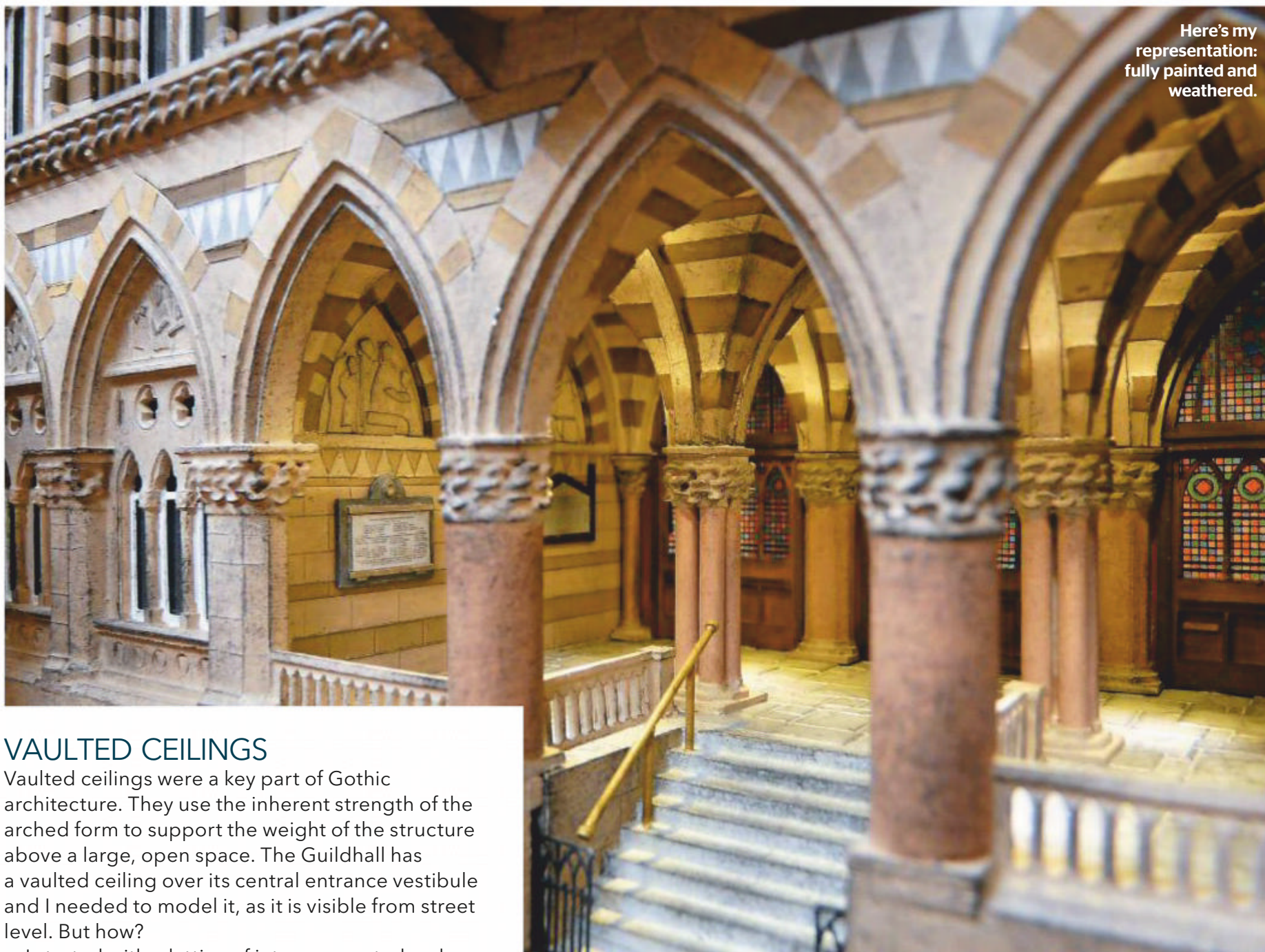


GREG BALFOUR EVANS/ALAMY

TOP TIP

Paint and weather sub-assemblies as you go - you'll avoid issues with accessing hard-to-reach areas and minimise the risk of inadvertent damage to the rest of the model.

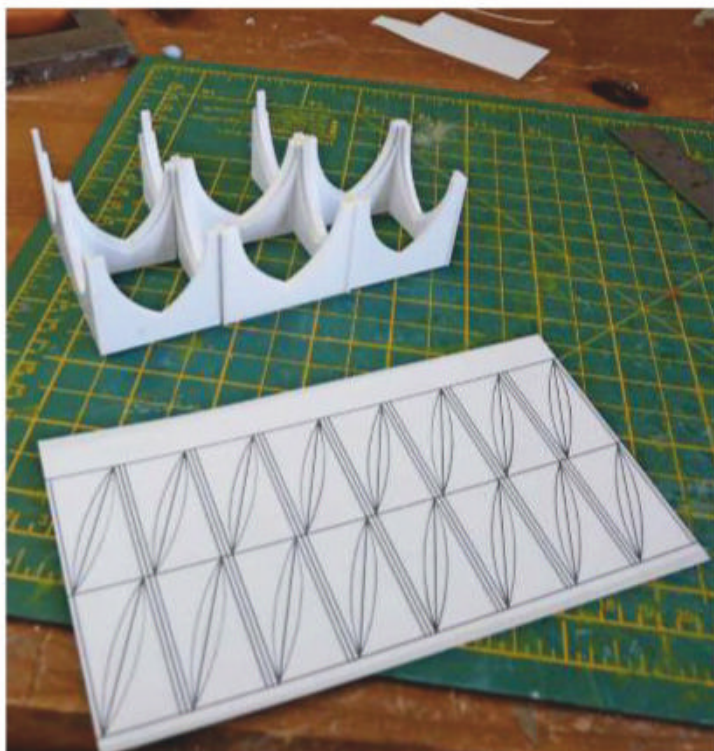




VAULTED CEILINGS

Vaulted ceilings were a key part of Gothic architecture. They use the inherent strength of the arched form to support the weight of the structure above a large, open space. The Guildhall has a vaulted ceiling over its central entrance vestibule and I needed to model it, as it is visible from street level. But how?

I started with a lattice of inter-connected arches, made from styrene, arranged into a 'box' shape. For the roof sections, I drew out a series of triangles with the hypotenuse sufficiently concave to enable the mating parts to butt up to one another. If you've got a vaulted ceiling that you'd like to try modelling, just be aware that it took some trial and error to get it right - hopefully, the accompanying pictures show that it is possible!



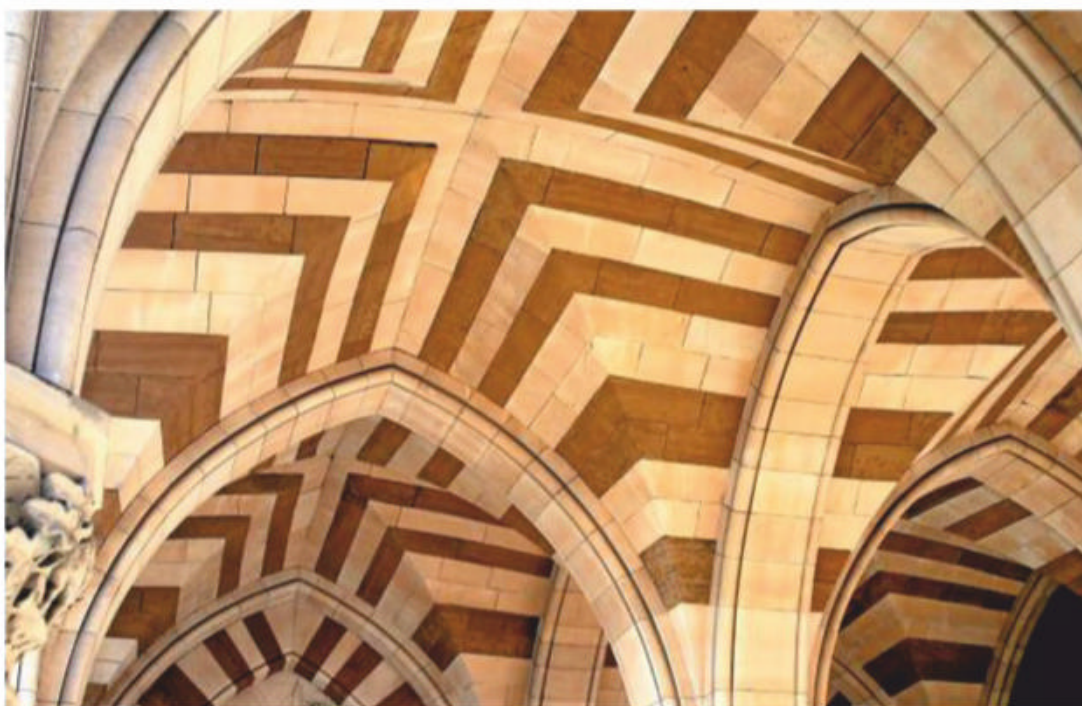
Above: The 'box' of styrene arches with ceiling sections drawn onto thin card. You can see concave arcs running along the hypotenuse (the longest side if you've forgotten your trigonometry!) that creates the curved, vaulted finish and allows each part to align with its neighbour.



This is the view from above, with the roof triangles in place...



...which, from the underside, look like this. A perfect vaulted ceiling in miniature.



Northampton Guildhall's real vaulted entrance vestibule. CONSTRUCTION PHOTOGRAPHY/ALAMY

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Airbrush

MODEL RAIL

Skills Station

Welcome to Skills Station. Whether you're a beginner or an experienced modeller looking to hone your skills, our team of experts will split a modelling

task or learning a skill into easy to follow, bite-sized chunks, busting myths along the way. Join our Facebook group and you can post your pictures and

chat to fellow modellers all learning the same skills. We'll offer friendly feedback and tips to make you even better! Happy modelling!



Richard Foster Editor



*Join our group on Facebook by searching for
Model Rail's Skills Station*



THE ESSENTIAL GUIDE TO AIRBRUSHING

Pt 3: Paints

Choosing the best paints makes airbrushing easier, while thinning them to the right consistency forms the essence of successful paint spraying. **George Dent** shares his tips for getting the paint preparation right first time.

Join Skills Station at www.model-rail.co.uk/skills-station

PAINT PREPARATION

Getting the paint thinned to the correct viscosity is one of the key elements of airbrushing. Indeed, it's probably the most challenging aspect for newcomers. However, getting this right from the start will make for

much smoother progress.

Firstly, let's take a look at the two most popular types of hobby paint: enamels and acrylics.



ACRYLICS

PROS

- ◆ Water - or alcohol-based and generally non-toxic.
- ◆ Fast drying: 30 mins to 2 hours.
- ◆ Clean up with water while wet.
- ◆ Resistant to water, oils or chemical solvents when dry.

CONS

- ◆ Must be built up in thin layers.
- ◆ Tricky to remove once dry.
- ◆ Prone to clogging airbrushes unless the tool is flushed out at regular intervals.



ENAMELS

PROS

- ◆ Superior and hard-wearing finish.
- ◆ Good adhesion and flow characteristics.
- ◆ Remain workable for longer.
- ◆ Resistant to water, oils or chemical solvents when dry.
- ◆ Remove with white spirit up to an hour after application.

CONS

- ◆ Slow drying: 6-12 hours for matt, up to several days for gloss paints.
- ◆ Oil or solvent based: toxic, highly flammable and some may contain lead.



SHAKEN OR STIRRED?

When jars of paint are left standing, the solid pigments will quickly settle at the bottom. Therefore, all paints must be shaken or stirred before decanting, thinning and spraying. Reading the label will reveal what method is best, with acrylics usually requiring both, while enamels are best stirred only. Once mixed and thinned, you'll have to stir or shake the paint regularly to prevent settlement.

Use a dedicated paint stirring tool, as offered by Expo Tools and Tamiya. Their paddle-shaped tips are far more effective for dispersing pigment than a screwdriver and also help when gauging the thickness of the paint.

THINNING

To avoid any compatibility problems, it's often best to employ the same brand of paint and thinners. Through trial and error, you'll probably find a few brands of thinner that work well with other brands of paint but, when starting out, it's best to err on the side of caution.

Virtually all hobby paints require thinning before spraying. Some, such as Com-Art and Vallejo Air acrylics, or Alcad2 enamels, come pre-thinned. However, once they've been used a few times such paints tend to thicken. I've found it best not to concentrate on specific ratios of paint and thinners, as performance differs wildly by brand,

batch, shelf life, storage conditions and ambient temperature. It's much better to gain an appreciation of the desired consistency to suit the airbrush; in this way, any type of paint or varnish can be thinned with a greater chance of success.

Be sure to choose the right type of thinners to match your paint, studying the information on the label and heeding any safety warnings. With solvents, always avoid contact with skin and eyes.



Skills Station



WHY VISCOSITY IS IMPORTANT

The paint needs to be thinned in order to pass through the airbrush's tiny nozzle in a fine, even mist. If the liquid is too thick, it will 'spatter' or clog up the tool. If it's too thin, there's a risk that it will create puddles on the model's surface.

There's scope for a little leeway either side of the optimum viscosity, as upping the air pressure will allow slightly thicker paint to flow, while a lower pressure will afford more control over thinner paint. We'll look at how the air pressure affects the flow of paint in the next instalment of Skills Station.



COMPATIBILITY

While they can't be inter-mixed when wet, enamels can sit atop acrylic paints - and vice versa - just as long as the previous layer is completely dry. Allow enamels at least 24 hours and acrylics 12 hours to cure before re-coating with another formula. If in doubt, test on a scrap model first.

STRAINING

All paints are prone to the formation of solid particles, especially if the jar has been opened and closed a few times. These lumps are unlikely to be softened during thinning and will clog the airbrush's tiny aperture, resulting in uneven paint flow.

To reduce the risk of this happening, it's good practice to filter or strain paint before thinning. Pouring the paint through a paper filter is recommended, although a fine-meshed tea strainer can also be effective. Choose one with metal gauze so that it can be cleaned more readily with solvents.

**STEP
BY
STEP**

HOW TO: THIN PAINT FOR SPRAYING



1

After stirring and/or shaking, decant the desired amount of paint into a clean glass jar. It takes a bit of practice to gauge how much paint will be needed for a particular project.



2

Using a pipette or syringe, add a few drops of thinner and stir gently. We're aiming for the liquid to take on a consistency akin to skimmed milk.



3

If the paint is slow to run off the end of the stirring tool, or falls in thick stringy columns, then it's too thick and needs a few more drops of thinner and a further stirring.



4

Continue thinning and stirring until the paint falls from the stirrer in small, self-contained blobs. The shiny metal of the stirrer should be visible along the top edge.

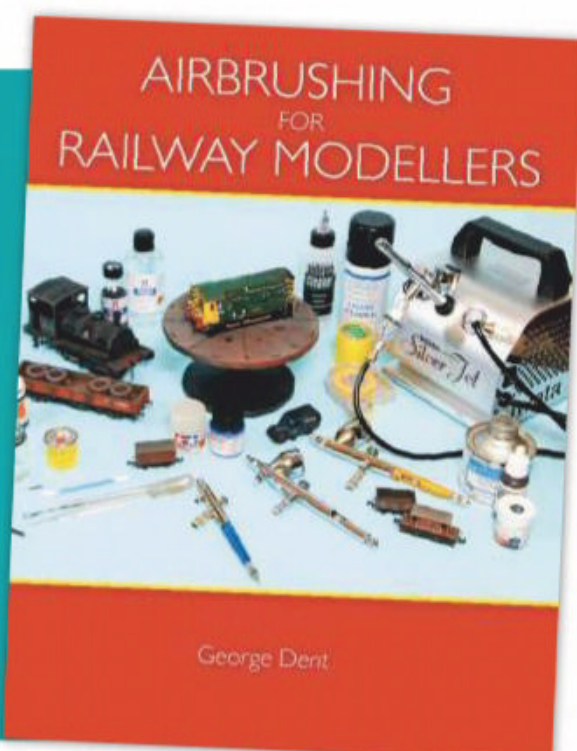


5

If all of the paint pours off the spatula, leaving hardly any traces behind, then it's too thin. The paint can still be used, but the air pressure will have to be turned down significantly, as will be explained next month!

ESSENTIAL READING

For everything you need to know about airbrushing, pick up a copy of George's book, *Airbrushing for Railway Modellers*, available from bookshops or direct from The Crowood Press.
Tel: 01672 520320
Web: www.crowood.com
ISBN: 9781847972651



AFTER THINNING...

Once the paint has been thinned, it needs to be sprayed promptly. The increased volume of liquid solvent means that pigment will begin to settle quite quickly unless the glass jar is shaken or stirred at regular intervals. In average ambient temperatures (for the UK), I find that thinned acrylics will last up to an hour or so, while enamels may remain workable for a couple of hours, provided that the jar's lid is fitted tightly.

After that, the paint will degrade considerably and will have to be discarded responsibly. Therefore, it pays to judge the amount of paint required for a specific task in order to reduce waste - this is something that becomes easier with experience.

WHAT NEXT?

Next month, George outlines some basic practical exercises to help you understand how your airbrush works.

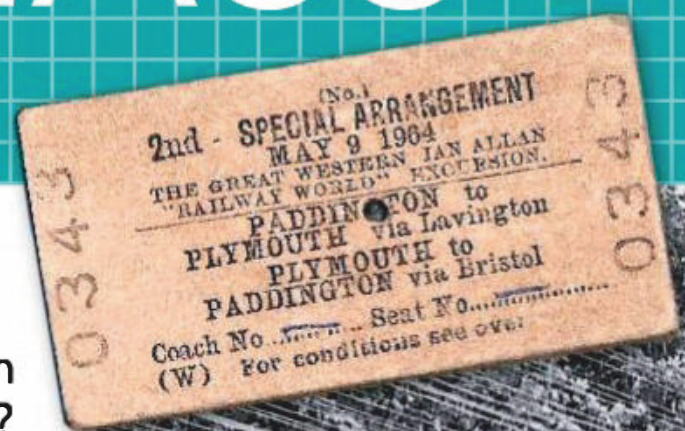
Show us what you've learnt on our Facebook group - <https://bit.ly/2TEmHKA>

MASTERCLASS

Looking at locomotive history in detail

Masterclass: May 9 1964

Who better to give a masterclass on a famous day in steam locomotive history than our own eyewitness, **Chris Leigh**?



May 9 1964 was the 60th anniversary of the oft-disputed 102.3mph speed record set by No. 3440 *City of Truro* on Wellington bank in Somerset with a special mail train. It was fortunate that the anniversary fell on a Saturday as that enabled the Western Region to hold a special event.

The Western Region's 'Kings' had passed into history in 1962 without much ceremony, and there were senior WR people who were determined that the 'Castle' 4-6-0s, seeing out their last months on the Paddington-Worcester-Hereford services, would not go the same way.

I'm not sure how Ian Allan Ltd came to be involved, but 'IA' himself and several of the management had close links with senior BR people, and the Ian Allan Locospotters Club was one of the major promoters of special trains. So, in the spring of 1964, plans were being made for a final fling with the 'Castles' on a high-speed run from Paddington to Plymouth and back.

The outbound train would take the 'Berks & Hants' line to Plymouth and return via Bristol. A speed limit at Wellington precluded a repeat of *City of Truro*'s exploits on Wellington Bank, so it was proposed that 100mph should be the aim near Little Somerford, on the 'Badminton cut-off', the 'racing stretch' built in 1903.

The train was marketed as an Ian Allan Railtour but seems to have sold out with little advance publicity. There were around 340 seats but not all were available for sale. Western Region top brass and senior Ian Allan people were there in abundance. Cecil J. Allen was there to time the running and there were others, too, in less official capacities.

My colleagues were all present: Alan Williams (editor, *Model Railway Constructor*), Geoffrey Kichenside (editor, *Railway World*) David Percival (assistant editor, *MRC*) and A.B. 'Uncle Mac' MacLeod. I was there to sell books and magazines and had negotiated a ticket for my younger brother Roger to help. Though we had tickets (Nos. 342/3 on a 340-seat train), we did not have seats, and

so we rode in the guard's van, sitting on packages of books, as did most of the 'staff'.

PREPARATION

The Western Region had carried out an exceptional amount of planning and preparation and this was also a last hurrah of Western independence before it was submerged by Marylebone Road (the BR HQ).

Throughout that spring, the ten most recently 'shopped' of the remaining 'Castles' were put through their paces on the Worcester expresses under the watchful eye of Senior Inspectors Jack Hancock and Bill

Andress. They were tested for high-speed running and for high maxima down Honeybourne bank.

No fewer than eight locomotives were required to cover the special train duty; three to work the various stages of the journey and the remaining five on standby, strategically placed along the route in case they were needed.

Jack Hancock decided that No. 5054 *Earl of Ducie* was most capable of achieving the 'ton'. It was a surprising choice as this was a single-chimney 'Castle' with two-row superheater and hydrostatic lubrication. Newer 'Castles' with four-row superheaters were available and one of these, No. 7029 *Clun Castle*, was selected for the difficult section over the South Devon banks on the return journey.

Reputation, however, meant a great deal to railwaymen steeped in steam, and the single-chimney '50XX' series 'Castles' had a reputation for being the fastest of their breed. Curiously, given that it was chosen for a difficult section of the journey, No. 7029 *Clun Castle* had a reputation as a 'weak' locomotive.

ON THE DAY

One clear memory is the sight of crowds on the platform as we entered Paddington station. Hawksworth '94XX' 0-6-0PT No. 8433 brought the empty stock into Platform 2. Soon afterwards, No. 4079 *Pendennis Castle* backed onto the train.

The 'Castle' had been well cleaned and prepared with a tender full of the best Ogilvy steam coal, which had a reputation for

“ My thighs quickly learned how hard the wooden seat ends of a Mk 1 Open Second are! ”

burning with intense heat. Four men were on the footplate, Inspector Andress, Driver Alf Perfect, and Firemen Doug Godden and Brian Green.

From the outset, the start was brisk and we accelerated quickly past Ealing Broadway and down through my old trainspotting haunt at Iver. I was despatched to move up and down the train with armfuls of magazines to sell, almost without respite. Once we turned onto 'Berks & Hants' – I knew it as the 'West of England line' – at Reading, the route's curvaceous nature became apparent as Roger and I were bounced back and fourth across the aisle, our load of magazines making it difficult to hold on to anything. My thighs quickly learned how hard the wooden seat ends of a Mk 1 Open Second are!

When we got our first break, Roger and I were able to get our bearings as the train

No. 4079 *Pendennis Castle* powers past Reading West on May 9 1964. Firemen employed as 'second men' on diesels swiftly lost the required fitness levels to maintain such a tightly timed train, so it was decided to employ two. It was the rapid firing rate and the very hot burning coal that apparently caused No. 4079's grate to collapse. BRIAN STEPHENSON



swept through Savernake Low Level station at around 90mph. That original Berks & Hants Extension Railway station, basking in the sun, immediately intrigued us. We would have to return and study it – and we did.

We found a gathering of WR 'brass' and senior IA figures in the leading brake van. One of the WR guys had noticed that the red-hot material streaming past his window was molten metal and not embers from the fire. 'Pendennis' was clearly in trouble, but the footplate crew were unaware of what was happening beneath them.

You couldn't send the driver a text in those days, so how could we stop the train? It was feared that pulling the communication cord

Right: *Pendennis Castle* was in Australia from 1977 to 2000. It's now nearing the end of an epic 19-year restoration at Didcot Railway Centre. MARK LEWIS





would cause such severe braking that it might cause further damage to No. 4079's overheated rear axle and we would be stuck, disabled.

The guard had the answer. He stopped the train by gently applying his brake valve. We stopped near Lavington and drew forward to the intermediate block signal, where the signal phone was used to request a change of locomotive – at Westbury. The nearest standby 'Castle' was at Taunton.

Westbury's small shed could only provide modified 'Hall' 4-6-0 No. 6999 *Capel Dewi Hall*. It had a low fire and less than half a tender-full of what I called 'nuts' or, what firemen called, 'Easter Eggs'. They were like large barbecue briquettes and made of coal dust bound together with cement. They were probably cheap, but they certainly did not burn very well.

That the 'Hall' did remarkably well on its run to Taunton was entirely down to the crew and, particularly, the firemen. We reached 86mph before the handover to No. 7025 *Sudeley Castle*, Taunton's standby 'Castle'.

WATER, WATER EVERYWHERE

No. 7025 was, apparently, the eighth of the eight chosen 'Castles'. It was Murphy's law that it fell to this 'Castle' to save the day and to get the special to Plymouth without further problems.

Again, the Old Oak crew did their stuff and at least, this time, they had a locomotive that was prepared and ready for them. I resumed my seat on the packages in the leading van.

Diesels were prone to 'overreact' when their AWS contact shoe came into contact with water troughs. With dieselisation well advanced, many troughs had either been emptied or had their water levels reduced.

Provision had been made for Exminster troughs to be refilled so that we wouldn't have to stop for water. However, we didn't find out



until water surged through the leading gangway and across the floor of the van, engulfing several packets of books and magazines as it went! No. 7025 was the last WR locomotive to take water by this means as the troughs were emptied again the following week.

Lunch had been served and several of the top brass stood aside so that those of us without allocated seats could have a sit-down meal. It was my first ever meal on a train.

Even in Open Seconds, lunch on a train had a certain 'style' and with Starcross and the Dawlish seafront zipping past the window it began to seem like the day might be rescued. Indeed it was, with No. 7025 having turned in a splendid performance.

Our arrival at Plymouth was late, of course, but No. 7025 had taken only 51 seconds more than the booked time from passing Taunton to Plymouth and it had done so from a standing start.

At Plymouth, passengers could take an organized boat trip around the docks for just

Above: No. 7029 *Clun Castle* might have been built by BR in May 1950, but it could still invoke the spirit of the Great Western Railway! The immaculate 'Castle', photographed at Plymouth Laira, would go on to top Whiteball summit, after two miles of climbing at 1-in-115 at 67mph. Sadly, it was prevented from doing the 'ton' down the other side to Wellington. IVOR HOCKING/BERNARD MILLS COLLECTION

Left: No. 5054 *Earl of Ducie* stands under the famous roof with the final leg of 'The Great Western'. It managed Bristol to London in 95 minutes 33 seconds, just shy of the fastest 'Bristolian' record of 93 minutes 50 seconds. BRIAN STEPHENSON

Below: 'Clun' returned to steam in October 2017 for the first time since 2001. It made its main line return on February 28 2019. THOMAS BRIGHT/SR



3s 6d (17.5p) but a small group of us chose to ride across to Saltash instead, just so that we could go over Brunel's fabulous bridge. I'd never seen it before.

Meanwhile, at Laira depot, Inspector Harold Cooke had been giving attention to No. 7029 *Clun Castle*. I believe that, upon hearing of the problem with No. 4079, he'd emptied No. 7029's tender and refilled it with a different blend of coal.

He and Laira driver Harry Roach knew a thing or two about 'Castles' and, in particular, how to prepare and handle 'Clun'. After oiling round, he gave the handle on the

mechanical lubricator 80 or 90 turns to really prime the system.

We were treated to an epic run to Bristol Temple Meads and even from our place in what was now the rear brake van, seven coaches back, we could hear No. 7029 at work. Our job was done for the day and we set out to get one or two 'window shots', despite the speed, and to enjoy the rest of that magic day.

No. 7029 *Clun Castle* had reeled off the 75.6 miles in 62 minutes 19 seconds, setting a new record for Plymouth-Bristol with steam. Despite my huge admiration for the Tyseley team and their work with 'Castles' I was saddened that they chose to break 'Clun's' record with No. 5043 *Earl of Mount Edgcumbe*, and particularly that they did so on the anniversary of 'our' epic run. Some records should stand for all time.

BRISTOL FASHION

At Bristol, No. 7029 and the Laira crew handed over to Inspector Andress, a Bath Road crew and Worcester's pride and joy, No. 5054 *Earl of Ducie*. Sadly, the anticipated 'ton' at Little Somerford eluded driver Frank Higby, despite some very fast running.

Moving about the train was almost impossible because a TV crew had boarded at Bristol and their bulky equipment blocked the gangways.

Even so, it was not difficult to see that No. 5054 was frequently trailing some very black smoke, an indication that the firemen were struggling to maintain boiler pressure. Indeed, the inspector's log showed that at no time was the boiler at full pressure and against that background the maximum of 94mph at Little Somerford was a creditable performance.



Throughout that section of the trip a strong cross-wind had been blowing and much of that Badminton-Wootton Bassett 'racing stretch' is on an embankment and very exposed.

GRAND FINALE

I find Paddington a magical place in the evening, and at night, and May 9 1964 was the first time I experienced it. Just a year later I would be back, on August 8 1965, with a gleaming and restored No. 4079, now in private hands on an Ian Allan railtour to Worcester and Swindon.

'Pendennis' hauled a farewell railtour from Paddington on November 20 and 'Clun' hauled what was the last steam-hauled train from Brunel's famous station on November 27. After that, Paddington was diesel-only and the 'Castles' took over at Banbury or Didcot.

I enjoyed a couple of 'Castle' runs with No. 7029 on Ffestiniog and Talylyn RPS specials, and the 'Birkenhead Flier' and 'Zulu' on which we had both 4079 and 7029.

One of my most memorable trips from Paddington was with a Class 47 (instead of the hoped-for Class 50) for a once-in-a-lifetime ride on the Down Travelling Post Office to Bristol. There was one consolation about the Class 47 – it was 47500 *Great Western!* 

Left: No. 7025 *Sudeley Castle* took over at Taunton, and while it was not the best of the five standby 'Castles', it still put in a hugely creditable performance to put some shine on the Down journey. Chris had just about dried out after his soaking at Exminster by the time Ivor Hocking photographed the train near Stoneycombe, on the climb to Dainton. IVOR HOCKING/BERNARD MILLS COLLECTION

'Z48' train formation

'The Great Western' comprised seven BR Mk 1 coaches (totalling 295 tons) arranged as follows: Brake Second Open, Second Open, Second Open, Kitchen Car, Second Open, Second Open, Brake Second Open.

I've found it impossible to research the actual vehicle numbers 55 years later, and those who were photographing and filming were only interested in the locomotives. However, my quest has thrown up an interesting query.

The Kitchen Car is glimpsed several times in movie footage and the window arrangement clearly identifies it as a Diagram 701 or 702 vehicle. Ten RKs were fitted with anthracite stoves and Nos. 80007-80008 were allocated to the Western Region. They didn't last long, as the propane-fuelled version became more popular. Though the coaches were what we would now call Tourist Open Seconds with 2+2 seating, they were 'dressed up' with white table cloths for meal service.

I will replicate both the 'dressed up' interior and create a Kitchen Car in a future issue.



RAIL ONLINE

Also on May 9...

Swindon was the place to be on May 9 1964. Not only was immaculate 'Castle' No. 7022 *Hereford Castle* on standby for the Ian Allan special, but 'Duchess' No. 46251 *City of Nottingham* made a rare appearance on shed that day. It had worked

the RCTS' 'East Midlander No. 7' tour from Nottingham to Didcot (where it handed over to Bulleid 'West Country' Lynton for a run to Eastleigh). The 'Duchess' made its way to Swindon in readiness to take over from Lynton for the return to Nottingham.



'Castle' selection

Ten 'Castles' were initially selected for May 9 1964 but, in due course, Nos. 5091 *Cleeve Abbey* and 5096 *Bridgwater Castle* were eliminated. Here's where the five standby 'Castles' were positioned:

- ◆ 7023 *Penrice Castle*, Old Oak Common
- ◆ 7025 *Sudeley Castle*, Taunton
- ◆ 7008 *Swansea Castle*, Plymouth Laira
- ◆ 7032 *Denbigh Castle*, Bristol Bath Road
- ◆ 7022 *Hereford Castle*, Swindon

'CASTLES' IN 1964

By Richard Foster

R. A. Smeddle is not a prominent name in the story of Great Western steam but, together with Sam Ell and his team, he got the best from Western Region steam power in the difficult post-war days. Smeddle, as the Western Region's chief mechanical and electrical engineer, oversaw the increase in superheating and the installation of double-chimneys to 'Kings' and 'Castles' as the Collett 4-6-0s struggled to maintain pre-war running standards in the face of poor coal and increasing age.

1958 was a watershed year. The introduction of the first diesel-hydraulics signalled the end of the 'Kings' as top link power. But the 'Castles' would go from strength to strength. Three-row superheaters were superseded by four-row versions. Double-chimneys started to appear. When No. 4090 *Dorchester Castle* emerged from Swindon in May 1958 with a double-chimney AND a four-row superheater, it became a 'Castle GTi'. The 'Kings' went in 1962 and great inroads were being made into the 'Castle' fleet. Smeddle took the attitude that the remaining 'Castles' should be fitted with every modern

convenience, including mechanical lubricators and self-cleaning smokeboxes, as well as double-chimneys and four-row superheaters. He had the backing of all the great and good at Paddington, who were anxious to maintain the high standards of the GWR. That was until Stanley Raymond arrived as Western Region general manager in January 1962.

Raymond wanted the Western to become the first region to abolish steam. Smeddle retired after a few months of intense conflict (he died shortly afterwards). The 'Castles' were no longer safe and some were withdrawn just months after receiving new chimneys.

1964 was really the last full year of 'Castle' action. It dawned with just 48 in active service. There was a real mixture of versions. The bulk, not surprisingly, were post-war '5098s', built between May 1946 and August 1950, but there were still a good number of '5013s' and even original '4073s' from the 1920s.

Some celebrity 'Castles' had slipped through the net: former streamliner No. 5005 *Manorbier Castle* had gone in February 1960, while 'Cheltenham Flyer' favourite No. 5006 *Tregenna Castle* followed in May 1962. Happily,

pioneer No. 4073 *Caerphilly Castle* was safely ensconced in the Science Museum.

But a look through the list of 'Castles' that made it as far as 1964 reveals some surprises. Dear old No. 4079 *Pendennis Castle* was still in the same condition as when it had taught Nigel Gresley a few lessons in locomotive design in 1925. There was *Windsor Castle*, the GWR's 'Royal engine', which King George V drove in 1924 (plus *Bristol Castle* with which it had swapped guises). There was *Launceston Castle* that took the West Coast Main Line by storm in 1926 and proved to LMS management that they ought to sort out their top link express power.

STAR TURN

Even more surprising were Nos. 5085, 5089 and 5091. The GWR had rebuilt 'Stars' Nos. 4063-72 as 'Castles' between 1937 and 1940 but, unlike other 'Star' rebuilds, had renumbered them in the 'Castle' sequence.

The 48 'Castles' that made it into 1964 were split between the usual haunts, such as Old Oak Common, Bristol, the Midlands and South Wales (see Table 1). But there were subtle differences – Bristol St Philip's Marsh shed rather than Bath Road; Oxley shed rather than Wolverhampton Stafford Road; Cardiff East Dock rather than Swansea Landore, and the days of Collett 4-6-0s at Plymouth Laira or Newton Abbot were long gone.

Table 2 reveals how the fleet was further curtailed during 1964. By the start of 1965, there were just 11 left. The Birmingham/West Midlands area lost its 'Castles' in February 1965. Oxley withdrew No. 7011 *Banbury Castle* on February 9, followed by Nos. 7019 *Fowey Castle*, 7023 *Penrice Castle* and 7024 *Powis Castle* on February 10 and, finally, No. 5063 *Earl Baldwin* later in the month. Tyseley's No. 7013 *Bristol Castle* and 7014 *Caerhays Castle* had both gone during the week commencing February 6.

Gloucester Horton Road became the unlikely outpost for final 'Castle' operations. Nos. 5042 *Winchester Castle*, 7022 *Hereford Castle* and 7034 *Ince Castle* managed to hang on until June. The honour of the last 'Castle' in BR service fell to No. 7029 *Clun Castle*, which was rather ironic as it had been withdrawn in 1964 and resurrected. Of its many special workings in 1965, it hauled the last steam-hauled train out of the GWR's famous Paddington station on November 27 1965.

Clun Castle was withdrawn on December 31 1965, but that didn't prevent it working the 5pm Gloucester-Cheltenham on January 1 1966. Meanwhile, John Trounson and John Southern's fund-raising scheme to save it was floundering. Preservation powerhouse Pat Whitehouse and colleague John Evans stepped in and bought No. 7029 on January 10 1966.

Remarkably, 55 years after May 9 1964, two of the stars of that day are due to return to the main line. *Clun Castle* hauled its first main line train on February 28 while *Pendennis Castle* is nearing the end of an extensive overhaul and is expected to steam again later this year.

● Many thanks to archivist Richard Strange for compiling the 'Castle' allocation data.

Table 1: 'Castle' allocations, January 1 1964

Bristol St Philip's Marsh (82B)		5070	<i>Sir Daniel Gooch</i>
No.	Name	5076	<i>Gladiator</i>
4079	<i>Pendennis Castle</i>	5098	<i>Clifford Castle</i>
4088	<i>Dartmouth Castle</i>	7008	<i>Swansea Castle</i>
4093	<i>Dunster Castle</i>	7010	<i>Avondale Castle</i>
5002	<i>Ludlow Castle</i>	7020	<i>Gloucester Castle</i>
5037	<i>Monmouth Castle</i>	7029	<i>Clun Castle</i>
5074	<i>Hampden</i>	7032	<i>Denbigh Castle</i>
5085	<i>Evesham Abbey</i>	7035	<i>Ogmore Castle</i>
Cardiff East Dock (88A)		Oxley (2B)	
4080	<i>Powderham Castle</i>	5026	<i>Criccieth Castle</i>
5039	<i>Rhuddlan Castle</i>	5063	<i>Earl Baldwin</i>
5042	<i>Winchester Castle</i>	5089	<i>Westminster Abbey</i>
5056	<i>Earl of Powis</i>	7012	<i>Barry Castle</i>
5073	<i>Blenheim</i>	7014	<i>Caerhays Castle</i>
5091	<i>Cleeve Abbey</i>	7019	<i>Fowey Castle</i>
5096	<i>Bridgwater Castle</i>	7024	<i>Powis Castle</i>
Gloucester Horton Road (85B)		7026	<i>Tenby Castle</i>
7003	<i>Elmley Castle</i>	Reading (81D)	
7034	<i>Ince Castle</i>	4089	<i>Donnington Castle</i>
Hereford (86C)		5018	<i>St Mawes Castle</i>
5000	<i>Launceston Castle</i>	7004	<i>Eastnor Castle</i>
5054	<i>Earl of Ducie</i>	7011	<i>Banbury Castle</i>
5055	<i>Earl of Eldon</i>	Worcester (85A)	
7022	<i>Hereford Castle</i>	7002	<i>Devizes Castle</i>
Old Oak Common (81A)		7005	<i>Sir Edward Elgar</i>
4082	<i>Windsor Castle</i>	7013	<i>Bristol Castle</i>
5057	<i>Earl Waldegrave</i>	7023	<i>Penrice Castle</i>
		7025	<i>Sudeley Castle</i>

Table 2: 1964 ‘Castle’ withdrawals (month by month)

January	
January 15	7004 <i>Eastnor Castle</i> (Reading)
February	
February 2	5085 <i>Evesham Abbey</i> (Bristol St Philip’s Marsh)
February 26	5073 <i>Blenheim</i> (Cardiff East Dock)
March	
March 7 (week ending)	5018 <i>St Mawes Castle</i> , 7010 <i>Avondale Castle</i> (Reading)
March 10	5057 <i>Earl Waldegrave</i> (Old Oak Common)
	7002 <i>Devizes Castle</i> (Worcester)
March 20	5037 <i>Monmouth Castle</i> (Bristol St Philip’s Marsh)
	5070 <i>Sir Daniel Gooch</i> (Old Oak Common)
May	
May 6	5074 <i>Hampden</i> (Bristol St Philip’s Marsh)
May 11	4079 <i>Pendennis Castle</i>
	4088 <i>Dartmouth Castle</i> (Bristol St Philip’s Marsh)
June	
June 1	7035 <i>Ogmore Castle</i> (Old Oak Common)
June 15	5039 <i>Rhuddlan Castle</i>
	5098 <i>Clifford Castle</i> (Reading)
	5096 <i>Bridgwater Castle</i> (Worcester)
August	
August 8 (week ending):	4080 <i>Powderham Castle</i> (Southall)
	7003 <i>Elmley Castle</i> (Gloucester Horton Road)
August 29 (week ending):	5002 <i>Ludlow Castle</i> (Southall)
September	
September 5 (week ending):	4082 <i>Windsor Castle</i>
	4093 <i>Dunster Castle</i> (Gloucester Horton Road)
	4089 <i>Donnington Castle</i>
	5076 <i>Gladiator</i>
	7005 <i>Sir Edward Elgar</i>
	7020 <i>Gloucester Castle</i> (Southall)
	7025 <i>Sudeley Castle</i> (Worcester)
September 26 (two weeks ending)	7008 <i>Swansea Castle</i>
	7032 <i>Denbigh Castle</i> (Old Oak Common)
September 28	5055 <i>Earl of Eldon</i> (Gloucester Horton Road)
October	
October 3 (week ending)	5091 <i>Cleeve Abbey</i> (Tyseley)
October 17 (week ending)	7026 <i>Tenby Castle</i> (Tyseley)
October 24 (week ending)	5054 <i>Earl of Ducie</i> (Gloucester Horton Road)
October 31 (week ending)	5000 <i>Launceston Castle</i> (Oxley)
November	
November 10	5026 <i>Criccieth Castle</i>
	5089 <i>Westminster Abbey</i>
	7012 <i>Barry Castle</i> (all Oxley)
November 19	5056 <i>Earl of Powis</i> (Oxley)

Going once, going twice

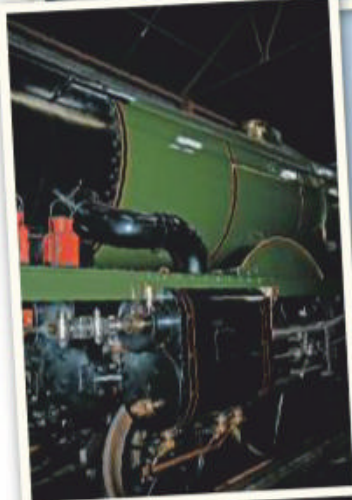
Two ‘Castles’ were withdrawn in 1964... and then returned to traffic. Old Oak Common withdrew both Nos. 7008 *Swansea Castle* and 7029 *Clun Castle* in the week ending September 5 – but both were back on its books again by the 12th of that month. The reprieves were just temporary, for Old Oak had washed its hands of both ‘Castles’ by September 26. *Swansea Castle* had been withdrawn but ‘Clun’ had been passed on to Gloucester Horton Road. Had it been withdrawn along with No. 7008, preservation history would have been very different.

‘Castles’ – what’s the difference?

Swindon Works built 156 ‘Castles’ between August 1923 and August 1950, and created a further 16 by rebuilding 15 ‘Stars’ and GWR 4-6-2 *The Great Bear*.
These 172 locomotives were split into three distinct versions:
● ‘4073’; Nos. 111, 4000/09/16/32/37, 4073-5012; built 1923-1927: Original condition, two-row superheater, fluted centre cylinder casing and mixture of 3,500 and 4,000gal tender.
● ‘5013’; Nos. 5013-5096; built 1932-1939; Modified boiler with increased water space around the firebox, reduced grate (from 30.3sq ft to 29.4sq ft), and fewer small tubes, square centre cylinder casing. From No. 5023, all were built with the Swindon-modified Zeiss optical frame alignment equipment.
● ‘5098’; Nos. 5098/99, 7000-7037; built 1946-1950: Built new with three-row superheaters and, from No. 7000 onwards, had mechanical lubricators. From No. 7000 onwards came new with Hawksworth welded tenders.



Double-chimneys were fitted to Nos. 7018 and 5043 in 1956; they’d be fitted to 67 ‘Castles’ up to December 1961.
ALL: RICHARD FOSTER/MR



Left: Post-war efforts to improve the draughting also resulted in a change to the outside steampipes. The changes were subtle and not always easy to identify!

Below: The ‘5013’ series introduced the square pattern of casing over the centre cylinders. A fire iron tunnel along the edge of the running plate was also introduced with this version.



Left: Four-row superheat/ double-chimney ‘Castles’ received mechanical lubricators. Enginemen were divided over whether a mechanical lubricator-fitted ‘Castle’ was better than one with a sight-feed lubricator in its prime!



Right: Aside from the larger header cover on the smokebox, another way to identify a high superheat ‘Castle’ is the oil pipe that runs down the smokebox side.



HOW TO

ADD MAY 9 1964 DECORATIONS



'Castle' No. 4079 *Pendennis Castle* backs down onto 'The Great Western' at Paddington on May 9 1964, clearly showing driver Alf Perfect's nameplate on the cab side. ROGER LEIGH/CJL COLLECTION



Castle' No. 4079 *Pendennis Castle* was already wearing its full complement of front end 'decoration', headboards and train reporting numbers, when it backed into Paddington on May 9 1964 to take 'The Great Western' special to Plymouth. Those decorations are described on the opposite page.

I already had models of both Nos. 4079 and 7029. The latter had been renamed and renumbered at some time in the past and is one of the most recent Hornby 'Castle' toolings. No. 4079 is one of the earlier

Hornby 'Castles' and is as supplied.

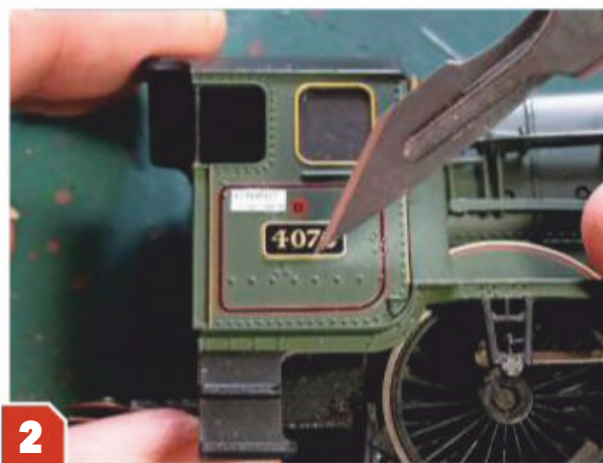
I decided to add May 9 1964 details to both of them. I've never been that bothered by No. 5054, the third of the trio on that day, nor with the stand-in No. 7025. A model of No. 6999, on the other hand, would be nice to have but Bachmann's modified 'Hall' is seriously flawed, and it would take a lot of work to put it right.

Besides, having two 'Castles' to deal with was more than enough. I wanted both to be dressed up as they were on that day 55 years ago, clearly working locomotives but cleaned and prepared to a high standard.

STEP BY STEP



There's no doubt that a set of etched name and numberplates really smartens up any ready-to-run GWR locomotive. The Fox Transfers set included everything for 4079, with the splasher lining transfers sold separately.



The printed plates are accurately sized, so the etched numberplates fit over them perfectly. A spot of Glue 'n' Glaze or Velo-Set PVA on the cabside and the plate can be positioned with the point of a scalpel.



The driver's nameplate was a must! I set up A I PERFECT in 2pt Avenir font and OLD OAK COMMON below it in 1pt and was pretty impressed at the legibility produced by my HP inkjet printer at home.



4

The trickiest problem was the main cast GWR headboard. I had no suitable photographs of the real thing. Eventually I found a similar garter crest on the internet.



5

The side elements from the London and Bristol coats of arms were photographed from a GWR carriage transfer and printed at the appropriate size. They were then mounted on paper and the green background was painted around them.



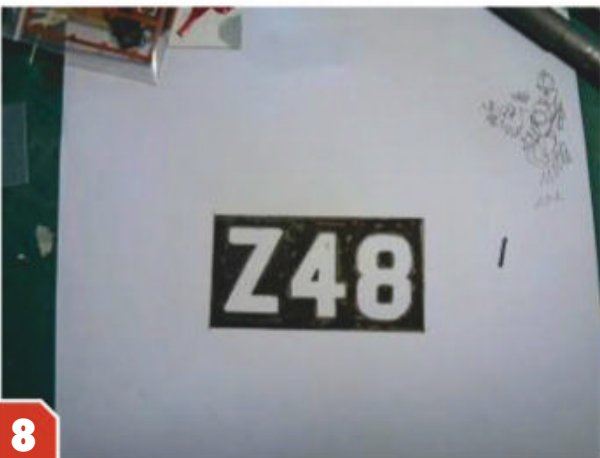
6

One nameplate on 4079 was moulded as part of the reversing lever. I cut off the two sections of the lever and refitted them to the locomotive before attaching the new nameplate.



7

The Fox nameplates are pre-painted. I just added the separate lining transfer to the splasher panel before gluing the plate in place with a bead of Glue 'n' Glaze along the bottom edge.



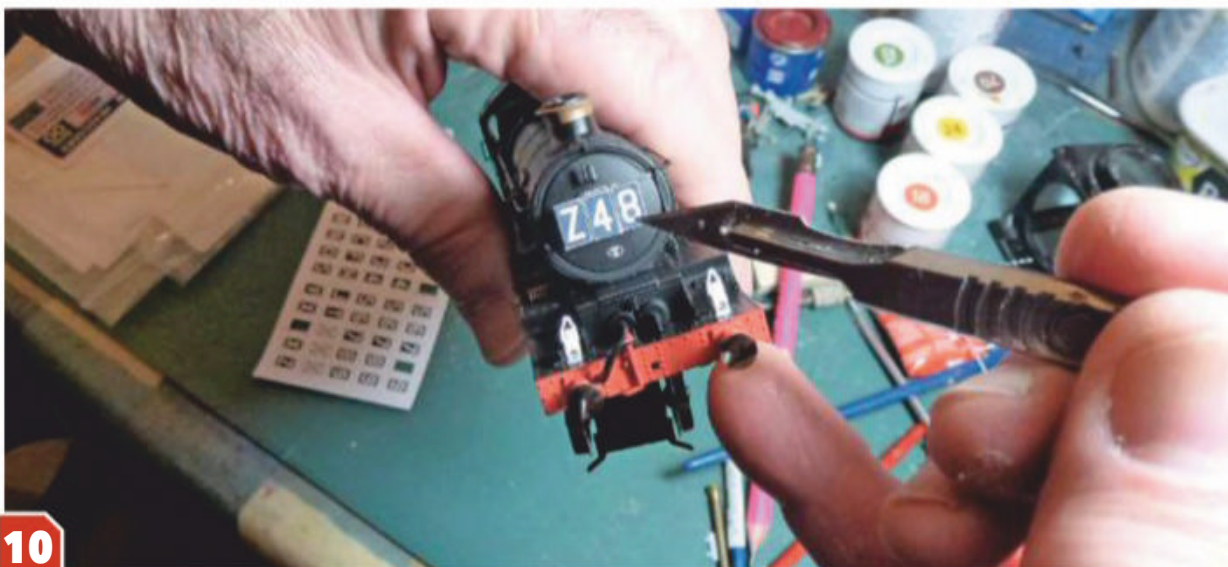
8

The train reporting number for No. 4079 was enlarged from a photograph of the real thing. This was retouched with a black pen to sharpen the edges and then scanned and reduced to scale size.



9

On No. 7029 I used a Precision Labels frame and printed characters. The metal frame is glued over the smokebox door handle and the characters are cut from a sheet with a thin magnetic backing.



10

The magnetic letters will hold in place on the newer metal frames. Mine was an old original frame, so the characters are held in place with a tiny spot of PVA glue.

Decorations

When No. 4079 backed onto 'The Great Western' it carried three boards on the front but none was a conventional train nameboard.

On the top lamp iron was a cast and elaborately painted GWR coat-of-arms, provided by the Western Region. Bolted to the smokebox door handles was the train reporting bracket, carrying the code 'Z48'. Below that, on the centre lamp iron above the bufferbeam, was the 'Ian Allan Railtour' headboard.

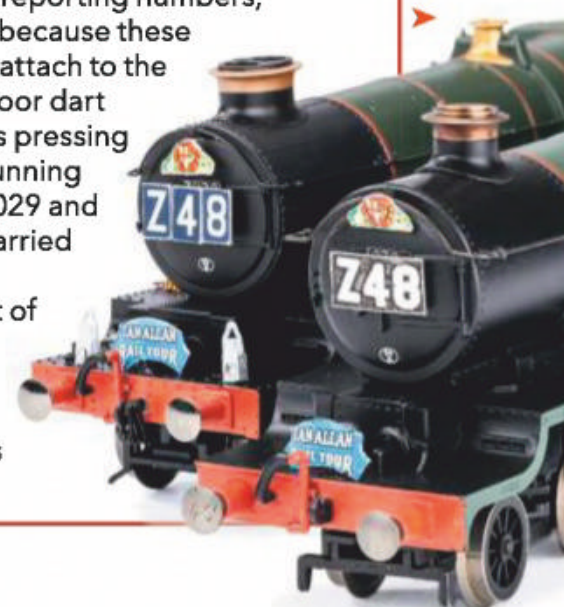
A driver's nameplate was fitted on the cabside, the only time I ever saw these used. It was said that drivers did not normally use them as they did not wish passengers to be able to identify them in letters of complaint!

The coaches had cant rail carriage boards with 'The Great Western' on one board and 'Paddington to Plymouth' on the other. They were white on maroon to match the coaches. However, of the seven coaches, only one BSO carried coaching stock roundels. This coach also had a silver-grey roof, indicating it had been to the paint shop more recently than the rest of the set.

Western Region train reporting numbers (generally known as headcodes) are available from Precision Labels and Fox Transfers. The latter firm claims that its numbers are in the 'correct font' but on the special train at least two different typefaces were seen, the characters on No. 4079's Old Oak Common boards were much more bold than those from Laira and Bath Road.

With the unplanned change at Westbury, things went awry with the headboards. None were transferred from 'Pendennis' to *Capel Dewi Hall*. Instead, someone found the 'Festiniog Railway Special' headboard which was used on the annual Paddington-Porthmadog special for the society's annual meeting. This was a piece of painted hardboard normally attached to the Ian Allan Railtour headboard when in use. It had presumably been stashed in the brake van and someone must have decided to use it, jamming it between No. 6999's lamp iron and handrail. It was a miracle that it stayed in place on the 'Hall' at speed!

No. 7025 received the Great Western and Ian Allan Railtour decorations, but not the **train reporting numbers**, presumably because these took time to attach to the smokebox door dart and time was pressing with a **late-running** train. Nos. 7029 and 5054 both carried the full complement of front end decoration, each depot supplying its own 'Z48'.





HOW TO

DETAIL A 'HALL'

Dave Lowery takes one of Bachmann's modified 'Halls', adds a Brassmasters detailing kit and gives it a new paint job for its historic journey.

The main problem with the 'Modified Hall' from Bachmann was that the firm didn't re-model the front of the locomotive - the biggest modification the prototype had! Thankfully, the Brassmasters detailing kit solves this problem and oh, what a lovely little project this was! It was simple to do, involved enough modelling to feel

worthwhile, but wasn't such a big job that I feared I'd ruin the model. With all the manufacturers producing such excellently detailed models today, and taking into account their high prices, not many modellers are going to start hacking them about to add the odd chimney or alternative details.

The difference between taking a model

out of the box and building a kit is large, so I applaud Brassmasters - this project really bridges a gap.

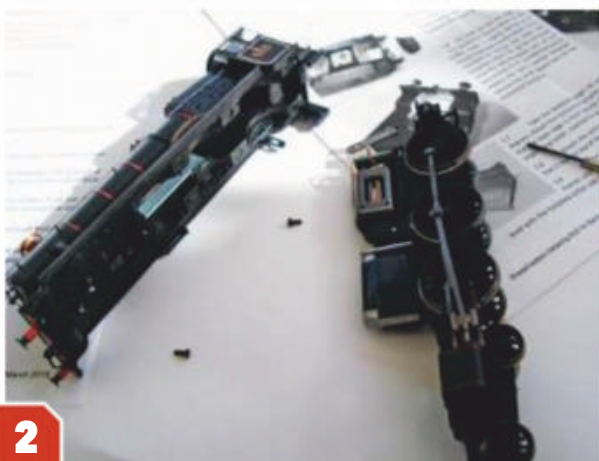
I should add, at this point, that Bachmann's 'Modified Hall' comes with the older Collett 4,000gal tender, not the Hawksworth welded version to which No. 6999 was coupled at the time of the May 9 1964 special.

STEP BY STEP



1

This is the subject of the project, a Bachmann GWR 'Modified Hall' 4-6-0, to which I'm adding the detailing kit and a set of Fox Transfers for the alternative name and numberplates.



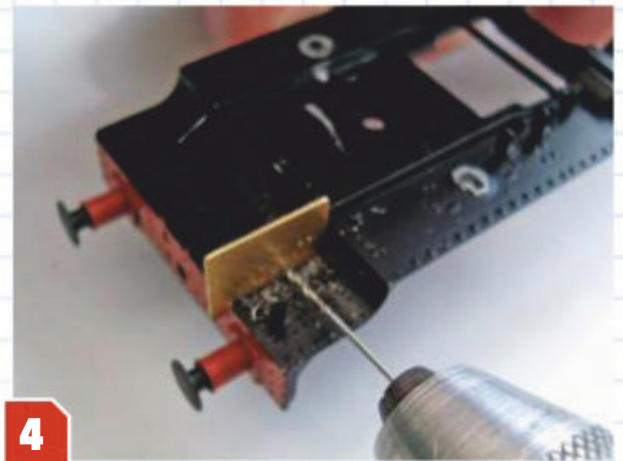
2

The instructions supplied with the Brassmasters kit are extensive and they do a really good job of explaining each step, including the dismantling of the model locomotive. Make sure you keep all the screws somewhere safe!



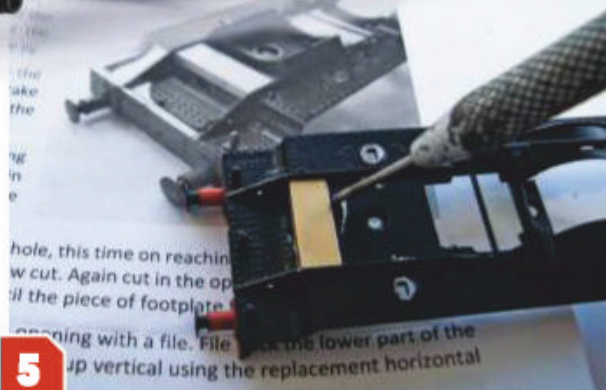
3

One of the issues with the Bachmann model is the front. Using a craft knife, remove the various parts pertaining to the smokebox saddle and front footplate detail to prepare them for replacement.



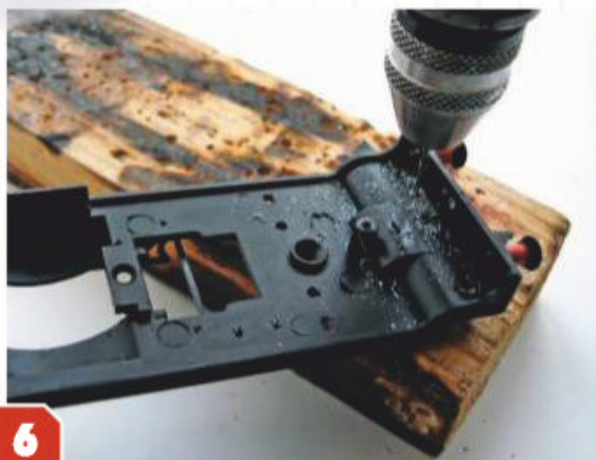
4

The kit includes some excellent brass guides that allow you to mark off areas to be cut and removed. Here, lifting holes are being drilled into the front frames.



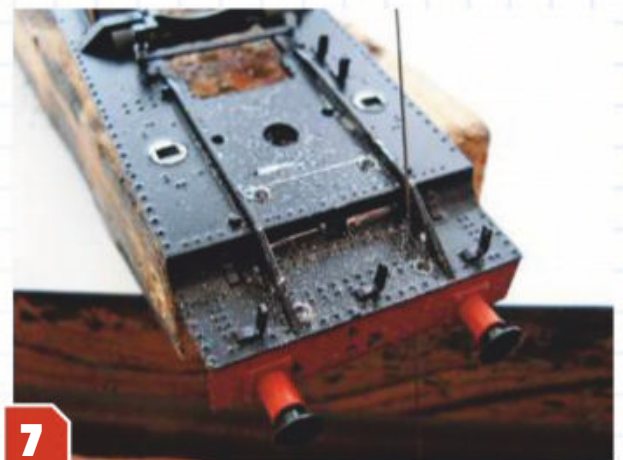
5

The next gauge is used to scribe a line across the top of the front of the footplate. Always read the instructions at least twice before cutting; it is easy to make a mistake but much harder to undo it!



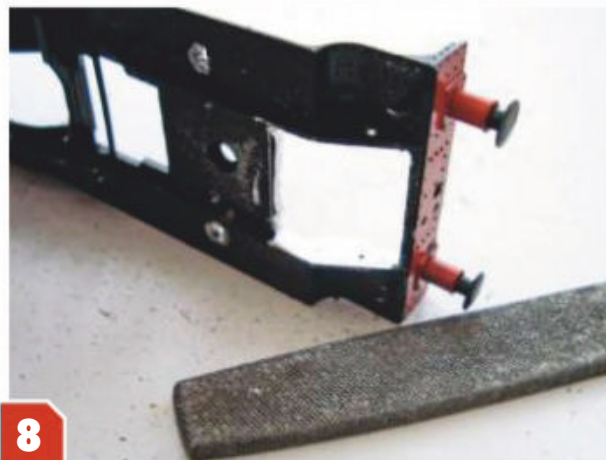
6

Always use a piece of wood to rest your work on when drilling holes as this saves ruining your work surface. Carefully mark holes inside the area to be cut and check both above and below the footplate before drilling.



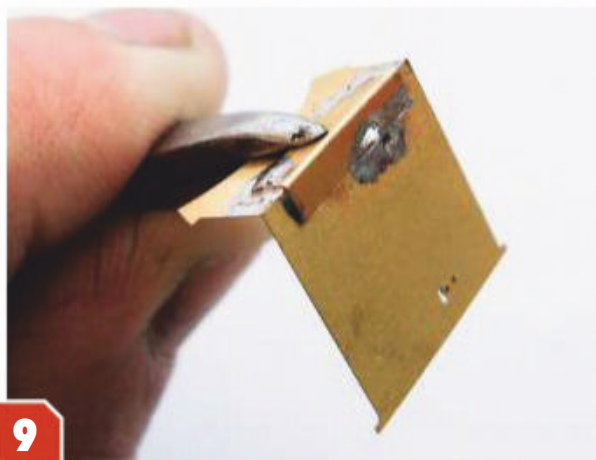
7

Threading the piercing saw blade through the hole allows you to cut the centre piece of the footplate out. I have drilled four holes and cut a line from one hole to the next with the piercing saw.



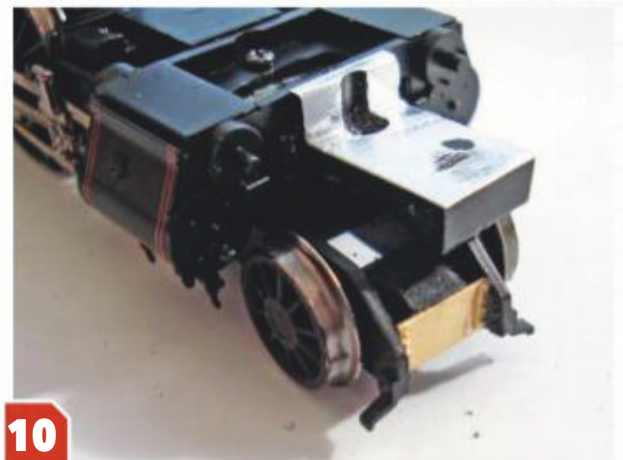
8

Never cut to the exact size of the hole as the blade could drift off course. Cut out the required section and then, using a medium flat file, abrade to the line. You can still make mistakes, but they will be smaller.



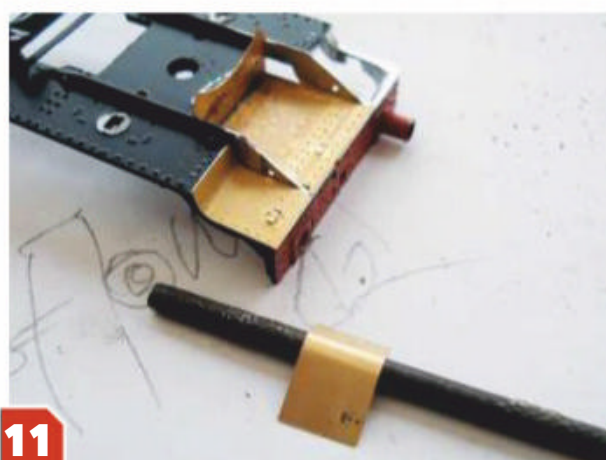
9

Make up the replacement centre of the footplate with the etches on the sheet. Make sure it is straight and true before either soldering or gluing together, whichever is your preference.



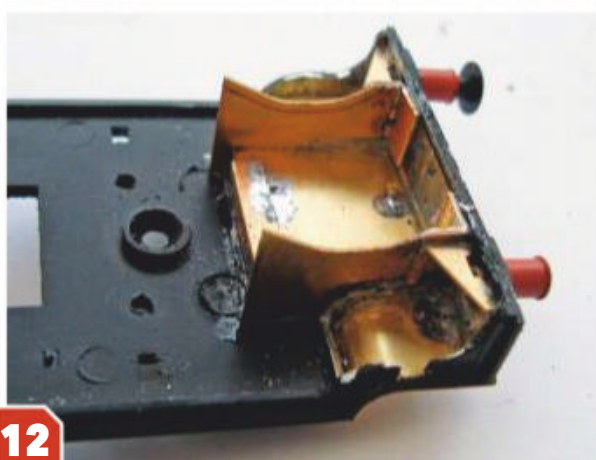
10

To accommodate the lower footplate, the chassis needs to be cut and filed. Again, a template is provided. Cut out with a hacksaw and file to the final line.



11

The outer parts of the footplate are also cut out and the two etches rolled over the round handle of a file. Take your time and get the fit exactly right before gluing in place. Also, before gluing in place, add the lamp bracket.



12

Under the footplate are the front frame extensions and bufferbeam brackets that fit behind the buffers. All of this also bulks up the strength in the collective parts.



13

The kit includes brass overlays that cover the smokebox saddle. To fettle them into place properly, run a file along the front of the footplate to get all three parts aligned.

HOW TO

CREATE A 1964 'CASTLE'

By **Chris Leigh**

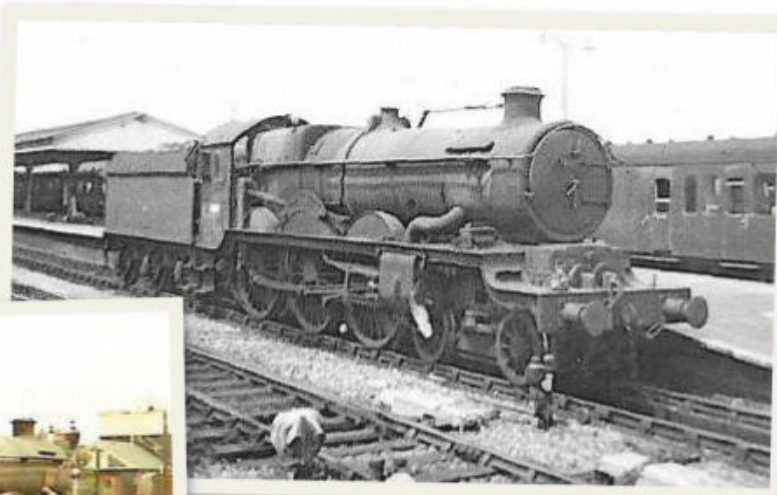
I have to admit to being a bit of a Harry Potter fan and eagerly bought Hornby's first run of ex-Dapol 'Castles' in Hogwarts Railways red in 2001.

Hornby continued to produce Hogwarts 'Castles' until 2006, but this has been superseded by its excellent 'Hall' in 2015 – which I also bought, using it to create an authentic *Hogwarts Castle*.

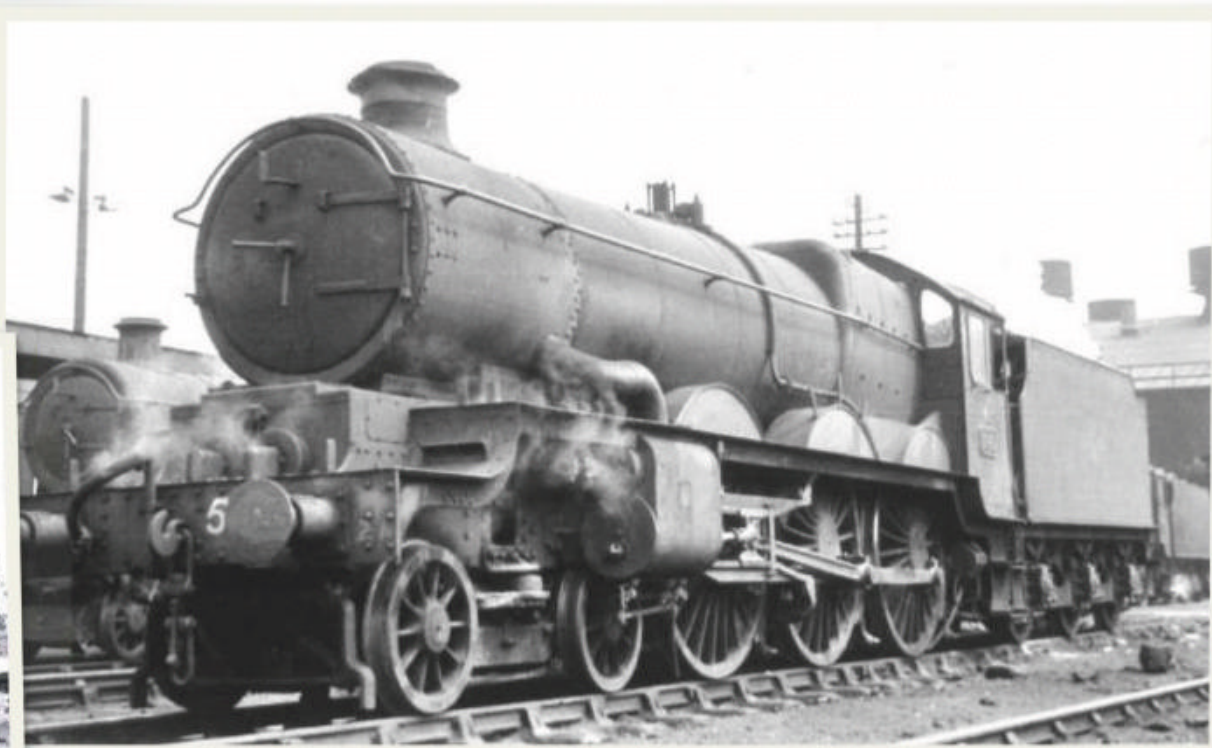
Faced with an unloved red 'Castle', I decided to turn it into a very tatty No. 5055 *Earl of Eldon*, as I had seen it in 1964 at Reading General. If you fancy making a really tatty 'Castle', the old Airfix/Dapol 'Castles' can be found for less than £40 on eBay.

Right: There was no rhyme nor reason to what bits would be removed from a 'Castle'; this unidentified 'Castle' at Southall lacks smokebox 'plates', nameplates and safety valve bonnet – but still has its cabside numberplate! STEAM RAILWAY COLLECTION

Below: *Powderham Castle*, however, still has its safety valve bonnet but is missing its nameplates and its cabside and smokebox numberplates. PHILLIP CALEY



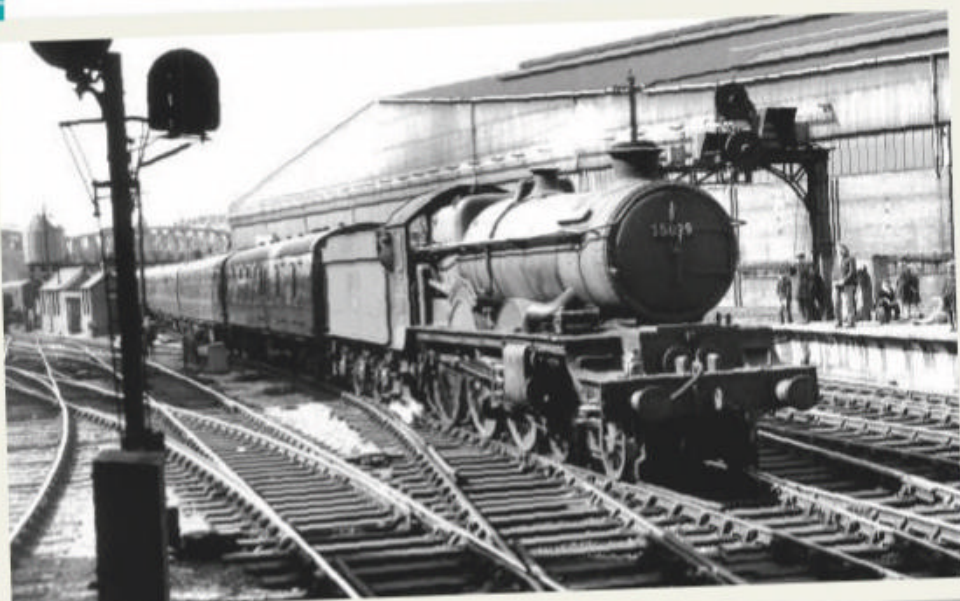
Above and left: These pictures started it all... here's No. 5055 *Earl of Eldon* at Reading General in 1964. This was the typical 'Castle' state at the time: it lacks cabside and smokebox numberplates but retains its nameplates. No. 5055 was withdrawn from Gloucester Horton Road on September 28. CHRIS LEIGH/ROGER LEIGH



Below: By contrast, No. 5039 *Rhuddlan Castle* is in rather respectable condition as it arrives at Paddington on April 11 1964. It started the year based at Cardiff East Dock but was transferred to Reading by January 25. Despite its condition, No. 5039 was withdrawn on June 15 and sold to George Cohen of Morriston for scrap on August 18. ERIC WOODS



Above: It is thought that No. 5055 was on its way to pick up the milk empties from West Ealing when I saw it at Reading, so I posed the model with the beginnings of my milk train.



STEP BY STEP



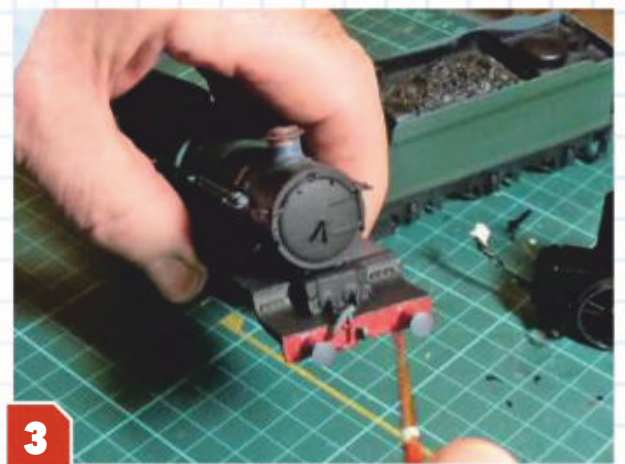
1

The 'Castle' could be restored to its rightful BR condition with a coat of Halfords grey primer, followed by airbrushing with RailMatch BR locomotive green. Some simple masking saved the black smokebox.



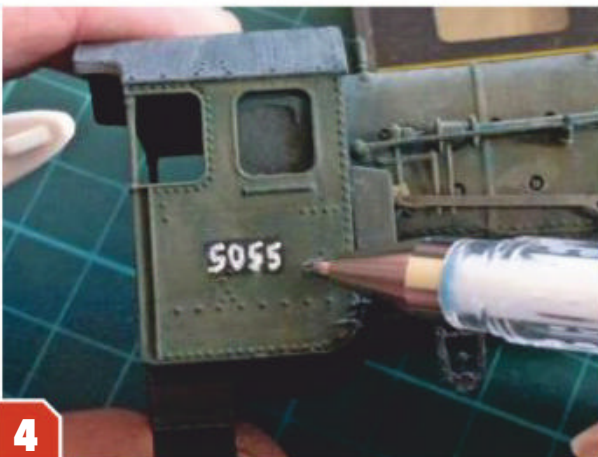
2

I had also masked the lining with thin strips of masking tape, thus saving the job of having to apply lining transfers. The model is going to be heavily weathered, so much of the line will be hardly seen.



3

The running plate and smokebox were retouched with Revell matt black and the bufferbeam received a coat of matt white before I applied matt red.



4

Using my photograph as a guide, I applied the 'whitewash' cabside number with a fine white lining pen bought from the local stationery shop.



5

My best ever weathering job was an old Mainline '53XX' 2-6-0, so I used this as a guide. However, instead of the old staple of dirty turps, I used Tamiya weathering powders.



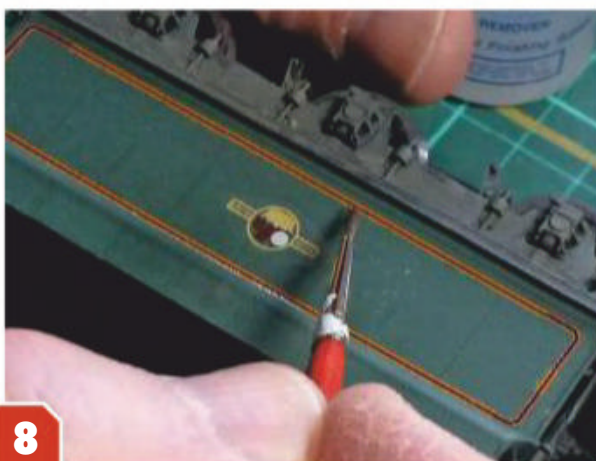
6

I mixed some murky light and dark greys and a brown from Humbrol acrylics and dry-brushed the boiler and cab with a broad, flat brush, from which most of the paint had been wiped off.



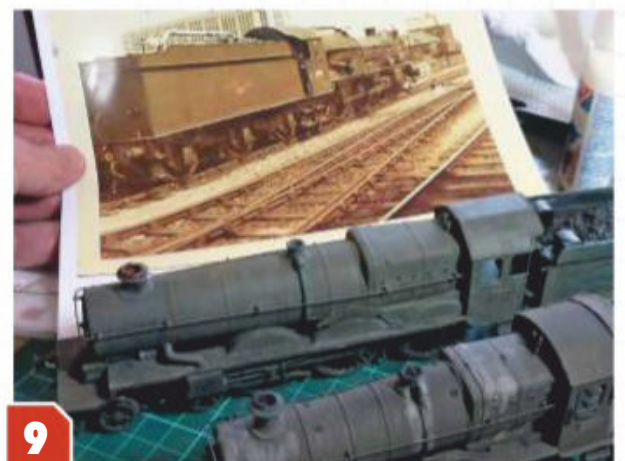
7

The tender lining had been lost during the repainting, so once the tender had been airbrushed in the BR green I applied new orange/black/orange lining transfers from Fox Transfers.



8

A new tender logo was also applied and all the transfers were fixed with Micro-Set decal setting solution. This seals the decals in place, which is important when weathering is being applied on top of them.



9

Throughout the task I kept referring to my photograph of No. 5055. I had made a large print so it would be easier to use and I wasn't risking damage to the original print.



10

Deluxe Materials Perfect Plastic Putty was used to fill the two small headboard holes in the smokebox door. These had been missed earlier and had to be retouched and weathered over.



11

The final step was to add some rust patches using Humbrol matt acrylics mixed to suitable 'rust' shades. Again, the photograph was used as a guide to the where the rust patches should be.

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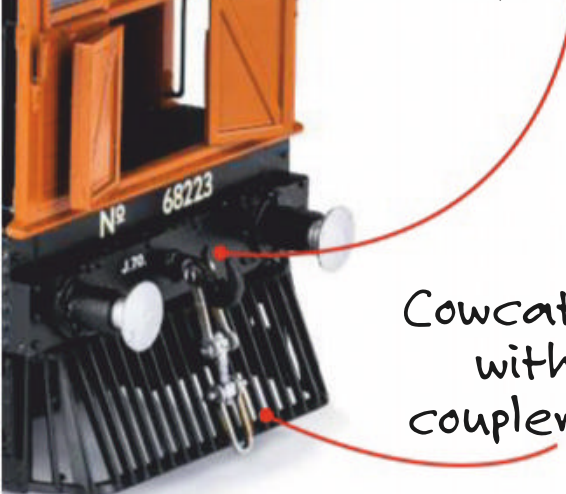
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MR-202 No. 68222, BR early emblem, full skirts



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MR-204 No. 68226, British Railways lettering, no skirts



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MR-206 No. 7128, LNER wartime livery, full skirts



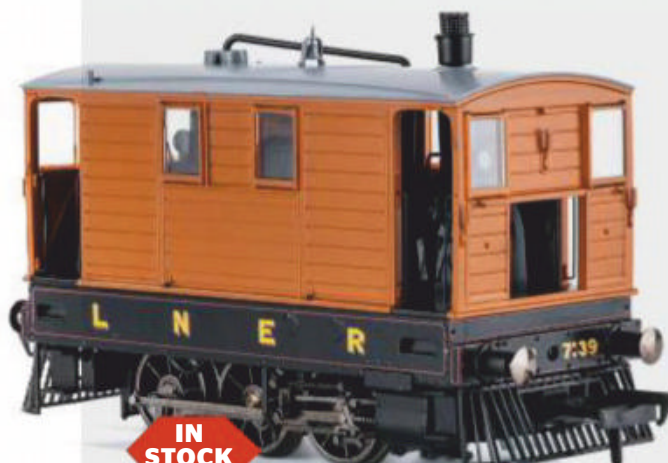
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Post-Beeching **fantasy**

Born-again modeller **Paul Kirkup** has picked up a hobby he once enjoyed as a 15-year-old. And while he last modelled 40 years ago, his layout has benefited enormously from the patience that comes with maturity

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

Artwork: **Andrew Mackintosh**



When Dr Beeching announced the cuts that would be made to the British railway network in 1963, the general consensus was one of anger and outrage from the many thousands of people whose local railways were about to be closed.

But what the Beeching cuts did do is present a host of opportunities to railway modellers, who suddenly had a multitude of 'what if' and fictitious scenarios at their disposal.

One of these fictitious scenarios is 'Weydon Priors', an ex-GWR line brought to life by Paul Kirkup on his 6ft 6in by 2ft layout, which rests upon an ironing board.

"I've created an elaborate backstory for it," says Paul, "in which the GWR built the line through

a region where they didn't particularly want to build, but by doing so they kept the LSWR from encroaching on 'their turf'. When it became clear that the line was far from viable it was cut back, making 'Weydon Priors' a terminus, and it was then transferred to the Southern region at nationalisation, which made much more sense geographically."

The layout is set in the early 1960s, but remnants of the Great Western Railway remain in the form of a Metcalfe signal box, which Paul chose as it was the only one he could find with the stairs facing in the direction that suited his layout. Other buildings at 'Weydon Priors' include a Scalescenes goods shed and an Airfix station kit that Paul had owned for some time. This was one of the reasons he stayed ➤

VITAL STATS
Layout:

'Weydon Priors'

Size: 6ft 6in by 2ft

Gauge: 'OO'




with 'OO' gauge, rather than dropping down to 'N' gauge, which would have been much more manageable, given the space available.

BACK ON BOARD

"After being away from the hobby for 40 years, and having last modelled at the age of 15, I wanted to make sure I was definitely back 'into' modelling before I bought a lot of new products. All of the models from my childhood were still in the attic, so the outlay for the layout was quite small. This is also why 'Weydon Priors' is based where it is."

Paul viewed a couple of small layouts on ironing boards at model railway exhibitions and progress began on his version when he acquired one from his local recycling group.

"With the board set up I could begin work on board two, the baseboard. It's 12mm plywood with a 2in by 1in frame underneath as support. The track is Peco Code 100 Streamline, but because they don't make Electrofrog diamond crossings in Code 100 Streamline I had to buy a Code 75 diamond crossing and build it up to the same level, with packing underneath the rail."

'Weydon Priors' took two years to build, despite Paul's original six-month plan. But, most importantly, he achieved his goal of improving his modelling skills.

"As everyone knows, the products and techniques available have improved dramatically in the last ten years, let alone the last 40. I wanted to see if I was a better modeller now than I was then and, with a more mature mindset and considerably more patience, I think my modelling has really progressed."

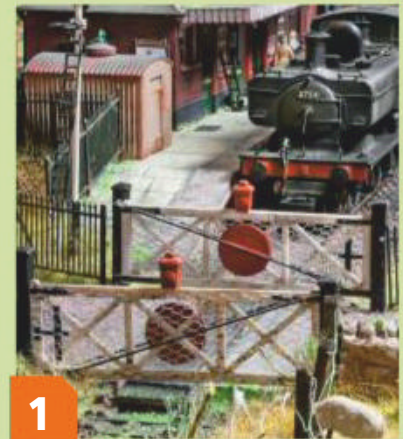
Despite a more measured temperament, things did go wrong during the construction. Paul's fiddleyard is a traverser sector plate and it was only when manoeuvring a locomotive onto it that an error came to light.

"It wasn't long enough! The locomotive got to the end of the track and the back half of the final coach was still on the scenic section of the layout, so I had to build a fold-out extension to allow the trains to leave. Another mistake was with the Ratio signals. I decided that I wanted them to be operational with a cord pulley system but didn't decide on this until they were installed; I had to drill holes and feed the



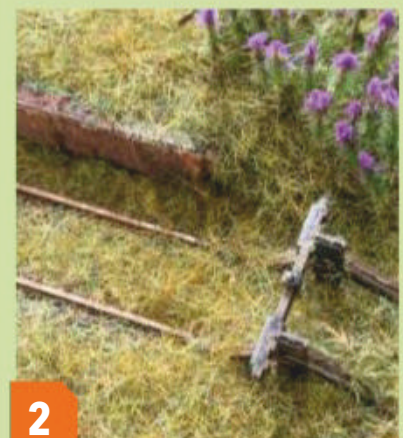


3 things we like



1

The crossing gates now serve as a sheep gate, but are a reminder of what once was.



2

Nature is reclaiming the trackbed in parts of this unloved station.



3

Two different styles of bridges depict the architecture of two different build periods.

What makes this layout great?

Paul has fitted a lot of operating potential into a small layout and then made it look bigger with the smaller scale backscene. It can seem as if there is hardly anything going on at all, but the closer you look the more you'll observe that the activity has been skilfully and realistically blended into the layout.

LAYOUT **WEYDON PRIORS**

cord through afterwards. This, however, wasn't so much an error as an inconvenience!"

REAL DEAL

Often the most realistic looking scenery is made from the very item it's meant to represent. For example, the tenders are loaded with real coal, and the logging trains are carrying sticks of real wood. Paul's trees were sourced from a variety of locations, but his walks alongside the local golf course became his prime hunting ground for suitably shaped twigs.

"Between the golf course and my own back garden I found all the materials I needed. Most were just twigs lying on the ground, but I also

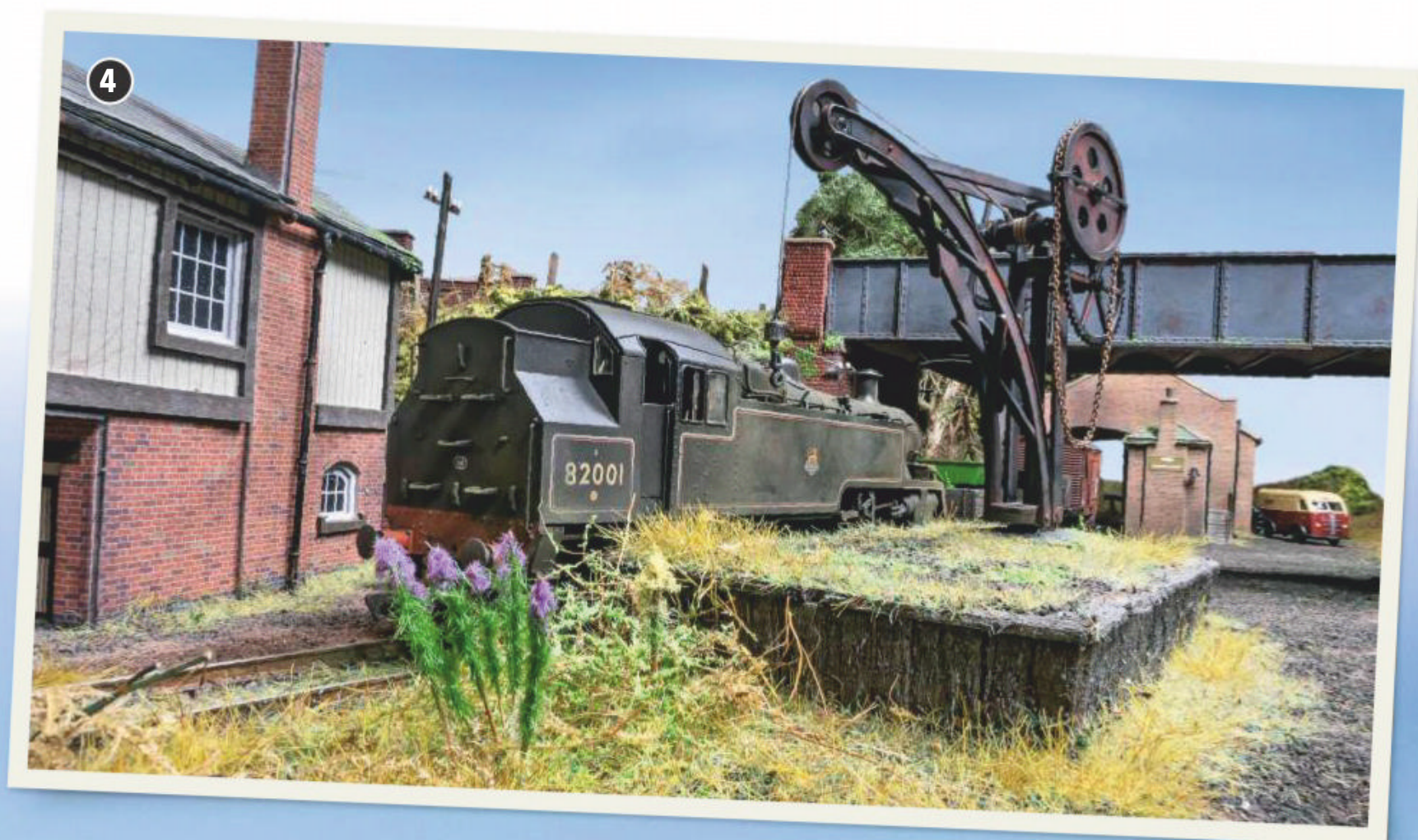
used hydrangea heads. Each has been given a coating of flock.

"As well as modelling the trees, my reborn modelling interest motivated me to try using static grass, but with this I wanted to be a little bit different. Plenty of layouts feature luscious green grass and perfect blue skies, but I wanted to depict late September or early October, when the trees and the grass are just starting to change into the reds and oranges of autumn.

"For the ground cover I've used tea leaves and coffee granules to give the place an overall gritty and unkempt feel. This theme continues with the overgrown loading dock, my favourite part of the layout, giving the whole area an ➤

"I wanted to make sure I was definitely back 'into' modelling before I bought a lot of new products"

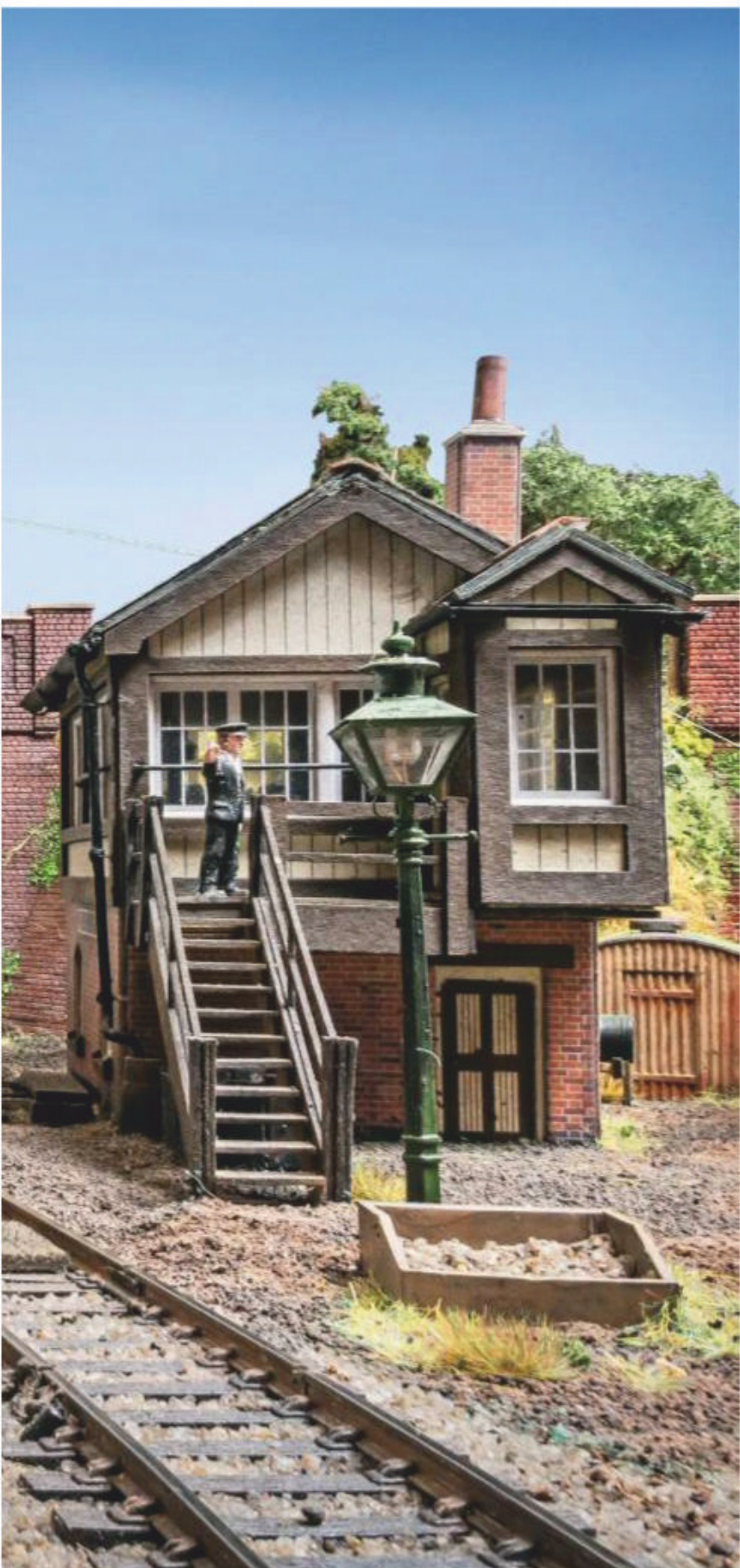




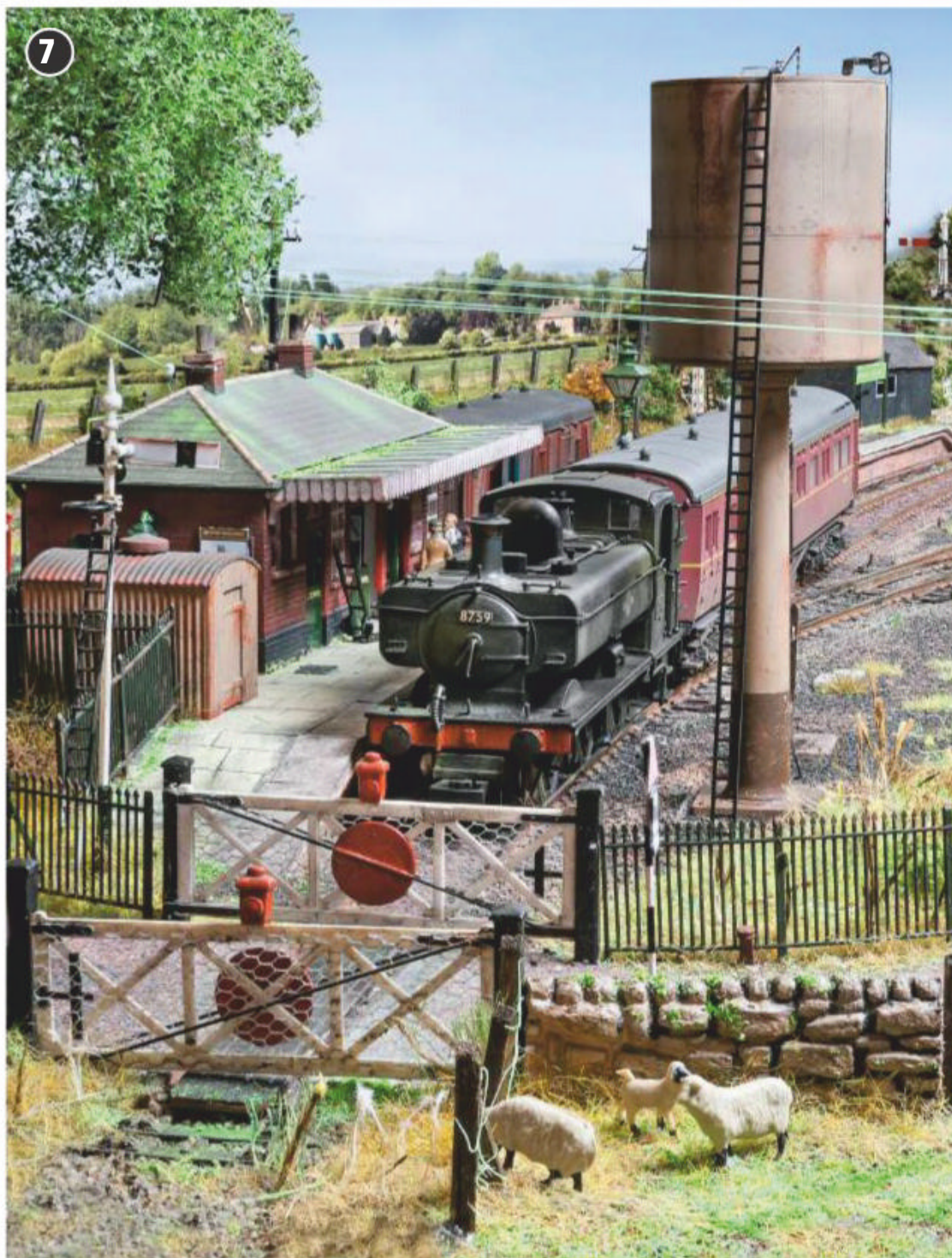


THINGS YOU MAY HAVE MISSED





“I wanted to depict late September or early October, when the trees and the grass are just starting to change into the reds and oranges of autumn”



unloved feel. I made the brambles using my daughter's hair (with her permission!) cut into short lengths and scattered over grass coated with hairspray, then sprayed again and scatter material sprinkled on to it.”

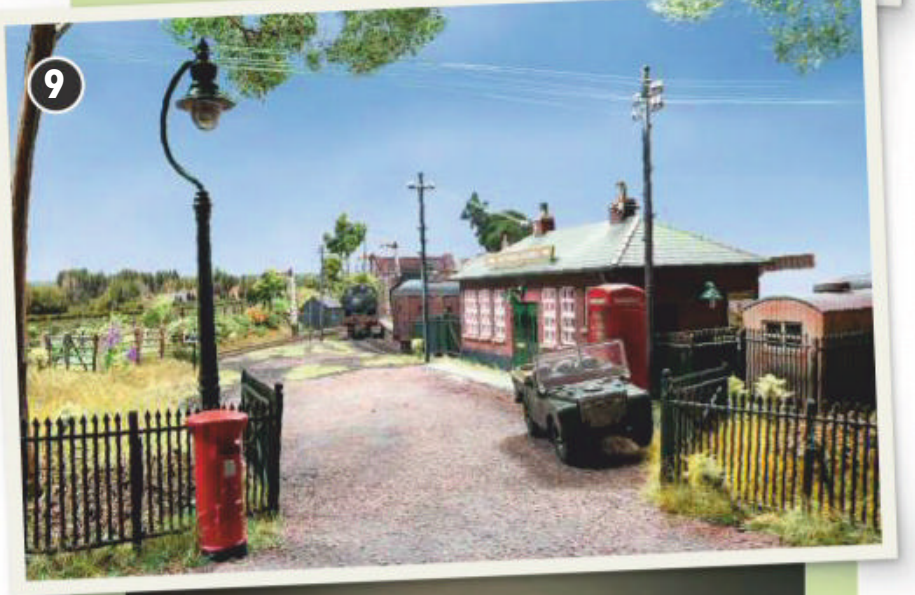
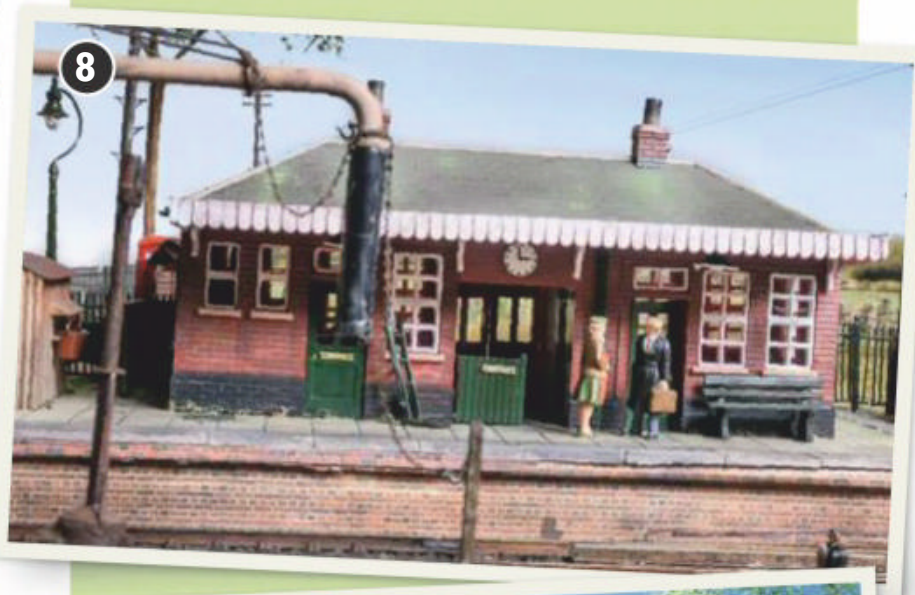
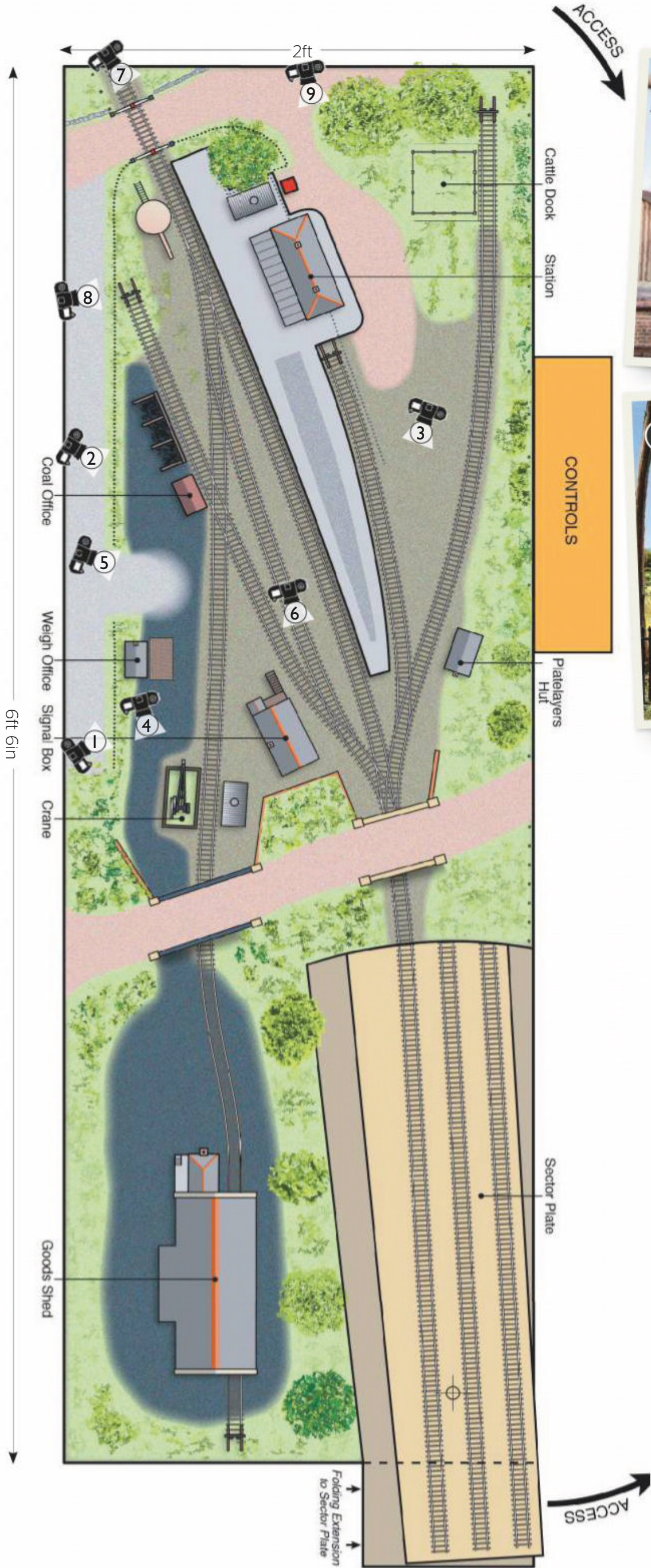
FEELING OF DEPTH

Paul has also used perspective to good effect at 'Weydon Priors'. With a layout this narrow, it was important to work hard to create the impression of a three-dimensional world, rather than a flat earth which finishes at the edge of the baseboard. Cunningly, he's used an 'N' gauge backscene as opposed to a 'OO' backscene as this makes the printed houses appear to be further away than they would with the 'OO' equivalent.

“I've also put a slight embankment at the back to hide the join between the backscene and the baseboard for a better blend between the two and to make it seem less obvious that the three-dimensional world has suddenly become two-dimensional.”

When presented with a blank canvas it's easy to fall into the trap of filling it with track here and trees there – before you know it there's a train carving its way through a path in an Amazonian rainforest. Sometimes less is more and an important trick here is knowing when to stop. Paul has managed it, and had it not been for Beeching's cuts, 'Weydon Priors' would not exist – and Paul's hydrangeas would still be in full bloom. **MR**

LAYOUT **WEYDON PRIORS**



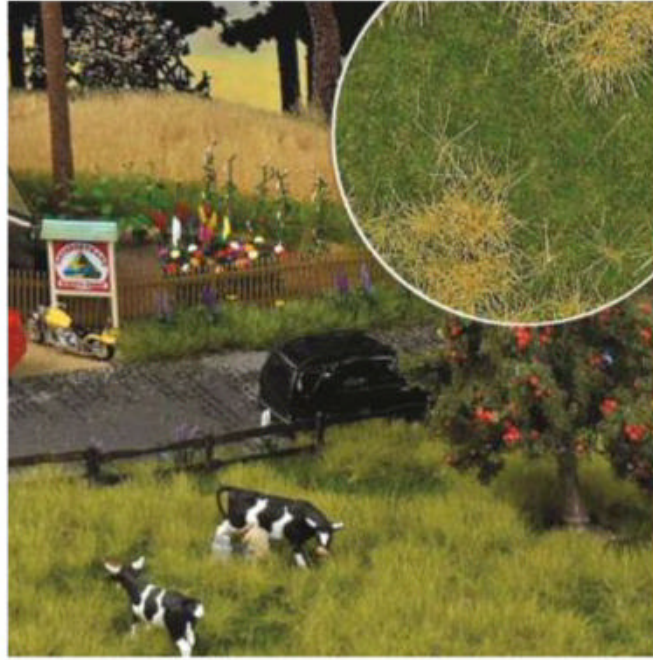
MODELLER CV:
PAUL KIRKUP

A member of the Pendle Forest Model Railway Society, Paul is currently working on an 'EM' gauge layout, but when he isn't doing that he likes to indulge in his other hobby - photography.

Wide Range of Scenery



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Terrain & Water Mats



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Walls & Fences



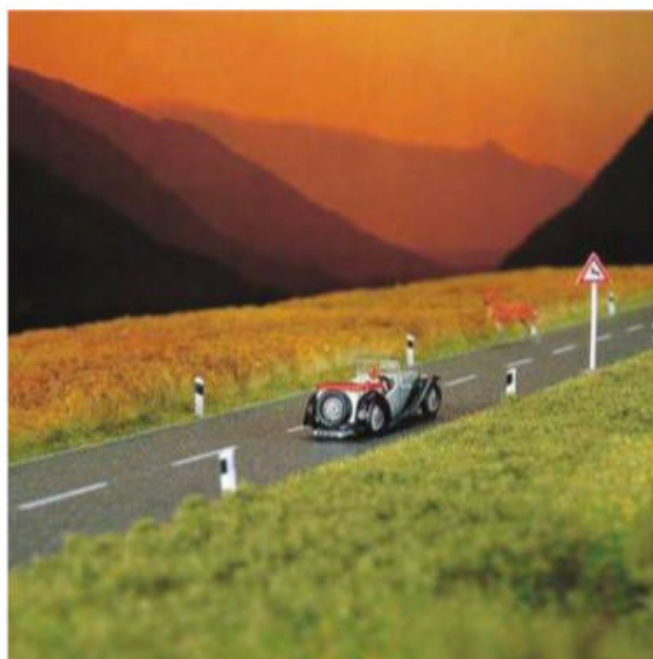
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George Dent

MR's Deputy Editor has been an active modeller for over 30 years.



Chris Leigh

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



Peter Marriott

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



Dave Lowery

Professional modelmaker who's always busy with commissions from train operating companies.



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

WHEN THINGS GO WRONG



I've sprayed a plastic model with varnish that has reacted with the paint and caused it to blister. Is there any way I can resolve it, or have I just written it off?

Bob Collins, by e-mail

Chris Leigh says: I put this question to our painting expert, George Dent, and he told me that there's no easy way to put it right, short of stripping the paint and starting again.

He recommended Phoenix Precision Paints' PQ18 SuperStrip, a reusable liquid paint stripper that is safe for use on virtually all plastics and metal surfaces.

The SuperStrip fluid is offered in various quantities, but I opted for the smallest (125ml) bottle. This stuff isn't cheap, but George says that it's possible to recover the fluid after use

(it can be filtered through an old tea strainer) and poured back into the bottle ready for the next stripping job. In fact, George tells me that he's been using the same bottle of SuperStrip for about ten years!

As with all paint strippers, it's vital to follow all of the safety precautions listed on the bottle and to avoid contact with the skin – and especially your eyes. Wear suitable protective clothing and eye protection and strip the model of any loose fittings and clear glazing before applying the SuperStrip – the fluid will attack clear plastic and weaken bonds made with cyano glue.

STEP BY STEP



1

I tried cutting back the damaged paint with a fibreglass pencil, but it wasn't very successful. The SuperStrip is reusable and is available in a variety of quantities, from 125ml to 1 litre.



2

Only a few basic tools are required, including a couple of old paintbrushes and a toothbrush, plus a plastic container (an Oxford Diecast lid) in which to pour the paint-stripping fluid.



3

I started with the tender, immersing one side in the container of liquid for a few moments and then scrubbing it with the toothbrush. This process was repeated numerous times on both sides and the back.



4

I wore rubber gloves throughout and worked on a layer of highly absorbent kitchen tissue. Cotton buds and cocktail sticks proved useful for stubborn areas and for getting into corners.

The moment we all dread: Chris' choice of varnish reacted adversely with the underlying paint, causing the surface to blister. When this happens, it's best to allow it to dry fully before stripping back to bare plastic. ALL: CHRIS LEIGH



5

The original Hornby tampon printing seemed particularly stubborn but could be removed with the aid of the cocktail stick. The job cannot be hurried, so take your time. Inevitably, it's messy work.



PRODUCT: Phoenix Precision SuperStrip paint-stripping fluid **PRICE:** From £12.70 (for 125ml)



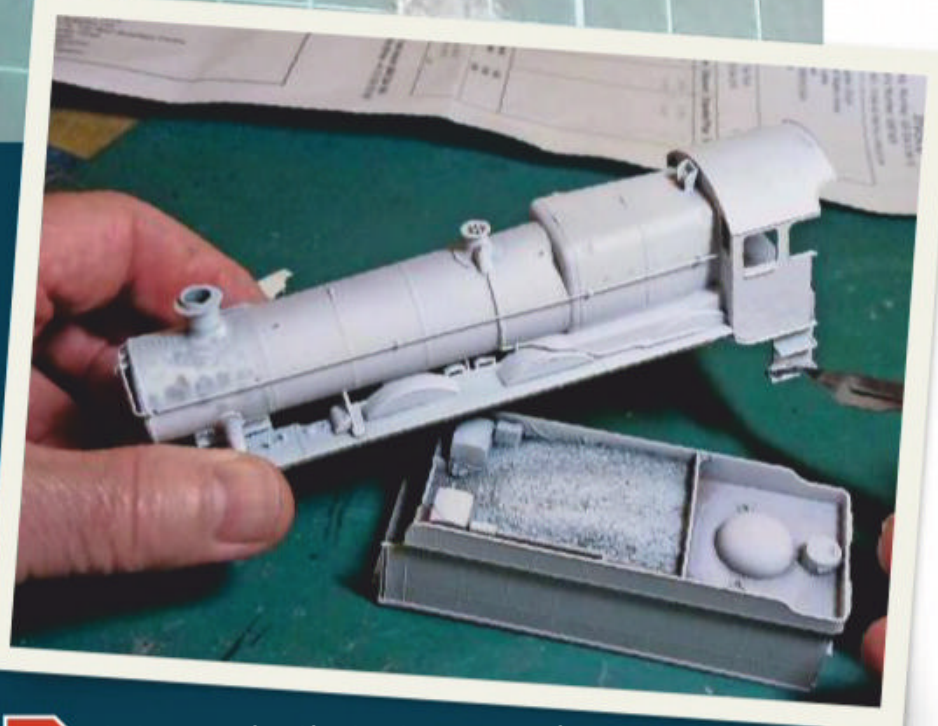
6

Once I was satisfied that all of the damaged paintwork had been dissolved, I drained off as much of the stripper as possible, then washed the bodysells in clean, lukewarm water without soap or detergent.



7

Once the body had dried, it looked awful. But, despite appearances, the paint was gone and the plastic mouldings were smooth once more. I allowed it 24 hours to dry thoroughly.



8

A light coat of Halfords white primer, from an aerosol can, revealed areas which needed further attention, such as a little paint residue on the steps which will have to be dealt with.

AVAILABILITY: Phoenix Paints stockists or direct **Tel:** 01268 730549 **Web:** www.phoenix-paints.co.uk

TOP TIP

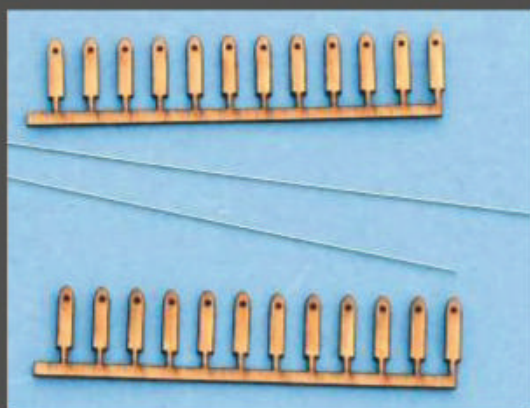
To remove the risk of blistering paint, employ the same brands and formula of paints and varnish throughout a project, unless you're sure that different types are compatible.

Technique of the month

Fencing quick fix

A lack of fences on a layout makes it look incomplete. Happily, there is a good selection of fences available in the popular scales from a number of manufacturers, including Ancorton, Bachmann, Faller, Gaugemaster, Osborn Models, Wills and Ratio.

I recently added some single-pole fencing to a 'OO' layout and, because 5mm foam had been laid onto the baseboard top, it made the task of fixing the posts a lot easier than I'd anticipated. In fact, it removed the need to drill holes through the finished scenery and into the timber baseboard material. (PM)



This single-pole fencing pack is from the Ancorton Models range. The wooden fence posts are laser-cut and need to be carefully cut from the sprue with a sharp knife over a cutting board.



I painted the posts before cutting them free. When dry, the supplied wire was threaded through the holes. A scrap of card was cut to the required length, which helped get the posts spaced equally.



I used the craft knife to cut a small slot in the baseboard foam to take the fence posts. After painting, the texture of the posts resembles that of concrete.



Above and below: When repainting and weathering this Dapol 'O' gauge Class 08, George employed a pair of Iwata airbrushes and a Smart Jet Pro compressor. GEORGE DENT

AIRBRUSHING FOR 'O' GAUGE



I've enjoyed *Model Rail's* Skills Station articles on airbrushing, although I was hoping for a list of recommended airbrushes and compressors. I work in 'O' gauge, so what set-up would George recommend?

Alan White, by e-mail

George says: I'm glad to hear that you've been enjoying our new Skills Station feature. Alas, we didn't have space to include my personal product recommendations.

I only work in 7mm scale occasionally, but when I do, my preference is usually for an Iwata Revolution CR airbrush, which sports a 0.5mm nozzle. This tool will make easy work of the initial livery coats and more general weathering work. If the model is especially large, such as a tender steam locomotive or Co-Co diesel, I'll probably choose a pistol-gripped airbrush – such as my Iwata Revolution TR-2 – for the more repetitive livery work, to cut down on 'finger fatigue'!

For more exacting weathering work, or for touching in the smaller details of a locomotive or rolling stock subject, I invariably reach for my Iwata HP-CH (0.3mm nozzle), as it allows

for greater precision and can be employed close up to the surface.

As for a compressor, my two current favourites are a Sparmax TC-610H and an Iwata Smart Jet Pro. Both are well-suited to the demands of working on 'O' gauge models, although the Sparmax unit's 2.5-litre air reservoir gives it a slight edge, allowing the motor to run only when it needs to top up the tank.

I've recently uploaded a couple of articles onto my online blog, detailing my favourite airbrushes and compressors, across all price brackets. See: www.georgedentmodelmaker.blogspot.com



CHOOSING ACRYLIC METALLIC PAINTS



What acrylic metallic paints do your experts recommend?
Geoff Edgecombe, Formby

George says: Darkstar's 'Molten Metal' acrylics are among the best for general use. Suitable for brush or airbrush application, they can be thinned with water or Darkstar's own thinners. When dry, the finish can be polished to produce realistic burnished effects. The range has recently been expanded, so there are plenty of useful shades to choose from.

Availability: The Airbrush Company
Tel: 01903 767800

Web: www.airbrushes.com



HOW DO I INSTALL TEMPORARY SIGNS TO BUILDINGS?



Is there a way of swapping the signs on my layout so that I can run trains from different eras?

Saul Davies, by e-mail

Peter says: Blu Tack is a viable option for mounting signs, and it gives you the option of easy removal. However, this material tends to lose its 'stickiness' after a while and needs to be re-kneaded to reactivate the adhesive. It also tends to be rather bulky.

In contrast, Deluxe Materials' Tacky Wax provides modellers with an ideal temporary adhesive for signs, figures and many other applications. The wax can be placed on the rear of the signs with a knife point or cocktail stick and it offers a good level of adhesion. What's more, it can be removed easily without leaving unsightly stains or residues.

I've used it on a number of layouts, allowing me to switch between British Rail and privatisation eras, or simply to change the nature of industrial buildings or depots, allowing me to run different types of wagons.

Availability: Gaugemaster

Tel: 01903 884488

Web: www.gaugemaster.com



Above and inset: Fixing signs with Tacky Wax allows them to be changed easily. PETER MARRIOTT

HOW DO I CREATE A REALISTIC LOAD OF TIMBER PIT PROPS?



Does anybody produce a realistic set of pit prop wagon loads for 'OO' gauge wagons? Or do you have any tips for making my own - preferably something that won't take too long!

Bob Bridger, by e-mail

George says: Although not branded as a pit prop load, Ten Commandments offers a useful cast plaster wagon load (ref. W103) that simply requires painting and weathering before dropping into a standard four-wheel planked open wagon. The logs are loaded length-wise, in two piles, with the timber measuring a scale 8ft or so, which is probably on the large side for mine props.

However, in many cases pit props were stacked vertically into railway wagons and an economical option is to create your own loads from wooden barbecue skewers. Available in large packs from supermarkets for a bargain price, the wood can be trimmed to length with a set of garden pruners.

I created a simple pit prop load for a 'OO9' wagon a few years back, fixing the wood onto a bed of PVA glue. Alas, it was only after fixing the props in place that I realised that I should have treated them to a coat of dark wood dye beforehand! Next time, I'll brush each skewer with dye before cutting it into short lengths, touching in the exposed ends later.

Web: www.tencommandmentsmodels.co.uk



Above: Wooden barbecue skewers offer an extremely cheap and easy way to create authentic wagon loads, especially for pit props. Ideally, they should be treated with a dark wood dye before they're fixed into the wagon. GEORGE DENT

HOW DO I INSTALL LASER-CUT GLAZING?



I recently bought a few packs of Shawplan's laser-cut glazing but I'm not sure of the best way to fit it.

What's the best glue to use?

David Murrey, by e-mail

George says: I'm a big fan of Shawplan's laser-cut glazing packs. Many of my diesel locomotives and coaches have been greatly enhanced by the addition of the new windows, giving them a much more prototypical look.

The glazing requires a little care when cutting from the plastic fret, with a pair of tiny 'tangs' holding them in position. These need to be cut with a sharp scalpel blade and, after test-fitting, it may be necessary to fettle the corners slightly with a needle file.

Be aware that the glazing is cut with the edges chamfered slightly, although you may need the aid of a magnifier to discern this. The angled contour allows the individual panes to fit snugly into the apertures.

When you're happy that the window sits perfectly in the opening, it can be secured. Avoid using any form of glue - even those advertised for use with glazing - as they're too thick. Instead, a gloss acrylic varnish will suffice.

Perhaps the best medium is a new product from Deluxe Materials, called Looks Like Glass. Very similar to the old - and legendary - formula of Johnson's Klear floor polish, Looks Like Glass is thin enough to permeate the tiny gap around each window pane.

For neat results, apply the fluid over the whole window with a good quality paintbrush, both inside and out, to provide a very secure bond. This will also provide a resilient coating to prevent scratches in future.

The fluid dries quickly - in two to three hours - to a crystal clear finish. It won't yellow with age, and brushes can be cleaned with soapy water. Looks Like Glass can also be used as a clear gloss varnish coat on any type of paintwork (enamel or acrylic), applied by hand or airbrush. You can thin it with water, if required, but it's thin enough to be airbrushed straight from the bottle.

Looks Like Glass dries crystal clear and offers a durable bond for flush-fitting plastic glazing, especially laser-cut windows. GEORGE DENT



'00' GAUGE



60 mins



STEP BY STEP



1

After removing the original glazing and ensuring that each aperture is free of any burrs or debris, cut each laser-cut window from the fret gently, using a sharp, pointed blade, taking care not to scratch the plastic.



2

The glazing is formed with a chamfer to the edges, allowing for a snug, friction fit. Check that each pane is oriented correctly and check the fit. Fettle with a needle file if necessary.



3

When you're sure that the individual window fits perfectly, it can be pushed gently into position. A cotton bud is useful, as it won't damage the plastic.



4

Dip a brush into Looks Like Glass and cover the entire glazing pane, allowing the fluid to run into the gap around the edges. When dry, repeat the application to the inside.

What you will need

- ◆ Extreme Etchings laser-cut glazing
Availability: Shawplan
Tel: 01773 718648
Web: www.shawplan.com
- ◆ Looks Like Glass, 100ml bottle
Availability: Deluxe Materials stockists or Gaugemaster
Tel: 01903 884488
Web: www.gaugemaster.com



GLAZING FOR SCALESCENES KITS

I loved the Scalescenes box file layout that featured in MR257. Like George, my printer can't deal with printing onto clear plastic. Is there an alternative source for the windows?
Brian Davids, Woking

George says: Scalescenes kits come complete with a choice of windows, which can be printed onto clear film (if your domestic printer allows it) or onto regular paper. I originally opted for the latter, as they looked suitably grimy and opaque, which suited the industrial nature of this tiny layout.

However, it's a shame that the interior detail isn't visible and the layout would look

even better with the addition of some low-voltage interior lighting. Therefore, clear glazing would be a real boon.

Luckily, John at Scalescenes generously sent me a raft of samples of his Scale Glaze, which is designed to complement the amazing array of downloadable building kits in the Scalescenes range.

Screen-printed onto flexible clear acetate, the windows come in many shapes and sizes, with domestic, commercial and industrial patterns. There's also a printed paper template to aid scratchbuilders using Scalescenes' sheets of general brick or stonework.

For more information, see the Scalescenes website: www.scalescenes.com



Tool of the month

Budget metal folding tool

A number of brands offer slight variations on the 'Hold and Fold' principle, including Avonside Works (available from Eileen's Emporium). RP Toolz's versions, however, offer a cheaper option ideally suited to occasional use or for smaller parts and more pliable materials.

Designed primarily for aircraft and military modellers, the clamping prongs aren't as versatile as those on more expensive tools, but they're fine for forming basic shapes in thin etched brass or nickel silver.

The 80mm version shown here is ideal for shaping small etched brass or nickel silver detailing and kit components and will sit comfortably into a typical modeller's toolbox.

Those who need to fold larger metal parts, such as wagon or coach sides and locomotive frames, will require something a little larger and sturdier, however.

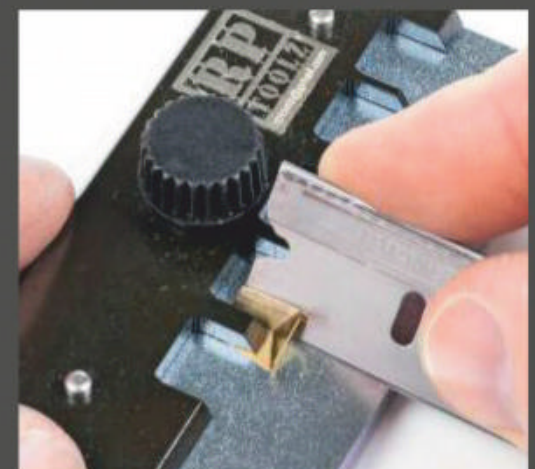
Product: RP Toolz folding tools

Availability: Scale Model Shop

Price: from £24.00

Tel: 01422 405040

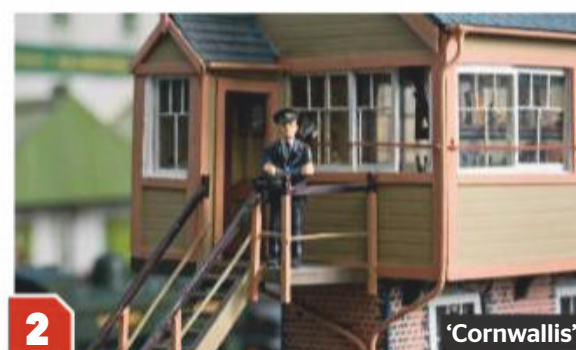
Web: www.scalemodelshop.co.uk



THREE CAMEO IDEAS FOR YOUR LAYOUT...



Underneath the covers: In a quiet corner of a yard lies one man's pride and joy, protected by a heavy tarpaulin. Looks like the little car is about to be given a wash!



Bobby on the beat: This signalman appears to be keeping an eye on proceedings from the vantage point of the 'box's balcony. Maybe he doesn't have enough to do.



Carve it up: This old Lima Class 66 has been cut open and a scratchbuilt GM power plant has been installed - it's a great way to re-purpose an older model.

'USA' 0-6-0Ts



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

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Motor: Three-pole

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Front platform
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SR cab windows

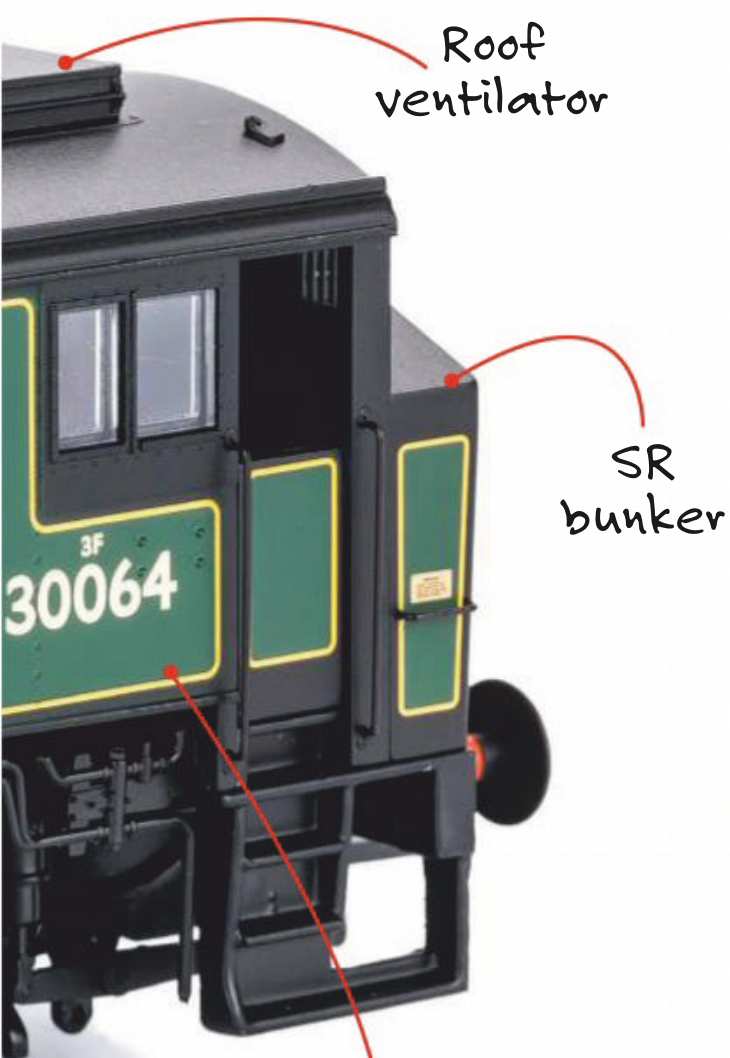
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Masterplan Dramatic Lines

Track plans to get you thinking in three dimensions

FAR-FLUNG branch lines

Paul A. Lunn presents part two of his exploration of Scotland, and continues his tutorial on format planning.

Format planning' was a concept I introduced last issue as a way to think about how the baseboard arrangement – end-to-end, 'L' or 'U'-shaped or continuous loop, possibly incorporating an operating well – can make or break your layout. Choose the right baseboard arrangement – or

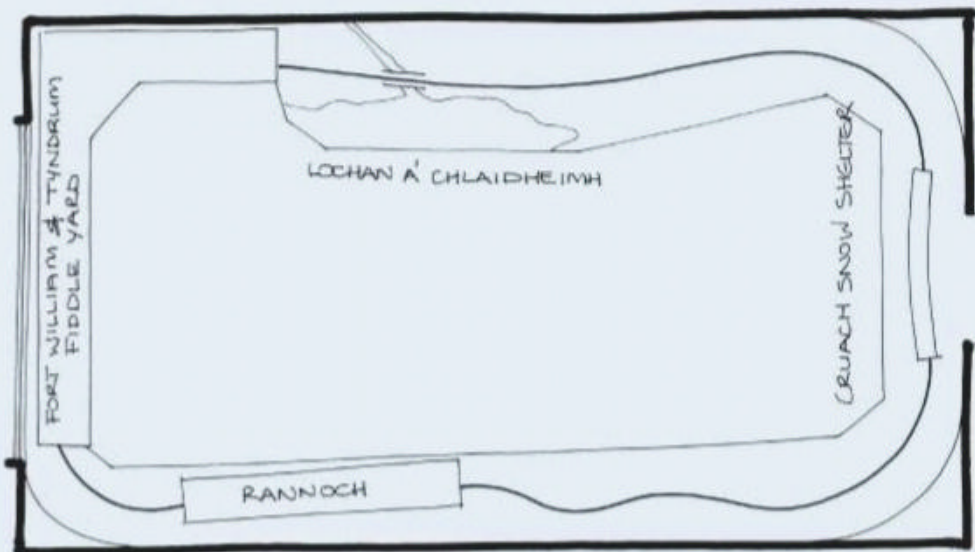
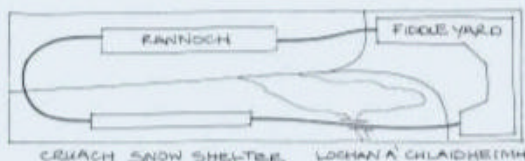
format – and you'll be able to maximise space and create a realistic landscape through which your trains can run.

I make no apologies for continuing with the 'format planning' theme again this month, mainly because it enables me to explore some Scottish railways that we couldn't get in last time!

The Rannoch area has an almost eerie, remote and wild appearance. We're so adept at modelling sunny days but seldom stray into other seasons. I can't help but feel that anyone who can recreate this atmosphere on a layout will cause something of a stir.
ALAIN LE GARSMEUR/ALAMY

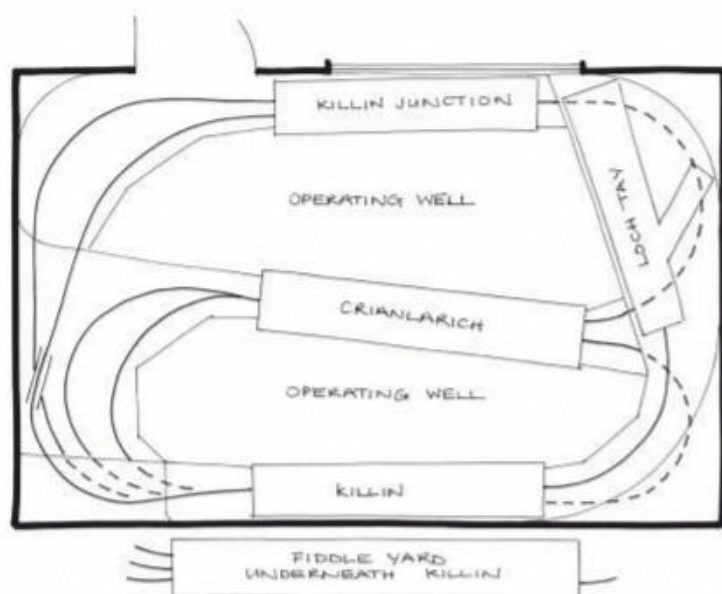
RANNOCH MOOR

There's often more than one formatting solution to any layout design, and this diagram perfectly illustrates the point. The larger oval scheme with central operating well suits 'OO' gauge, whereas the long, narrow version would be better in 'N' or even 'Z' gauge. Despite the differences in shape and the amount of space they take up, they both feature the same locations: Rannoch station, Cruach snow shed and Loch A' Chlaidheimh.



CRIANLARICH TO KILLIN

This stretch of the former Callander & Oban line features two important junctions. To the east is Killin Junction, where the branch to Killin and Loch Tay diverged. To the west is Crianlarich, where the West Highland crossed the C&O. A landslip forced the closure of the C&O between Crianlarich and Callander; trains to Oban have used the West Highland since 1965.



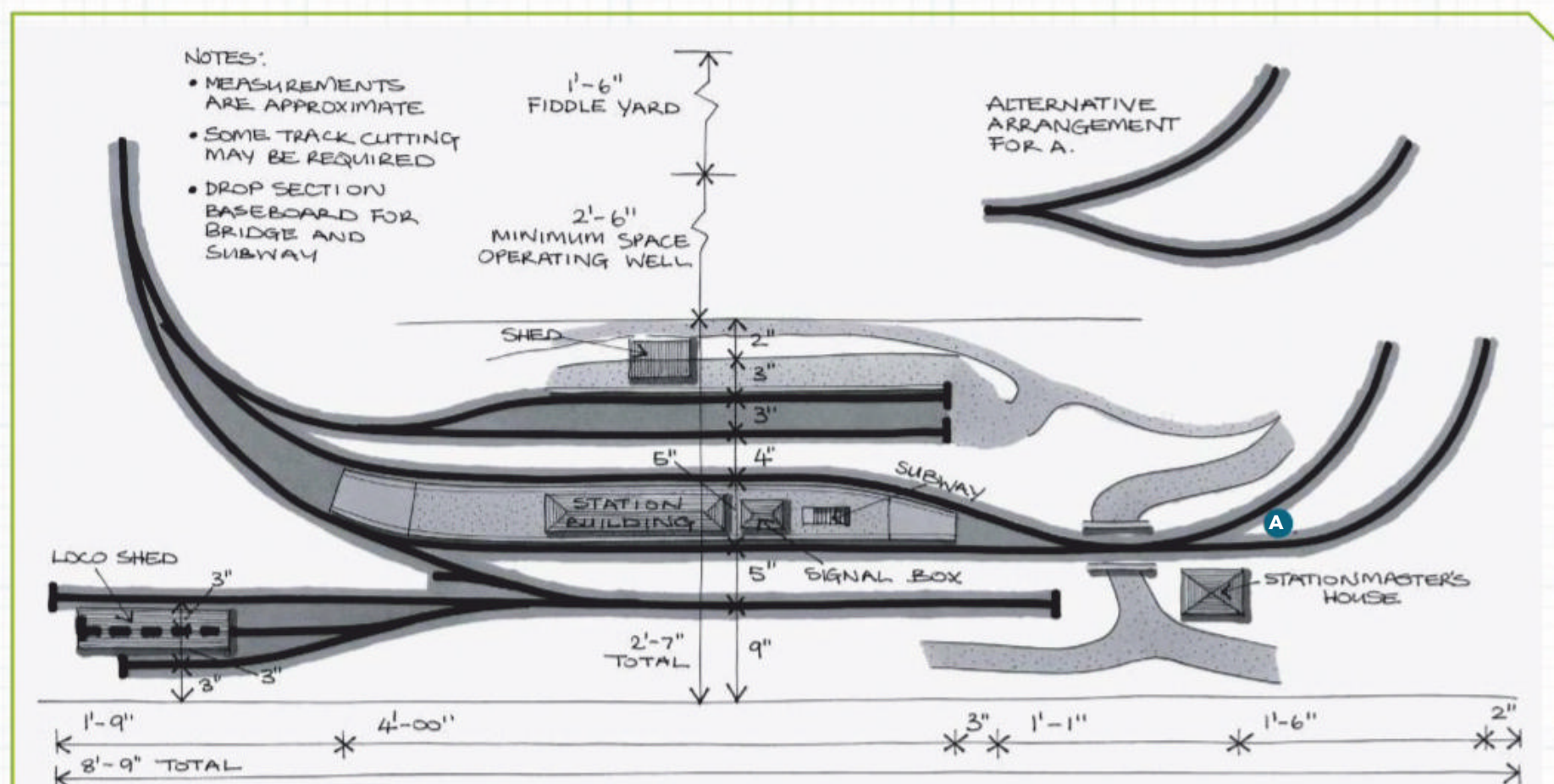
This complex plan includes both a figure-of-eight and an out-and-back branch line. It requires three levels: a fiddleyard and the Crianlarich circuit on the lowest level, Killin Junction about 2in higher, at mid-level with grades down to Crianlarich at one end and a fiddleyard at the other. The Loch Tay branch rises up another 4in or so to pass over tracks (top left corner), creating a 6in clearance for Killin station over the fiddleyard, then on to Loch Tay, including its pier siding, along the bottom wall.



'Black Fives' Nos. 44996 and 44908 have their tanks replenished at Crianlarich Upper in the 1950s with a train bound for Glasgow. This shed still survives but the station is now just called Crianlarich. The link to the former Callander & Oban line is to the left of the image. RAIL ONLINE



Standard '4MT' No. 80093 backs onto the shed at Loch Tay on August 4 1965. By this time the station, which closed in 1939, had become a well-maintained house. Eagle-eyed readers will be able to make out the single-road shed and two 16t mineral wagons which acted as a makeshift coaling stage. STEAM RAILWAY COLLECTION



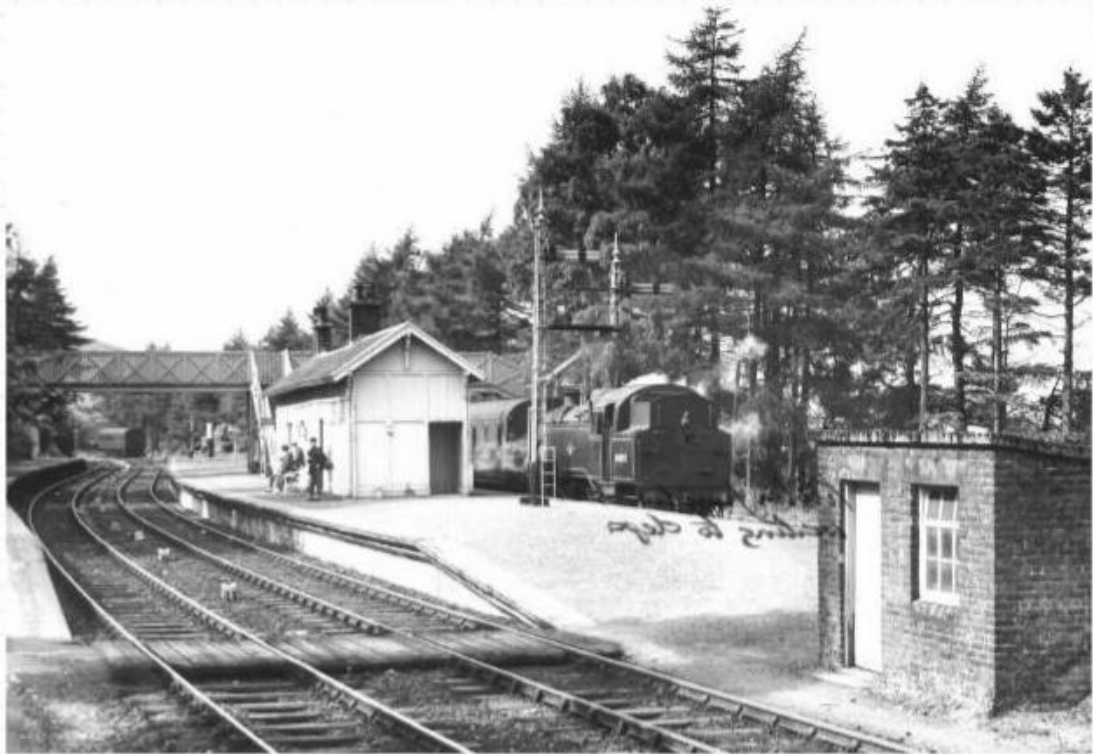
Once you've identified the format for a layout, the next most important step is to make a rough calculation of the length and width you'll need to accommodate your desired plan, or determine whether it can be tailored to fit what space you have. When working with rigid geometry track, such as Peco Setrack, I map out the dimensions, as shown here for a standalone

version of Crianlarich station, at around 8ft 9in long and 6ft 7in wide, which includes an operating well and a fiddleyard. A little extra length and we might be able to accommodate alternative arrangement **A**, and with the careful use of view-blocking trees between both tracks you'll get an improved appearance of each one diverging in a different direction, like the prototype.



Above: Loch Tay's steamers ceased operation in 1939, though the pier siding remained in use into the 1950s to receive materials for a nearby power station on the Loch. PAUL A. LUNN COLLECTION

Left: 'Black Five' No. 45124 has steam to spare at Killin Junction with a goods train for Oban. Beyond is the ex-CR '439' 0-4-4T No. 55222 with the Killin branch train. The running-in board still displays Loch Tay as a destination, even though passenger trains ceased to call there in 1939. W.J.V. ANDERSON



Above: A handful of passengers await the 9.30am Oban-Glasgow at Killin Junction on August 4 1965 as No. 80093 waits in the bay with a train for Killin. The platform edges have been rebuilt with concrete. JOHN GOSS

Below: Killin station itself was rather delightful. This is the view looking towards Killin Junction. Behind the photographer is the line to Loch Tay, where the locomotive was stabled and serviced. '4MT' No. 80093 will move into the yard behind the photographer to allow the coach to roll past; it will be collected by No. 80093 for the journey to Killin Junction. JOHN GOSS



Above: From this... BRCW Type 2 D5369 waits at the delightful spot that is Crianlarich Lower in the early 1960s. RAIL ONLINE

Below: ...to this. Classmate D5396 shunts timber wagons in the yard created on the site of Crianlarich Lower in September 1972. The station closed when the Callander & Oban closed as a through-route in 1965 but became a timber loading terminal. Sadly, this traffic has since ceased and much of the site has been built over. COLOUR RAIL



Railway factfile: Loch Tay branch

Built for: Callander & Oban Railway
Worked by (at nationalisation): LMS
Terminus: Loch Tay
Main line connection: Killin Junction
..... (Crianlarich-Oban line)
Opened: April 1 1877
Length of line: 5 miles
Intermediate stations: 1
Fate? Closed: Killin Jct-Killin (November 1 1965);
..... Killin-Loch Tay (September 11 1939)

KYLE OF LOCHALSH TO DINGWALL

The line from Dingwall to Kyle of Lochalsh is one of Britain's remotest - it's why staff at Inverness depot raided the local motor factories for spotlights to mount on the front of their Class 26s and 27s! Remote it might be, but it's one of Scotland's great railway journeys, and the stretch along the shores of Loch Carron, around Plockton, is a jewel in the railway's crown.



Above: Kyle of Lochalsh station is an island station, but the access roadway almost makes it feel like a station of two halves! This 1979 photograph reveals a lot of interesting details, such as the MacBraynes office sign. PAUL A. LUNN COLLECTION

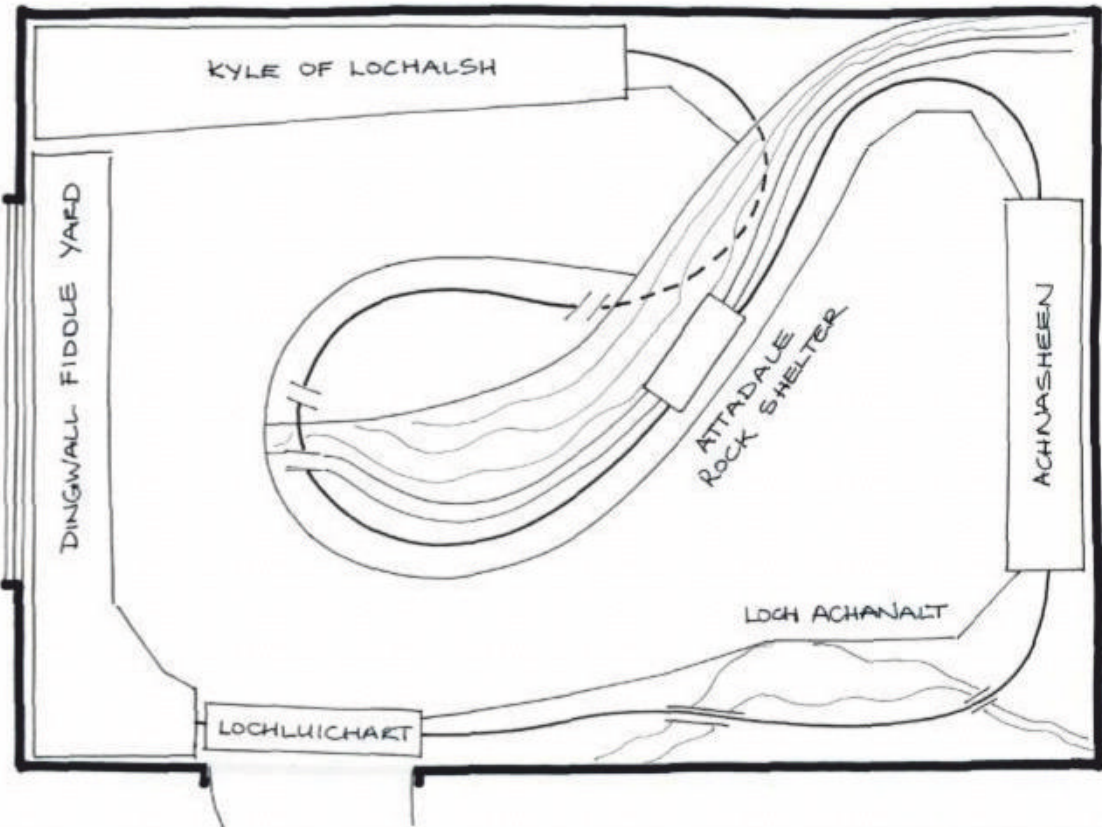
Below: The simplicity and aspect of Lochluichart make it ideal for a shelf-type layout, and I've purposely used it on the format plan to provide maximum space in the nearby walkway. This will test your modelling skills in capturing the remote environment and its weather. PAUL A. LUNN COLLECTION



Achnasheen West, a McKenzie and Holland signal box with 16-lever frame, was the largest of two here. Both were closed in 1984. PAUL A. LUNN COLLECTION

Railway factfile: The Kyle Line

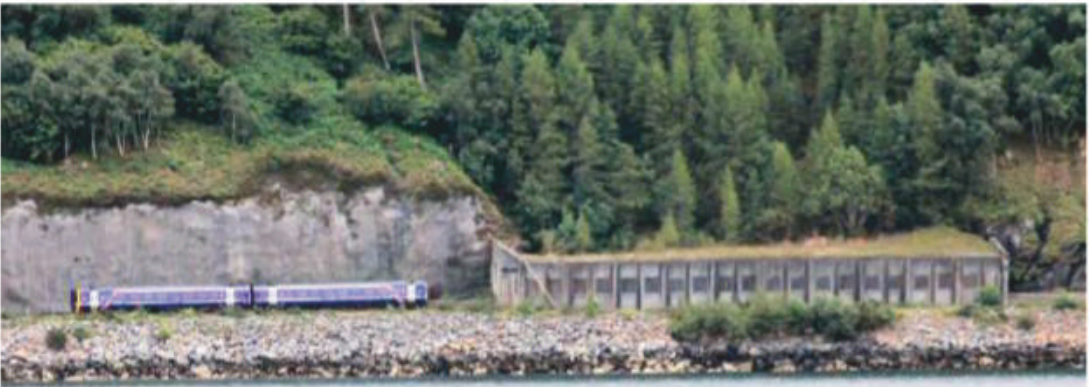
Built for:.....Dingwall & Skye Railway/
.....Highland Railway
Worked by (at nationalisation):LMS
Terminus:Kyle of Lochalsh
Main line connection:Dingwall
Opened:..... August 1870 (Strome Ferry);
.....November 2 1897 (Kyle)
Length of line:.....63 miles
Intermediate stations:..... 11
Fate?Still open



I've chosen an end-to-end format for the Kyle Line but it's not the sort of end-to-end you'd see at an exhibition. I've gone for a room-filler with an island peninsula, which will suit either 'N' or 'OO' gauges, and I've also been able to include Kyle of Lochalsh station, Attadale rock shelter, Achnasheen station, Loch Achanalt, and the wonderfully remote-looking Lochluichart Halt.



Above: The road bridge over Kyle of Lochalsh station's throat still provides a good panoramic view of the station - although it's rarely this full of rolling stock today. The Isle of Skye's dramatic skyline frames 'Black Five' No. 45497 as it prepares for departure with the 5.30pm 'stopper' to Inverness on September 9 1958. DAVID ANDERSON



Above: The A890 road shares an ever-decreasing shelf with the railway as they both skirt the shores of Loch Carron. This avalanche shelter is, to the best of my knowledge, unique on Britain's railway network. 158715 enters the shelter with a Kyle-Inverness service in July 2012. MARK BARTLETT

HIGHLAND MAIN LINE

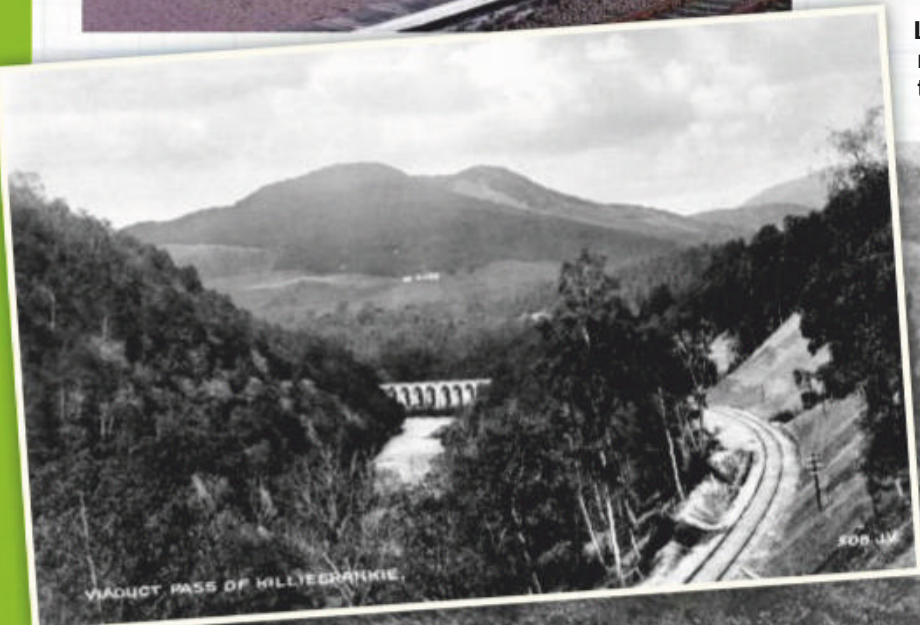
The story of how the Highland Railway's main line from Stanley Junction near Perth in the south to Thurso in the north was built is a long and convoluted one, including such players as the Perth & Dunkeld and Inverness & Perth Junction railways. H.A. Vallance's *The Highland Railway* is highly recommended for those who wish to learn more. Its construction may have been complex, but it has two outstanding sections: the beauty of the Killiecrankie Pass and the slogs to Druimuchdar and Slochd, the former claiming the title for the highest point on the national network.



Above: No other steam shed in Britain had an entrance as grand as that of Inverness. 'Black Five' No. 45117 rests on one of the turntable roads alongside a BRCW Type 2. COLOUR RAIL

Left: Aviemore became a junction station in 1892 when the first stretch of the 'direct' line via Slochd opened. The Aviemore-Broomhill stretch of the original line is now the Strathspey Railway, which is working towards reopening the line as far as Grantown-on-Spey. There's a cross-platform connection between the two at Aviemore. Rails of Sheffield has commissioned Bachmann to produce the CR '812' 0-6-0 No. 828, allowing you to model this scene in 'OO'. JOHN HUNT/SR

Left: You'll not get much more drama than this at Killiecrankie. It's a superb setting on multiple levels, featuring a riverbed, trackbed, hills and distant mountains. It's great for textures too... a perfect modelling combination? PAUL A. LUNN COLLECTION

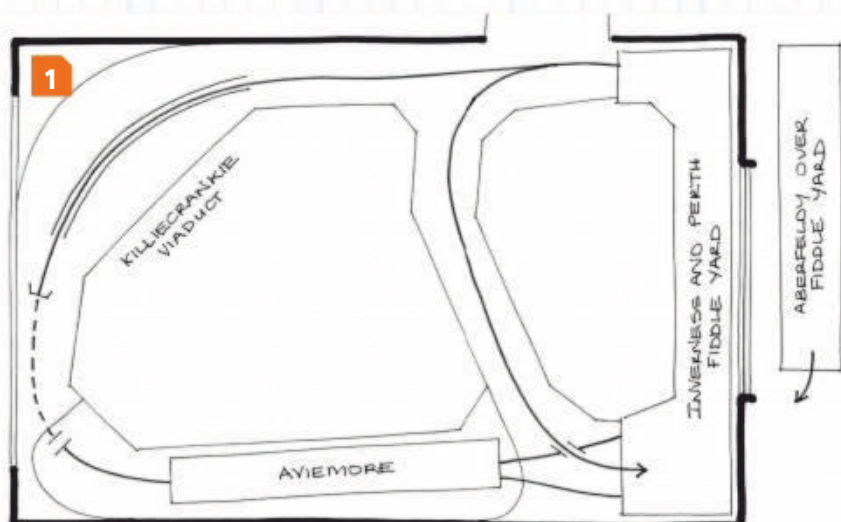


Above: A dramatic view of Killiecrankie Viaduct: its ten masonry piers stand 54ft above the ravine. There's a short tunnel in the pass too - just 128 yards long. RAIL ONLINE

Right: Inverness is one of Britain's most recognisable stations. An unidentified Class 26, complete with Kyle Line spotlights, awaits departure. The platforms curve tightly, leaving a frighteningly worrying gap between the coach and platform - those first radius curves get everywhere! PAUL A. LUNN COLLECTION



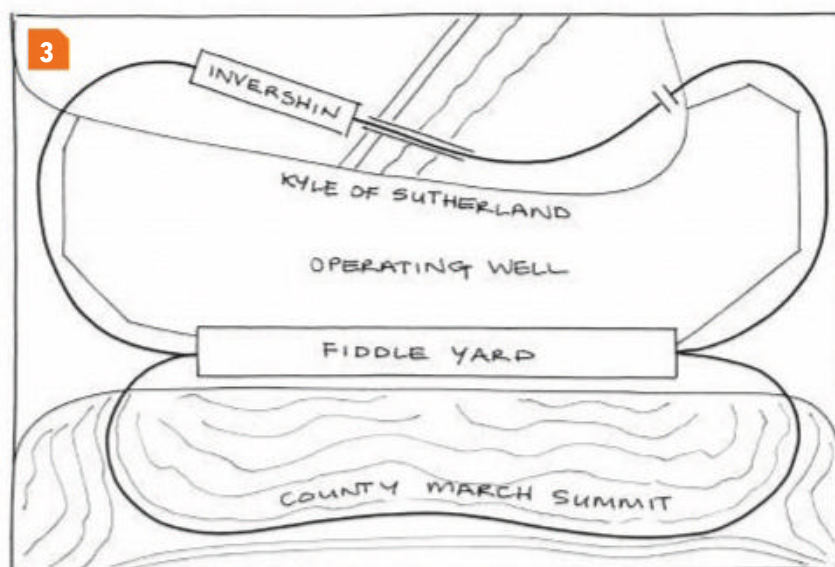
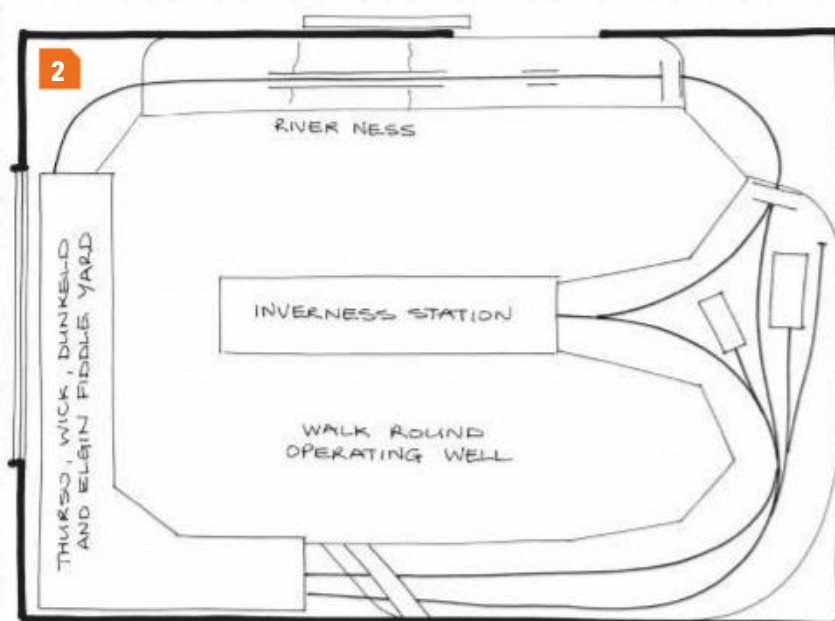
HIGHLAND TRACKPLANS



1 This format plan is almost certainly 'N' gauge. It combines a scenic run with Killiecrankie Viaduct as the main feature, and Aviemore station and junction, which provide substantial operational interest, contrasted by part of the Aberfeldy branch, with a terminus over a shared fiddleyard below.

2 Inverness station and depot sit at the point of a triangle, with lines north and south at the other points. Good access all round has been achieved by stopping the station platform board short of the fiddleyard, ideally with a minimum 2ft 6in gap.

3 A massively long run with numerous prototype features to choose from. Clearly you can't have it all, so I've chosen two contrasting favourites, County March Summit, on the Sutherland/Caithness boundary and Invershin, north of Bonar Bridge, where the railway follows the Kyle of Sutherland. I'd recommend 'N' gauge and focus on scenic grandeur and the ability to watch trains pass through each of the two settings.



Above: Inverness locomotive shed itself was a semi-roundhouse that, even in 1962, featured an eclectic mix of pre-Grouping power, albeit with a WR '16XX' O-6-OPT lurking in the gloom. Following closure, the diesel shed was located within the triangle, in part of the old Lochgorm Railway Works building. PAUL A. LUNN COLLECTION



Above: Invershin is a gentler location scenically, but this bridge adds a sense of drama to the beautiful Kyle of Sutherland valley. 37419 disturbs the peace as it heads south with the 0600 Thurso-Inverness on March 25 1988. JOHN CHALCRAFT/RAIL PHOTOPRINTS

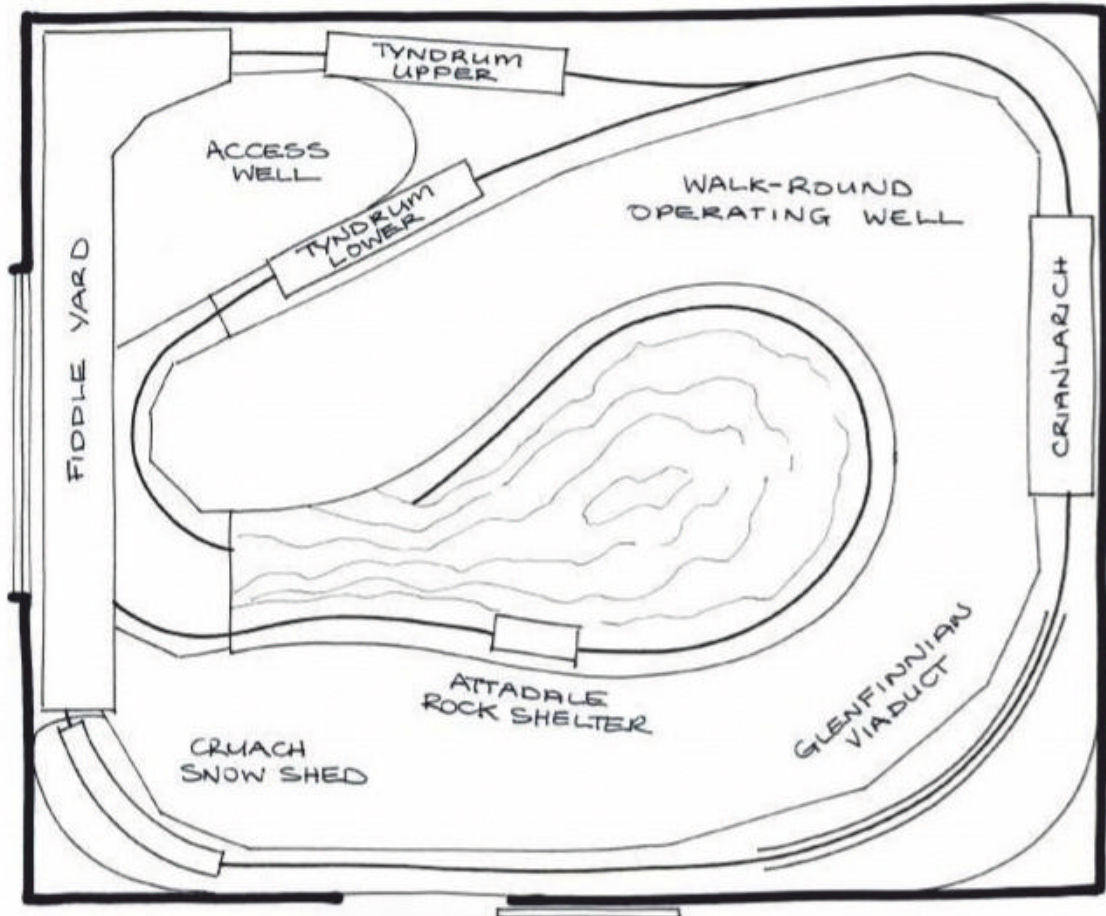


County March Summit is, as its name suggests, the high point of the Sutherland & Caithness Railway, and lies between Forsinard and Altnabreac. The landscape is bleaker and flatter here than County March summit on the West Highland, though no less beautiful, typified by this image taken on the line further south, between Kinbrace and Forsinard. MARKFERGUSON2/ALAMY

FICTIONAL FORMAT PLANNING

Inspired by some of the best bits of North West Scotland, I've used a round-the-room and central peninsula format to provide an opportunity for the largest number of personally preferred features; two Tyndrums (Upper and Lower Stations), Crianlarich Station with nearby Junction and timber sidings, Glenfinnan Viaduct, Attadale rock shelter and three substantial scenic runs. Of the three, at least one, on the peninsula, would look a lot like County March Summit, that between Glenfinnan Viaduct and fiddleyard as Rannoch moorland with Cruach Snow Shed masking the exit to the fiddleyard. I would have liked to include Banavie bridge, but it's important to know when to stop trying to squeeze more into the limited space you have!

Below: Tyndrum Lower Station - the 'Lower' suffix was added in 1953. It had a passing loop, a goods yard and a 20-lever signal box and was removed in 1969, in the same year as the introduction of single-platform working. A new shelter has been built closer to the platform entrance since this May 2005 photograph of 156474 on a Glasgow-Oban service was taken. MARK BARTLETT



Left: Tyndrum Upper Station, more recently called Upper Tyndrum, had a signal box on the island platform. It closed in 1988.

Below: Britain's only railway snow shelter is at Cruach Rock, near Rannoch, on the West Highland Railway, pictured in this photograph taken in or around the 1930s. Note the snow 'fence' to the left, which was aimed at combating driving snow. GETTY





Reviews

In-depth and unbiased reviews of the latest products

94 Kernow North British 'Warship'

Chris Leigh waited for a very long time for his 'Warship' to come in. Now it's here, what's his verdict?

98 Hornby 'A1/A1X' 'Terrier'

Chris only went to Trains4U to look at 'Terrier' examples - and ended up buying one! It must be good...

102 Dapol Class 142 'Pacer' DMU

The real 'Pacer' hasn't kept pace with modern standards. Ben Ando reviews Dapol's 'N' gauge version.

105 Cavalex PGA Hoppers

George Dent gives Cavalex's debut 'OO' gauge model a thorough examination.



Our reviewers

George Dent

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

Chris Leigh

Wrote his first review in 1964 and has been doing them ever since.

Ben Ando

Model Rail's 'N' gauge specialist puts 1:148 models to the test.

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.





Recessed wire handrails

Kernow North British 'D6XX' 'Warship'

◆ **SCALE** 'OO' ◆ **MODEL** K2601 Class 41 'Warship' Diesel Locomotive ◆ **PRICE** £179.99 ◆ **PERIOD** 1958-1967 ◆ **REGION** Western
 ◆ **AVAILABILITY** Kernow Model Rail Centre Tel 01209 714099 Web www.kernowmodelrailcentre.com

The D600 'Warships' have long enjoyed a level of popularity that's disproportionate to their contribution to the story of UK diesel traction. Perhaps the same is true of any small, short-lived class. Certainly, justice has never been done to the class in model form. In the past I had kits by both Q Kits and Genesis. Neither would pass muster these days!

Then, in 2010, Kernow MRC announced that it had commissioned an exclusive 'OO' gauge ready-to-run model. Despite the project transferring twice, to different manufacturers, it made little headway. Part of the problem was that there was nothing to scan in order to start the process. In due

course, a large-scale model was produced and made available for scanning and Kernow's project started to move forward.

However, just a year ago Kernow brought the project under direct control, dealing one-to-one with the Chinese factory. Now I have my third D600 'Warship' model in 50 years and, at last, one that's worthy of the name.

FIRST IMPRESSIONS

Model Rail received both blue and green examples for review and I had D601 *Ark Royal* on order, enabling some extended test-running, as well as fitting of all the detail parts. The model comes well packed in a stout two-piece cardboard box, lined with foam.



There's a sturdy vacuum-formed 'iceberg' unit which holds the locomotive, and there's a separate small packet of detail parts. The robust packaging is necessary because this is one big, heavy beast of a locomotive – it weighs in



at a whopping 468g (1lb 1/2oz).

D601 comes with a very neatly etched and fully coloured 'Cornish Riviera Express' headboard, as carried by these locomotives when they became the first diesels to work the premier Western



“Details which really catch the eye are the very fine riveted window frames, picked out in silver colour”

Region express in 1958. In fact it comes with four identical boards! Quite why the pack contains four is not known, as Kernow did not actually order any!

Kernow is offering examples with early or late-style grilles and also with either the original disc headcodes or the later four-character headcode boxes. The latter, an obvious afterthought, were a rather unsightly attachment to the nose ends of the locomotives.

The metal chassis has plastic detail fittings, including the fuel tanks. A pair of tiny switches under the tank enable the cab light and tail lights to be switched off. Otherwise, when running on analogue control, both are illuminated, together with the headcode boxes or discs.

The plastic moulded bodysell effectively captures the shape and character of the real thing, which is a significant achievement given that there are no surviving examples to scan and that the real thing had some subtle curves and scarcely a straight line to be seen. In particular, the nose ends look just right with their two prominent oval horn mountings. They may not have been beautiful but the D600s weren't ugly either. They had 'character', which is abundant in this model.

The recessed wire handrails adjacent to the cab doors are well done, and there are two offset etched fan grilles on the roof, with fan detail visible beneath them.

The glazing is all flush and the cab windscreens have separately fitted wipers. Separate lamp irons are factory-fitted, but on the disc headcode versions the open and closed discs are left to be fitted by the modeller.

TRUE BLUE?

The blue version of D602, based no doubt on my friend Keith Jagers' photograph, has pre-fitted headcodes (1C75 and 5C53). Buffers are blackened metal and sprung, and the nameplates are pre-fitted etchings. Both the blue and the BR green are, to my eye, a little dark when compared to the shades used by other manufacturers, but not enough to detract. In fact, it may just be that a rather more matt finish has been used. Also, it is important to realise that D602 was painted in the Chromatic blue used initially by Swindon in its airless spraying equipment, which resulted in a slightly different finish from regular Rail blue.

Details which really catch the eye are the very fine riveted window frames, picked out in silver colour, and the clear, flush glazing which gives a good view into the detailed cab interior. The latter means that a driver will need to be fitted. Two versions with the original-style louvres are being produced and four with the later grilles. This detail only relates to the bank of three upper grilles adjacent to the cab doors. Originally the

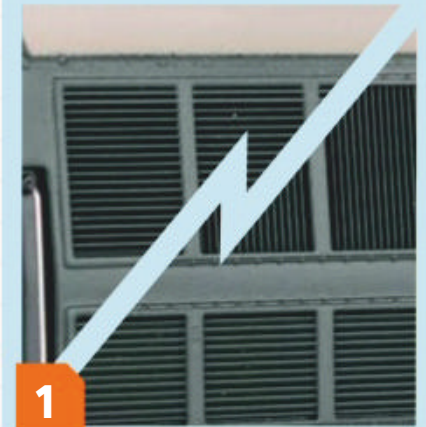
vanes of the grille were horizontal. On later versions they're vertical.

Those who don't like to fit detail parts may be deterred by the extent of end fittings which need to be added. Bufferbeam cables and hoses are easily fitted into their appropriate holes, following the supplied illustration. These parts are fine and need handling with tweezers. A spot of Glue 'n' Glaze on the pin will keep them in place. Coupling hooks and screw links come as two separate parts, and there are bogie steps, open or closed headcode discs, and a centre lamp iron to be fitted.

I conferred with Mike Romans, who worked on the WR at the time these locomotives were in use, and he confirmed that there seemed to be some 'indecision' regarding the lamp iron locations, the initial delivery having three lower ones in line. *Ad hoc* provision then had to be made for fitting the steam-era frames for the train reporting numbers and photographs show additional metal supports fitted to those early examples which worked the 'Cornish Riviera' and 'Royal Duchy' with headboards attached. Subsequently, the centre lamp iron was moved higher and the headboard, if carried at all, was, it seems, usually lop-sided. A hole for the centre lamp iron is provided in the uppermost position. If you want to fit the headboard in its more normal location, you'll need to drill a hole lower down. The headboard then covers the existing hole.

The body is held in place by four clips on the body sides. Simply levering the sides outwards releases the clips and enables the body to be removed, though it remains attached to the chassis by the two hanks of lighting wires. Those

3 things we like



1 The number of detail variants on offer.



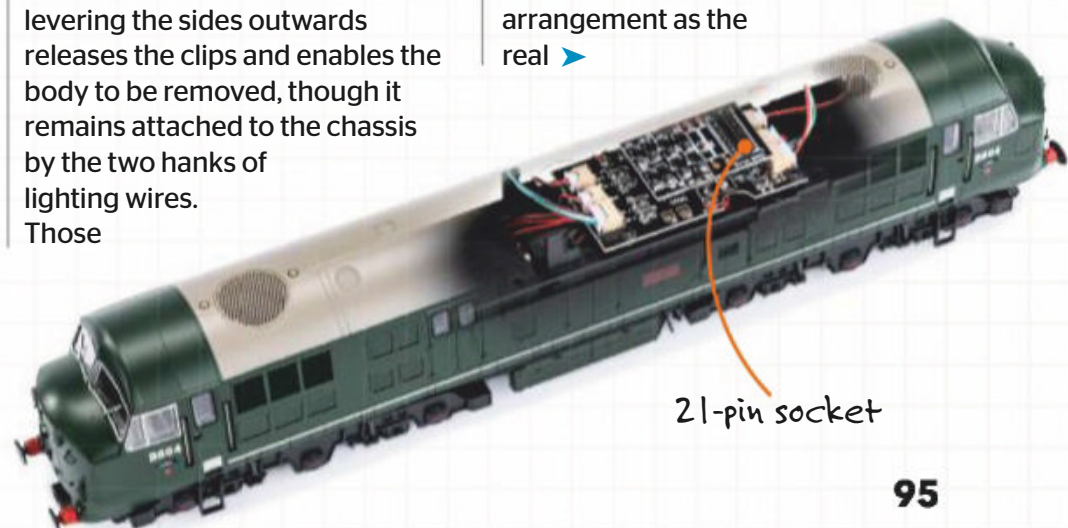
2 The etched nameplates and headboard.



3 The very fine, riveted window frames of the cab windows.

who wish to access the cab interiors will need to undo the mounting screws and probably release the wiring, too.

The chassis is a substantial black-painted metal casting in which the large coreless motor, drive shafts, two flywheels and gearboxes are encased. Drive is the same A1A-A1A arrangement as the real >



21-pin socket

Factfile: North British 'Warship'

Despite the popular myth that the Western Region just wanted to be different, its choice of diesel-hydraulic traction, rather than diesel-electric, was both carefully considered and forward-thinking. Under pressure to modernise and to increase speed and efficiency, the WR believed that the fitting of automatic continuous brakes to most wagons was the single most significant measure towards speeding up and rejuvenating the railway.

It would enable the speeding up of slow trains, reducing the rift between the fastest and slowest. It would also mean that a higher power-to-weight ratio in locomotives would enable trains to be accelerated more quickly, while excessive weight in locomotives wouldn't be needed to stop loose-coupled freights. The WR recognised that the diesel-hydraulic locomotive fitted perfectly with the scheme.

However, the British Transport Commission had limited experience of diesel-electrics with heavy, slow-running engines and no experience at all of diesel-hydraulics.

As the Western Region insisted that some of the proposed Type 4 (2,000hp) diesels should be hydraulics, so the BTC insisted that they should be of heavyweight construction for direct comparison with its 2,000hp diesel-electrics. However, none of its proposed diesel-electric behemoths was yet in service. The D600s weighed in at 117 tons 8cwt compared to 133 tons for the English Electric, and 138 tons for the BR/Sulzer diesel-electrics.

An order for a small number of medium-sized diesel-hydraulics had been given to North British Locomotive Co. in Glasgow. These would be the first of the 'D63XX' (later Class 22) locomotives. There followed an order for five 2,000hp locomotives running on two six-wheel bogies. As NBL engineers were unable to design a pivotless six-wheel bogie, the middle axle of each had to be unpowered, giving an A1A-A1A wheel arrangement.

The locomotives were to be named after Royal Navy warships, and the first,

No. D600 *Active*, appeared in 1958 ahead of the diesel-electric equivalents from English Electric and BR/Sulzer. D600 was thus the first Type 4 diesel to enter traffic. It and D601 *Ark Royal* had MAN engines and Voith transmissions made in Germany, but the remainder of the class, D602 *Bulldog*, D603 *Conquest* and D604 *Cossack* used equipment made under licence by NBL.

On its inaugural run from Paddington to Bristol and back No. D600 suffered an engine failure but was able to return home on one engine. All five D600s were based at Plymouth Laira and were quickly put to work on the premier Paddington-Penzance express, the 'Cornish Riviera'.

However, even before the end of 1958, the Western Region had taken delivery of D800, the first of its 78 ton, 2,000hp diesel-hydraulics built at Swindon and based on the German V200 design, and named it after the region's General Manager Sir Brian Robertson. Now it had the lightweight diesel-hydraulics with quick-running diesel engines that it had originally wanted.

The five D600s, all based at Plymouth Laira, were now destined to spend the rest of their short working careers between Plymouth and Penzance, seldom getting even as far east as Exeter. Nos. D601/2/4 were temporarily allocated to Landore (Swansea) in August 1967 to cover for

English Electric Type 3s which had gone to the Eastern Region.

All were withdrawn at the end of 1967, and though D601 lay at Woodham's scrapyard for more than a decade, it was eventually cut up, although as Britain's first Type 4 to enter traffic it warranted a place in the National Railway Museum.



Above right: Pictured at Paddington early in its career, NBL Type 4 diesel-hydraulic No. D601 *Ark Royal* shows clearly the two additional mounting brackets which enabled it to carry a headboard or train reporting numbers. COLOUR RAIL

Right: NBL 'Warship' No. D603 *Conquest* at Truro in May 1966, still in green livery but with the addition of four-character headcode boxes. COLOUR RAIL

Below right: D602 *Bulldog* heads east through Lostwithiel with 5C53, a partially fitted freight, in 1967, carrying the short-lived Chromatic blue livery applied at Swindon works and the headcode featured on the model. K.A. JAGGERS



Liveries

Despite their small number and short working careers, the D600 'Warships' did offer some variety in details and livery, and Kernow has opted to offer no fewer than six versions as follows:

D600 *Active*. Rail blue with full yellow ends, headcode boxes and later-style grilles.

D601 *Ark Royal*. BR green with disc headcodes and original-style louvres.

D602 *Bulldog*. Green with small yellow panel, headcode boxes and later-style grilles.

D603 *Conquest*. Green with small yellow panel, headcode discs, and later grilles.

D604 *Cossack*. Original green, no yellow panel, headcode discs and later-style grilles.

D602 *Bulldog*. Chromatic blue with small yellow panel, headcode boxes and later-style grilles.





System builder

Other items to complement this model...



BR Mk 1 coaches

Chocolate and cream or maroon from Hornby RailRoad or Bachmann. **Price:** £24-£50

Availability: Hornby or Bachmann stockists



'Clayhood' china clay wagons

Bachmann produces the wooden-bodied open wagons used for Cornish china clay traffic. **Price:** £17.95-£19.95

Availability:

Bachmann stockists



Milk tanks

Six-wheel milk tank wagons are available from Dapol.

Price: £15-£17

Availability: Dapol stockists

REVIEW VERDICT

PROS. Looks, power, detail variations.

CONS. Etched nameplates are a little under-sized and not always straight.

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

92%

locomotives, the centre wheelset being merely carrying axles. Electrical pick-up is through all 12 wheels, by way of divided axles and live bearings and bogie frames. This dispenses with the need for wiper pick-ups.

The body can be disconnected from the chassis by releasing six tiny plugs on the main circuit board. Adjacent to this board is a 58mm by 23mm recess with clips to take a speaker for DCC sound. A 21-pin decoder socket is provided on the adjacent PCB.

The bogies are assembled from plastic mouldings, the sideframes having extremely deep and crisp

detail, reflecting the heavyweight construction of the real thing. Self-centring NEM pockets are fitted to both bogies, the small tension-lock couplings being included in the pack of detail parts.

The wheels are a real work of art because these NBL Type 4s, and the smaller Type 2s, had spoked wheels. These have been nicely reproduced in blackened metal, the centre wheelsets correctly being of smaller diameter.

GOOD RUNNER

I tested two examples on the *Model Rail* test track and a third at home. All operated smoothly and

quietly straight from the box and with good slow-running characteristics. On the test track I hung a mixture of 14 Bachmann and Hornby coaches on the drawbar: D602 walked them up the 1-in-60 gradient without hesitation and with no trace of slip. It only came to a stand when the weight of the coaches was stretched around the very tight curve and the last half-dozen were still on the slope. It was also notable that, although intended for Radius 2 curves and larger, it passed over several small radius points without incident.

Without doubt, good things are worth waiting for and this is a model which scores highly in every respect. Sadly, its 'steam era' credentials may work against it in the 'modern traction' market, but there are still enough of us with fond memories of the diesel-hydraulic west to make this a winner for Kernow. (CJL)



KERNOW NORTH BRITISH 'D6XX' 'WARSHIP'

OVERVIEW

Manufacturer: Kernow MRC
Ref. No. K2605/K2601
Unit No. D602/D601
Scale/gauge: 'OO'

Body: Plastic
Chassis: Metal/plastic
Weight: 468g (16½oz)
Min. curve radius: R2, 438mm
Wheel back-to-back: 14.5mm

ELECTRICS

Electrical system: 0-12V DC
Motor type: Coreless

Lights?: Directional headcode/tail
DCC ready?: 21-pin socket

MECHANISM

Drive system: Drive shafts and gear towers to two axles of each bogie

Flywheel(s): Two
Traction tyres: No

DIMENSIONS

	PROTOTYPE	1:76 SCALE	MODEL
Length over buffers	65ft 0in	260mm	261mm
Height	12ft 10in	51mm	52mm
Width	8ft 8in	35mm	35mm
Wheel diameter	3ft 7in	14mm	14mm
Wheel diameter (carrying)	3ft 3½in	13mm	13mm
Wheel back-to-back			14.5mm
Bogie wheelbase	15ft 0in	60mm	61mm

SERVICING

How to dismantle: Body unclips.
Where to oil: See instructions.



Hornby 'A1/A1X' 0-6-0T

◆ GAUGE 'OO' ◆ MODEL Hornby 'A1/A1X' 0-6-0T ◆ PRICE From £89.99 ◆ PERIOD 1870s-1960s ◆ REGION Southern
◆ AVAILABILITY Hornby stockists Tel 01843 233512 Web www.hornby.com

The new Hornby 'Terrier' 0-6-0T is somewhat controversial, thanks mainly to a TV programme in which it was portrayed as a 'spoiler' for an already-announced rival product. Hornby's model is the first to reach the market, leading some to suggest that it has been rushed. Does the speed of its production indicate a compromise in quality, or was it already at an advanced stage, and the contrived contretemps with a competitor seen as a way to obtain prime-time TV coverage?

We shall never know, but certainly there are a couple of issues with the Hornby 'Terrier' which detract from this otherwise keenly priced and cute little model. It is, of course, not the first time a 'Terrier' has appeared in the Hornby catalogue. The 'A1X' tooling acquired from Dapol many years ago has been in and out of the Hornby range ever since, but it was certainly due for the 21st-century re-tooling in evidence here.

The first examples to reach the shops were the 'A1X' models in BR lined black, but that was not the

version I wanted. I went shopping – a little reluctantly – for a review model as I did not want a BR example. I was just about to part with my cash when the shop assistant at Trains4U remarked that "some blue ones have just come in the mail."

FIRST IMPRESSIONS

On opening the box it is immediately apparent that this is a petite and exquisite little locomotive and its pedigree – from the same stable as the Peckett 0-4-OST – is obvious. The 'face' has a certain rustic charm

with its long 'droopy' handrail, very fine separate smokebox door handles and separately fitted 'brassed' lubricator pots. The elegantly tapered chimney has a neatly shaped coppered cap. Correctly, there's just one separately fitted lamp iron front and back on this Kent & East Sussex Railway version.

The 'A1' had combined splasher/sandboxes and elegant wing plates and these are commendably thin. The whistle and the Salter safety valves behind the dome are really very fine. The tank sides



feature the correct number of bolt heads for the cladding, and the fine black handrail has knobs at the correct angle.

There are one or two issues, however, which for me are not deal-breakers but if you are seeking the perfect 'A1' they might just put you off. Firstly, the buffers which are correctly shaped and have turned and blackened metal heads (not sprung) should be recessed into the running plate, and they are mounted flush to the bufferbeam. More obviously, from the top-down viewpoint, the tank tops should be recessed below the curved cladding. This latter feature is obvious from normal viewing angles and certainly detracts from the overall good looks of this little model.

On the plus side, the cab interior detail of this little locomotive is exquisite. The cab door handrails are very fine and the detail of the boiler backhead and controls looks top notch. It is a pity that it can only be glimpsed through the small openings. One almost wishes for an open-cab 'Terrier' but there never was one!

On the bunker the top coal rail is open and the rest infilled. There's the classic Stroudley toolbox and the rear spectacles have protective grilles though, apparently, *Rolvenden* did not have such a luxury.

PRETTY IN BLUE

As usual it's the quality of the finish which is Hornby's icing on the cake. The KESR colour scheme with red lining on a mid-blue background was not an example of good design but Hornby has really made an excellent job of a difficult subject. The red lining is extensive and incredibly fine and the KESR logo and painted *Rolvenden* name appear exactly as they do in photographs. As with many of the Stephens locomotives, it carries no number.

THE WORKS

Two screws in the underside hold the body in place and once these are released the body lifts off. The wheels are blackened metal with blue plastic centres and capture the look of the real thing. Hornby has tooled both the original wooden brake blocks and the later cast-iron version. *Rolvenden* has the early pattern, linked by very slim brake rods. Delicate plastic sandpipes pass behind the brake shoes.

Disappointingly, the effect of the slender nature of the brake

rods and the delicacy of the correctly jointed fish belly coupling rods is spoiled by oversized hexagon-headed crankpins. These look nothing like the round heads of the real thing and are larger than the coupling rod bosses. Indeed, the ones in the illustration on the box lid are smaller than those fitted to the actual model!

A totally enclosed motor, mounted above the bottom segment of the boiler, drives the rear axle through a worm and gearbox. For DCC users there is an ➤

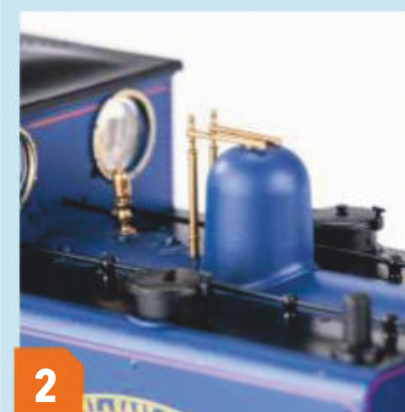


3 things we like



1

Exquisite cab interior detailing.



2

Very fine Salter safety valves and boiler-top detail.



3

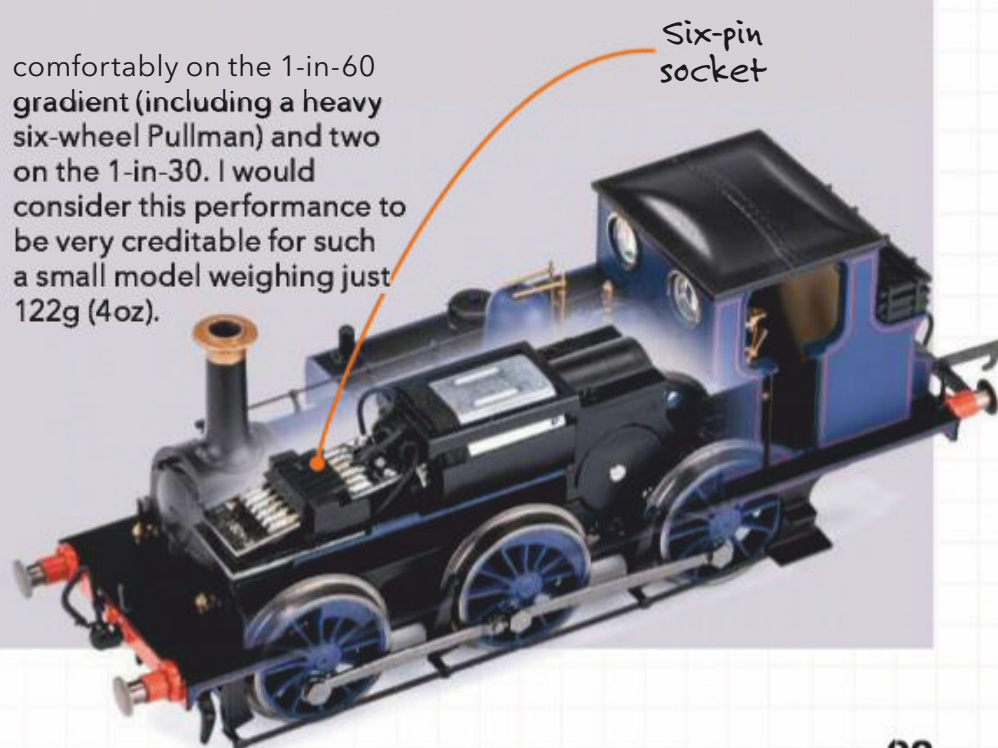
Excellent paint finish, lining and lettering.

Performance

On test, both at home and on the *Model Rail* test track, the model performed smoothly throughout the speed range with good slow-running characteristics. I had five coaches behind it on the flat at home and it handled these effortlessly. On the test track it operated smoothly through Hornby pointwork but was prone to derailing on the first radius points. Its specifications state a minimum of second radius, so this was no surprise.

It managed three coaches

comfortably on the 1-in-60 gradient (including a heavy six-wheel Pullman) and two on the 1-in-30. I would consider this performance to be very creditable for such a small model weighing just 122g (4oz).



Six-pin socket

easily accessible six-pin decoder socket at the front of the chassis, but there is no obvious provision for sound installation. Phosphor-bronze wiper pick-ups bear on the backs of all six wheels. In short, the chassis is a neat, modern interpretation of a largely traditional 0-6-0 chassis.

STOP PRESS

As this review was being written, a sample of the 'A1X', as BR

No. 32655, was received for review. Such are the changes from 'A1' to 'A1X' that this model is largely from a completely different set of tools. Among the changes correctly reflected in the model are the lengthened smokebox and sandboxes moved to below the running plate.

The chimney and dome are the same, but the firebox top features the clack valves and additional pipework associated

with the Westinghouse brake, for which the pump is mounted on the cab side. On our sample, however, the front of the pipe had not been located into the smokebox, and a poorly fitted middle lamp iron pinged into oblivion when I tried to correct it. Other variations include the tall LBSCR lamp irons, cast-iron pattern brake blocks and fully plated-in bunker coal rails.

Both models have the

one-piece rear spectacle plate, a late repair that is correct for No. 32655 but not for *Rolvenden*.

In today's market an 0-6-OT for well under £100 is something of a bargain. Rushed or not, Hornby's 'Terrier' is most welcome as it brings the company's latest modelling standards to a locomotive which has been a popular model since it was launched by

Factfile: 'A1/A1X' 0-6-OT

When William Stroudley came to the London, Brighton & South Coast Railway as chief mechanical engineer in 1870 he found a railway with a hopelessly over-stretched suburban service in South London. Lines with lightweight permanent way, frequent stops and short, steep gradients were operated by a motley assortment of locomotives and were carrying traffic way beyond the levels for which they were built.

Stroudley's solution was to introduce lightweight trains worked by 0-6-OTs based on the solitary locomotive of that wheel arrangement which he had designed for his previous employer, the Highland Railway.

The first six entered traffic in the final months of 1872. They packed impressive performance for their size and were soon known by the nickname 'Rooters' or 'Terriers'.

Some details were changed before the second batch was completed in 1874 and a further 44 were added in the period up to 1880. No. 40 *Brighton*, delivered in 1878, was specially prepared for exhibition in Paris, where it was awarded a Gold Medal. On its return, Brighton Works staff added an inscription to the tank sides.

Towards the end of the 19th century upgrades to the system began to render the 'Terriers' redundant on suburban work. Some were transferred elsewhere as shunters and pilots, and others were sold. Several were acquired by contractors building the GWR/GC Joint line between Northolt and High Wycombe and others went to the Admiralty, to the Isle of Wight and to Colonel Stephens' light railway empire. Eleven unsold examples were broken up in the early years of the 20th century. Twenty others were converted for push-pull working.

In 1911 survivors began to receive new boilers under L.B. Billinton and these, with extended smokeboxes, were classified 'A1X'. Even some of the sold-off 'A1s'

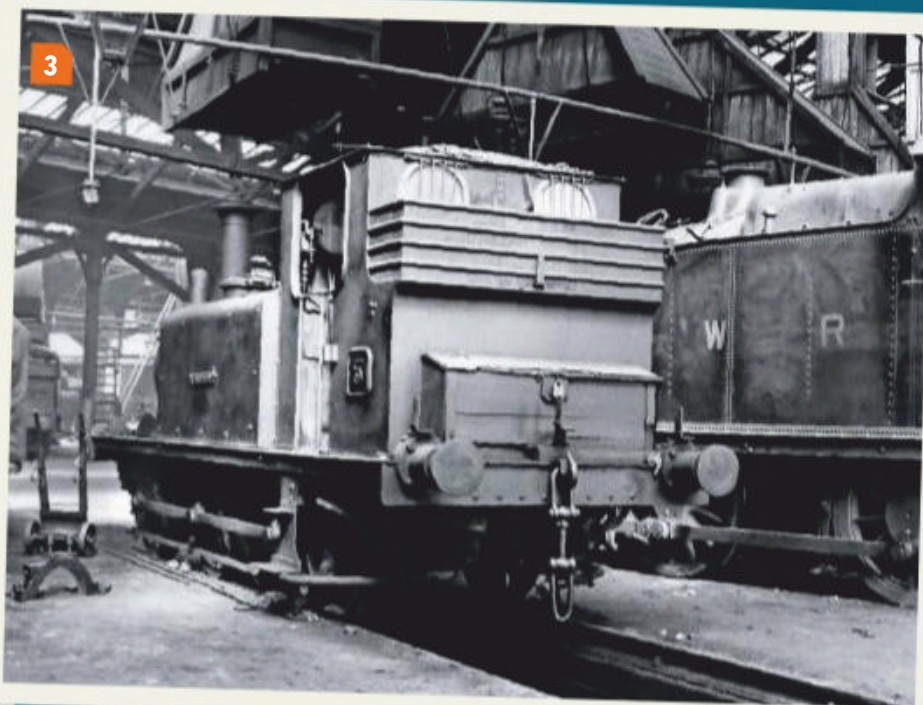


1: 'A1X' No. 32678 (originally No. 78 *Knowle*) is preserved at the Kent & East Sussex Railway.



2: Southern Railway Maunsell green suited the 'Terrier's' lines, as illustrated by Bressingham's No. 662 (*Martello*). IAN ROBERTSON

3: Could William Stroudley ever have foreseen this? Western Region ex-Weston, Clevedon & Portishead Railway 'A1X' No. 5 *Portishead* rests in the roundhouse at Bristol St Philips Marsh alongside a '56XX' 0-6-2T, on March 29 1948. RAIL ARCHIVE STEPHENSON



subsequently received the new boilers. Several survived on the Isle of Wight to enter service with BR and others were required to operate the Hayling Island branch over the timber Langstone Viaduct.

No fewer than ten examples survive in preservation. No. 82 *Boxhill*, preserved at the National Railway Museum, is the only example to have survived throughout as an 'A1'. Two others, No. 54 *Waddon* (at the Montreal Railway Museum, Delson, Quebec) and No. 72 *Fenchurch* (Bluebell Railway) have been restored to 'A1' appearance. No. 71 *Wapping* was completed in September 1872 and withdrawn in January 1905. It was sold to the Rother Valley Railway (KESR) where it became No. 5 *Rolvenden*, eventually being withdrawn again around 1932/3 and scrapped after providing spares for No. 3 *Bodiam*, which survives in preservation on the KESR as BR No. 32670.

the original Dapol organisation.

While the detail compromises will undoubtedly deter some purchasers, others will welcome a model of this calibre at such a keen price. I shall be curious to see if any more tooling variants such as enlarged bunkers appear in due course, or whether the more esoteric detail differences are left for the competitor to cover. (CJL)

System builder

Other items to complement this model...



MAUNSELLS
Hornby Maunsell coaches
Price: £47.99
Availability: Hornby stockists



PUSH-PULL
Hornby SR push-pull two-coach pack
Price: £47.99
Availability: Hornby stockists



'BIRDCAGE' STOCK
Bachmann ex-SECR 'Birdcage' stock
Price: £79.95
Availability: Bachmann stockists

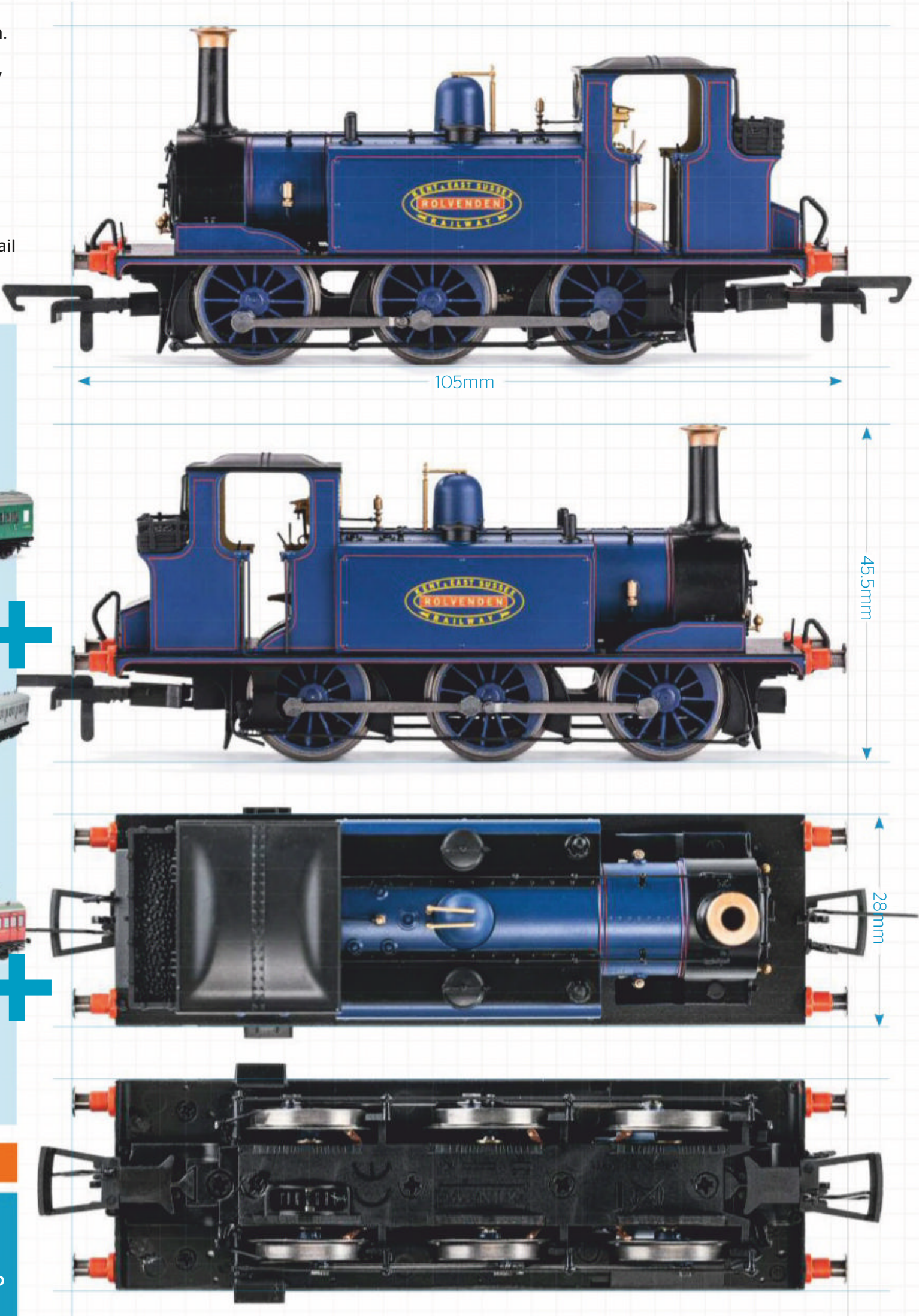
REVIEW VERDICT

PROS. Price, detail variations, decoration.

CONS. Buffer and tank top compromises. Crankpins.

LOOKS	7/10
PERFORMANCE	9/10
FEATURES	8/10
DECORATION	9.5/10
VALUE FOR MONEY	10/10

87%



HORNBY 'A1/A1X' 0-6-0T

OVERVIEW		DIMENSIONS		PROTOTYPE	1:76 SCALE	MODEL
Manufacturer: Hornby	Body: Plastic	Length over buffers	26ft 0in	104mm	105mm	
Ref. No. R3781	Chassis: Metal/plastic	Height			45.5mm	
Unit No. 5	Weight: 112g/4oz	Width			28mm	
Scale/gauge: '00'	Min. curve radius: R2, 438mm	Wheel diameter	4ft 0in	16mm	16mm	
	Wheel back-to-back: 14.5mm					
MECHANISM		ELECTRICS				
Drive system: Gear to rear axle	Flywheel(s): No	Electrical system: 0-12V DC	DCC ready?: 6-pin socket			
	Traction tyres: No	Motor type: Sealed	Current consumption			
SERVICING		Lights?: No	Max. speed: 0.14A			
How to dismantle: Two screws in the underside.			Stalled: 0.4A			
Where to oil: See instructions.						



Dapol Class 142 'Pacer' DMU

◆ **SCALE** 'N' ◆ **MODEL** Dapol ND-116A Class 142 Pacer 'Northern' ◆ **PRICE** (RRP) £135.95 ◆ **PERIOD** 1985+ ◆ **REGION** North and South West England, South Wales, depending on livery and era ◆ **AVAILABILITY** Dapol stockists

When they were introduced in 1985, British Rail's 'Pacer' units – comprising bus bodies fitted to a four-wheel chassis derived from air-braked freight stock – were a stopgap measure, intended to give 20 years of service before being replaced.

Only now, 34 years later, is the end in sight for these railbuses which, while largely unloved and uncelebrated, have given steadfast and unfussy service on numerous routes in the North of England, the South West and South Wales.

There were several different classes of 'Pacer'. The Class 142 vehicles, as modelled by Dapol, are the most numerous and 96

sets were built using widened Leyland National bus bodies by Leyland and BREL (British Rail Engineering Limited) in Workington between 1985 and 1987.

In the privatisation era the units have been in service with numerous operators: in the first tranche of releases Dapol is offering sets in Regional Railways, Tyne & Wear PTE, Arriva Trains Wales, Northern Spirit and Northern liveries, with both DC and DCC versions available.

Their rigid, two-axle chassis, without secondary suspension, means that in service they have become known for lively riding and nicknamed 'nodding donkeys', while their long wheelbase can lead to intrusive flange-squeal on curved track,



making them unpopular with the travelling public.

Because they do not comply with current disability access regulations, all 'Pacer' trains are



scheduled for withdrawal by the end of 2019.

Dapol's model version is nicely packaged in the model firm's familiar clear plastic jewel case



Neat livery application

“The model clearly captures the character and look of the ‘Pacer’ – the familiar bus body with its many fine rivets and roof air conditioning packs is nicely moulded”



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with a dark grey foam insert that holds things securely. Indeed, its grip is so tight that to remove the model from the box it's essential to lift the entire insert out, and then gently release the two vehicles.

Under observation the model clearly captures the character and look of the 'Pacer' – the familiar bus body with its many fine rivets and roof air conditioning packs is nicely moulded. Dapol is offering versions with both the original ten-rib and later three-rib roofs. However, it is readily apparent that the proportions of the side are not quite right; the windows are too shallow and

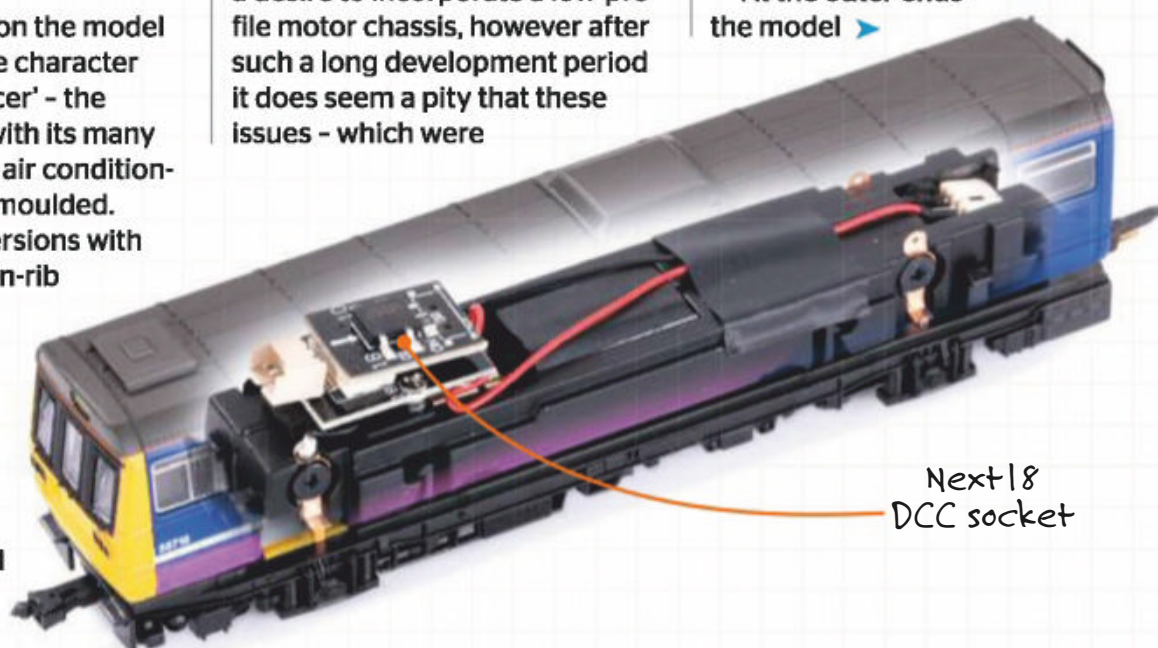
the two rows of rivets below are too high. Also, the angled cut-in at the base of the body is too flat.

It may be that these are compromises forced on Dapol by a desire to incorporate a low-profile motor chassis, however after such a long development period it does seem a pity that these issues – which were

identified and fed back to Dapol long before production – could not be corrected.

The face of the model is reasonable but would be improved if the (working) head/tail light clusters were slightly more pronounced. The roof radio pods on 142065, the unit depicted, should be slightly offset. The livery application is very neat; our review sample was in the now-obsolete Northern livery of purple, blue and white and this has been well applied, with the finer markings present including cycle area stickers printed on the glazing.

At the outer ends the model ➤



Next18 DCC socket

3 things we like



Fine livery application still legible when magnified.



Inter-car couplers and gangways are effective.



Good detailing on the roof.

has working representations of the prototype's BSI couplings. These are compatible with each other and with the same couplers on Dapol's well-regarded Class 156 and 153 units, meaning they can run in multiple, as they sometimes do on the network. The inner coupling is also interesting and enables track power to be shared between vehicles. Some care is required in aligning two pairs of prongs which click together and incorporate pairs of brass tabs which bear on each other. With pick-ups on all eight wheels this

should ensure the unit is sure-footed over pointwork, and under test this arrangement appeared to be very effective.

CONCERTINA MOVEMENT

Before coupling, the bellows gangways can be extended; they are able to concertina and ensure that no daylight is visible between the cars during operation. The powered vehicle has a motor with flywheels fitted below window height, and both axles are driven. Performance under DC - particularly when coupled to its sister trailer - was

very smooth and consistent throughout the power range and the model comes with a Next18 decoder socket.

The large glazed area means that a prominent red wire inside is very visible; toning this down with black marker or covering it with black insulation tape would improve the model's appearance.

With an RRP of £135, but on sale for around £115-£120, as a complete 'train in a box' it represents good value against some more recent models. The Dapol Class 142 'Pacer' has taken eight years to reach the shops.

Like the prototype, it may not be perfect but it is a decent train-on-a-budget and is sure to be popular. For anyone modelling the last 35 years, these humdrum 'nodding donkeys' were no less a part of the picture than the more glamorous express racehorses. **(BA)**



DAPOL CLASS 142 'PACER' DIESEL MULTIPLE UNIT

OVERVIEW		MECHANISM	
Manufacturer: Dapol	gauge 'N'	Drive system: Power to both axles in one car via cardan shafts.	Flywheel(s): Yes
Ref. No. ND116A-E. Versions with DCC (suffix D) also available	Body: Plastic		Traction tyres: No
Unit No. 142065	Chassis: Alloy with plastic parts		
Scale/gauge: 1:148 scale, 9mm	Weight: 99g		
	Min. curve radius: R1 (263.5mm)		
ELECTRICS		DIMENSIONS	
Electrical system: 12V DC two-rail	tail lights.	Length (over single car)	50ft 10¼in 105.0mm 104.8mm
Motor type: Five-pole	DCC ready?: Next18 socket.	Height	12ft 7⅝⅛in 26.1mm 26.0mm
Lights?: White headlight marker and	Other features: Body-mounted BSI type couplings, RP25.72 wheel profile.	Width	9ft 2¼in 18.9mm 19.2mm
		Wheelbase	29ft 6in 60.8mm 61.0mm
SERVICING			
How to dismantle: Unclip body and lift carefully away.			
Where to oil: On axles.			

System builder

Other items to complement this model...

MULTIPLE UNITS

Add Graham Farish's Class 158 to your layout for a truly Northern scene. **Price:** TBC **Availability:** Graham Farish stockists



FIGURES

With health and safety being all the rage these figures in high visibility jackets are ideal. **Price:** £8.50 **Availability:** Bachmann stockists



SIGNALS

These 'N' gauge Berko colour signals are easy to install and wire in under 30 minutes. **Price:** £9.95 **Availability:** www.gauge master.com



REVIEW VERDICT

PROS. Good value rendition of a railway workhorse.

CONS. Issues around proportions of bodyside, internal wiring visible.

LOOKS	7/10
PERFORMANCE	9/10
FEATURES	9/10
DECORATION	8/10
VALUE FOR MONEY	9/10

84%



Cavalex PGA hoppers



Is this a contender for
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Vote online now at www.model-rail.co.uk/moty-2019

◆ **SCALE** 'OO' ◆ **MODEL** Cavalex PGA hopper wagons PG012R(1) Redland green; PG012L(1) LaFarge white ◆ **PRICE** £32.50 each ◆ **PERIOD** 1978-present
◆ **AVAILABILITY** Cavalex Models **Web** www.cavalexmodels.com

The debut 'OO' gauge offering from Cavalex Models has arrived, in the form of the PGA aggregates hopper. A sizeable fleet of these handsome, air-braked wagons was assembled, to a variety of designs, throughout the 1970s and 1980s. Of all the various designs, Cavalex has chosen the PG012A version, built over several batches by the Standard Wagon Company of Heywood, Lancashire, for Redland Aggregates between 1978-86.

With a payload capacity of 28t, the wagons were designed primarily to boost the rail-borne output from Mountsorrel quarry in Leicestershire. Initially outshopped in Redland's fetching pale green livery with red logos and details, the hoppers were later painted in the less imaginative white of LaFarge Aggregates, following the latter's takeover of Redland in the 1990s.

As well as carrying Leicestershire stone, examples of this type of PGA were also employed on flows from the Derbyshire quarries around

Buxton. The move to higher capacity bogie hoppers in recent years means the four-wheel PGAs have been gradually phased out, although a small number are still in use.

HEAVY DUTY HOPPER

Packaged in an attractive foam-lined card box, the distinctive outline of the prototype has been captured and all key dimensions have been scaled accurately. A die-cast metal chassis provides ample 'ballast' and the underframe detail - suspension units, hopper chutes, brake gear - is exquisite.

Pivoting NEM coupler pockets are fitted, with standard slimline tension locks installed. The Oleo heavy duty buffers and brake handles are some of the model's highlights and the hopper, with its associated framework, has been reproduced faithfully.

Both the Redland and LaFarge liveries have been applied to

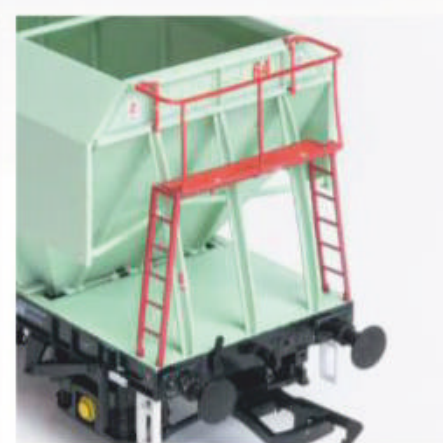
a high standard and there's no unsightly join between the hopper and chassis, with the bodywork following the prototype in passing through the open frames. The end walkways and handrails

are rendered in a flexible plastic which can withstand gentle handling, although care is needed not to distort them.

Late BR and privatisation era modellers have been spoilt with some superb recent 'OO' wagons and these hoppers are certainly up there with the best. Offering great value, they're just the thing for running behind a variety of BR diesels, especially the Hornby Class 56.

Due to the popularity of this first batch of models, a second production run has just been announced, offering a greater variety of livery options. Furthermore, an 'N' gauge version is also currently under development, with pre-orders still being taken (see www.cavalexmodels.com for more details).

Highly recommended! (GD)



REVIEW VERDICT

PROS. Useful, attractive prototype. Superb detail and fidelity. Great value.

CONS. Little of note.

LOOKS	9.5/10
BUILD QUALITY	9.5/10
FEATURES	9/10
DECORATION	9/10
VALUE FOR MONEY	9/10

92%

The club room

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

The Guest Chairman

David Bryan chairs *Model Rail*'s club room and reveals that the Wexford-based club is experiencing a surge in interest in 'O' gauge.

Society: Wexford Model Railway Club

Established: 1978

Location: Wexford

Chairman: David Bryan



'Ballybeg'

Situated in the south-east of Ireland, Wexford Model Railway Club was founded in 1978, though it had existed unofficially for several years before that. It caters for all ages and interests, and has recently added a large, high-quality 'O' gauge layout to its collection, reflecting the growing interest in the 'senior scale' both in the club and railway modelling in general.

The club is one of only three organised clubs in the Republic of Ireland and the only one outside Dublin. It has been growing strongly over recent years and now boasts a membership of almost 50 people. This

means that there's plenty of expertise, knowhow and knowledge to go around for all the club's members.

The club spent many years meeting in an old church, but in recent years it has built a custom clubhouse on the ground of St Joseph's Community Centre in central Wexford. This year, after some renovations, we now have a new test track that supports 'N', 'OO' (Code 75 and 100) and 'O', as well as a dedicated meeting area with memorabilia displays and tea and coffee facilities. The club has an extensive library of books, pictures, DVDs, and magazines, primarily focusing on Irish railway topics.

The club runs regular educational events covering diverse topics such as signalling, electrics and 3D-printing, as well as organising outings both locally and abroad to locations of railway interest. Our main exhibition is held over the Easter weekend every year in a large hall adjacent to the club which is going from strength to strength. It's our ambition for this to be the premier model railway-orientated exhibition in the country.

We also have an open day each year in October. Regular meetings take place each Tuesday from 7pm to 9pm, and on Saturdays from 3pm to 5pm, but members can visit the club and work on projects all week.

Contact: Club Secretary Gerry Byrne

E-mail: gbyrne071@gmail.com

Facebook: www.facebook.com/wexfordmodelrailwayclub

'Ballybeg'



'Little Siddington'



Letters

More modelling, Chris!

Dave Tootell

I would like to say how much I have been enjoying the recent articles by Chris Leigh. With the price of RTR wagons on the increase, I have been looking to kits to save a few pounds - plus, it is also very rewarding. I have built many Parkside 'OO' gauge kits over the years but in the last year I have been looking for old Airfix kits at model exhibitions. These kits aren't bad for their age and also allow opportunities for detailing. More please, Chris!

I've a big gun

Grahame Hedges

Further to the review of the 'OO' gauge railway gun in the recent issue of *Model Rail*, you might be interested to know that one of the two 18in British howitzer guns was displayed (on an accommodation truck) at Fort Nelson a few years ago and that there is a model kit of a German Second World War railway gun suitable for 'N' gauge. It's the Krupps K5(E) 11.1in calibre gun in 1:144 scale by Dragon. I made the kit some years ago and converted it to a running model.

Ripe for the picking

Mike Starford

I wish to comment on the editor's remark about the 'J27' locomotive being one of the 'last remaining low-hanging fruits' as far as potential subjects for 'OO' gauge models are concerned (MR258, March 2019).

The North Eastern Railway prototypes were ignored by major manufacturers until the Hornby 'Q6'. Anyone wishing to model that region had hitherto been forced to scratchbuild or construct one of the many excellent kits available. The thing about the Worsdell family of locomotives - and continued by Raven - is that they were solid and reliable and lasted from the NER through the LNER and into late BR steam. There is a family resemblance in respect of cabs and boilers. I refer particularly to the (LNER class) 'G5', 'D20', ('J26') 'J27', 'Q6', 'Q7', 'B16/1'. In my layout based on Leeds New I have built all but the 'Q7' and I am on my fourth 'B16'.

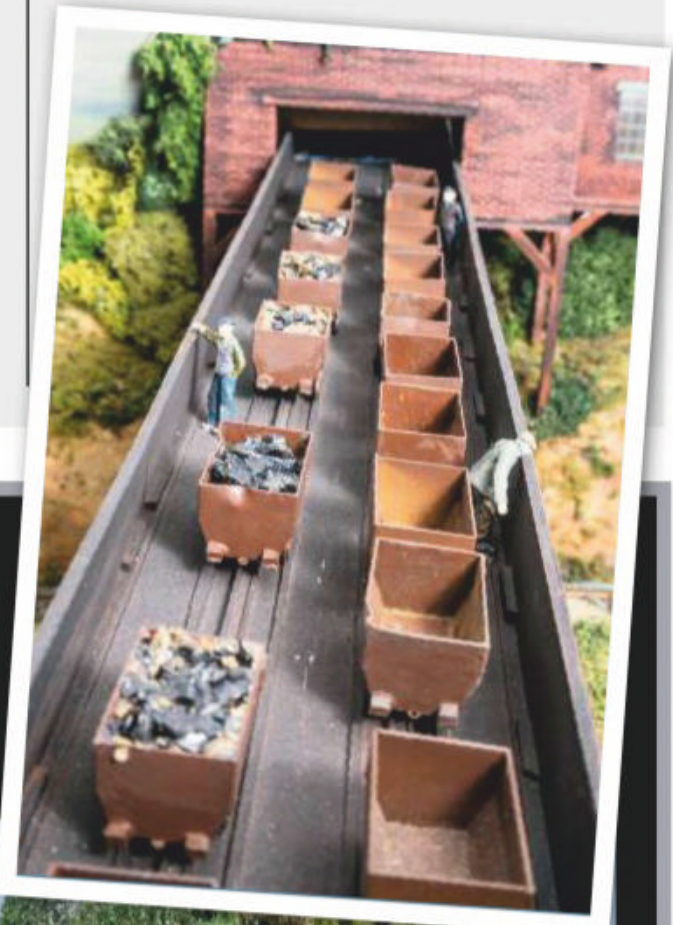
I tried to garner interest in the 'D20' at the Bachmann stand at York. These locomotives started life as front line express engines in 1899 and were part of a family of handsome 4-4-0 locomotives, one of which is preserved at Locomotion,

Shildon. They were gradually cascaded down to local services, ending their lives in the Leeds/Selby and Alnwick area in late BR, and they would cover a very large range of eras.

So long, Thomas

David Harding-Price

It is with some sadness that I hear Hornby is to stop making Thomas & Friends sets and accessories in favour of Harry Potter-related models. The pleasures and gentle side of model railway will be lost to the younger generation because, for some, Harry Potter is quite frightening, whereas the most frightening thing about Thomas is when he gets in trouble with the Fat Controller.



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 most was Donald Taylor, so

congratulations! This month we want you to caption the picture (right) from 'Pen Y Bryn' (page 14). Keep an eye on our social media pages for more pictures to caption - but remember, it's just for fun!

Last month's responses

"'Ere Fred, you ever get that sinking feeling?"

James Curgenvin

"Must be in Wales now Bert, even that boat down there is narrow gauge."

Attus Le Beard

"Race you!"

Beatrice Stone

"When you said a relaxing weekend away on a boat I didn't think we'd see any trains!"

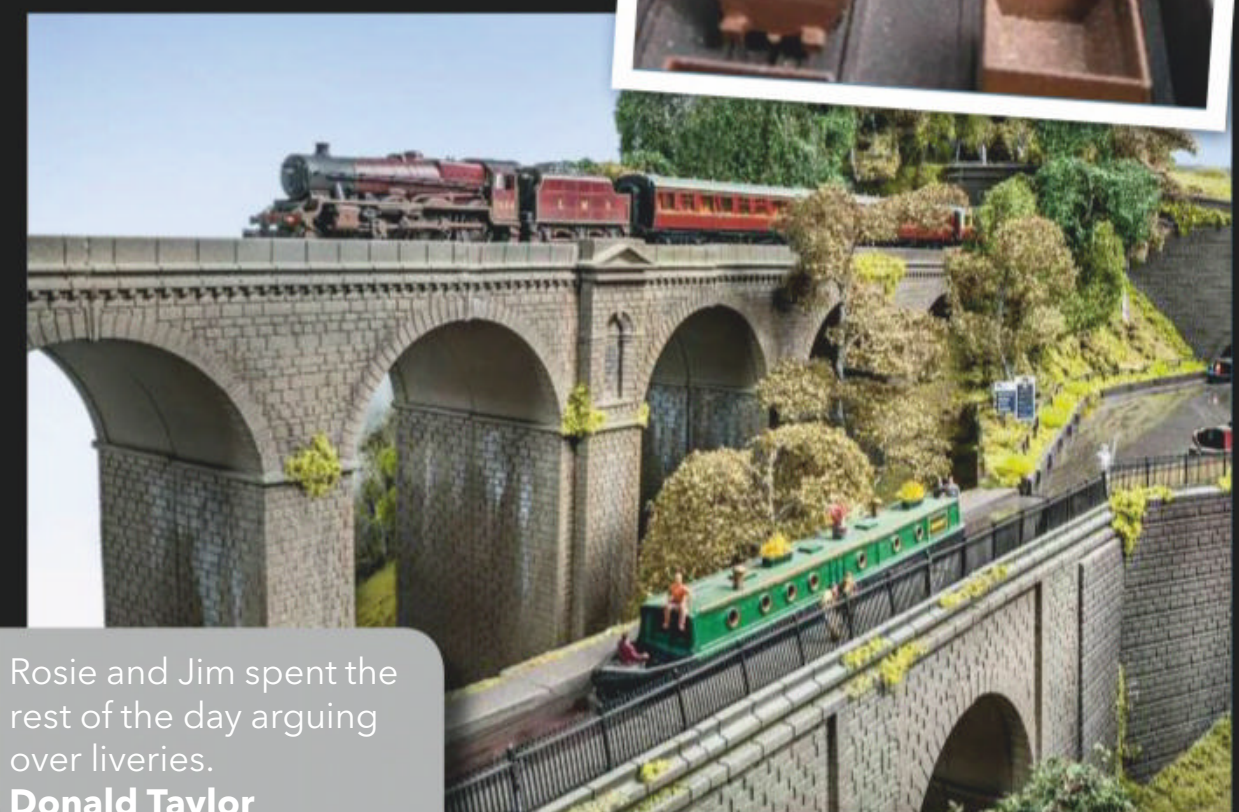
Tony Kay

"Paddle faster Bert or we're going to miss the 10.34!"

Mike Whitaker

"If you take the high duct, and I take the low duct, you'll be in Wales afore me!"

Neil Davies



Rosie and Jim spent the rest of the day arguing over liveries.

Donald Taylor



Show & Tell

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

Lightweight micro

David Jones

This is my layout, 'North Leigh'. It's a micro-design measuring 4ft by 11in with a 2in by 3.5in fiddleyard extension. It is built with a lightweight softwood frame and MDF board as it is regularly moved between storage and the dining table. North Leigh is at the end of a short branch north-west of Oxford, in the late 1950s. It is designed to easily become a through station on a proposed line that was to extend beyond Witney to Burford and finally Cheltenham, but which was never built. Architectural style and operation are, therefore, heavily influenced by the Witney & East Gloucestershire Railway (W&EGR). There are no locomotive facilities modelled, as these conveniently lie just out of sight beyond the bridge.



Layout's on another level

Peter Boyde

My layout is located in a small 7ft by 5ft garden shed, and it is not based on any known location. Although mostly steam-hauled, I also like to run a few diesel locomotives on it.

Space is at a real premium within such a small footprint, but there is an upper level that is reached by a branch line which normally runs backwards and forwards via a timer with a delay. This is normally serviced by a Bachmann '08' or a '03' diesel shunter which push a couple of wagons up the incline. There is a factory and a gas works. The workers travel by a tram service along a much-modified Hornby suspension bridge, which is now supported on four brick piers.

There is also a tramway at low level



which runs from the station and past the shops along to the small housing estate by the entrance to the goods yard.

Both trams run at the same time controlled via another delay timer.



Tribute in trams

Neville Davies

'Tinniswood' is named after the late and great comedy writer Peter Tinniswood, whose various books, TV shows and radio programmes have given me much pleasure over the years.

Three trams are in operation at any one time and they run to a sequence. Two are initially positioned at the town terminus and one in the fiddleyard. The first leaves the terminus and travels for a short distance before slowing to a halt outside the cinema.

After a short wait (which can be varied, as required), it continues up the slope to cross the branch line by a bridge and enters the vacant fiddleyard road. The fiddleyard points change as they are cleared, the tram coming to a halt in an end section protected by a diode to prevent overrun.

After another (variable) pause the other tram leaves the fiddleyard and performs this sequence in the opposite direction.



Exhibition Diary

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

APRIL 13

BASINGSTOKE. Basingstoke & N. Hants MRS Open Day. The Old Scout Hut, Stratton Park, off Pack Lane, Basingstoke RG22 5HN. **Time:** 1030-1530. **Tel:** 07904 231961. **Web:** www.basingstokemrs.org

HEYWOOD, LANCS. HMRG Open Day. Club Rooms, Unit 4, Park Works, River Street, Heywood, OL10 4AB. **Time:** 1000-1600. **Web:** www.hmrg.co.uk

WELWYN GARDEN CITY. De Havilland MRS MRE. Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN. **Time:** 1000-1700. **Admission:** Adult £5, Child £2. **Tel:** 01707 267541.

APRIL 13-14

BANGOR. North Down MRS MRE. Bangor Grammar School, Gransha Road, Bangor BT19 7QU. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £5, Child £4, Family £15. **Tel:** 02891 450833. **Web:** www.northdownmodelrailwaysociety

CORSHAM, WILTS. Bentley MRG Trainwest 2019. Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN. **Time:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £8, Child £5. **Tel:** 01249 654417. **Web:** www.trainwest.org.uk

GREATER MANCHESTER. Tame Valley Scout Council Rail Road 2019. Astley Sports College, Yew Tree Lane, Dukinfield SK16 5BL. **Time:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £5, Concession £4, Child £1, Family £10. **Tel:** 0161 338 5097.

GATESHEAD. North East N Gauge Society MRE. The Masonic Hall, Alexander Road, Gateshead NE8 1RB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3, Child £1.50, Family £6. **Tel:** 07762 595368. **E-mail:** i.d.holmes@btinternet.com

HORSHAM, SURREY. Crawley MRS MRE. Tanbridge House School, Guildford Rd, Horsham RH12 1SR. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £4, Family £17. **Tel:** 07411 353757. **Web:** www.crawleymrs.org.uk

MARYPORT, CUMBRIA. Maryport Model Club MRE. Netherhall School, Netherhall, Maryport CA15 6NT. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £12. **Tel:** 01900 813661.

APRIL 14

EARDISLAND, HEREFORDSHIRE. Herefordshire Borders O Gauge Group. Eardisland Village Hall, Eardisland, nr Leominster HR6 9BP. **Time:** 1000-1630. **Admission:** £2.50. **Tel:** 01544 387972. **E-mail:** doutantrum@hotmail.com

MARKET DRAYTON, SHROPS. Chantilly Grey MRS. Festival Drayton Centre, Market Drayton TF9 3AX. **Time:** 1000-1600. **Admission:** Adult £5, Child £2. **E-mail:** chantillygrey@gmail.com **Web:** www.chantillygrey.com

APRIL 20

SPEY BAY, MORAY. MRS. Spey Bay Village Hall, Moray IV32 7PJ. **Time:** 1000-1500. **Admission:** £2. **Tel:** 07948 899943. **Web:** www.buckiemodelcentre@gmail.com

APRIL 20-22

GAINSBOROUGH, LINCS. Gainsborough MRS MRE. Florence Terrace, Gainsborough DN21 1BE. **Time:** Sat-Sun 1330-1730, Mon 1030-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** www.gainsboroughmodelrailway.co.uk

APRIL 21

CANVEY ISLAND, ESSEX. Canvey Island Transport Museum MRS. 105 Point Rd, Canvey Island SS7 5TD. **Time:** 1000-1630. **Admission:** Adult £3.50, Senior £2, Child £1. **Web:** www.castlepointtransportmuseum.co.uk

APRIL 21-22

WEXFORD, IRELAND. Wexford MRC MRE. St Joseph's Community Centre, Bishopswater, Wexford. **Time:** Sun 1200-1800, Mon 1100-1700. **Admission:** Adult €8, Child €3, Senior €5, Family €16. **Web:** www.facebook.com/wexfordmodelrailwayclub

APRIL 27

FLITWICK, BEDS. Luton MRC 'O' Gauge MRE. Flitwick Village Hall, Dunstable Road, Flitwick MK45 1HP. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 01582 413200. **Web:** www.lutonmodelrailwayclub.org.uk

LLANTWIT FARDRE, CARDIFF.

Pontypridd MRC MRE. Crown Hill Community Centre, Llantwit Fardre CF38 2NA. **Time:** 1000-1600. **Admission:** Adult £3. **Tel:** 01443 217511. **E-mail:** philgerrish9@gmail.com

STOURPORT-ON-SEVERN, WORCS.

Wyre Forest MRC, Stourport Community Centre, Lower Lickhill Rd, Stourport-on-Severn DY13 8RW. **Time:** 1000-1600. **Admission:** £2. **Web:** www.wyreforestmrc.com

COVENTRY. Coventry and Warwickshire O Gauge Modellers Spring Open Day. The Church of the Holy Cross, St Austel Road, Wyken, Coventry CV2 5AE. **Time:** 1000-1500. **Tel:** 02476 313221.

APRIL 27-28

EWELL, SURREY. Epsom & Ewell MRC The Epsom Show. North East College of Technology, Reigate Road, Ewell, Surrey KT17 3DS. **Time:** Sat 1000-1730, Sun 1000-1700. **Admission:** Adult £7. **Tel:** 01483 576274. **Web:** www.eemrc.org.uk

HELSTON, CORNWALL. Helston & Falmouth MRC MRS. Helston Community College, Church Hill, Helston TR13 8NR. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £3, Family £10. **Web:** www.hfmr.com

ROMFORD, ESSEX. Ilford & West Essex MRC MRE. St Edward's Senior School, London Road, Romford RM7 9NX. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Concession £5, Child £3, Family £15. **Tel:** 01708 701290. **Web:** www.iwemrc.org.uk

SHEFFIELD. Neepsend MRS MRE. Park Centre, Samson St, Sheffield S2 5QT. **Time:** 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £2, Family £12. **Web:** www.neepsendmrs.weebly.com

STONELEIGH PARK, WARKS. Hornby Railway Collectors Association 50th

Anniversary Hornby Train Show. Warwick Suite, NAEC, Stoneleigh Park CV8 2LZ. **Time:** Sat 1000-1700, Sun HRCA members and guests only. **Admission:** Adult £5. **Tel:** 01553 631820. **Web:** www.hrca.net

SUTTON COLDFIELD, WEST MIDS.

Sutton Coldfield Railway Society MRE. Bishop Walsh School, Wyld Green Road, Sutton Coldfield B76 1QT. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Concession £4. **Web:** www.scrs.club

APRIL 28

KEIGHLEY, W. YORKS. KMRC Open Day. Knowle Mills, South Street, Keighley BD21 1SY. **Time:** 1000-1630. **Admission:** Adult £3.50, Child £2.50.

MAY 4

BIRMINGHAM. Birmingham MRC MRE. Brueton Hall, Cadbury Drive, off Farnborough Road, Castle Vale B35 7JE. **Time:** 1000-1600. **Admission:** Adult £1, Child 50p. **Tel:** 07766 923361. **E-mail:** mrcbirmingham@gmail.com

BROMFIELD, SHROPS. Craven Arms & District MRC MRE. Ludlow Racecourse, Bromfield SY8 2BT. **Time:** 1000-1600. **Admission:** Adult £3.50. **Tel:** 01588 672145.

LUTTERWORTH, LEICS.

Lutterworth Railway Society MRE. The Lutterworth Sports Centre, Coventry Rd, Lutterworth LE17 4RB. **Time:** Sat 1030-1700, Sun 1000-1600. **Admission:** Adult £7, Child £3, Family £12. **Tel:** 01788 310354. **Web:** www.lutterworthrailwaysociety.co.uk

SCARBOROUGH.

Scarborough MRS. The Old Parcel Office, Scarborough Railway Station, Westborough YO11 1TU. **Time:** 1000-1700. **Admission:** Adult £5. **Tel:** 01723 870166.

SELBY, YORKS. Selby Salvation Army MRE. The Church at the Crossroads, Selby YO8 8BW. **Time:** 1000-1630. **Admission:** Adult £4, Child £1, Family £9. **Tel:** 01757 701169. **E-mail:** ianrkerrison@gmail.com

MAY 4-5

BRADFORD. Bradford MRC MRS. Sedbergh Centre, Huddersfield Rd, Odsal, Bradford BD6 1DJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4.50, Child £1. **Tel:** 07941 553307. **Web:** www.bradfordmrc.org.uk

MAY 5

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

BRIDPORT, DORSET. Bridport & District MRC MRE. The Salthouse, West Bay, Bridport DT6 4HB. **Time:** 1000-1600. **Admission:** £1. **Tel:** 01308 281379. **E-mail:** geoffrey.trenholme@sky.com

BROXBORNE, HERTS. Hoddesdon MRC MRE. The Old Mill, Mill Lane,

Broxbourne, Herts EN10 7AX. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 01707 898420. **Web:** www.hoddesdonmrc.org.uk

MAY 6

EWELL, SURREY. Epsom and Ewell MRC Open Day. Ruxley Church, Ruxley Lane, West Ewell KT19 0JG. **Time:** 1100-1700. **Tel:** 01483 576274. **Web:** www.eemrc.org.uk

SKELTON, CLEVELAND. Unit 2, The B-Hive, Skelton Industrial Estate, Skelton TS12 2LQ. **Time:** 1000-1600. **Admission:** Adult £1, Child 50p. **E-mail:** enquiries@cleveland-mrc.org.uk **Web:** www.clevelandmrc.club

MAY 11

BILLERICAY, ESSEX. Billericay MRG MRE. Hannakins Farm Community Centre, Rosebay Ave, Billericay CM12 0SY. **Time:** 1000-1700. **Admission:** Adult £5, Concession £4.50, Child £3. **Tel:** 07767 390172. **E-mail:** exhibitionmanager@billericaymrg.org

BLOXWICH, WEST MIDS. Bloxwich (St John's) MRC MRE. St John's Methodist Church, Victoria Ave, Bloxwich WS3 3HS. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 07970 390258. **E-mail:** 5706hill@gmail.com

BUSHEY, HERTS. The South West Herts MRS MRE. Queens School, Aldenham Rd, Bushey WD23 2TY. **Time:** 1000-1630. **Admission:** Adult £6, Child £3. **Time:** 07783 823457. **Web:** www.southwesthertsmrs.org.uk

HEYWOOD, LANCS. See April 13.

HEXHAM, NORTHUMBERLAND.

Hexham MRS. Hexham Auction Mart, Tyne Green, Hexham NE46 3SG. **Time:** 1000-1600. **Admission:** Adult £3, Child £1. **Tel:** 07919 368418.

SWALLOWFIELD, BERKS. Loddon Vale MRC MRE. Swallowfield Parish Hall, Swallowfield Street, Swallowfield, Reading RG7 1QX. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £9. **Web:** www.lvmrc.co.uk

MAY 11-12

DERBY. Derby MRE. The Roundhouse, Roundhouse Road, Pride Park, Derby DE24 8JE. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £8. **Tel:** 07963 640746. **Web:** www.mmrg.org.uk

GLENROTHES, FIFE. Glenrothes MRC MRE. Lomond Centre, Woodside Way, Glenrothes KY7 5RA. **Time:** Sat 1000-1700, Sun 1030-1630. **Admission:** Adult £4, Senior £3, Child £2, Family £11. **Tel:** 01334 475311.

SCUNTHORPE, LINCS. Scunthorpe Modern Image Railway Group, St Pauls Church Hall, Ashby High Street, Scunthorpe DN16 2JR. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £3.50, Concession £3, Child £2, Family £9. **E-mail:** peterfawcett125@yahoo.co.uk **Web:** www.smirg.co.uk

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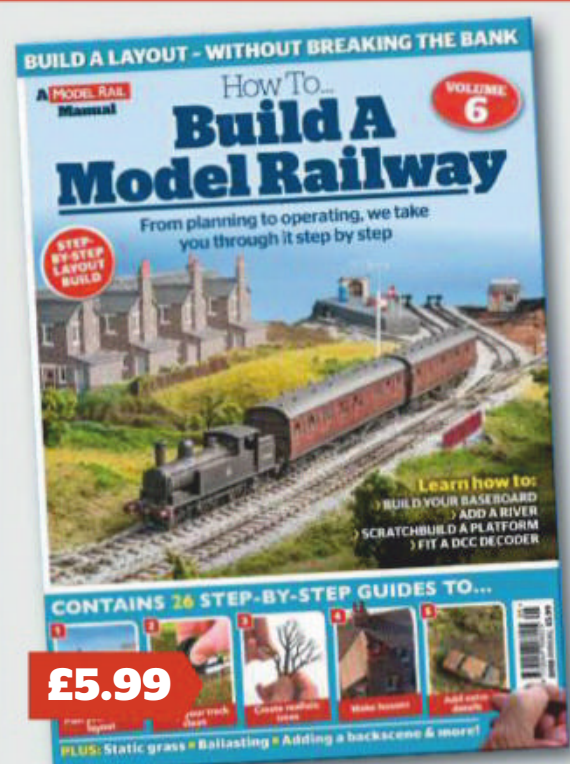
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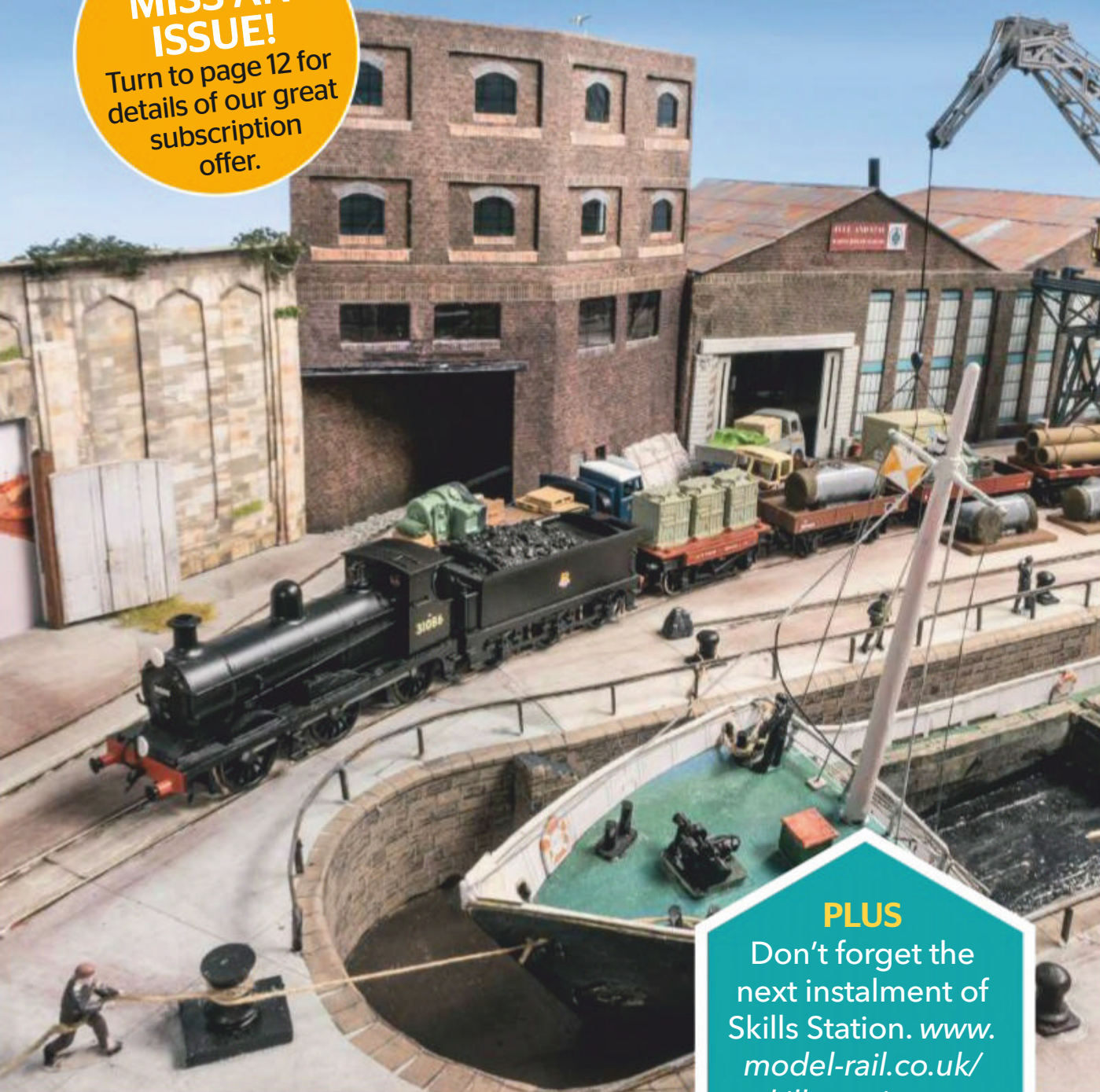
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Lightweight dockside

Ian Corps and Bob Stevens have created an 'everywhere and nowhere' dockside layout predominantly from cardboard kits. Read all about it in next month's issue.

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Scratching that itch

Have you ever had that modeller's itch at the back of your mind which just will not go away until you've scratched it? We have, and next issue Chris Leigh finally builds one of his long-standing modelling dreams.

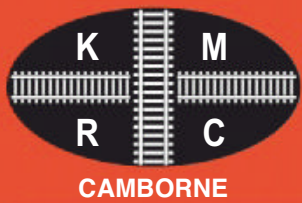
ADVERTISERS' INDEX

AC Models	134
Alton Model Centre.....	140
Anoraks Anonymous	140
Association of Model Railways	135
Buffers Model Railways.....	142
C&L Finescale	137
C&M Models	139
Coastal DCC	138
Colour Rail.....	141
Crane Sheds & Summerhouses	140
Dapol	10
Durham Trains of Stanley.....	139
Eileen's Emporium.....	138
Ellis Clark Trains	128-129
Express Models.....	135
Finescalebrass.....	137
Fox Transfers	136
Frizinghall Models & Railways	141
Frome Model Centre.....	138
Gaugemaster	122-123, 148
GFB Designs	139
Golden Valley Hobbies	77
Great Eastern Railway Company	134
Harburn Hobbies	138
Harder & Steenbeck	26
Hattons	25, 114-121
Heathcote Electronics	136
Hornby	2
Howes Models	137
Isinglass Models.....	140
Kernow Model Rail Centre.....	113
Marcway Pointwork	141
Mega Points Controllers.....	139
Metcalfe Models.....	130-131
Model Railway Solutions	136
Modelrailwayscenery.com	142
Morley Controllers.....	136
Morris Models	141
Osborn's Models.....	137
Peter's Spares.....	134
Petite Properties.....	142
Radley Models.....	142
Rails of Sheffield.....	124-127
Ron Lines	142
Scalescenes.com	134
Ten Commandments	134
The Airbrush Company.....	133
The Hereford Model Centre	37
The Hobby Shop.....	142
Tower Models.....	132
Townstreet	135
Trains4U	136
Train-Tech	135
Train Tees.....	142
Warwick & Warwick	147
York Modelmaking	136
YouChoos.....	138

CLASSIFIED INDEX

Classified advertisers on pages 143-144

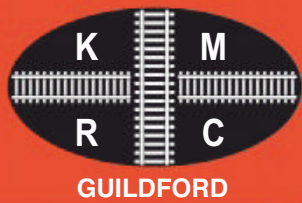
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32-281 K3 Class Steam Locomotive No. 61862 BR Lined Black E/E.....	£88.99
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32-561 Class A1 Steam Locomotive No. 60122 "Curlew" BR Express Blue E/E.....	£139.99
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371-014 Class 08 No. 08834 BR Railfreight Distribution.....	£93.95
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371-020A Class 08 No. 13050 BR Black E/E.....	£93.95
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38-140X 29 Ton (ex VDA) Sliding Door Box Van No. ADC200666 BR, weathered.....	£32.95
38-260Y Delabole Slate Presflo Wagon Triple Pack BR Bauxite.....	£49.99
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SB005A/B/C/D SPA Open Wagons BR Railfreight, weathered.....	£32.99 EACH
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THIS MONTH AT

Compiled between 13th February 2019 and 14th March 2019



Latest News

British Model Railway Awards 2018
THE RESULTS

BMRA 2018 Results
Results have now been released and we're so happy to have won 4 gold, 1 silver and 2 bronze. Thank you to everyone who voted.

www.hattons.co.uk/tmah12

Hornby Ruston 48DS Samples
Take a closer look at the painted samples of these diminutive diesel shunters on our website now.

www.hattons.co.uk/tmah13

Hornby Peckett B2 Samples
Hornby have recently showcased painted samples for their latest Peckett 0-6-0ST models. See more online.

www.hattons.co.uk/tmah15

Oxford J27 0-6-0 CAD
First CADs have been shown of the Oxford J27 (NER P3). Multiple detail variations to be catered for. See more online.

www.hattons.co.uk/tmah16

FORMATIONS GUIDE

Alexandra Palace Formations
As we attend London Festival of Railway Modelling we take a look at trains that ran via Alexandra Palace through the years.

www.hattons.co.uk/tmah17

RHTTs & FEAs Now in Stock
Scotland saw a variety of diesel haulage in the 1980s/90s making it incredibly popular with modellers. Explore this era online.

www.hattons.co.uk/tmah18

Top 5 Best Sellers

1

Hattons Originals
H4-RHTT-004 - £126

2

Hattons Originals
H4-RHTT-001 - £118

3

Hattons Originals
H4-FEAE-001 - £32

4

Oxford Rail
OR76BOOM02 - £46

5

Oxford Diecast
76LRL006 - £5

Forthcoming Releases from Hornby & Dapol

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2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

LMS Princess Royal 4-6-2

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Due in Stock November 2019



R3709 6201 "Princess Elizabeth" in LMS crimson lake
R3711 46206 "Princess Marie Louise" in BR express passenger blue
R3713 46207 "Princess Arthur of Connaught" in BR maroon

Class A1/A1X Terrier 0-6-0T

Pre-order from £81. DCC-fitted £99
Due in Stock May 2019



R3767 32655 in BR black with early emblem - **IN STOCK**
R3768 32636 in BR black with late crest - **SOLD OUT**
R3780 655 "Stepney" in LBSCR improved engine green
R3781 5 "Rolvenden" in Kent and East Sussex Railway blue - **IN STOCK**
R3782 751 in South Eastern and Chatham Railway green
R3783 2662 in Southern Railway olive green

Class 5101 'Large Prairie' 2-6-2T

Pre-order from £126. DCC-fitted £144
Due in Stock July to September 2019



R3719 4154 in GWR green
R3721 6110 in GWR green
R3723 6145 in BR black with early emblem
R3725 4160 in BR lined green with late crest

4wDM Ruston 48DS

Pre-order for £72.
Due in Stock July 2019



R3704 269595 in pale green
R3705 458957 in John Dewar and Sons red
R3706 Army 802 in War Department green
R3707 "Queen Anne" in Longmorn Distillery livery

Class B2 Peckett 0-6-0ST

Pre-order from £99. DCC fitted for £117
Due in Stock April 2019



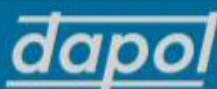
R3693 No.4 "Sherwood" in Sherwood Colliery lined green
R3694 "Westminster" in Associated Portland Cement green
R3695 1455 in National Coal Board lined blue

Mk3 Sliding Door coaches

Pre-order for £31.50.
Due in Stock June to November 2019



36 versions now available to pre-order. Liveries include: GWR, ScotRail and Cross Country. Numerous vehicles types available to allow prototypical formations.



Forthcoming Items

See the full range of forthcoming items from Dapol at www.hattons.co.uk/dapolpreorders

N Gauge

Class 50

Pre-order from £123.21
Due in Stock: April 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

Class 68

Pre-order from £108.79
Due in Stock: June 2019



2D-010-008 67006 "Royal Sovereign" in Royal Trail livery
2D-010-009 67027 "Charlotte" in Colas Rail Freight livery
2D-010-010 67021 in Belmond British Pullman umber and cream
2D-010-010 67029 "Royal Diamond" in DB silver

OO Gauge

Class 43xx GWR Mogul 2-6-0

Pre-order from £135.96
Due in Stock: TBC



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: June/July 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: June 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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Phone opening times Shop opening times
Mon to Sat 7:30am-6pm Mon to Sun 9am-5pm
Sun 9am-5pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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
YCV Turbot Ballast wagon	hattons.co.uk/tur	£21.21	Apr 2014							
N Gauge Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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 A1/A1X Terrier 0-6-0T	hattons.co.uk/hornbyterrier	from £81	Jan 2019							
Peckett B2 Class 0-6-0ST	hattons.co.uk/peckettb2	from £89	Jan 2019							
4wDM Ruston & Hornsby 48DS	hattons.co.uk/ruston48ds	£72	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							
LNER Class J27 0-6-0	hattons.co.uk/oxj28	from £94	Jan 2019							

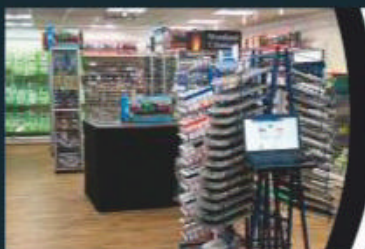


Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.hattons.co.uk/projectupdates

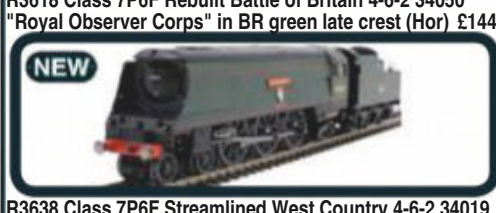
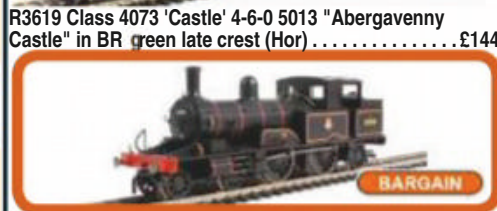
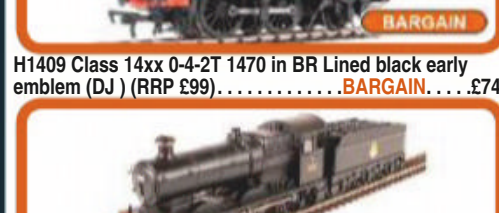
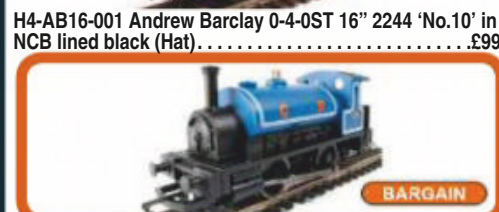
Information correct at the time of going to press on 21/03/19.



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Est. 1946

OO Gauge (1:76 Scale) Steam locos





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32-166 Class N 2-6-0 1406 in Southern Railway black (Bac) (RRP £159.95) **BARGAIN**... £108



R3527 Class N15 'King Arthur' 4-6-0 742 "Camelot" in Southern Railway wartime black (Hor) (RRP £175.99) **BARGAIN**... £128



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) £136



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf) £87



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



R3171 Class P2 2-8-2 2001 'Cock O' The North' in LNER Green (Railroad range) (Hor) £89
R3615 Class W4 Peckett 0-4-0ST 560 Peckett works leaf green builders lettering (Hor) £90



R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) **BARGAIN**... £59



R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN**... £59



R3419 Drummond Class 700 0-6-0 693 in Southern Railway black (Hor) (RRP £124.99) **BARGAIN**... £69



R3360 Freelance 0-4-0T 87 "Mosley Tarmacadam" in black - Railroad Range (Hor) (RRP £34.99) **BARGAIN**... £16



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



R3500 The Sir Nigel Gresley Collection (Hor) (RRP £549.99) **BARGAIN**... £474



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



R3607 15 Guinea Special anniversary train pack Class 7P 4-6-2 70013 "Oliver Cromwell" and 3 Mk1 coaches (Hor) £270

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2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139) **BARGAIN**... £95



R3504TTS Class 08 08623 in DB Schenker - TTS Sound fitted (Hor) £139



2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel) £119



R3661 Class 31 D5509 in BR green (Hor) £153



3417 Class 33/0 D6504 in BR green (Hel) £118.96



3418 Class 33/0 D6518 in BR green full yellow ends (Hel) £118.96



3419 Class 33/0 D6540 in BR green small yellow ends (Hel) £118.96



3437 Class 33/0 D6558 in BR blue (Hel) £118.96



3530 Class 35 'Hymek' 35017 "Williton" in Civil Engineers 'Dutch' - as preserved (Hel) £110.46



3529 Class 35 'Hymek' 7001 in BR blue - weathered (Hel) £118.96



3526 Class 35 'Hymek' D7015 in BR green no yellow ends (Hel) £110.46



3527 Class 35 'Hymek' D7088 in BR green small yellow panels (Hel) £110.46



32-790 Class 37/0 37049 "Imperial" in Railfreight Coal Sector triple grey (Bac) £135.96



32-789 Class 37/0 37099 "Merl Evans 1947-2016" in Colas Rail Freight (Bac) £135.96



R3491 Class 42 Warship D805 "Benbow" in BR green - Railroad Range (Hor) (RRP £64.99) **BARGAIN**... £34.50



31-663 Class 47/0 47209 "Herbert Austin" in Railfreight Distribution Sector (Bac) (RRP £159.95) **BARGAIN**... £123



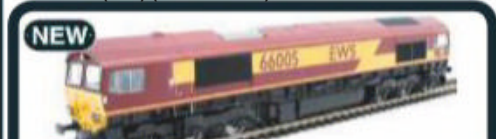
R3658 Class 50 50033 "Glorious" in revised Network SouthEast (Hor) £136
R3653 Class 50 50040 "Leviathan" in BR large logo blue (Hor) £144



R3784 Class 66 66705 "Golden Jubilee" in GBRf (Hor) **NEW** £67.50



32-738 Class 66 66711 "Sence" in GBRF/Aggregate Industries (Bac) (RRP £144.95) **BARGAIN**... £113



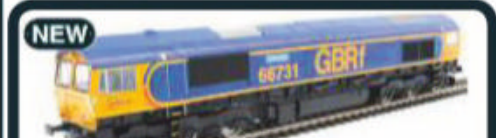
R3777 Class 66/0 66005 in EWS maroon and gold (Hor) **NEW** £67.50



R3778 Class 66/0 66097 in DB Cargo UK (Hor) **NEW**... £67.50



R3786 Class 66/4 66413 in Freightliner G&W orange and black (Hor) **NEW** £67.50



R3785 Class 66/7 66731 "Interhub GB" in GBRf (Hor) **NEW** £67.50



R3747 Class 66/7 66779 "Evening Star" in BR green GBRf branding (Hor) **NEW** £67.50



4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) £131.71



4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) £131.71
4D-022-016 Class 68 68034 in Direct Rail Services blue (Dap) £131.71



31-590 Class 70 70015 in Freightliner air intake modifications (Bac) (RRP £169.95) **BARGAIN**... £133
R3591 Class 73/0 electro-diesel E6002 in BR green - Railroad Range (Hor) £60



OLIV001 Class 73/2 73207 in Gatwick Express - Olivias Trains limited edition (Dap) (RRP £140) **BARGAIN**... £84



32-993 Type 27 Wickham Trolley and trailer MPP0007 in BR engineers yellow wasp stripes (Bac) (RRP £79.95) **BARGAIN** £55

Diesel train packs



1099 Fawley Oil Refinery trainpack Class 33 D6584 in BR blue four B tank wagons in ESSO (Hel) £169.96

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

Electric locos



7702 Class 77 EM2 Woodhead electric 27004 "Juno" in BR electric blue - Ltd Ed for Olivias Trains (Hel) (RRP £165) **BARGAIN**... £99



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

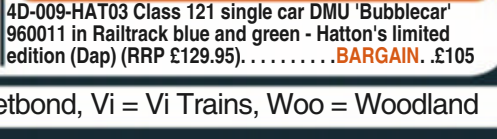
DMUs



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

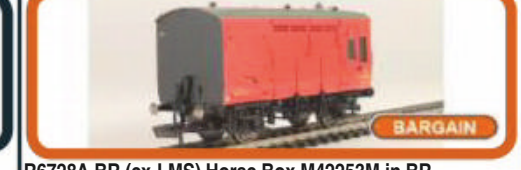
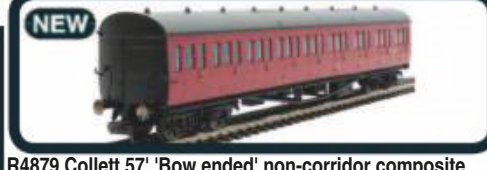


4D-009-HAT03 Class 121 single car DMU 'Bubblecar' 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) **BARGAIN**... £105

Visit

www.hattons.co.uk/new

for all new releases



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** .£45
R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor)£130

R4879 Collett 57 'Bow ended' non-corridor composite (Right-hand) W6631W in BR crimson (Hor) **NEW** .. £44.50

R6728A BR (ex-LMS) Horse Box M42253M in BR crimson (Hor) (RRP £21.99).....**BARGAIN**.....£9



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) ... £144

R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99)**BARGAIN** .£10
R4332 Gresley composite 22357 in LNER teal - Railroad range (Hor) (RRP £23.99)**BARGAIN**.....£12

R6369 Breakdown crane in yellow (Hor) (RRP £25.99)**BARGAIN**.....£11



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99)**BARGAIN**.....£130

39-576 Hawksworth A38 Auto-trailer W228W in BR maroon (Bac) (RRP £68.95)**BARGAIN**.....£48

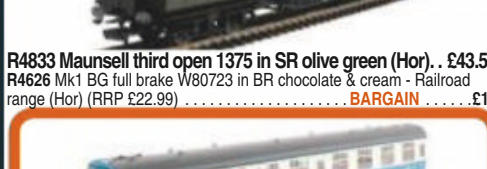
H4-FAE-001 FEA-E intermodal wagon 641001 in Freightliner green (Hat) **NEW**£32



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99).....**BARGAIN**.....£199

R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor)£77

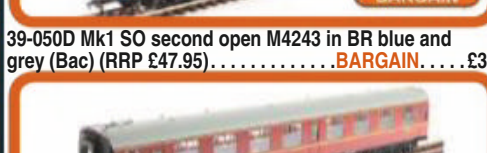
H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99).....**BARGAIN**.....£199

R4833 Maunsell third open 1375 in SR olive green (Hor) . £43.50
R4626 Mk1 BG full brake W80723 in BR chocolate & cream - Railroad range (Hor) (RRP £22.99)**BARGAIN**.....£12

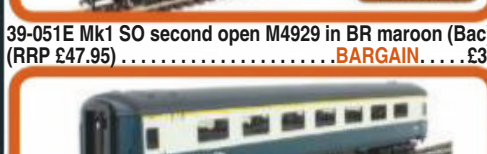
H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



30-525 Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman Umber & Cream - separated from the Shakespeare Express set (Bac)£70

39-050D Mk1 SO second open M4243 in BR blue and grey (Bac) (RRP £47.95).....**BARGAIN**.....£35

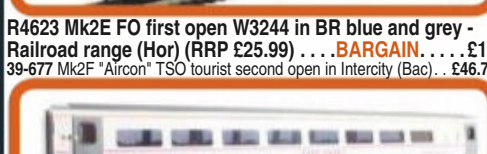
H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95).....**BARGAIN**.....£39.50

39-051E Mk1 SO second open M4929 in BR maroon (Bac) (RRP £47.95)**BARGAIN**.....£33

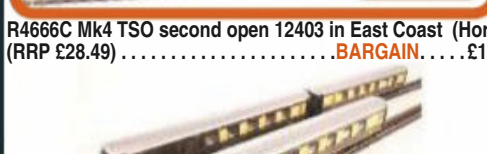
H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



R4876 Collett 57 'Bow ended' non-corridor brake third (Left-hand) 4971 in GWR chocolate and cream (Hor) **NEW** ..£44.50

R4623 Mk2E FO first open W3244 in BR blue and grey - Railroad range (Hor) (RRP £25.99)**BARGAIN**.....£12
39-677 Mk2F 'Aircon' TSO tourist second open in Intercity (Bac) . £46.71

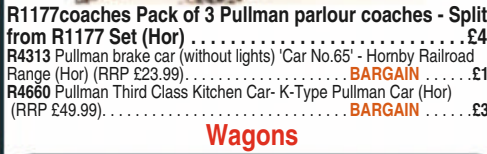
H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



R4880 Collett 57 'Bow ended' non-corridor brake third (Left-hand) W5507W in BR crimson (Hor) **NEW**.... £44.50

R4666C Mk4 TSO second open 12403 in East Coast (Hor) (RRP £28.49)**BARGAIN**.....£11

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



R4881 Collett 57 'Bow ended' non-corridor brake third (Right-hand) W5508W in BR crimson (Hor) **NEW** .. £44.50

R1177coaches Pack of 3 Pullman parlour coaches - Split from R1177 Set (Hor)£45
R4313 Pullman brake car (without lights) 'Car No.65' - Hornby Railroad Range (Hor) (RRP £23.99).....**BARGAIN**.....£10
R4660 Pullman Third Class Kitchen Car- K-Type Pullman Car (Hor) (RRP £49.99)**BARGAIN**.....£30

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



R4877 Collett 57 'Bow ended' non-corridor brake third (Right-hand) 4972 in GWR chocolate and cream (Hor) **NEW** £44.50

R6931 20 ton brake van "Hornby 2019" yearly wagon (Hor) **NEW**£15.50
GM4410101 5 plank open wagon "Corral and Co, Brighton" - "Gaugemaster Collection" (Dap) **NEW**£12
GM4410201 7 plank open wagon "South and Gasson, Brighton" - "Gaugemaster Collection" (Dap) **NEW**£11.50

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



R4878 Collett 57 'Bow ended' non-corridor composite (Left-hand) W6630W in BR crimson (Hor) **NEW** £44.50

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)£21

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32



R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99)**BARGAIN**.....£145

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)£21

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99)**BARGAIN**.....£145

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)£21

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

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H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

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H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

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H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99)**BARGAIN**.....£145

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)£21

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
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H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99)**BARGAIN**.....£145

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)£21

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
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H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99)**BARGAIN**.....£145

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)£21

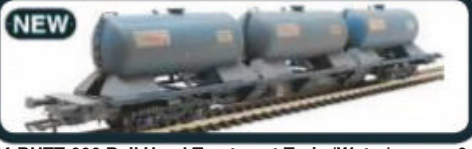
H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat) **NEW** £32
H4-FAE-004 FEA-E intermodal wagon 641041 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 640640 in GBRf blue (Hat) **NEW** .£32

R1183 "Master of the Glens" Train Set Class P2 2-8-2 "Cock O' The North" in LNER green and three LNER teal coaches (Hor) (RRP £184.99)**BARGAIN**.....£145

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor)£21

H4-FAE-005 FEA-E intermodal wagon 641014 in Freightliner green track panel carriers (Hat) **NEW**£50
H4-FAE-002 FEA-E intermodal wagon 641023 Freightliner green (Hat) **NEW** £32
H4-FAE-003 FEA-E intermodal wagon 641032 Freightliner green (Hat)

Prices valid until 08/05/19

All prices correct
when going to press.
Errors excepted.H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered (Hat) **NEW** £126H4-RHTT-003 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons (Hat) **NEW** £59H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered (Hat) **NEW** £63R6840A SR Dia 1530 cattle wagon S52347 in BR bauxite (Hor) **NEW** £21

OR76WW006B Warwell Sherman Tank - weathered (Oxf) £34

Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply. (Hor) £94

Digital control accessory decoders

R8247 DCC accessory decoder (for points and motors) (Hor) £41.50

Digital controllers

R8214 DCC Elite unit digital controller (Hor) £215

R8213 DCC Select unit (boxed) (Hor) £98

R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £85

Point motorsR8014 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**Cables & Wires**

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2

SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - For OO, HO & O gauge - Pack of 24 (Pec) £2.20

19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) £5

18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) (Hor) £12

Buildings - railways

R8004 Double track engine shed - plastic 'snap together' kit (Hor) £17

R8006 Double-track diesel maintenance depot (Hor) £19.50

R9783 Lineside lamp huts - pack of two (Hor) (RRP £11.49) **BARGAIN** £444-0002 Single-road stone engine shed (183 x 88 x 113mm) (Bac) (RRP £49.95) **BARGAIN** £24

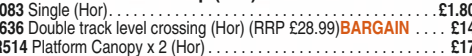
R8009 Station terminus building pack (Hor) £42.50

Man-made scenic structure - railway-related

89121 27.4 metre (90ft) Motorised turntable - ready for installation. For HO/OO scales. DCC ready (Hel) £210



LK-55 76ft Well type turntable (Pec) £41



R083 Box of 6 Buffer Stop (Hor) £9.50

R083 Single (Hor) £1.80

R636 Double track level crossing (Hor) (RRP £28.99) **BARGAIN** £14

R514 Platform Canopy x 2 (Hor) £17



R460 Straight Platform (Hor) £3.50

Signals

R406 2 aspect colour light signal (Hor) £9

DCD-GS-RG4 2-aspect Red/Green ground signal - Pack of four (DCC) **NEW** £26DCD-GS-BR4 2-aspect Red/White LMS and BR-style ground signal - Pack of four (DCC) **NEW** £26

DCD-GS-BR 2-aspect Red/White LMS and BR-style ground signal Alpha Mimic control board - Pack of 12 (DCC) £85

DCD-GS-MG4 2-aspect Red/White modern ground signal - Pack of four (DCC) **NEW** £26DCD-GS-US4 2-aspect US-style Red/Green ground signal - Pack of four (DCC) **NEW** £26

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £25

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £25

Buildings - general

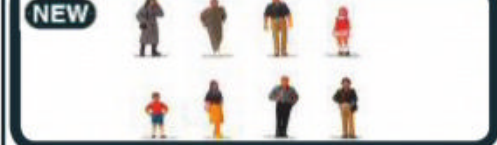
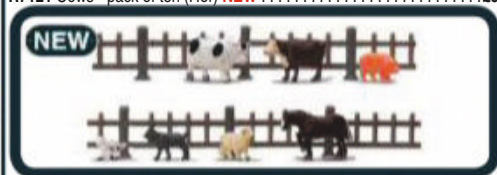
44-0086 Industrial Gate House (Bac) £80.71

Bridges, Tunnels & Walls

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12



PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

TreesR7203 Maple Trees (Hor) **NEW** £10**People - civil**R7115 City people - pack of seven figures scooter (Hor) **NEW** £9R7118 Farm people - pack of six figures (Hor) **NEW** £9R7119 Sitting people - pack of six people two benches (Hor) **NEW** £9R7116 Town people - pack of eight figures (Hor) **NEW** £9R7117 Working people - pack of six figures additional tools (Hor) **NEW** £9**Animals**R7121 Cows - pack of ten (Hor) **NEW** £9R7120 Farm animals and wooden fencing (Hor) **NEW** £9R7122 Sheep - pack of ten (Hor) **NEW** £9**Track - Code 100 Setrack**

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50

R8090 Pack of 24 (Hor) £79

R607 2nd radius double curve track (8 make a circle) (Hor) £2.50

R607 Circle of 8 (Hor) £9.50

R609 3rd radius double curve track (8 make a circle) (Hor) £2.60

R609 Circle of 8 (Hor) £20

ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £18



R070 Electrically Operated Turntable (Hor) £64

R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) £41.50

R8072 Left Hand Standard Point (Hor) £9.50

R603 Long Straight - 670mm (Hor) £3.70

R8078 Right hand Express point (Hor) £14.50

R8073 Right Hand Standard Point (Hor) £9.50

36-873 Right-Hand non-isolating Standard Point (Bac) (RRP £9.95) **BARGAIN** £6

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14.50

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14.50

ST-201 Setrack double straight (Pec) £2

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-100 Setrack Starter Track Set - Second Radius (Pec) £58

R610 Short Straight (Hor) £1.20

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

R8076 Y Point (Hor) £10

Track - Code 100 Streamline

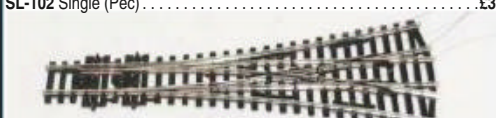
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66

SL-100 Single (Pec) £3



SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70

SL-102 Single (Pec) £3



SL-E99 3 way medium radius point - electrofrog (Pec) £27

SL-99 3 way medium radius point - insulfrog (Pec) £27

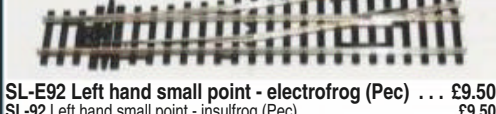
SL-90 Double slip - insulfrog (Pec) £33

SL-89 Left hand large point - insulfrog (Pec) £12



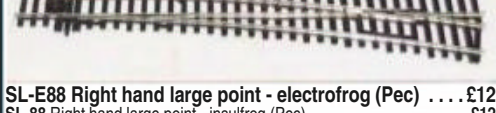
SL-E96 Left hand medium point - electrofrog (Pec) £10.50

SL-96 Left hand medium point - insulfrog (Pec) £10.50



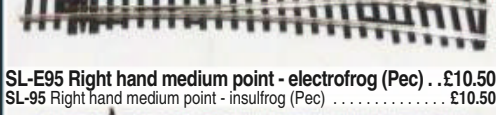
SL-E92 Left hand small point - electrofrog (Pec) ... £9.50

SL-92 Left hand small point - insulfrog (Pec) £9.50



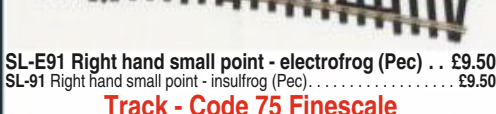
SL-E88 Right hand large point - electrofrog (Pec) ... £12

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

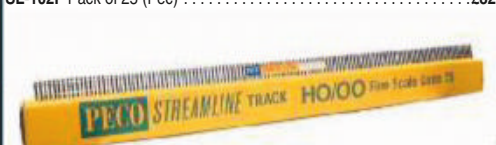
Track - Code 75 Finescale

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-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3.30

SL-102F Pack of 25 (Pec) £82

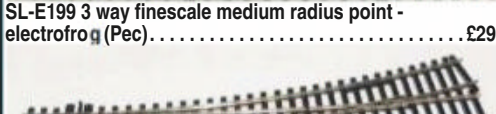


SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72

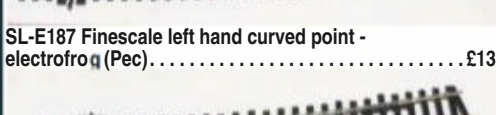
SL-100F Single (Pec) £3



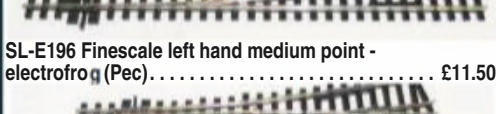
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29



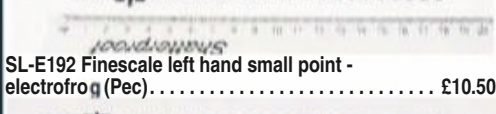
SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50



SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E195 Finescale right hand medium point - electrofrog (Pec) £11.50



SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50

SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) ... £26

SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) £26

Railway publications

R8157 Hornby 2019 Catalogue - 65th Edition (Hor) £8.50

Buses

76BI004 Beadle Integral Southdown (Oxf) £16

Cars76XJS006 Jaguar XJS White (The Saint) (Oxf) **NEW** ... £576MGA005 MGA Dove Grey (Oxf) **NEW** £4.5076P4004 Rover P4 Stone Grey/Juniper Green (Oxf) **NEW** .. £576T4002 Volkswagen T4 Van Grey White (Oxf) **NEW** ... £5**Commercial vehicles**76J4004 Austin J4 Van BMC Parts (Oxf) **NEW** £5.50

76LRL006 Land Rover - "Fred Dibnah - Steeplejack" (Oxf) £5

OR76ROR003B Land Rover Defender 110 posable rail wheels - "British Rail" - non-motorised (Oxf) **NEW** .. £6.5076SCT007 Scania Car Transporter - Robinsons Autologistics (Oxf) **NEW** £30**Military ground vehicles**A02303V 88mm Flak Gun & Tractor - Airfix Classics range - plastic kit (Air) **NEW** ... £8A02308V Panzer IV tank - Airfix Classics range - plastic kit (Air) **NEW** .. £8**N Gauge****Steam locos**

2S-008-008 Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances (Dap) £128.83

2S-008-008D Class A4 4-6-2 4468 "Mallard" in LNER garter blue valances - DCC Fitted (Dap) £150.57



2S-020-003 Class B17 4-6-0 1671 "Manchester City" in LNER apple green (Dap) £108

Diesel locos

2D-003-011 Class 52 D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap) £108

HSTs

2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89



Visit

www.hattons.co.uk/preorder

for all forthcoming releases

DMUs



2D-009-003 Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers (Dap) £114.04
ND116ED Class 142 'Pacer' 2 car DMU 142021 in Tyne and Wear PTE - DCC fitted (Dap) **NEW** £136.93
ND116CD Class 142 'Pacer' 2 car DMU 142025 in Northern Spirit - DCC fitted (Dap) **NEW** £136.93
ND116B Class 142 'Pacer' 2 car DMU 142081 in Regional Railways (Dap) £115.18



ND116D Class 142 'Pacer' 2 car DMU 142085 in Arriva Trains Wales (Dap) £115.18
ND116DD Class 142 'Pacer' 2 car DMU 142085 in Arriva Trains Wales - DCC fitted (Dap) **NEW** £136.93



2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £109

Train sets - analogue



GMKS006 Class 373 Eurostar starter train set - oval of Kato track (Gau) £224

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) £6

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & OO9 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £26.68

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.60
ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) £12.50

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3



SL-E396 Left hand medium point electrofrog (Pec) . £9.50
SL-E388 Right hand large point electrofrog (Pec) £10.50
SL-395 Right hand medium point insulfrog (Pec) £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) . . . £84
SL-300F Single (Pec) £3
SL-302F Pack of 30 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £91
SL-302F Single (Pec) £3.50
SL-E390F Finescale double slip electrofrog (Pec) £38
SL-U396F Finescale left hand medium point unifrog (Pec) £10.50
SL-E392F Finescale left hand small point electrofrog (Pec) £9.50
SL-E388F Finescale right hand large point electrofrog (Pec) £11
SL-U395F Finescale right hand medium point unifrog (Pec) £10.50
SL-E391F Finescale right hand small point electrofrog (Pec) £9.50
SL-E380F Finescale single slip electrofrog (Pec) £37
SL-E397F Finescale Y Point. Electrofrog (Pec) £10.50

OO9 Narrow Gauge

Steam locos



9950 Lynton & Barnstaple 2-6-2T 'Yeo' in L&B dark green (Hel) £189.95
9951 Lynton & Barnstaple 2-6-2T 760 'Exe' in Southern Railway green (Hel) £189.95



9952 Lynton & Barnstaple 2-6-2T 761 'Taw' in Southern Railway green (Hel) £189.95
9954 Lynton & Barnstaple 2-6-2T E759 'Yeo' in Southern Railway (Hel) £209.95

Track - Code 80 Setrack

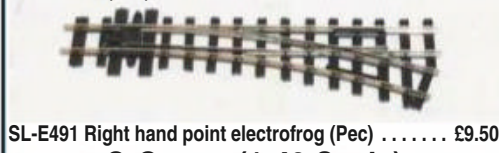
ST-400 Setrack narrow gauge starter track pack - first radius (Pec) . . . £68
ST-406 Setrack OO9 left-hand point (Pec) £9.50
ST-405 Setrack OO9 right-hand point (Pec) £9.50

Track - Code 80 Streamline

SL-400 1 yard length of OO9 narrow gauge flexible track worn wooden sleepers (Pec) £3.50
SL-400 Box of 25 (Pec) £83
SL-404 1 yard length of OO9 narrow gauge track 'mainline' wooden sleepers (Pec) £3.50
SL-404 Pack of 25 (Pec) £86



SL-E495 Mainline Right Hand point 18" radius electrofrog (Pec) £10.50



SL-E491 Right hand point electrofrog (Pec) £9.50

O Gauge (1:43 Scale)

Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15
4312 Class 43xx Mogul 2-6-0 5330 in BR lined green late crest (Hel) . £662.15



6124 Class 51xx 'Large Prairie' 2-6-2T 5184 in GWR green Great Western lettering (Hel) £594.15
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) £594.15
6100 Class 61xx 'Large Prairie' 2-6-2T 6110 in GWR green Great Western lettering (Hel) £594.15



7S-025-001 Class 74xx 0-6-0PT pannier 7411 in GWR green (Dap) (RRP £400) **BARGAIN** £295

Diesel locos



2558 Class 25/3 in BR blue - unnumbered (Hel) . . £446.25
2557 Class 25/3 in BR blue pre-TOPs - unnumbered (Hel) £446.25



2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) £446.25



4202 Class 42 Warship D869 'Zest' in BR maroon small yellow panels (Hel) (RRP £699) **BARGAIN** £495



4502 Class 45 'Peak' in BR green small yellow panels and green roof - unnumbered (Hel) (RRP £699) **BARGAIN** £520



5288 Class 52 D1023 'Western Fusiler' in BR blue (Hel) (RRP £599) **BARGAIN** £470

5290 Class 52 D1043 'Western Duke' in BR chromatic blue small yellow panels (Hel) (RRP £599) **BARGAIN** £470
5289 Class 52 D1067 'Western Druid' in BR blue - weathered (Hel) . . . £509.15

DMUs



8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel) (RRP £599) **BARGAIN** £425

Coaches



4923 Mk1 BSK brake second corridor in BR chocolate and cream - unnumbered (Hel) £169.50



4921 Mk1 BSK brake second corridor in BR maroon - unnumbered (Hel) £169.50

Wagons



1053 100xx OAA in Railfreight red and grey (Hel) (RRP £84.95) **BARGAIN** £35



7F-200-004 20-ton standard brake van CAP B951224 in BR bauxite (Dap) £67.96



1041 200xx VBA sliding door van in BR bauxite - late (Hel) (RRP £84.95) **BARGAIN** £39
1043 200xx VBA sliding door van in EWS (Hel) (RRP £84.95) **BARGAIN** £34



7F-018-001 4-wheel Salt van - 'Chance and Hunt, Oldbury' (Dap) **NEW** £42.46

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-E790BH Double slip (8 degree angle). Electrofrog (Pec) £85
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
ST-U751 Setrack second radius Unifrog left hand point (Pec) £43
ST-U750 Setrack second radius Unifrog right hand point (Pec) £43

Cars



43ACE001 AC Aceca Black (Oxf) £21

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34
D Double/Twin track power controller (Gau) £86
Q Quadruple 4 circuit power controller (Gau) £149

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £42

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11
PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £61
PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) £16.50



X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) £12

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) . . . £24.61
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) . . £17
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) . £24
BPDC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23l x 27w x 10d mm) x 5 (Gau) £79
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



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £120
DCR-8PIN-Harness Single (Hat) £15
DCR-8PIN-Harness Box of 5 (Hat) £68
36-553 8-pin 3-function 0.75A decoder back EMF (Bac) (RRP £20.90) **BARGAIN** £12



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16
DCR-8PIN-Direct 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
R7150 Standard 6 pin Decoder (Hor) **NEW** £23.50
R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor) £38



R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor) £36
R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) . . £36
R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) . . £36
R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' 4-6-0 steam loco (Hor) £36
R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor) £36
R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor) £36
R8108 TTS DCC Sound Decoder 8 pin plug - Peppercorn Class A1 4-6-2 steam loco (Hor) £36
R8120 TTS DCC Sound Decoders - Pack of 2 8 pin plugs - Class 43 HST (MTU) (Hor) £59.50

Digital controllers

DCC05 Prodigy Advance WiFi Receiver - allows Smartphone or Tablet control of Prodigy DCC system (Gau) £89.50
DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £159.50

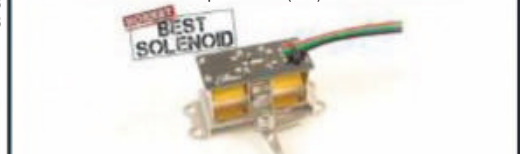
Digital control accessories

DCD-AEC Cobalt Alpha - 12 way switch control panel (DCC) £111
524-037 SBS 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-10WE High performance turnout point motor extended pin (Pec) . . £7
PL-10 Point Motor (Switch Machine) (Pec) £6
PL-10 Bag of 6 (Pec) £34
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £6
PL-10E Bag of 6 (Pec) £34
PM-2 Seep point motor (Gau) £4
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

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3
PL-26B Passing Contact Switch - Black Lever (Pec) £6
PL-26R Passing Contact Switch - Red Lever (Pec) £6

Accessories

TTSR1 Sound Track module - sound recorder and player (Tra) **NEW** . £59

Scenic tools & materials

PSG-1 Static Grass Micro Applicator (Pec) £42

Track underlay



JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £9

Glues

AD-57 Rocket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del) £6

Tools

XU2175B Flexible track cutters (XURON) (Gau) £16



DCM-RRR12 Rolling Road - 12 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC) £85



GAUGEMASTER

Analogue Control



Choose your controller for life with the Gaugemaster Lifetime Guarantee...

We have been producing Model Railway Controllers for over forty years. Our analogue controllers have stood the test of time, and so has our lifetime guarantee:

"We undertake to replace, free of charge, any parts found defective within the lifetime of the unit providing that the item has not been tampered with."

What's the difference between the controller types?

Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

MAINS POWERED CASED CONTROLLERS

GMC-COMBI Single Track Controller/Transformer
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

BEST FOR
Beginners

GMC-D Twin Track Controller
Most Suited to HO/OO/N Scale Layouts



Our best selling controller. Runs a two track railway with minimum of fuss. The D Controller has two 12V DC track outputs, as well as a 16V AC output for accessories.

BEST FOR
Twin Tracks

GMC-Q Four Track Controller
Most Suited to OO/HO/N Scale Layouts



The best selling four track controller available today. It offers impressive value for money with its four 12V DC track outputs, and two of 16V AC and 12V DC outputs for accessories.

BEST FOR
Four Tracks

PANEL MOUNTED CONTROLLERS

GMC-100 Single Track Panel Controller
Most Suited to OO/HO/N/Z Scale Layouts



Some modellers may wish to incorporate their controller into an overall panel to control their layout. The Model 100 Controller has a single 12V DC output.

BEST FOR
Control Panels

GMC-U Single Track Controller with Simulation
Most Suited to OO/HO/N/Z Scale Layouts



With the brake knob controlling the 12V DC track output, this controller allows you greater realism when running locomotives.

BEST FOR
Realistic Running

GMC-W Single Track Walkabout Single Track Controller
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

BEST FOR
Flexibility

Did you know...

If you don't have a handy accessory output from a controller, the **GMC-WM1** Wall Mounted Transformer can be used on its own to power accessories, such as point motors and lights from the 16V output. Just plug it in and connect it up!

GMC-WM1
Wall Mounted
Transformer
16V or 12V DC 1.1a



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PRICES

Cased Controllers

GMC-COMBI	Single Track Controller/Transformer	£44.95
GMC-100M	Single Track Controller	£94.95
GMC-100MO	Single Track Controller for O Scale	£94.95
GMC-10LGB	Single Track Controller for G Scale	£109.95
GMC-10LGBSF	Single Track Controller for G Scale with Fan	£189.95
GMC-P	Single Track Controller with Simulation	£104.95
GMC-D	Twin Track Controller	£104.95
GMC-DS	Twin Track Controller with Simulation	£189.95
GMC-TS	Three Track Controller with Simulation	£189.95
GMC-Q	Four Track Controller	£199.95

Panel Mounted Controllers (Orange text shows transformer required)

GMC-100	Single Track Controller (GMC-T1/M1)	£39.95
GMC-100.O	Single Track Controller for O Scale (GMC-T2/M2)	£49.95
GMC-U	Single Track Controller with Simulation (GMC-T1/M1/WM1)	£49.95
GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£44.95
GMC-UO	Single Track Controller with Simulation for O (GMC-T2/M2)	£64.95
GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£59.95
GMC-UDF	Twin Track Controller with Feedback (GMC-T1/M1/WM1)	£64.95
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£79.95
GMC-UTS	Three Track Controller with Simulation (GMC-T1/M1/WM1)	£89.95
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£94.95

Walkabout and Hand Held Controllers (All GMC-T1/M1/WM1)

GMC-W	Single Track Walkabout Controller	£39.95
GMC-WS	Single Track Walkabout Controller with Simulation	£59.95
GMC-HH	Single Track Handheld Controller with Feedback	£41.95

Transformers

GMC-M1	Cased Transformer 16V AC	£52.95
GMC-M2	Cased Transformer 18V AC 2.5V	£57.95
GMC-M3	Cased Transformer 24V AC	£57.95
GMC-M4	Cased Transformer 12V AC	£57.95
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GMC-WM3	Wall Mounted Transformer Kato Unitrack UK Power Supply	£16.95
GMC-WM4	Wall Mounted Transformer 12v DC Smoothed for Lighting	£16.95
GMTFK1	Transformer Fitting Kit for T1/T3/T4	£15.95
GMTFK2	Transformer Fitting Kit for T2	£15.95

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WHICH PRODIGY CONTROLLER?

Prodigy is compatible with most other DCC systems and manufacturers' DCC Decoders. It's strength is 'simplicity without compromise' and Prodigy systems can grow with your layout, allowing you to use the system at a level appropriate to you, your layout, and style of operation. All Prodigy Walkaround Controllers have backlit displays as standard.

Prodigy Express consists of a Base Station, Walkaround Controller, and Power Supply and is an ideal entry level system for a newcomer. Extra features can be unlocked by using the **DCC14 Prodigy Advance Walkaround Controller**.

Prodigy Advance2 is our best selling DCC Controller. It consists of a Base Station, Walkaround Controller, and a Power Supply, and is suitable for operating most sizes of model railway.

Prodigy Wireless offers all the features of the **Prodigy Advance** unit but this system offers you wireless control, giving you maximum freedom to operate your layout. Its rechargeable handset and radio transmission ensures easy and reliable performance.

DCC CONTROLLER STARTER PACKAGES

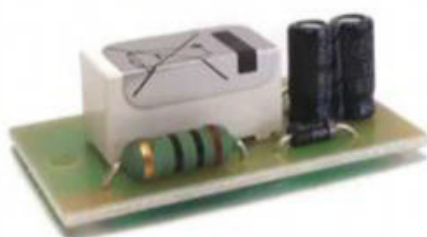
DCC01 Prodigy Express Starter Package

Most Suited for HO/OO/N Scale Layouts



BEST FOR Beginners

- INPUT: 15-16V regulated DC at 2 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 1.6 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 20
- ADDRESS CAPABILITY: 2 Digit or 4 Digit
- SPEED STEPS: 14/28/128
- ACCESSORY FUNCTIONS: 28 (F0 to F28)
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY



DCC80 DCC Autofrog

The DCC Autofrog is a simple switch that automatically changes the frog polarity of your electrofrog point. With the frog powered by the DCC80 it will automatically detect the incoming polarity of the wheels and switch the frog to match. The DCC Autofrog is available as a single item, and also as a handy pack of three.



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DCC02 Prodigy Advance2 Starter Package

Most Suited to HO/OO/N Scale Layouts



BEST FOR General Layouts

- INPUT: 15-14V DC 3.5 amps
- OUTPUT: DCC Signal with 14.5V amplitude
- MAXIMUM CURRENT: 3.5 amps
- MAXIMUM NUMBER OF WALKAROUNDS: 99
- ADDRESS CAPABILITY: 2 Digit (1-127) or 4 Digit (1-9999)
- SPEED STEPS: 14/28/128
- ACCESSORY DECODER AND ROUTE SETTING
- DOUBLE HEADING
- PROGRAM & MAIN TRACK PROGRAMMING
- "READ LOCOMOTIVE" CAPABILITY



DCC05 Prodigy WiFi

This unit allows you to run your Prodigy-powered layout from your phone or tablet, using one of the recommended apps on Android or IOS. The Prodigy WiFi is compatible with the JMRI Engine Driver and WiThrottle apps.

The Prodigy WiFi is also available as a starter pack, combined with a Prodigy Express under part number **DCC06**.

See gaugemaster.com/rightlines for articles describing you you can use the two apps which are compatible with the Prodigy WiFi on your specific operating system.

DCC04 Prodigy Advance Wireless Starter Package

Most Suited to OO/HO/N Scale Layouts



BEST FOR Large Layouts

- ALL THE FEATURES OF DCC02 PRODIGY ADVANCE
- WIRELESS RADIO CONTROL (UK Approved)
- OUTSTANDING RANGE (80ft Plus)
- BUILT-IN RECHARGABLE BATTERY
- BATTERY CHARGE LEVEL INDICATOR
- OPERATES WIRED & WIRELESS WALKAROUNDS
- PROGRAM & OPERATE WHILE CHARGING
- FREEDOM & MOBILITY DURING OPERATION

DCC40 Auto Reverse Module

This useful module allows digital modellers to overcome a problem that faces most railway modellers at some point: how to operate a reverse loop or turntable on their layout without needing to change the polarity on the track.



PRICES

Controllers & Handsets

DCC01	Prodigy Express Package	£199.95
DCC02	Prodigy Advance2 Starter Package	£339.95
DCC04	Prodigy Advance2 Wireless Starter Package	£529.95
DCC05	Prodigy WiFi	£109.95
DCC06	Prodigy Express WiFi Digital Control System	£279.95
DCC13	Prodigy Advance2 Wireless Walkaround	£209.95
DCC14	Prodigy Advance2 Backlit Walkaround	£159.95
DCC15	Prodigy Decoder Doctor	£104.95
DCC51	Prodigy Wireless Conversion Set	£279.95

Accessories

DCC11	Prodigy Extension Plate	£44.95
DCC49	Prodigy DCC Booster Unit (8 Amp)	£209.95
DCC55	Prodigy Advance Wired Computer Interface	£59.95
DCC60	Spare Plug for Gaugemaster Prodigy	£4.15
DCC62	Prodigy Universal Lead (2m)	£6.25
DCC63	Prodigy Advance Power Supply Unit	£27.95
DCC64	Prodigy Power Pack Lead	£7.75
DCC65	Prodigy Express Power Supply Unit	£27.95
DCC66	Controller Caddy Walkaround Holder	£7.50
DCC71	Prodigy DC Adaptor Plate/Decoder Tester	£11.00
DCC77	Prodigy Walkaround Adaptor	£11.00
DCC80	DCC Autofrog	£6.50
BPDCC80	DCC Autofrog (Pack of 3)	£16.95

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SL-300	25 YARDS CODE 80 NICKEL SILVER FLEXIBLE TRACK WITH WOODEN TYPE SLEEPERS	£63.50
SL-300F	30 YARDS CODE 55 FINESCALE N/S FLEXIBLE TRACK WOODEN SLEEPER	£82.00
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SL-U395F/U96F	MEDIUM RIGHT HAND TURNOUT UNIFROG CODE 55	£10.00 each
SL-388/389/E388/E389	LARGE POINT ELECTROFROG RIGHT & LEFT HAND POINTS	£10.50 each
SL-700BH	12 YARDS O GAUGE FLEXIBLE NICKEL SILVER TRACK (BULLHEAD) WOODEN SLEEPER	£75.00
SL-700FB	12 YARDS O GAUGE UNIVERSAL FINE CODE 143 WOODEN SLEEPER	£75.00
SL-E791/792BH	MEDIUM RADIUS RIGHT & LEFT HAND POINTS WITH BULLHEAD RAIL	£42.50 each
SL-E791FB/E792FB	MEDIUM RADIUS RIGHT AND LEFT NICKEL SILVER ELECTROFROG POINT (CODE 143 FLAT BOTTOM)	£45.50 each

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Q	FOUR TRACK CASED CONTROLLER	£149.00
COMBI	SINGLE TRACK CONTROLLER/ PLUG IN TRANSFORMER (1 AMP)	£34.00
DCC01	PRODIGY EXPRESS PACKAGE	£134.50
DCC02	PRODIGY ADVANCE PACKAGE DIGITAL CONTROLLER	£232.50
DCC05	PRODIGY WIFI RECEIVER	£84.00
10LGB5F	SINGLE TRACK CASED CONTROLLER FOR G SCALE WITH FAN	£149.50
100MO	SINGLE TRACK CASED CONTROLLER FOR O SCALE	£76.50
PM10/ BPPM10	SEEP CLASSIC POINT MOTOR INDIVIDUAL OR PACK OF 5	£5.95/£26.00
PM20/ BPPM20	SURFACE MOUNTED POINT MOTOR INDIVIDUAL OR PACK OF 5	£8.00/£36.00
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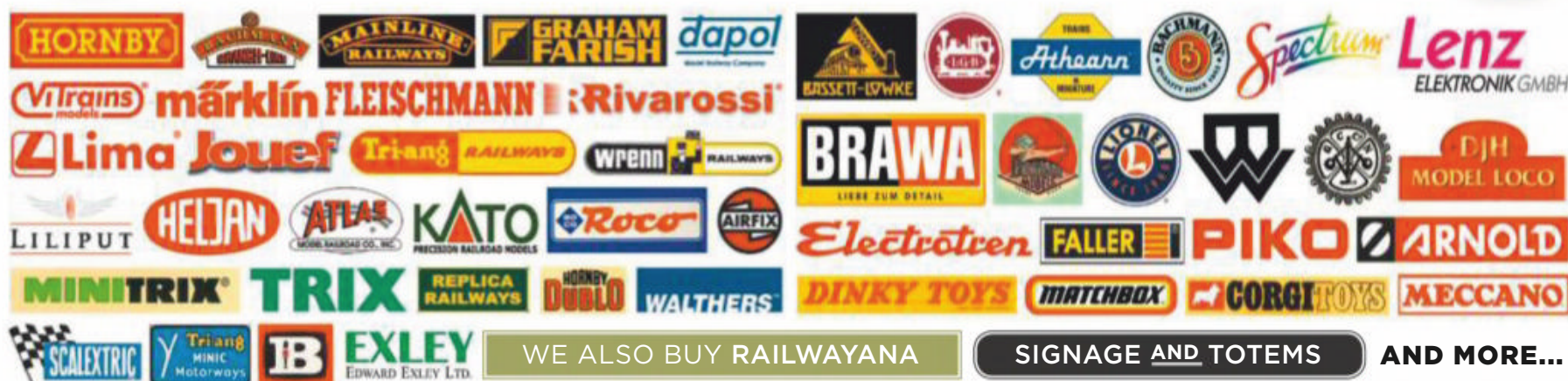
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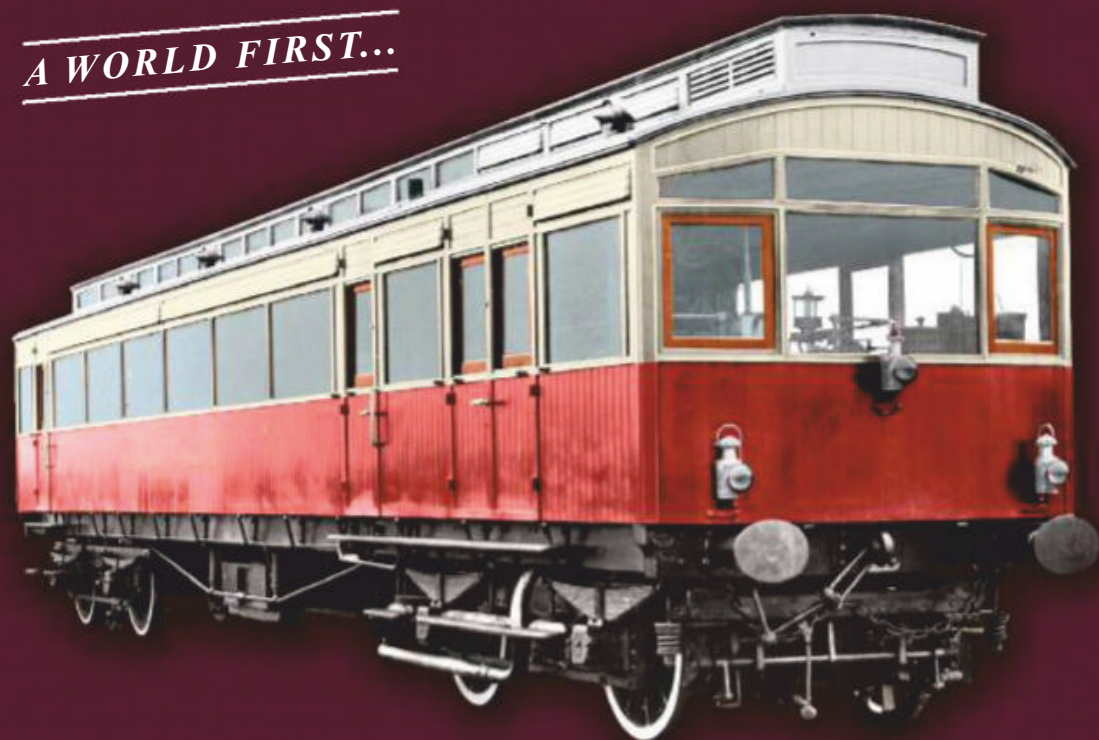
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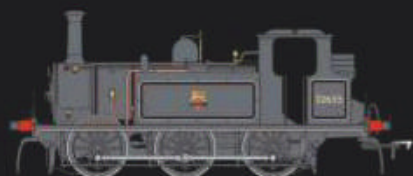
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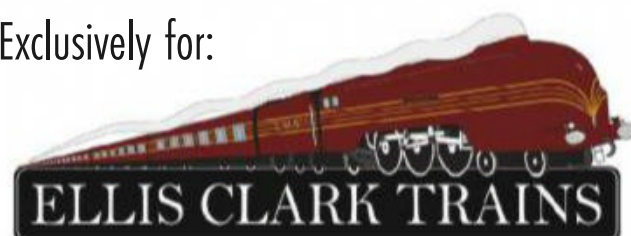
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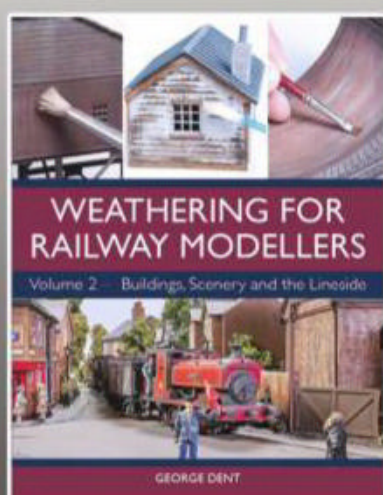
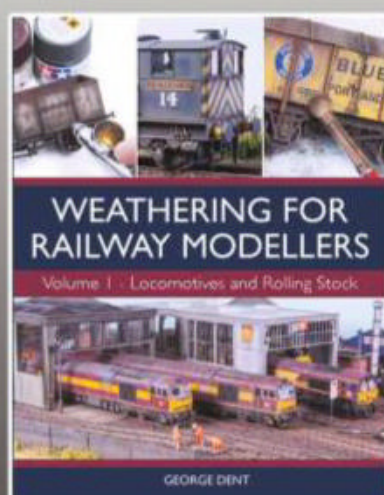
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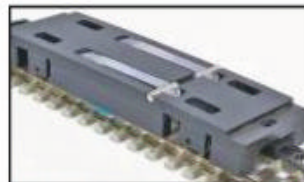
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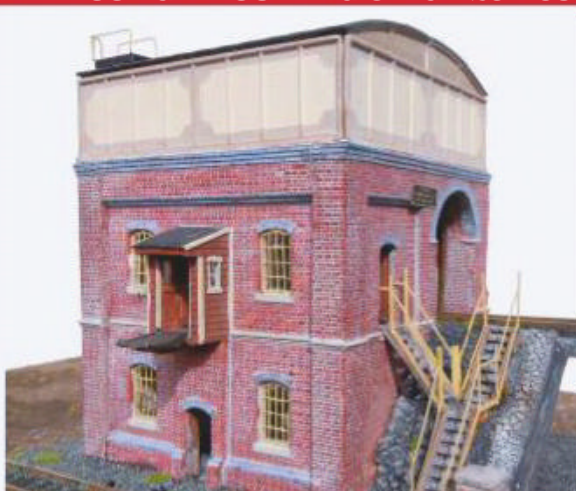
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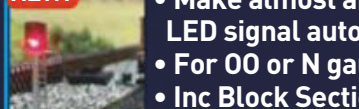
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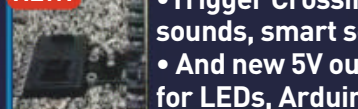
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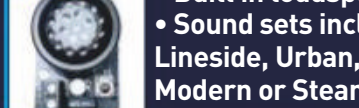
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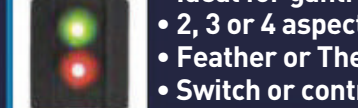
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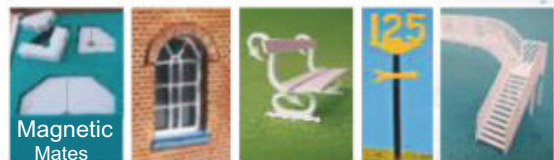
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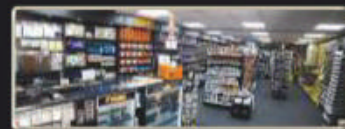
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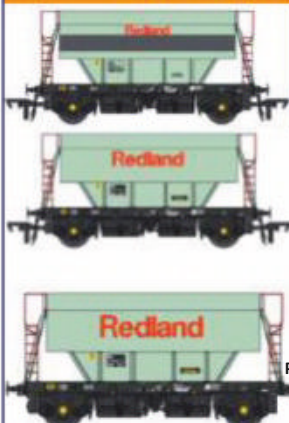
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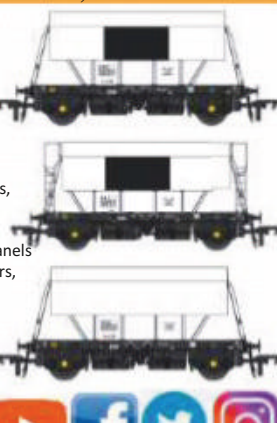
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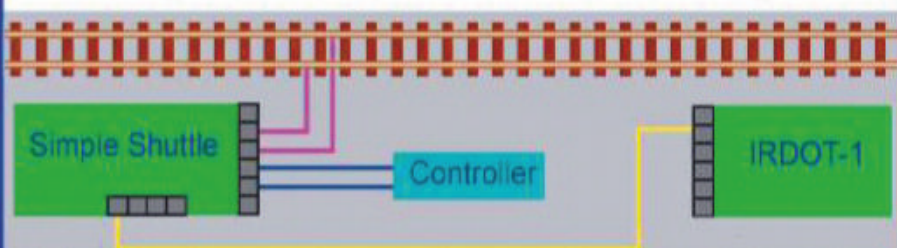
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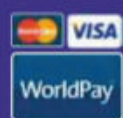
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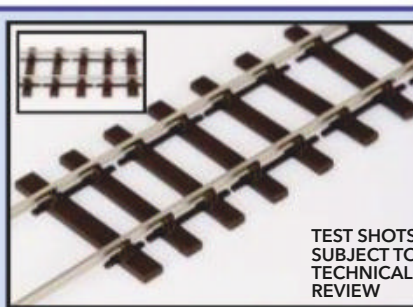
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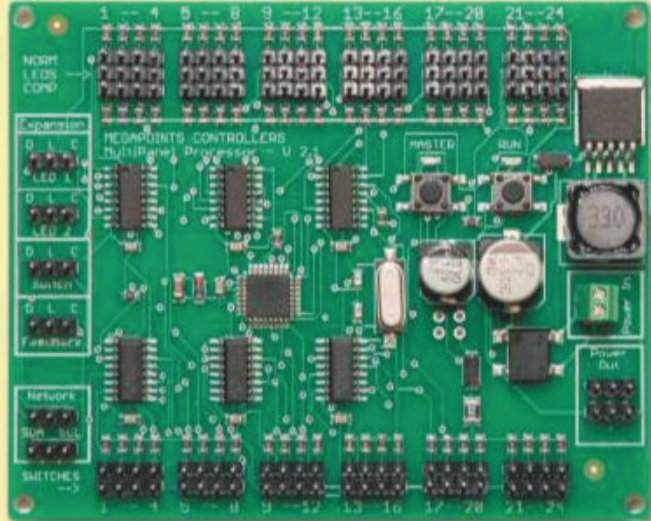
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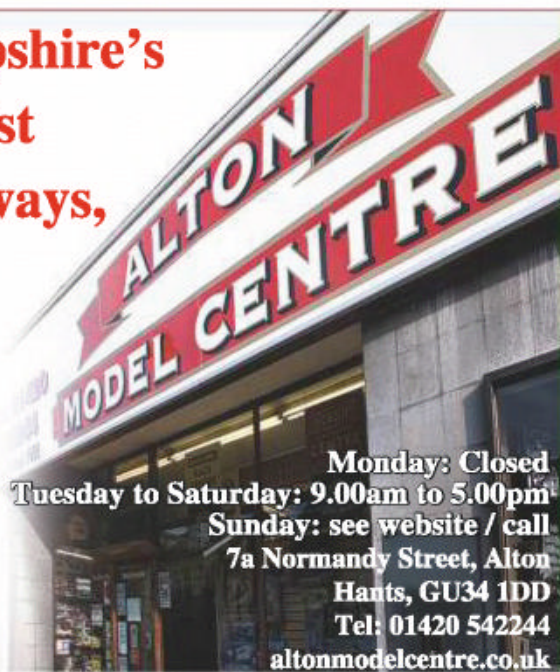
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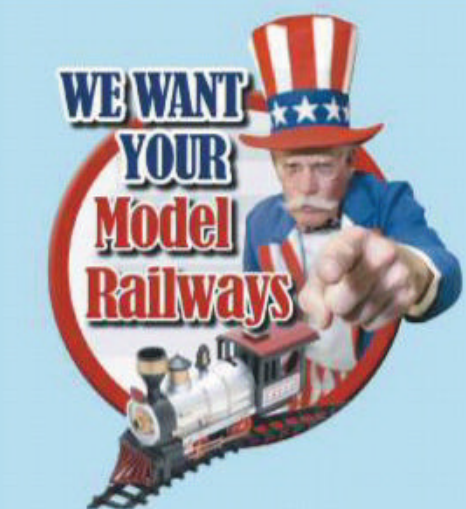
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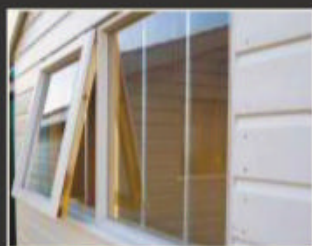
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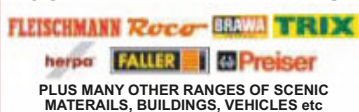
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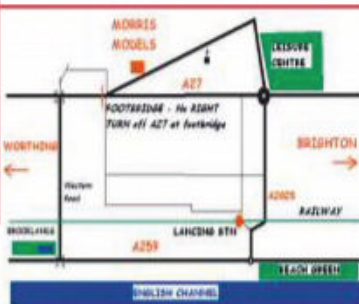
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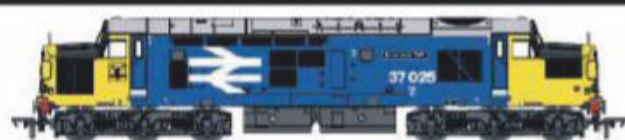
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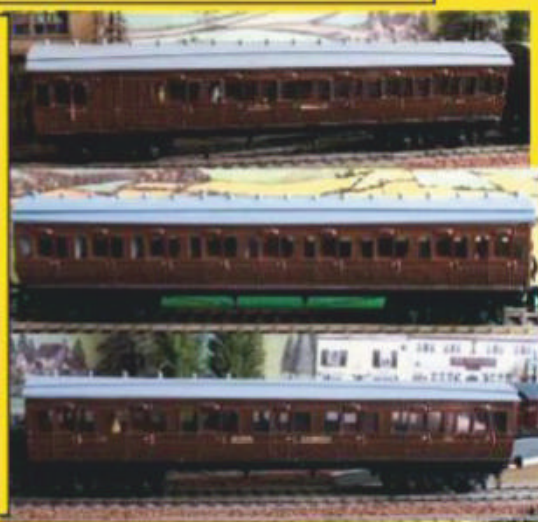


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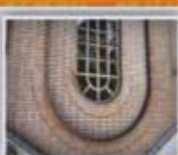
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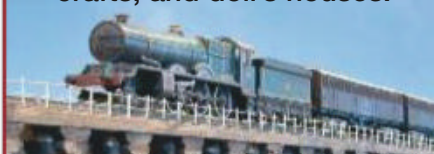
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IVO PETERS

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: Brown-Boveri gas turbine locomotive No. 18000

Gauge: 'OO'

Proposed by: Chris Leigh

What is it?

All of the 'Big Four' looked to move away from steam for main line services after the Second World War. The LNER had made some progress with 1,500V DC electrification, and the LMS and the Southern, in co-operation with English Electric, were both testing the water with diesel-electrics. The GWR, however, had no experience with either, so following a fact-finding mission to Europe, F.W. Hawksworth looked to the possibility of the gas turbine (the 'jet' engine) as a means of generating power for electric traction motors.

The GWR placed an order with leading specialists Brown-Boveri in Winterthur, Switzerland, for a main line gas turbine locomotive. The result, not delivered until after nationalisation in 1949, was No. 18000, a gleaming black and silver locomotive of 2,500hp. In theory the single locomotive was as powerful as a 'King' and more powerful

than the LMS and SR's diesel-electrics.

In practice it was capable of exceptional performance, but all too often it had to be run at less than full power, resulting in a build-up of ash which damaged the turbines. Also, the engine lacked a heat-resistant lining that would allow high temperatures to be sustained in the heat exchanger for long periods.

No. 18000 performed on expresses to Bristol and to the West of England before its withdrawal and sale for use in Austria.

What would make it viable

No. 18000 may have been a one-off and ultimately unsuccessful but it has an appeal which goes way beyond its actual achievement. It was much-featured in BR publicity at the time and was part of the GWR modernisation that was dubbed 'the last look forward.' Working among the 'Kings' and 'Castles' in the heyday of WR named expresses, it was unofficially named 'Kerosene Castle' and the fact that it is accorded a home in that temple of GWR steam, the Great Western Society at Didcot, shows how well regarded it is.

Alongside 'OO' models of the Wath electrics (Heljan) the SR diesel-electrics (Kernow MRC) and the LMS 'twins' (Bachmann) No. 18000 would fill the gap for post-war modern motive power among WR modellers. And just imagine how good a DCC sound-equipped version would be!

Can I see the real one?

Repatriated in the 1990s, No. 18000 initially went to Tinsley Depot for cosmetic restoration before moving to Crewe for display. Though it is now only a shell and has received much modification, it is now on display at Didcot Railway Centre.



Have your say

Do you agree with Chris' 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.



JONATHAN HOLLINGSWORTH/ALAMY

Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...



IVOR TUCKING/BERNARD MILLS COLLECTION



Richard Foster, Editor

One of the challenges with writing a magazine feature is knowing what to leave out. You quite often start off knowing very little about a subject but uncover so much fascinating information that you want to share all of it – except that you never have enough space.

The same is true of pictures. You'll often uncover some real gems, but only a fraction will appear in print. This was certainly the case when Bernard Mills kindly supplied us with a number of pictures of No. 7029 *Clun Castle* taken around Plymouth. Of those that we didn't have space to include in this issue's 'Masterclass' is this one of 'Clun' passing between Harwell Street Carriage

shed to the left and the short-lived Belmont Diesel Depot to the right on the approach to Plymouth Millbay to pick up the stock for the return railtour.

It was taken by Bernard's friend, the late Ivor Hocking. Says Bernard, "I was out with Ivor on May 9 1964, but I only took black and white. Ivor's slides spent about a decade in a garden shed and I had to work really hard on them to save them."

Bernard's efforts to save Ivor's images have clearly paid off – what a wonderful study of another chunk of Plymouth's railway history that is, sadly, long gone.

Modelling hours this month: Four
Note to self: I really ought to do something with my collection of 'OO' gauge GWR 4-6-0s...



'Duchess' – extra

It's a myth that manufacturers send products to the model railway press that have been especially 'breathed on', to get them into tip-top condition in order to garner a favourable review. It's simply not the case and this was proved when we reviewed Hornby's streamlined 'Duchess' in the March 2019 issue (MR258).

It's a fact of life that in any production run, whatever the product, there will always be the odd duff one. The 'Duchess' that Hornby sent to us was clearly faulty as it displayed some alarming riding characteristics on both our test track and Chris Leigh's home layout.

Rather than taint a review based on one faulty model, we contacted Hornby who promised to send out a replacement No. 6221 *Queen Elizabeth*. Sadly, this didn't arrive in time for MR258's press deadline but landed a few weeks later.

We're pleased to report that this model had no such difficulties. It comfortably coped with the points on our test track at high speed.

Chris Leigh gave it a run on his layout and claimed it was one of the best ready-to-run models he's ever used.

Based on that, we don't hesitate to give the streamlined 'Duchess' 10 out of 10 for performance. (RF)



George Dent, Deputy Editor

On a recent visit to Durham, I spent a couple of days walking about the old town, photographing many of the beautiful buildings. As a modeller, there was much to catch my eye, in terms of decorative masonry and the colours and textures of the local brick and stone.

Something that really grabbed my imagination was the amazing statue of the Marquess of Londonderry atop an equally impressive horse. As well as being a military man, the Marquess owned many of the coal mines in

County Durham and founded Seaham Harbour.

I must admit to being ignorant of who this chap was, being far more interested in the portrayal of the horse! However, it's a striking statue as a whole, atop a tall stone plinth, and something similar in miniature would provide a dramatic addition to a model town scene.

I built a model statue a few years back, using a 1:35 scale First World War 'Tommy' figure, so something similar would be suitable here, albeit in the form of a cavalryman and his mount. Another potential future project...



Known locally as the 'Man on the horse', this impressive statue of the Marquess of Londonderry dominates Durham Market Square. GEORGE DENT

Modelling hours this month: 30
Note to self: Look around for some suitable plastic cavalry figure kits in various scales.

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