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12th - 13th October 2019

Great British Model Railway Show

British Motor Museum, Gaydon, Warwickshire, CV35 0BJ

9th - 10th November 2019

Warley National Model Railway Exhibition

National Exhibition Centre, Birmingham B40 1NT

23rd - 24th November 2019

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MODEL RAIL brought to you by



Richard Foster
I've been balancing learning about The Hundred Years War, and '16XXs' and Class 11s for our latest models.



George Dent
I'm leaving the Peak District – and my beloved workshop – behind, for the wilds of Northumberland.



Chris Leigh
I cleaned my desk this month with help from ultra-tidy young Chris. Now I've realised I want it to be messy again!



Chris Gadsby
With the new season fast approaching I've got about 600 names across two sports to remember for commentaries!



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



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



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



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



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

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



RICHARD FOSTER/MR



The announcement of our 'OO' gauge Class 11/ Class 12 with Heljan last issue provoked a lot of positive responses, but it also provoked the usual e-mails, letters and comments along the lines of "what about this?", "why couldn't you do that?" and "you're ignoring such and such".

There is no silver bullet when choosing a new model for the areas of interest in this hobby are so diverse. We're not a large manufacturer. Our models generate revenue that helps secure *Model Rail*'s future at a time when all magazine publishers, regardless of subject matter, are struggling financially.

That means that we cannot afford to produce a model that flops. You'll never know if a model is going to be 100% successful until it hits the shelves, but you can try to gauge interest and carry out as much research as possible before you commit. That's what we have done – the 'J70', the '16XX', the Class 11 and the 'E1' have all scored highly on our surveys.

I can categorically state that there are no hidden agendas when it comes to our choices. We're not deliberately ignoring certain eras or scales – we're just choosing the models that make the most commercial sense. It's why we wouldn't, for example, take on the 'J72' in 'N' if Bachmann has deemed it uneconomical to produce. But we also commission models in order to give something back to the hobby, to create something that will bring joy to as many people as possible… which is why there'll be another announcement from us in the next few months!

Richard Foster Editor

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Here's why: Starting as a supplement in *RAIL* magazine, *Model Rail* went 'standalone' in 1997. Each issue we bring you easy-to-follow modelling projects that you can complete without breaking the bank, inspirational photographs of the best model railways and thorough, unbiased reviews so you can make the most informed choices when spending your money. Don't forget our own model ranges – see pages **110-113**.

Model Rail essential information

Q: Looking for an old feature but can't remember which issue it was in?

A: Check out the online index, kindly provided by UK Model Shops, at *www.ukmodelshops.co.uk/ModelRail*

Q: Want to order one of our exclusive models?

A: Go to *www.modelrailoffers.co.uk* or call 01209 613984.

Q: Want to order one of our bookazines?

A: Go to *www.greatmagazines.co.uk* or call 01858 438884.

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A: Visit *www.greatmagazines.co.uk/faq*

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A: Call our Subscriptions Department on 01858 438884.

Get in touch

For all other enquiries, you can contact us by **e-mail:** *modelrail@bauermedia.co.uk*

Postal address
Model Rail, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA.

Alternatively, **call** Jane Skinner on 01733 395155.

Model Rail is also on **Facebook:** *www.facebook.com/modelrail*

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CHRIS NEVARD

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see p16

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Search the online index at:
www.ukmodelshops.co.uk/modelrail



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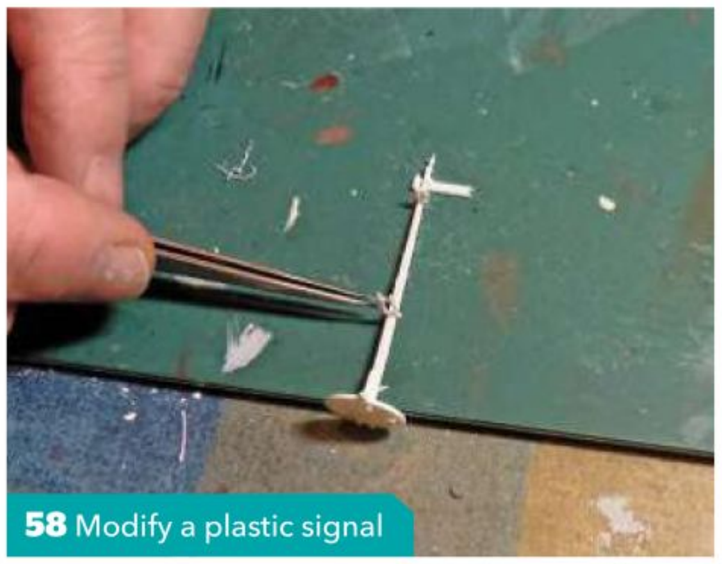
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Opening the box

The latest happenings from the world of model railways

The Big Picture

GBRf has painted its Class 66 66747 in the livery of South Yorkshire logistics firm Newell & Wright. The new-look locomotive, carrying the name *Made in Sheffield*, was unveiled at DP World's London Gateway terminal on July 9. GBRf operates container trains five days a week between London Gateway and N&W's container terminal in Rotherham. JACQUES PORTAL

WIN An exclusive model of 66747

Model Rail's master modeller Dave Lowery created 'OO' gauge versions of 66747 *Made in Sheffield* for presentation to GBRf and Newell & Wright. While he was preparing these miniature '66s', he managed to find time to produce an extra one... and one lucky *Model Rail* reader can win it.

To be in with a chance of winning this exclusive 'OO' gauge Class 66, go to *www.model-rail.co.uk/class-66-comp* and answer the following question:

Q. 66747 was one of three Class 66s that GBRf bought from which European country?
A. France
B. Ireland
C. The Netherlands

For full terms and conditions, go to *www.bauerlegal.co.uk/competition-terms.html* Closing date for both competitions is September 9 2019.



66747 *Made in Sheffield* shows off its Newell & Wright-inspired livery as it's towed from Arlington Fleet Services' Eastleigh headquarters to DP World's London Gateway terminal for its official unveiling on July 9. *RAIL* COLLECTION

00 GAUGE

FIRST LOOK AT '16XX'...

Rapido Trains has produced a 3D print of our forthcoming Hawksworth '16XX' 0-6-0PT. This is not an engineering prototype but a print to test the quality of the CAD artwork. Once it and the CAD artwork have been approved, tooling will commence.

Meanwhile, work has started on our 'OO' gauge Class 11 with Heljan. Editor Richard Foster joined Heljan's Ben Jones at the North Norfolk Railway on July 18 where owner Phil Ward (right) generously granted us full access to photograph and measure his Class 11 12131. Work to formulate the research package is ongoing and it's hoped that CAD design work will start shortly.



RICHARD FOSTER/MR

WAGONS COMMISSIONED

N GAUGE

Pennine Wagons has commissioned two new limited edition wagons from Peco. The covered salt wagon appears in Murgatroyd Mid-Cheshire Salt Works of Middlewich livery, whereas Pennine Wagons has commissioned Peco's NER brake van in Manchester Ship Canal colours.

Price: £15.00 each

Availability: Pennine Wagons, 34 Leith Court, Dewsbury, W. Yorks WF12 0QP

Web: *www.penninewagons.co.uk*





HELJAN PLANS ALL-NEW '00' GAUGE CLASS 47

00 GAUGE



PHIL SUTTON/*RAIL*

Heljan looks set to offer what could be the definitive 'OO' gauge Class 47. The Brush Type 4 was the Danish company's first model for the British 'OO' gauge market and, though it had some good points, it was too wide and the bogies were too narrow. Heljan considers the '47' tooling "no longer fit for production" and plans an all-new model for 2021 to coincide with the class' 60th birthday.

The new '47' will benefit from experience Heljan has gained in the last 18 years, not to mention advances in model railway technology. It is to sport fully controllable LED lighting and provision for sound.

Heljan is to cover all major sub-classes and the first tranche of models will cover Class 47/0s, '47/3s' and '47/4s' for the 1960s-1990s period. ScotRail Class 47/7s and refurbished Railfreight Distribution and Rail express systems '47s' with cutaway bufferbeam cowling will follow, along with post-privatisation modifications. Guises have yet to be announced, but Heljan promises that "all major liveries will be covered".

CLEAN BREAK

Are you a live steam modeller who's constantly fed up with your locomotives getting dirty? Deluxe Materials has come to the rescue with Grime 2 Shine, a specially developed non-flammable foaming cleaner that will effortlessly remove unsightly dirt and oily grime on steam locomotives and tools.

Price: £7.50
Availability: Gaugemaster **Tel:** 01903 884488
Web: *www.gaugemaster.com*



SOUND EFFECTS

Gaugemaster and Train-Tech have joined forces to produce a range of five modules to generate background noise for your layout. Sounds are generated randomly on analogue layouts, whereas DCC users can trigger specific ones at specific times.

Product code: GM782
Price: £29.95
Availability: Gaugemaster
Tel: 01903 884488
Web: *www.gaugemaster.com*



PARK LIFE

Bring some life to your miniature parks with this new pack of figures from Preiser.

Product code: 10695
Price: £17.00
Availability: Gaugemaster
Tel: 01903 884488
Web: *www.gaugemaster.com*

00 GAUGE



ACCURASCALE ANNOUNCES PTA BOGIE IRON ORE TIPPLERS



Accurascale is to produce the PTA bogie iron-ore/stone tipplers built by Redpath Dorman Long. The 351 vehicles were built in three batches from 1972 for transporting iron ore to Consett, Llanwern, and Ravenscraig steelworks. The closure of Consett and Ravenscraig works led to the transfer of some PTAs, via leasing company Procor, to Foster Yeoman and ARC for working stone trains. From the 1990s, 'inner' PTAs were re-coded JUA and 'outer' wagons became JTA.

The models will come with NEM coupler pockets and sprung buffers (on the outer wagons) and working buckeye couplers on the 'inners'. They've been designed for easy conversion to 'EM' and 'P4'. Five five-wagon book packs are available, featuring two outer wagons (one with flashing tail light) and three inners, in VTG grey, British Steel blue, British Steel grey/orange, ARC mustard and Yeoman grey. There are also complementary 'inner packs', featuring five inner wagons.

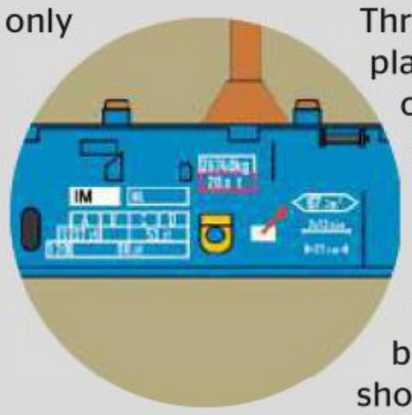
Tooling work has started and the first PTAs are due in early 2020.
Price: From £149.95
Availability: Accurascale
Web: *www.accurascale.co.uk*



WANT A 'HOLD-ALL' IN 'OO'? 00 GAUGE

Revolution Trains is to produce the distinctive IWA 'Hold-all' ferry-vans in 'OO' gauge – but only if enough modellers join its crowd-funding scheme.

These vehicles were built in Germany from 1987 and feature two-piece integral sides and roofs that can be raised and slid over each other. They have been used for fertiliser, steel, aluminium, newsprint, bottled water and other palletised goods. In 2012, 30 were converted into log carriers (coded Rfnoos) to serve the Kronospan works at Chirk.



Three liveries are planned: two IWAs carrying Norsk Hydro and Cargowaggon branding and an Rfnoos in Touax colours. The order book will open shortly after this issue hits the newsstands. Production will only go ahead if enough orders are received. To join the crowd-funding scheme, go to *www.revolutiontrains.com*

◆ Revolution will offer an 'N' gauge version in due course.

PAUL BARTLETT



PAINTED PEOPLE

Want the realism of the blossoming ranges of 3D-printed footplate figures but think you won't be able to paint them well enough? Well, worry no more, for Hardy's Hobbies now offers its footplate figures ready-painted in both 4mm and 7mm:1ft scales. They won't break the bank either, with prices starting at £5 for a 'OO' gauge figure.

Hardy's Hobbies has added new figures to its range, including Pullman Car attendants, policemen and shop keepers in long overcoats. These new figures are available in all scales from 'N' upwards. It has also developed a range of six figures in realistic footplate attire specifically to suit Hornby's diminutive 'OO' gauge Peckett 'W4' 0-4-0ST.



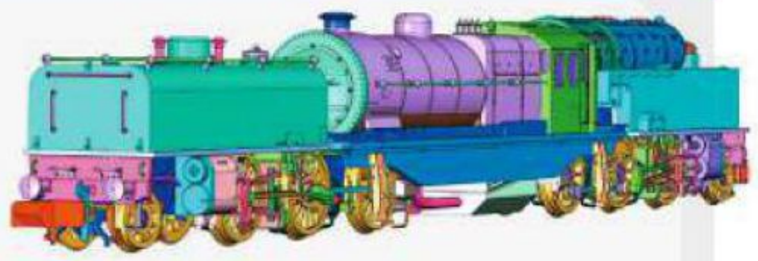


Availability: Hardy's Hobbies
Web: *www.hardyshobbies.co.uk*



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

00 GAUGE HATTONS LMS GARRATT 2-6-0+0-6-2T



What's planned?
Eight guises are planned of the post-1927 rotary bunker version in LMS and BR liveries. The model is now due to be fitted with two coreless motors.
Price? £199.00 **What stage is it at?** CAD design
Where can I find out more? *www.hattons.co.uk*

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



What's planned?
R3693: No. 4 *Sherwood*, Sherwood Colliery Co. Ltd green
R3694: *Westminster*, Associated Portland Cement green
R3695: No. 1455, National Coal Board blue
Price? From £109.99 **What stage is it at?** Production samples **Where can I find out more?** *www.hornby.com*

N GAUGE REVOLUTION TRAINS IPA CAR-CARRIER



What's planned?
- IPA-A open twin
- IPA-A open twin, with side stakes
- IPA-B covered twin

Price? TBC **What stage is it at?** Engineering prototype
Where can I find out more? *www.revolutiontrains.com*

Rolling stock releases
Locomotives and rolling stock arriving soon

N GAUGE MAROON PULLMANS



Graham Farish's Mk 1-based Pullman Parlour Second has been produced in West Coast Railway Company maroon. There are two to choose from: 99347 and 99352.
Product code: 374-213/214 **Price:** £42.95 each
Availability: Graham Farish stockists

00 GAUGE HELJAN '07s'



Heljan has produced a new batch of nine Class 07 0-6-0DEs. Liveries range from BR green to weathered BR blue, as well as two industrial schemes, including this one: 07005 *Langbaurgh* in ICI grey and orange.
Product code: 29161 **Price:** £139.95
Availability: Heljan stockists

00 GAUGE MORE CLAY WAGONS



Kernow Model Rail Centre has commissioned a further batch of china clay wagons from Bachmann. This batch comes with flat hoods, three different running numbers and individual weathered finishes. **Product code:** 33-080TL
Price: £54.95 **Availability:** Kernow Model Rail Centre **Tel:** 01209 714099
Web: *www.kernowmodelrailcentre.com*

00 GAUGE BULLEID BACK IN STOCK

The latest version of Kernow Model Rail Centre's Bulleid 1Co-Co1 diesel is now in stock. This model depicts 10201 in BR green with brown roof, when running on the London Midland Region before being fitted with nose doors.
Product code: K2705
Price: From £179.99
Availability: Kernow Model Rail Centre
Tel: 01209 714099
Web: *www.kernowmodelrailcentre.com*



On the road

OXFORD'S LAUNCHES...

You can now keep your layouts safe with Oxford Diecast's new Bloodhound missile pack. The Bristol Bloodhound surface-to-air missile system was introduced in 1958 to protect Britain's V-bomber bases and was not retired until 1991. Oxford's pack includes a launcher, a missile trailer and an RAF-liveried Land Rover. RRP is £26.95.

Also from Oxford are two new items of 1:76 scale tooling: the Scammell Highwayman with twin-axle tank trailer and the third generation Range Rover. Oxford has also unveiled two new items of 1:43 scale tooling: a Bedford CF-based ice cream van and the Weymann Fanfare coach, which was fitted to the Leyland Tiger Cub and AEC Reliance chassis.



COLAIMAGES/ALAMY

LIGHT TOUCH

DCCconcepts has tweaked the light that its three-aspect Mimic Ground Signals emit to suit different eras. 'Steam Era' signals show a warm, yellowy-white light, whereas 'Diesel Era' signals have a whiter light for signals with LED lighting.
Price: From £29.95
Availability: Gaugemaster
Tel: 01903 884488
Web: *www.gaugemaster.com*

HAVE YOUR SAY

Got a view on what models Accurascale are producing, the quality of its models or simply its customer service? Want to suggest a model for Accurascale to make? Then take part in its 2019 Survey – you could even win some wagons!
Go to *https://bit.ly/2GobOZO* to join in. The survey closes on September 1.



WAGONS BY THE YARD

The Wagon Yard has burst onto the scene with eight exclusive private owner wagons in two scales. TWG is a new venture launched by husband and wife team Emma and Mark Grigg to commission interesting and unusual private owner liveries.

It has commissioned six private owner seven-plank opens (three in 'N' and three in 'OO') from Dapol in three liveries: coal merchants Madge of London and Brighton, Furniss of Epsom and F.J. Bonner of Guildford. It has also commissioned two 'N' gauge ready-to-run seven-plank wagons from Peco in the liveries of Russell of St Leonards-on-Sea and James H. Smart & Sons of Chalford in Gloucestershire. All five liveries have been reproduced from photographs from selected volumes by Keith Turton, Ian Pope and John Arkell that are published by Lightmoor Press (*www.lightmoor.co.uk*).

The Wagon Yard is currently working with Peco to produce a new 'N' gauge private owner van. You will also be able to buy second-hand wagons from its website.

Price: £12.95 ('N'); £14.95 ('OO')
Availability: The Wagon Yard
Web: *www.thewagonyard.co.uk*





WIN THE WAGON YARD COLLECTION!

The Wagon Yard has generously given two *Model Rail* readers the chance to win its launch range of models – one set comprises the three Dapol 'OO' gauge wagons and the other set has all five 'N' gauge wagons from Dapol and Peco.

If you want all five of the The Wagon Yard's 'N' gauge wagons, simply go to *www.model-rail.co.uk/the-wagon-yard-n-comp* and answer the following question:

Q: Once the home of coal merchant C. Russell, St Leonards-on-Sea is now the base of which preserved train?
A: APT-P 370003/370006
B: Four-car 1923 Stock set
C: Class 201 DEMU 'Hastings' set 1001

If you want all three of The Wagon Yard's 'OO' gauge wagons, simply go to *www.model-rail.co.uk/the-wagon-yard-oo-comp* and answer the following question:

Q: BR replaced the nine-platform terminus at Epsom Downs station with a new single platform station in which year?
A: 1989
B: 1979
C: 1969

For full terms and conditions, go to *www.bauerlegal.co.uk/competition-terms.html* Closing date for both competitions is September 9 2019.



BIGGER MEASURES

Deluxe Materials has super-sized both its Ballast Bond adhesive and Track Magic track cleaning solution to make ballasting your track and then looking after it more economical than ever. A 500ml bottle of Ballast Bond (AD84), enough for 150ft of track, costs £19.00, whereas a 250ml bottle of Track Magic costs £26.50.

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



OO GAUGE KIT RANGE GROWS

Gaugemaster's Fordhampton range of plastic kits continues to get bigger each month: this time, there's a new Playground (GM426) and a pair of Grain Silos (GM427).

Price: £12.75 (GM426); £21.00 (GM427)
Availability: Gaugemaster
Tel: 01903 884488
Web: *www.gaugemaster.com*

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R2917	2800 Class BR	£103.99
R3004	Serlby Hall	£116.45
R3233	LNER D16	£100.95
R3235	British Railways D16	£100.95
R3242A	K1 BR Early	£116.95
R3243B	K1 BR Late	£116.95
R3276	LMS compound	£66.45
R3278	Patriot Class Bradshaw	£70.00
R3311	BR Schools Westminster	£119.45
R3318	B17 BR Early Gilwell	£116.45
R3325	J50 BR Early	£69.45
R3329	BR Late S15	£123.99
R3327	SR S15	£123.99
R3333	BR Early Adams	£107.95
R3334	BR Late Adams	£107.95
R3405	LNER J50	£78.50
R3407	BR J50	£78.50
R3411	SR S15	£125.95
R3413	S15 BR Late	£119.45
R3420	BR 700 Class	£99.45
R3421	BR 700 Class	£99.45
R3422	Adams SR	£109.45
R3423	Adams BR	£109.45
R3424	LNER Q6	£125.45
R3425	BR Early Q6	£125.45
R3426	BR Late Q6	£125.45
R3432	B12 BR Late	£127.95
R3414	LNER J15	£99.45
R3452	BR Grange	£119.25
R3453	BR Black 5	£134.00
R3456	N15 BR	£137.45
R3522	BR A4 Miles Beevor	£134.45
R3525	BoB Archibald Sinclair	£131.99
R3560	Q1 BR Late	£89.45
R3566	BR Merchant Navy	£154.95
R3565	LMS Class 8F	£134.00
R3586	BR Schools Class	£75.99
R3588	LNER B17	£76.50
R3612	'Mallard' 80th Anniversary Gold Plate Edition	£183.99
R3614	LMS Patriot	£129.45
R3617	'Elder Dempster Lines'	£129.45
R3618	BR Rebuilt Battle of Britain	£139.45
R3621	LNER J36	£125.75
R3622	BR J36	£125.75
R3627	BR Blue Flying Scotsman	£161.75
R3634	SR Lord Nelson class	£152.95
R3630	LNER A4 'Woodcock'	£135.99
R3676	LNER A4 'Mallard'	£151.50
R3681	LMS Duchess	£184.00
R3682	BR Duchess	£184.00
R3767	BR Terrier	£80.75
R3781	K&ESR Terrier	£80.75

Train Packs/Sets

30-285	The Midlander Set	£178.45
R1180	Postal Express Set	£124.45
R2372m	Royal Dutchey Pack	£95.00
R2815	Southern Suburban Ltd	£159.00
R2986	Date with the Duchy	£179.90
R3093	Tornado Train Pack	£116.99
R3299	1945 Going Home	£259.45
R3399	EWS Freight train pack	£184.99
R3402	Queen of Scots pack	£263.99
R3670	72xx Freight pack	£138.95
R3671	K1 F reight pack	£128.95

HORNBY Diesel Electric Locomotives

R3343	Class 08 F.G.W.	£104.45
R3268	Class 67 Arriva	£122.90
R3373	Class 71 BR Green w/panel	£134.95
R3374	Class 71 BR Blue	£134.95
R3376	Class 71 BR Green	£134.95
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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!

It has been a long time since the last collapse of a major manufacturer of British outline ready-to-run. Whether or not one classifies DJModels as 'major' is a moot point, but its proprietor, Dave Jones, has certainly been a significant name in the hobby for a long time.

My intention here is not to rake over what has happened to DJM but to look back over the changes in the model railway industry which have led more than one major manufacturer into difficulties and led to disaster for DJM and those who had invested in its future products.

Railway modelling dates back nearly as far as full-size railways, but in its early days it was the preserve of men with workshops and engineering skills. It was only in the middle of the 20th century that the distinction between railway modelling and toy train sets really became blurred. By the early 1960s, however, the three major manufacturers of British-outline ready-to-run were stressing the realism and accuracy of their products. No longer would a clockwork 0-4-0 pass for *Flying Scotsman* just by being painted LNER green.

I entered the hobby in 1955 at the age of nine, when I received a Hornby-Dublo train set for Christmas. It was a joint present for my younger brother and me, but it wasn't until the early 1960s that we began to merge our trainspotting and train set activities. We wanted models of the locomotives that we had seen and Hornby obliged with a 'Castle' 4-6-0 and a Bulleid 'Light Pacific'. When it came to smaller locomotives, however, we wanted a GWR pannier tank.

There was one available ready to run, by a firm called Gaiety, but my parents were unwilling to buy a product from a manufacturer they had never heard of. It was, however, sold by Hattons and it used a Hornby-Dublo chassis. By stressing those credentials, we persuaded our parents to make the purchase. I still have it.

Fast-forward a few years and I'm a member of a model railway club, building a layout representing our local GWR branch terminus. Now, I'm in weekly contact with people who each have their own special railway interests. Some of those interests are catered for by specialist kit manufacturers. Wills makes cast whitemetal body kits for various locomotive types and most of them fit either a Tri-ang or Hornby-Dublo chassis. N&K.C. Keyser (known as 'K's') produced similar kits but with its own bespoke chassis, sold initially from its tobacconists' shop.

These and other similar firms, in what was becoming a growing hobby industry, generally had other strings to their bows. Their day-to-day living was not entirely dependent on making model kits. The availability of low-melting-point whitemetal casting enabled anyone who could make a pattern capable of withstanding the mould-making process to make kits and parts in quantity and offer them for sale. Next, chemical etching was applied to model kits. A whole new 'cottage industry' side to the hobby developed, mostly conducted by modellers who had other 'day jobs'.

They made their own patterns, drew their own artwork, and some even did their own low-melt casting, or chemical etching. Quantities were often measured in tens, occasionally in hundreds. My friends who started Mopok, because they needed turned brass buffers for some parcels vans, had been obliged to buy 10,000 from the manufacturer. That stock lasted as long as their business did!

> **"Joining the game today requires a much higher stake, but one which is at risk of such things as international exchange rates and different cultures and laws"**

In the 21st century most of those cottage industry suppliers have retired or passed on, as have many of their customers. However, the availability of manufacturing capacity in China led to new mainstream model railway suppliers in the late 1970s (Mainline and Airfix GMR) and by the early 21st century it was clear that most ready-to-run model-making would be done in China.

In recent years that access to Chinese manufacturing has tempted newcomers into the field. Only this time it's ready-to-run locomotives and multiple units in production runs of hundreds or thousands, not packets of whitemetal bits cast in a garden shed. The cottage industry that supported the later 20th century hobby and earned pin money had come of age. Along the way there had been casualties. Generally, however, the stakes were not overly high, the losses not crippling.

That is no longer true. Joining the game today requires a much higher stake, but it is one which is at risk of such things as foreign-exchange rates and different cultures and laws. You also need the right choice of product. Then, just like the old-style cottage industries, you are dependent on your supplier actually delivering the goods and he is dependent on you paying him for them.

Get all these things right and you might just be successful in the modern version of model railway cottage industry… but don't give up the day job!



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

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‘OO’ LAYOUT **COLCHESTER**



All change in **the old town**

With an overwhelming amount of history to choose from, meticulous and exhaustive research allowed **Paul Goldsmith** to select which details to include on 'Colchester'.

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

What makes this layout great?

Where do you start? It's a main line layout, depicting a main line that's not often modelled and with superb attention to detail, from the train formations right down to the ballast. It really captures the essence of a 1950s main line.

'OO' LAYOUT **COLCHESTER**

Did you know that Colchester is Britain's oldest recorded town? Apparently, it was a Celtic tribal capital called Camulodunum until it was conquered by the Romans. Naturally, Colchester has changed immeasurably since Roman times, but change is slow and gradual, so you don't always see it happen. This seemed particularly true on the railway where practices and procedures appeared to go unaltered for decades.

But Paul Goldsmith's 'OO' gauge take on Colchester is actually a microcosm for how the railway changed in quite a short period. In fact, so quickly did things change here that he had difficulty deciding exactly when in the 1950s his layout should be set.

ALL CHANGE

Paul explains all. He says, "My main interest is the first ten years of British Railways, but carrying out some research – which I enjoy as much as the modelling – soon showed how much the infrastructure changed in that short period.

"By 1953, the number of grounded carriage bodies used for locomotive staff mess facilities had increased from three to four. New overhead lighting and power cables had been installed by 1954, and the Clacton branch platform was replaced. The Great Eastern Railway lower quadrant signal and new shed staff facilities had appeared by 1956, the Clacton branch had been electrified by 1958 and major re-signalling had been carried out by 1959. So where was I going to draw the line?

"Over the years I've collected lots of photographs and plans of Colchester including, thanks to the ➤

The grounded coaches

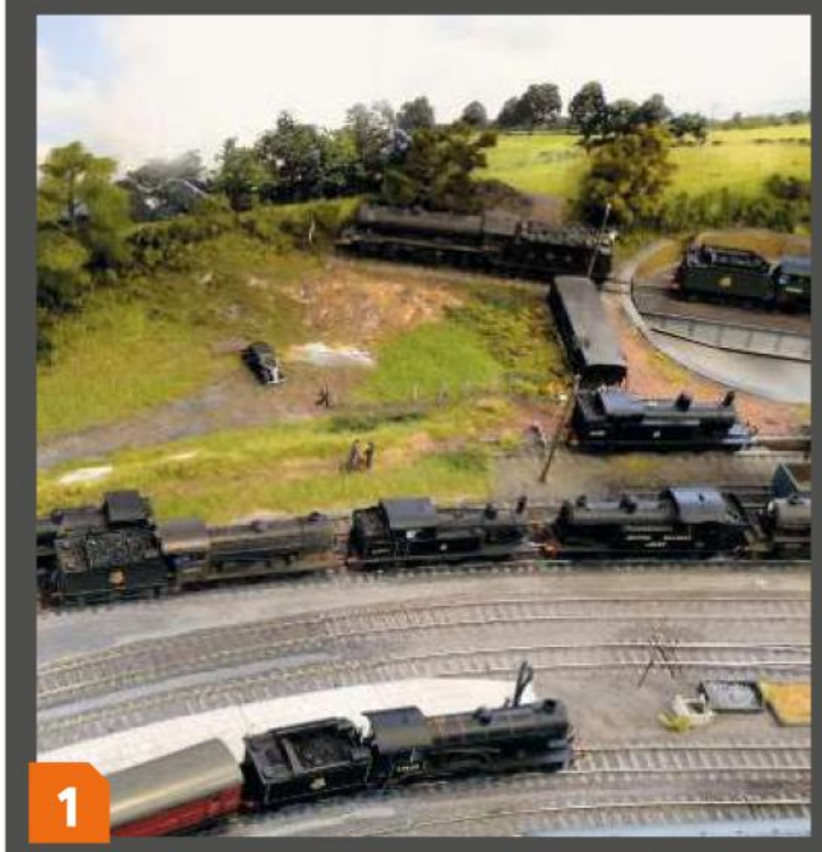
Two of the four grounded carriage bodies have been completed using Eveleigh Creations GER four-wheel etched carriage kits (*www.eveleighcreations.com*). The third is a GER six-wheel Third (to come from Eveleigh Creations) while the fourth is an LNWR 50ft bogie coach that was transferred to the M&GN in the 1930s and withdrawn in 1952 (a Ratio kit).



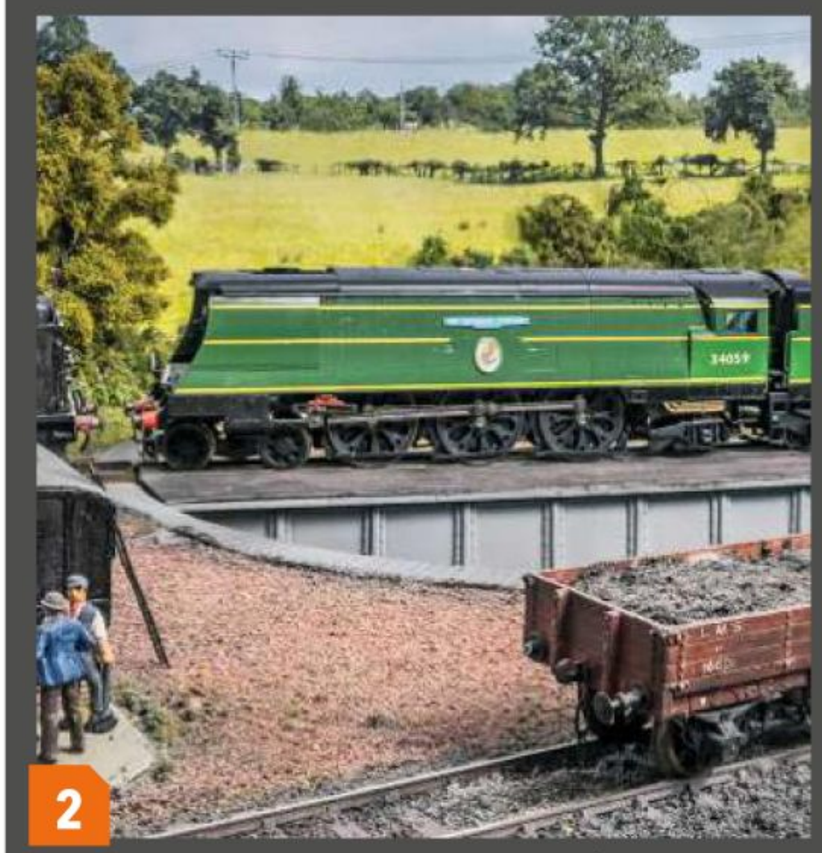


The points were made using track templates drawn by his father-in-law, Fred Blackman of Mallard Models. Fred produced these for Ray Rippon & Son model shop in Leigh-on-Sea, Essex, probably around 1970!

3 things we like



1 The hills and embankment are formed from layers of 100mm Celotex Insulation Board overlaid with plaster bandage.



2 The part-completed turntable is a kit from South Eastern Finecast.



3 The join between the ID Backscenes and the landscape has been blended together beautifully by colour matching the static grasses and flocks.

4

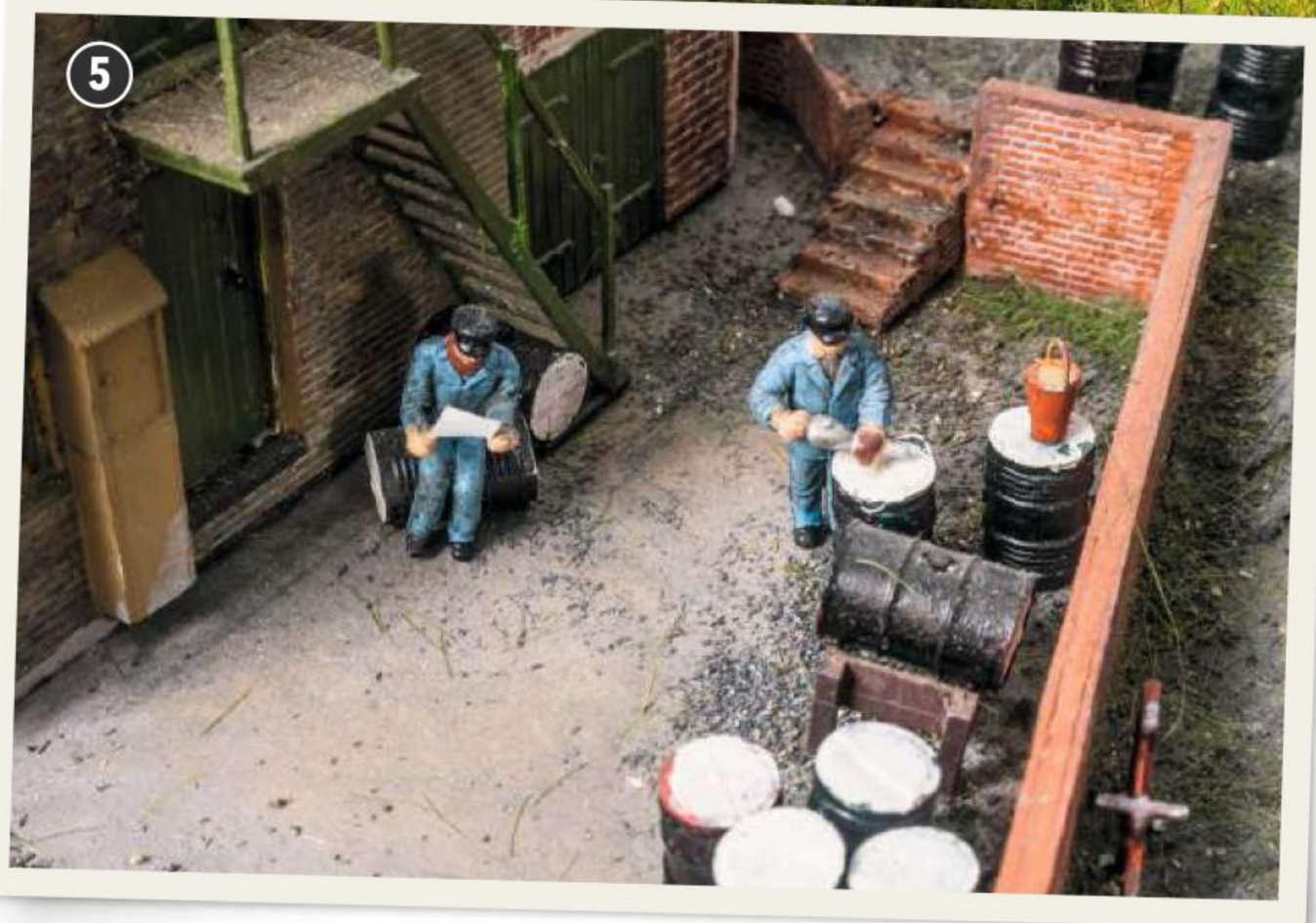


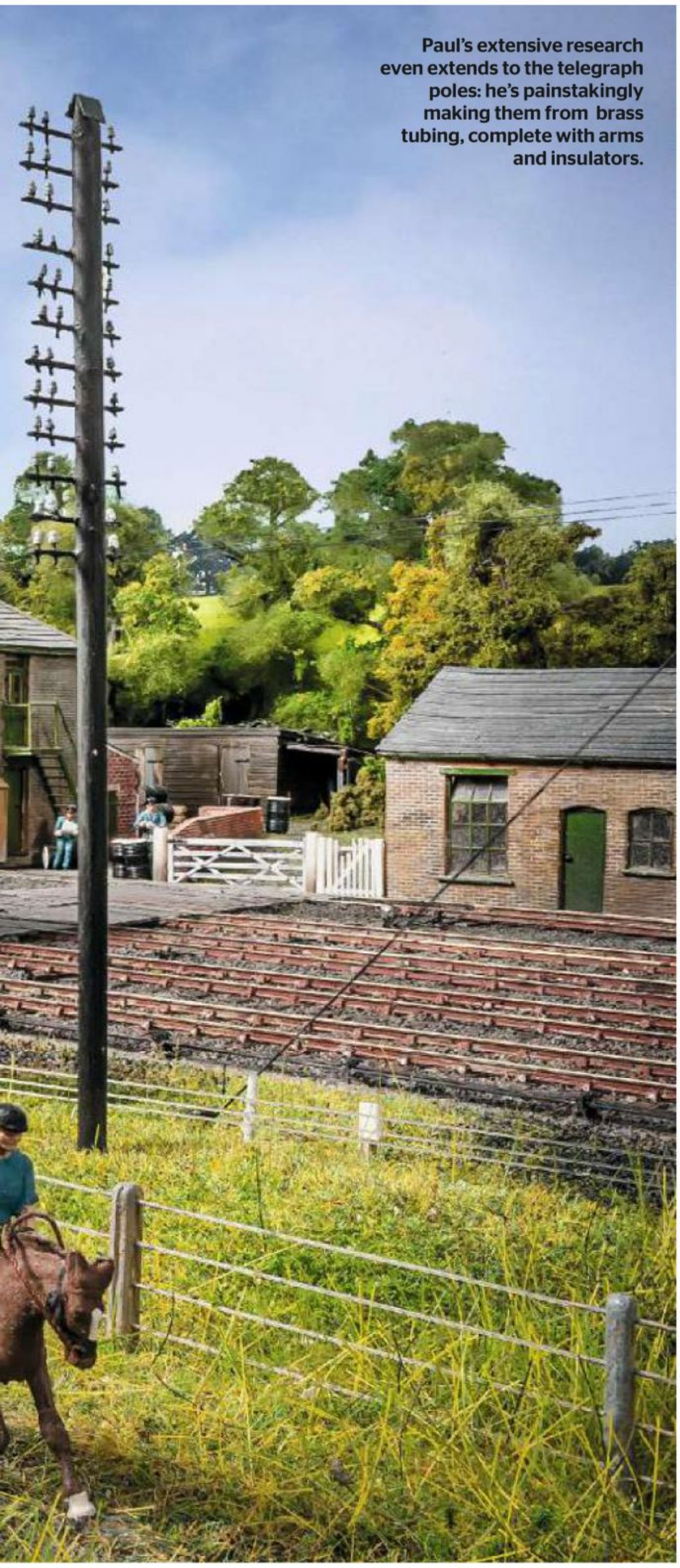
kindness of John Watling of the Great Eastern Railway Society, a British Railways topographical survey dated 1956, which I've tried to copy as closely as possible."

Paul was keen to include the four carriage bodies, the GER platform signal and the Colchester steam breakdown crane which was condemned in 1954. That means that he's narrowed down the date to circa 1955.

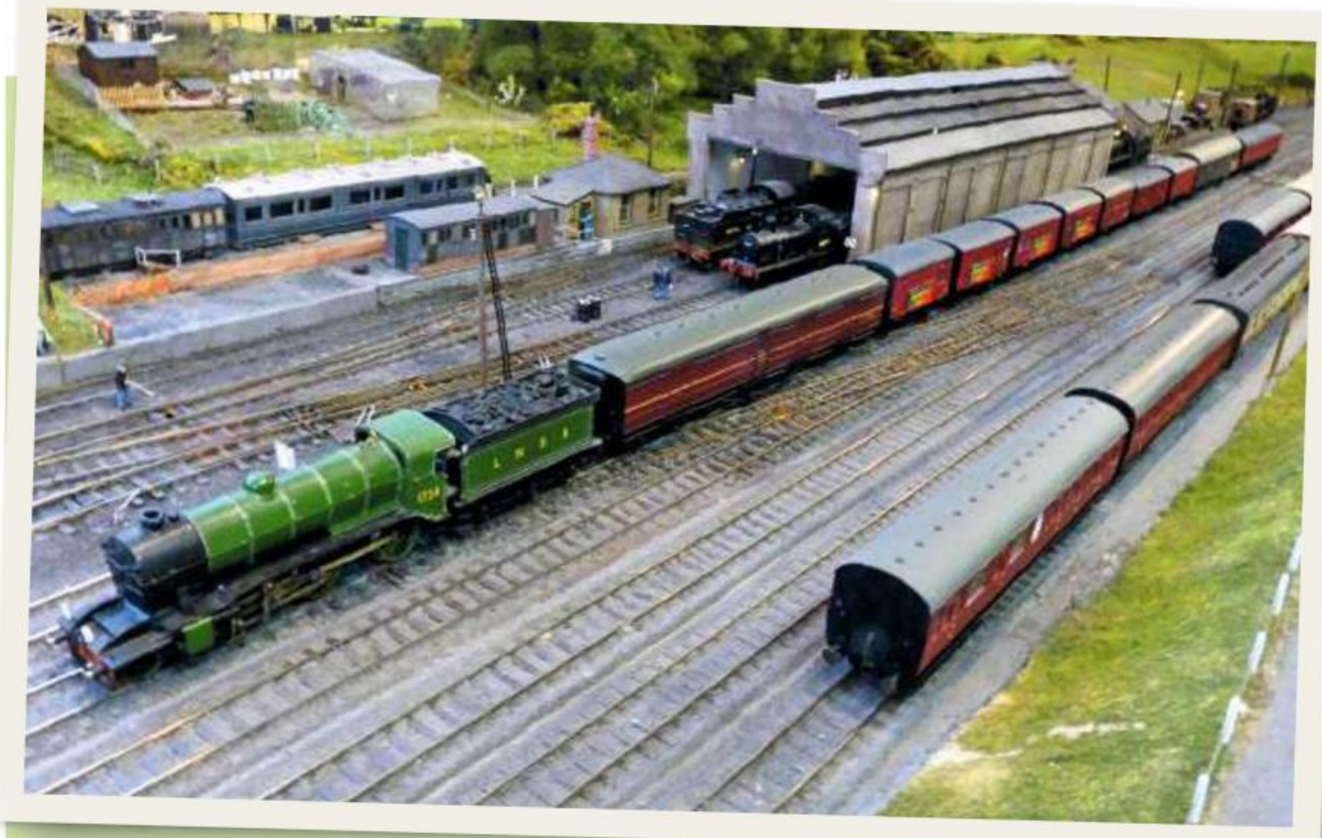
Most people model a station and its surroundings. But Paul has been much more specific. He's focused on the stretch of Great Eastern Main Line from milepost 51¾ (at the end of Colchester station's platforms) to milepost 52 (where the water softening plant sludge was deposited).

5





Paul's extensive research even extends to the telegraph poles: he's painstakingly making them from brass tubing, complete with arms and insulators.



The circus train

"The Bertram Mills Circus also came to Colchester once every three years," Paul says, "so modelling one of its trains was a must!"

Mills began the circus after returning from the First World War and it quickly became a household name. By 1930 he had inaugurated a touring circus which lasted for 30 years, with annual guests including the Royal Family and Sir Winston Churchill.





'Colchester' is housed in a 23ft by 10ft shed, which Paul has insulated and heated to turn it into a 'proper' railway room. It's taken around ten years to get the layout to this point, and retirement three years ago has allowed him to spend more time on it.

The Great Eastern Main Line is not the most obvious choice for a layout. Aside from its fascinating history, what drew Paul to the town?

"I'd worked in Colchester in the late 1960s after leaving school, so I knew the area and had a connection to it," he says. "The long, thin locomotive depot was also perfect for a model railway as I could model it all without the width taking up the entire floor space." ➤







One of the photographs Paul has studied shows men on the locomotive shed roof undertaking repairs. They have a ladder placed in the four-foot of the Down Norwich line as their sole means of access. He's tried to create this cameo on the model but, for obvious reasons, the gang is now working on the section of roof on the other side of the building and moved their ladder accordingly.

On shed at Colchester

Colchester engine shed was opened in 1849 by the Eastern Union Railway, a forerunner of the Great Eastern Railway. The roof was destroyed towards the end of the GER period and it was left to the LNER to replace it, as Paul has modelled it. Under the GER, Colchester was in Ipswich district. When the LNER abolished that, Colchester came under the Stratford District and BR allocated it the shed code of 30E.

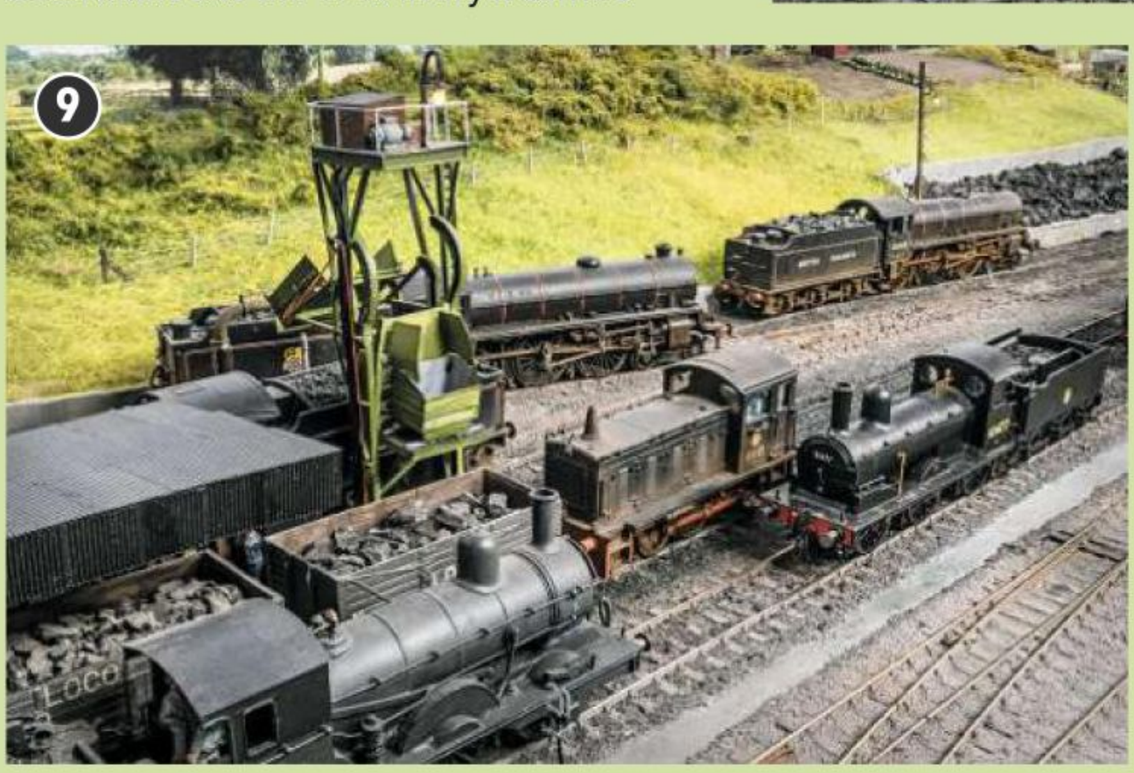
The shed officially closed on November 2 1959 but diesel locomotives were refuelled there until a new depot was opened at the London end of the station, in 1961. It's still open as a carriage servicing depot and stabling point.

Paul's locomotive fleet covers the classes you'd expect to find on or around 30E circa 1955: 'Britannias', 'B1s', 'B12s', 'B17s', 'C12' 4-4-2Ts, 'D16' 4-4-0s, 'E4' 2-4-0s, 'F5' 2-4-2Ts, 'J15', 'J17' and 'J19' 0-6-0s, 'J67' 0-6-0Ts, 'N7' 0-6-2Ts, 'K1' and 'K3' 2-6-0s, 'L1' 2-6-4Ts and even a 'J70' 0-6-0T. However, his research also threw up a number of interesting anomalies of the region at the time.

He's modelled 'K2' 2-6-0 No. 1734, which was allocated to the Great Eastern after the war and the only one to receive LNER green.

There's Hornby 'Battle of Britain' No. 34059 *Sir Archibald Sinclair*, which has been altered to the 1949 livery it carried during a trial on the GE (which led to accelerated timetables and the introduction of the 'Britannias'). Ivatt '2MT' 2-6-2T No. 41200 also provides another unfamiliar shape, but the real thing was based at Ipswich from 1949 until 1965. Still with LMS on the tanks, it was sent there after the Chairman of the Railway Executive, en route to play golf at Aldeburgh, was delayed when the branch locomotive failed (and the replacement set fire to the golf course!).







GAUGE CHOICE

As the railways have changed, so too have their miniature counterparts. Paul's previous projects have all been East Anglian in origin (not surprising for someone who spent 20 years editing the Great Eastern Railway Society's Journal!) and, consequently, he had to resort to kit-building to model the area's distinctive locomotive fleet.

18.2mm gauge; 'OO' is 16.5mm

Those early layouts were also 'EM' gauge. Most modellers fancy taking up a gauge such as 'EM' to build something more accurate than 'OO'. But Paul made the more unusual move of going the other way.

"I used 'EM' track as I've always thought 'OO' track can look more like a narrow gauge railway, especially when you view a locomotive head-on," he recalls. "Also, there were very few ready-to-run models suitable for an East Anglian layout, so everything had to be kit or scratchbuilt, so making them suitable for 'EM' was easy.

"When I returned to model railways, however, there were many more suitable locomotives and it was much cheaper and quicker to change the axles on my 'EM' stock to 'OO' rather than to convert ready-to-run 'OO' to 'EM'."

OPERATION OBSERVATION

Train operation is almost as important as the infrastructure at Colchester, and Paul has made sure everything is as accurate as it could be.

"From studying a small number of Colchester Line carriage working documents, I've been able to put together some typical main and local line services. It was quite normal during the summer to see an 'L1' take a set of non-vestibule stock that usually went from Southend to London Liverpool Street over to Clacton on an excursion instead – something that can easily be recreated using Hornby offerings.

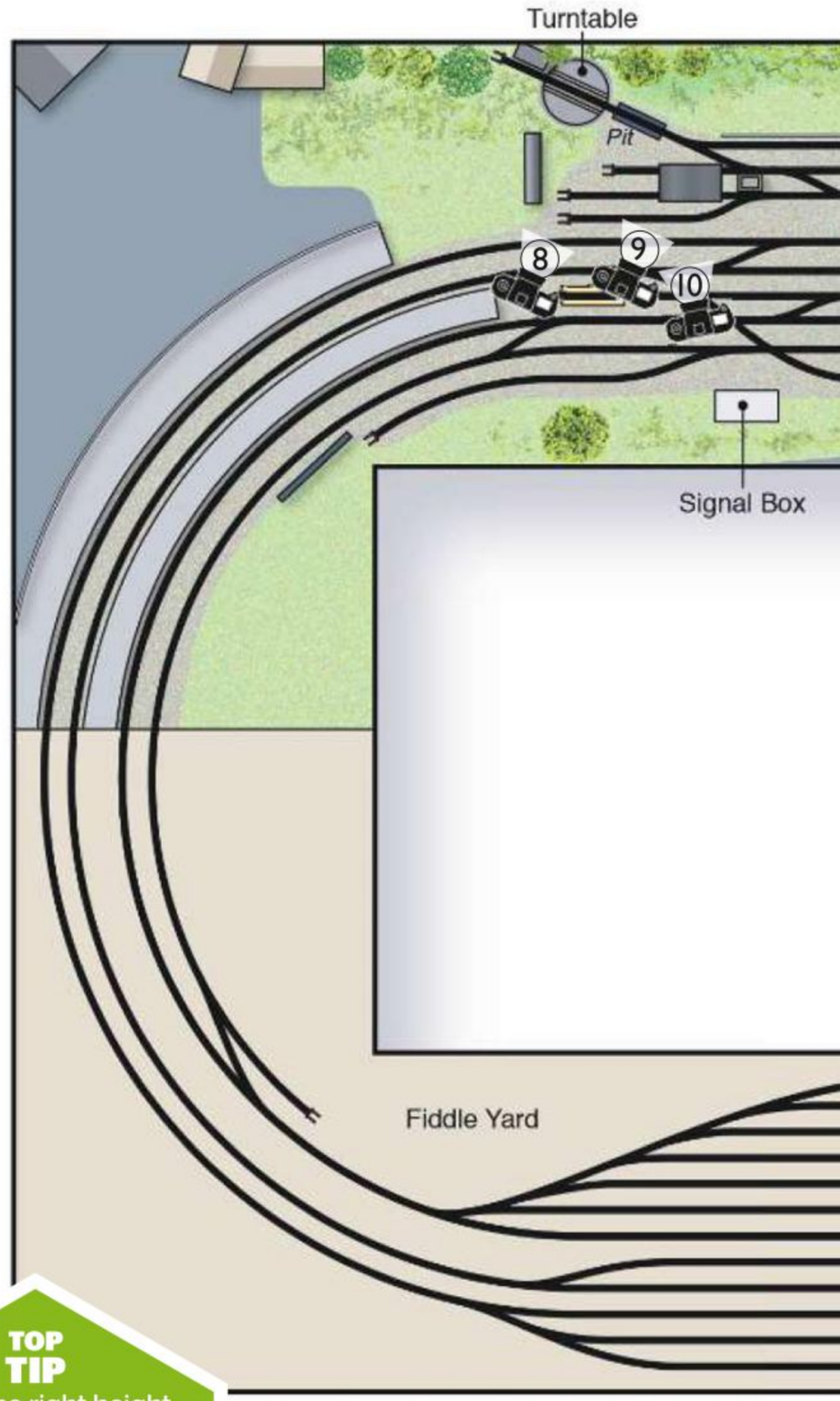
"I like to see carriage corridor stock closely coupled ➤

> "It was much cheaper and quicker to change the axles on my 'EM' stock than to convert ready-to-run"



11





13 **The track is not laid on any form of underlay in order to create a more realistic steam-era ballast shoulder.**



TOP TIP

What's the right height for baseboards? Paul has set his up so he can sit upright under the boards, as there will always be something that needs attention!

with corridor connections, and as I've used a minimum of 3ft radius curves, this has been possible. All locomotives and rolling stock are fitted with three-link, screw or buckeye couplings as appropriate."

The only thing Paul isn't happy with is the lack of pre-Grouping coaches on the layout. BR inherited a huge fleet of pre-1923 coaches and many were still in service in the 1950s. However, he does plan to correct this – he has a drawer full of coach kits to build!

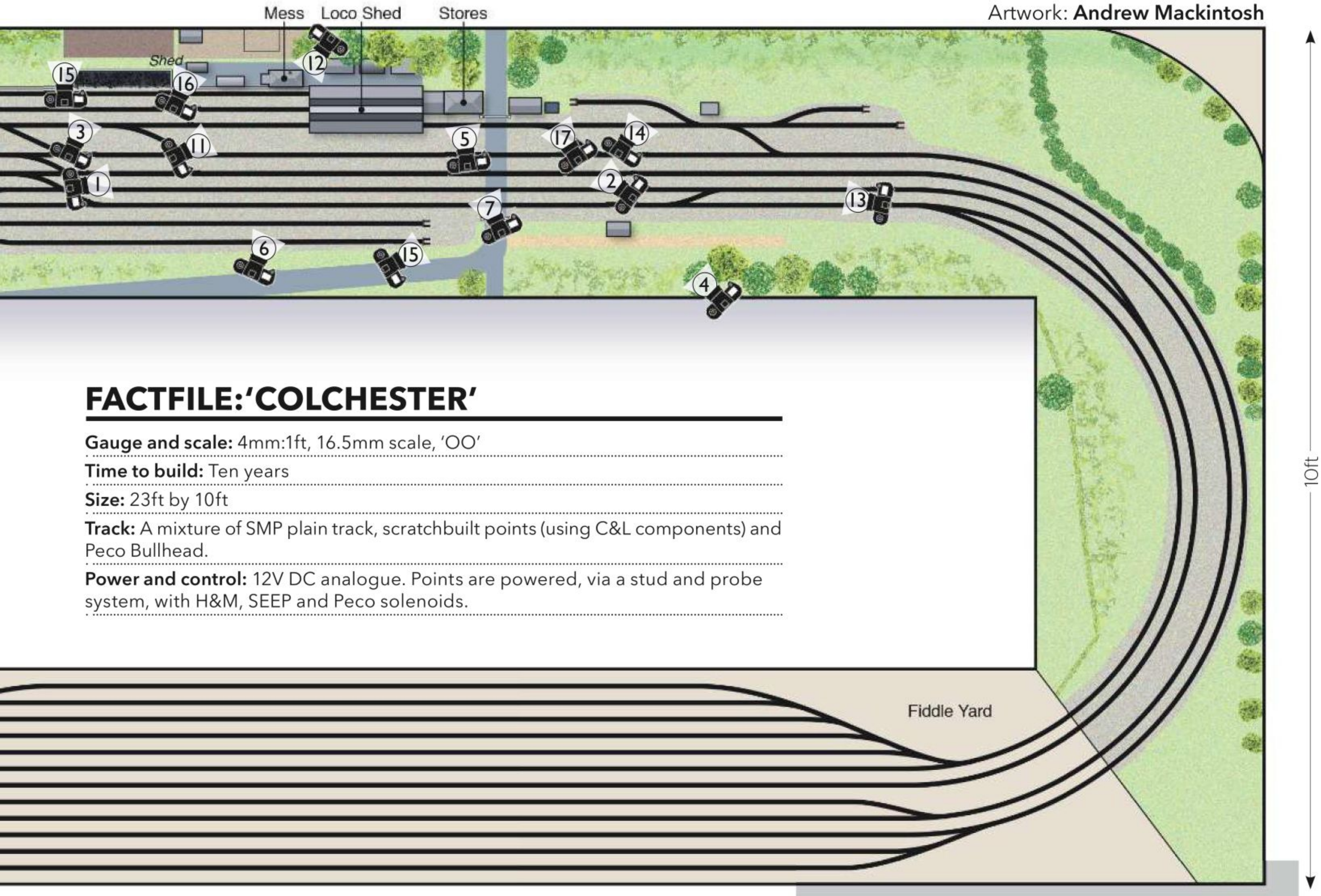
Paul hasn't skimped on the infrastructure. Like most modellers recreating a specific location, he's had to resort to scratchbuilding. His topographical survey was some help – it allowed him to get the footprint of the buildings right – but he had to estimate the heights from photographs.

"I used thin foamboard and thin plywood to make the building's carcasses," he says. "Although the plywood was harder to work with, it produces better results. I may give balsawood a try on the next building. The usual brick and timber plastic card are used to cover the carcass, but I used something a bit different for the roof covering – single-ply tissue. When glued to plastic card and painted it looks just like a felted roof."

FUTURE PLANS

Colchester is still evolving – and so is Paul's layout. There's still plenty for him to do, including constructing many of the buildings: the GER 1923 ➤

Artwork: **Andrew Mackintosh**



FACTFILE:'COLCHESTER'

Gauge and scale: 4mm:1ft, 16.5mm scale, 'OO'

Time to build: Ten years

Size: 23ft by 10ft

Track: A mixture of SMP plain track, scratchbuilt points (using C&L components) and Peco Bullhead.

Power and control: 12V DC analogue. Points are powered, via a stud and probe system, with H&M, SEEP and Peco solenoids.



The poles carrying the domestic power supply and yard lighting are made from copper tube, LEDs are from WeHonest and insulators are from Express Models.



MODELLER CV: PAUL GOLDSMITH

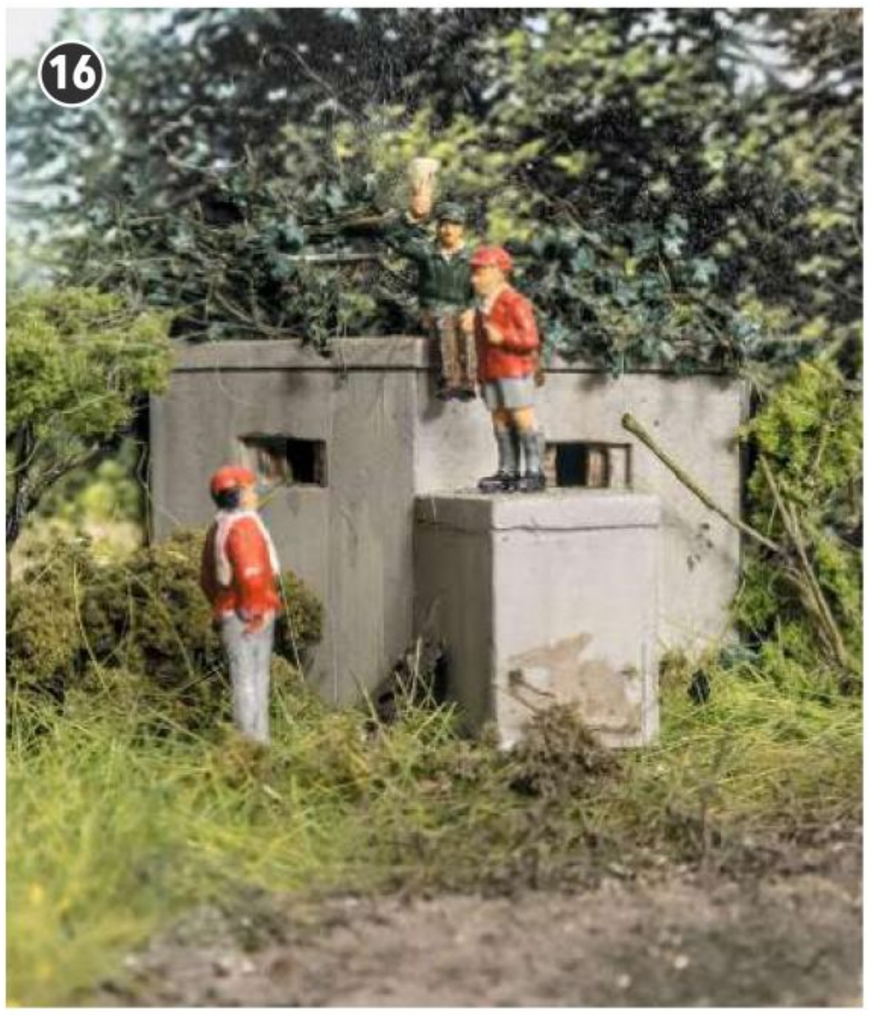
I was given my first model railway for my fifth birthday, but I suspect it may have been an excuse for my Dad to have one! In any event, it set me off on a lifetime's interest in railways, including 20 years as journal editor for the Great Eastern Railway Society.



The signalling

There are three signal gantries: the two at the end of the platforms to control Down workings and the newly completed one for controlling Up movements over the crossing by the shed. Two are LNER lattice structures, but one is a GER wooden structure. They were built from Model Signal Engineering components, plus some scratchbuilt parts.

By 1955 only two GE McKenzie & Holland type rotating head ground signals remained, controlling the crossover on the Up/Down Clacton line, all the other ground signals by then were of the LNER upper quadrant type. Paul's made the Up gantry fog repeater signals, lever for placing the fog detonator on the Up Norwich line and started the point rodding. He's also added signal pull wires along the Up Clacton line.





signal box, the group of buildings by the station, which include a stable block, water storage tank, garage and pub. The station platform area is at the front of the layout and will be the last to be tackled. He also wants to build the curious Colchester St Botolph's terminus, which was built on a spur off a triangular junction on the Clacton branch. He's already made the Clacton lines rise un-prototypically above the Norwich lines to the required height to get St Botolph's over the fiddleyard.

How long will this take? Paul's in no rush – after all, Rome wasn't built in a day! MR

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MASTERCLASS

Looking at railways in detail

Signals

Chris Gadsby and **Richard Foster** guide you through the different types of railway signal and where they should be placed on your layout.

Railway signalling: for the layman, it's a confusing web of seemingly nonsensical words – 'inner home', 'outer home', 'advanced starting' and so on. And to the layman, there appears to be no sense in where they're positioned, either.

That's not true, of course. Signals are an integral part of the railway and vital in keeping trains moving safely. Their apparent complexity can be one of the reasons why signals often get left off layouts, but they are an essential detail that every layout needs.

That's where this guide will help. Of course, a subject such as signalling deserves its own book and there have been some excellent ones produced over the years. We don't have the space to get into 'calling on' or ground signals but, over the next eight pages, we'll explore some of the common terms and key positions so that you'll feel confident placing them against your track layout. If you want to know more about signalling, see the Further Reading panel on p37.

Now, we've been given the 'line clear' – let's proceed…

WHAT IS A SIGNAL?

In its simplest sense, a signal tells train drivers when they can go and when they have to stop. They are tied into systems that are ultimately designed to prevent trains from crashing into each other.

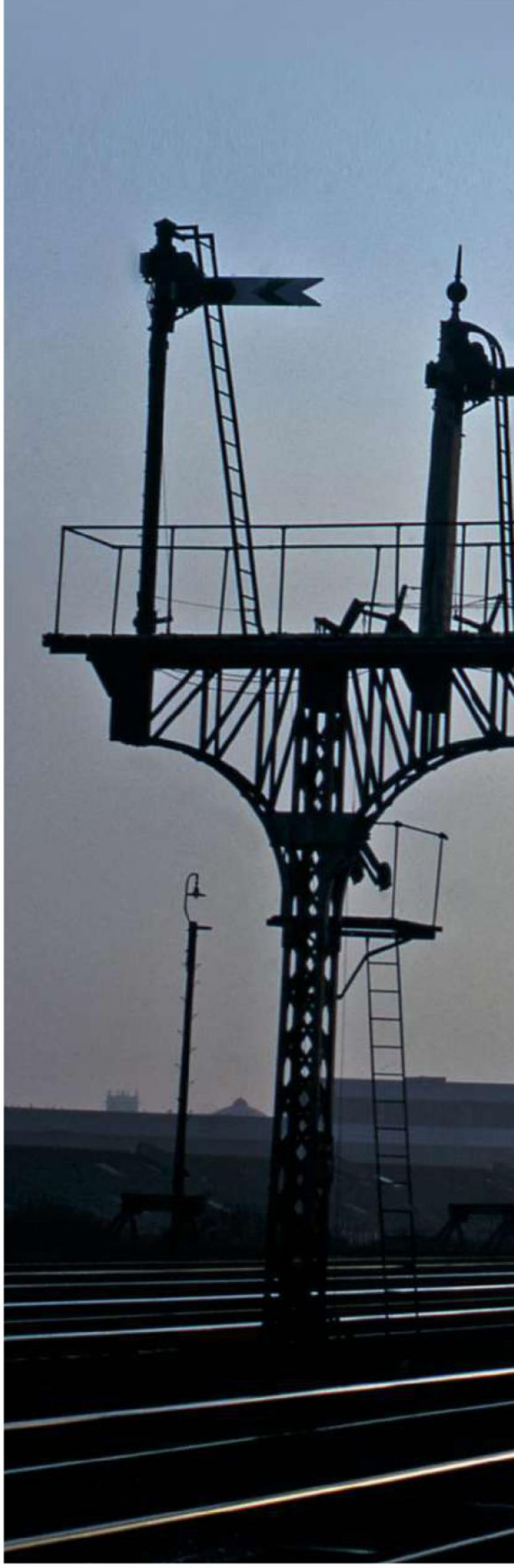
The railway is divided into blocks and, traditionally, each block was controlled by a signal box. That block allowed additional safety systems to evolve, such as staff and ticket, where a train cannot proceed until it is in possession of a 'token'.

Then there's BR's Automatic Warning System and its forerunner, the GWR's Automatic Train Control, where drivers are warned of signals at danger by a shoe under the train making contact with an energised ramp in the track, sounding audible bells and buzzers in the cab.

We'll look at blocks again later.

There are two main signal variants: semaphore and colour aspect. Semaphore signals date from the very earliest days of the railway. Essentially, the position of the arm dictates whether the train can proceed or whether it must stop.

Colour aspect signals began to appear on main lines in the 1930s and were widely adopted by BR in the 1950s/1960s. They are the most common signal type today and most closely related to the road traffic light. Some main lines still retain their semaphores but Network Rail is working hard to replace them, so their days are numbered. Britain's preserved railway network is arguably the best place to enjoy semaphore signals in action.. MR



Below: Colour light signals are not just confined to the modern era. They began to appear on 'Big Four' lines in the 1930s and could be found on BR metals in the 1950s, including the relative railway backwater of South Lynn, on the Midland & Great Northern Joint system. RAIL ONLINE



Right: Even Britain's smaller railways would invest in some pretty impressive signalling infrastructure. Lynton station, on the narrow gauge Lynton & Barnstaple Railway, is protected by these impressive bracket signals, controlling access to and from the main and bay platforms.
BERNARD WHICHER/RAIL ARCHIVE STEPHENSON

Below: A Class 105 DMU accelerates under an impressive gantry of distant signals spanning the East Coast Main Line at Finsbury Park in 1973.
COLOUR RAIL



SEMAPHORE SIGNALS

It makes sense to start with semaphore signals. There are two key types for running lines: stop signals and distant signal.

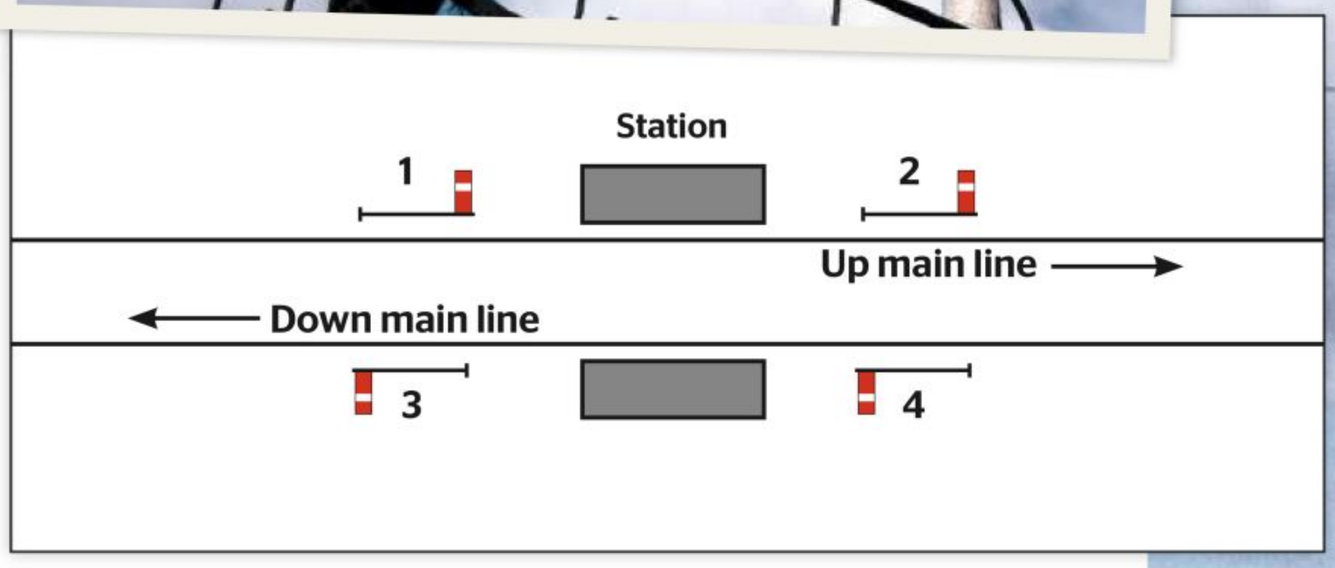
Stop signals have square ends and are red with a white band. They are the equivalent of red traffic lights – they tell you that you cannot proceed while they are 'on' or 'at danger'.

There are two types of stop signal (and here we get back to thinking about blocks again).

The home signal controls movement from the end of one block into the station limits. The starting signal controls movement from the end of one block into the station limits. The starting signal controls movement from the station limits into the next block.



ALAMY



1. Up home **2.** Up starting **3.** Down starting **4.** Down home

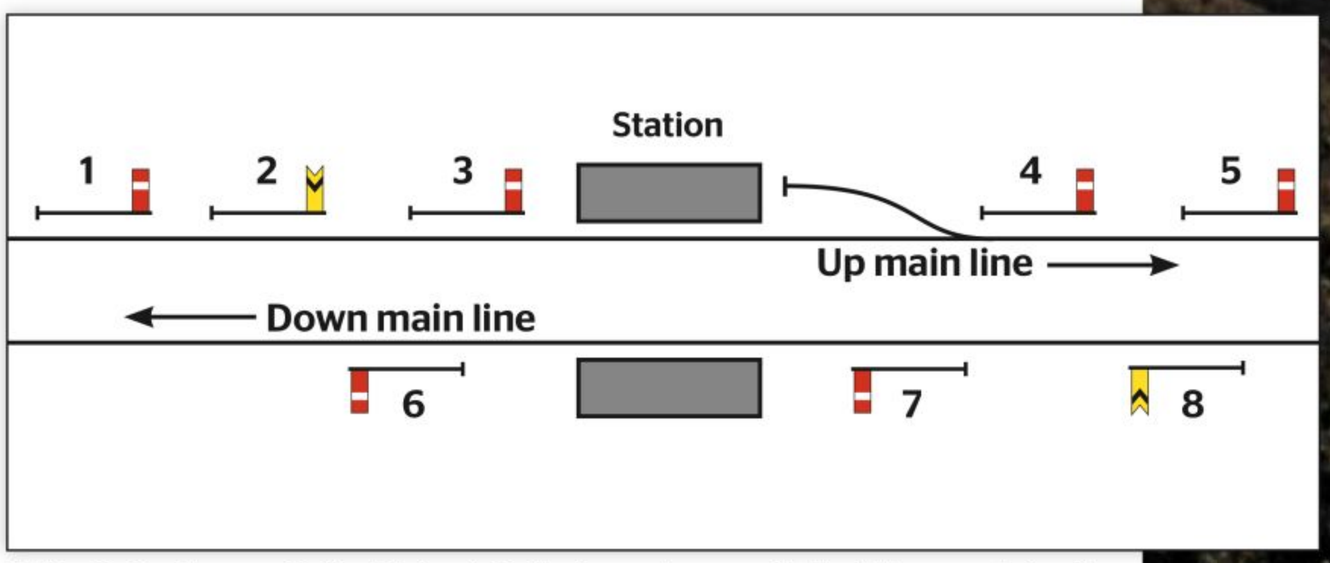
STOP SIGNALS

Now, there might be features either side of the station that require additional stop signals.

If there's an area of railway in front of the home signal that must be kept clear of obstruction (usually 440 yards), a second stop signal is placed in advance of this area. This is the outer home signal. The stop signal closest to station becomes the inner home.

Likewise, a goods yard or similar beyond the platforms will require two stop signals. The advanced starting goes towards the end of the platform. The main starting signal will be placed beyond the pointwork and marks the start of the next block.

If the advanced starting is off, a train can proceed beyond the station limits to carry out shunting while the starting remains at danger, protecting the next block.



1. Up Outer home **2.** Up Distant **3.** Up Inner home **4.** Up Advanced starting **5.** Up Starting **6.** Down Starting **7.** Down Home **8.** Down Distant

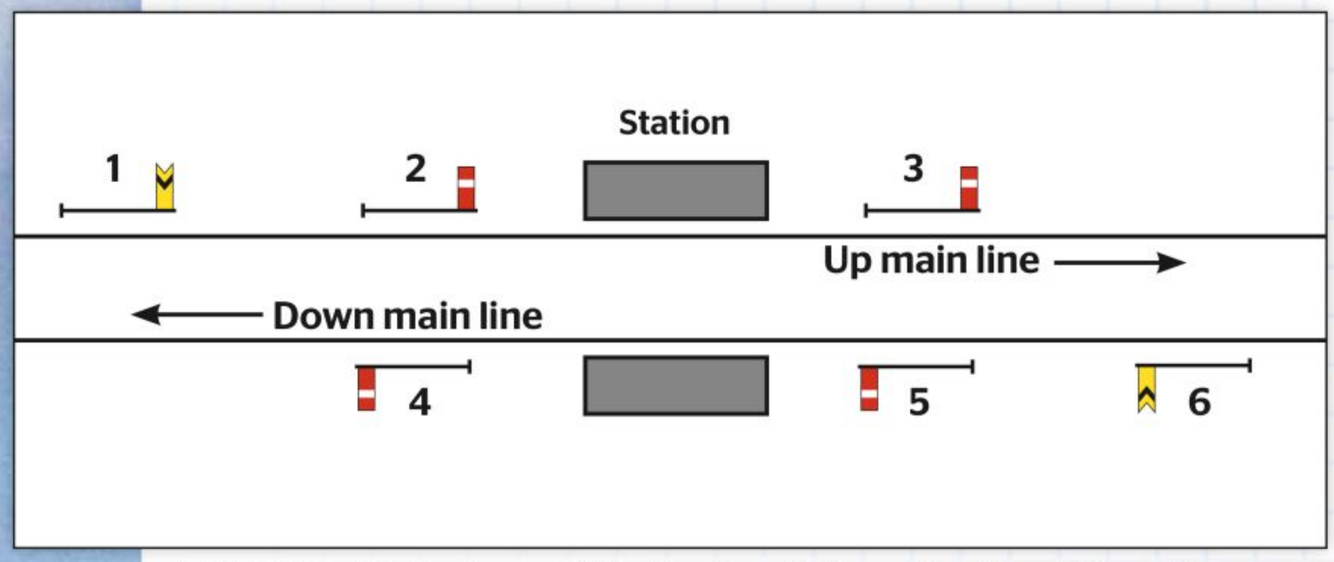
COLOUR RAIL

DISTANT SIGNALS

Distant signals are placed in advance of stop signals and they give warning about the stop signal's status. If the distant signal is 'on' then you know the home signal is 'on' and you will have to stop. You are allowed to pass a distant signal that's 'on', but you will need to be prepared to stop.

If the distant signal is 'off' (clear) then you know the home signal is also 'off' and you can continue at speed. The distant signals are situated between ½ and ¾ of a mile before the stop signal – enough time for the train to stop once it has passed the distant signal 'on'.

Distant signals have the distinctive notch in the arms. Since 1917, they've been painted yellow with the black 'v'.



1. Up Distant **2.** Up Home **3.** Up Starting **4.** Down Starting **5.** Down Home **6.** Down Advanced



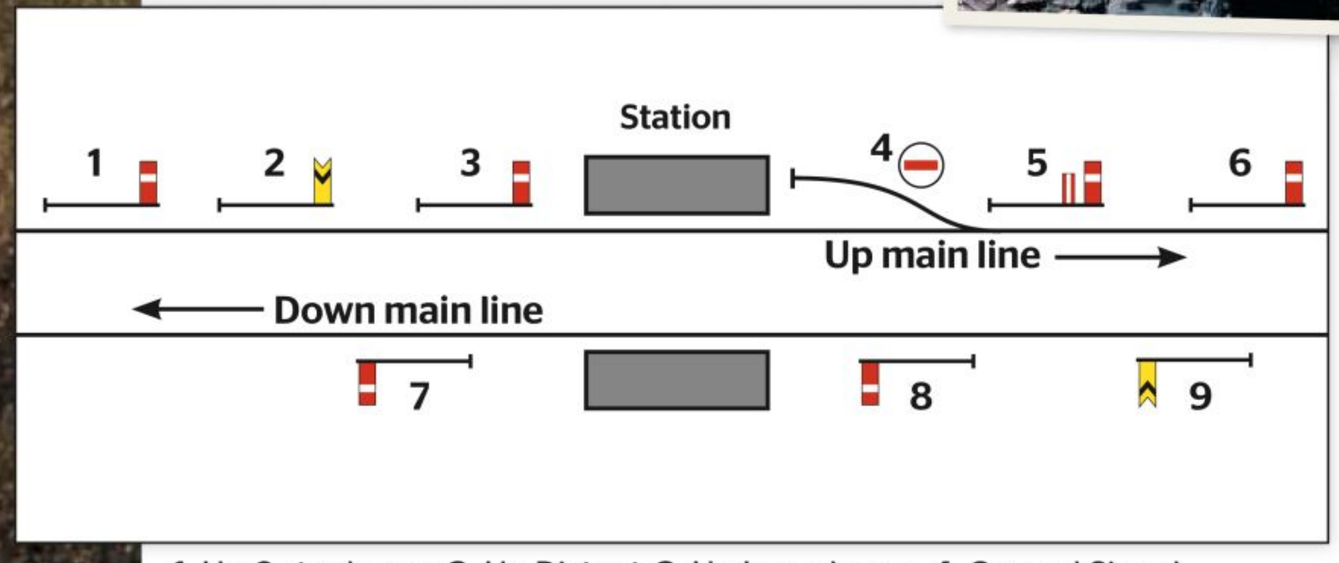
ALAMY

SHUNT AHEAD SIGNALS

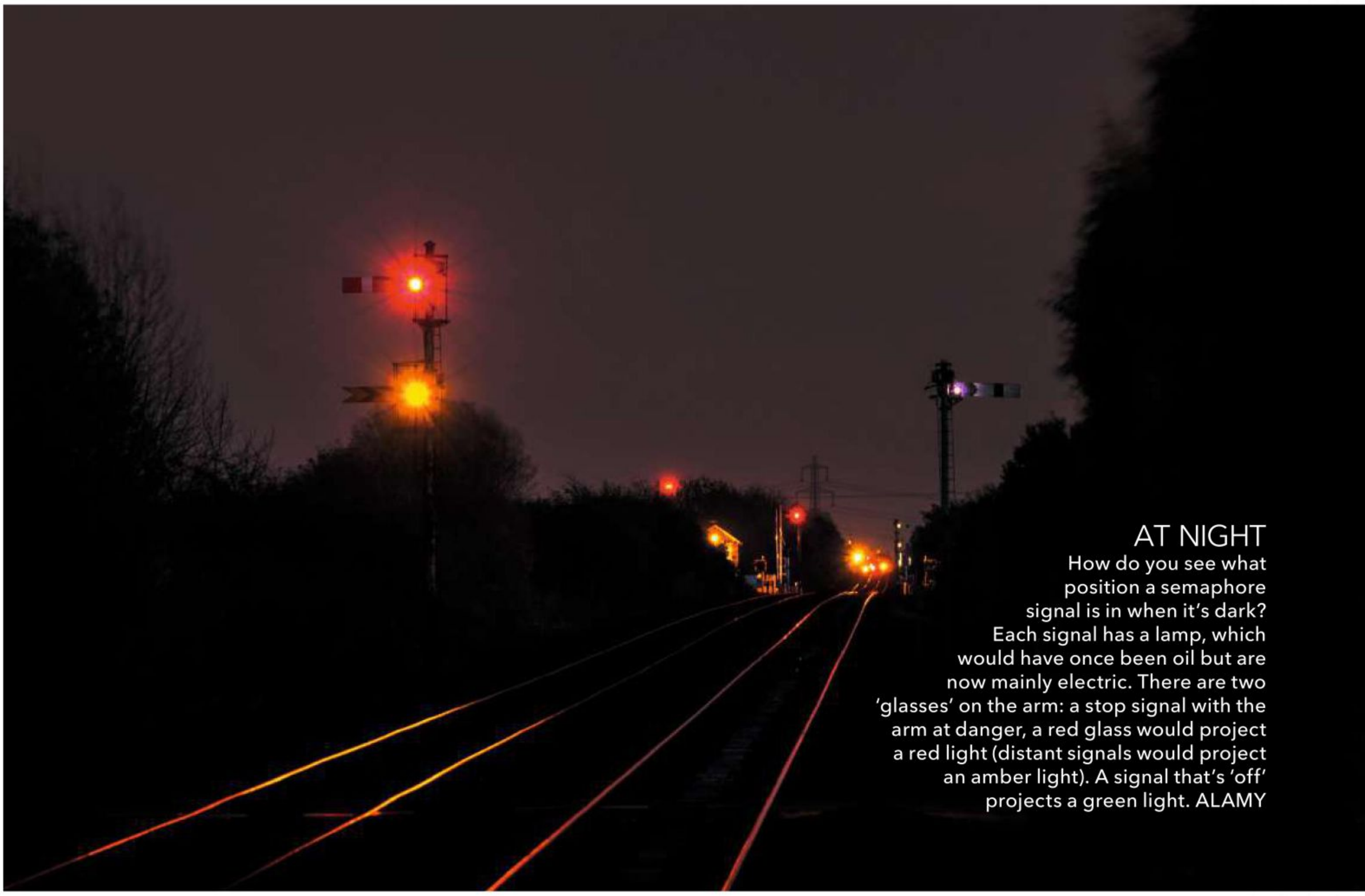
Signals are used to control train movements into sidings, particularly if access is within the new block section, beyond the starting or advanced starting. There will be a smaller, subsidiary arm which, from the mid-1920s onwards, featured two small, red horizontal bars above a white horizontal bar. This is the shunt ahead signal, which gives the driver permission to access the siding but not the section ahead. Access from the siding on to the main line controlled by an advanced starting would require a ground signal.



R. BROUGHTON/COLOUR RAIL



1. Up Outer home **2.** Up Distant **3.** Up Inner home **4.** Ground Signal **5.** Up Advanced starting/Shunt ahead **6.** Up Starting **7.** Down Starting **8.** Down Home **9.** Down Distant



AT NIGHT

How do you see what position a semaphore signal is in when it's dark? Each signal has a lamp, which would have once been oil but are now mainly electric. There are two 'glasses' on the arm: a stop signal with the arm at danger, a red glass would project a red light (distant signals would project an amber light). A signal that's 'off' projects a green light. ALAMY

Sharing the same post

Sometimes you'll see a signal post with both a stop arm and a distant arm. Confusing, eh? Not really.

This occurs if the following block is quite short. The stop arm will be at the top and will be the one that the driver obeys first. If it's at danger, the train has to stop.

The distant signal underneath it is for the next stop signal. Therefore, if the stop signal is off but the distant signal is on, the driver can proceed – but knows to stop at the next signal.



N. BURKIN/COLOUR RAIL

Arm position

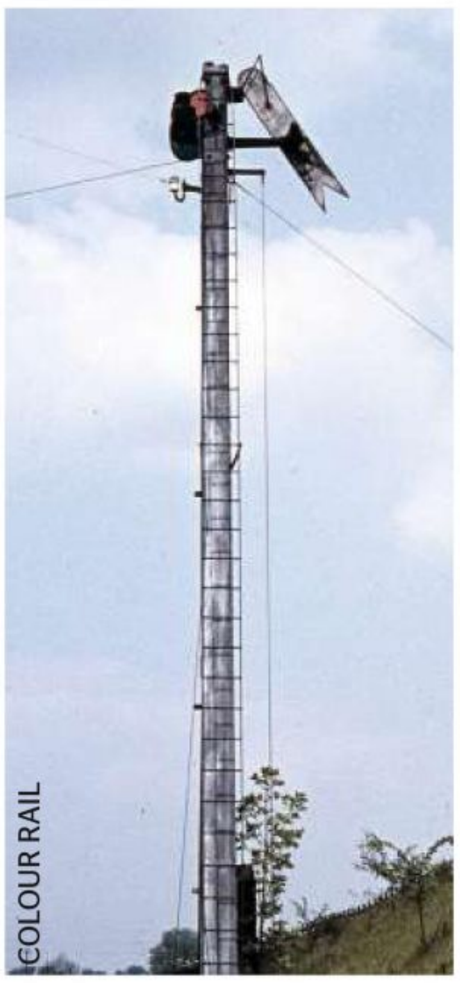
A semaphore signal with the arm in the horizontal position means stop (or that the following stop signal is 'at danger'). There are, broadly speaking, three positions for the arm to show that the line is clear.



N. BURKIN/COLOUR RAIL



COLOUR RAIL



COLOUR RAIL

Above left: Upper quadrant – the arm lifts, to be some 45º above the danger position. The LMS, LNER and Southern adopted the upper quadrant because gravity helped return the signal to the danger position.

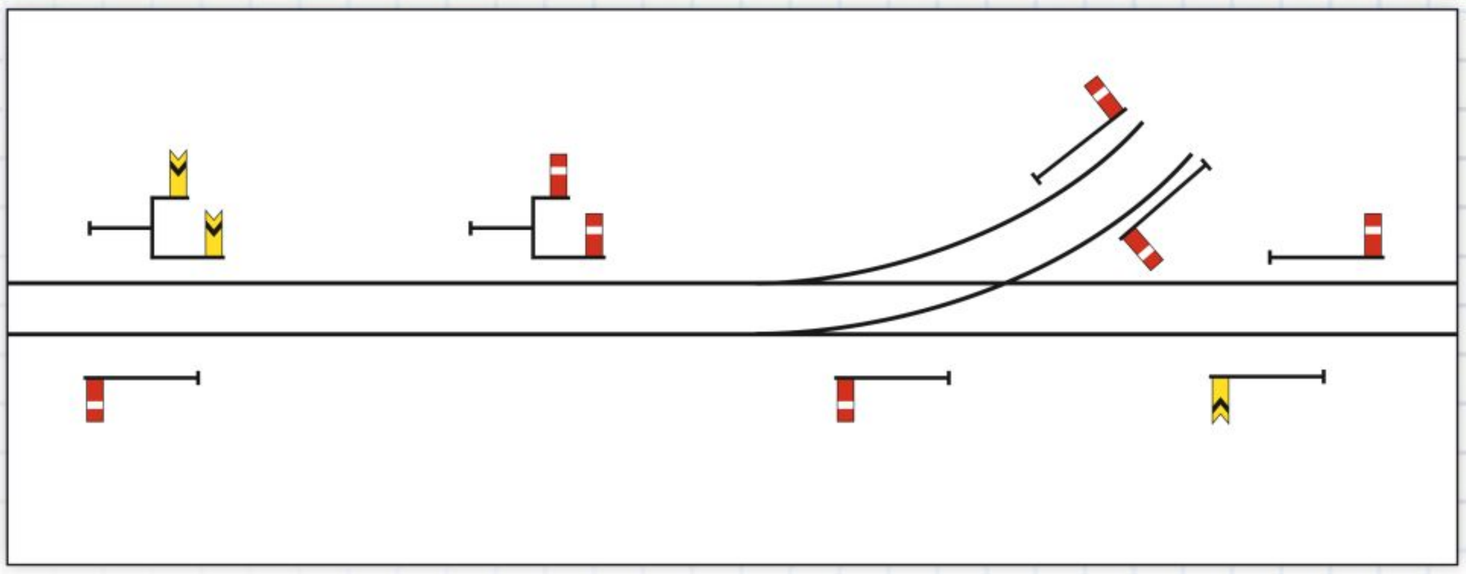
Above centre: Lower quadrant – here, the arm drops to some 45º below the danger position. This was a favourite of the GWR.

Above right: Somersault – here, the arm pivots in the middle, although it broadly adopts the position of a lower quadrant signal when 'off'. The Great Northern Railway was a large user of somersault signals.

Junctions

The busier the junction, the more signals were needed. Some junctions had a simply bewildering array of signals that it looks almost impossible for train drivers to know which ones to follow.

Each route will have its own signal. A simple diverging junction will have a bracket signal with two arms on two posts (the posts are called dolls) whereas a complex one, say one at Clapham Junction, will require a gantry spanning the tracks (with multiple dolls). Signals are all read from left to right.





Left: This junction features diverging routes with the same speed limit. The arms still read from left to right.

Right: A simple diverging junction. The route that diverges has a lower speed limit; its arm is on the shorter doll.
BOTH: COLOUR RAIL



SIGHTING SIGNALS

The signal was a key visual indicator about the state of the line ahead, so it was imperative that drivers could see them. Some locations required special measures so that they could be seen.



RAIL PHOTOPRINTS

A white board behind the arm helped it to show up. Sometimes, white panels would be painted on to adjacent bridges to make the arms more visible. It's also on the wrong side in order to improve visibility.



N. BURKIN/COLOUR RAIL



N. BURKIN/COLOUR RAIL



N. BURKIN/COLOUR RAIL

Above left: Extra tall signal posts would be used to ensure that the arm was visible above bridges or tight curves. Conversely, there is a signal at Conwy that's positioned lower than normal in order to be visible through the aperture in the castle walls.

Above centre: A repeater or banner repeater gives the driver advance warning about a signal, some 200 yards behind it. They're often found under station canopies. The white disc with a black bar rotates (either upper quadrant or lower quadrant); there's a modern equivalent which uses fibre optics to show the same indication.

Above right: A bracket signal, which moves the arm away from the main post, is often used on curves or where there isn't space alongside the line.

What's in a letter

Sometimes you'll see signal arms with letters on them. This is what they mean:



'X' – this signal is not in use.



ALAMY

'O' – signal for a goods loop or line.



ALAMY

'S' – Shunt Ahead signal, to give permission for a train to move forward into a siding or loop in the section ahead.

COLOUR ASPECT SIGNALS

The comparison between railway signals and road traffic lights can be made when we get on to the subject of colour aspect or colour light signals.

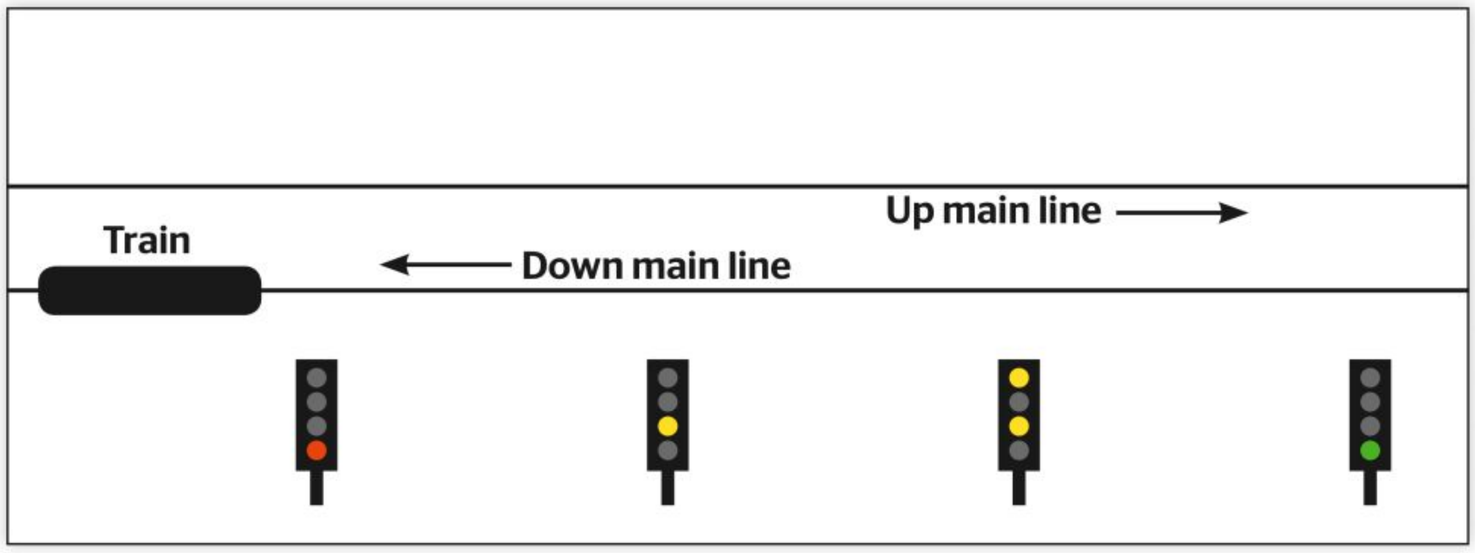
Green means go, red means stop and yellow – well, that's a bit different.

Colour light signals are arguably better suited to trains with higher speeds (such as diesels and electrics) and are simpler and easier to install. Today, they're closely tied into the block system, working in conjunction with AWS and other safety systems.

There are three main types of colour signal: two-aspect, three-aspect and four-aspect. Two-aspect stop signals show either a red or green light, whereas two-aspect distant signals show either green or yellow lights, and mean 'be prepared to stop' (OK, so the yellow/amber isn't exactly like a road traffic light but it's pretty close).

If you're hurtling down the East Coast Main Line at 125mph, you are going to take quite a while to stop and will need plenty of warning (at least a couple of miles). This is where multiple-aspect signals come in.

Three-aspect signals work like a distant signal. If the yellow light shows, it tells the driver to be prepare to stop at the next signal. A four-aspect, more common on high speed lines, add an extra warning. Double-yellows tell the driver to expect the next signal to show a single yellow (and thus the signal after that to be at danger). They enable the driver to adjust the speed accordingly, given the greater stopping distances for high-speed trains.





ALAMY



N. BURKIN/COLOUR RAIL



ALAMY

WHERE DO I PUT COLOUR SIGNALS?

Today, there are more trains trying to squeeze onto fewer miles of railway than in steam days. The result is that the railway needs lots more of the 'blocks' we spoke about earlier. There will still only be one train in each block, but with more blocks on the route, more trains can be on the route at any one time.

On the real railway, the distances between the signals varies, again depending on the line speed and stopping distances. For your layout, there won't necessarily be a right or wrong answer to how close together your signals should be, but if you want to feel as though you have that extra bit of realism, try to work out how much stopping distance your trains need.

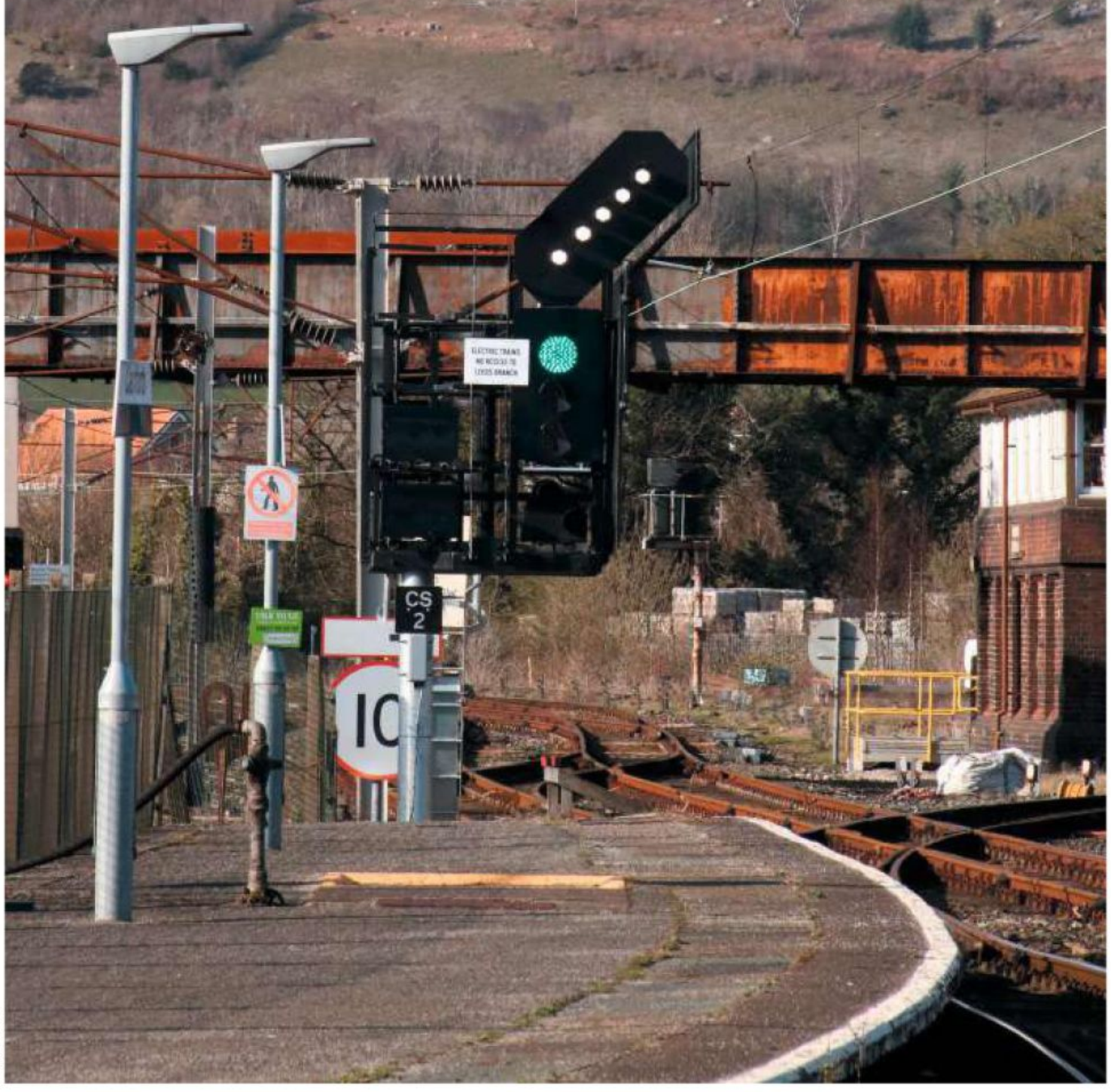
Place your first signal, at the end of a platform, say. Now run a train and apply a typical amount of braking to stop at that signal. Keep trying this until you know you've got the right spot. When you're certain you've got it worked out, the place where you start to brake is where the next signal should go. Push it back slightly further to allow for driver error.

Repeat this process on all your lines, bearing in mind that areas where trains need protection will need extra signals, as will goods yards and loops. But a good starting point is to signal one line first and then add more to cover the rest of the layout.

FEATHERS

How do you indicate a junction using colour light signals? Well, you need a 'feather', or a row of white lights mounted atop the signal pointing in the direction of the diverging route. Feathers can be angled at 45° or 90°. A green signal means that the line ahead is clear. Only when the feather is illuminated along with the green does it mean that the diverging line is clear.

Access to yards or sidings can be shown by mounting a shunting signal (normally ground-mounted) on a post. Route indicators (where a panel shows a letter, such as 'F' for 'Fast line') are used for diverging routes with restricted space.



ALAMY

What, no signals?



PETER MARRIOTT

There are a few exceptions to the 'every layout needs signals' tenet. Industrial railways and networks often developed their own train control systems, with their own idiosyncratic signalling. Railways built under the Light Railways Act 1896 also didn't require such strict signalling, particularly if they were operated under 'one engine in steam'.

Radio Electronic Token Block replaced signals (and their miles of wiring and cables) with fixed signs for stop and distant signals. Drivers are given permission to proceed via a radio link to a main signalling centre.

Tomorrow's railway could also work without signals. Currently, only the Cambrian Line uses European Rail Traffic Management System, which is a more sophisticated version of RETB that's designed to be used through-out the whole of Europe in order to promote interoperability. Eventually, it's planned that, using satellite technology, trains will be able to monitor their own positions in relation to each other. This 'moving block' is designed to make the railway more flexible and could increase capacity.

Further reading

- *Railway Signalling and Track Plans* by Bob Essery (Ian Allan, 2007)
- *Aspects of Modelling: Signalling* by Nigel Digby (Ian Allan, 2010)
- *Modern Signalling Handbook* by Stanley Hall (Ian Allan 2010, ISBN 9780711034624)
- *Two Centuries of Railway Signalling* by Alan Williams and Geoffrey Kichenside (Ian Allan 2009, ISBN 9780860936725)
- *The Newcomer's Guide to Model Railways* by Brian Lambert (Silver Link 2009, ISBN 9781857943290)
- *www.railway-technical.com*

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DUE SEPTEMBER!

NEW! EE Type 4 Co-Co diesel Class 50



4020 - BR Rail Blue (refurbished)



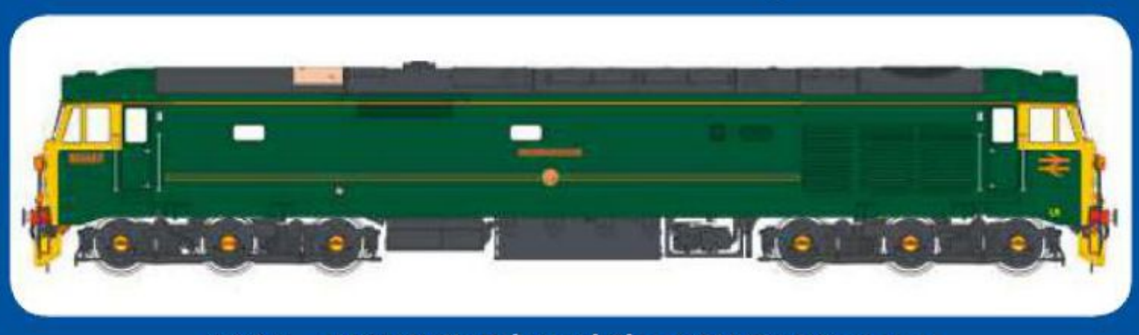
4021 - BR Large Logo Blue



4022 - Network SouthEast (original)



4023 - Network SouthEast (revised)



4024 - 50007 *Sir Edward Elgar* GWR150 green



4025 - 50149 *Defiance* Railfreight General

- Powered Fans
- Twin Motors
- LED Lighting
- Fine Detail



4028 - 50049 *Defiance* GB Railfreight

SRP **£699.00**

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EE/BR Class 55 'Deltic' Co-Co

Back by public demand, our popular Gauge O 'Deltic' will be available again shortly. Quantities are strictly limited and early ordering is recommended to avoid disappointment.

5503 - BR two-tone green with small yellow warning panel
5504 - BR blue with full yellow ends
5505 - BR two-tone green
5506 - BR two-tone green with full yellow ends
D9001 *St. Paddy* (weathered)

SRP **£599.00**

OUT NOW!



EE/BR Class 37/4 Co-Co diesel

3740 - BR 'heritage' green with small yellow warning panels
3741 - BR large logo blue
3742 - InterCity Mainline
3743 - EWS red/gold
3744 - Regional Railways
3745 - Railfreight Sector grey unbranded

SRP **£599.00**

MODELS SHOWN ARE PRE-PRODUCTION SAMPLES AND EXCERPTS FROM COLOUR LAYOUTS. ALL ARE SUBJECT TO CHANGE / AMENDMENT.

www.heljan.dk UK contact - heljanuk@yahoo.co.uk VISIT US AT FACEBOOK.COM/HELJANAS

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40 Choose the right signals



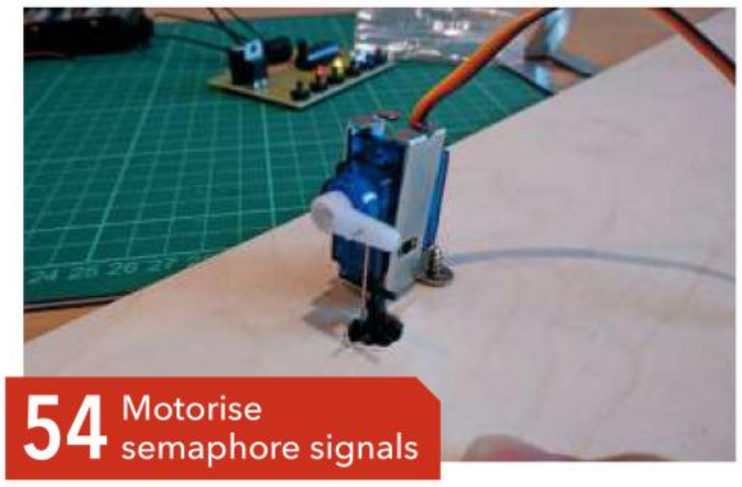
48 Install working signals

Workbench

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



52 Install Dapol's signals



54 Motorise semaphore signals



58 Modify a plastic signal kit



60 Build bespoke signals

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



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



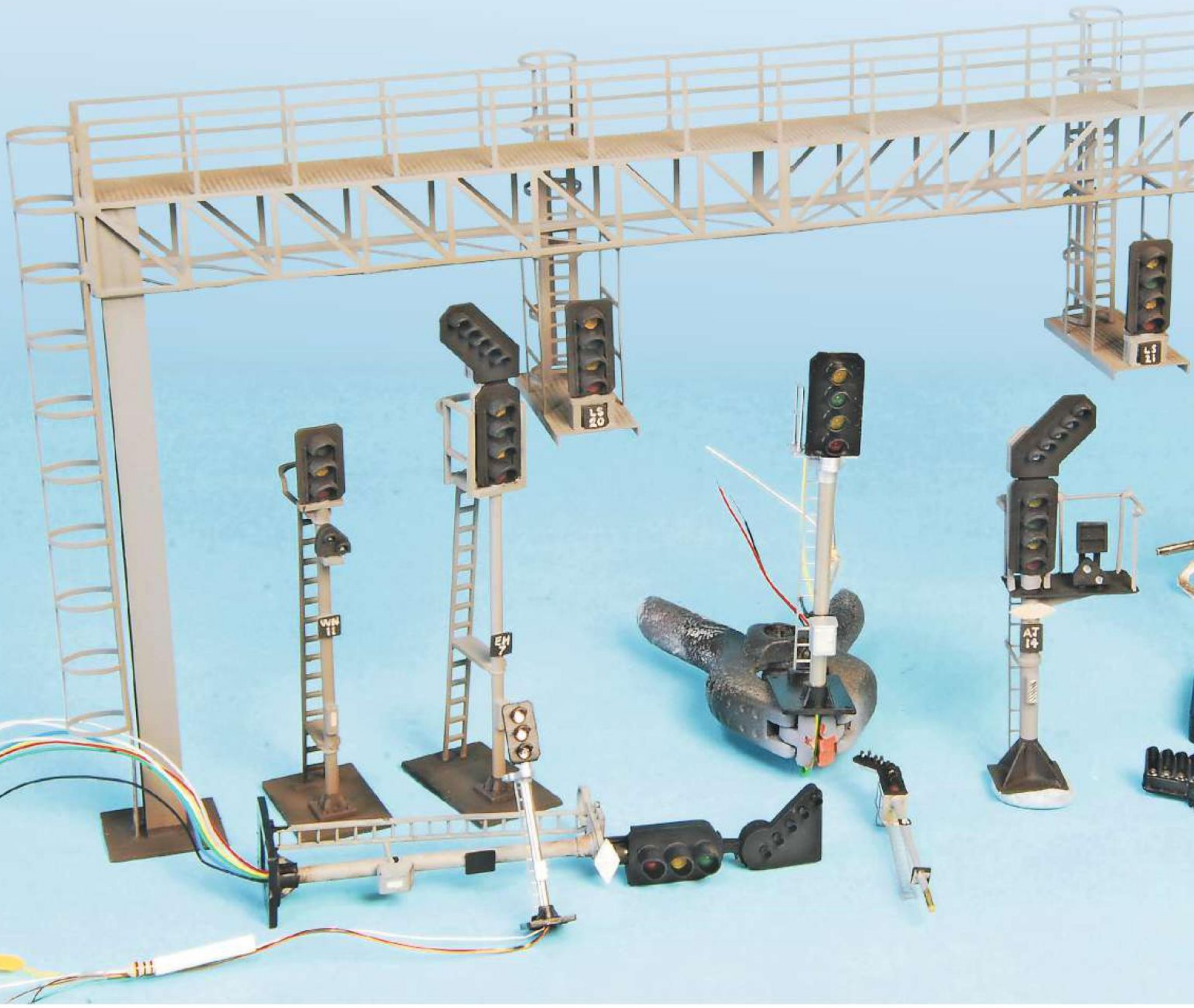
Richard Foster
Determined to make his first 'proper' layout right first time.

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

HOW TO

CHOOSE THE RIGHT SIGNALS

Whether it's kits or ready-to-plant, and 'O', 'OO' or 'N' gauge, *Model Rail* presents this guide to the best model signalling around.



SEMAPHORE SIGNALS


PAUL MARSHALL-POTTER

ALAN GIBSON

Scale: 'OO'
Range: LMS, LNER and SR (plus BR-era appropriate) signals, in single post, bracket and gantry form.
Do you need to build them? Yes.
Do they work? Yes, they can be made operational.
Easy to install? Left to the modeller to resolve.
What can I expect to pay? From £1.50 to £20.00.
Where can I buy them? Alan Gibson, PO Box 597, Oldham OL1 9FQ.
Tel: 01616 781607 **Web:** *www.alangibsonworkshop.com*

Offering different levels of complexity, these packages should be seen as 'collections of materials', rather than definitive kits. Detailed plans are supplied with each pack illustrating how to assemble a specific prototype signal, although each can be readily customised to your particular needs. Each element from the Gibson range is also available separately for kit-bashing and scratchbuilding.

+ Good looking, easy to customise.
- Not a complete kit.



DAPOL

Scale: 'N'/'OO'
Range: GWR, SR and LMS lower and upper quadrant, home and distant with a choice of square, round and rail-built posts.
Do you need to build them? Ready-built.
Do they work? Fully motorised and operational.
Easy to install? Yes – see p52 for full details.
What can I expect to pay? From £31.39-£59.95.
Where can I buy them? Dapol stockists or *www.dapol.co.uk*

Dapol's working signals offer a straightforward way to enjoy operating remote-controlled signals that are designed to be as simple as possible to install. The signals are largely moulded in plastic, and supplied fully finished and assembled. Each is also fitted with a very fine, etched ladder. Despite their plastic components, they are surprisingly sturdy and resistant to potential damage caused by careless fingers or arms! They feature a smoothly operating powered signal arm, as well as LED-illuminated spectacle plate.
■ 'O' gauge signals are planned.

+ Looks, simplicity, price, lighting.
- Signal arms are a little chunky.


BEN ANDO

HORNBY

Scale: 'OO'
Range: Available as square single post or lattice bracket style with either home or distant arms.
Do you need to build them? Ready-built.
Do they work? Operational.
Easy to install? Two prongs slide into slots under Hornby track. Can be controlled using Hornby's Two Way Lever switch (R046, rrp £11.99).
What can I expect to pay? From £12.99-£16.99.
Where can I buy them? Hornby stockists or *www.hornby.com*

Hornby's signals date back to Tri-ang days and are aimed at the train set market. They're tough and durable, with a heavy cast steel base and plastic post. The metal signal arms sport appropriate colours pre-printed on both faces. Operation is by movement of balance weights that are linked to the arms by wire. Semaphore arms are fairly accurate in profile and dimensions.

+ Respectable height in 4mm scale, lattice work is not badly rendered, cheap.
- Somewhat long in the tooth.

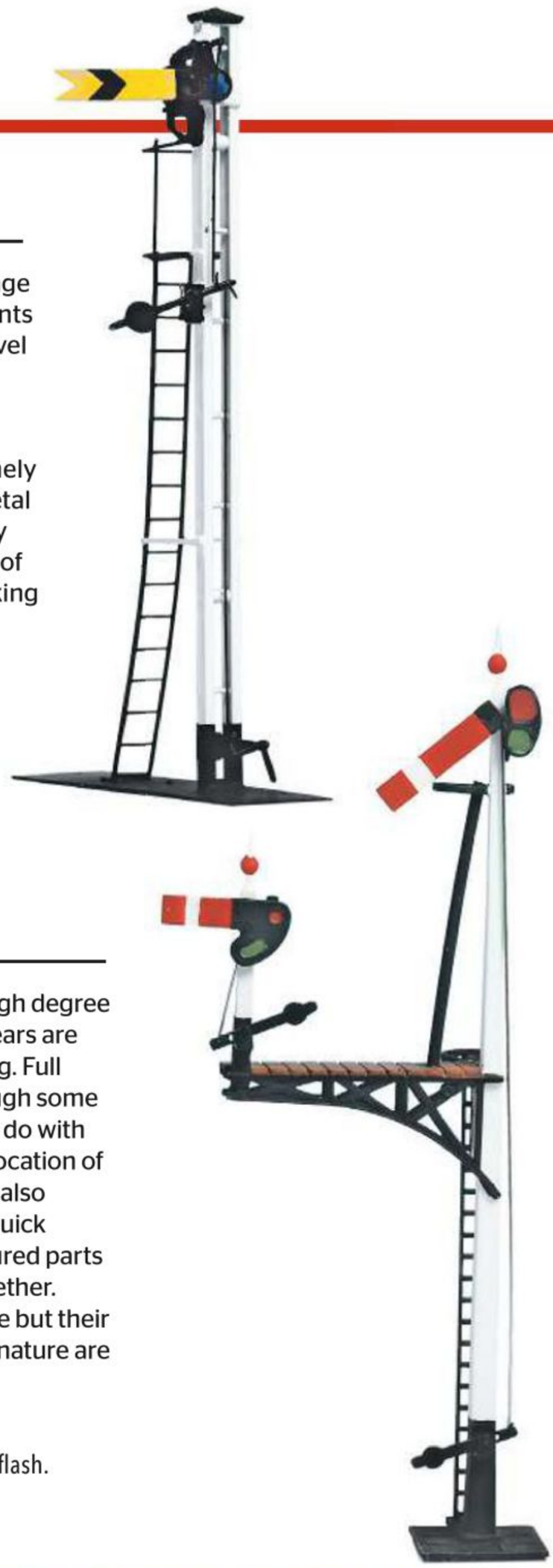


MODEL SIGNAL ENGINEERING

Scale: 'N', 'OO', 'O', 'Gauge 1'
Range: Huge range of signal kits and components, covering a vast selection of types.
All 'Big Four' and BR regions are provided for, along with a good many pre-Grouping patterns.
Do you need to build them? Mainly in kit or component form, with some ready-built examples available.
Do they work? Yes... if built right.
Easy to install? Method of remote operation is left to the modeller to resolve. Ratio's remote control kit will work well, as will a slow-motion point motor (avoid solenoids).
What can I expect to pay? From 50p for calling on arms to £30 for a ready-built 'OO' gauge signal.
Where can I buy them? Wizard Models, PO Box 70, Barton upon Humber DN18 5XY. **Tel:** 01652 635885
Web: *www.wizardmodels.ltd*

Model Signal Engineering's range of signalling kits and components is hard to beat, although the level of performance is heavily dependent upon how well the parts are assembled. Each kit comprises various sheets of finely etched brass and cast whitemetal components, plus all necessary wire and other parts. A degree of soldering experience and working with delicate metal parts is essential, but the parts do go together well.

+ The ultimate range for the signal connoisseur.
- Not for the beginner.



RATIO

Scale: 'OO'
Range: GWR square post, LMS round post, LNWR square post and LNER lattice post styles. Each pack provides enough components to make four individual signals, including two bracket or junction signals, plus four ground signals, or 'dollies'.
Do you need to build them? Yes.
Do they work? Can be built to be operational.
Easy to install? Yes – see p50.
What can I expect to pay? From £4.20.
Where can I buy them? Gaugemaster
Tel: 01209 884488
Web: *www.gaugemaster.com*

Ratio's 'OO' range still offers a high degree of finesse and realism but the years are beginning to show on the tooling. Full instructions are supplied, although some of the exploded diagrams could do with enlarging slightly to clarify the location of some of the smaller parts. Ratio also offers alternative packs in the 'Quick Assembly' range, with pre-coloured parts that are even simpler to put together. These are a little more expensive but their convenience and semi-finished nature are welcome points in their favour.

+ Decent range, decent looks, price.
- Tooling is beginning to age, lots of flash.

RATIO

Scale: 'N'
Range: Tubular post lower and upper quadrants with either Home or Distant arms, bracket and gantry.
Do you need to build them? Yes.
Do they work? No, but can be modified.
Easy to install? Yes, see page 50.
What can I expect to pay? From £3.65.
Where can I buy them? Peco stockists.

Offering excellent value for money, the modest quantity of parts is easy to put together (painting most components before removing them from the sprue is recommended). Intended as a non-working signal, it would not be too difficult to drill out a pivot hole and fix the arm onto a fine pin, in the same way as Ratio's 'OO' signals are assembled. A brief but adequate set of Illustrated instructions are supplied and the kit offers much in the way of potential for customisation.

+ Excellent value, easy to assemble, easy to make operational.
- Non-working, otherwise little of note.



COLOUR LIGHT SIGNALS

ABSOLUTE ASPECTS

Scale: 'OO'/'O'/limited range for 'G'.
Range: Two, three or four-aspect signals, mounted to posts or brackets. Also offers ground position signals and modern SPAD (signal passed at danger) indicators and multi-aspect signals, with all manner of junction and route indicator options.
Do you need to build them? No.
Do they work? Yes.
Easy to install? Circuit board can be secured to the underside of the baseboard, while the signal is 'planted' from above. By employing suitable switch and crimped 'spade' wire connectors, it's possible to forego soldering completely, if desired.
What can I expect to pay? From £25 for a ground signal.
Where can I buy them? Absolute Aspects
Tel: 07788 255126 **Web:** *www.absoluteaspects.com*

Absolute Aspects offers a wide range of realistic colour light signals for modellers of the post-steam era. These signals are designed with realism, ruggedness and ease of use in mind. Supplied fully assembled and finished, there is no complicated wiring to worry about as it comes with its own printed circuit board. They look the part and, once connected and illuminated, add an extra level of realism to a modern layout.

+ Looks, realism, ease of use, automation, useful prototype.
- Nothing of note.



BERKO

Scale: 'N'/'OO'
Range: 'N' gauge Berko range is limited, with only two and three-aspect units for platform or trackside mounting, plus ground signals. In 4mm, there are junction, offset and platform mounted options in two, three and four-aspect form.
Do you need to build them? No.
Do they work? Yes.
Easy to install? Connection and operation is straightforward, with some signals offered in the 'Plug & Play' range.
What can I expect to pay? £9.00-£24.00
Where can I buy them? Online Models, Orchard House, 50 Howitt Street, Heanor, Derbyshire DE75 7AU.
Tel: 01773 715595
Web: *www.onlinemodelsltd.co.uk*

These ready-to-plant signals are suitable for use on BR and privatisation-era layouts. Berko has phased-out older, less realistic products and has introduced enhanced scale heads, LEDs and more authentic UK-style profiles. A pleasant amount of light is emitted without any 'bleeding' through the black plastic. The metal components are improved greatly by painting into appropriate tones of matt grey and black.

+ High-quality components at a very attractive price.
- Location labels must be sourced separately.

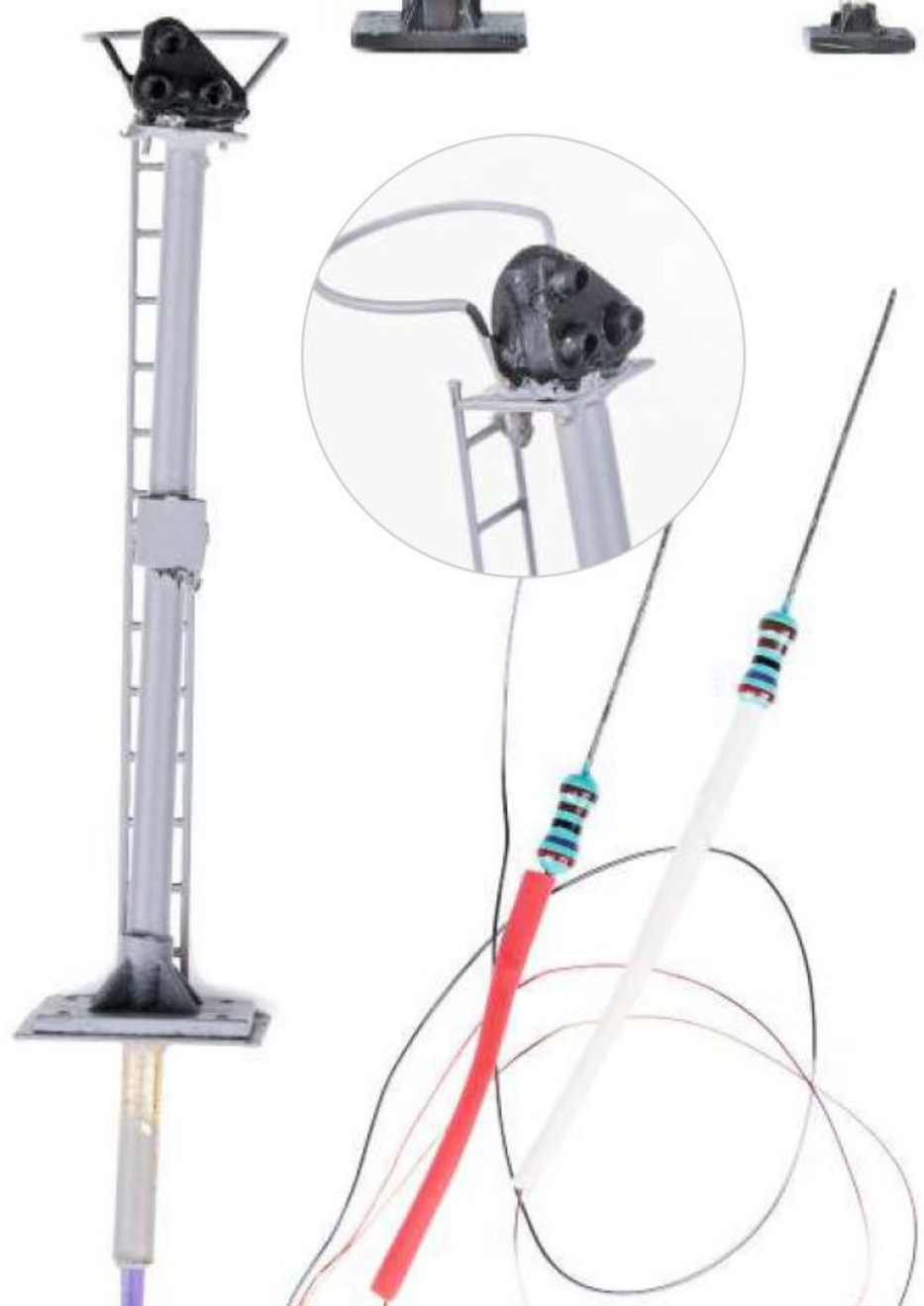


CR SIGNALS

Scale: 'N'
Range: Two, three and four-aspect with route indicators, twin platform signals and ground/shunting signals.
Do you need to build them? No, although some 'N' gauge signals available in kit form.
Do they work? Yes, although dummy 'N' gauge signals available.
Easy to install? Yes, like most other colour-light signal ranges. CR Signals provides suitable resistors to make life easier.
What can I expect to pay? From £4.00-£50.00.
Where can I buy them? CR Signals, 5 The Crescent, Doncaster Road, Rotherham S65 1NL. **Tel:** 07908 814059 **Web:** *www.crsignals.com*

This range of etched-brass colour light signals comes fully painted in grey and black. The parts are finely etched and the surface-mount LEDs are most effective. Signal numbers are included. 'OO' gauge modellers can buy fully finished signals, whereas 'N' gaugers' have a choice of buying working signals or dummy signals, either ready-to-plant or in kit form.

+ Another good source of modern-era signals.
- Nothing of note.



Workbench

ECKON

Scale: 'OO'

Range: A broad choice of post, bracket or wall-mounting options is available. Home or Distant signals and a choice of two, three or four-aspect heads is available, with or without directional 'feathers'. There's a choice of ground signals too.

Do you need to build them? Yes, but assembly is quick and simple with the supplied instructions.

Do they work? Yes.

Easy to install? Wiring diagrams are supplied in the instructions and connection is a simple process using 12V DC.

What can I expect to pay? From £17.00-£22.50.

Where can I buy them? Online Models, Orchard House, 50 Howitt Street, Heanor, Derbyshire DE75 7AU.

Tel: 01773 715595 **Web:** *www.onlinemodelsltd.co.uk*

Eckon's range has been around for some time but it has been recently upgraded. Suitable for use across a range of eras, these signals represent a 1960-1990s style, though with a little adaptation they would also look at home on a pre-nationalisation layout. Offering excellent value. Each signal is supplied in kit form but assembly is quick and simple with the instructions supplied. The self-assembly nature allows for a degree of customisation.

+ Good value and new LEDs offer a more realistic light.
- Do not have the delayed fading action of some other brands.



HORNBY

Scale: 'OO'

Range: Two-aspect signal.

Do you need to build them? No.

Do they work? Yes.

Easy to install? Pre-wired with torpedo and spade terminals for instant connectivity to Hornby switches (R046 on-on type) and power supplies.

What can I expect to pay? £9.99

Where can I buy them? Hornby stockists or *www.hornby.com*



Aimed squarely at the train set market, Hornby's colour light signals are sturdily built in die-cast metal and contain a pair of grain-of-wheat bulbs, rather than LEDs.

The quality of light is good, although the protruding bulbs mean that the signal can be seen from the sides as well as from the front. Considering the basic specification, these signals are a little expensive.

+ These are probably the easiest signals to set up.
- A very similar unit is also available in the SEEP range (*www.gaugemaster.com*) which is much cheaper.



KNIGHTWING

Scale: 'OO'

Range: Pack PM120 includes a pair of 'feather' route indicators (left/right hand), while PM119 has a pair each of three and four-aspect heads and ground signals that can also be fixed on a bracket to the main signal post.

Do you need to build them? Yes.

Do they work? No.

Easy to install? Construction is simple, with full instructions supplied and both kits contain all necessary ancillary fittings such as ladder, platform, telephone and ID plate.

What can I expect to pay? £9.95 each.

Where can I buy them? Knightwing International, Malham Works, 33 Almondbury Bank, Huddersfield HD5 8HE.

Tel: 01484 537191 **Web:** *www.knightwing.co.uk*

An alternative to the daunting prospect of wiring multi-aspect signals is to install 'dummy' units. Knightwing's packs of non-working, modern colour light signal kits each boast a profusion of small details and, in true kit fashion, each signal can be built in a variety of formats. Capturing the prototype well, the assembled signals are slender and attractive when painted and fitted. Each scale 14ft post could be cut for platform mounting.

+ A great value option for those who do not need working signals.
- Nothing of note.

N BRASS LOCOS

Scale: 'N'
Range: Two, three and four-aspect. Ground signals (with indicator boxes), etched ladder strip and protective mesh (fitted around signals in proximity to overhead power lines) are also offered.
Do you need to build them? Yes.
Do they work? Yes: there are working and dummy options available.
What can I expect to pay? From £3.00-£6.00.
Easy to install? The height of the signal post can be tailored to suit your specific requirements, with the excess left beneath the base to provide a useful baseboard mount.
Where can I buy them? N Brass Locos, 32 Crendon Road, Rowley Regis, West Midlands B65 8LE. **Tel:** 01384 250478
Web: *www.nbrasslocos.co.uk*

This non-working kit may not have the added realism of illuminated aspects, but its appearance and incredibly low price makes it a viable alternative for 'N' gauge modellers. While being a very delicate task in parts, soldering provided a fairly rugged finished assembly. Moreover, forming the shades was not difficult, requiring a gentle rolling over the jaws of a set of round-nose pliers.

+ Excellent value, very close-to-scale appearance.
- Dummy kits lack the realism of a working signal.



TRAINTRONICS

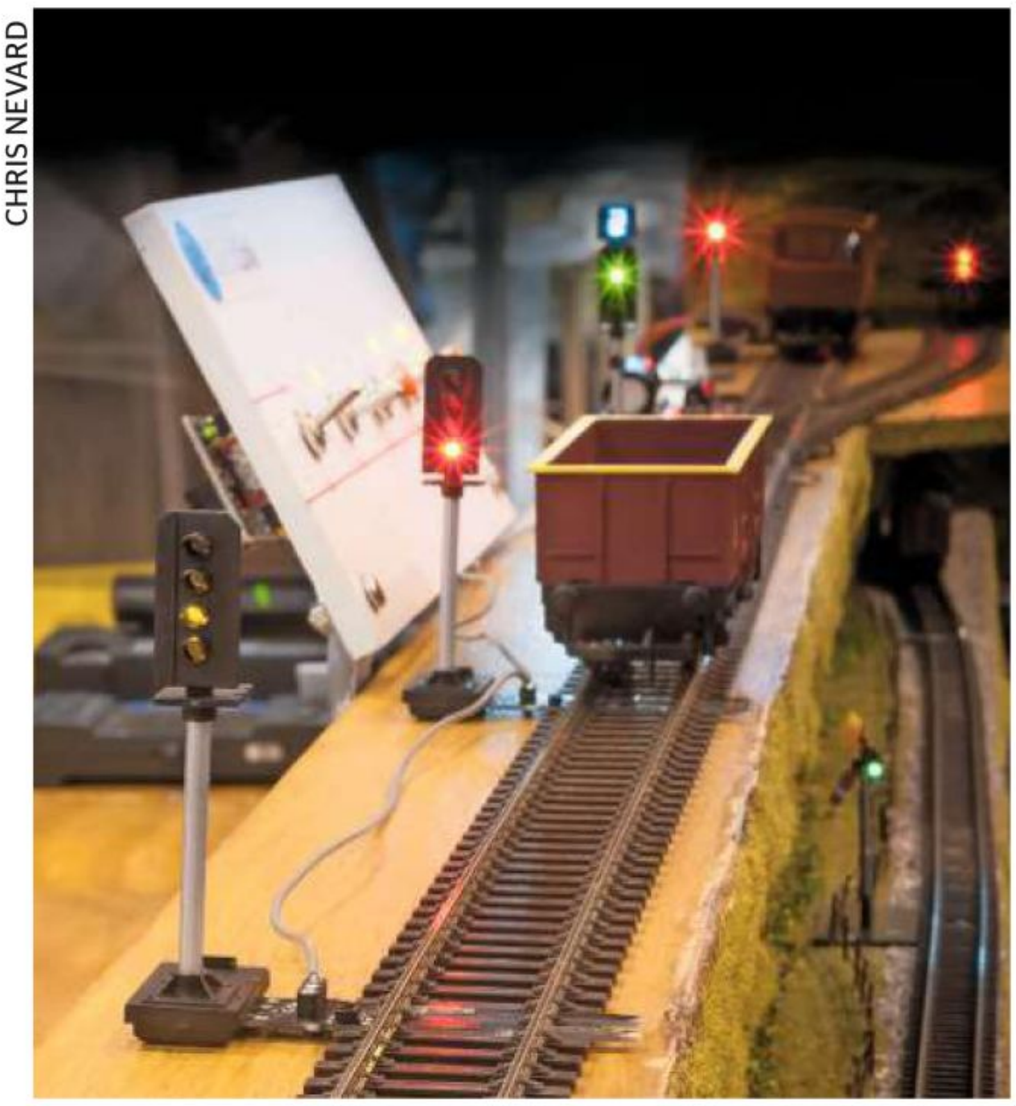
Scale: 'N'/'OO'
Range: Two, three and four- aspect, with or without route indicators, two-head ground/ platform signal plus an etched brass modular gantry kit that can take four signals and theatre indicators side-by-side.
Do you need to build them? Signals no. Gantry yes.
Do they work? Yes.
Easy to install? Comes supplied with an impressive printed circuit board (PCB), but no soldering is needed.
What can I expect to pay? From £16.50 ('OO'); 'N' gauge POA
Where can I buy them? TrainTronics, 329-331 Holdenhurst Rd, Bournemouth BH8 8BT. **Tel:** 01202 309872 **Web:** *www.traintronics.co.uk*



Aimed at modellers of the modern era, these signals offer accurate re-creations of equipment currently in use across the UK. These ready-to-fit signals also offer improved performance, complete with realistic fading-in-and-out effects as the signal aspect is changed. Ladders and safety hoops have to be assembled after fitting the signal in place, but this avoids the risk of damage while in transit or during installation.

+ The light emitted is authentic and the higher specification justifies the price.
- Not as refined as others, 'plasticky' finish.

CHRIS NEVARD



TRAIN-TECH

Scale: 'OO'
Range: Two, three, four-aspect heads, direction indicators, theatre indicators, ground signals.
Do you need to build them? There's a range of kits and a range of 'ready-to-plant'.
Do they work? Yes, including sensor signals that automatically change colour.
Easy to install? The DCC signals plug into sectional track using the slots provided for power connecting clips and take power from the track. Analogue users only require minimal wiring.
What can I expect to pay? From £6.00-£65.00.
Where can I buy them? Gaugemaster **Tel:** 01903 884488
Web: *www.gaugemaster.com*

Train-Tech's philosophy is to make model rail technology simple and this definitely applies to its colour light signals, which are based on real signals near its Norfolk HQ. The highlight of the range has to be the sensor signals, which turn lights from green to red as a train passes – when linked to other sensor signals, you can have multiple signals changing colour on an easily adjustable sequence. Installation couldn't be easier, particularly on a DCC layout, and won't disrupt any existing scenic work.

+ Very simple installation and minimal wiring.
- Some anomalies in operation if used on single line.

GROUND SIGNALS

DCCCONCEPTS

Scale: 'OO'
Range: Five types: two-aspect, steam era, diesel era, modern era and US.
Do you need to build them? No.
Do they work? Yes.
Easy to install? Everything is pre-wired for 'plug & play'. DCCconcepts also offers wire extension packs and connectors for those who hide under the table at the mere mention of the words 'soldering iron'.
What can I expect to pay? From £20.95 for multipacks; from £99.95 for Mimic signals.
Where can I buy them? Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemaster.com*

Ground signals give protection to points without a corresponding main signals and these innovative Mimic signals do exactly that – they are wired to your existing points and become a visual indication of their position. The system is easy to set up and simply connects to your power-bus to supply the voltage. The signals are based on real prototypes and are also available without the Mimic control board.

+ Easy to install, effective, brings extra realism to your layout.
- Nothing of note.



JACQUES PORTAL



SPRINGSIDE

Scale: 'OO'
Range: Single and double BR types.
Do you need to build them? No.
Do they work? No.
Easy to install? Yes – just a drop of glue is needed.
What can I expect to pay? £4.75
Where can I buy them? Springside Models, PO Box 533, Newton Abbot TQ12 9JF.
Tel: 01803 813749
Web: *www.springsidemodels.com*

Springside Models offers packs of cast metal ground signals of the LMS/BR type. They simply require priming and painting before fitting to the layout.

+ A simple way to add ground signals to your layout.
- Little of note.

Signals for Ireland

Modellers of Irish railways don't have to skimp on their signals, thanks to Studio Scale Models.

SSM offers four types of semaphore: a lattice post, a single tubular post signal, a junction signal and a Great Southern & Western Railway lower quadrant type. They're akin to the Model Signal Engineering range as they demand a bit of care and patience during assembly, but should not be beyond the ability of anyone with prior experience of metal kits and soldering. Glue can be used, although the exposed access platform and ladder, will be much more resilient if soldered.

Its colour light signals also need assembly but they're finely etched in brass, with 2mm rod included along with all necessary LEDs, resistors and wiring. The distinctively shaped ladder and guardrail is provided, as are ID plates and waterslide decals.

Single, twin and three-aspect units are available individually (S02a, b or c), along with a separate kit to add a junction 'feather' board route indicator. Under review here is pack S03, including a twin set of signals that can be built in either aspect pattern (only one of each). Both 1970s and contemporary style front plates are provided.

A great value package, the kits are a pleasure to build, although, as with the semaphores, they do require a bit of prior experience with a soldering iron and fitting the LEDs into the head demands much patience.





SSM also offers two types of colour light ground signal plus a mechanical ground signal.
Price: €7.00-€20.00
Availability: Studio Scale Models
Web: *www.studio-scale-models.com*

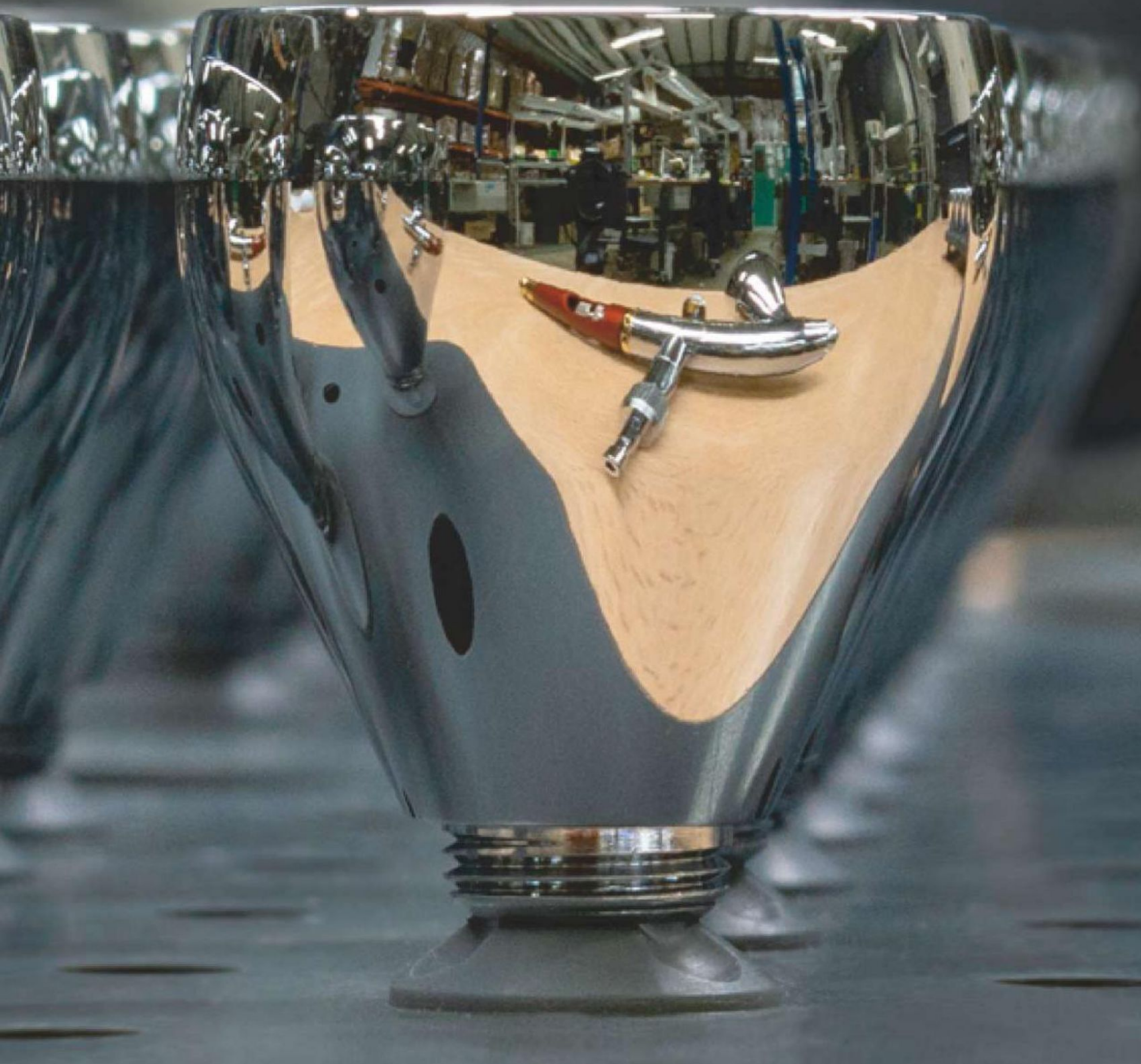
Detail your signals

Wizard Models offers colour light signal detailing products from the Model Signal Engineering and 51L ranges. There's an MSE detailing pack, base castings, lens pack and signal hood pack. **Price:** From £2.10.
Availability: Wizard Models, PO Box 70, Barton upon Humber DN18 5XY.
Tel: 01652 635885
Web: *www.wizardmodels.ltd*



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HOW TO

INSTALL WORKING SIGNALS

Nowadays, any modeller can incorporate working signals into a layout. **George Dent** demystifies the process.

Fully operational signals don't have to be the preserve of expert modellers, nor are they an expensive proposition. Using freely available kits, components and accessories, there's a variety of options open to modellers in all scales.

Layouts with semaphore signals can make use of Ratio's 'rope and eyelet' system, which is arguably the easiest method of all and includes all the necessary parts available for a modest outlay. It's now available in packaging that says that it's for 'N' gauge, but it does work on 'OO' gauge signals too. The issue with Ratio's system is that bridging base-board joints is not so easy. Locating operating levers in strategic positions around the layout is the easiest solution.

For true remote control from a centralised console, electric motors are the best way forward. Connecting signal operating wires to solenoid point motors, such as Hattons' HAT-PM-01, via a simple pulley arrangement, is cheap and relatively easy, although the sharp

1 hr

'snap' can often lead to damaged signals. Inserting springs between motor and operating wire can lessen the 'blow', but this is starting to become complicated and time-consuming. Alternatively, slow-action point motors, such as those in the Fulgurex, Tortoise, Cobalt and Peco Smartswitch ranges are much more suitable, as they provide an authentic movement of the signal arms.

Fitting working colour light signals can be a straightforward task, depending on the brand and type chosen. Control methods also differ according to taste, with DCC users opting for fully integrated switching, while analogue modellers like to keep things simple. There's also the opportunity to combine the movement of turnouts with automatic signal operation, but all of these separate options demand a lengthy article (or a book!) in their own right.

What you will need

SHOPPING LIST

- 3 x switches, solder tag connectors, cables, soldering irons and accessories **Availability:** Squires Model & Craft Tools **Tel:** 01243 842424 **Web:** *www.squirestools.com*
- 3 x transformers (12V AC) **Availability:** Gaugemaster **Tel:** 01903 884321 **Web:** *www.gaugemaster.com*

TOOLS

- Drill and bits
- Scalpel
- Soldering iron and solder
- Adhesive
- Set square
- Screwdriver

PHOTOGRAPHY: GEORGE DENT

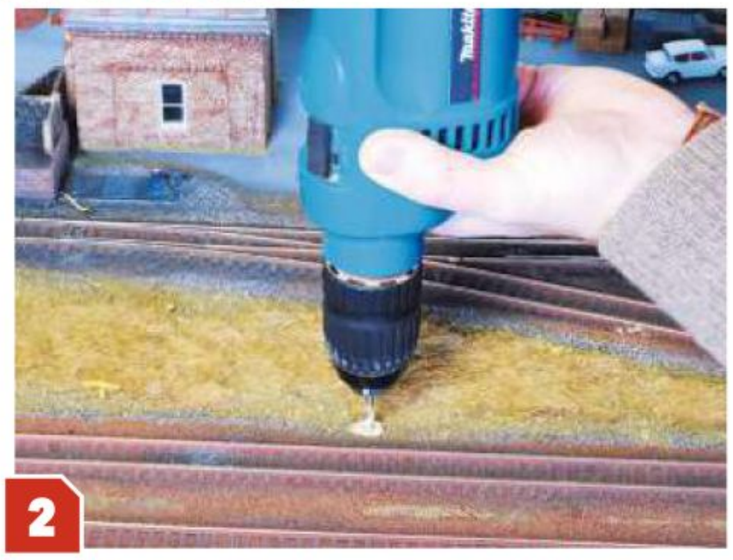
STEP BY STEP

FITTING COLOUR LIGHT SIGNALS



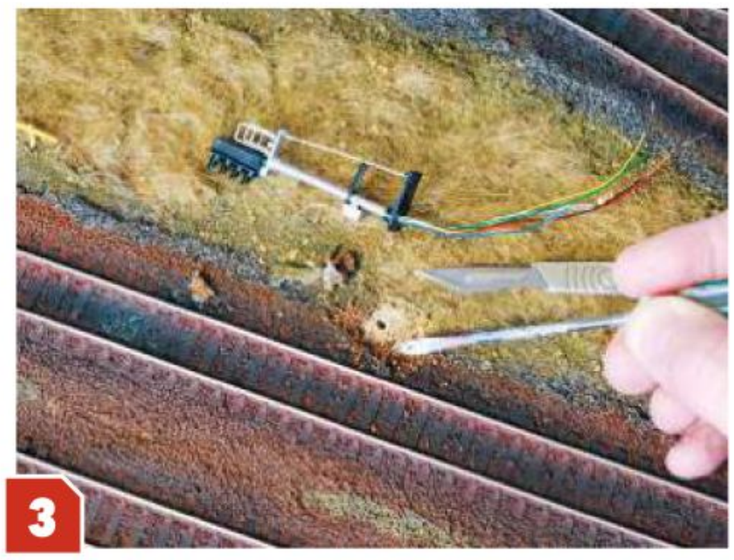
1

Having chosen an appropriate location for your signal, ensure that the height is correct by checking that the lower aspect is in line with the driver's eyeline. You may need to raise the base, depending on the elevation of your track.



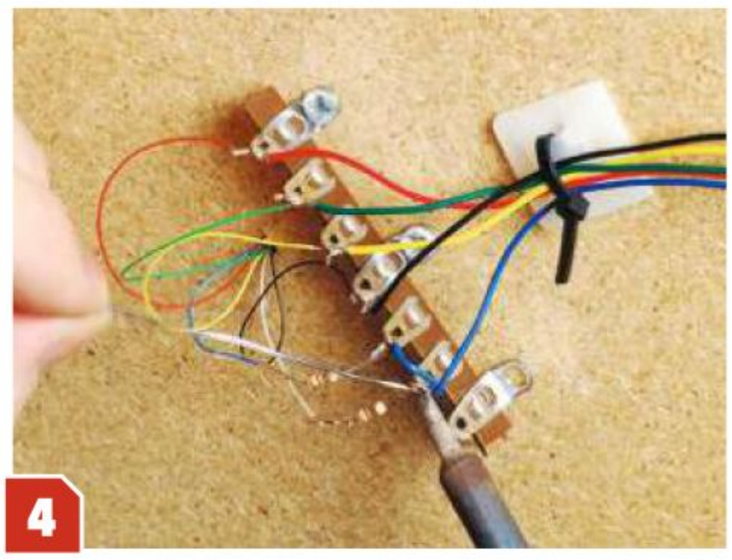
2

Having marked the location, carefully drill a hole for the cables to pass through the baseboard. If possible, set the drill to a low speed setting and support the tool firmly to prevent accidental damage.



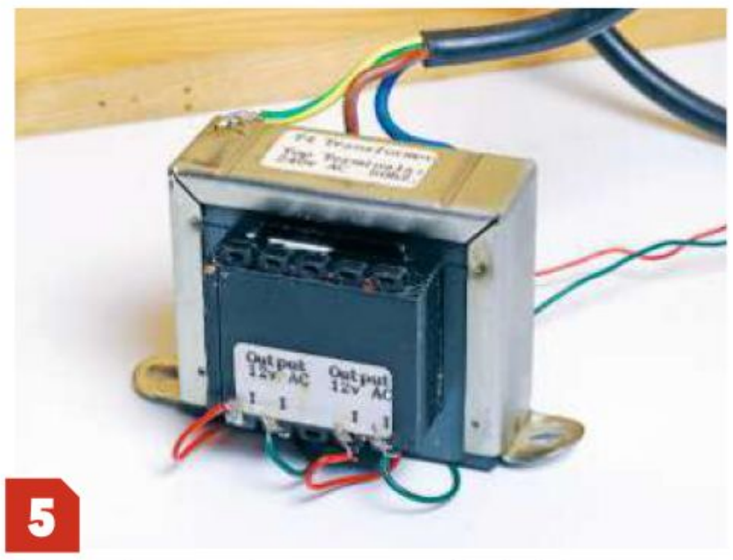
3

If scenic work has already been carried out, clear away the scatter to allow the signal's base to sit flat on the board and thread the cables through the hole.



4

Ready-to-fit signals have just enough cable to fit to terminal blocks under the baseboard. This length of solder tag strip is an easy way to connect the wires, with the correct colours of cable being used to ease the wiring process.



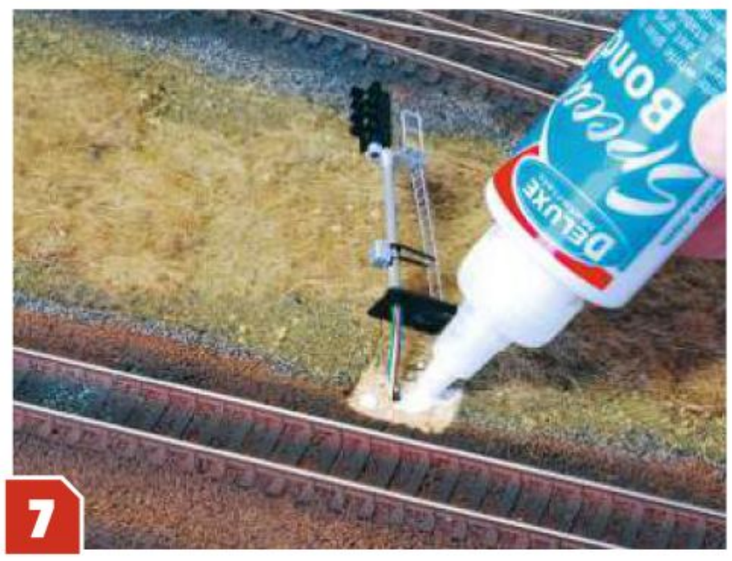
5

Wiring instructions are supplied with all signals and are fairly universal. Power is, ideally, taken from a 12V AC transformer, such as this unit from Gaugemaster. It MUST be housed in a suitable box before use.



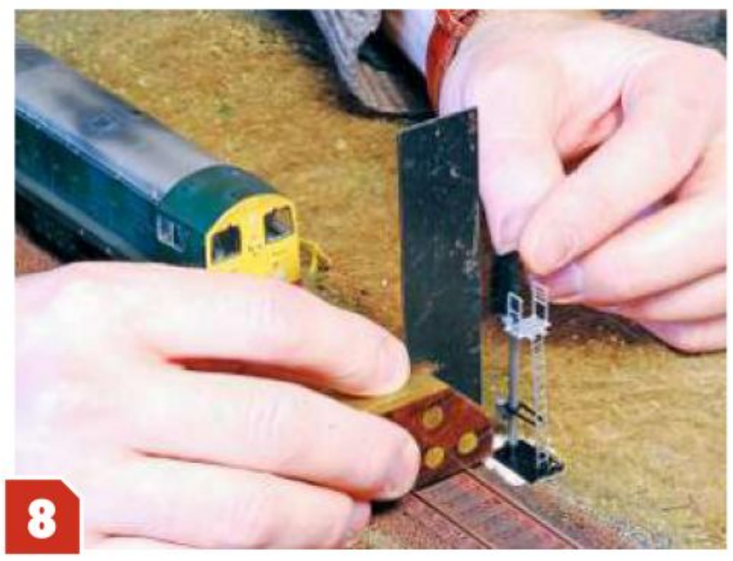
6

A two-position switch being wired from a Distant signal: the red cable is the positive ('+') power supply, with the green and yellow wires from the green and yellow aspects. A common 'negative' links the other feeds to the transformer's '–' terminal.



7

After thorough testing, fix the signal in position. Eckon and Berko signals include small holes in the base for fixing with track pins, while a little PVA glue will create a sturdy joint.



8

Before the glue sets, use a set square to ensure that the signal stands exactly vertical. Use a drop of glue to make any future repairs easier as the PVA bond will be easier to break than epoxy or contact adhesives.



9

Any gaps around the signal base can now be filled in with ballast for a seamless finish. Don't forget that signals must be accessible to engineers and train crew, so leave an area of clear ballast in front of the base.

Instead, we'll look at the often neglected basics of getting a signal onto the baseboard and connected. Positioning of signals is dictated by your track plan and available space, with prototype distances between signals or junctions often having to be compressed. Additionally, signals that would, in reality, cause a driver severe sighting problems (near a tunnel mouth, overbridge or other such location) may have to be overlooked unless some kit-bashing or scratchbuilding is undertaken to solve the problem.

Either way, the signal should be set at the correct height to ensure that the lower aspect is approximately in line with the driver's line of sight, as well as being spaced to allow adequate clearance for passing trains, especially on corners where long carriages will swing outwards as they turn.

Be sure to also check that there is nothing beneath the baseboard, such as cross braces or other wiring to prevent the signal's cables from passing safely through when the mounting hole has been drilled. Enough space underneath must also be provided to allow for the connections to the switch and power supplies, plus the room for yourself to reach them during installation and subsequent maintenance.

To power your signals, always follow the instructions of your chosen product. In nearly all cases, a 12V AC output is required and specific transformers are available for this task if your controller does not have a spare accessory outlet of that voltage. Your signal's instructions will invariably include clear wiring diagrams and suggestions for operating modes, although mostly without information for DCC users.

Rotary switches are well suited to three and four-aspect signals, especially where additional aspects are included, such as junction 'feathers' or theatre indicators. For two or three-aspect units, however, two or three-position toggle switches will suffice. ➤

Workbench

STEP BY STEP

REMOTE CONTROL FOR SEMAPHORES

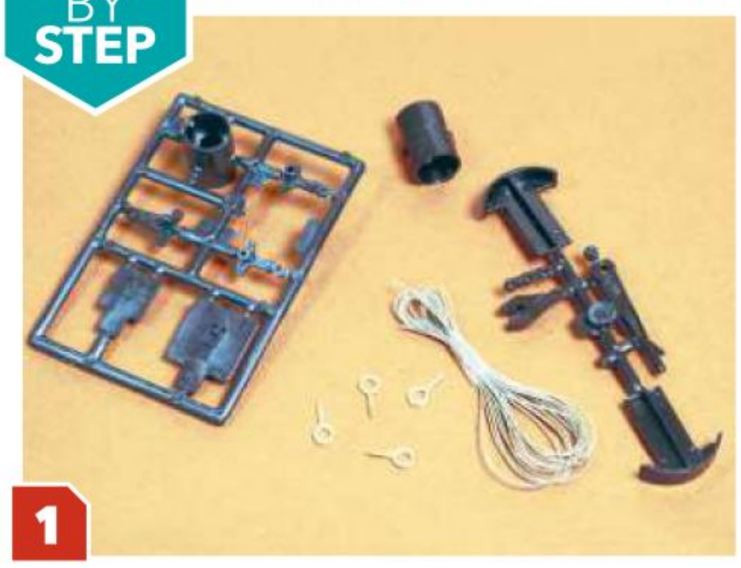
N GAUGE 00 GAUGE **MODEL** Ratio 250 Remote Control for Signals ◆ **Price** £3.52

AVAILABILITY Peter's Spares **Tel:** 01642 909794
Web: *www.petersspares.com*

30 mins

What you will need

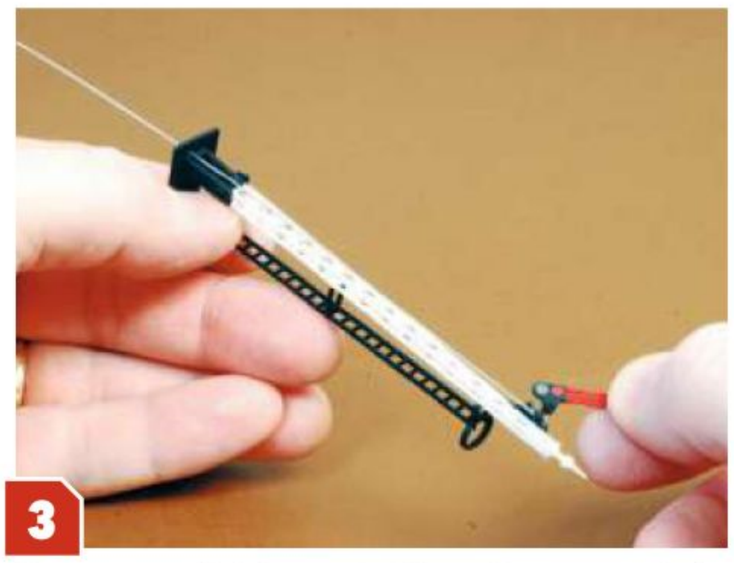
TOOLS
- Tweezers
- Pliers



1 Ratio's signal control set is simple but very effective, comprising a small number of plastic mouldings, string and brass ring-eyes.



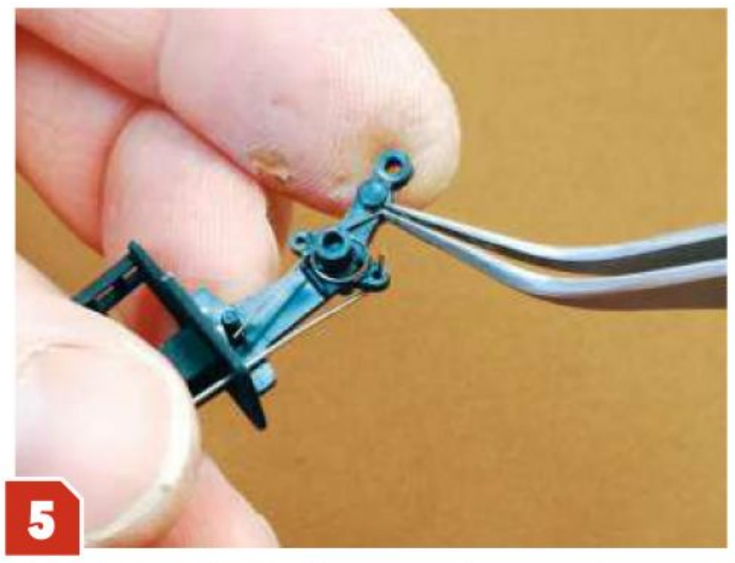
2 The Ratio set includes replacement signal base plates with a pair of holes moulded in the forward position. These allow the actuating wires to pass through the operating crank.



3 Form a small right-angled bend in one end of the wire and thread it through one of the holes in the base, before pushing the bent end through the hole in the signal arm.



4 Fix the crank bracket to the base and add the crank. The wire may then be bent so as to pass through one of the holes, ensuring that the signal arm travels correctly when the crank is rotated.



5 Add the pre-formed spring wire over the crank centre and secure it around the retaining 'pips' as illustrated in the kit's instructions. It may help to bend the ends of the spring a little to keep it in place.



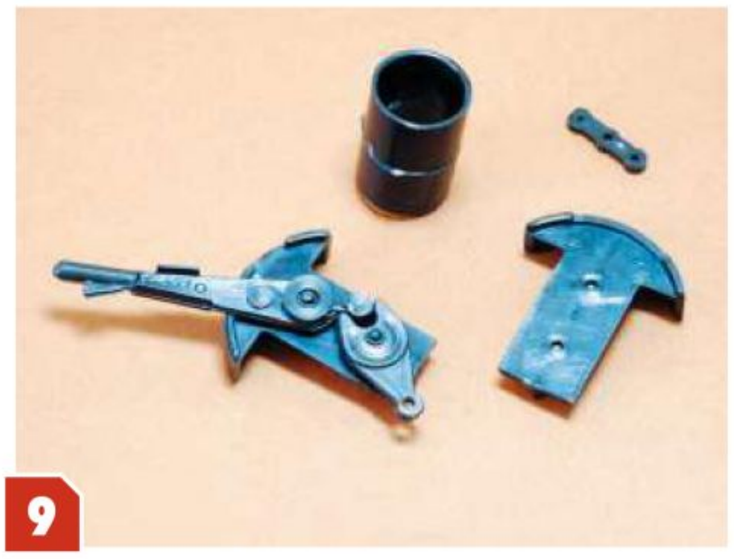
6 Finally, add the tubular cover to retain the spring and crank in position. This should be a tight push-fit, negating the need for glue, as the crank should remain accessible for maintenance or adjustment later.



7 With the main workings assembled, it may be that the signal actuating wire is tensioned by the spring to a point where the arm is resting out of the desired 'quadrant'. However, this will be rectified shortly.



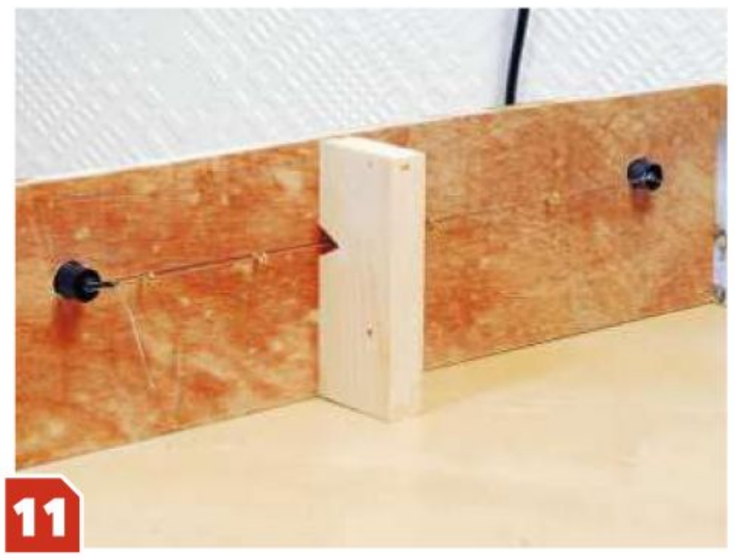
8 Mark out the location of the signal and drill a suitable mounting hole with a 16mm diameter drill bit. If necessary, clean up the hole with sandpaper or a round file, and test for a good fit.



9 The operating lever also needs assembling from a small number of parts, removing any excess plastic and opening out the pivoting holes beforehand. Check for smooth movement of each part.



10 Push the two sides of the lever assembly together and slide into the other plastic tube. Again, there should be no need for adhesive, as the tight fit of the tube will keep everything together.



11 With the lever fixed into its hole in the baseboard, mark out a route – as direct as possible – for the control 'rope'. Screw the ring-eyes into position at equally spaced intervals and connect the two cranks.

TOP TIP

I always do the scenery before fitting the signals. There is a chance that the signal could be damaged if fitted earlier.





12 A simple tensioning device is provided for fitting at the lever end, allowing the cable to be adjusted according to the position of the lever and signal arm. A little trial and error is needed to get the signal moving correctly.



13 After a degree of adjustment, the signal should be resting at the horizontal position when the lever is set at full tension (with the crank at the furthest position away from the signal).



14 When the cable is relaxed by pushing the lever forward, the spring in the base of the signal comes into play and forces the arm into the 'Off' position. By adjusting both the actuating wire and cable, fine-tuning of arm travel is possible.



Correct operation will now be necessary. The signal must be 'clear' for departing trains but 'on' to protect incoming trains.

HOW TO

INSTALL A DAPOL SIGNAL

Chris Leigh resumes activity on his 'N' gauge layout by installing a working signal.

Having recently completed station buildings in both 'OO' and 'O' gauge, I revived my interest in progressing the 'N' gauge Staines West branch, which occupies a shelf around three walls of one of the smaller offices in my former station home. I had completed the three bridges, and the only remaining scenic items were two signals and whatever I decided to do to mask the entry into the fiddleyard at the 'Colnbrook' end.

A wooden-post fixed distant signal was the only signal south of Colnbrook in the time that I knew the branch. Staines West signal box had closed in 1955 with the withdrawal of goods services to the yard and the Staines Lino works. Any signals in the station area had been removed at that time, except that I had a niggling doubt about one.

I had a vague recollection that when I first took photographs from the cattle bridge, north of the station, there had been a home signal right close to the bridge. I could find no photographs which showed it, but I had no views taken from the cattle bridge in the steam era. I just had that memory of a home signal being there, and then not being there soon afterwards.

CLEAR TO SEE

A friend, who is compiling a branch line history of the Staines West line, has been sending me proofs for comment. On one page is a photograph of a Gloucester RC&W railcar approaching the cattle bridge and there, very prominently, is the signal. The picture dates from between 1958-1960 and I can now be certain that the signal survived until just after my first visits in 1962. As the signal box was long gone, the signal must have been fixed in the 'clear' position.

I could have represented this signal with a round-post home signal from the P&D Marsh range, as it would not need to work and could simply be fixed in the 'off' position, like the real thing. However, I had in stock a Dapol square-post home which is an operating signal complete with a working lamp – I couldn't resist trying it out. If Dapol ever offers the round-post version, it should not be difficult to swap it. In the meantime, having an operational signal adds another little bit of interest to the operating routine.

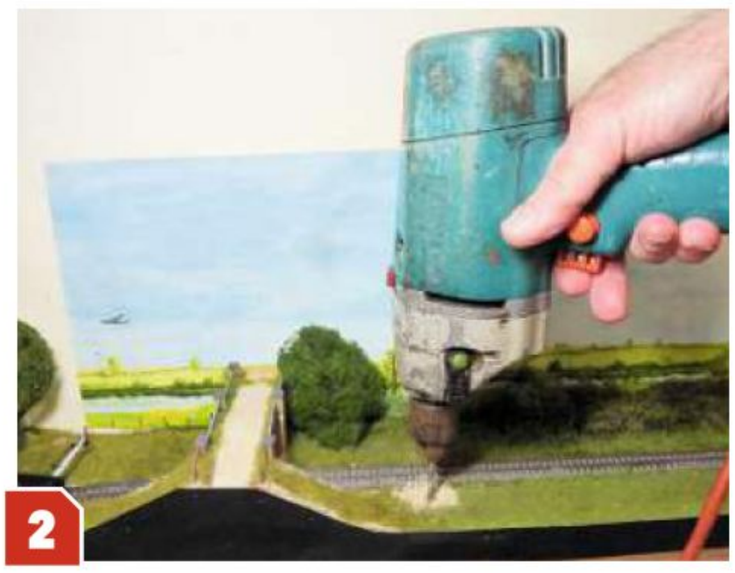
PHOTOGRAPHY: CHRIS LEIGH

STEP BY STEP



1

The first job was to decide on the location and mark it, using that proof picture as the guide. Clearly, the signal was very close to the bridge. I seem to recall its post lay in the grass for a while afterwards.



2

Having marked the spot, I needed to clear away some scenic work and plaster to allow for the signal base. Use a sharp blade to get down to the baseboard wood. Now drill a small diameter pilot hole.



3

The body of the signal requires a 14mm hole to be drilled. For normal power tools, a waisted drill bit like this will be needed. Luckily, I already had one that was suitable.



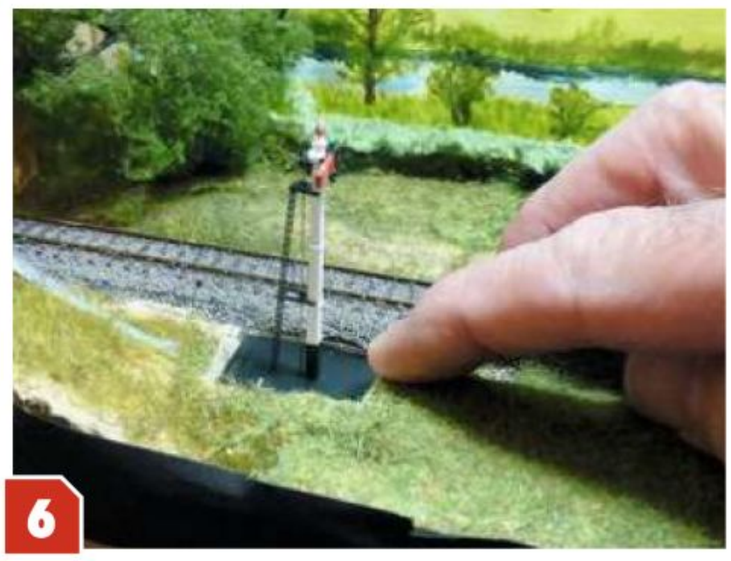
4

Making sure that the drill was upright, I enlarged the pilot hole to 14mm, drilling slowly to avoid splitting the timber as the tip of the drillbit emerged.



5

The next job was to vacuum away all the sawdust and debris. This is particularly important as the layout is scenically complete and I was keen to keep mess to a minimum.



6

A test-fit of the signal revealed that minimal further work was needed on the hole to obtain clearance, but that a layer of 5mm foamboard around the signal base would need to be removed for a good fit.



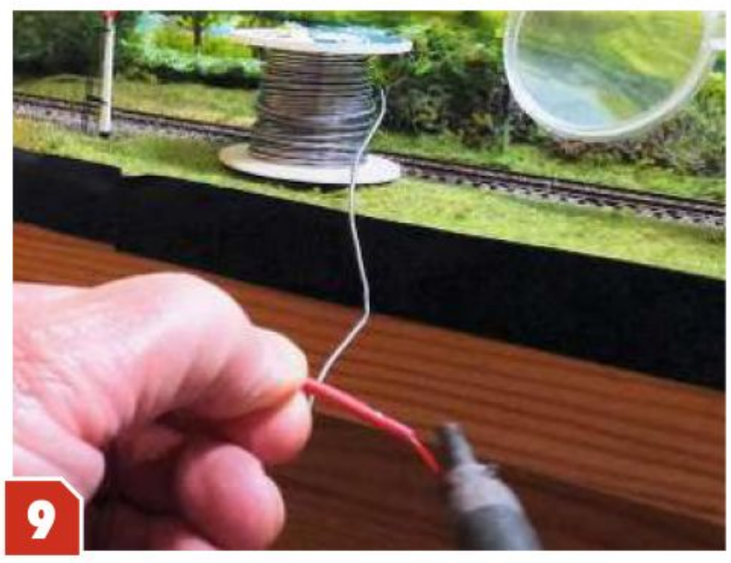
7

With the locking nut removed, the signal body was passed through the hole and the locking nut was then threaded onto the wires and tightened onto the protruding signal body.



8

The red and black wires need a 16V AC supply (not DC under any circumstances). As I am using DCC control I connected both wires to the running rails, but I needed to solder on extensions first.



9

Having soldered on two wire extensions using Peco layout wire, I slipped a piece of heat-shrink insulated tubing over the soldered joint and applied the hot iron to shrink it.



10

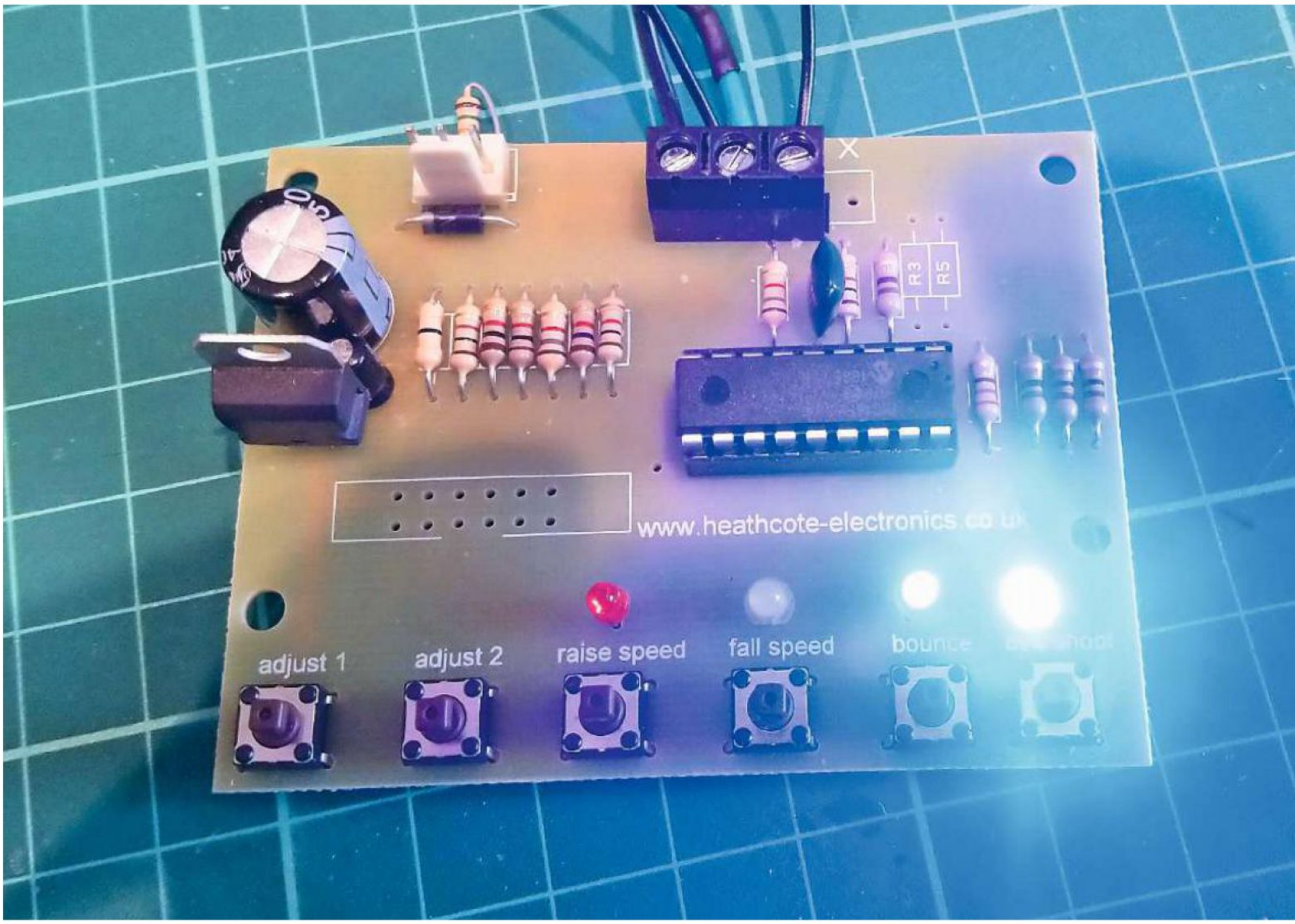
The two yellow wires were soldered to the terminals of a passing contact switch. This makes momentary contact and springs back to centre. A simple stud and electric pencil arrangement could also be used.

...Finished!



The signal is illuminated with a tiny LED and a single flick of the switch operates the motor and moves the signal arm. Flick the switch again, in the same direction, and the arm returns to the 'on' position.





HOW TO

INSTALL A MOTORI BOUNCE SIGNAL

Chris Gadsby shows you how to add extra realism to your semaphore signals.

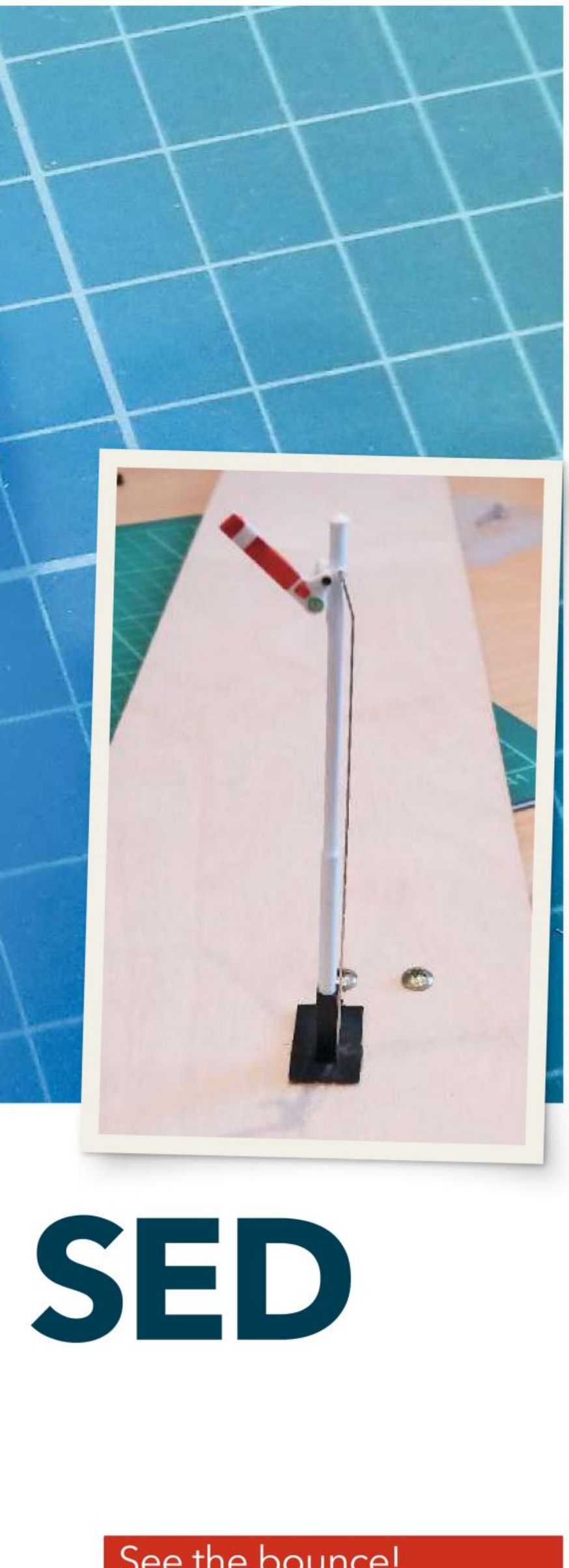
ANY GAUGE **PRODUCT** Heathcote Electronics Bouncing Semaphore Controller ◆ **Price** £13.50 **AVAILABILITY** *www.heathcote-electronics.co.uk* | **PRODUCT** Peco PLS-125 Single servo motor ◆ **Price** £13 ◆ **AVAILABILITY** Peco stockists | 1 hr

PHOTOGRAPHY: CHRIS GADSBY

When it comes to model railways we are always striving for more realism. At first, models were moved by clockwork. Then train sets became electric, and then we moved into the world of digital control with lights and sounds. As this evolution was playing out, so too was the realism of the models, scenic products and infrastructure.

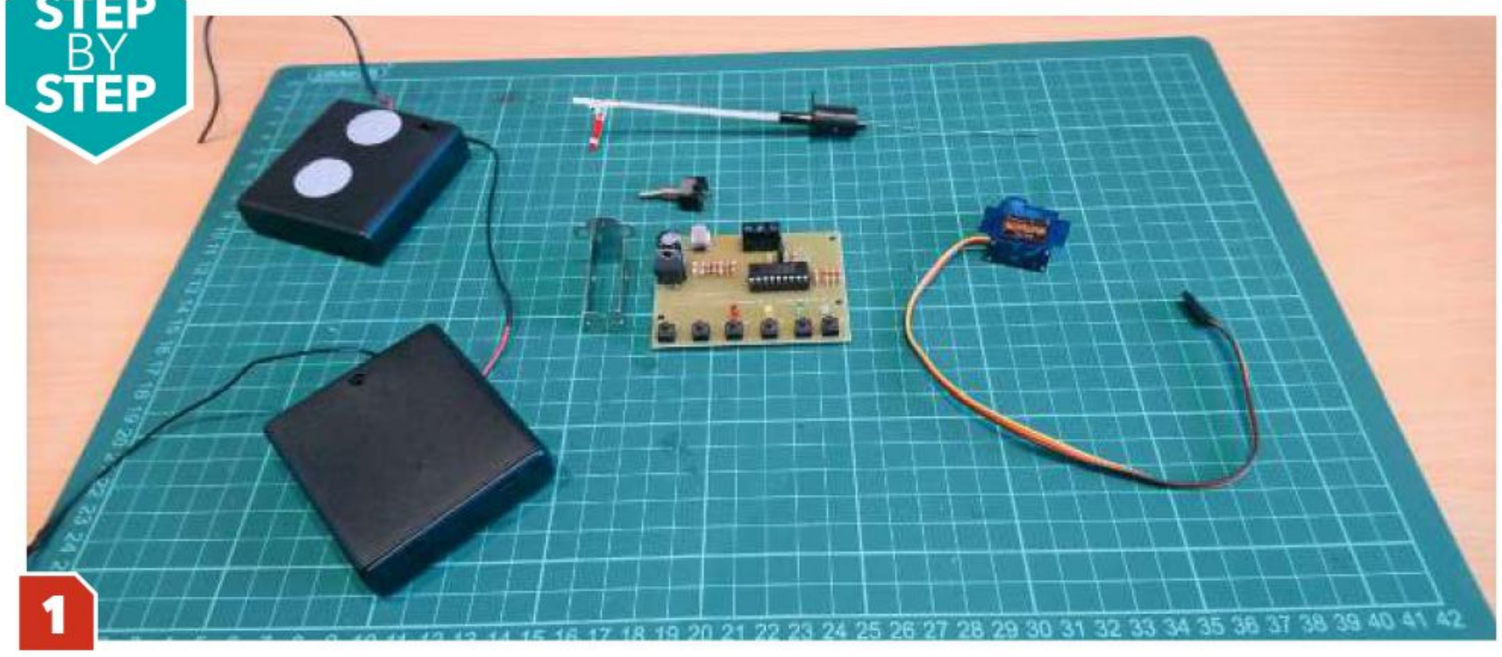
The story is the same when it comes to semaphore signals. Initially they were static, but as technology evolved there came the option to attach a servo motor to the wire and motorise them. Now Heathcote Electronics has created a circuit board which allows you to get the realistic 'bounce' on your signal as it returns to danger. This bounce occurs as the heavy signal arm hits the support which holds it in place in the horizontal position, and the force sends it back up, bouncing until it settles.

Before we get into the step-by-step of how to install the bounce to your signals, I have to make a confession – I struggled to make this to work. However, my failure was in no part down to the system itself – more my skills (or lack of) when trying to fit it onto a temporary baseboard, not having enough hands, and missing a nut. Connecting power to the Heathcote Electronics circuit board made the servo motor do exactly what it should have done and I could see the bounce in action. With a fixed baseboard it would most likely have been a lot easier, as I wouldn't have had to try and hold that at the same time as trying to do everything else!



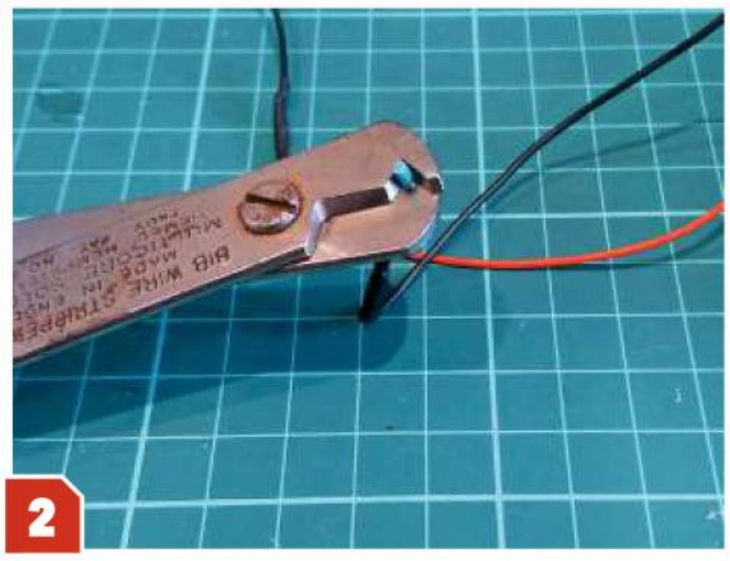
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STEP BY STEP



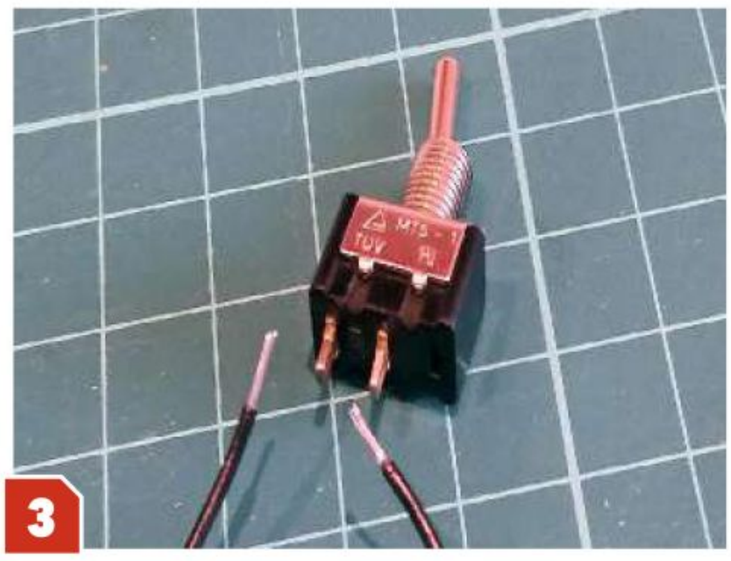
1

This is everything I needed, although some of it was a bit of 'see what I have around' – for example the battery pack, which I used on my London Underground micro layout (MR257). The signal is a Ratio kit I made earlier in the day.



2

Your power supply could come from your accessories controller – it needs to be 12V DC. Strip the ends of the wire using some wire strippers. You'll need four wires, two for the power supply and two for the switch.



3

The switch only has two terminals. Handily they both have holes in the centre, so I looped the wire through the hole to make the soldering a lot easier. The terminals were far enough apart to not cause problems.



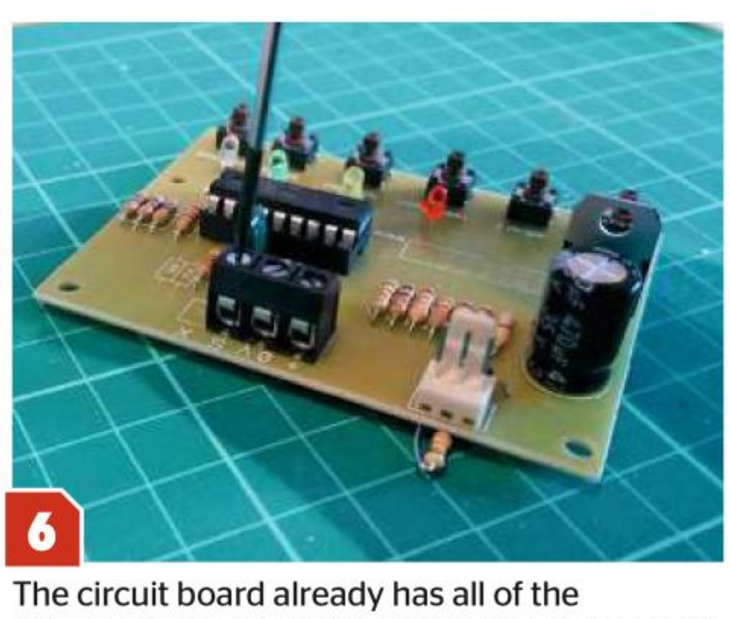
4

When soldering it is important to have a stand to rest your iron on and, of course, some solder. It is also a good idea to have some wet kitchen roll to clean the soldering iron between uses as this will help with the flow of solder.



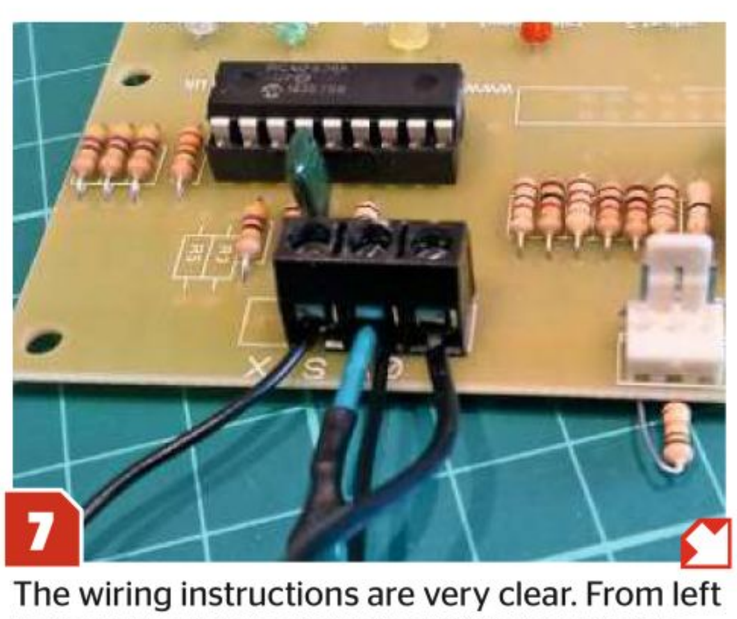
5

The two finished joints – not very pretty but it does the job though and there is no risk of a short circuit. The soldering iron will take time to cool once you've switched it off – make sure you don't touch it!



6

The circuit board already has all of the components on it and your wires go into screw terminals – no more soldering. A small flat-head screwdriver is all that's needed to tighten the terminals and hold the wires in place.



7

The wiring instructions are very clear. From left to right, there's the middle switch terminal in the left slot, the middle houses the left terminal of the switch and the negative power supply, the right holds the positive power supply.

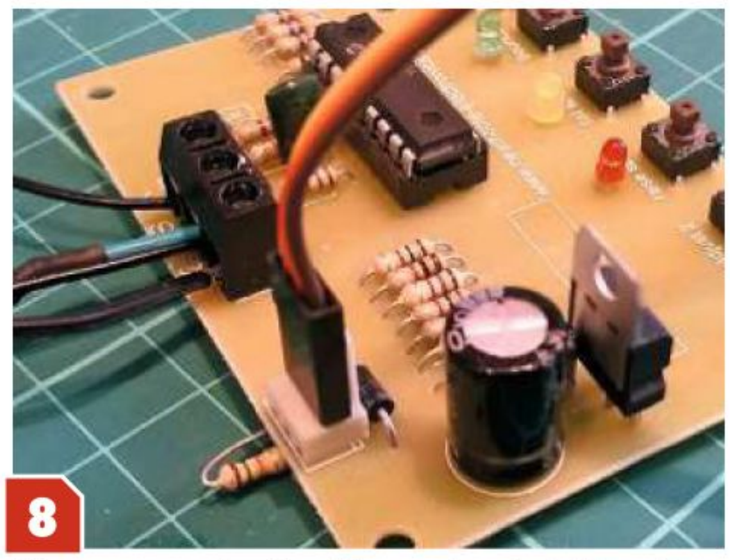
See the bounce!

To see the signal bounce in action, visit *https://bit.ly/32ydXdT*

What you will need

TOOLS

- Soldering iron
- Solder
- Flux
- Wire cutters and strippers
- Drill
- Screwdriver (flat and cross head)



8

The servo motor has three wires held together and they end with a terminal connector. This fits into the top left of the circuit board and will only fit one way, but the instructions are colour coded in case you are unsure.



9

You get a choice of arms with the servo motor because they are designed to function in a range of tasks. Some can operate two things at once. I opted to just use the single arm as I only wanted to power one signal.



10

I used a spare piece of wood from the front of a Tim Horn baseboard for the demonstration. Your layout may have a more substantial board to drill through. Since the signal needs a large hole, drill a smaller pilot hole first.



11

Keep using larger drill bits until you get to the size you need. File the inside of the hole to remove any rough edges and test-fit the signal before gluing, just in case anything goes wrong.



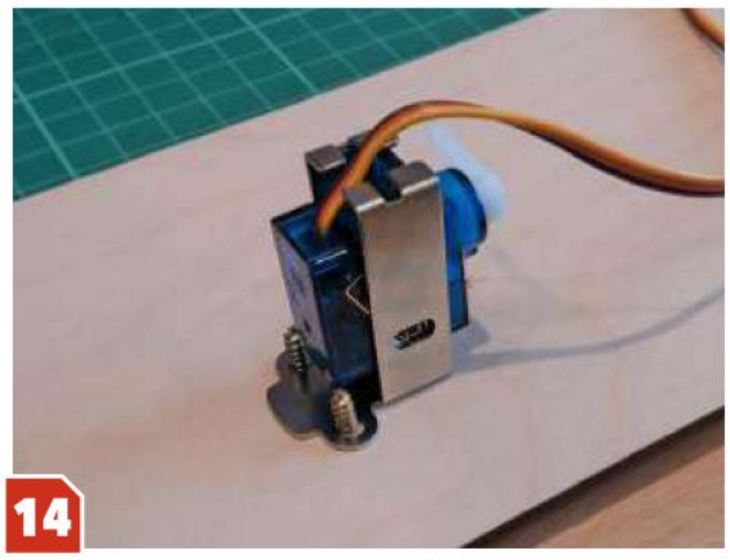
12

Test-fit the signal so you know where to mount the motor bracket. I had difficulties here because I couldn't hold the wood, the signal and the bracket at the same time. Mark the position of the holes on the bracket ready for drilling.



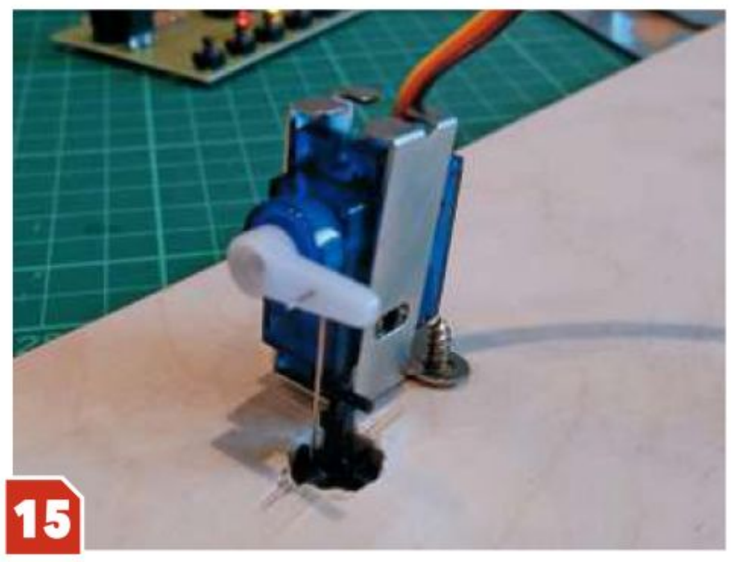
13

I found these holes were much easier to drill as the hole was smaller. On your layout, make sure you aren't mounting the servo motor anywhere that means the screw heads are going to get in the way of any track, for example.



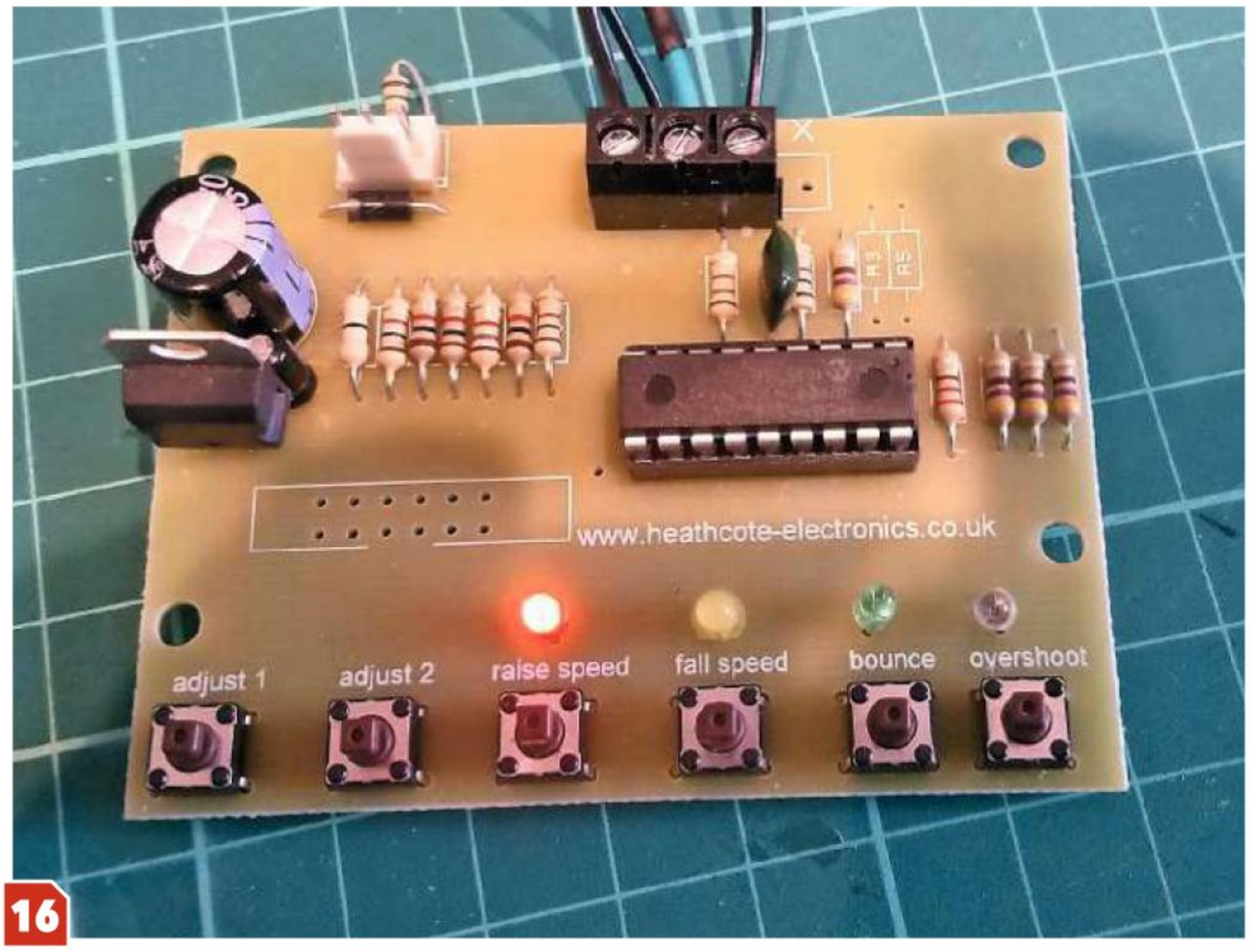
14

Another problem I had was that while I had the two screws in the pack for the bracket, there was only one nut and I couldn't make it thread correctly. When you mount it make sure that you have the servo arm facing the right way.



15

Thread the wire of the signal through one of the holes on the servo arm. It doesn't really matter which one you thread it through, but the closer to the pivot point the wire is the finer the movement of the signal.



16

You will know if everything has been powered correctly because the LEDs will flash. The six push buttons at the bottom of the picture are fairly self-explanatory, but the two on the left-hand side adjust the highest and lowest points of the arm's motion. You need to have the signal fully installed before you programme the circuit board. The red LED denotes the raise speed. There are eight settings for this and the LED will flash the corresponding number of times, depending on which step you are on. The fall speed next to it is the same but with a green LED. What makes this product unique is the bounce feature, for which there is a dedicated button. This dictates how high the arm bounces when it falls. There is also an overshoot button which is turned off by default, but you can programme it to make the signal arm overshoot the clear position when it is raised from danger.

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HOW TO

INSTALL A FIXED DISTANT SIGNAL

Just what is a fixed distant signal, and how would you make one for an 'N' gauge layout? **Chris Leigh** provides the answer.

A distant signal was an advanced warning device that allowed for the fact that a train could not stop quickly. The distant signal could not show a 'stop' indication but showed either 'clear' (proceed at line speed) or 'caution' (prepare to stop at next home signal). A *fixed* distant signal had no mechanism and merely showed 'caution' at all times.

The Great Western Railway used lower quadrant signals and the fixed distant was a standard signal that had the arm fixed permanently at 90º to the post, and lacked a spectacle plate. It did, however, have a normal oil lamp, but with an amber glass to display the 'caution' aspect after dark.

The GWR was a prolific user of fixed distant signals, particularly on its single-track branch lines and even today, in the era of multiple-aspect colour lights, fixed distants remain in use. However, the actual lineside semaphores have generally been replaced by more prosaic metal signs with a painted image of a distant signal arm in the horizontal position.

My 'N' gauge shelf layout represents the West Drayton-Staines West branch as I knew it in the early 1960s. At that time there was no operational signalling south of Colnbrook, the Staines signal box having been closed and removed when freight service to Staines West ended in 1955. An Up home signal was left in place near the cattle bridge when I first knew the line in 1962, but I believe it may simply have been left in the 'off' position until it was felled soon afterwards.

Three other signals survived south of Colnbrook level crossing, the Up home signal which protected the crossing (controlled from Colnbrook signal box) and two fixed distant signals. There was a fixed distant on the Up side at Poyle, as an advance warning for the Colnbrook level crossing and another in the Down direction on Staines Moor, close to the point where the branch crossed over the SR Windsor line.

It was this latter signal which I needed to include on my layout. Its purpose, at the summit of the climb to the bridge, was as a caution that the terminus was about to be approached by a long downhill run. The fact that this fixed distant was on a square timber post suggests that it was erected in the early years of the 20th century before the tubular steel posts came into use.

PHOTOGRAPHY: CHRIS LEIGH



N GAUGE | 2 hrs

ALAMY



What you will need

SHOPPING LIST

- Ratio kit 260 GWR wooden post signal **Availability:** Peco stockists

TOOLS

- Craft knife
- Cutting mat
- Tweezers
- Pin chuck and small drill bits
- Plastic Magic adhesive
- Yellow and black matt paints and a No. 00 paintbrush

Despite the simplicity of making a signal with an arm that does not need to move, there are no GWR fixed distant signals available in either kit or ready-made form even in 'OO', let alone 'N' gauge. Model Signal Engineering (MSE) has all the necessary parts but you will need to order arms, post and ladder components separately and you'll need to be adept at fine soldering.

P&D Marsh sells a standard wooden post distant signal (B301) as a whitemetal kit, but you would need to carry out a similar alteration to that depicted here, and in whitemetal it might be more difficult to get a good result.

Instead, I turned to Ratio's trusty kit (260) which provides for a standard, pivoted, home or distant signal in plastic. With a couple of minor tweaks, I created a GWR signal with a difference.



Left: The fixed distant on Staines Moor in 1965, with the platelayers' hut and the black girders of the bridge over the SR in the background.

Right: North British Type 2 D6342 passes the tubular post fixed distant signal at Poyle with the empty Shell tanks from Staines West to Ripple Lane, headed by four open barrier wagons.
BOTH: CHRIS LEIGH



STEP BY STEP



1

The Ratio kit is a single sprue of plastic parts. They are small and delicate so a small, sharp craft knife blade and a cutting mat are essential. The numbered instructions are easy to follow, starting with the base.



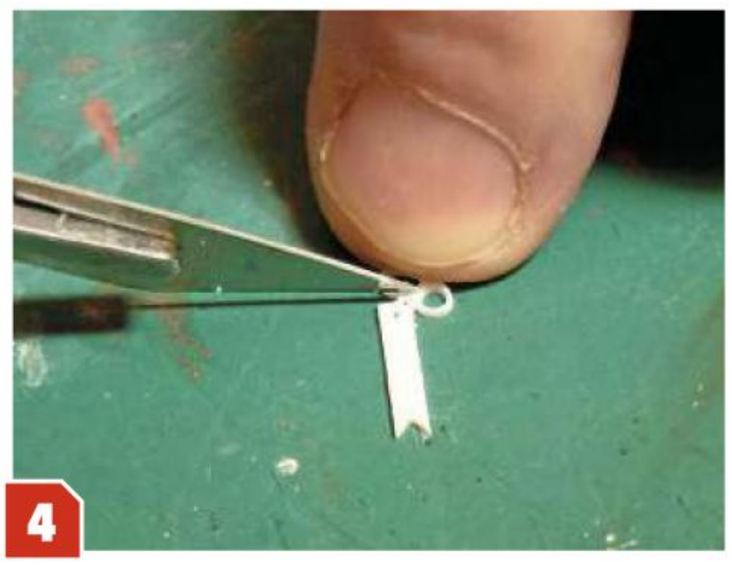
2

I found it necessary to deepen the hole in the base section of the post. I used a drill of appropriate diameter, held in a pin chuck and turned gently by hand.



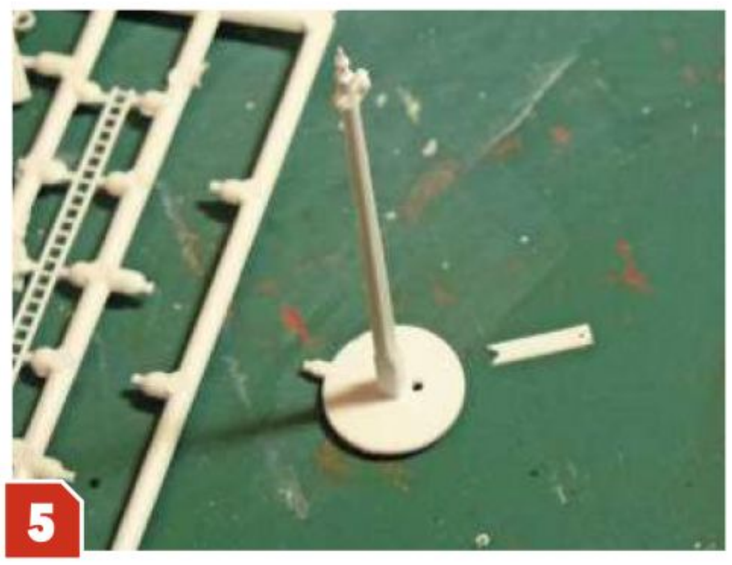
3

The post was glued into the base with liquid polystyrene cement. Care was taken to ensure it was correctly positioned relative to the ladder mounting on the base and stayed upright for a few moments while the glue cured.



4

The fish-tail arm is the distant arm. It was cut from the sprue and I then cut off the spectacle plate section, which I didn't need for a fixed distant. I left the full length of the signal arm intact.



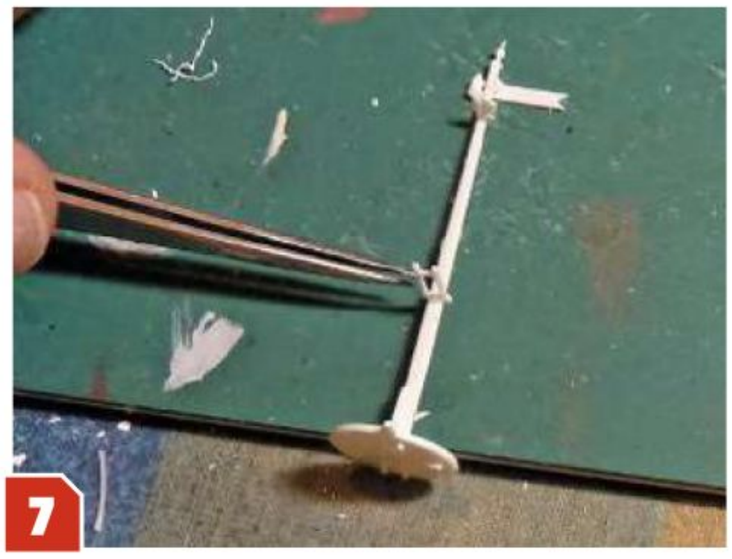
5

Note that the signal post is positioned with the lamp at 90º to the protrusion on the base which is the mounting point for the ladder. The arm fits to the opposite side of the post from the protrusion.



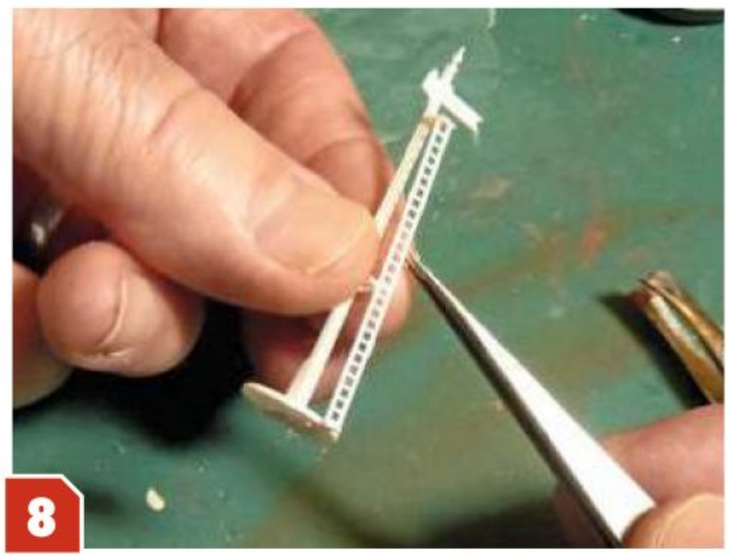
6

I glued the arm directly to the post, so that it points away from the lamp and at right angles to the ladder protrusion on the base. It is important to get the orientation of components correct.



7

The next job was to fit the ladder support bracket. A dimple on the post marks its position. Handling the small parts needs care and is best done with tweezers.



8

The top platform fits in similar fashion to the bracket, and once these are in place and 'square' to the post the ladder can be added. A deft touch with the liquid glue brush is all that is needed.



9

Using a photograph of the real thing as a guide, I painted the ladder, lamp and post base matt black. The arm and the ball part of the finial are matt yellow. The arm carries a black chevron, front and back.

HOW TO

MAKE BESPOKE SIGNALS

Can a beginner build a Model Signal Engineering signal? **Richard Foster** finds out.

00 GAUGE

PRODUCT Model Signal Engineering SO03/3 GNR somersault signal arm, £7.50; SO018 25ft concrete signal post, £2.50 ◆ **Availability:** Wizard Models, PO Box 70, Barton upon Humber DN18 5XY **Tel:** 01652 635885 **Web:** *www.wizardmodels.ltd*

2.5 hrs

George Dent says in his signal buying guide (page 40) that Model Signal Engineering's range of fine signal components is not for beginners and that you need experience of working with metal kits to have a go at one. That's all very well, but what if the railway you're modelling uses signals that are not covered by Ratio or Dapol?

Signalling systems were often as distinctive to a railway as the trains, and the Midland & Great Northern Joint Railway was no exception. Its signals reflected the practices of its parent companies. The signals at Gedney largely comprised GNR somersault arms mounted on concrete posts. They were so distinctive that there was no way that I could fudge them on my layout 'Gedney' by using something else. Luckily, MSE offers both GNR somersault arms (formerly part of the D&S range) and whitemetal concrete posts.

Aside from soldering some scrap bits of brass together under the watchful eye of Dave Lowery (MR238), I've never built an etched brass kit before. But that experience with Dave had buoyed my enthusiasm for soldering, so I decided to have a go.



You can't buy this off the shelf. This is Gedney's starting signal. It features a Great Northern Railway somersault arm on a tall concrete post, and even the miniature calling on arm is a somersault. ROB TIBBITS/COLOUR RAIL

Two things struck me: firstly, some of the parts are *very* fiddly. Secondly, the instructions are basic. They do seem typical of the era when kit-building required a certain amount of engineering nous. However, there was a logic to the single exploded diagram.

In the same way that you don't always get wheels and motors in a locomotive kit, you have to source rod and tube for the linkages and bearings. That's not as difficult as it sounds, for Albion Alloys offers a range of precision rod and tube that's ideal.

I armed myself with my trusty Antex 25W iron, some DCCconcepts Sapphire 179 solder and Sapphire No Clean flux. Flux is key as it helps transfer the heat between parts and enables the solder to flow across the joint. You know when it's working because you hear a nice, satisfying 'tsst' sound when you apply the hot iron.

I also had to hand a pin vice with small drill bits, needle files, sprue and wire cutters, a sharp scalpel and a block of wood. The latter is important. Firstly, it protects your workbench and, secondly, you can drill holes into it to hold pieces of wire upright as you solder small components on to it.

I was all set to see if a beginner could tackle an MSE kit...

Some five hours later I'd managed to make one arm that nearly worked, but some careless soldering had rendered it completely immobile. I also had a growing pile of components covered with solder. The answer to my original question was clearly 'no'.

However, I felt that success was not too far from my grasp. I decided to go back to Dave's to see how a master modeller would avoid these issues.

It was a truly illuminating visit. Obviously, there's no substitute for experience and, as Dave has been building metal kits since his teens, he has a wealth of knowledge to draw upon. It's why it took him only a couple of hours to get to this stage. He also doesn't get flustered and manages to maintain a sense of calm serenity, even when things keep going wrong.

But he did also prove that having the right kit to hand makes a huge difference. I had no way of removing excess solder, particularly from blocked holes, and having the correct sized broaches and drill bits would have been particularly helpful.

I didn't exactly prove if it was possible for a beginner to build a bespoke signal from Model Signalling Engineering parts. But follow Dave's advice and you should be able to avoid the major pitfalls.

As for me, I'm itching to have another go... I'll let you know how I get on!

TOP TIP

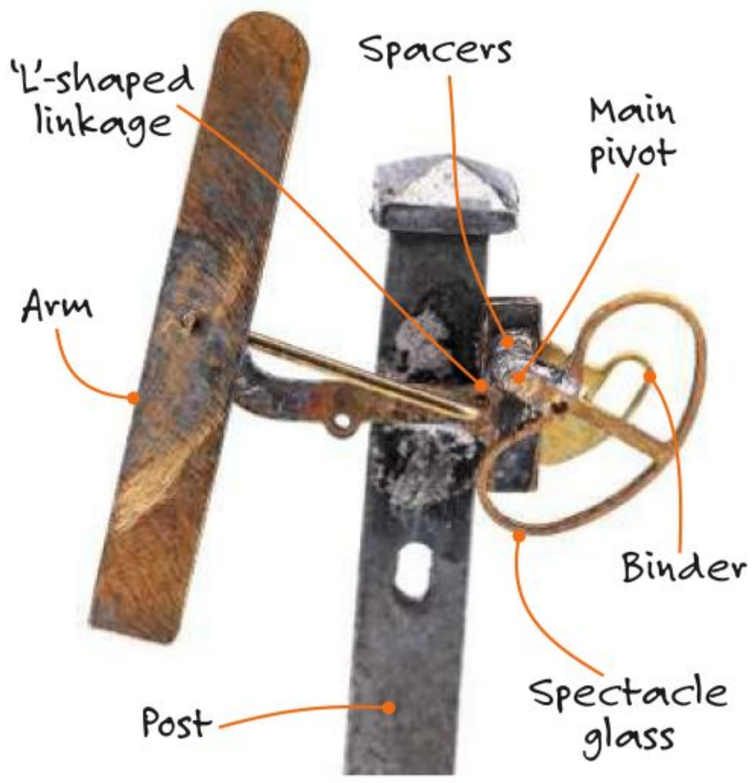
Some kit building projects can sometimes make you feel as though you need to be an octopus – there's just so much to hold and keep steady at the same time that two hands just don't seem like enough. Therefore, Dave keeps an array of tweezers and spring-loaded forceps at the ready to not only hold components while soldering, but also to make manipulating tiny parts much easier.

PHOTOGRAPHY: DAVE LOWERY/RICHARD FOSTER/JACQUES PORTAL

1 UNDERSTAND THE SIGNAL

With such sparse instructions, you will need a basic understanding of how a signal works. I realised as I watched Dave work that I'd made a simple mistake that would have fundamentally altered the way the signal functioned. I'd fixed the spectacle glass that either shows a red or green aspect, depending on whether the signal is 'off' or 'on'. I'd made assembly extra complicated by making the 'L'-shaped linkage turn freely on all three holes. Soldering the main pivot to the main operating rod made assembling this much easier – and allowed the spectacle glass to move when the arm changed position.

I'd also neglected to include the spacer rings on the main operating rod. These separate the key components and give you a bit more space with which to work.



2 RELAX YOUR EYES

The first piece of equipment Dave turned to was a head magnifier. I'd been hunched over my workbench, straining my eyes to see the tiny components. But Dave didn't need to do that – a magnifier took a lot of effort out of the construction process.

Squires offers a range of suitable magnifiers, from simple magnifying glasses to desk magnifiers to a head magnifier like Dave's. It would be worth checking what's most comfortable for you before you buy.

3 CUTTING FROM THE FRET

What is the best way to cut parts from the fret? I'd used a craft knife with quite a big blade. But Dave recommends DCCconcepts' Super Sharp Shears.

These shears cut so cleanly through the etch that you can use them close to the part you're removing. In fact, the cut is so clean and close that you only need a couple of passes with a file to remove the 'flash'.

EXPERT TIP

CUTTING TUBES

I'd used a pair of shears to cut through the tube, with the result that the end of the tube got squashed flat. There are two ways to resolve this. Firstly, Dave slips a cocktail stick into the tube and then cuts through it with a slitting disc in a mini-drill. However, the tube that we're using on our signal is too small for a cocktail stick. Therefore, Dave uses shears to cut the tube to length and then re-forms the opening with a pair of pliers. He then uses drill bits and broaches to bore out the internal shape of the tube.

4 THE RIGHT WOOD

Full marks for remembering to use a block of wood to work on… but I instantly realised that this block of hardwood was the wrong choice. Dave used an offcut of softwood, the planed, kiln-dried type you find in DIY stores.

As he was using a softwood, Dave didn't need to drill holes into it to hold the pins. He simply pressed parts into the wood, resulting in a tighter fitting, more secure hold. The block of wood was also much thinner, which meant that he could hold parts in place with some spring clamps.



Left: The thick block of hardwood on my workbench. A block of wood is required when soldering a kit...



Above ...but a thin piece of softwood is more suitable.

5 PREVENTING EXCESS SOLDER

There's a very simple way to prevent excess solder from flooding your workpiece – and that's to use the absolute minimum amount of solder. I thought I'd been quite sparing in my application, but watching Dave work revealed just how heavy-handed I'd been.

Dave uses a reel of Draper solder and just brushes the tip of the iron against the end of the solder. It really is the most minimal contact, transferring just enough solder to make a joint but not enough for it to go everywhere.



A reel of solder makes life easier. Keep it on your desk with the end of the solder exposed.



Just brush the tip against the exposed end of the solder.



A brass wool tip cleaner is the best way to keep your soldering iron's tip clean. A cleaner stand with iron rest costs just £9.99 from Squires (*www.squirestools.com*).

Building bespoke signals: What you'll need

TOOLS

- Drill bits: 20-piece Microbox HSS twist drill sets, No. 61-80, £8.99
- Burrs: 24-piece HSS carving & milling set of burrs (round, cone, taper and cylinder heads), £9.99
- Files: Draper or Tome Swiss pattern needle files in different shapes (including hand, flat, round, half round), £1.50 (Draper), £2.75 (Tome)
- Broaches: 12-piece miniature cutting broach set, £4.99

  Availability: Squires Model & Craft Tools, 100 London Road, Bognor Regis, West Sussex PO21 1DD
  Tel: 01243 842424
  Web: *www.squirestools.com*
- Shears: DCCconcepts DCT-SSS Super Sharp Shears, £9.95
  Availability: DCCconcepts
  Tel: 01729 821080
  Web: *www.dccconcepts.com*

MATERIALS

- Rod & tube: Albion Alloys BW03 305mm by 0.3mm rod, £5.25; BW05 305mm by 0.5mm rod, £5.25; MBT05 0.5mm by 0.3mm tube, £6.30; MBT07 0.7mm by 0.5mm, £6.30 **Availability:** Scale Model Shop **Tel:** 01422 405040
  Web: *www.scalemodelshop.co.uk*

6 IF YOU DO GET IT WRONG, DON'T WORRY

Dave has two aces up his sleeve. The first is a burr. These are thin metal rods with abrasive heads (there are different shaped heads depending on what you're working with). They go into an electric mini-drill, like a drill bit, and can make short work of a piece flooded with excess solder. As it's harder than the solder, the burr won't attack the underlying brass unless you really press into it.

The other ace is a selection of quality metal files. I'd expected Dave to use needle files but he actually used files with quite broad heads. Again, the logic is laughably simple: the wider the file, the less chance there is of inadvertently bevelling the edges of the part.

Dave's best piece of advice is to assemble each piece at a time and clean it up as you go. Giving each piece a thorough rub down with a file reduces the chance of any excess solder that might remain to flow from the completed piece on to a new part of the assembly.





EXPERT TIP

PAPER FOR BEARINGS

There's a really simple way to isolate moving parts from each other when you're soldering them to the same rod. Press a small scrap of paper over the rod, then place the next part. Apply solder – gently and carefully – to the outside and, when fixed, pull the paper away.



7 IF YOU DO BLOCK UP A HOLE...

If you do inadvertently block a hole with solder, don't worry. However, you will need the right tools to correct the error.

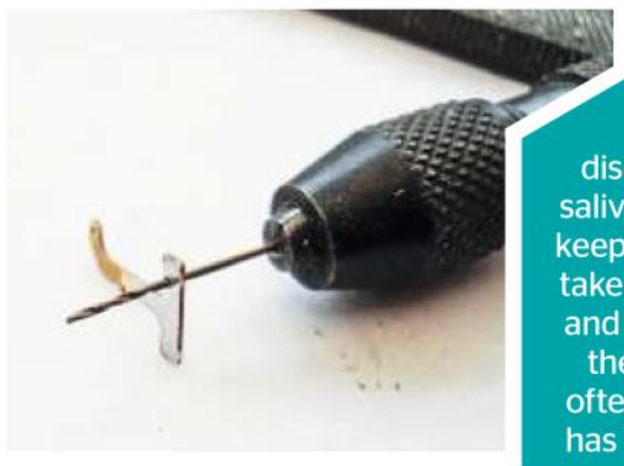
A good set of HSS drill bits might get down to 1mm, possibly even 0.5mm. But for a modelling such as this, you'll need even finer bits – down to 0.3mm. As Dave says, they're small enough to drill out a hair on your face!

Find where the hole was and drill out the bulk of the solder. You can use either a pin vice or an electric mini-drill. Be aware though that drill bits this small only have a limited lifespan – they will snap.

Once you're happy that you've drilled out as much solder as you can, you now need to ream out the hole with a cutting broach/reamer. Using a broach is not like conventional drilling, in which the drill only turns one way. With a broach, turn it backwards and forwards as this will remove the traces of solder that the drill bit will leave. Dave stresses the importance of being thorough here – any traces of solder will flow again as soon as it's touched with an iron and will continue to cause problems.



A component flooded with solder. Is it beyond saving?



Having removed the solder from the face with a burr, use a small drill bit (in this case a 78) in a pin vice to drill out most of the excess.

EXPERT TIP

This might sound a bit disgusting, but Dave swears by saliva as the perfect substance for keeping a drill bit lubricated. Either take a pinch between your fingers and apply to the bit, or simply lick the end of the drill bit every so often – just make sure that the bit has cooled down otherwise you'll burn your tongue!



Now use a small cutting broach, turning it clockwise and anticlockwise to remove the last traces.

8 CHOOSE THE RIGHT TUBE

I'd guessed that Albion Alloys' 305mm by 0.3mm rod would be ideal for this kit. It fits inside the 305mm by 0.5mm tube (which has an internal diameter of 0.3mm). This was a bit on the small size and the tube actually fitted inside several of the holes on the signal arm etch. For my second attempt with Dave, I opted for 0.5mm rod and 305mm by 0.7mm tube (with an internal diameter of 0.5mm).

This worked much better, but Dave suggested that a slightly larger size of rod and tube would make a more reliable bearing. You can enlarge the holes in the etches to accept a larger rod if need be.

Visit *www.albionhobbies.com,* or call 01202 511232 to find your nearest dealer.

WASH IT UP

Flux is acidic so always give your completed kits a good scrub before painting. You don't need anything complicated – a good swirl around in warm water with some washing up liquid will do. But leave the kit unwashed and the flux will bubble up under the paint.

ARM TO POST

It's likely that most signal kits will require fixing a brass arm to a brass post. But this M&GN signal required fixing the brass arm arrangement to a whitemetal post. All you need to do differently here is to give the whitemetal post a good clean with a file first (to remove any 'flash'). Then solder the arm to the post (using a photograph for reference) using a low-melt solder.

EXPERT TIP

OIL

One thing that didn't cross my mind was that a metallic linkage such as this would need lubricating. Dave recommended a few drops of a light modelling oil, such as Labelle's, before and after painting. This will stop water getting in between the parts and causing the brass to oxidise, which it will do after a time.

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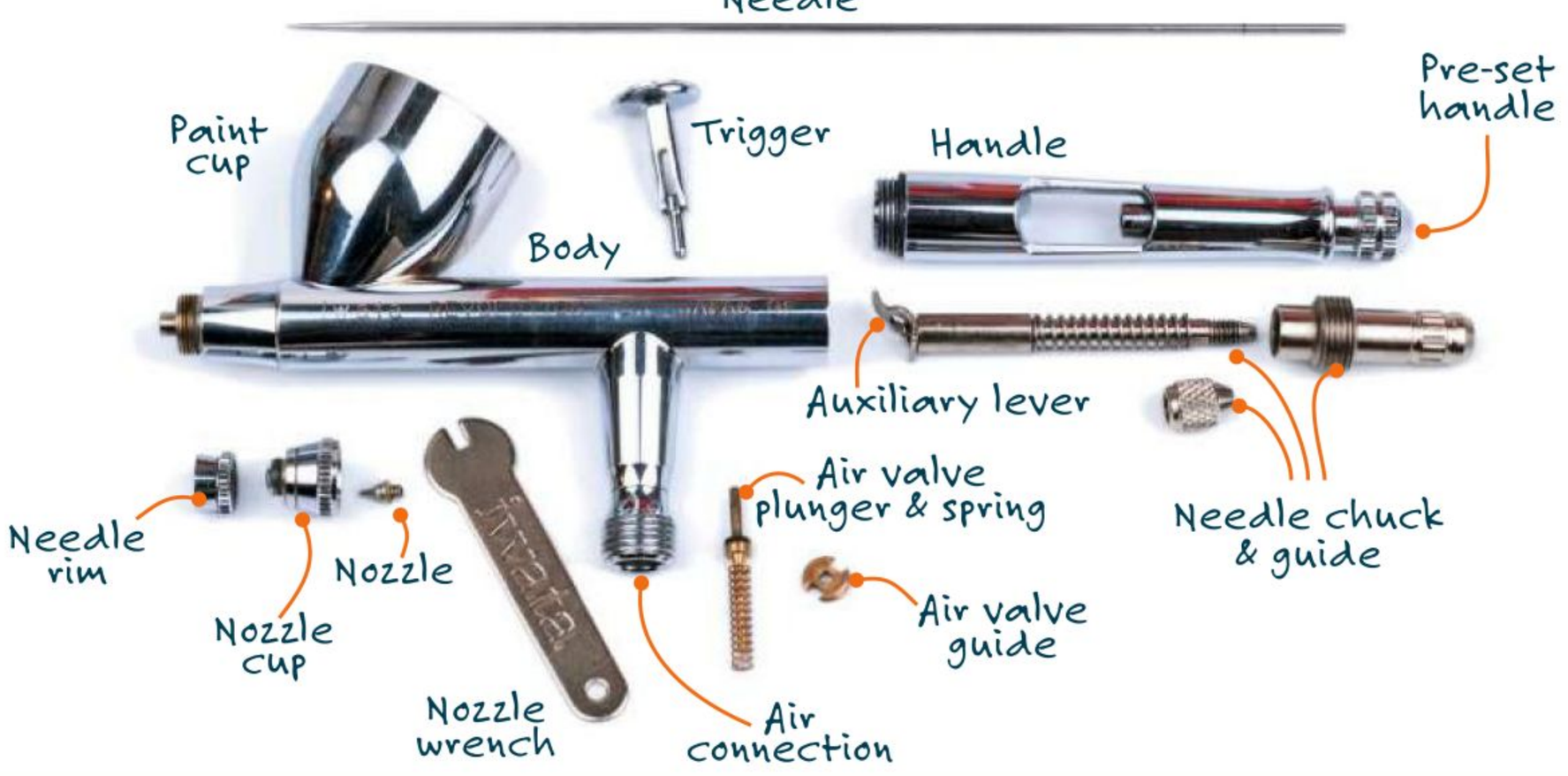
AIRBRUSH Q&A: TROUBLESHOOTING

Following our six-part Skills Station module on airbrushing, which ended last month, we've teamed up with the experts from The Airbrush Company to answer a host of readers' queries. So, if you've been struggling with uneven paint flow, sticky needles, bubbling paint or other maladies, read on...



The best way of mastering the airbrush is to keep practising; you'll soon work out how the tool behaves in certain situations. Equipping yourself with a small cleaning and maintenance kit will help to keep the airbrush working properly. ALL: GEORGE DENT

WHAT'S THAT BIT CALLED?



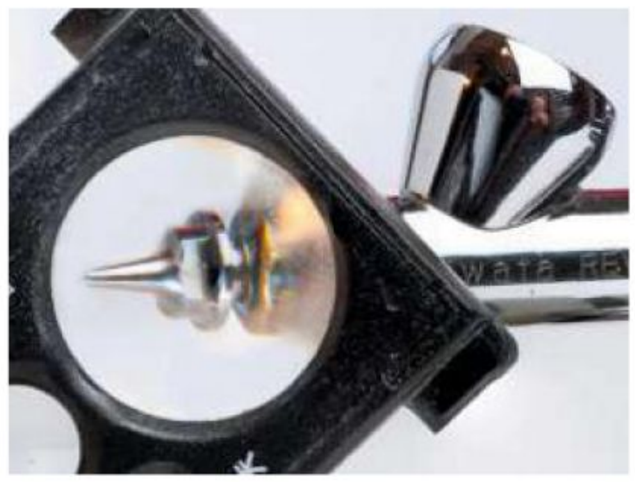
PAINT SPLUTTER

Whenever I'm spraying, the paint comes out intermittently, in a spluttering fashion. What am I doing wrong?
Simon Joyce, by e-mail

Mike says: This could be due to a number of factors: dried paint within the nozzle cap or, if a screw-in nozzle has been removed and refitted, it may need resealing with a drop of beeswax, or the small washer may need replacing.

A) The nozzle may be damaged.
B) Using a solvent cleaner after spraying acrylics will break down the paint's binding agent. If any traces of the solvent remain in the airbrush when it's reloaded, it will cause the paint to splutter. It's best to flush the airbrush through with water before reloading with paint, or use a water-based cleaner instead.
C) 'Tip dry' — this is where paint gradually builds up on the end of the needle, causing the flow of paint to splutter. It can be caused by a worn needle (where paint adheres to rough areas of metal), or an imperfection in the nozzle aperture.

If you're spraying acrylic paints, one possible remedy is to try adding a retarding agent to the paint, which slows the drying time and helps it to flow through the airbrush more effectively. If the issue persists, I'd recommend replacing the needle and/or nozzle.



Check the condition of your airbrush's nozzle with the aid of a magnifier. Some are fitted with a small washer that may need replacing after a while.



Top: Adding a drop of retarder medium slows the drying time of acrylic paint slightly and also improves the flow.

BENT NEEDLE BLUES

My airbrush didn't seem to be working properly and, after looking at the needle under a magnifier, I found that the tip is slightly distorted. Is there any way I can fix it?
Simon Sharkey, by e-mail



Mike says: It's best to replace the needle with a new part. A bent needle tip will cause the paint to spray off to one side and it will also wear the inside of the nozzle. A severely bent needle may damage the nozzle when it's retracted, so the nozzle may need replacing too.

WHY NO PAINT?

The trigger of my dual-action airbrush moves, but no paint comes out.
Mark Warburton, by e-mail

Mike says: If there is no air going through, remove the front nozzle cap to see if there is a blockage at the front end. If no paint is going through, check that the chuck nut within the tail end of the airbrush is tight, as this grips the needle, which then retracts with the trigger, opening up the nozzle and allowing the paint through.



Check that the needle is gripped by the chuck nut, or it won't move in sync with the trigger.

WHY TOO MUCH PAINT?

When I press the trigger, paint starts coming out of the airbrush, even without me moving the trigger back. It's a dual-action airbrush. Is there something wrong with it?
E.P. Wright, by e-mail

Lisa says: It sounds as if the needle is too far back. Unscrew the handle, undo the chuck nut and move the needle forwards as far as it will go (don't push too hard), then re-tighten the nut. You may also want to check that it's the correct needle for that airbrush, or it may be that it's worn and needs replacing.

In older airbrushes, or tools that are used intensively, the front of the trigger may also become worn.

I'M FOREVER BLOWING BUBBLES

Why do bubbles keep forming in the paint cup while I'm spraying?
Joanne Kirk, by e-mail

Lisa says: This could be due to a number of things, although the most likely cause is a blockage within the nozzle, which can be fixed by cleaning the airbrush more thoroughly. However, it may also be due to the nozzle not being sealed correctly or damaged.

I would also check if the nozzle cap is loose, as the problem could be solved by simply tightening it. If this doesn't work, strip down your airbrush so you can clean and examine it closely. Look at the above parts for signs of damage and wear and replace as necessary.



If bubbles form within the paint during spraying there could be a blockage in the airbrush that's forcing air back into the cup.

GLOSS NOT MATT

I've been spraying RailMatch matt enamel weathering paints, but some of them have dried to a glossy sheen. Are the paints at fault or have I done something wrong?
Wayne Lee, by e-mail

George says: A similar thing has happened to me on occasion and I've put the phenomenon down to over-thinned paint. There's a limit to the amount of thinning a paint can withstand before its performance is compromised and experience has shown that gloss paints tend to be more forgiving of over-thinning than matt formulae.

Also, once paint has been over-thinned you can't salvage it by simply adding more paint. Instead, it's best to discard it responsibly and start again, checking the viscosity at regular intervals to achieve the optimum thickness (see MR260).

Your weathering job can be salvaged by over-spraying the model with matt clear varnish. This should solve any issues with shiny-looking grime.



DEEP CLEANSING ROUTINE

While I've been cleaning my airbrush regularly, using the techniques shown in MR261, it really needs a thorough clean as I suspect some paint may be trapped inside. How do I go about this?
Dave Street, by e-mail

George says: The routine described in MR261 is enough to keep the airbrush in day-to-day working order, but there are times when a more thorough clean is required, especially after prolonged use or after storage.

How easy this is depends very much on the tool's design and easy dismantling and cleaning is often a sign of a great airbrush. In most cases, the nozzle can be unscrewed after withdrawing the needle, with a small wrench often supplied for the task.

With the nozzle removed, the internal paint channel is revealed and this can be cleared of any traces of dried paint using an aerosol-based liquid cleaner. Small pipe cleaners, available from airbrush suppliers, can be used to shift more stubborn deposits. Wire brushes are extremely effective too, but they can be a little harsh – cotton fibre cleaning rods are kinder to the airbrush's inner surfaces. Take care not to force the pipe cleaners too deeply into the airbrush as they may damage the packing screw seal that sits just in front of the trigger mechanism.

Once the airbrush's innards have been cleaned, reassemble it, taking great care with

ANY GAUGE | 30 mins

STEP BY STEP



1 If your airbrush has a screw-in nozzle, a miniature wrench is likely to be supplied for its removal. Work gently to avoid damaging the threads and take care not to drop the tiny nozzle – it's easily lost!



2 Decant a little cleaning fluid into a jar and submerge the nozzle and rim. Leave for a few moments before extracting the parts with a set of tweezers and placing on a bed of tissue to dry.



3 Clean the inside of the nozzle with a small interdental cleaning brush. Don't force anything into the small outer aperture as this is easily distorted and needs to match the needle's diameter precisely.



4 With the airbrush's paint channel now wide open, flush it through with cleaning fluid. An aerosol-based cleaner makes the job easier, but beware of the fluid splashing onto your face – protect your eyes and skin.



5 Miniature pipe cleaners are perfect for removing stubborn paint deposits. Dip into cleaning fluid and gently push the appropriate size of cleaner into the aperture. Remove and wipe on a tissue before repeating.



6 Continue until the brush comes out clean. The same tools are great for cleaning out the paint channels of side and bottom-feed airbrushes. Don't force the brush too far into the airbrush, as you might damage the internal seals.

WHICH CLEANING FLUID?

I use both acrylic and enamel paints. What's the best cleaning fluid for each?
Kit West, by e-mail

George says: For cleaning up after all types of paint, Premi Air's Liquid Reamer is an effective universal cleaning fluid that comes in a convenient aerosol format. However, it contains a very aggressive solvent, and will damage any plastic or other painted surfaces.

Avoid contact with the skin and eyes and always wear a facemask as the fumes are harmful. While the seals and parts of good-quality airbrushes will be immune to such a solvent, cheaper tools may be susceptible, so read your airbrush's manual before using it.



Cellulose thinners, available from hardware stores, are just as effective with virtually all paint formulas. Follow similar safety precautions as they are potent solvents too.

When using acrylics, a gentler cleaning agent may suffice, especially if you flush out the airbrush at regular intervals. LifeColor's Cleaner is useful for water-based paints, as is Medea's Airbrush Cleaner.

Tap water is fine for a superficial flush-out, but is unlikely to remove all traces of paint and may leave behind limescale.

For a deeper clean after working with acrylics, Premi Air's Foaming Airbrush Cleaner can be sprayed into the airbrush and left for a few minutes to seep into the tool's innards and break down any stubborn deposits. Flushing the airbrush with a regular acrylic cleaning fluid will then disperse the grime.

the refitting of the nozzle, which should only be fastened to finger-tightness. Over-tightening the nozzle with the wrench will invariably result in stripped threads and a need for a replacement.

A small drop of airbrush lubricant gel on the needle will help it slide back into place and keep it moving freely while the airbrush is in use.

If the airbrush is cleaned regularly using the methods described in MR261, this deep cleansing routine should only be needed occasionally. Repeated removal of the delicate nozzle can lead to damage.

Useful products

- Premi Air Liquid Reamer cleaning fluid 150ml, £4.99; Foaming airbrush cleaner 150ml, £4.99
- Five-piece airbrush cleaning brush set, £4.99
- Iwata Airbrush Cleaning Kit, £32.30 **Availability:** The Airbrush Company **Tel:** 01903 767 800 **Web:** *www.airbrushes.com*



There are many cleaning products available. Cleaning fluids, pipe cleaners, miniature brushes and a magnifying tool are essential, as is airbrush lubricant.



7 Carefully refit the nozzle and tighten with the wrench, using a minimal amount of pressure. Place a drop of lubricant onto the needle, just below the tip, before sliding it into the airbrush.



8 Adding a small drop of lubricant to the trigger mechanism is also useful. Wipe the airbrush with a soft cloth to remove any grease or traces of cleaning fluid before putting it back into its case for storage.

WATER WOES

I'm getting droplets of water appearing within the paint while I'm spraying, despite my compressor having a moisture trap.
Len Maddox, by e-mail

Lisa says: Has the moisture trap been emptied using the pin or valve at the bottom? It's important to empty this after every session. Simply depress the pin until all the moisture has been released.

If the compressor has an air storage tank, has this been drained? Every compressed air tank will have a drain valve and it should be drained regularly. The valve will typically be located in the lowest part of the tank, or possibly on one side.

Also consider where you're using your compressor. Are you working in a very warm environment? Is the compressor stored somewhere cold overnight, such as a garage? Either scenario increases the likelihood of excess moisture building up.

For extra protection, try adding an additional in-line moisture filter between the hose and airbrush, which will intercept any condensation that's formed within the air line.

Technique of the month

Perfect blends

An airbrush makes easy work of seamlessly blending areas of new paint into the surrounding finish and gives a much better result than trying to do it by hand. Matching livery shades is the most difficult aspect, but the job is made easier if the surrounding area can be masked.

Adding new smokebox details to a steam locomotive model offers a prime example, with the livery colour and any lining being protected by masking tape and the new parts sprayed black. Priming the new parts is important to ensure that the fresh paint adheres effectively. *(GD)*



1 The primer can be applied by hand or airbrush, depending on how easy it is to reach any recessed areas. It's often easier to prime items like smoke deflectors before installing them on the model.



2 After applying Tamiya low-tack masking tape, airbrush the primed areas with a satin or matt black paint. Build up the colour gradually to avoid creating a pronounced 'step' against the masking.



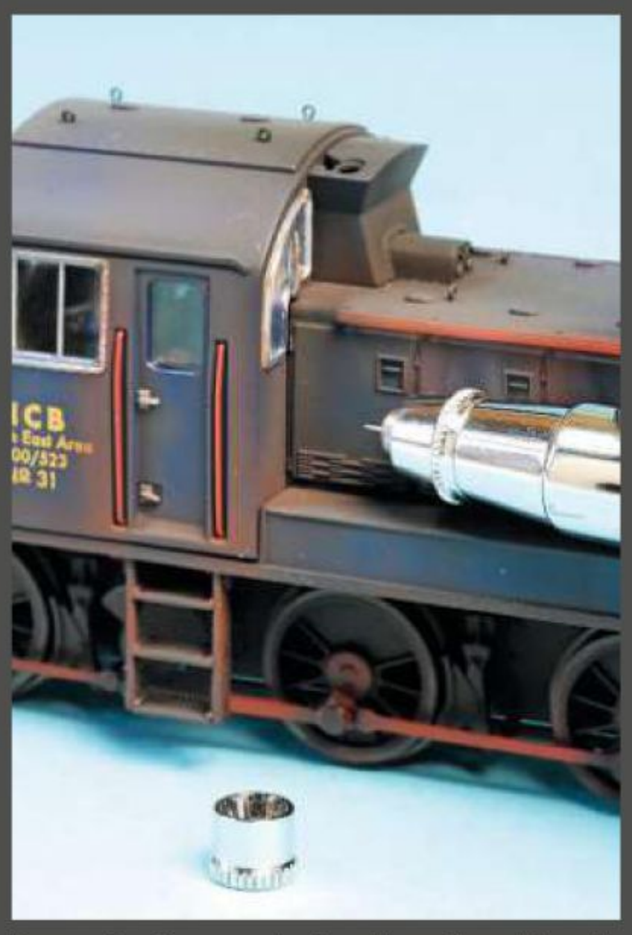
3 Allow the paint to dry before gently peeling the masking tape away. If there's a disparity between the new paint and the factory finish, an overall coat of satin varnish will blend everything together.

ULTRA CLOSE-UP WORK ADVICE

I'm struggling to achieve consistent weathering effects when working with a model close up. I assume that the air is blowing back against the airbrush nozzle's rim and interfering with the paint.
Harry Watson, by e-mail

George says: Your diagnosis is correct – the air is blowing back into the nozzle aperture and disturbing the paint flow. The issue can be minimised by swapping the outer nozzle rim for a crown-shaped fitting (if available for your airbrush). Alternatively, the airbrush can be used with the nozzle rim removed, allowing the tool to operate effectively just a few millimetres from the surface.

Provided that the air pressure setting is low (around 10-12psi), some ultra-fine painting effects can be achieved in this way. However, if the airbrush is moved to more than about 2cm from the surface the quality of the spray pattern will deteriorate. This approach also involves an element of risk as the exposed needle tip is prone to damage. Careful handling of the airbrush is essential and the nozzle rim should be replaced as soon as the job is complete.



Removing the nozzle rim allows the airbrush to work effectively at very close quarters.



FREE UP A CLOGGED AIRBRUSH

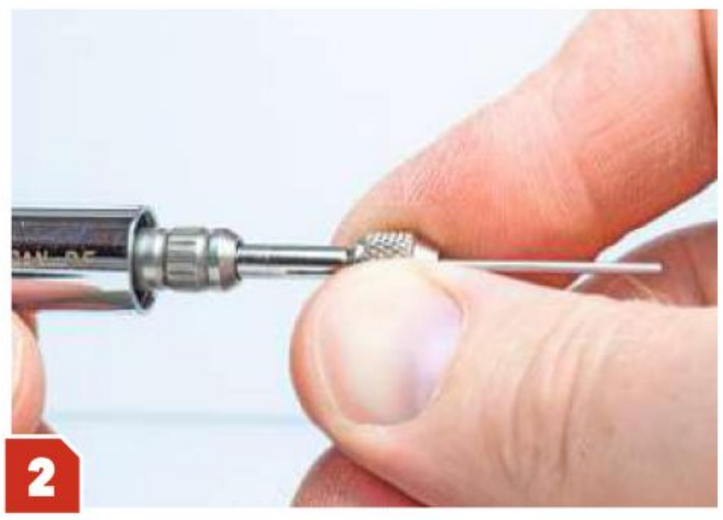
I dug my airbrush out of a drawer, and found that it's clogged with dried enamel paint and the needle is stuck. How can I free the parts so I can strip it down and clean it?
Malcolm Johnson, by e-mail

Mike says: The needle may be stuck in the nozzle or the main body, so we need to soften the paint just enough to allow the needle to be removed. Then we can set about stripping and cleaning the airbrush thoroughly.



1

Secure the airbrush in a vice, protecting the tool's finish with rubber or foam strips, and load the paint cup/channel with a cleaning fluid like Liquid Reamer. Place tissue underneath in case any fluid seeps out.



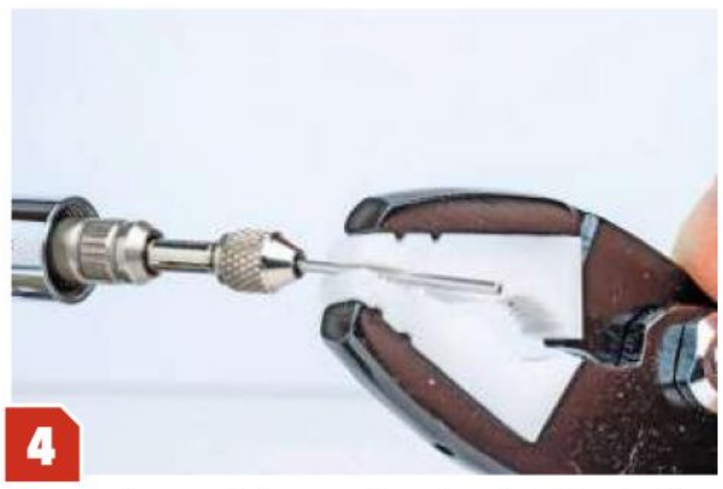
2

After about 30 minutes, remove the handle and try pulling back on the chuck nut only. This part grips the needle, allowing it to move back and forth with the trigger.



3

If the parts move, the chuck nut can be loosened and the needle carefully withdrawn. If it's still stuck add more cleaning fluid and leave for a little longer.



4

As a last resort, loosen the chuck nut, grip the needle with plastic grippers and gently turn it before attempting to remove it. The airbrush can then be stripped and cleaned, as described by George on the previous page.

GRAVITY vs SUCTION-FED

Is there a difference between gravity-fed and suction-fed airbrushes in terms of performance?
Gary Brookes, by e-mail

Lisa says: You should be able to produce the same results with either. However, gravity-fed airbrushes need only a droplet of paint in the cup and require a very low pressure to operate successfully. Generally speaking, they are used for fine detail or close-up work, where quick colour changes are desired.

Suction-fed airbrushes require a higher air pressure and more paint to get started, as the tool has to suck up the paint, resulting in a slight delay in initial spray as it travels through the syphon. They tend to be bulkier and are mainly used for covering medium to large areas.



Gravity-fed airbrushes are well suited to detail work.



Suction (or syphon) fed airbrushes require more paint and a slightly higher air pressure to work properly.

THE BEST OF BOOTH WORLDS

I'm planning on airbrushing regularly. Do I need an extractor booth and, if so, what types are available?
Greg Hardwick, Warwick

George says: I'd definitely recommend an extraction booth to anyone intending to airbrush on a regular basis. Our health is important, so taking risks for the sake of a hobby doesn't make sense. Booths come in a variety of shapes and sizes to suit the hobbyist or professional.

The most affordable options are aimed at hobby use. Most are designed to be portable, so the unit can be folded away after use. All you need is a mains power supply and a nearby open window through which to place the extractor hose. Replaceable filters intercept the particulates and should be replaced at regular intervals, according to the unit's instructions.

Hobby units are fine for short spraying sessions or when working on smaller models, as the extraction system will lack the capacity to expel large amounts of paint particles and solvent fumes. Also, the motor may not be capable of running continuously for long periods.

If you're likely to be spraying regularly, for longer sessions, a more powerful extractor should be considered. In my workshop, I've been using a BenchVent A300S-D ducted extractor unit for the past seven years or so, and it's proved to be very effective. The flexible duct can either be passed through an open window or permanently connected to a vent in the wall, like a bathroom extractor fan.

An A3-sized extractor bed is ample for 'OO' gauge work, as well as modest 'O' gauge projects. It's also handy for extracting harmful fumes while soldering, as well as painting.

Whatever extractor booth you choose, I'd recommend wearing a face mask, just to be on the safe side.



Portable spray booths are aimed at the hobbyist and are great for occasional use.



More powerful extractors are essential for those intending to spray for longer periods on a regular basis.

Recommended products

- E-SB-88 Hobby spray booth with turntable, £159.00
- A300S-D BenchVent ducted extractor, £299.00 **Availability:** The Airbrush Company **Tel:** 01903 767800 **Web:** *www.airbrushes.com*

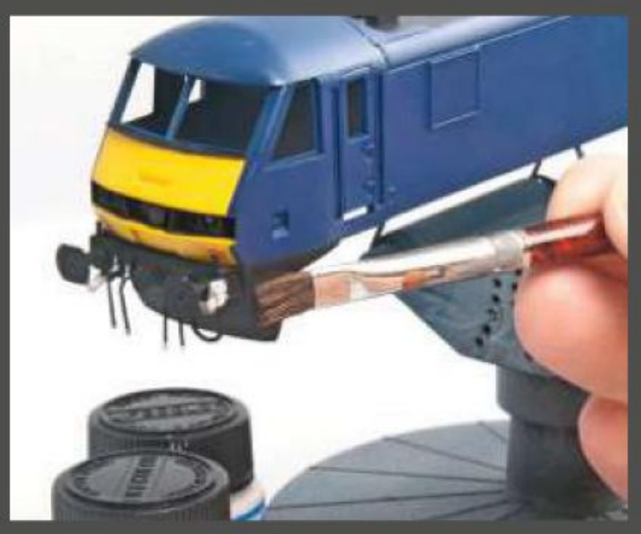
DO I NEED TO AIRBRUSH EVERYTHING?

I'm having trouble masking up certain areas of a locomotive so I can airbrush them individually. Is there an alternative to tape and masking fluid?
Gerald Greene, by e-mail

George says: Masking fluid, such as Humbrol's Maskol, usually comes to the rescue if I'm struggling to get tape to sit on awkwardly shaped areas. However, do remember that not every aspect of a paint job needs to be undertaken with the airbrush. Indeed, it's often easier and more effective to treat some areas by hand. Prime examples include the smokebox and running plate of a steam locomotive, the lower valances of diesel or electric traction, or a wagon's chassis.

The use of good-quality paints and brushes is important, and my first choice for painting by hand is usually LifeColor acrylics. These are thin enough to spread evenly, especially with a soft flat brush, though some colours may need two coats applied about an hour apart.

Inevitably, hand-brushed areas may contrast with the airbrushed elements, but everything can be blended together effectively with a few coats of clear varnish, whether a gloss, satin or matt sheen, depending on your preference.



After the yellow and blue coats had been airbrushed, the black valances and light panels were applied by hand, along with all of the colour-coded bufferbeam fittings.



A few light layers of clear gloss blended all the livery elements together and provided the perfect basis for the waterslide decals. Another gloss coat followed to seal the transfers before a satin clear coat was applied to give the model its final sheen.

The Airbrush Company

Suppliers of airbrushes, compressors, tools and equipment, as well as hobby paints, tools and accessories. The company offers a number of airbrushing training courses, along with technical support and a repair service.

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Lights, camera TRACTION



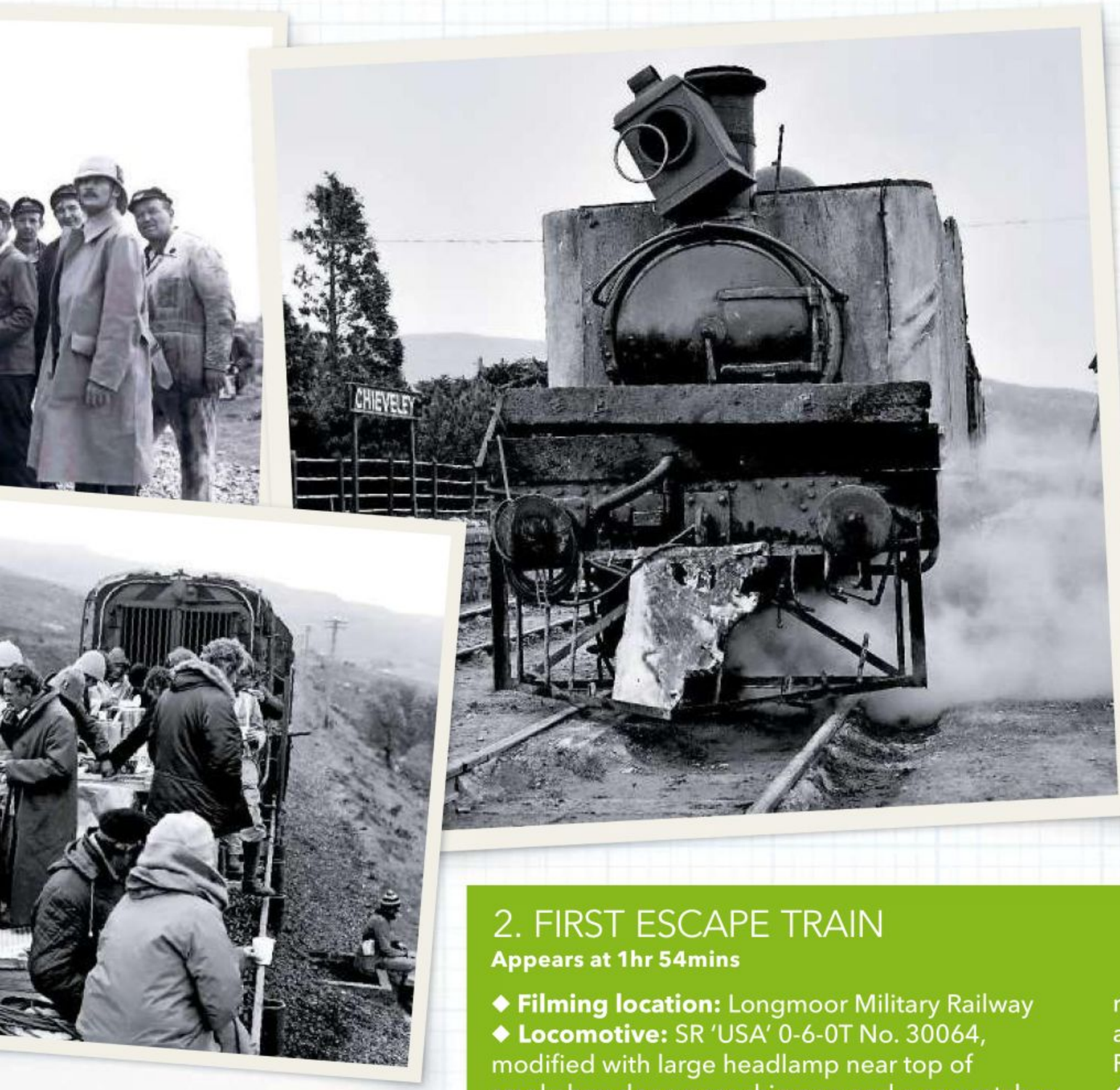
ALL: FRANK DUMBLETON

Paul A. Lunn concludes his look at how to model the trains used in the 1972 film *Young Winston*, as well as its ultimate track plan.

Artwork: **Paul A. Lunn**

There are many reasons why I like the film *Young Winston*. And from a purely modelling perspective, I really like the fact that it features four distinct trains that, like the real things used in the movies, can be created using cleverly altered British-outline ready-to-run models.





1. ARMOURED TRAIN

Appears at 1hr 38mins

- **Filming location:** Craig-y-nos
- **Locomotive:** GWR '14XX' 0-4-2T No. 1466, modified with 'armour' plating, with a large headlamp and cowcatcher. The Great Western Society's No. 1466 was towed from Didcot to South Wales by a 'Hymek', along with one of the GWS' 'Toad' brake vans.
- **Model it:** Hornby or Hattons '14XX'
- **Rolling stock:** Steel bogie wagons with raised sides and 'peep' holes/slits for shooting rifles. Lead wagon was open-ended at the rear to accommodate a naval gun. Partially armour-plated BR 16t mineral, used as a tender for coal with a hole cut in the end nearest the locomotive for access.

A BR Class 08 was on hand at Craig-y-nos to move stock, equipment and the all-important sandwiches. A mobile crane was also used to position derailed wagons.

2. FIRST ESCAPE TRAIN

Appears at 1hr 54mins

- **Filming location:** Longmoor Military Railway
- **Locomotive:** SR 'USA' 0-6-0T No. 30064, modified with large headlamp near top of smokebox door, near chimney, and a cowcatcher. Retains lined green livery but with 'SAR' (South African Railway) on the side, either in white or off-white. The Southern Locomotive Preservation Company had been forced to move its collection (which included No. 30064) from its base at Droxford station, and it had taken up temporary residence at Liss on the LMR. No. 30064's stay at Liss was short – it had moved to the Bluebell Railway by the end of 1971.
- **Model it:** *Model Rail*/Bachmann MR-104A
- **Rolling stock:** Ten 16t mineral wagons, in a grey/rusty brown livery with 'SAR' painted on the right-hand side in white letters plus a flat wagon (missing in last shot of this train). Churchill (played by Simon Ward) hides under a tarpaulin in one of the open wagons.

3. COLLIERY RAILWAY TRAIN

Appears at 1hr 56mins

- **Filming location:** Morlais Colliery, Llangennech
- **Locomotive:** BR moved Brynlliw Colliery's Peckett 'B3' 0-6-0ST No. 2114 and several wagons to Morlais Colliery at nearby Llangennech for filming. It carried a heavily weathered green livery.
- **Model it:** Peckett's 'B3', illustrated by Tunnel Cement's classmate No. 1920/1936 (below), was a larger version of the 'B2', forthcoming from Hornby. Hornby's new model would make a suitable substitute.
- **Rolling stock:** Two unidentified flat wagons with crates and tarpaulins. Churchill hides in the rear one. Operationally, there's a suggestion these wagons would be transferred to a passing train, hence a loop on the largest plan.

Morlais Colliery, probably chosen for its nearby location and period appearance, originally opened in the 1880s with two pits. Its elderly steam winding engine appeared in the film, along with a brief shot of some NCB narrow gauge tubs.

HERBIE KNOTT/SHUTTERSTOCK



GEOFF PLUMB

MULTI-LEVEL NARRATIVE

Here we have a large, complex, variable height layout, with a line that links a low-level fiddleyard via Longmoor station, Liss Forest Road and a fictitious representation of Morlais Colliery. Craig-y-nos is a more accurate representation of the prototype and there's scope for a substantial dramatic scenic background. I recommend hand access holes (baseboard underside), lift-off hills or a combination of both to reach the rear, non-scenic gradient track. There's a small secondary fiddleyard for independent operation up to Craig-y-nos.

I've purposely added a contrived version of Longmoor, hence the shortened name, viewable from both sides, to fit available space, marry up with other baseboards and because it was the originating point for trains, not only in *Young Winston* but in several other movies, too.

Gradients play a big part on this layout, marked **A** to **B**, **C** to **D**, **E** to **F** and so on. An asterisk denotes a steep gradient that may require DCCconcepts' PowerBase system. Only Craig-y-nos station and yard, Longmoor station and yard, the colliery, Liss Forest Road and the main and secondary fiddleyards are on level ground.

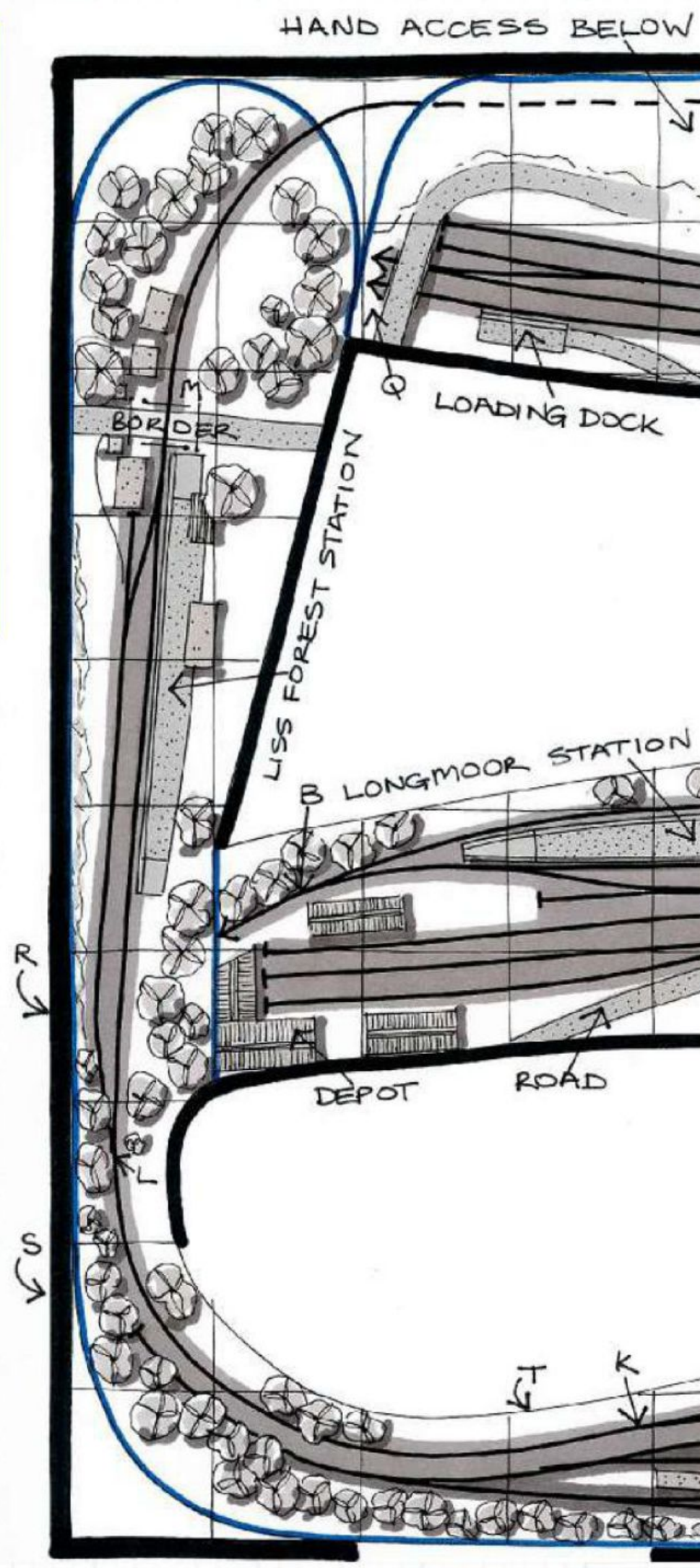
4. SECOND ESCAPE TRAIN

Appears at 2hrs 3mins

- **Filming location:** Longmoor Military Railway
- **Locomotive:** David Shepherd's BR '9F' 2-10-0 No. 92203 'Black Prince', which had been based on the LMR since 1968. It had lost its smoke deflectors but gained an enlarged chimney and dome, plus a headlamp and cowcatchers. The number '220' was created by simply painting over the outer numbers.
- **Model it:** Bachmann 32-850K
- **Rolling stock:** Four-wheel tank wagons, ten 16t minerals, four timber-bodied vans and a BR 20t brake van. The three flat wagons, similar to those filmed at Morlais Colliery, are also part of the train.



JOHN REES ARCHIVE COLLECTION



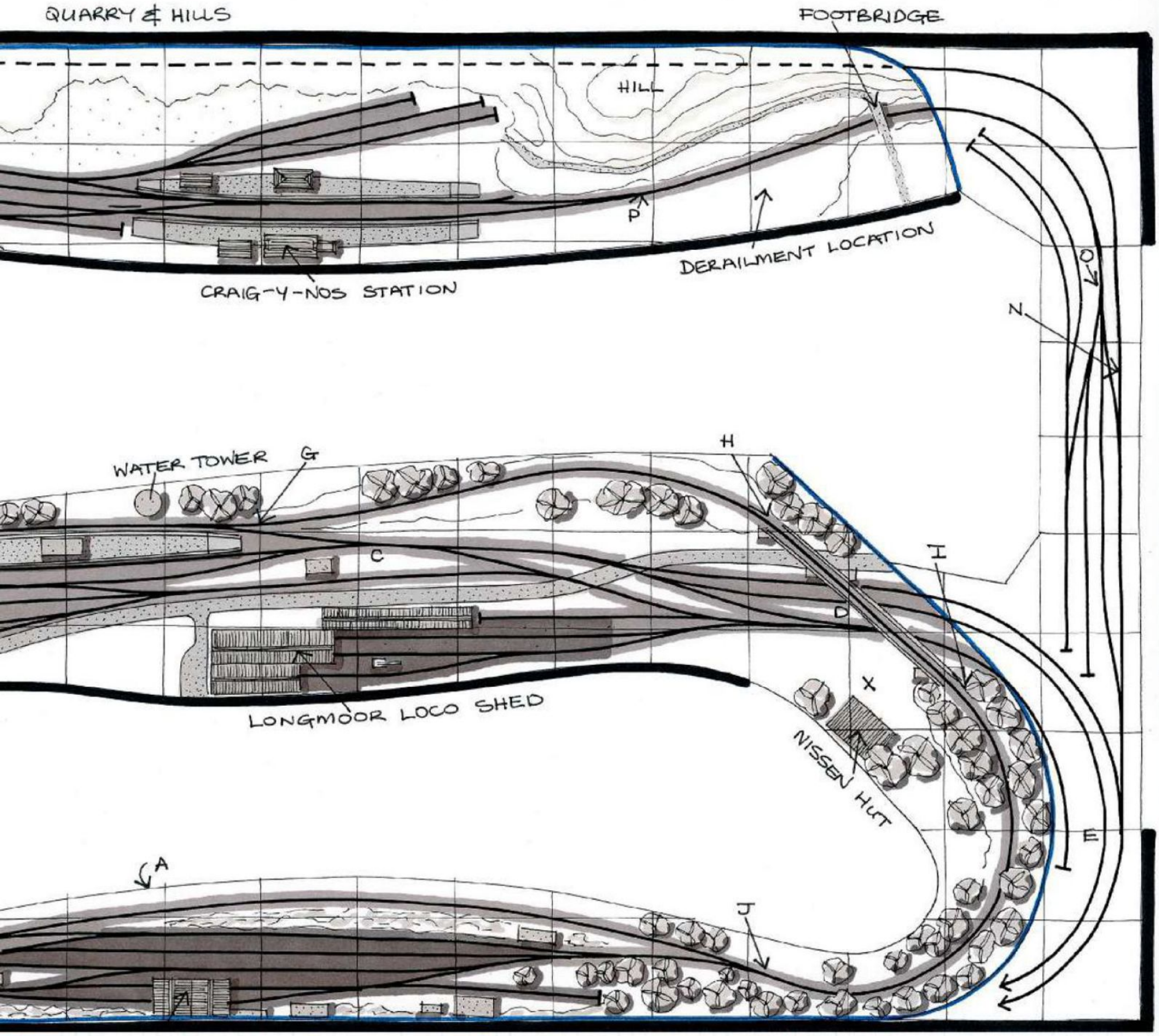
This layout plan features gradients as steep as 1-in-36. It sounds incredibly steep and unrealistic in model form but this gradient, on my friend Peter Salmon's layout, rises up at 1-in-20 over 5ft to give a clearance of 3in. Careful scenic treatment hides the steepness.

It's also not too steep for model trains to cope with. We had a '9F' and a 'Jinty' hauling ten wagons loaded with real coal up the bank and neither struggled. Performance was consistent among most of Peter's fleet of Bachmann and Hornby locomotives.



CAN YOU SPOT *YOUNG WINSTON*'S BLOOPERS?

In the movie, there are the two missing wagons at the rear end of the armoured train just before derailment. Also look out for the 'dead' soldier who moves his arm in the ambush scene and the film crew bobbing up and down in the lead wagon on the return journey from 'Chieveley' (Craig-y-nos).





PETER SALMON

FIELD GUNS AND FIGURES

It's difficult to identify guns used in the film, but history suggests they would be something like this; 75mm Creusot QF, 75mm Krupp QF, 120mm Krupp Howitzer BL, 155mm Creusot BL and a 37mm Maxim Automatic Machine Gun (Pom-Pom).

Visit *www.irregularminiatures.co.uk* to see a sizable range of slightly large 15mm-type field guns (suitable for 1:76), including Krupps and Boer War types.

The following figures are ideal:

- Airfix/HaT, WWI British Infantry, Set 01727, a type representing uniforms immediately after the Boer war 1899-1902.
- HaT, British Infantry (Early), set 8292, better than the Airfix version. HaT, Frontier Light Horse, Set 8206, a tad early, at around 1879, but fine to use in the circumstances.
- Strelets, Mounted Boers, Set 037, poor moulding and unlikely to be in this kind of action but suitable for the film.
- Strelets, British Infantry, Set 038, poor moulding but more relevant for earlier period.
- Extensive detail for all figures listed above, including history, uniform etc can be found at this excellent site: *www.plasticsoldierreview.com*



Strelets*R's Infanty pack 038 Colonial wars. STRELETS*R



Left: This footbridge features in the film and was no doubt a useful access route for the film crew and actors alike. For modellers, it serves as a useful view-blocker in all three track plans. PAUL A. LUNN COLLECTION



Right: Craig-y-nos station once sported a second, private, gable-ended, detached waiting room, at the northern end of the main station building for Adelina Patti, resident of the nearby castle. There is also a small hipped roof waiting shelter on the opposite platform, near the second largest tree along, and a signal box, off-camera, at the bottom end of the sloping ramp, left. PAUL A. LUNN COLLECTION

Below: Coelbren Junction was used for stabling all the stock during the filming of *Young Winston*, over a period of approximately two months. You could model it circa 1964 as an alternative to part of the Longmoor Railway. It was an interesting track plan with lower level platforms on the Neath line (left) than those going right to Abercraf and beyond. PAUL A. LUNN COLLECTION



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Coast line
adventures

This layout, based on a fictional seaside town, is covered in painstakingly created detail that's a rare sight in 'N' gauge modelling.

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

What makes this layout great?

It's testament to Anthony Sutton's skill that he's managed to build a layout around a platform – but he's created the atmosphere of a 1980s/1990s seaside terminus perfectly. And the freight locomotives drafted into passenger service are so evocative!

1

'N' GAUGE LAYOUT **SUTTON ST. ANNES**

‘N’ GAUGE LAYOUT **SUTTON ST. ANNES**

Do you remember your childhood excursions to the seaside? Trundling along the coast with the occasional glimpse of the sea out of your window. Stepping onto the platform, the salty sea air fills your lungs alongside the alluring smell of fish and chips. Opportunistic seagulls are ‘kah-ing’ overhead just waiting for an unsuspecting tourist to take their eye off their lunch.

Get to your chosen destination (such as Blackpool, Scarborough, Skegness or Minehead), and you’d be faced with a long walk down the platform, which could easily be several hundred metres long. These were typical of seaside towns which needed to accommodate a lot of people arriving for their holiday.

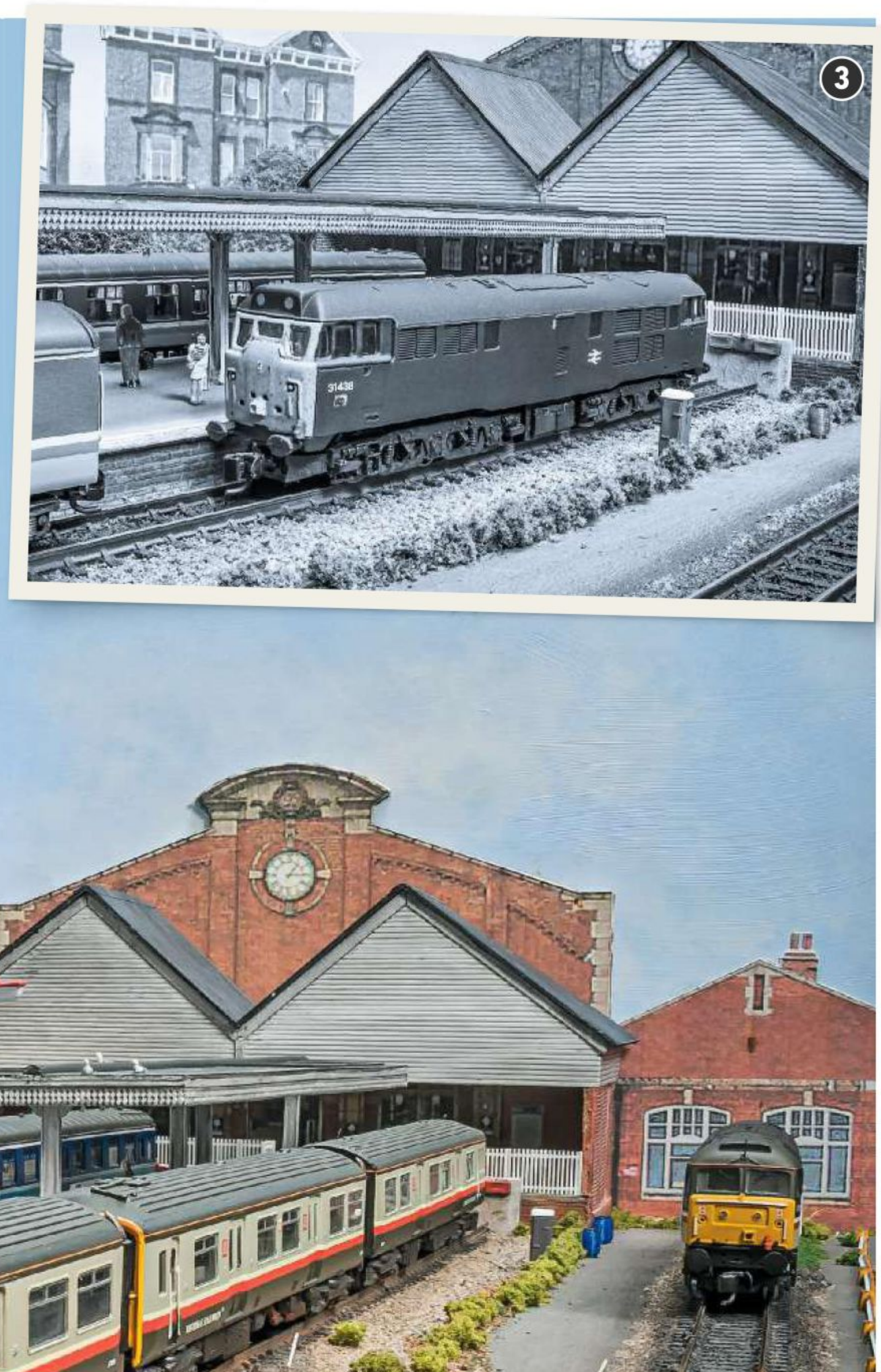
You wouldn’t expect all of these sights and sounds to greet you a few miles off a motorway in the Midlands, but step into Anthony Sutton’s garage and this is immediately what springs to mind when viewing his ‘N’ gauge layout ‘Sutton St. Annes’.

Unusual in its design, the layout is based almost entirely around the platform. It’s a fictional location, but rather than the more common south coast seaside resorts, Anthony has gone for something more out of the ordinary.

“‘Sutton St. Annes’ is a small coastal town located somewhere along the Fylde coast between the towns of Blackpool and Lytham, with the line diverging at Kirkham and Wesham on the Preston to Blackpool main line,” explains Anthony. “I came up with the track plan and the design of the layout, but as I’m more of a scenic modeller and didn’t have the time to build a baseboard and wire up the track, I asked layout builder Steve Hornsey to create the base for me. The name comes from a mixture of my surname ‘Sutton’, and ‘St. Annes’ from Lytham St. Annes.”

Anthony added the stabling line at the front to add extra operational potential. ➤



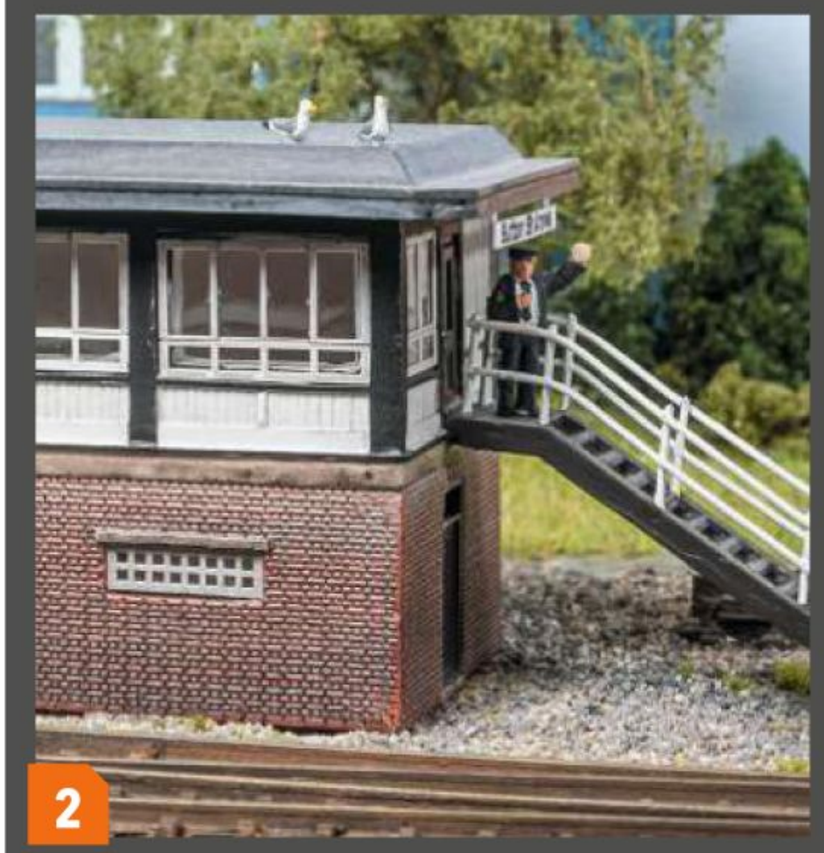


3 things we like



1

The trainspotters at the end of the platform are Preiser figures.



2

Bachmann's signal box presides over the layout with a Sutton St. Annes sign added.



3

The colours on the signals are transfers that Anthony bought on eBay.

FACEBOOK PRESENCE

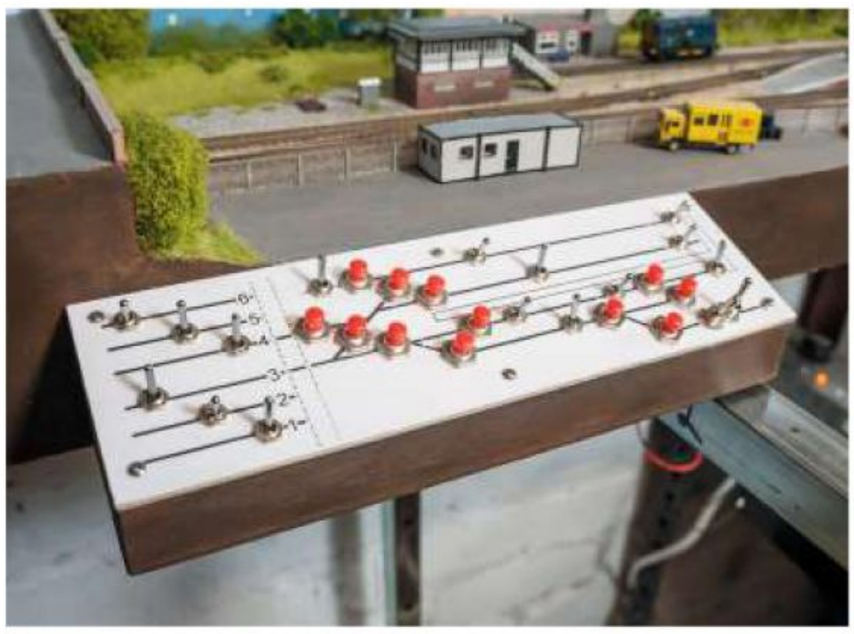
Work began in 2015, and although this is Anthony's second exhibition layout, it wasn't built with exhibiting in mind.

"The layout has its own Facebook page with nearly 600 followers and a thread on the N Gauge Forum. Out of the blue I was invited to take it to the Essex 'N' gauge show in March 2018. Naturally I jumped at the chance and set about having a sign made; this was from Jason at Custom Layout Signs. I also added a curtain to bring it up to a presentable standard. What's really pleasing is getting comments from the public who remember riding behind the prototypes I've modelled." Since then it has attended a further five shows across the country.

Anthony has ensured that there's something even for the 'cranks' waiting patiently at the end of the platform. Being a seaside layout operating Saturday specials, the unusual combination of freight locomotive and passenger coaches passing through the station throat is perfect for those wishing to fill in the last few numbers in their books.

You can see why the models at Sutton St. Annes are so impressive. Virtually every single one has been painstakingly resprayed or renumbered which, particularly in 'N' gauge, requires a lot of concentration.

"You need good eyes and a steady hand, that's for sure! The north-west section of the network isn't terribly well catered for in 'N' so I had to change a lot of the passenger services and DMUs into suitable liveries. The layout is set between 1990 and ➤



"The panel is situated at one end of the 6ft scenic section so that I can sit down at exhibitions and not block anybody's view. It's also next to the fiddleyard so I can change tracks quickly. One aspect I particularly enjoy is the automatic uncoupling that uses magnets between the rails and Dapol's Ezee-shunt couplings. I've sneakily marked their locations with small lineside shrubs so that I can uncouple without having to get up for a closer look."

When Anthony got the layout back from Steve, he completed the track weathering and added a lot more detail around the layout.





"The north-west section of the network isn't terribly well catered for in 'N' so I had to change a lot of the passenger services and DMUs into suitable liveries"




37425

THINGS YOU MAY HAVE MISSED









7 The signals are scratchbuilt and use parts from a Ratio gantry.

1995, as this is what I remember from childhood holidays to the seaside, although the majority of the stock is as it was in 1993."

This stock appears on the layout from under the bridge on the left-hand side, which leads to the fiddleyard. Originally the stock was housed on a six-track traverser fiddleyard, but Anthony quickly discovered that he needed more storage.

"Six tracks just didn't allow me to have the variety of stock I wanted, which isn't an issue at home because I can swap locomotives easily. But at exhibitions I wanted the changeovers to be quicker, so I added some points to the most forward line, which enables me to include an extra four lines. I also mounted it onto drawer runners so it slides easily."

FIRST-HAND KNOWLEDGE

Anthony works for Network Rail, so he knows how to model great looking track. He's used Peco Code 80 track, which has been suitably weathered, and he's even added tiny squares of painted styrene strip either side of the tie bars to represent the micro-switch covers for the hydraulic clamp lock points. You may just be able to spot the grey pump units too. Given that the entirety of the layout is the platform, it would be easy to think that there isn't much to it, but Anthony's got it spot on. He can easily fit a locomotive and seven coaches in the platform, which is prototypical and allows him plenty of space to add in some of the smaller details. ➤



"In 'N' gauge, some of the platform infrastructure features are so small that some modellers don't bother to include them. But I think they make a difference, so I've added some pipework from some old red wire which represents stand pipes, grit boxes from Scale Model Scenery and BR tail lamps from ModelU. If you look really closely you can even see a couple of Langley Models seagulls!"

Attention to detail has turned 'Sutton St. Annes' into a great layout. The stock is unique and, because of Anthony's alterations, they wouldn't work on a 'roundy-roundy'.

"I bought corridor connectors from Fairprice Models on eBay – they're fantastic and really look the part. The only downside is that they restrict the turning circle somewhat, and while they can still handle my points without any problems, the sharper curves I'd need for my garage would be too much for them."

SEASIDE SCENERY

In keeping with the seaside town theme, the station building has been loosely based on the one at Great Yarmouth, complete with a canopy (Skegness) from Ratio. As tourists make their way down the platform the hotel rooftops are visible above the greenery behind the retaining wall. Also note the Pratt truss signal gantry, which has been modelled using parts from the Ratio kit, Wizard models signal arms and 0.3mm brass wire soldered together. Inspiration for this came from Llandudno town.

'Sutton St. Annes' is operated using analogue control from a Morley Controllers Vector Zero Two controller, working alongside a control panel which operates the point motors and supplies power to the desired sections of the track.



"Making the backscene was quite simple. Steve took photographs of some of the terraced houses that had been converted into bed and breakfast hotels, so typical of seaside towns. Then he mounted them on to card and fixed them in place. Clouds were added to the skyline and a few seagulls were drawn in the distance to give a perception of depth far greater than the layout's physical depth of nine inches.

"There are still a few bits and pieces to do before I take it to The International 'N' Gauge Show in September. Most crucially, I need to add some junk to the yard at the front left of the layout, because at the moment it's far too clean and tidy. I also have to give some other locomotives and stock some attention. Perhaps it will give me an excuse to go back to the seaside and do some site surveying!" MR



See this layout first-hand

You can see this layout at the International N Gauge Show, at the Warwickshire Event Centre, on September 14/15.

10

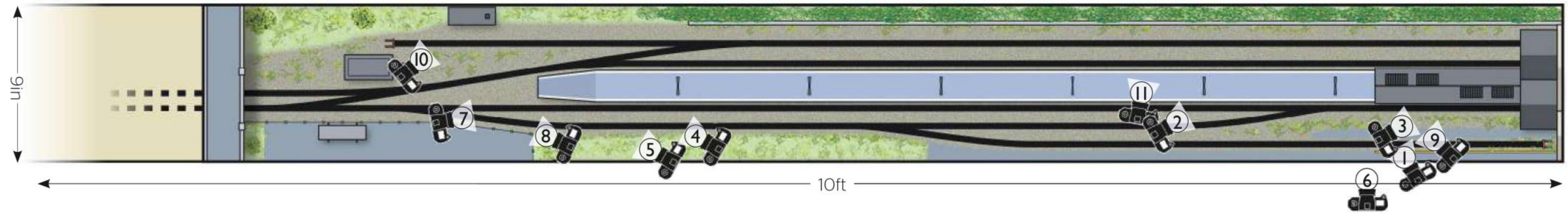


"In 'N' gauge, some of the platform infrastructure features are so small that some modellers don't bother to include them. But I think they make a difference"

11



Artwork: **Andrew Mackintosh**

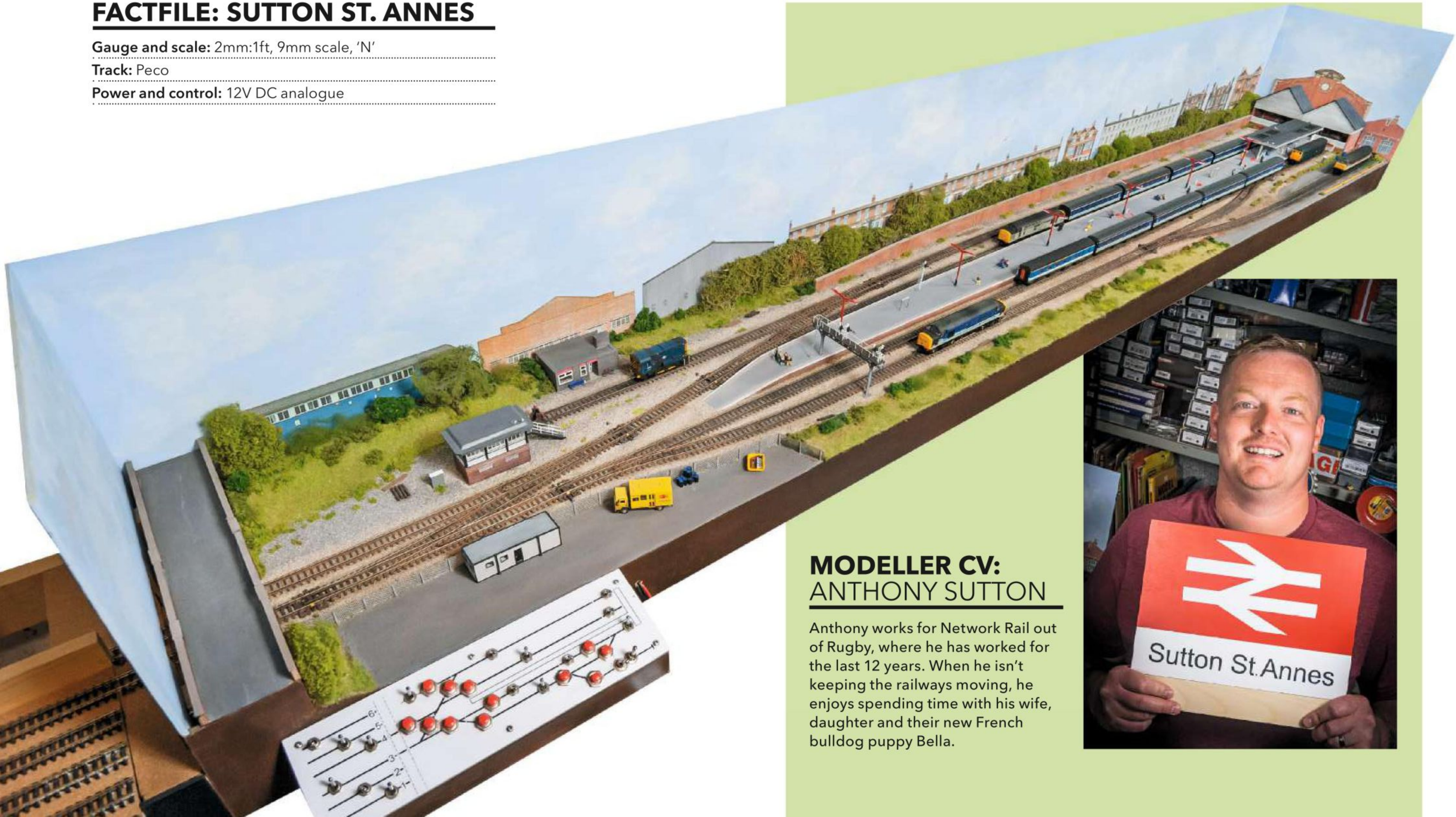


FACTFILE: SUTTON ST. ANNES

Gauge and scale: 2mm:1ft, 9mm scale, 'N'

Track: Peco

Power and control: 12V DC analogue



MODELLER CV: ANTHONY SUTTON

Anthony works for Network Rail out of Rugby, where he has worked for the last 12 years. When he isn't keeping the railways moving, he enjoys spending time with his wife, daughter and their new French bulldog puppy Bella.

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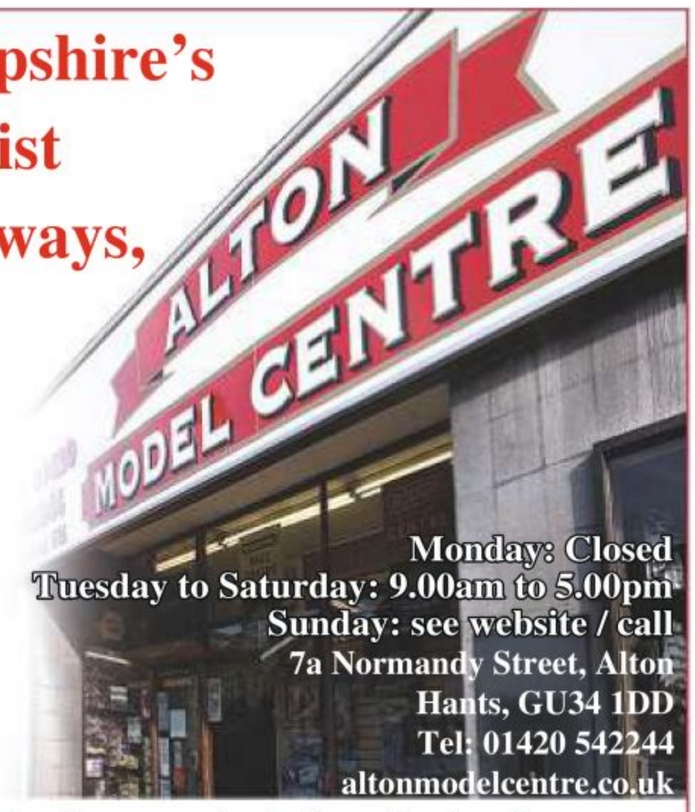
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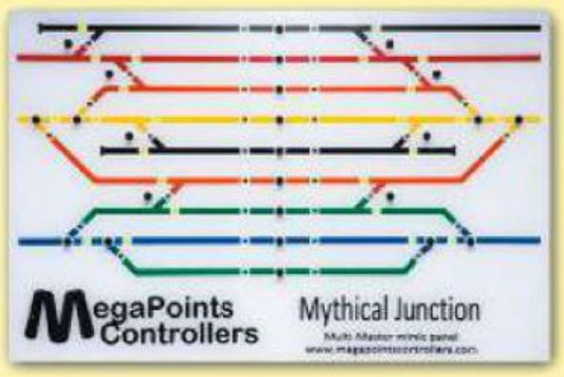
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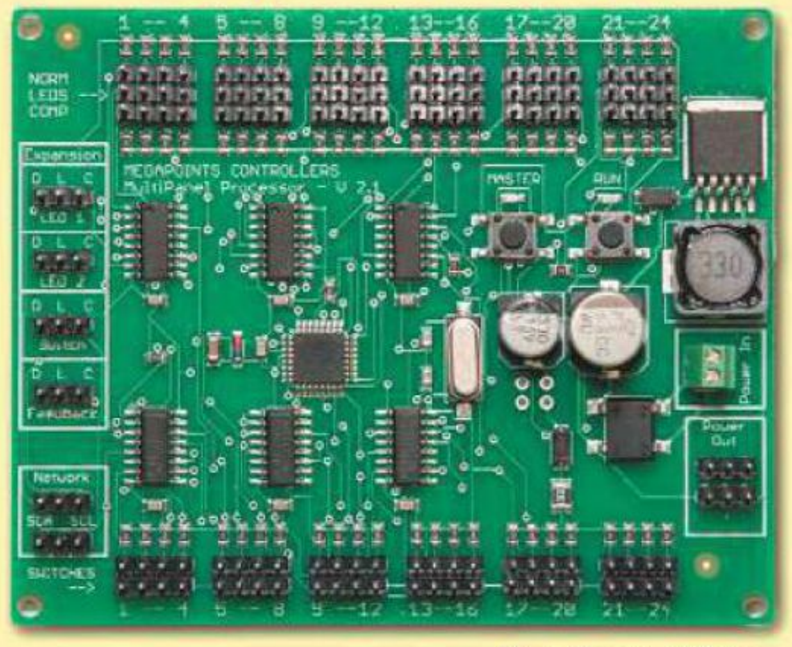
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Reviews

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90 **Heljan Class 37/4**

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108 **Noch Wrinkle Rocks**





Our reviewers

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

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

Chris Leigh
Wrote his first review in 1964!

Peter Marriott
Model Rail’s scenics specialist.

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.





Heljan Class 37/4

◆ **GAUGE** 'O' ◆ **MODEL** Heljan 37431 Class 37/4 Co-Co, EWS red/gold ◆ **PRICE** £599.00 ◆ **AVAILABILITY** Heljan stockists

Class 37 fans will be pleased to see Heljan's latest 7mm:1ft scale English Electric Type 3, as it depicts the popular '37/4' sub-class that first appeared in the mid-1980s. The '37/4's' association with some of the most famous routes and classic liveries place them firmly on most diesel enthusiasts' list of favourite locomotives.

Based on Heljan's existing 'O' gauge '37' platform, which dates back to 2009, the bodyshell tooling has been tweaked slightly to portray the external differences between these locomotives refurbished for passenger duties and the original design. The most obvious variations are the cut-away bufferbeam cowlings and the revised ventilation grilles on the nose sides, together with a plated-over boiler exhaust port.

Six livery options are offered in this first batch: 'large logo' BR blue, InterCity Mainline, Railfreight triple-grey, Regional Railways, historic BR green and EWS red/gold. All are supplied without numbers so modellers can choose their favourite locomotive. Our review sample came in EWS-livery and lacks company lettering, allowing modellers to choose between the earlier EW&S and later EWS styles. However, the 'three beasties' logo, which was introduced along with the revised lettering, is present!

STRONG ON DETAIL

As with the earlier Class 37 releases, initial impressions are favourable and there's plenty of crisply moulded detail to appreciate on the body and chassis. It's certainly an imposing – and heavy – model that captures the distinctive character of the prototype well.

I'm not totally convinced by the EWS livery shades, however, although this is a notoriously difficult scheme to get right. The colours vary markedly in real life,





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3 things we like



1 Bogie detail.



2 Cab glazing and interior.

3 Powered radiator roof fan.

depending on light levels and age, so absolute perfection is almost impossible. Alas, the gold stripe sports a rather fuzzy edge and the colour lacks opacity in places, due to it being applied on top of the darker red shade.

In common with previous Heljan '37s', a number of problems persist with the body profile along each side. Indeed, most of the bodyside detail between the cab doors is a little out of kilter, being set a few millimetres too low. The issue isn't immediately obvious with this EWS example, but it's especially apparent on the Railfreight sector version, with the partition of grey shades highlighting the misplaced engine room windows and grilles.

In addition, the bufferbeams appear to be set back a little too far in relation to the cab fronts, and the mounting bracket for the electric train heating jumper cable is much wider than it should be.

We also found a few build quality issues on this sample. The lower edges of the body fitted poorly over the top of the fuel tanks and a number of parts, particularly the sanding pipes, had come loose in the packaging.

"The level of performance is extremely high and the choice of liveries manages to cover a decent chunk of the '37/4's' careers to date"

SMOOTH RUNNING

Now those negative comments are out of the way, there's plenty to praise about this model.

The twin five-pole motors give the '37' plenty of pulling power and it runs smoothly straight from the box. The former headcode and tail lights are lit with a pleasing, gentle level of illumination, although the high-intensity headlights are a little weak, on analogue power at least. Although no DCC socket is provided, a row of screw terminals on the main circuit board allow for solder-free conversion and the fuel tanks offer plenty of space for a sound speaker. ➤



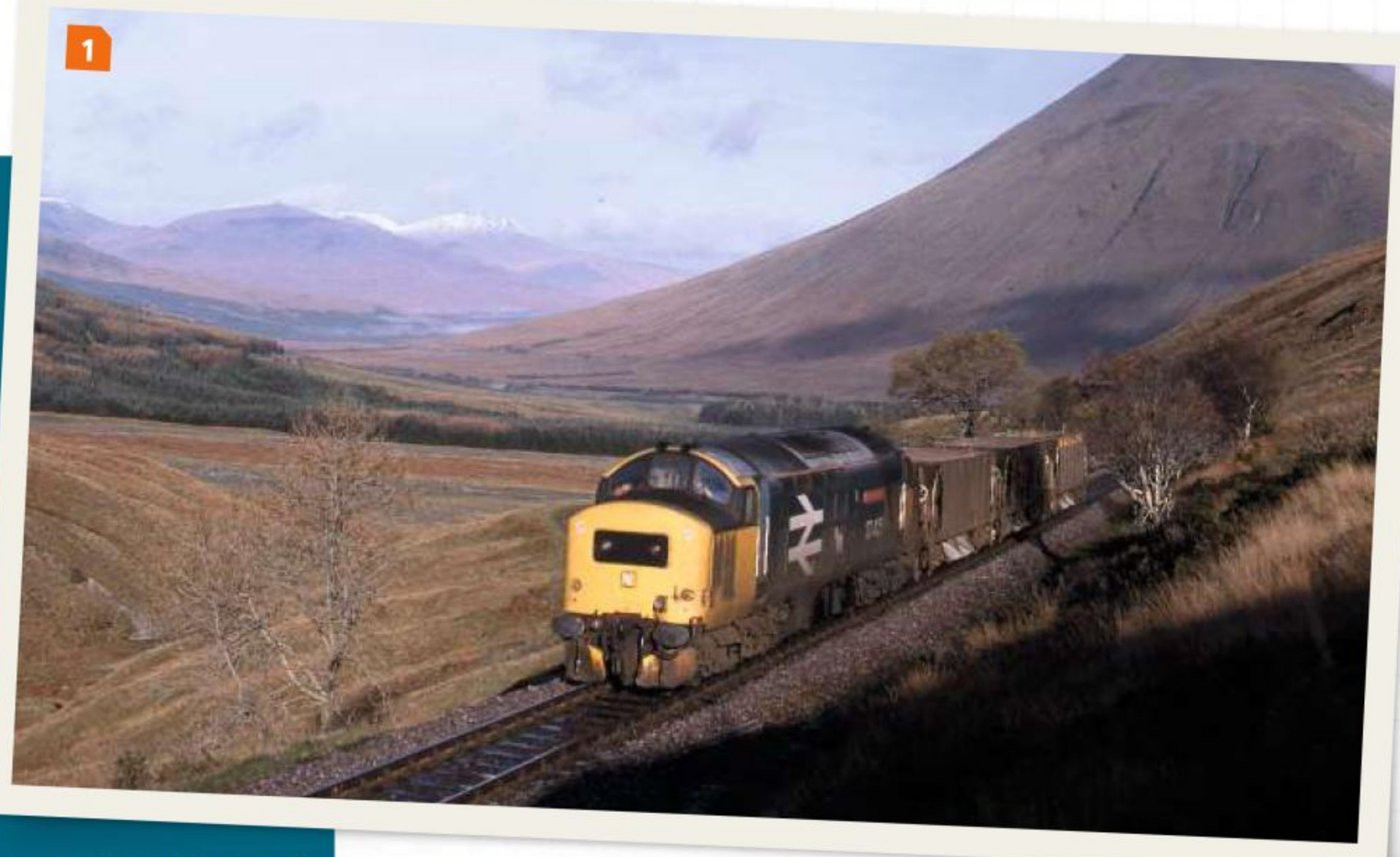
Factfile: Class 37/4s

British Rail began to reappraise the Class 37 fleet during the mid-1980s, with a view to refurbishing and re-engineering them for freight traffic. However, it identified the need for a small fleet of passenger locomotives and created the 31-strong '37/4' sub-class. The first thoroughly rebuilt example emerged from Crewe in 1985, equipped with new alternators and electric train heating equipment.

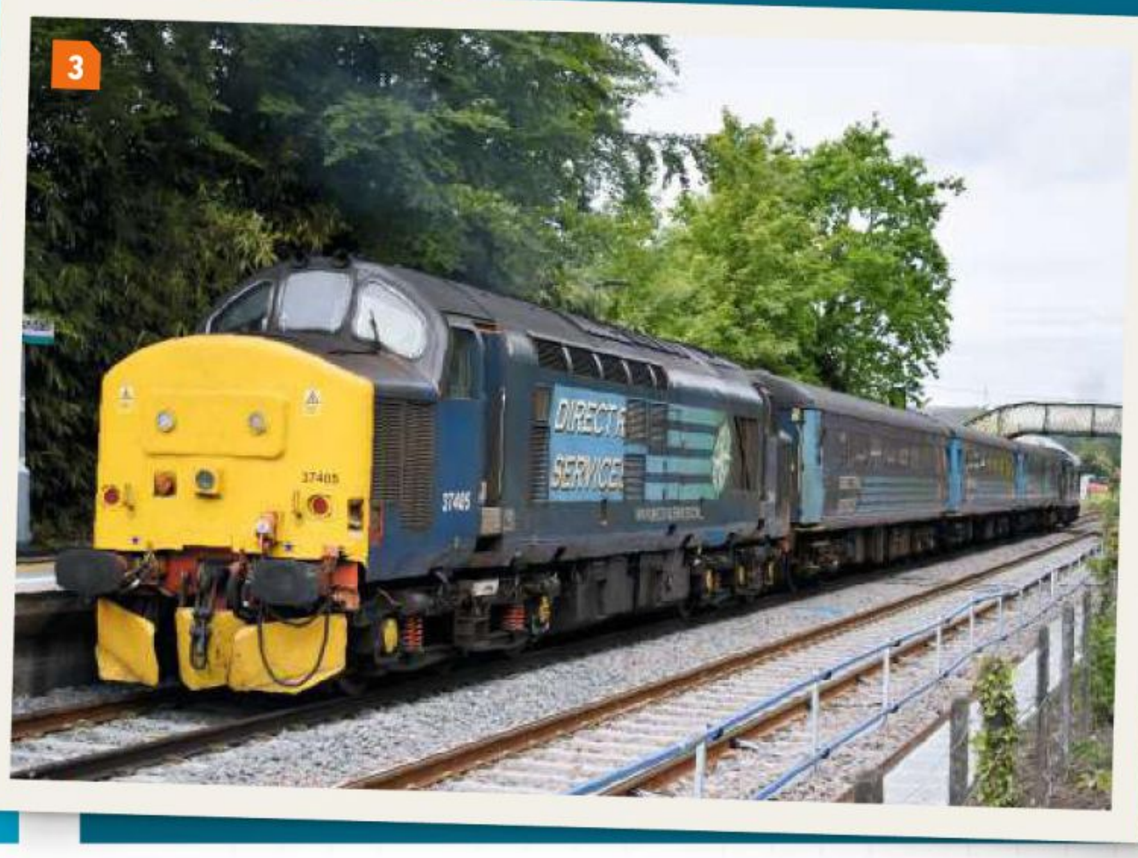
For both the Welsh and Scottish '37/4s', their use on such duties was relatively short-lived, being usurped by BR's emerging fleet of second generation 'Sprinter' DMUs. The sub-class was soon dispersed throughout the BR network, hauling a variety of passenger and freight services.

Their mixed traffic careers continued into the privatisation era, with the '37/4s' proving versatile enough for lighter freight flows as well as timetabled and charter passenger services. Prior to the demise of British Rail, the '37/4' fleet was allocated to Transrail, which then passed to freight operator English, Welsh & Scottish Railway (EWS).

EWS was subsequently acquired by DB Schenker and DB started to withdrawn the Class 37/4s in the late 2000s. Eventually, it disposed of the whole fleet.







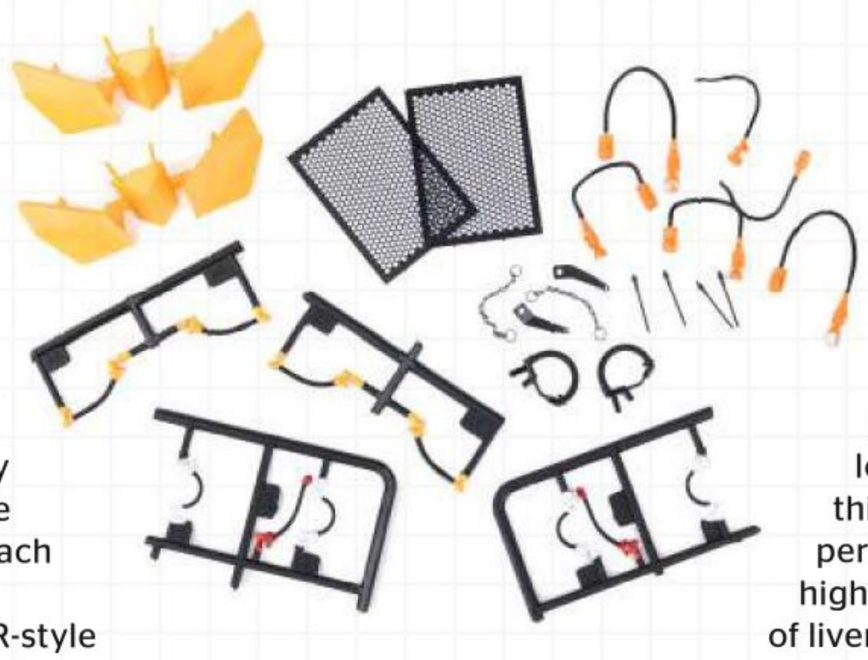
Top: Eastfield shed's 37425 climbs to County March summit, near Tyndrum, on the West Highland with a ballast train in December 1988. The Scottish Region gained the largest share of '37/4s', with 37401-425 heading to Eastfield and Inverness depots. Cardiff Canton received 37426-431 and put them to work on services from Cardiff-Manchester and, more notably, on Cambrian Coast duties from the Midlands to Aberystwyth and Pwllheli. JOHN HUNT

Above: All 31 '37/4s' were initially turned out in 'large logo' blue. However, this was replaced with a broader range of sector-era liveries, including InterCity Mainline, Regional Railways (as illustrated by 37425 at Doncaster Works in October 1995) and Railfreight triple-grey. 37403 and 37411 also received a variation of BR green with small yellow warning panels. STEVEN KNIGHT/*RAIL*

Left: Nearly half of the original 31-strong fleet still survives, the majority operated by Direct Rail Services (DRS) on a range of freight and passenger duties, most notably on the Cumbrian Coast line and from Norwich to Great Yarmouth. RICHARD CLINNICK/*RAIL*

The working screw couplings are impressive, pivoting from side to side for more reliable operation on curved track. The cab interiors are nicely detailed and the radiator fan has its own small motor and really looks the part as it rotates beneath the finely etched grille. Just a single lamp iron is installed at each nose end, but it comes complete with a set of WR-style brackets. If you decide to fit these, you'll just need to drill some mounting holes.

The bag of extra details also includes a fetching set of miniature three-piece snowploughs (which clip into brackets beneath the buffer-beams), together with a full array of brake and control hoses, nose-mounted aerials, and a pair of radiator grilles, which aren't actually required for a '37/4'.



Heljan's third iteration of an 'O' gauge Class 37 is a pleasing model in a number of ways. Price-wise, it's very reasonable and, a few profile issues aside, it certainly looks like the real thing. The level of performance is extremely high and the choice of liveries manages to cover a decent chunk of the '37/4's' careers to date.

Like the prototype, these are bound to be popular and won't be around forever, so snap up your chosen version while you can. ***(GD)***





System builder

Other items to complement this model…

COACHES

Recreate the '37/4's' passenger days with Heljan's, Lionheart's or Darstaed's blue/grey Mk 1s. The latter also offers them in InterCity grey. **Availability:** Dapol, Darstaed and Heljan stockists



VANS & WAGONS

Heljan's 'O' gauge wagons are the perfect companions to its '37/4': select from the VAA van, OAA open and IWB/IGA 'Cargowaggons'. **Price:** From £84.95 **Availability:** Heljan stockists



SOUND EFFECTS

Bring your '37/4' to life with the Loksound 5XL Sound Decoder and 'refurbished' Class 37 sound file from Howes. You will need to provide a speaker. **Price:** £219.99 **Availability:** Howes Models, Unit 16b Station Field Ind. Estate, Kidlington, Oxon OX5 1JD **Web:** *www.howesmodels.co.uk*

REVIEW VERDICT

PROS. Impressive level of detail, superb performance.
CONS. A few issues surrounding the bodyside profile, no DCC socket.

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

85%

HELJAN CLASS 37/4 DIESEL LOCOMOTIVE

OVERVIEW
Manufacturer: Heljan A/S
Ref. No. 37431
Unit No. N/A
Scale/gauge: 1:43 scale, 'O' gauge
Body: Plastic
Chassis: Metal with plastic parts
Weight: 2.6kg
Wheel back-to-back: 29mm
Min. curve radius: 800mm (31.5in)

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Twin five-pole can motors
Lights? Directional head/tail lights
DCC Ready? No, but screw terminals on PCB for easy conversion
Other features: Motor-driven radiator fan

MECHANISM
Drive system: Plastic gears drive all six axles.
Flywheel(s): Two, brass
Traction Tyres: No

DIMENSIONS	PROTOTYPE	1:43 SCALE	MODEL
Length (over buffers)	61ft 6in	430.5mm	431mm
Height (pantograph lowered)	12ft 9½in	89.4mm	88.5mm
Width	8ft 10in	61.7mm	62.5mm
Wheel diameter	3ft 9in	25.2mm	25.5mm
Bogie wheelbase	13ft 6in	94.6mm	94.5mm

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



Graham Farish SECR 'C' 0-6-0

◆ **GAUGE** 'N' ◆ **MODEL** Graham Farish 372-776 Wainwright 'C' 0-6-0 No. 1294, Southern Railway 'wartime' black ◆ **PRICE** £134.95 ◆ **AVAILABILITY** Graham Farish stockists

It's not often we get to deal with many 'firsts' in the world of mass-produced 21st-century model trains these days, but this is one: the first Victorian 0-6-0 in 'N'. That honour falls to the South Eastern & Chatham Railway 'C' 0-6-0 from Graham Farish.

Considering the gaps in the ranks of modern-standard, steam-outline, ready-to-run 'N', the 'C' seems like a bit of an odd choice. You'd think, for example, that a new GWR 'King' or LMS 'Princess' would be more popular. But the 'C' fits in with Bachmann's 'N' gauge philosophy: offer a complete train, with complementary locomotives and rolling stock, and use the experience and research already gathered for 'OO' projects.

The Farish 'C' really does benefit from that experience and research. Let's start by taking a look back at Chris Leigh's 2013 review of the 'OO' gauge model. Chris found much to praise about the Branchline 'C' but he highlighted three key areas: the performance (see panel), the cab... and a spring.

The open nature of the Victorian cab means that there can be no skimping on the footplate detail. Bachmann didn't do it on the 'OO' model and neither has it done on the 'N' gauge version. There's a wonderfully fine regulator handle, while the copper and brass backplate fittings are beautifully painted. The brassed firebox surround looks great against the brown sides, cream roof and convincing wood-patterned floorboards.

The spring that Chris liked was part of the Salter safety valves and he couldn't tell whether it was part of the moulding or a separately fitted metal item. The 'N' gauge spring is definitely part of the safety valve moulding but it's very crisply defined and even warrants examination under a magnifier to get the full effect.

These two cases highlight the level of detail and finesse over the whole model. It really is an exquisite little thing and perfectly illustrates not only the fidelity of what can be made in



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“Bachmann has produced what must be considered as a contender for one of the best ‘N’ gauge steam models ever”

this scale but also the possible technological innovations.

FINER DETAILS

The shape and proportions match contemporary images. Even what looks like overly thick beading around the centre splasher/sandbox is spot on (it does lack the handrail on the leading edge, however).

The smaller details look effective, particularly around the steam reversing gear on the driver’s side.

There are two slight problem areas. The ‘face’ is spoilt by the obvious stepped ring around the smokebox door when, in reality, this should be a smoothed, dished shape. The other issue is that our sample has a very definite forward lean that looks as though the body wasn’t fitted properly. It’s probably an isolated case but it might be worth checking yours before you buy.

Our sample depicts No. 1294 in Southern Railway ‘wartime’ black. The livery lacks ornamentation so there’s very little to talk about, but the printing is ➤

3 things we like



1 The printing is excellent: from the shaded cabside numbers to the tiny tender water plate.



2 The very fine cab detail is excellent, complemented by a hinged metal fallplate.



3 Driving and tender wheels have wonderfully fine spokes – raising the level of finesse.



Performance

The ‘Cs’ were powerful machines, capable of hauling quite lengthy trains. Chris Leigh praised the ‘OO’ gauge ‘C’ for handling an 11-coach ‘hop pickers’ special. But would the 1:148 scale version perform just as well?

No. 1294 did manage to pull 11 bogie coaches on level track but the weight of the train through the second radius curves did cause it to slip to a stand. However, No. 1294 romped around the layout with nine coaches in tow. It was perhaps a little growly straight from the box but it managed a very credible three coaches over our 1-in-30 test track.

One thing to watch out for: the wiper contacts that press against the wheelbacks are in a prone position and, upon opening the box, we found that one on our sample had been pulled away from the wheel. It didn’t seem to affect the performance but it’s worth keeping an eye on.





Factfile: 'C' No. 1294

Freight traffic had not been a high priority for either the South Eastern Railway nor the London Chatham & Dover Railway before they joined forces in August 1899 to become the South Eastern & Chatham Railway. However, the new organisation did spot an opportunity for new freight services and charged new chief engineer Harry Wainwright with designing a new locomotive. The result was the handsome 'C' 0-6-0.

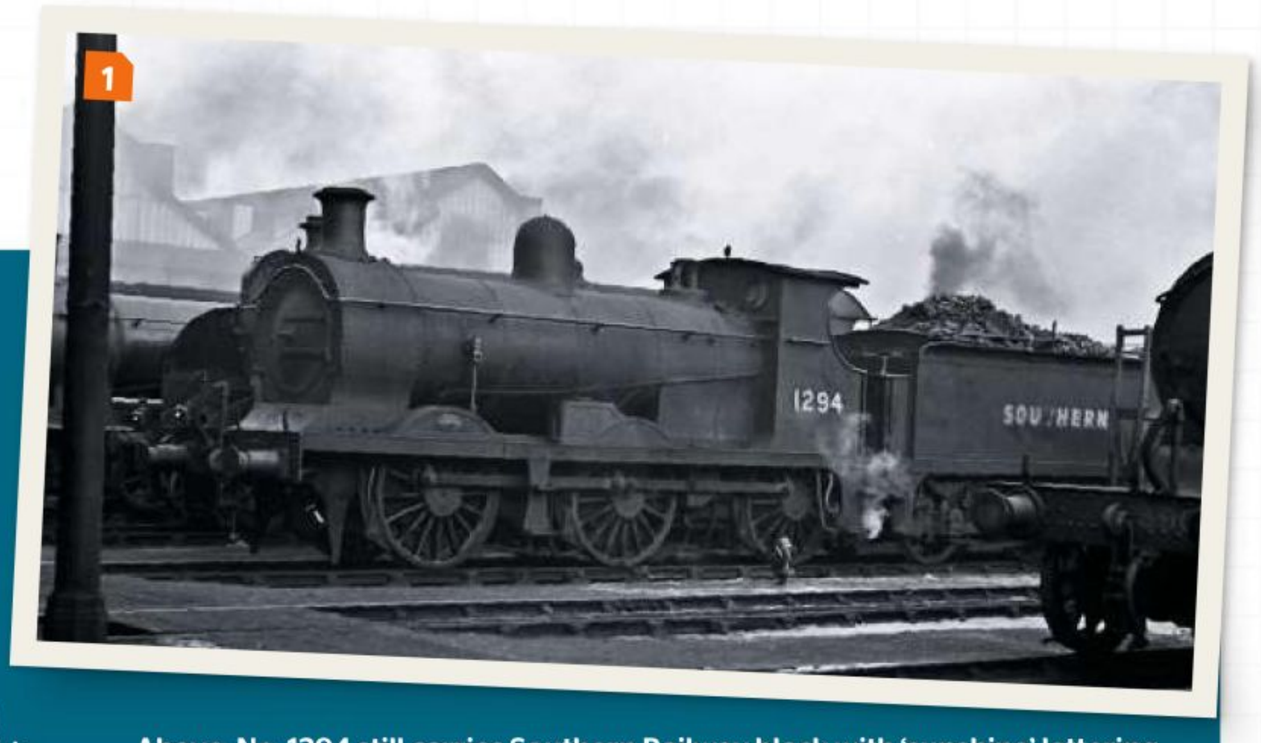
The SECR would order 109 between 1900 and 1908, with construction split between Neilson Reid, Sharp Stewart and its own Ashford and Longhedge works. They were allocated across its system, from Reading in the west to Hastings in the south, and through south-east London and Kent.

This was clearly a successful design, for British Railways nearly inherited all 109; No. 685 had been converted into an 'S' 0-6-0ST in 1917 while Nos. 1262 and 1499 had been withdrawn in December 1947 on the cusp of nationalisation.

Widescale withdrawals started in the mid-1950s and accelerated with the completion of key electrification schemes in 1959 and 1961. All had gone by the end of 1963 with only Nos. 31271 and 31592 retained on departmental duties as DS240 and DS239 respectively. No. 31271 was scrapped but No. 31592 was saved and is now on display at the Bluebell Railway, having been fully restored to SECR livery.

No. 1294 was one of the final 12 'Cs' built at Ashford Works in 1908. It went new to Bricklayers Arms shed where, together with Nos. 280, 287 and 293, it was fitted with steam heating for working empty boat train stock to Charing Cross.

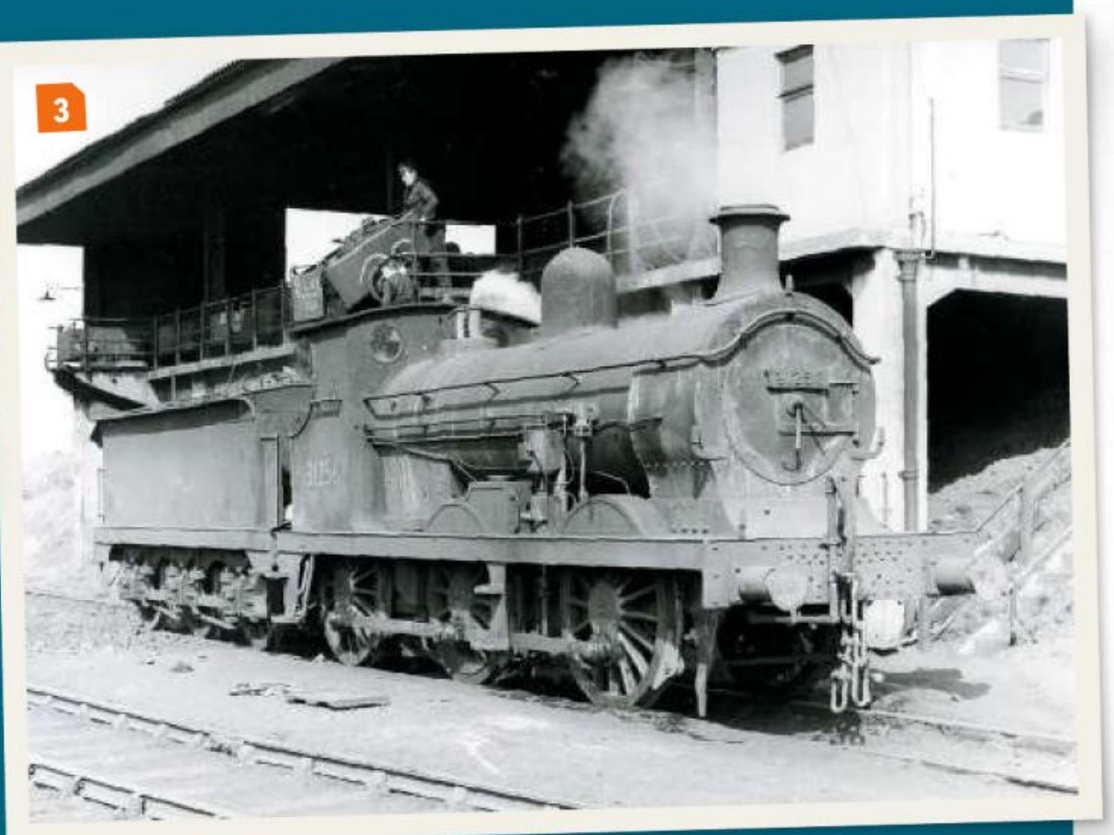
No. 294 gained new Southern Railway livery in 1925 and a new number in 1931 – 1294. It was still at Bricklayers Arms at nationalisation in 1948 but moved to Guildford during the spring of 1948. It was back at Bricklayers Arms by the spring of 1950 and was withdrawn from 73B in September 1955.

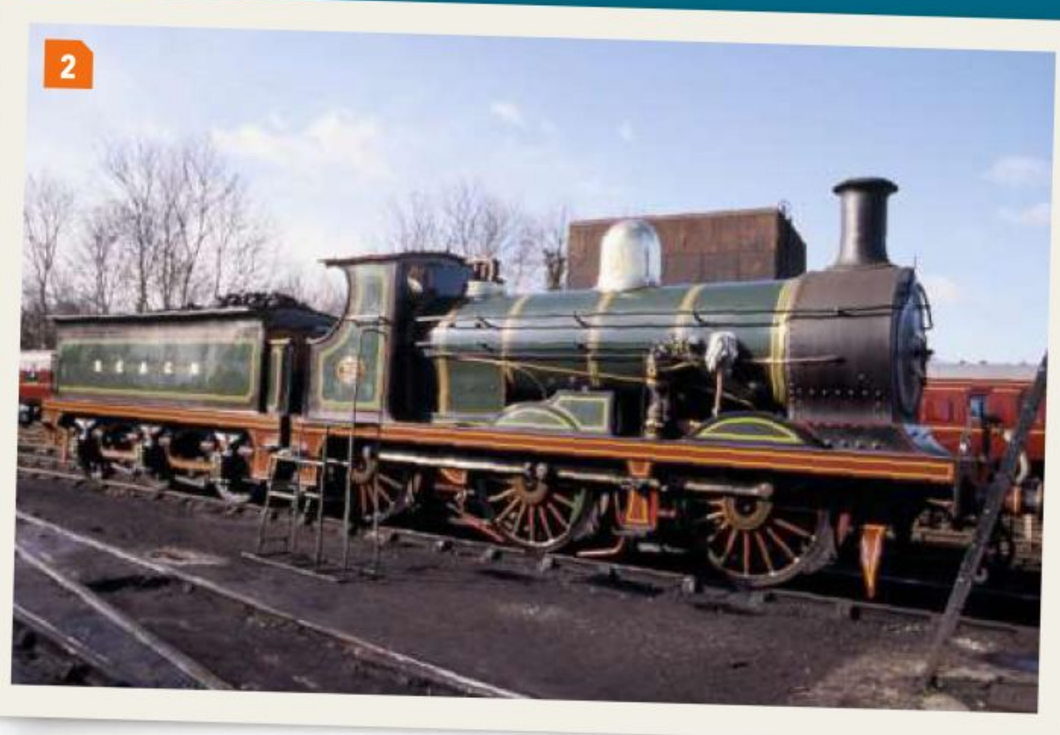


Above: No. 1294 still carries Southern Railway black with 'sunshine' lettering outside Nine Elms shed on September 5 1948. The SECR had ordered 41 spare boilers in 1909, with revised tube arrangements and extra washout plugs, and No. 294 had received one in 1915. TREVOR OWEN/COLOUR RAIL

Below left: The only surviving 'C' is the Bluebell Railway's No. 592, which last ran in 2017. The original, tall chimney was changed to a shorter, squatter design from 1914, reducing the height from 13ft $1^{7}/_{16}$in to 12ft $6^{3}/_{8}$in. The revised chimney's capuchon was removed, reducing the height even further. *STEAM RAILWAY* COLLECTION

Below: Harry Wainwright's 'C' was such a simple, rugged design that nearly all 109 lasted into BR days. No. 31256 was a 60-year-old veteran when photographed being coaled at Ashford shed on April 2 1960. It was part of the first batch of 36 'Cs' ordered in 1900 and had been built at Ashford. Neilson Reid and Sharp Stewart also contributed to the first batch of locomotives. D.A. IDLE





RECOMMENDED READING

◆ *The Locomotive History of the South Eastern & Chatham Railway* by D.L. Bradley (RCTS, 1980)

excellent and very much to the standard one would expect from Bachmann. The attention to detail extends to the fact that the 'Southern' lettering on the tender has the black lining that cabside numerals lacked. Get the tiny worksplate under a magnifier and you can clearly read 'Ashford', where No. 1294 was built in 1908.

You can see the sheer amount of technical engineering that has gone into the 'C' when you prise away the metal coal load (some gentle pressure with a fingernail should do the trick but the fit on our sample was very tight and said nail required the attention of a file afterwards!). Lurking



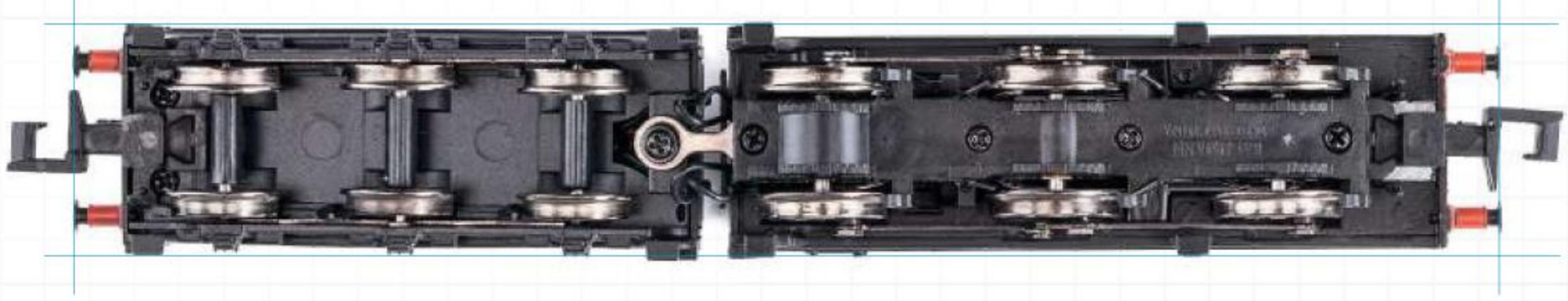
underneath is a mass of printed circuit boards with the Next18 decoder socket on top. But next to it is a tiny, factory-fitted sound speaker.

The 'C' may not be the most obvious choice for an 'N' gauge model but Bachmann has produced what must be considered as a contender for one of the best 'N' gauge steam models ever. ***(RF)***









GRAHAM FARISH SECR 'C' 0-6-0

OVERVIEW
Manufacturer: Graham Farish/Kader
Ref. No. 372-776 **Unit No.** 1294
Scale/gauge: 1:148 scale, 9mm gauge, 'N'
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 41g
Min. curve radius: R2 (263.5mm)
Wheel back-to-back: 7.4mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Coreless
Lights?: No
DCC ready?: Next18 socket

MECHANISM
Drive system: Gear train to centre axle
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:148 SCALE	MODEL
Length (over buffers)	51ft 7½in	107mm	107.8mm
Height (over chimney)	N/A	N/A	25.9mm
Width (over footplate)	7ft 10in	16mm	16.1mm
Wheelbase	16ft 6in	34mm	33mm
Wheel diameter (driving)	5ft 2in	10mm	9.6mm
Wheel diameter (tender)	4ft 0in	8mm	8mm

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

System builder

Other items to complement this model...

WAGONS

Give your 'C' some wagons to pull with the Graham Farish Southern Railway 12t vent van.
Price: £18.95 **Availability:** Bachmann stockists



COACHES

Recreate a 'hop pickers' special to Kent with Graham Farish's 'Birdcage' coaches.
Price: £149.95 (triple pack)
Availability: Bachmann stockists



SOUND EFFECTS

Bring your 'C' to life with a Zimo MX659 N18 sound decoder to complement the factory-fitted speaker.
Price: £99.00
Availability: Coastal DCC, Ipswich Model Railway Centre, 48-52 Tomline Road Ipswich IP3 8DB
Tel: 01473 710946
Web: *www.coastaldcc.co.uk*

REVIEW VERDICT

PROS. Exquisite looks, fine detail, good performance.

CONS. Ringed smokebox door, forward lean on our sample.

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

92%



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Hornby Bulleid 59ft coaches

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R4882 Bulleid 59ft Corridor Composite No. 5711, Southern Railway green; R488C Bulleid 59ft Brake Second No. S2860S, BR green
◆ **PRICE** £47.99 ◆ **AVAILABILITY** Hornby stockists or *www.hornby.com*

The passenger train was king when I was a trainspotter on the South Western main line in the early 1960s. There were few freights on the section where I did my spotting and two types of passenger train, the 'Pompey' electric units of Maunsell design, and the steam-hauled expresses to Bournemouth and the West of England, which were almost exclusively formed of Bulleid coaching stock.

They weren't all the same – there seemed to be an infinite variety of Bulleid coach designs, some short, some long, some very plain, with varying depths of windows, and some with skirted sides covering their solebars.

Despite an array of 'OO' gauge Southern motive power, particularly from Hornby, ready-to-run Bulleid coaches have been conspicuous by their absence, with only two long-in-the-tooth Bachmann models or kit-built examples available to the 'OO' modeller. Until now.

At last, Hornby has taken a step in the right direction with the release of a Bulleid Brake Second and a Corridor Composite. Both represent short-underframe vehicles and are described by Hornby as 'suburban'. In fact, these vehicles were formed into 18 three-coach sets (Nos. 963-80) for Bournemouth and West of England services, followed by four more sets for West of England (Nos. 981-4).

These vehicles were actually part of an order placed before the war, on 58ft Maunsell underframes, but only the underframes were completed by 1940 before wartime shortages stopped construction. They were finally completed in 1946, by which time the longer 64ft 6in underframe had been adopted as standard for new construction.

By choosing to model these coaches, Hornby has given itself a head start by being able to use the existing Maunsell chassis. This is an excellent piece of work, which features the 8ft wheelbase 'steam' bogies and separately fitted details.





“It is in the body moulding where Hornby has again excelled itself, capturing beautifully the bulbous, curved look of the Bulleid body shape”

Attention to detail includes a larger dynamo than that fitted to the earlier Maunsell models.

It also features a cam-operated close-coupling arrangement and rectangular shank, oval sprung buffers which cannot twist out of position in use. A simple flexible plastic bar provides the springing. Our two samples worked faultlessly over the complexes of pointwork on the *Model Rail* test track.

It is in the body moulding where Hornby has again excelled itself, capturing beautifully the bulbous, curved look of the Bulleid body shape. Separate grab irons and handrails are fitted and the hinge detail on the doors is really crisp. The distinctive Bulleid doors with their small oval toplights look just right, and Hornby has even managed to reproduce the differing degrees of flush glazing between the large fixed panes and the smaller windows and droplights, though there is a slight prismatic effect when the light catches them at certain angles.

On the corridor side, the horizontal handrails are printed onto the inside of the glazing. They look a little thin and the brown wood colour is incorrect. However, I doubt it is technically possible to print ‘chrome’ finish onto the inside of the glazing.

TOP QUALITY

The roof detail is equally impressive, with crisp, separate, torpedo vents, wire toilet water pipes, and – on the brake vehicles – a pair of guard’s periscopes complete with their little windshield wipers. Two pairs of destination board brackets cry out to have appropriate boards fitted but, on these coaches, Hornby has not included roofboard blanks.

The paint and print quality is to Hornby’s usual high standard. Colour perception is a personal thing but I’m less sure about the shade of green, which is the same on the Southern and BR liveried examples. It looks right for the BR shade but not vibrant enough for the Southern era. The printed lettering on the SR sample is particularly fine, with ‘First Class’ and ‘No smoking’ labels on the glazing and the tiny seat number markings above each compartment.

Hornby has given us some wonderful ready-to-run coaches over the years and these Bulleids are another excellent example. Now I can’t wait for Bachmann’s 64ft Bulleids to come! ***(CJL)***

3 things we like



1 Rooftop detail – periscopes complete with wipers.



2 Sprung oval buffers that actually stay straight.



3 Very small printed details.

REVIEW VERDICT

PROS. Accurate shape, separate details, finish.

CONS. Numbering system for correct sets difficult to figure out.

LOOKS	9/10
BUILD QUALITY	9/10
FEATURES	8/10
DECORATION	10/10
VALUE FOR MONEY	9/10

90%



FREE
'ROD' locomotive profile available to download



Bachmann 'ROD' 2-8-0

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann Branchline 35-175 Robinson 'ROD' 2-8-0 No. 1918, 'ROD' black
◆ **PRICE** £174.95 ◆ **AVAILABILITY** Bachmann stockists

How much mileage can you get out of a piece of tooling? For Bachmann Branchline, the answer is a lot!

Can it really be nine years ago that Bachmann brought us the excellent Great Central Railway '8K' (LNER 'O4) 2-8-0? GWR fans hoped that Bachmann would follow this up with a Westernised version of the 2-8-0, depicting the surplus Railway Operating Division locomotives that it bought during the 1920s. Bachmann didn't disappoint and the GWR 'ROD' 2-8-0 arrived in early 2012. It then produced an original Great Central Railway '8K' as an exclusive for the National Railway Museum.

Fast forward a few years and, with First World War centenary fever about to reach its climax, Bachmann unveiled this model's third incarnation: the as-built ROD 2-8-0.

ROD No. 1918 landed in the *Model Rail* office in early July, just a week after the 100th anniversary of the signing of the Treaty of Versailles (June 28 1919) that officially brought the First World War to a close.

The all-pervading 'ROD' black hides the huge amount of effort that has gone into developing this model. This is not just the GCR 2-8-0 that's been given a fresh coat of paint!

There are a couple of immediately noticeable 'mods': the airpump (for working trains in Europe), the handwheel on the smokebox door and the lifting jacks in front of the smokebox. However, closer inspection reveals that Bachmann has made at least 14 tooling tweaks from the limited edition '8K'/standard range 'O4'. It even appears that Bachmann has taken the opportunity to add some relief to the previously blank area between the frames, including a representation of the inside reversing gear.

Those tweaks don't come cheap, however, as the 'ROD' 2-8-0 is £25 more than the standard 'O4' with a weathered finish.

PLEASING LUSTRE

There's little to say about a livery that even included black bufferbeams and buffers. The black has a pleasing lustre and the ROD lettering and numbers, plus the cast cabside and tender plates, are neatly printed. It's only the curious mix of shiny and black motion parts that detract from the overall appearance. There's no evidence in J.W.P. Rowledge's *Heavy Goods Engines of the War Department Vol 1* that this is correct, nor does the preserved 'No. 1918' have the feature. However, we'd be pleased to be corrected!

You might think that this livery limits the model to layouts depicting France from 1917 to 1920 but you'd be wrong. Photographs show recently demobbed 2-8-0s on the Great Eastern and Great Central railways, still with 'ROD' on the tender. Or, with a little T-Cut car polish, you could remove the tender lettering to represent a 2-8-0 loaned or sold to the likes of the SECR, LSWR or LNWR. You could even add some Caledonian Railway lettering or a Lancashire & Yorkshire crest to the cabside for a little variety.

No. 1918's performance matches other members of this 'family' that we've reviewed. It was smooth and powerful straight from the box and happily trundled around our test track with 12 Bachmann and Hornby bogie coaches.

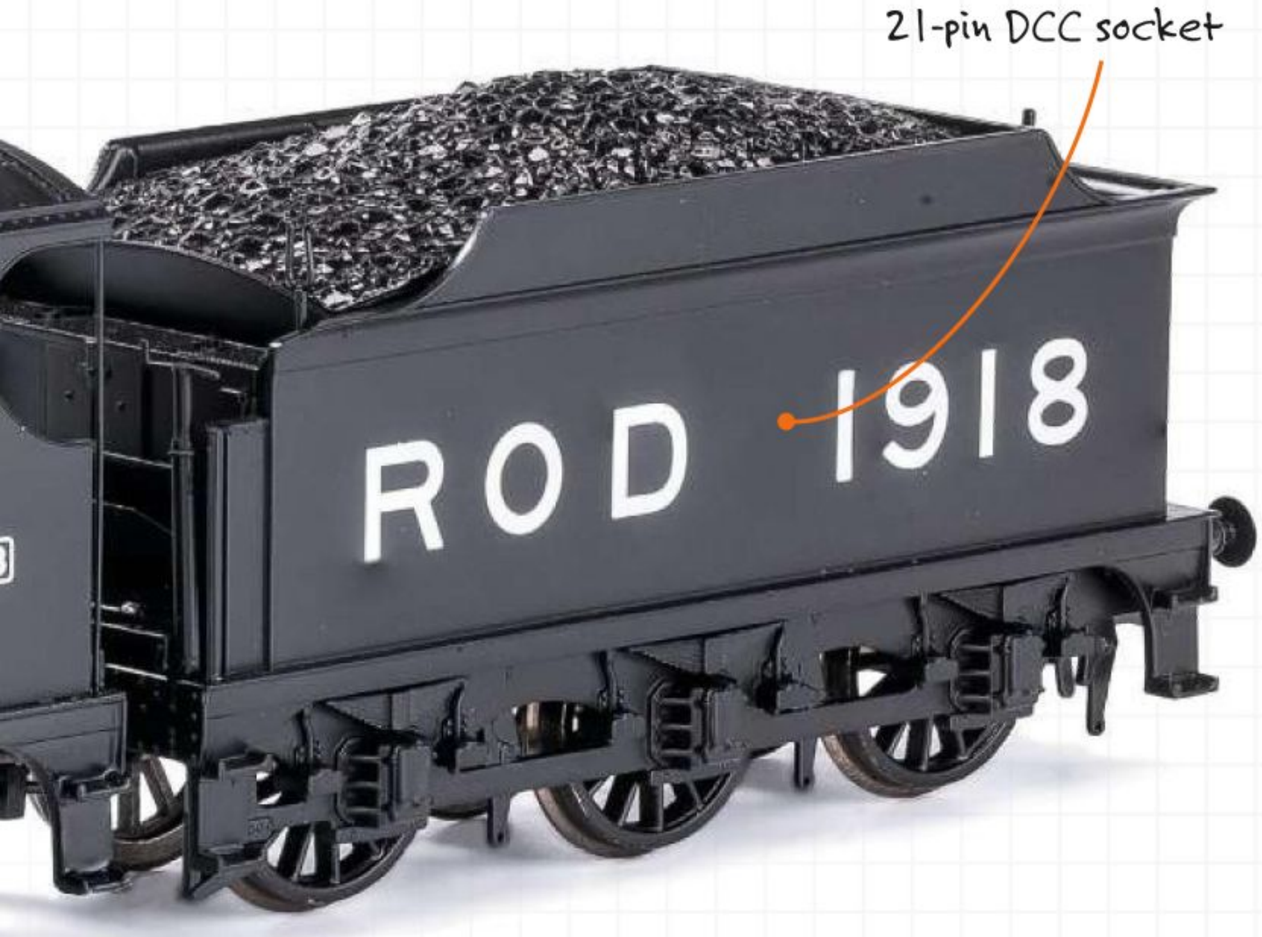


It may be a touch on the niche side, but the 'ROD' 2-8-0 is another excellent addition to the ranks of 'OO' gauge steam outline models. Bachmann deserves full credit for not only spotting another opportunity to maximise its tooling, but for executing the project with such aplomb. ***(RF)***

'ROD' DOWNLOAD

To learn more about the fascinating history of the 'ROD' 2-8-0s, download a free PDF from *www.model-rail.co.uk/download-rod-guide*

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JEFF MULLIER/BACHMANN

Factfile: 'ROD' No. 1918

No. 1918 was built by the North British Queens Park works in 1918 to order L693. It served in France until mid-1919 when, having returned to Britain, it was loaned to the LNWR as No. 2873. It was stored from August 1921 at the massive 'ROD' dump at Queensferry until March 1927 when it was bought by the LMS, to become No. 9664. All the LMS' ex-'ROD' 2-8-0s had gone by the early 1930s.

A rejuvenated No. 1918 went on display in June 2017 at the Richmond Vale Railway in New South Wales, Australia. However, this locomotive is actually 'ROD' No. 2004, which was built at the GCR's Gorton Works. It was loaned to the GCR until 1921 after its brief stint in 'ROD' ownership but was sold to Australian coal company J&A Brown in 1927, where it stayed until withdrawal in the 1970s.



3 things we like



1 The 'bag of bits' includes air brake pipes and safety chains, as well as the cylinder tail rods, which will only fit on locomotives not destined for layouts with train set curves.



2 The North British builder's plate is fully legible under a glass – including the correct works number.



3 The buffer shanks are beautifully detailed and very fine – they look as though they're sprung but they're not.

REVIEW VERDICT

PROS. Great attention to detail.

CONS. Mix of black and shiny motion parts, could be considered a bit pricey.

LOOKS	9/10
PERFORMANCE	9/10
FEATURES	9/10
DECORATION	8/10
VALUE FOR MONEY	8.5/10

87%

Is this a contender for Model of the Year?
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Graham Farish TEA tank wagon

◆ **GAUGE** 'N' ◆ **MODEL** Graham Farish 373-560 TEA bogie tank wagon, Esso livery ◆ **PRICE** £42.95 ◆ **AVAILABILITY** Graham Farish stockists

The 100t bogie fuel tank wagon was a huge advance on the four-wheel tank wagons that preceded it when it was introduced in the late 1960s. It used the tank barrel for strength, rather than a separate chassis, which led to significant weight savings along with a greater load capacity. Hundreds of these striking wagons were built by different manufacturers. Received for review is BRT 20062, built in 1968 by Metro-Cammell for Esso traffic.

Graham Farish has offered a model of the 100t tanker since the 1990s, but it is immediately apparent that this all-new 21st-century standard model is a significant advance on its predecessor. There are numerous separately fitted detail parts representing the brake gear and discharge pipes below the centre of the tank, whereas the very fine photo-etched end platforms, ladders and wire handrails catch the eye.

The mouldings are crisp, neat and well put together. However, the barrel ends on our sample seem misaligned by a fraction of a millimetre at each end. It's not noticeable at normal viewing distances and may be an issue affecting this sample only, but it would be worth checking before you buy.

WHEEL FINESSE

Moving down, the Gloucester-type bogies are neatly executed and the metal wheels are blackened with the wheel faces painted black, giving an additional feeling of finesse. There are kinematic NEM coupler sockets mounted below the solebar. This is a smooth and free-running model, weighing in at a hefty 29g.

The wagon has the grey body and flame red solebars for Class A 'light' benzene-type fuel, with a red horizontal band and the familiar Esso branding. The BRT diamonds and two-star fuel designation markers are above the left bogie.

The painting and lettering is up to Graham Farish's very high standard and all colours and wagon markings appear to be correct. Incredibly, the tiny Metro-Cammell builder's plate is legible.

As well as the Esso review sample received, this model is being offered as 373-561 in BP green, dating from the mid-1990s to late 2000s and 373-562 in weathered Gulf black; the black colour indicating its use on heavier, Class B fuels.

Long oil trains are always an impressive sight, and this release marks the very welcome upgrade to what is a highly useful wagon for anyone modelling the late 1960s to the middle of this decade, when the last of the 1960s variants were taken out of service. ***(BA)***



REVIEW VERDICT

PROS. Excellent upgrade to a long-lived and long-in-the-tooth Farish model.

CONS. Fit of barrel ends slightly awry on sample, moulded buffers lack finesse.

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

88%

Is this a contender for Model of the Year?
Vote online now at *www.model-rail.co.uk/moty-2019*



Bachmann TR slate wagons

◆ **SCALE** '009' ◆ **MODEL** Bachmann Narrow Gauge 393-075 4 Wheel Slate Wagons, grey (three-pack)
◆ **PRICE** £46.95 ◆ **AVAILABILITY** Bachmann stockists

The narrow gauge railways of North Wales evolved to move slate, but there was as much variety in the wagons as there was in the quarries themselves and the railways that served them. The quarries of Blaenau Ffestiniog started with wood for their wagons, but then switched to metal, as did Penrhyn quarry. Its great neighbour, Dinorwic, stuck with wooden slate wagons until the end in 1969, as did the Talyllyn Railway for the Bryn Eglwys quarry it served.

Bachmann's Narrow Gauge range was crying out for a slate wagon and it has chosen the latter railway on which to base its model. The Talyllyn Railway had 114 slate wagons at the quarry's peak in 1882, in two distinct types – the three-bar and the two-bar. As their names suggest, each wagon's body was formed from two or three planks, separated by iron or timber bobbins.

James I.C. Boyd doesn't state the breakdown in his book *The Talyllyn Railway* (Wild Swan, 1988), but photographic evidence suggests the two-bar type, which Bachmann has modelled, was the most common. However, with the decline of the quarry in the 1940s, only four have survived.

Bachmann has done a super job with these little wagons and they almost perfectly match Boyd's scale drawings. The attention to detail is superb, with the square bolt heads and the fact that the corner braces cut in to the ends of the planks.

Calling these wagons '4 Wheel Slate Wagons' does get around the fact that there are some key discrepancies between the model and the real wagon. Bachmann has chosen to give these wagons a planked timber floor when the real things had a sheet of wrought iron plate, and the wheels are discs and not spoked.

There's not much you can do to hide the chunky NEM pockets and the Bemo couplers, but they don't detract too much from its looks. Peco opted to only put Bemo couplers on the outer ends of its slate wagon triple-pack, but Bachmann has them on each end of each wagon.

GOOD PERFORMANCE

Despite only weighing 8g (loaded), there were no issues with the couplings on our test track and the little wagons trundle around quite happily. They even cope with being propelled through tight Peco 'N' gauge pointwork at a fair speed.

The finish is good too. The three wagons in our pack had a slightly different grey finish, but the lightly weathered look was spot on. Even the metal braces and bobbins were finished in an iron colour.

If anything, the resin slate loads are even better than the wagons, strange though that may sound. Bachmann's design team have simply nailed the look of a stack of dressed slate. Although produced to standard sizes, slates were trimmed by hand, so there were minute variations in size, not to mention slightly irregular edges. These slate stacks are also available separately and, with their colour and texture, are a must for any Welsh narrow gauge layout.

Though they may be Talyllyn in outline, these wagons will look good on any Welsh 'OO9' layout – especially alongside the forthcoming 'Quarry Hunslet'! ***(RF)***

REVIEW VERDICT

PROS. Looks, price, performance, slate load.

CONS. Key discrepancies between model and TR two-bar slate wagon.

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

91%

3 things we like



1 NEM coupler pockets.



2 Corner braces that cut into side planks.



3 The slate loads are wonderfully realistic.

Lenz LH101 Hand Controller

◆ **SCALE** Any ◆ **PRODUCT** Lenz 21101 LH101 DCC Hand controller ◆ **PRICE** £165.00 ◆ **AVAILABILITY** A&H Models, 95 High Street, Brackley, Northamptonshire NN13 7BW **Tel** 01280 701410 **Web** *www.aandhmodels.co.uk*

Lenz was one of the main names in Digital Command Control (DCC), but it seems to have dropped off the radar in recent years as competitor systems have gone from strength to strength. It's aiming to redress the balance with this, the LH101 handset.

Lenz's pioneering LH90 handset reflected the demands of early DCC systems. It could only cope with a mere nine locomotive decoder functions and had a simple knob controller, but both the screen design and small keypad became a limiting factor as decoders became more advanced.

The subsequent LH100 handset featured an improved screen and push buttons, which made it easier to operate trains, but its looks quickly dated when compared to more modern systems.

Lenz plans to fight back with the LH101 handset, which combines the best features of both the LH90 and LH100. From a visual point of view, it gets the full keypad of the LH100, plus the rotary speed control – much improved – of the LH90.

ACTION STATIONS

Under the skin, the new handset offers 9,999 addresses and can cope with 28 locomotive functions, for lights, sound and smoke. Functions such as horns or whistles can be activated momentarily, and pushing the throttle wheel down for a few seconds activates the emergency stop function that immediately shuts down all trains.

It's also possible to select 16 routes featuring up to 16 accessory addresses (powering points and signals) on each route. There's also a clever club mode where you can limit an inexperienced driver to just one train, so they can't accidentally switch points and take over another train.

The LH101 comes in a starter set with the LZV200 Command Station for £365. You will need a separate Lenz transformer (available from £66.95).

The Command Station has been given a makeover too. Its computing power has been increased, it can store more data, and it also features a USB interface, plus a separate USB port that allows the user to update the firmware using a memory stick (supplied).



"I soon got the hang of keeping an eye on the speed on the display so I didn't turn the control knob too wildly"



The internal memory battery can be changed at home too, and you can adjust the track voltage and maximum current settings.

It all sounds very impressive, but the proof will be in the eating... or, in this case, the using.

The handset is more comfortable to hold than it looks. At first glance, it doesn't look to have been ergonomically designed but, as it measures just 14.3cm by 6.3cm, it's light and fits nicely in the hand.

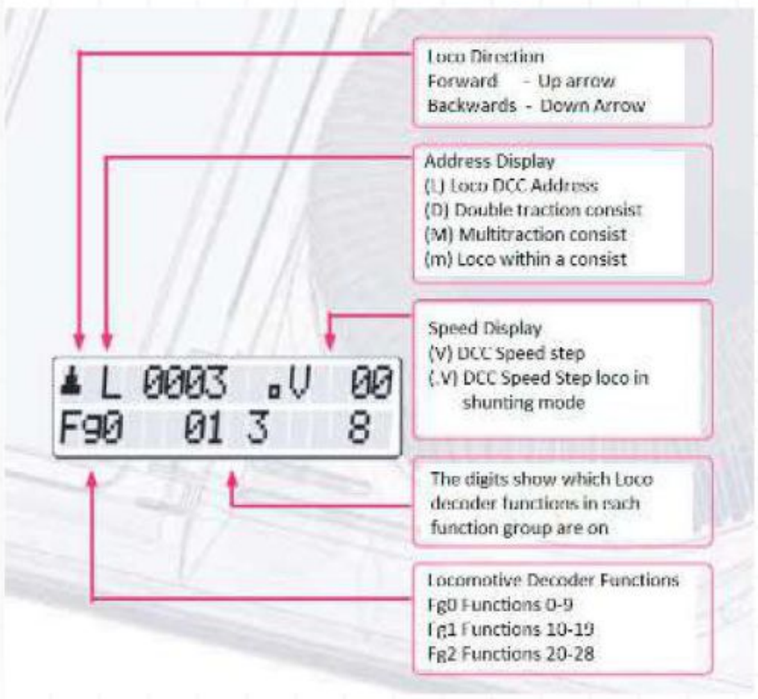
The rotary knob takes a bit of getting used to if you're more familiar with a slider control. However, I soon got the hang of keeping an eye on the speed on the display so I didn't turn the control knob too wildly. A clockwise turn increases the speed, while anti-clockwise applies the brakes. Pressing it in the centre when a train is stationary will change direction, whereas

said, the position of the keys means you can use your thumb to press them, just like a mobile phone, and they make a nice, firm clicking sound.

CONTROL CENTRE

You can control multiple locomotives with the LH101 Handset, as well as programme locomotive and accessory decoders. It works with the LZV100 Version 3.6 Software, along with the new LZV200 Command Station.

The screen indicates the function in use, the locomotive number and the direction of travel, and displays much more information than the old handsets. There's room on the screen for more symbols and information as and when the DCC protocol expands in the future.



Setting up the system is easy, thanks to both the First Steps and main manuals. UK distributor A&H Models also offers a helpful range of start-up videos, which I found particularly useful as I'd not used Lenz DCC before.

The Lenz LH101 may not have the striking modern looks of, say, Roco's MultiMaus, but it feels robust and well made. It's user-friendly and just the sort of system I could see myself operating without getting myself tied up in knots! ***(PM)***

pressing it in the centre with a train in motion will activate the emergency stop. The control knob also helps you navigate the menus on the handset.

KEY POINT

Some of the buttons control multiple options, and I kept having to refer to the manual to remind myself what they did. But I had no doubt that I'd soon get the hang of it and it would become easier with use. That



3 things we like



1

The expandable curly cable that simply plugs into the handset base for easier handling and storage.



2

The handset is now backlit for a clearer view, and the brightness can be adjusted.



3

The First Steps manual (eight pages of which are in English) is a quick and easy guide to setting up the system.

REVIEW VERDICT

PROS. Nice to hold, clear instructions, combines the best of previous Lenz products.

CONS. Still looks a bit old fashioned!



Hornby 'H' 0-4-4T

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R3631 Wainwright 'H' 0-4-4T No. 31265, BR lined black early emblem ◆ **PRICE** £129.99 ◆ **AVAILABILITY** Hornby stockists or *www.hornby.com*

Hornby released its South Eastern & Chatham Railway 'H' 0-4-4T at a time when it had stopped sending review samples out to the majority of the model railway press, so we never saw one when it hit the shops in late 2017. It didn't hang around either – it seemed as though the first production run sold out almost instantly.

There were two 'Hs' in Hornby's 2019 catalogue and we've finally been able to get our hands on one, having received No. 31265 in BR lined black with the pre-1956 'cycling lion' emblem for review.

What can we say? It's easy to see why the 'H' sold out so fast – it's exquisite.

Your eye immediately notices the excellent shape of the smokebox, the way that Hornby has captured that distinctive pagoda cab – a unique SECR feature that was designed to prevent rain water from trickling down the sides – and the stumpy little bogie under the bunker. The smaller detail also grabs your attention. The wire handrails, the grab handles on the 'piano front' cylinder casing and behind the splasher, the SECR lamp irons, the fine wire sandpipes and injector pipework, plus the sliding roof ventilator; all combine to create a model of real finesse and quality.

Springs are not a typical subject to comment on during a review but those on the 'H' are worthy of mention, because whether it's the helical springs under the driving wheels, the leaf spring squeezed between the bogie axles or the spring in





the safety valves, they're beautifully moulded.

Key shapes and dimensions look spot on, especially the chimney, which is often a problem area. Not so in this case, although the chimney on our No. 31265 was marred by seam lines. Our sample was also spoilt – albeit only slightly – where the top half of the boiler meets that of the chassis. The only shape criticism is that the bottom edge of the smokebox shouldn't be level with the top of the cylinder cover; there



“Key shapes and dimensions look spot on, especially the chimney, which is often a problem area”

should be a slight recess here.

Hornby should be commended for its attention to detail. The SECR built ten ‘Hs’ during May, June and July 1905 with straight bunkers, rather than the flared type that the remaining 56 locomotives received. D.L. Bradley, in *The Locomotive History of the South Eastern & Chatham Railway*, only records that this change occurred “for some reason”. Hornby could have got away with not making this tooling change, but No. 31265 correctly carries this arguably less attractive bunker shape.

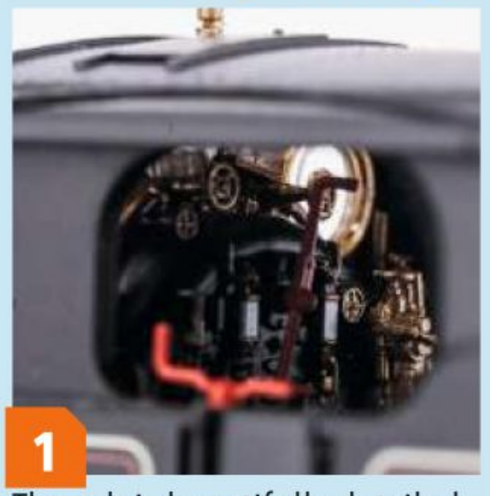
Our little ‘H’ performed superbly on the *Model Rail* test track. It comfortably handled seven Bachmann and Hornby bogie coaches around straight and level track and even managed to take two coaches over our 1-in-60 and 1-in-30 gradients. The only annoying thing about No. 31265 was that it came with the tension lock couplers in the bag of bits; you have to break this open before you run a train.

This really is a gem of a model. If you missed it the first time around, make sure you buy one now that they’re back in stock – a model this good won’t hang around for long! ***(RF)***



No. 31265 at Stewarts Lane in April 1955.
F. HORNBY/COLOUR RAIL

3 things we like



1 The cab is beautifully detailed – a miniature work of art!



2 The distinctive handbrake linkage is included in the bag of bits – it’s for models not destined for layouts with train set curves.



3 There are even rivets on the underside of the firebox!

HORNBY ‘H’ 0-4-4T

OVERVIEW
Manufacturer: Hornby
Ref. No. R3631 **Unit No.** 31265
Scale/gauge: 1:76 scale, 16.5mm gauge ‘OO’
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 168g
Min. curve radius: R2 (438mm)
Wheel back-to-back: 14.5mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Five-pole skew-wound
Lights?: No
DCC ready?: Eight-pin socket
Current consumption
Max. speed: 0.2A **Stalled:** 0.4A

MECHANISM
Drive system: Gear train to rear driving axle.
Flywheel(s): Yes
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	32ft 10¾in	132mm	131.6mm
Height (over chimney)	N/A	N/A	53mm
Width (over footplate)	N/A	N/A	32.7mm
Wheel diameter (driving)	5ft 6in	22mm	21.8mm
Wheel diameter (bogie)	3ft 7in	14mm	14.2mm

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

REVIEW VERDICT

PROS. Great shape, exquisite detail.

CONS. Very little of note.

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

92%

Noch Wrinkle Rocks

◆ **SCALE** Any ◆ **MODEL** Noch 60301 Wrinkle Rock 'Grossglockner'; 60302 Wrinkle Rock 'Wildspitze' ◆ **PRICE** £15.75 each
◆ **AVAILABILITY** Gaugemaster **Tel** 01903 884488 **Web** *www.gaugemaster.com*



Wrinkle Rocks is the brainchild of Austrian modeller Andreas Dietrich and the premise is almost laughably simple. You take a photograph of some rocks, print it on to some high-quality paper... then scrunch it up to make a rock formation. The more you scrunch, the rockier it looks and all without resorting to plaster bandage or casting using moulds and plaster.

Noch now produces and distributes Wrinkle Rocks under licence from Andreas Dietrich Modelling Studio. Thanks to its dealer network, you can buy this innovative product in the UK.

I must admit, I was sceptical. All you get in each pack is a single 45cm by 25.5cm sheet of thick, waterproof, UV-resistant paper, printed with your chosen rock with a matt finish. There are five finishes to choose from. Four are photographs of peaks in the Alps – Grossglockner, Wildspitze, Grossvenediger and Seiser Alm, with the fifth entitled 'sandstone'.

But having played around with a 12cm by 8cm section of Wildspitze, I'm really impressed. The more I screwed up the piece, the more detailed the surface became. It's almost like magic! The material is very strong and I think that scrunching it up ten times gives the best results.

My only criticism is the price: over £15 for a sheet of paper (albeit special paper) seems rather steep. I'd use Wrinkle Rocks on a small rocky outcrop, but producing a large quarry or cliff would become expensive.

That said, there's no quicker way to produce realistic and accurate rock faces with lots of relief. I'm still amazed that a crumpled piece of paper can look so good! ***(PM)***

REVIEW VERDICT

PROS. Unique idea, very realistic. Couldn't be easier to use.

CONS. Pricey for just one sheet.

"The more I screwed up the piece, the more detailed the surface became. It was almost like magic!"

STEP BY STEP



1 To use, simply cut the sheet to the size that you want, allowing a little extra around the edge as it will reduce in size. You may have to cut off part of the white border if you want to use the whole sheet.



2 Now crumple the piece in your hands. Keep crumpling until you are happy – the more you crumple, the finer the rock face detail becomes. Don't worry about tearing either: the sheets are designed to withstand it.



3 Flatten the sheet. When you're happy, fix it to the underlying surface – hard foam for example – with a few drops of white glue. Secure with Woodland Scenics Foam Nails while the glue dries.



4 When the glue is dry, remove the foam nails. Now you can detail your rock face with vegetation, weeds, rock talus and debris, bushes and pieces of foliage. Add tufts of grass on the flatter sections of the rock face.

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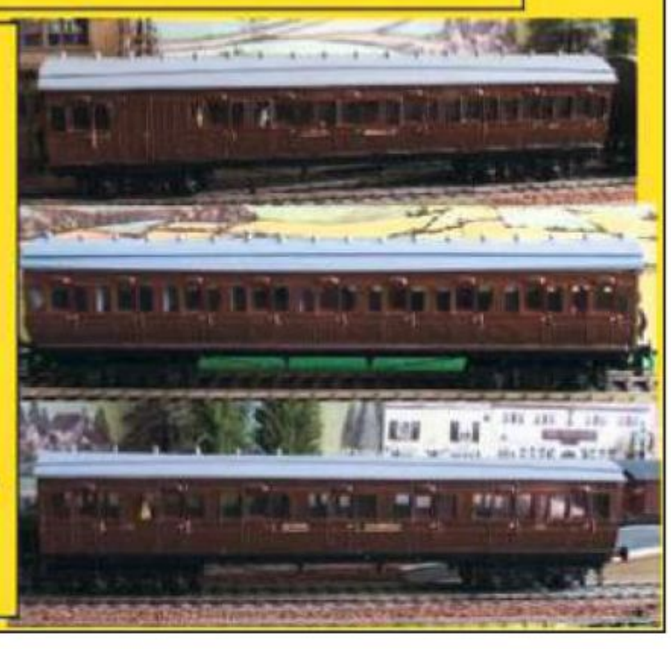
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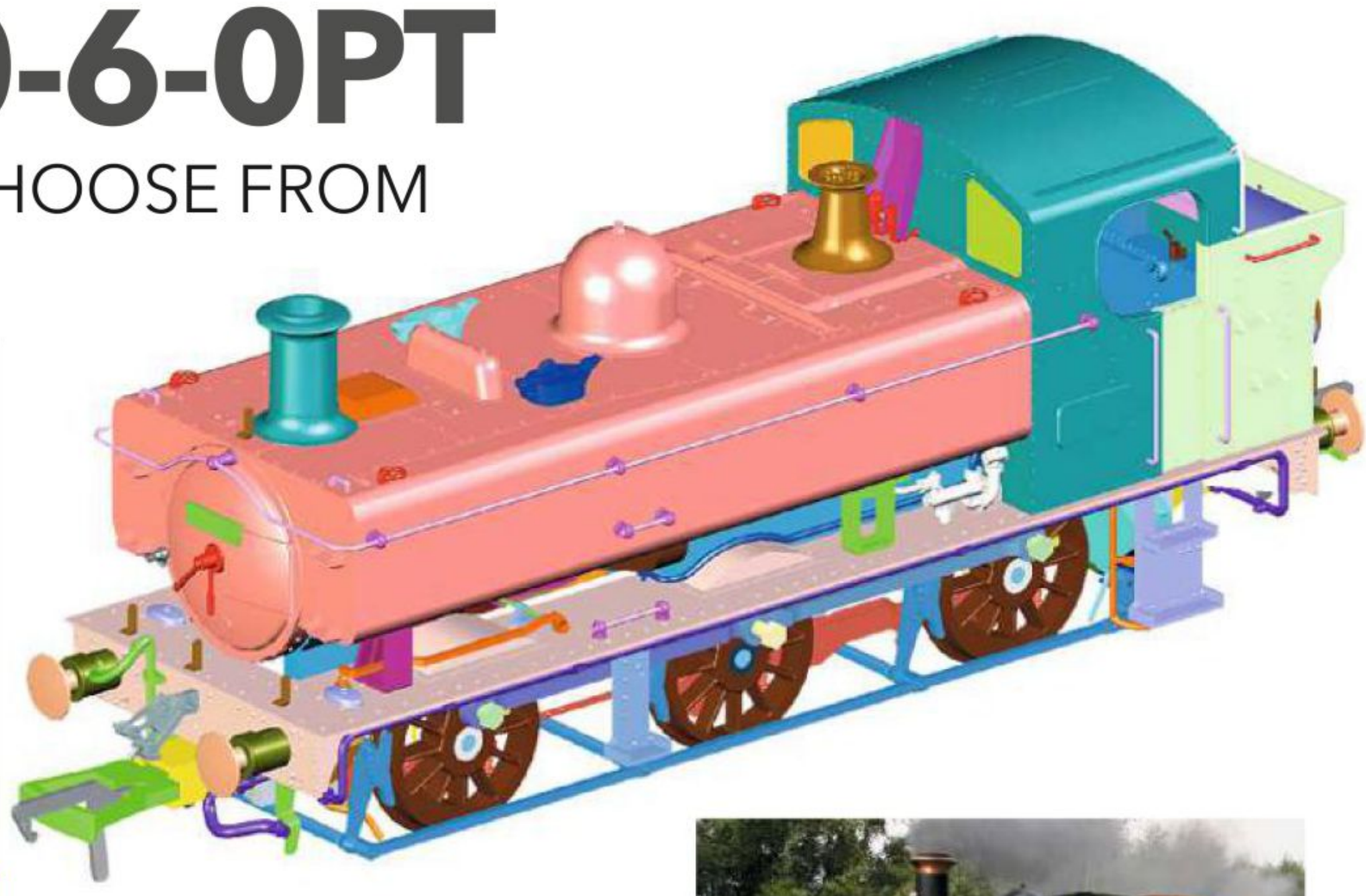
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- MR-301D: No. 1624, 84F Stourbridge Junction shedplate
- MR-301E: No. 1664, 82C Swindon shedplate
- MR-301F: No. 1668, 83B Taunton shedplate
- MR-302A: No. 1646, 60C Helmsdale shedplate
- MR-302B: No. 1649, 60C Helmsdale shedplate

Please note: Number and shedplate may change without notice.

BR BLACK, EARLY EMBLEM (WEATHERED)

- MR303A: No. 1626, 83E St Blazey shedplate
- MR-303B: No. 1636, 89A Oswestry shedplate

Total BR black early emblem weathered: 500 pieces

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- MR-304A: No. 1622, 81B Slough shedplate
- MR-304B: No. 1651, 87F Llanelly shedplate

BR BLACK, LATE EMBLEM (WEATHERED)

- MR-305A: No. 1627, 81F Oxford shedplate
- MR-305B: No. 1628, 6C Croes Newydd shedplate



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- MR-306: GWR green No. 1638



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- MR-308: BR black early emblem weathered, No. 1661

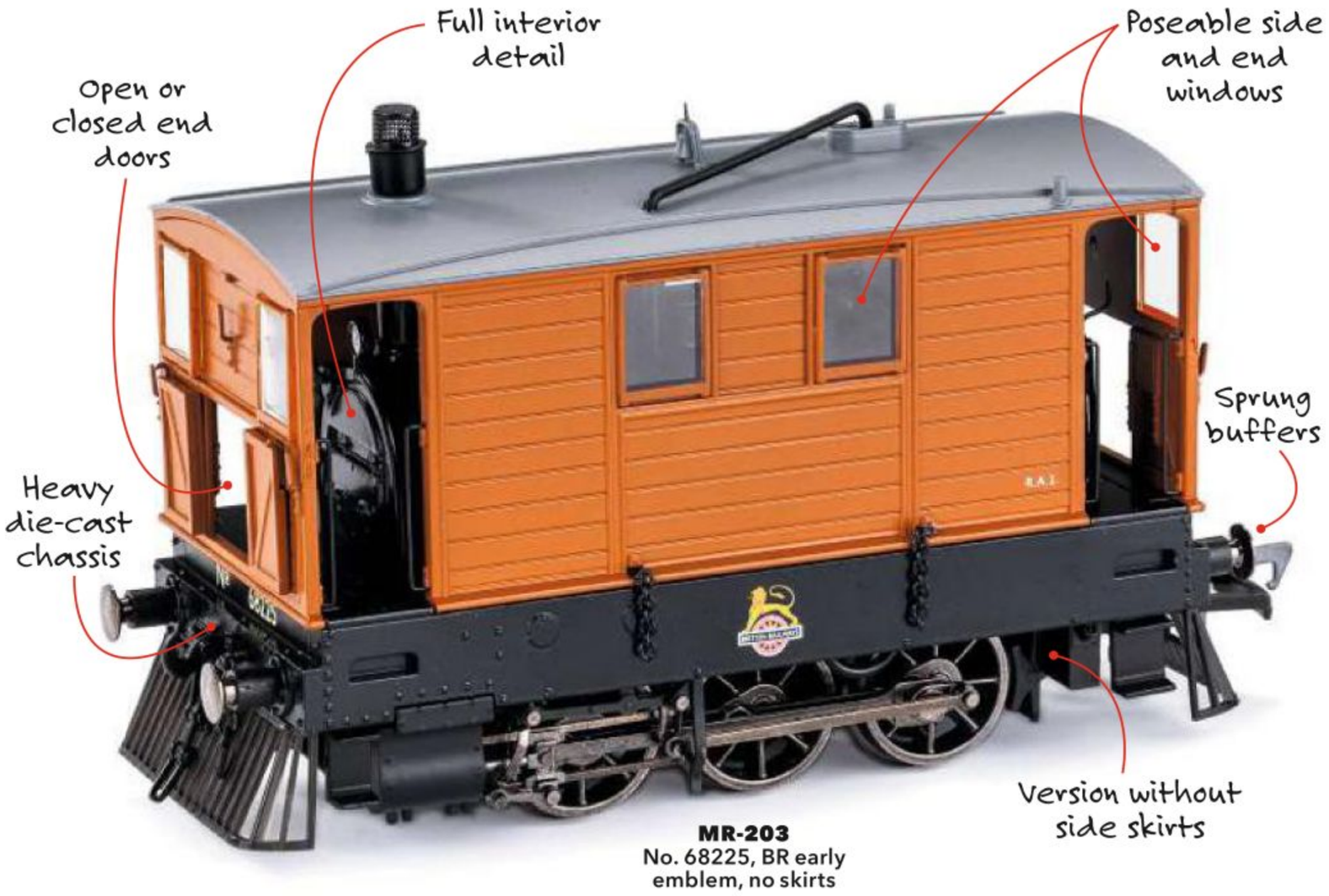
NCB GREEN

- MR-309A: NCB green, No. 1600
- MR-309B: NCB green, No. 1607

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- MR-310A: Green early BR emblem, No. 1638
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MR-205 No. 68223, British Railways lettering, full skirts



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



MR-207 No. 8223, LNER post-war livery, full skirts



MR-208 No. 7126, LNER lined livery, no skirts



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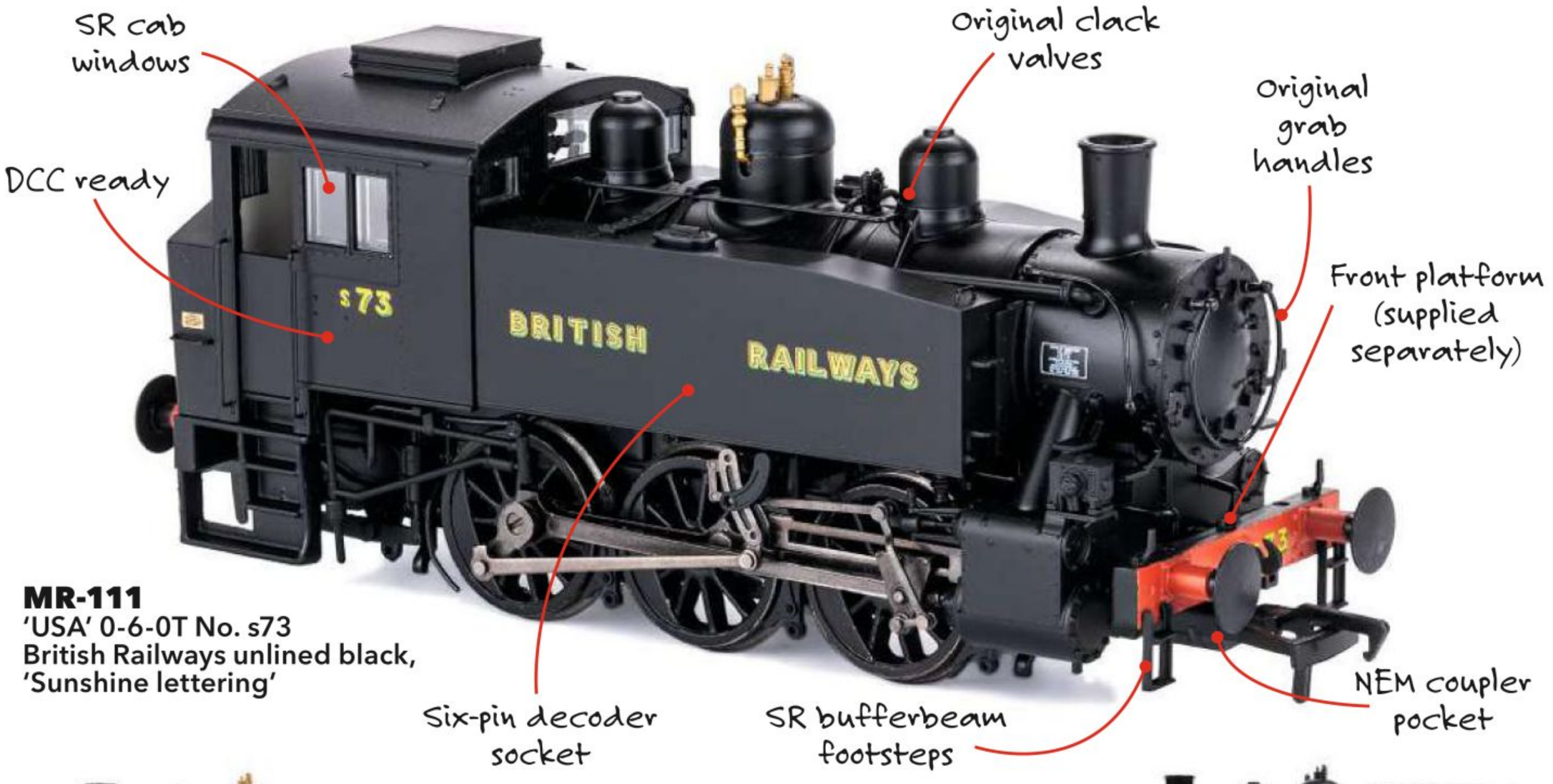
DCC socket: Six-pin

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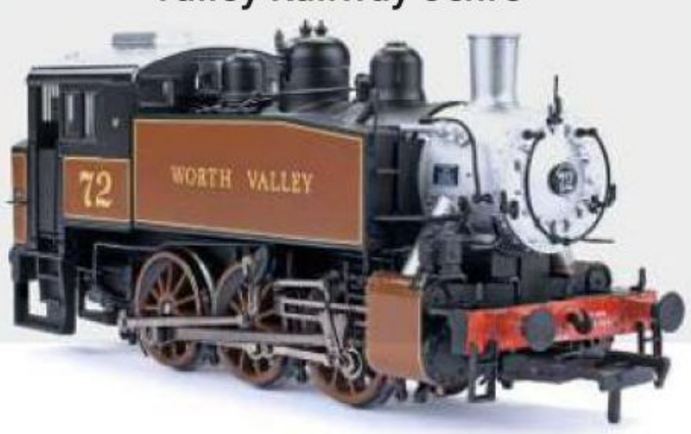


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MR-107 No. 36,
National Coal Board black

MR-108 No. 72, Keighley & Worth Valley Railway ochre



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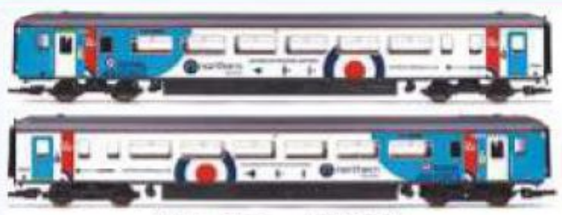
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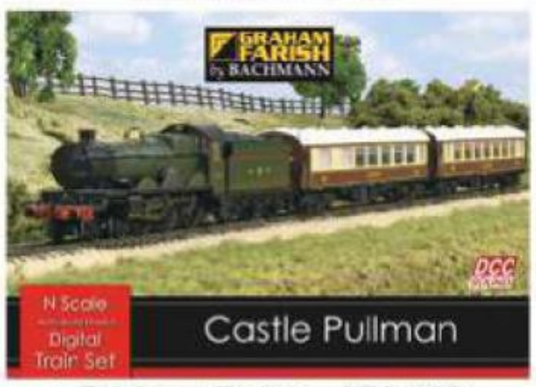

Hornby - R3772


Hornby - R3695
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Exhibition Diary

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

AUGUST 8

WELLING, KENT. The Association of Bexley Charities Toy and Train Fair. Falconwood Community Centre, The Green, Welling DA16 2PG. **Time:** 1730-2130. **Admission:** Adult £1.50. **Tel:** 0208 310 5018. **Web:** *www.bexleych.wix.com*

AUGUST 10

BEXHILL, KENT. St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE. **Time:** Sat 1000-1700. **Admission:** Adult £5, Concession £5, Child £2, Family £12. **Web:** *www.bexhillmrc.org.uk*

HEYWOOD, LANCS. HMRG Open Day. Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** *www.hmrg.co.uk*

AUGUST 10-11

WELLS, SOMERSET. Wells Railway Fraternity Railwells 2019. The Town Hall, Market Place, Wells BA5 2RB. **Time:** Sat 1030-1730, Sun 1000-1630. **Admission:** Adult £7, Concessions/ Child £4. **Tel:** 01749 938362. **Web:** *www.railwells.com*

LEYLAND, LANCS. Leyland MRC MRE. Leyland Civic Centre, West Paddock, Leyland PR25 1DH. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £3.50, Family £13.50. **Tel:** 07796 130295.

AUGUST 11

LLWYNCELYN, WALES. West Wales MRE. Llwyncelyn Memorial Hall, Llwyncelyn SA46 0HF. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01545 571634.

SHERINGHAM, NORFOLK. The North Norfolk MRE. Sheringham High School, Holt Road, Sheringham NR26 8ND. **Time:** 1000-1700. **Tel:** 07595 255150.

AUGUST 14

BISHOPS LYDEARD, SOMERSET. Taunton MRG, Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX. **Time:** 1030-1630. **Tel:** 07879 852736. **Web:** *www.ukmodelshops.co.uk/tmrg*

AUGUST 17

BISHOPS STORTFORD, HERTS. Bishops Stortford Railway Society MRE. Sports Hall, Birchwood High School, Parsonage Lane, Bishops Stortford CM23 5BD. **Time:** 1030-1630. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 01279 503511. **Web:** *www.bsrailsoc.org.uk*

GUILDFORD, SURREY. Astolat MRC Open Day. National Trust, Dapdune Wharf, Wharf Road, Guildford GU1 4RR. **Time:** 1100-1700. **Admission:** Adult £4.20, Child £2.50, Family £12. **Tel:** 01483 722098. **E-mail:** *davidwilde155@msn.com* **Web:** *www.astolatmrc.co.uk*

LUDLOW. Craven Arms & District MRC MRE. Ludlow Racecourse, Bromfield SY8 2BT. **Time:** 1000-1600. **Admission:** Adult £3.50. **Tel:** 01588 672145.

MILTON KEYNES. Silverfox MRC MRE. Oakgrove School, Venturer Gate, Milton Keynes MK10 9JQ. **Time:** 1000-1600. **Admission:** Adult £6, Child £2. **Web:** *www.silverfoxdcc.org*

NORTH WALSHAM, NORFOLK. M&GNJR Society MRE. The Atrium, Spenser Avenue, North Walsham NR28 9HZ. **Time:** 1000-1600. **Admission:** Adult £5, Concession £4, Child £2, Family £12. **Tel:** 01692 404342.

AUGUST 17-18

CRICH, DERBYSHIRE. Model Tram, Trolleybus, Bus and Railway Exhibition. The National Tramway Museum, Crich Tramway Village, Crich DE4 5DP. **Time:** 1000-1700. **Tel:** 01773 854321. **Web:** *www.tramway.co.uk*

LEICESTER. Leicester MRG MRE. St Margaret's Church, St Margaret's St, Leicester LE1 3EB. **Time:** Sat 1030-1700, Sun 1300-1600. **Admission:** Donation. **Web:** *www.leicestermodelrailway.co.uk*

MARGATE, KENT. The 1:1 Collection Open Weekend. Hornby Visitor Centre, Westwood Industrial Estate, Margate, Kent, CT9 4JX. **Time:** 1000-1600. **Tel:** 01843 233500. **Web:** *www.hornbyhobbies.co.uk*

PICKERING, YORKS. Scarborough and District Railway Modellers. The Memorial Hall, Potter Hill, Pickering YO18 8AA. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** £5. **Web:** *www.sdrmweb.co.uk* **E-mail:** *exhibition@sdrmweb.co.uk*

REDDITCH, WORCS. Redditch MRS MRE. Kingfisher Shopping Centre, Unit 24 Walford Walk, Redditch. **Time:** Sat 0900-1730, Sun 1030-1630. **Web:** *www.redditch-mrc.com*

ROSS-ON-WYE. Ross-on-Wye MRE. John Kyrle High School, Ledbury Rd, Ross-on-Wye HR9 5HT. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £4, Child £3, Family £10. **Tel:** 01594 543330. **E-mail:** *briancole06@btinternet.com*

ST ANDREWS, FIFE. St Andrews MRE. St Andrews Town Hall, Queens Gardens, St Andrews, Fife KY16 9TA. **Time:** Sat 1000-1730, Sun 1030-1700. **Admission:** Adult £4, Child £2.50.

SWANAGE, DORSET. Isle of Purbeck MRS. Harmans Cross Village Hall, Haycraft's Lane, Swanage, Dorset BH19 3EB. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £2, Family 12. **Tel:** 07595 255150.

AUGUST 21

BISHOPS LYDEARD, SOMERSET. See August 14.

AUGUST 24

BUDE, CORNWALL. North Cornwall & Devon MRC MRE. Parkhouse Centre, Ergue-Gaberic Way, Bude EX23 8LD. **Time:** 1000-1600. **Admission:** Adult £3.

NORTHAMPTON. Northampton & District MRC MRE. Roade Village Hall, Bailey Brooks Road, Roade, Northampton NN7 2LS. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Family £8. **Tel:** 01604 890275. **Web:** *www.nmrc.org*

GTR LONDON. Hillingdon Railway Modellers Test Track Open Day. Yiewsley Baptist Church Hall, 74 Colham Ave, Yiewsley, Hillingdon UB7 8HF. **Time:** 1000-1500. **Admission:** £5. **Tel:** 0208 368 4090. **Web:** *www.hillingdonrailwaymodellers.co.uk*

AUGUST 24-25

HAWICK, SCOTLAND. Hawick & District Railway Society Border Rail. The Auld Baths, Bath St, Hawick TD9 7DP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 01450 375787. **E-mail:** *4472fs@gmail.com*

HIGHBRIDGE, SOMERSET. Sedgemoor Rail. King Alfred School, Burnham Road, Highbridge TA9 3EE. **Time:** 1000-1600. **Admission:** Adult £5, Family £10. **Web:** *www.burnhamanddmrc.co.uk*

INVERNESS. Inverness & District MRC MRE. Jurys Inn, Millburn Road, Inverness IV2 3TR. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £10. **Tel:** 07801 593637.

AUGUST 24-26

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*

AUGUST 26

HARROGATE, YORKS. Harrogate MRG MRE. Bilton Grange United Reform Church, 1 Woodfield Road, Harrogate HG1 4LP. **Time:** 1000-1600, **Admission:** Adult £4, Child £2, Family £10. **Tel:** 07534 829050.

AUGUST 28

BISHOPS LYDEARD, SOMERSET. See August 14.

AUGUST 31

TADWORTH, SURREY. North Downs MRC MRE. The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AE. **Time:** 1000-1700. **Admission:** Adult £6, Child £3, Concession £5. Tel 07758 458827. **Web:** *www.ndmrc.info/Home/Tadworth.htm*

AUGUST 31-SEPTEMBER 1

ALNWICK, NORTHUMBERLAND. Lionheart Station, Lionheart Enterprise Park, Alnwick NE66 2EZ. **Time:** 1030-1630. **Admission:** Adult £4, Child £2.

LOUGHBOROUGH, LEICS. The Soar Valley MRC MRE. Loughborough Grammar School, Leicester Road, Loughborough LE11 2AQ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £8, Child £4, Family £20. **Tel:** 07761 937725.

SEPTEMBER 1

BROMLEY, KENT. Rusper MRC Meeting *www.ruspermrc.co.uk*

SEPTEMBER 7

BASINGSTOKE, HANTS. Basingstoke & N. Hants MRS MRE. The Old Scout Hut, Stratton Park, Basingstoke RG22 5HN. **Time:** 1030-1530. **Tel:** 07904 231961. **Web:** *www.basingstokemrs.org*

CUMBERNAULD, LANARKSHIRE. Cumbernauld MRG Open Day. The Link Community Education Centre, Bron Way, Carbrain, Cumbernauld, Lanarkshire G67 1EW. **Time:** 1000-1600. **Admission:** Adult £1. **Tel:** 01236 612099. **Web:** *www.cumbernauldmrg.org.uk*

SEPTEMBER 7-8

CHATHAM, KENT. The Medway MRS. Fort Pitt Hill, Chatham ME4 6TJ. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5, Child £2, Family £12. **Tel:** 07821 254232. **E-mail:** *medwaymodelshow@yahoo.co.uk*

WAKEFIELD. ExpoEM Autumn 2019. Kettlethorpe High School, Standbridge Lane, Sandal, Wakefield WF2 7EL. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £9, Members £7. **E-mail:** *exponorth@emgs.org* **Web:** *www.emgs.org*

SEPTEMBER 14

HEYWOOD, LANCS. See August 10.

KETTERING, NORTHANTS. Kettering & District MRE. Greenfields Primary School, Highfields Road, Kettering NN15 6HY. **Time:** 1000-1600. **Admission:** Adult £4, Concession £3, Family £10.

SEPTEMBER 14-15

BISHOPS LYDEARD. See August 14.

COVENTRY. Coventry MRC Open Day. Unit 3, Coventry Canal Basin, Leicester Row, Coventry CV1 4LH. **Time:** Sat 1000-1700, Sun 1000-1600. **E-mail:** *secretary@coventrymodelrailwayclub.org.uk* **Web:** *www.coventrymodelrailwayclub.org.uk*

FAVERSHAM, KENT. Faversham MRC MRE. The Abbey School, London Road, Faversham ME13 8RZ. **Time:** Sat 1000-1630, Sun 1000-1600. **Admission:** Adult £5, Child £3. **Web:** *www.favershammrc.org.uk*

LEAMINGTON SPA, WARKS. International N Gauge Show, Warwickshire Event Centre, nr Leamington Spa. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Online/Door: Adult £10.50/£11, Senior £9.50/£10, Child £5/£5.50. **Web:** *www.meridienneexhibitions.co.uk*

WOKING, SURREY. Railway Enthusiasts' Club. Woking Leisure Centre, Kingfield Road, Woking GU22 9BA. **Time:** Sat 1030-1730, Sun 1000-1700. **Admission:** Adult £8, Child £3. **Tel:** 01252 542574 **Web:** *www.recexhibition.org.uk*

SEPTEMBER 21

CULLOMPTON, DEVON. Culm Valley MRE. Willand Village Hall, Cullompton EX15 2PL. **Time:** 1000-1630. **Admission:** Adult £4, Child £1.50. **Tel:** 01884 253945. **Web:** *www.cvmrc.co.uk*

READING, BERKS. Loddon Vale MRC MRE, St Peter's Church Hall, Church Road, Earley, Reading RG6 1EY. **Time:** 1000-1630. **Admission:** Adult £4, Child £2, Family £9. **Web:** *www.lvmrc.co.uk*

ENNISKILLEN, CO. FERMANAGH. Erne MRC MRE. Cathedral Hall, Enniskillen. **Time:** 1000-1700. **Tel:** 02866 229475.

NETHERSTOWE, LICHFIELD. Hosts Trent Valley MRS MRE. Lichfield Live Church, Netherstowe, Lichfield WS13 6TS. **Time:** 1000-1630. **Admission:** Adult £4, Child £3, Family £11. **Tel:** 0121 329 2487. **Web:** *www.tvmrs.co.uk*

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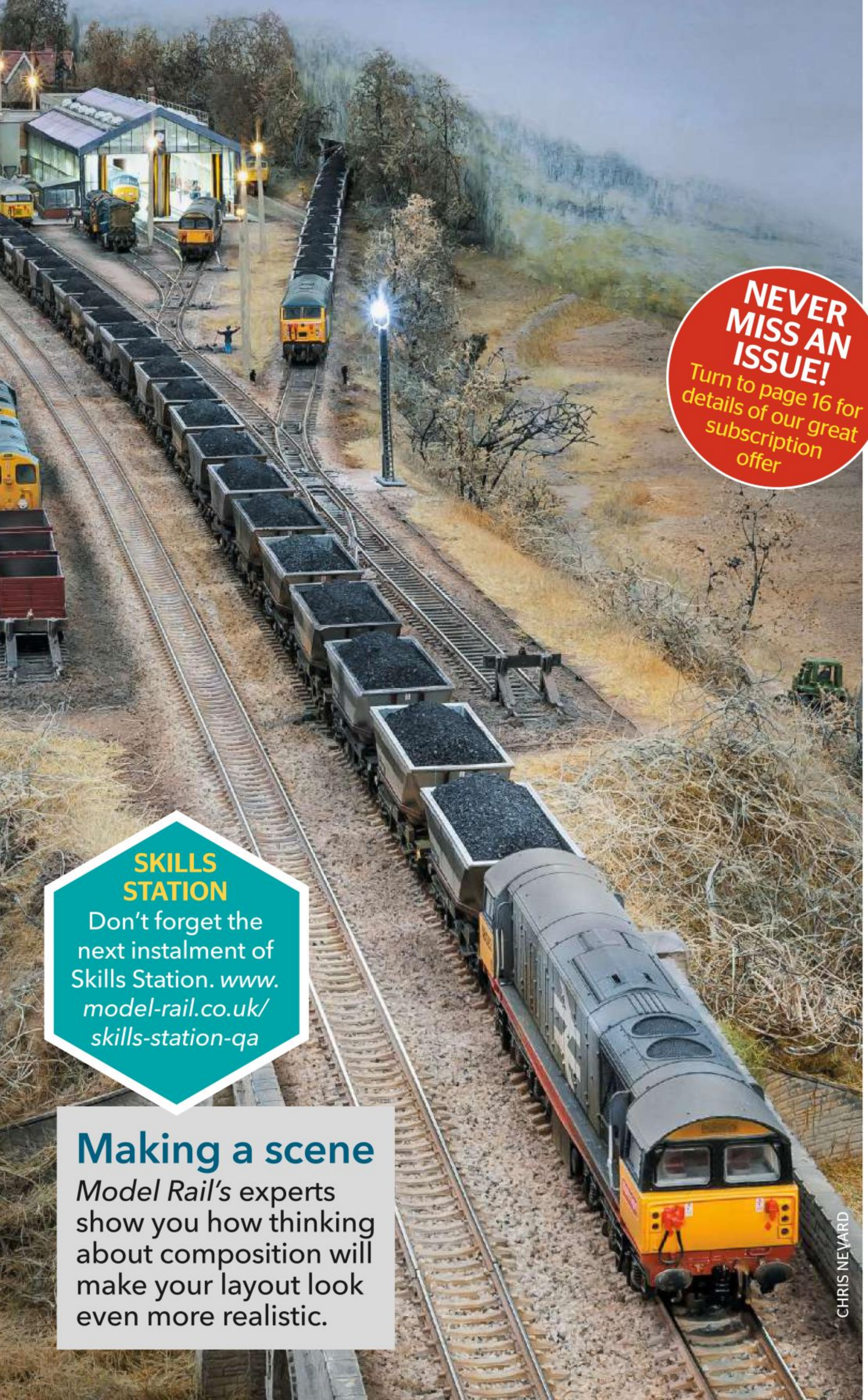
Model Rail is happy to accept details of club exhibitions for inclusion on this page free of charge on the understanding that details may be edited down to suit available space and that *Model Rail* and its staff are not held responsible for any errors, howsoever caused. Send your exhibition details to: *Model Rail* Exhibition Diary, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA or e-mail *jane.skinner@bauermedia.co.uk*
Entries for the September 2019 issue should reach us by August 16 2019.

Next Issue

ON SALE SEPT 5

King coal

Remember when Derbyshire's railways echoed to the sound of a constant procession of coal trains? We return to those halcyon days with Duncan Hunnisett's take on the much-missed depot at Shirebrook.



CHRIS NEVARD

NEVER MISS AN ISSUE!
Turn to page 16 for details of our great subscription offer

SKILLS STATION
Don't forget the next instalment of Skills Station. *www.model-rail.co.uk/skills-station-qa*

Making a scene

Model Rail's experts show you how thinking about composition will make your layout look even more realistic.

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THIS MONTH AT Hattons

MODEL RAILWAYS

Compiled between 21st June and 18th July 2019

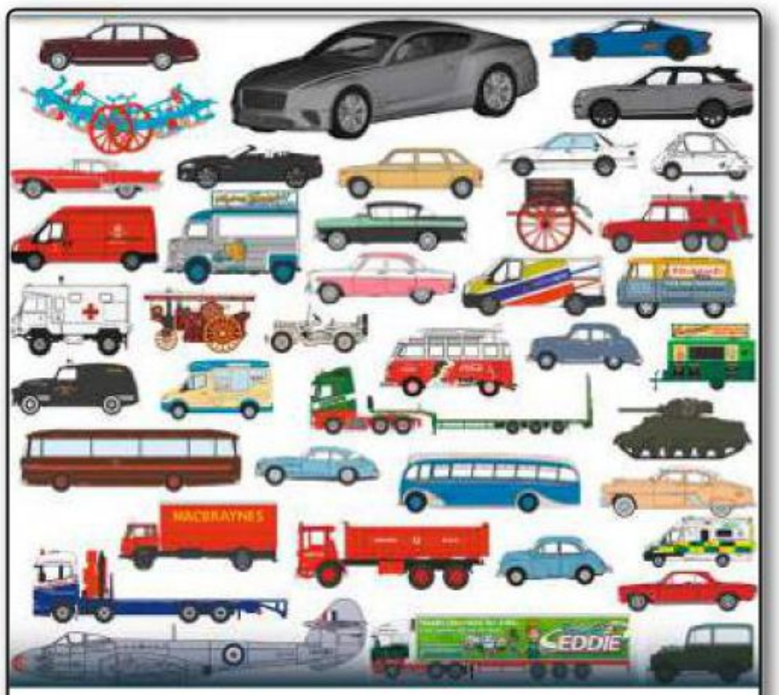
Latest News



New Heljan Class 45 'Peak'

Covering the 45/0 and 45/1 sub-classes, the model will feature multiple tooling variations and liveries across 14 versions.

www.hattons.co.uk/tmah30



New Oxford Diecast Items

The 2nd of Oxfords annual announcements includes over 70 items in multiple scales and eras. See them all on our website.

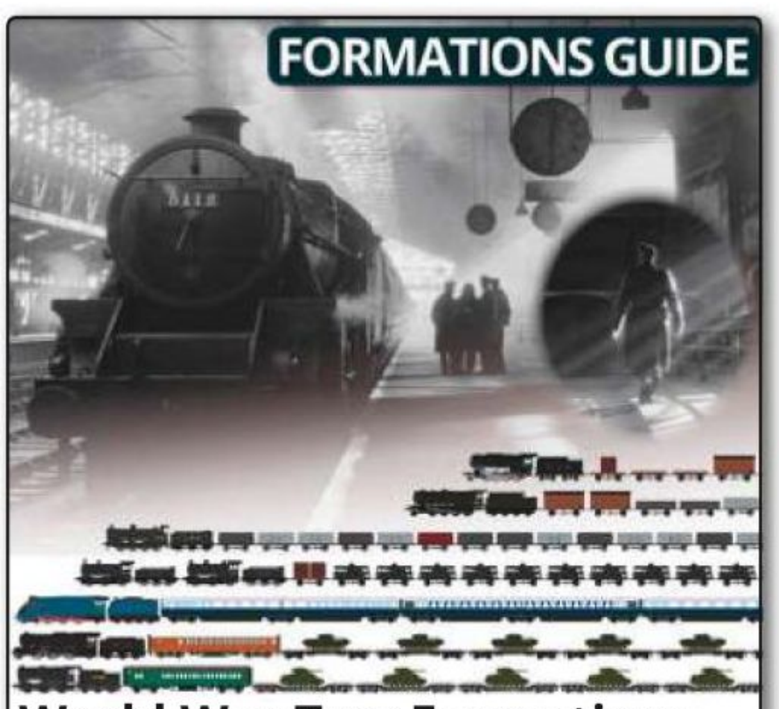
www.hattons.co.uk/tmah32



Crewe 'All Change' Open Day

We recently attended the fantastic charity event hosted at Crewe Diesel Depot. Read Simon Bendall's article on our website now.

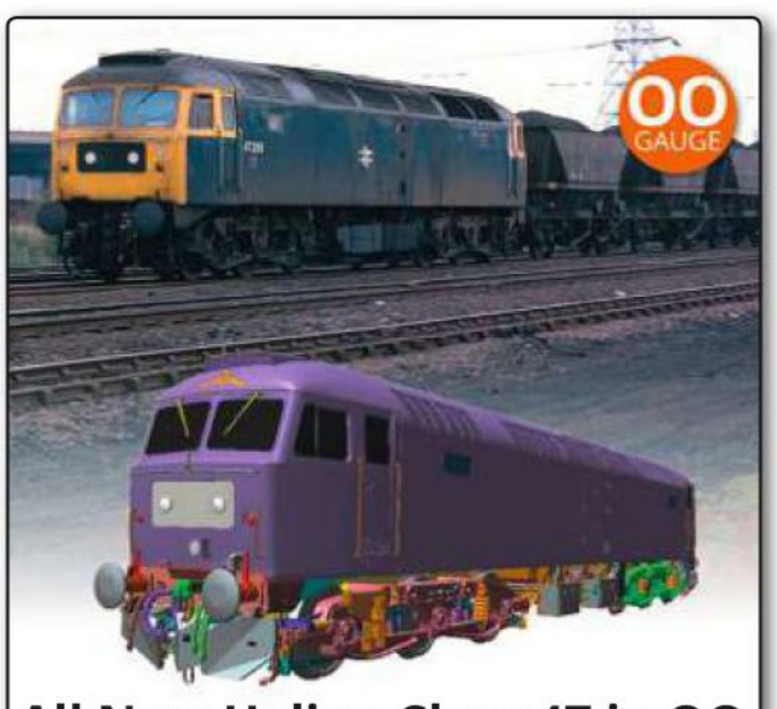
www.hattons.co.uk/tmah33



World War Two Formations

Our latest formation guide showcases example train formations during WW2 and highlight the change in traffic on the railway.

www.hattons.co.uk/tmah34



All New Heljan Class 47 in OO

Initially covering the 47/0, 47/3 and 47/4s, Heljan will be producing a range of liveries and sub-classes over the coming years

www.hattons.co.uk/tmah35



Hattons N Gauge Garratt CAD

We have released hi-resolution images showing the current CAD progress on our Hattons Originals N Gauge Beyer-Garratt.

www.hattons.co.uk/tmah36

Top 5 Best Sellers

1



Oxford Diecast Any
76SET65 - £21

2



Oxford Diecast OO
76SHT001 - £12.50

3



Atlas Editions OO
4642102 - £3

4



Hornby OO
R3292 - £14.50

5



Hornby OO
R4903 - £31.50

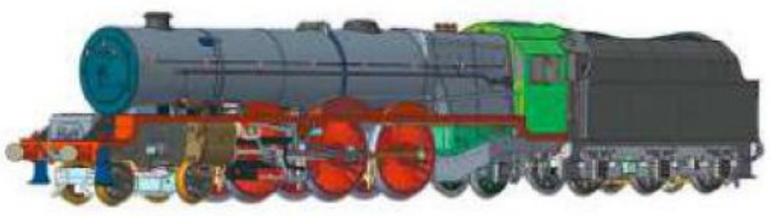
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Forthcoming Releases
from Hornby & Dapol

All available to pre-order now at: www.hattons.co.uk

HORNBY 2019 Range Announcement - see details at www.hattons.co.uk/hornby2019

LMS Princess Royal 4-6-2
Pre-order from £171. DCC-fitted £184.50
Due in Stock February 2020



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 5101 'Large Prairie' 2-6-2T
Pre-order from £126. DCC-fitted £144
Due in Stock August/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 August 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 Q3 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 each
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.

Mk2F "Aircon" coaches
Pre-order for £31.50 each
Due in Stock June to November 2019



17 variations now available to pre-order. Liveries include: ScotRail 'saltire', Network Rail, BR blue and grey & Intercity Swallow. Numerous vehicle types available to allow prototypical formations.

dapol 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: August 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 67
Pre-order from £108.76
Due in Stock: August/September 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: October to December 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: October to December 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

BR Mark 1 coaches
Pre-order for £169.15
Due in Stock: October to December 2019



BSK, SO, SK and CK coaches available in multiple liveries, including: BR crimson and cream, BR green, BR chocolate and cream, BR maroon and BR blue & grey.

All codes start 7P-001-XXX

Tel: 0151 733 3655

Pre-orders accepted via credit or debit card only
Pre-order prices subject to manufacturer RRP.

Hattons · MODEL RAILWAYS ·

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

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Bachmann	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							

dapol	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							

Hattons	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							

HELJAN	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							
Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
Class 47	hattons.co.uk/hel47	TBA	Jul 2019							

HORNBY	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							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							

Oxford Rail	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 22/07/19.

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Est.1946 Hattons

OO Gauge (1:76 Scale)

Steam locos



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat).....£99



H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (Hat).....£99



H4-AB14-002 Andrew Barclay 0-4-0ST 14" 2047 '705' in GWR green shirtbutton roundel (Hat).....£99



H4-AB14-003 Andrew Barclay 0-4-0ST 14" 2134 "Coronation" in lined green (Hat).....£99



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat).....£99



H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99).....BARGAIN.....£89



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor)..£149



R3292 Class 0F Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) (RRP £24.99)BARGAIN £14.50



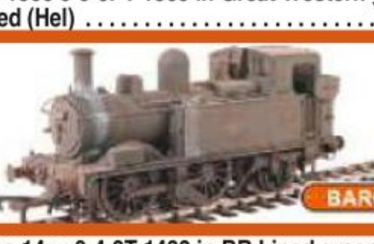
R3213 Class 101 Holden 0-4-0T 3102 in SR Olive Green - Hornby 2013 Collectors club limited edition (Hor) (RRP £24.99).....BARGAIN.....£16



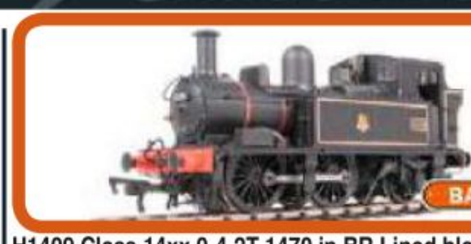
K2205 Class 1361 0-6-0ST 1365 in BR black late crest - heavily weathered (DJ).....£124.99



1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel).....£135.96



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99)BARGAIN..£74



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) (RRP £99).....BARGAIN.....£74



OR76DG009 Class 2301 'Dean Goods' 0-6-0 2308 in WW1 Railway Operating Division khaki (Oxf) NEW £102



OR76DG006 Class 2301 'Dean Goods' 101 in War Department black (Oxf).....£102



OR76DG002 Class 2301 Dean Goods 0-6-0 2409 in BR Black early emblem (Oxf) (RRP £119.95)BARGAIN...£102



32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (Bac) (RRP £109.95)...BARGAIN.. £74.50



R3455 Class 4000 'Star' 4-6-0 4013 "Knight of St Patrick" in GWR Green (Hor).....£127



R3619 Class 4073 'Castle' 4-6-0 5013 "Abergavenny Castle" in BR green late crest (Hor).....£144



OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf).....£94

4780 Class 47xx 2-8-0 "Night Owl" 4704 GWR green shirtbutton emblem (Hel).....£154



30-525loco Class 49xx 'Hall' 4-6-0 4965 "Rood Ashton Hall" in Great Western green - split from 30-525 set (Bac)..... £79



R3404 Class 4P Fowler 2-6-4T 42334 in BR Lined Black late crest (Hor).....£119



H1407 Class 58xx 0-4-2T 5802 in GWR Unlined green G W R lettering - Lightly weathered (DJ) (RRP £99)BARGAIN.. £89



R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor).....£153



R3385 Class 5MT Black 5 4-6-0 45116 in BR black early emblem (Hor) NEW.....£159



31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) (RRP £159.95).....BARGAIN....£106



R3516 Class 6000 'King' 4-6-0 6004 "King George III" in post-war GWR green - "The Final Day" special edition (Hor) (RRP £190.99).....BARGAIN. £179.50

R3370 Class 6000 King 4-6-0 'King Richard II' BR blue early emblem (Hor) NEW £138



31-214 Class 6P Patriot 4-6-0 45538 'Giggleswick' in BR Green early emblem (Bac) (RRP £164.95)BARGAIN..£107



R3643 Class 7MT 'Britannia' 4-6-2 70046 "Anzac" in BR green late crest (Hor).....£162



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 "Bideford" in BR green late crest (Hor)..... £166.50

R3564 Class 8F 2-8-0 48045 BR black late crest - Fowler tender (Hor)..£127.50



R3565 Class 8F 2-8-0 8035 in LMS black (Hor) ... £127.50



R3623 Class 8P 'Streamlined Coronation' 4-6-2 6221 "Queen Elizabeth" in LMS coronation blue (Hor) £171



R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 "Duchess of Hamilton" in LMS crimson lake - as preserved (Hor).....£171



R3382TTS Class 8P Merchant Navy 4-6-2 35023 "Holland-Afrika Line" in BR Green early emblem - TTS sound fitted (Hor)..... £204.50



R3642 Class 8P Princess Coronation 4-6-2 46232 "Duchess of Montrose" in BR green early emblem (Hor)..... £171



R3555 Class 8P Princess Coronation 4-6-2 46256 "Sir William Stanier F.R.S" in BR maroon (Hor).....£189



R3553 Class 8P Princess Coronation 4-6-2 6231 "Duchess of Atholl" in LMS Crimson Lake (Hor) . £179.50



32-858 Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac).....£189.50



32-850A Class 9F 2-10-0 92220 "Evening Star" in BR green late crest (Bac).....£184.50



R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor) NEW.....£189



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range (Hor).....£114



R3781 Class A1 Terrier 0-6-0T 5 "Rolvenden" in Kent and East Sussex Railway blue (Hor).....£81



R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor).....£81



R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - as preserved - TTS Sound fitted (Hor) £187



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor).....£94



R3395TTS Class A4 4-6-2 4468 "Mallard" in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor).....£116



R3438 Class A4 4-6-2 4494 'Osprey' in LNER apple green - gloss finish (Hor) £149.50



R3676 Class A4 4468 "Mallard" in LNER garter blue - as preserved (Hor)..... £179.50

R3432 Class B12/3 4-6-0 61580 BR black late crest (Hor) (RRP £159.99).....BARGAIN £119



35-077 Class E4 Brighton tank 0-6-2T 32556 in BR black early emblem (Bac) (RRP £109.95)....BARGAIN.....£76



31-921 Class H2 Atlantic 4-4-2 32424 "Beachy Head" in BR black early emblem (Bac) (RRP £189.95). BARGAIN. £124.50

R3622 Class J36 0-6-0 65311 "Haig" in BR black early emblem (Hor) £126

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R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (Hor) £148.50



R3621 Class J36 0-6-0 722 in LNER black (Hor) £126



R3668 Class J83 0-6-0T 8482 in LNER green - Railroad range (Hor) £40.50



R3466 Class J94 0-6-0ST 22 in United Steel Company (Hor). £73



R3603TTS Class LN 'Lord Nelson' 4-6-0 30850 "Lord Nelson" in BR green late crest - TTS sound fitted (Hor). £175.50



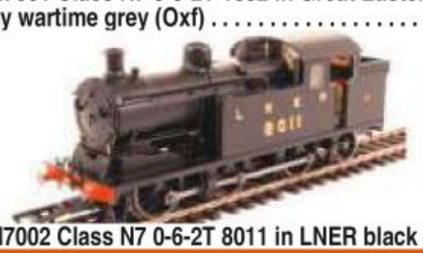
R3635 Class LN 'Lord Nelson' 4-6-0 30863 "Lord Rodney" in BR green early emblem (Hor) £153



R3634 Class LN 'Lord Nelson' 4-6-0 851 "Sir Francis Drake" in Southern Railway olive green (Hor). £153



OR76N7001 Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey (Oxf) £98



OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98



BARGAIN

3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)BARGAIN. £84



BARGAIN

3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95). . . . . .BARGAIN. £84



BARGAIN

3923 Class O2/4 Tango 2-8-0 63982 in BR black late crest flush tender (Hel) (RRP £184.95). . . . . .BARGAIN. £84

R3542 Class Q6 'Raven' 0-8-0 63427 in BR black early emblem (Hor) £136



BARGAIN

R3329 Class S15 4-6-0 30830 in BR black late crest (Hor) (RRP £134.99) . . . . . .BARGAIN. £134.50



R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor). £90



BARGAIN

R3420 Drummond Class 700 0-6-0 30346 in BR black late crest (Hor) (RRP £124.99) . . . . . .BARGAIN. £59



BARGAIN

R3421 Drummond Class 700 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) . . . .BARGAIN. £59



R3631 SECR H Class 0-4-4T 31265 in BR black early emblem (Hor) NEW. £117



H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass) (Hat) £99



H4-P-015 SECR P Class 0-6-0T 27 in SE&CR full lined green (with polished brass) (Hat) £99



H4-P-008 SECR P Class 0-6-0T 31323 in BR black late crest (Hat) £99



H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (Hat). £99



H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hat) £99



31-981 Standard Class 3MT tank 82021 in BR lined black early emblem (Bac). £98



R3500 The Sir Nigel Gresley Collection (Hor) £474

Steam train packs

R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99). . . . . .BARGAIN £175



R3670 South Wales coal train pack Class 72XX 2-8-2T 7224 in BR black and three private owner wagons (Hor). £156

Diesel locos



BARGAIN

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139). . . . . .BARGAIN. £95



2915 Class 07 shunter 07009 in BR blue - weathered (Hel) . . .£127.46



BARGAIN

2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) (RRP £139). . . . . .BARGAIN. . . .£101



2904 Class 07 shunter D2986 in BR green wasp stripes (Hel). £118.96



2905 Class 07 shunter D2988 in BR green wasp stripes (Hel). £118.96



R3661 Class 31 D5509 in BR green (Hor). £153



32-370 Class 37/4 37405 in DRS Compass blue (Bac) £119.95



32-381L Class 37/4 37419 in DB Schenker red - Ltd Ed for Trains4U (Bac) NEW. £139.95



32-681 Class 45 D108 in BR Green Split Centre Headcode (weathered) (Bac) £129.95



32-818 Class 47/0 47245 in West Coast Railway Company maroon (Bac) £154.50



32-806 Class 47/0 D1842 in BR green small yellow panels - as preserved (Bac) NEW £169.50

32-817SD Class 47/7 47714 in Anglia - Ltd Ed of 512 for Eastern UK Bachmann retailers (Bac) NEW £149.50



4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap) NEW . . . £129.15



32-763 Class 57/3 57309 'Pride of Crewe' in DRS Compass blue (Bac) £124.95



R3605TTS Class 60 60044 "Dowlow" in DB Schenker red - TTS sound fitted (Hor) £184.50



4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) £131.71

4D-022-012D Class 68 68015 in Chiltern Railways - DCC Fitted (Dap) (RRP £184.95). . . . . .BARGAIN £124



4D-006-014 Class 73/0 E6002 in BR plain green (Dap) NEW. £124.29



4D-006-010 Class 73/0 E6004 in BR green grey solebar (Dap) NEW. £124.29



4D-006-011 Class 73/1 73109 "Battle of Britain" in Network SouthEast (Dap) NEW £124.29



4D-006-013 Class 73/2 73202 in Southern Gatwick Express branding (Dap) NEW £124.29



4D-006-012 Class 73/2 73235 in South West Trains (Dap) NEW. £124.29

HSTs



R3685 Pair of Class 43 HST Power Cars 43041 "Meningitis Trust Support for Life" and 43005 in GWR green (Hor). £229



R3602TTS Pair of Class 43 HST Power Cars 43078 and 43079 in Intercity Swallow - TTS sound fitted (Hor) . .£280



R3696 Pair of Class 43 HST Power Cars 43093 and 43016 in GWR green "Old Oak Common" commemorative (Hor) NEW. £261



R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor) NEW £261

Electric locos



BARGAIN

7704 Class 77 EM2 Woodhead electric 27001 "Ariadne" in BR green - Ltd Ed for Olivias Trains (Hel) (RRP £165)BARGAIN .£99



R3582 Class 87 87010 "King Arthur" in Intercity Swallow (Hor). £144



R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) . £144

Electric loco train packs



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) . . £229

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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-HAT04 Class 121 single car DMU 'Bubblecar' 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95).....BARGAIN....£89



4D-009-HAT02 Class 121 single car DMU 'Bubblecar' 121032 in Arriva Trains Wales - Hatton's limited edition (Dap) (RRP £129.95).....BARGAIN....£105



4D-009-HAT07 Class 121 single car DMU 'Bubblecar' 55022 in original Network South East - Hatton's limited edition (Dap) (RRP £129.95).....BARGAIN....£105



4D-009-HAT05 Class 121 single car DMU 'Bubblecar' 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95).....BARGAIN....£105



4D-009-008 Class 121 single car DMU 'Bubblecar' 55032 in Midline West Midlands (Dap).....£123.25

4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95).....BARGAIN.....£89



4D-009-004 Class 121 single car DMU 'Bubblecar' W55023 in BR blue (Dap) (RRP £145)..BARGAIN....£109



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95)BARGAIN .£105



8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95)BARGAIN £54

EMUs



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor).....£160

30-430 Capital Commuter train pack Class 416 in Network SouthEast and low relief station building (Bac).....£178.46

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap).....£64

Train sets - analogue



R1151 Caledonian Belle starter trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99)BARGAIN .£45



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor).....£130



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) £144



R1248 Santa's Express - Christmas starter train set (Hor) NEW.....£49.50

Train sets - digital



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) (RRP £175.99)BARGAIN . £130



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £210.99).....BARGAIN....£130

Coaches



30-525Coaches 2 x Pullman Cars (349 & 335) & 1 x Mk1 BSK in Pullman Umber & Cream - separated from the Shakespeare Express set (Bac).....£70

39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) (RRP £59.95).....BARGAIN....£39.50



R4888 Bulleid 59' brake third corridor S2851S in BR green (Hor) NEW.....£43.50

R4888A Bulleid 59' brake third corridor S2852S in BR green (Hor) NEW. .£43.50
R4888B Bulleid 59' brake third corridor S2859S in BR green (Hor) NEW. .£43.50
R4888C Bulleid 59' brake third corridor S2860S in BR green (Hor) NEW. .£43.50



R4882 Bulleid 59' composite corridor 5711 in SR malachite green (Hor) NEW.....£43.50

R4882A Bulleid 59' composite corridor 5719 SR malachite green (Hor) NEW.....£43.50
R4876A Collett 57' 'Bow ended' non-corridor brake third (Left-hand) 5503 in GWR chocolate and cream (Hor).....£44.50
R4877A Collett 57' 'Bow ended' non-corridor brake third (Right-hand) 5504 in GWR chocolate and cream (Hor).....£44.50
R4874 Collett 57' 'Bow ended' non-corridor composite (Left-hand) 6360 in GWR chocolate and cream (Hor).....£44.50



R4874A Collett 57' 'Bow ended' non-corridor composite (Left-hand) 6626 in GWR chocolate and cream (Hor) ..£44.50

R4448B ex-LMS Period III SK second corridor M2139M BR crimson and cream (Hor).....£45



R4903 Mark 1 QQX BTU tool van ADB975613 in BR engineers yellow (Hor) NEW.....£31.50



R4902 Mk1 1 QPA BTU staff and dormitory coach ADB975574 in BR engineers yellow (Hor) NEW ... £31.50



R4619A Mk1 BG full brake M80532 in BR maroon (Hor) (RRP £24.99).....BARGAIN.....£18



R4621A Mk1 TSO second open E4558 in BR maroon (Hor) (RRP £24.99).....BARGAIN.....£18

R4643A Mk1 TSO second open M4473 BR maroon (Hor) (RRP £24.99).....BARGAIN.....£18



39-650 Mk2F "Aircon" FO first open in BR blue and grey (Bac).....£46.71

39-650DC Mk2F "Aircon" FO first open in BR blue and grey - DCC fitted interior lighting (Bac) (RRP £79.95).....BARGAIN.....£52

Wagons

OR76MW5006 5 plank open wagon "Tilmanstone" (Oxf) NEW.....£10



R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor).....£21

4F-039-005 KIB telescopic hood wagon 33-70-0899-010-9 Tiphook Rail blue (Dap).....£25.46



4F-039-006 KIB telescopic hood wagon 33-70-0899-032-3 in Tiphook Rail blue (Dap).....£25.46



R6924 LNER 20 ton 'Toad B' brake van E140580 in BR grey (Hor) NEW.....£20

R6923 LNER 20 ton 'Toad E' brake van 162007 in LNER bauxite (Hor) NEW£20



R6885 Pack of three HEA coal hopper wagons in EWS maroon (Hor).....£38



H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat).....£118

H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat).....£126

H4-RHTT-005 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules - weathered (Hat).....£126



OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf).....£28

Analogue controllers

R7229 Analogue Train and Accessory Controller (Hor) NEW £14.50
R8012 HM2000 High output power & speed controller, mains supply. (Hor) .£94

Digital decoders



R8123 TTS digital sound decoder - Class 50 diesel (Hor) £38

Digital control accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra).....£34

Digital controllers

R8213 DCC Select unit (boxed) (Hor).....£98
R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor).....£85

Point motors

R8014 Mark 2 Point Motor (Hor) (RRP £9.99).....BARGAIN.....£5
R8243 Surface Mounted point motor (Hor) £8.50

Switches and levers

R044 Passing contact lever frame switch (for point motors) (Hor) (RRP £11.99).....BARGAIN.....£6

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £76

Lighting equipment

TSV230 Shell petrol station working lamp (Tra) NEW £3

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec)..... £2
SL-10 Metal rail joiners/fishplates (for code 100 rails inc 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

PO337 Settle and Carlisle style engine shed - card kit (Met) NEW ... £20

Man-made scenic structure - railway-related

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

Signals

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)..... £26

Buildings - general

GM427 Grain silos - plastic kit (Gau) NEW £19

Man-made scenic structure - non-railway

GM426 Playground equipment - plastic kit (Gau) NEW..... £12

Grass, ground, lichen, hedges and foliage

GM163 Green grass tufts - 12mm - pack of 42 (Gau) NEW..... £5
GM162 Green grass tufts - 6mm - pack of 42 (Gau) NEW..... £5
GM159 Yellow flowering plant tufts - pack of 42 (Gau) NEW..... £5

People - civil

H4-CrewAB-001A Crew set for Andrew Barclay driver and fireman in 'smart overalls' - unpainted - improved detail and surface finish (Hat) NEW..... £11
H4-CrewAB-002A Crew set for Andrew Barclay driver and fireman in typical NCB uniform - unpainted - improved detail and surface finish (Hat) NEW..... £11
H4-CrewP-002A Crew set for P Class driver and fireman in BR uniforms - unpainted - improved detail and surface finish (Hat) NEW..... £11
H4-CrewP-001A Crew set for P Class driver and fireman in early uniforms (SECR & SR) - unpainted - improved detail and surface finish (Hat) NEW £11

Track - Code 100 Setrack

R8090 1 single yard length of Semi-Flexible Track (Hor)..... £3.50
R8090 Pack of 24 (Hor) £79
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor)..... £18
R607 2nd radius double curve track (8 make a circle) (Hor) £2.50
R607 Circle of 8 (Hor)..... £18
R609 3rd radius double curve track (8 make a circle) (Hor)..... £2.60
R609 Circle of 8 (Hor)..... £20
R8262 Double 4th radius curve (8 make a circle) (Hor)..... £3.20
R601 Double Straight (Hor) £2
R601 Box of 24 (Hor) £47
ST-2001 Double Straight Track (ST-201 x 8) (Pec) £16.50



R070 Electrically Operated Turntable (Hor).....£64

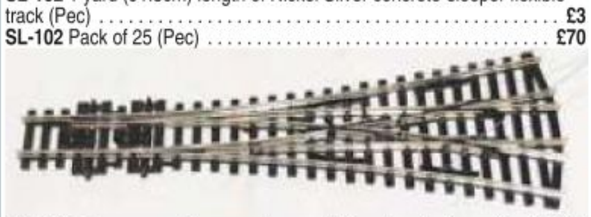


R8072 Left Hand Standard Point (Hor)..... £9.50
R8078 Right hand Express point (Hor)..... £14.50
R8073 Right Hand Standard Point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) .. £14.50
ST-244 Setrack curved double radius right handed point insulfrog (Pec) . £14.50
ST-241 Setrack No.2 radius left handed point insulfrog (Pec)..... £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec)..... £9
ST-100 Setrack Starter Track Set - Second Radius (Pec)..... £58
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor)..... £1.50
R600 Box of 24 (Hor) £34

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec).....£66
SL-100 Single (Pec)..... £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pec) £70



SL-E99 3 way medium radius point - electrofrog (Pec) £27
SL-99 3 way medium radius point - insulfrog (Pec) £27
SL-90 Double slip - insulfrog (Pec)..... £33



SL-E87 Left hand curved point - electrofrog (Pec) . £12.50
SL-87 Left hand curved point - insulfrog (Pec)..... £12.50
SL-E89 Left hand large point - electrofrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-96 Left hand medium point - insulfrog (Pec)..... £10.50

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SL-E92 Left hand small point - electrofrog (Pec) . . . £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50
SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-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) £98
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



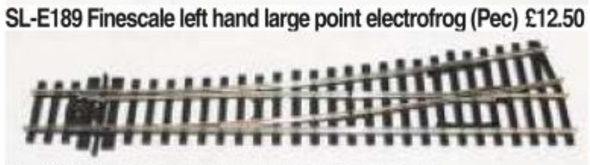
SL-E190 Finescale double slip - electrofrog (Pec) £38



SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec) £11.50
SL-E192 Finescale left hand small point - electrofrog (Pec) £10.50



SL-E186 Finescale right hand curved point - electrofrog (Pec) £13
SL-E188 Finescale right hand large point - electrofrog (Pec) £12.50
SL-E195 Finescale right hand medium point - electrofrog (Pec) . . . £11.50
SL-E180 Finescale single slip - electrofrog (Pec) £35

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10

Buses



UK6509 ADL Enviro400 MMC - "Abellio London" (Nor)£51



UK6508B ADL Enviro400 MMC - "National Express West Midlands - Platinum" (Nor) £51

NEW



76DC002 Duple Commander MkII - Grey Cars (Oxf) NEW £17



76DC001 Duple Commander MkII - Southdown Motor Services (Oxf) £17

NEW



76SB004 Saro Bus - County Donegal Railways (Oxf) NEW . £17

Cars

NEW



76MX002 Austin Maxi Damask Red (Oxf) NEW £5.50

76ASS007 Austin Seven Yellow/Black (Oxf) NEW £5
76JFT002 Jaguar F Type Project 7 Ultra Blue (Oxf) NEW £5.50
76LRDF012 Land Rover Defender 90 Station Wagon White (HK Reg) (Oxf) NEW £5
76NQ2002 Nissan Qashqai J11 Pearl Black Metallic (Oxf) NEW £5
76RR3001 Range Rover 3rd Generation Bonatti Grey (Oxf) NEW . . £5.50
76RK005 Riley Kestrel Blue/Black (Oxf) NEW £5
76SDV003 Rover SD1 3500 Vitesse Moonraker Blue (Oxf) NEW . . . £5.50
76TM005 Triumph Mayflower Jade Green (Oxf) NEW £5

Commercial vehicles

76CIT002 Citroen H Catering Van Jamie Oliver at Gatwick (Oxf) NEW . £7
76FT032 Ford Transit Mk5 Post Office (Oxf) NEW £5.50
76LR3S002 Land Rover Series III Hard Top - AA (Oxf) NEW £5

NEW



76SHT001 Scammell Highwayman Tanker Shell/BP (Oxf) NEW £12.50
76WMB005 Willys MB AA (Oxf) NEW £5

Military ground vehicles

76MWD008 Bedford MWD Captured Luftwaffe (Oxf) NEW £6

NEW



76BD024 Bedford OX Queen Mary Trailer RAF Blue (Oxf) NEW £14.50

NEW



76SET65 Bloodhound Missile Set (Oxf) NEW £21
A02315V Opel blitz truck and Pak 40 Gun - Airfix Classics range - plastic kit (Air) NEW £8

N Gauge

Steam locos

2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirtbutton emblem - DCC Fitted (Dap) £100
2S-007-018D Class 57xx Pannier 0-6-0PT 8763 in BR lined black early crest and later cab - DCC fitted (Dap) £100



2S-007-015 Class 57xx Pannier 0-6-0PT 9791 in GWR black later cab (Dap) £74



2S-012-010 Class A1X 'Terrier' 0-6-0T 32636 in BR black late crest (Dap) £67.96



2S-012-009 Class A1X 'Terrier' 0-6-0T 40 "Brighton" in LB&SCR improved engine green (Dap) £67.96



2S-012-012 Class A1X 'Terrier' 0-6-0T 734 in London and South Western Railway green (Dap). £67.96



2S-008-012 Class A4 4-6-2 4487 "Sea Eagle" in LNER garter blue valances (Dap). £124

Diesel locos

2D-013-000D Class 27/1 27108 in BR blue. DCC Fitted (Dap) . . . **£134.32**

NEW



DAGM221 Class 66/7 66711 "Sence" in GB Railfreight / Aggregate industries - Ltd Ed of 100 for Gaugemaster (Dap) NEW £94
2D-022-008D Class 68 68004 "Rapid" in Direct Rail Services blue - Digital fitted (Dap) NEW £145.35
2D-022-002S Class 68 68005 "Defiant" DRS - DCC Sound fitted (Dap) . £242.72



2D-022-004 Class 68 68014 in Chiltern Railways (Dap) (RRP £135). . . . . BARGAIN. £84



2D-022-009 Class 68 68019 "Brutus" in TransPennine Express (Dap) £119.85
2D-022-009D Class 68 68019 "Brutus" in TransPennine Express - Digital fitted (Dap) NEW £145.35
2D-022-010D Class 68 68026 in Direct Rail Services plain blue - Digital fitted (Dap) NEW £145.35
2D-022-011D Class 68 68034 in Direct Rail Services blue - Digital fitted (Dap) NEW £145.35

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap) £160.89



2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap). £160.89



2D-019-007 Class 43 HST 4-car book set in Virgin Trains East Coast (Dap) £160.89

Electric locos



2D-026-004 Class 86/2 86216 "Meteor" in BR blue (Dap). . £93.46



2D-026-003 Class 86/2 86243 "The Boys Brigade" in Intercity Executive (Dap). £93.46

DMUs

ND116CD Class 142 'Pacer' 2 car DMU 142025 Northern Spirit - DCC fitted (Dap) £144.50



ND116D Class 142 'Pacer' 2 car DMU 142085 in Arriva Trains Wales (Dap) (RRP £135.50). . . . BARGAIN. £94



2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71

Coaches



2P-005-436 Mk3 TSO second open 42228 in Virgin Trains East Coast (Dap) £21.39

Wagons

NR-121D 10ft wheelbase wagon chassis kit disc wheels (Pec) NEW **£3.50**

Lighting equipment

GMKD61 Petrol station 'Shell' sign - working (Gau) NEW £2.80

Model railway spares

SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

Man-made scenic structure - railway-related

GM53 Buffer stop (Gau) NEW £4.50
GMKD62 Wall mounted station clocks - pack of 2 - illuminated (Gau) NEW. . . £6

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-396 Left hand medium point insulfrog (Pec). £9.50
SL-395 Right hand medium point insulfrog (Pec). £9.50

Track - Code 55 Finescale



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec). . £3.50
SL-302F Pack of 30 (Pec) £91



SL-E399F 3-way finescale turnout (Pec) £28



SL-E389F Finescale left hand large point electrofrog (Pec). £11
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-E383F Finescale scissors crossover electrofrog (Pec). £63

Cars

N105008 Ford Anglia Yellow (Vyv) (Oxf) NEW £4

Commercial vehicles

NCA021 Bedford CA Ice Cream Van Mr Softee (Oxf) NEW £5

NEW



NSHL01TK Scania Highline Tanker BP (Oxf) NEW £13

OO9 Narrow Gauge

Steam locos



9956 Lynton & Barnstaple 2-6-2T "Taw" in L&B dark green (Hel). £209.95



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

Coaches

GR-450U Lynton and Barnstaple oberservation coach in indian red - unnumbered (Pec) NEW £38
GR-451U Lynton and Barnstaple oberservation coach in olive green - unnumbered (Pec) NEW £38
GR-440U Lynton and Barnstaple third class coach Indian Red - unnumbered (Pec) NEW £38
GR-441U Lynton and Barnstaple third class coach olive green - unnumbered (Pec) NEW £38

Digital control accessories

DCC55 Prodigy Advance - DCC wired computer interface (Gau) NEW **£52**

Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) . . **£68**
ST-406 Setrack OO9 left-hand point - insulfrog (Pec) £9.50
ST-405 Setrack OO9 right-hand point - insulfrog (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-E492 Left hand point electrofrog (Pec). £9.50
SL-E496 Mainline left hand turnout 18" radius electrofrog (Pec) . . £10.50

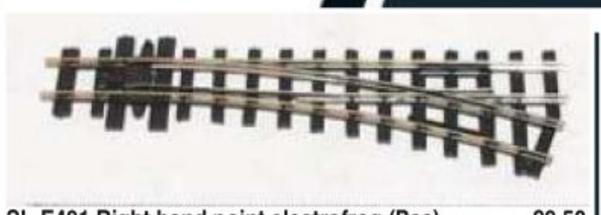
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SL-E491 Right hand point electrofrog (Pec) £9.50

O Gauge (1:43 Scale)

Steam locos



6125 Class 41xx 'Large Prairie' 2-6-2T 4144 in BR black early emblem (Hel) £594.15



4320 Class 43xx 'Mogul' 2-6-0 4375 in GWR green (Hel) .£662.15



4312 Class 43xx Mogul 2-6-0 5330 in BR lined green late crest (Hel) £662.15



4310 Class 43xx Mogul 2-6-0 5378 in BR black early emblem (Hel)..... £662.15



6121 Class 61xx 'Large Prairie' 2-6-2T in BR black early emblem - unnumbered (Hel) £594.15

7S-024-002S Class 64xx 0-6-0PT pannier 6417 in Great Western green shirtbutton emblem - DCC sound fitted (Dap) (RRP £550)BARGAIN £395

7S-007-003S Class 8750 0-6-0PT pannier 9659 GWR green - DCC sound fitted (Dap).....£357.60

Diesel locos



2006 Class 20 in BR blue full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) .....BARGAIN....£395



2007 Class 20 in BR Railfreight grey full yellow ends, 1980s style warning flashes and headcode discs - Exclusive to Hatton's (Hel) (RRP £599) BARGAIN....£395



2558 Class 25/3 in BR blue - unnumbered (Hel) ..£446.25



3740 Class 37/4 in BR green - unnumbered (Hel) . £509.15



3741 Class 37/4 in BR large logo blue - unnumbered (Hel).. £509.15



3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel) £509.15



3742 Class 37/4 in Intercity Mainline - unnumbered (Hel) £509.15



3745 Class 37/4 in Railfreight triple grey - unnumbered (Hel)..... £509.15



3744 Class 37/4 in Regional Railways - unnumbered (Hel)...£509.15



5288 Class 52 D1023 "Western Fusiler" in BR blue (Hel) (RRP £599).....BARGAIN....£470



5289 Class 52 D1067 "Western Druid" in BR blue - weathered (Hel)..... £509.15

DMUs



8951 Class 128 parcels DMU 55993 in Royal Mail red (Hel) (RRP £599).....BARGAIN....£295



8913 Class 128 parcels DMU M55994 in BR blue yellow ends (Hel) (RRP £599) .....BARGAIN....£295



8912 Class 128 parcels DMU W55992 in BR green yellow doors (Hel) (RRP £599).....BARGAIN....£295



8911 Class 128 parcels DMU W55993 in BR green speed whiskers (Hel) (RRP £599).....BARGAIN....£295

Coaches



4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325).....BARGAIN....£147



4941 Mk1 RMB mini buffet in BR maroon - unnumbered (Hel)..... £169.50

4911 Mk1 SO second open in BR maroon - unnumbered (Hel)... £169.50



4933 Mk1 TSO second open in BR blue and grey - unnumbered (Hel)..... £169.50

Wagons



5050 2797 695 IWB Cargowaggon (Hel) £151

7F-018-004 4 wheel salt van "S Waterhouse" (Dap) NEW £42.50

7F-018-004W 4 wheel salt van "S Waterhouse" - weathered (Dap) NEW .£42.50



7F-018-007 4 wheel salt van - "Chance and Hunt, Oldbury and Stafford" (Dap) NEW..... £42.50

7F-018-007W 4 wheel salt van - "Chance and Hunt, Oldbury and Stafford" - weathered (Dap) NEW..... £42.50

7F-017-002 4-wheel Lime van - "Streetley Co., Llynclys" (Dap) NEW £42.46

7F-073-002 7-plank open wagon 9ft wheelbase - "Elders" (Dap) NEW £39

7F-072-001 7-plank open wagon 9ft wheelbase - "George and Matthews" (Dap) NEW £39



5153 Bogie flat IWB Cargowaggon 4647039 in Corus Rail - weathered (Hel) (RRP £189).....BARGAIN.....£74

Analogue controllers

100MO Single track controller for O gauge - 2.5amp (Gau).....£80

Buildings - railways

LK-710 Signal box interior kit (Pec) NEW £20

Track - Code 124 Bullhead Streamline

SL-E790BH Double slip (8 degree angle). Electrofrog (Pec).....£85

SL-E787BH Left hand O gauge curved turnout (Pec) £54

SL-E786BH Right hand O gauge curved turnout (Pec).....£54

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

Buses



43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast (Oxf) NEW..... £33.50

Cars



VA11912 Ford Cortina Mk4 3.0 Savage - Strato Silver (Cor) £27

Commercial vehicles



43CF001 Bedford CF Ice Crean Van/Morrison - "Mr Whippy" (Oxf) NEW £13.50

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

Digital decoders

Imperium1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51

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

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat).....£17

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) £16

DCR-8PIN-HarnessMini Box of 5 (Hat).....£72

DCR-8PIN-HarnessMini Box of 10 (Hat).....£128



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

R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £16

R8249 Box of 6 (Hor) £92

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat).....£17

DCR-8PIN-Direct Box of 5 (Hat) £77

DCR-8PIN-Direct Box of 10 (Hat) £136

DCC18 OMNI Next 18 digital decoder (Gau) NEW £19

R7150 Standard 6 pin Decoder (Hor).....£23.50

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

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor) £36

R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 4-6-2 steam loco (Hor).....£36



R7146 TTS digital sound decoder - Class 08 shunter (Hor) ..£38

R7140 TTS digital sound decoders - Class 43 HST Valenta - Pack of two (Hor) £63

Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE) £154

DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £159.50

Digital control accessories

BPDCC80 Pack of three DCC autofrog polarity reversal switches - for electrofrog points (Gau) £14.50



524-037 SB5 5 amp Power Booster DCC system for use Power Cab controller (NCE) £177

Point motors



DCP-CB12DIP Cobalt ip slow-action digital point motor - pack of 12 (DCC).....£220

DCP-CB1DIP Cobalt ip slow-action digital point motor x 1 (DCC).... £21

DCP-CB12OMG Cobalt Omega slow-action analogue point motor x 12 (DCC) £165

DCP-CBSS-12 Cobalt SS surface mounted point motors controller - pack of 12 (DCC) £245

PL-10 Point Motor (Switch Machine) (Pec) £6

PL-10 Bag of 6 (Pec) £34

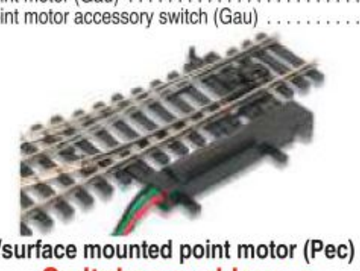


PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec).....£34

PL-10E Single (Pec).....£6

PM-2 Seep point motor (Gau) £4

PM-1 Seep point motor accessory switch (Gau) £5



PL-11 Side/surface mounted point motor (Pec) £8

Switches and levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3

Accessories

GM780 Scenic sound module - Lineside sounds (Gau) NEW £26

GM783 Scenic sound module - Urban city or town (Gau) NEW..... £26

Display and storage

HZ-AC1 Airbrush Painting Clips Holder (Hob) NEW £14

HZ-OM16 Magnetic Instruction Holder (Hob) NEW £6



HZ-OM03 Modular Organizer corner drawers module - flat-pack kit (Hob).....£24



HZ-OM02b Modular Organizer flat drawers module x 2 - flat-pack kit (Hob).....£15



HZ-OM02a Modular Organizer flat drawers module x 3 - flat-pack kit (Hob).....£15

HZ-OM08b Modular Organizer vertical paper towel module - flat-pack kit (Hob) NEW..... £9

Tools

XU2175B Flexible track cutters (XURON) (Gau)..... £16

74540 Pick and place double ended tool (Exp) NEW..... £8.50

PSG-3 Pro Static Grass Precision Applicator (Pec)..... £49



DCM-RRA8 Rolling Road - 8 Axle - For OO, N, HO, TT, OO9, EM and P4 gauges (DCC).....£68

XU2175M Xuron track cutters - vertical cut (Gau) NEW £18

GAUGEMASTER

Structures


GM401


GM402


GM403


GM404


GM405


GM406


GM407

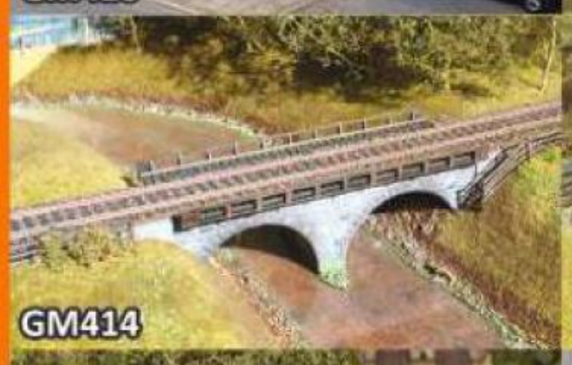

GM408


GM410


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GM403	Footbridge Kit	£20.50	GM420	Farm Silos Kit	£15.00	GM436	**NEW** Furniture Store Kit	£22.95
GM404	Level Crossing Kit	£14.75	GM421	Fuelling Point Kit	£37.00	GM440	**NEW** Military Tents (7) Kit	£12.95
GM405	1960s Three Bedroom House Kit	£17.00	GM422	Site Office Kit	£16.25	GM441	**NEW** Military Barbed Wire	£12.95
GM406	Locomotive Depot Kit	£23.50	GM423	Bus Shelters Kit	£16.25	GM442	**NEW** Military Sandbags	£9.95
GM407	Carriage Platforms Kit	£11.50	GM424	**NEW** Service Station Kit	£26.50	GM451	Wooden Fencing Laser Cut	£6.50
GM408	Village Stores/Pub Kit	£19.50	GM425	Wind Farm (Motorised) Kit	£17.25	GM452	Wooden Lattice Top Fencing Laser Cut	£6.50
GM409	**NEW** Detached House Kit	£14.95	GM426	Playground Kit	£12.75	GM453	Garden Shed Laser Cut Kit	£7.50
GM410	Doctors/Rest Home Kit	£17.25	GM427	Grain Silos Kit	£21.00	GM460	Unpainted Figures (72)	£6.95
GM411	Farmhouse/Holiday Home Kit	£17.25	GM428	Car Park Kit	£25.50	GM465	Station Clock (Lit)	£3.95
GM412	Gasometer Kit	£22.25	GM428	Car Park Kit	£25.50	GM466	Wall Mounted Clocks (2) (Lit)	£6.95
GM413	Nurseries Kit	£21.75	GM429	Mortimer GWR Spear Fencing	£3.65	GM467	Car Park Floodlight V1	£6.95
GM414	Bridge Kit	£14.00	GM430	Mortimer GWR Station Kit	£22.75	GM468	Car Park Floodlight V2	£6.95
GM415	**NEW** Railway Loading Dock	£14.95	GM431	**NEW** Model Shop Kit	£14.95	GM469	Wall Mounted Modern Floodlight (3)	£6.95
GM416	**NEW** Play Park Kit	£12.75	GM432	**NEW** Dockside Warehouse	£14.95			
GM417	Building Site Accessories	£22.00	GM433	**NEW** Dockside Crane Kit	£14.95			

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OO Scale

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GAUGEMASTER
SEEP Point Motors

SEEP GMC-PM10 Classic Solenoid Point Motor





- Reversible fitting direct to point, or under baseboard.
- Positive throw action with less bounce.
- Low voltage, energy efficient operation (16-24v AC or DC).
- Complete with mounting screws and extension pin.
- In-built terminal block, no soldering.
- OO, N and O Scale compatible.
- Precision-built with high tolerance levels.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.

The **GMC-PM10** Classic Solenoid Point Motor has been created to work with all leading brands of track in the United Kingdom. Designed with easy installation in mind, it has a built-in reversible mounting plate (with adjustment slots and holes), robust plated metalwork frame and fibreglass circuit boards for longer life.

The PM10s magnetic coils are high-efficiency for reliable operation, needing less current than other brands. The PM10 also has easy to use solder-free screw terminals. We have included mounting screws and a throw-bar extension for each motor for easy, simple installation. We even supply a handyscrewdriver with the Value Pack, for use with the solderless terminals.

The Digital version (**GMC-PM10D**) comes complete with an accessory decoder and harness, with the same features and flexibility as the Classic version. It has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.



SEEP GMC-PM20 Surface Mounted Point Motor



- 'Plug and Play' installation with reversable 3-Way connector.
- Fits parallel to point work - tie-bar linkage drops over tie-bar pin.
- Strong metal body shell construction.
- Complete with mounting screws and pre-terminated harness.
- Low voltage, energy efficient operation (16-24v AC or DC).
- OO, N and O Scale compatible.
- Value Packs of 5 available.
- Digital version available, that can be powered by either DC or DCC power sources.

Designed with easy installation in mind, the **GMC-PM20** Surface Mounted Point Motor is placed parallel to your point-work and operates equally well orientated either way. PM20 works well with all popular modelling scales, and with the leading brands of track in the UK.

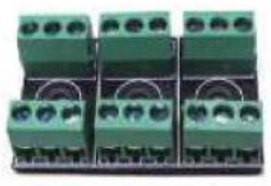
The magnetic coils are high-efficiency for reliable operation, needing much less current than most other brands. The **GMC-PM20** also has a plug-in harness that is very easy to use. Mounting screws are included.

GMC-PM20 has built-in connections for manual switch operation, as well as LEDs for your mimic panel for position indicators. All terminals are screw connections.

Installation is simplified with three pin plug socket on the end of the point motor.
Simply plug in the pre-terminated harness and connect the wires to your power source.



ACCESSORIES



GMC-PM50 Connection Boxes (3)
Ever find you've cut your run of wire too short or run out before you get to the switch? These connectors will help. They even come with screws to fix them on.



GM09RB Red/Black Twinned Wire 10m (14 x 0.15mm)

10m of Red/Black twinned wire. Ideal for model railway use and when trying to keep wiring tidy.



GMC-PM51 Point Motor Wire (Red/Green/Black) 10m Tripled (14 x 0.15)
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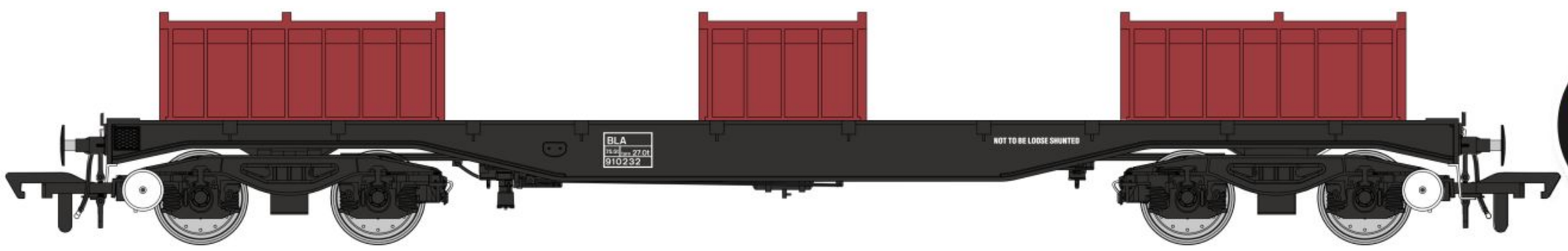
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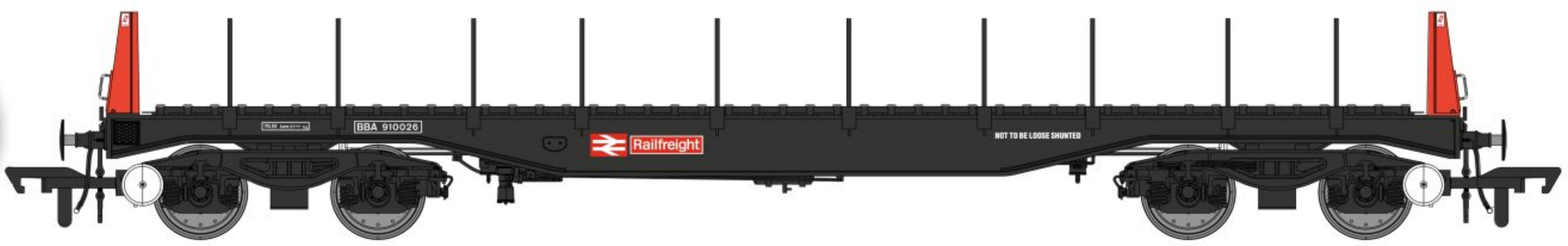
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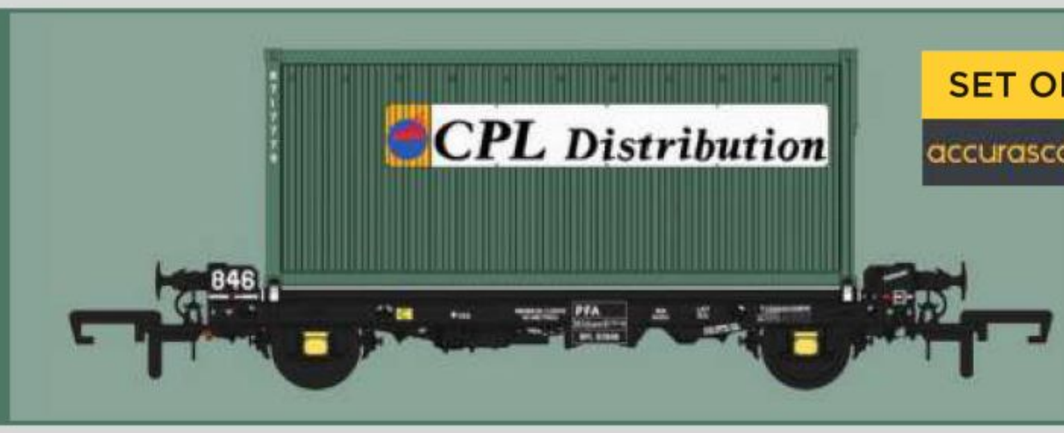
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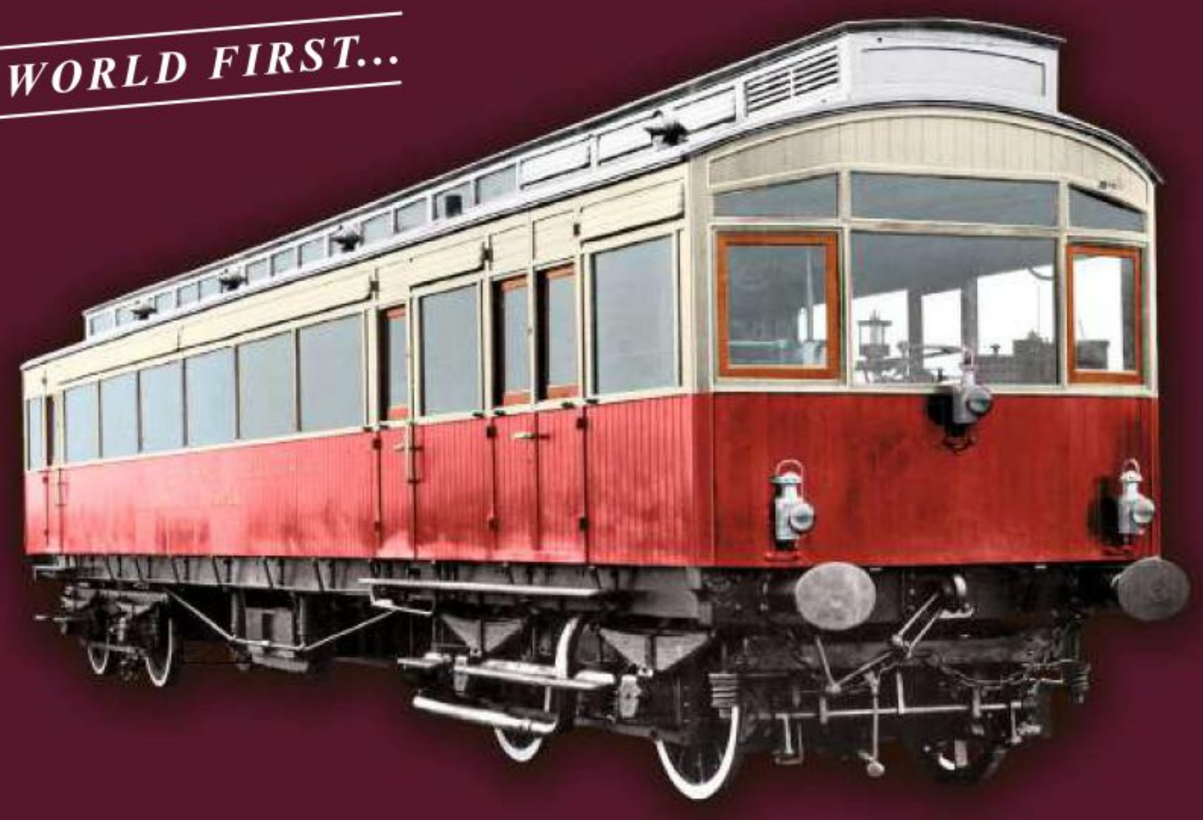
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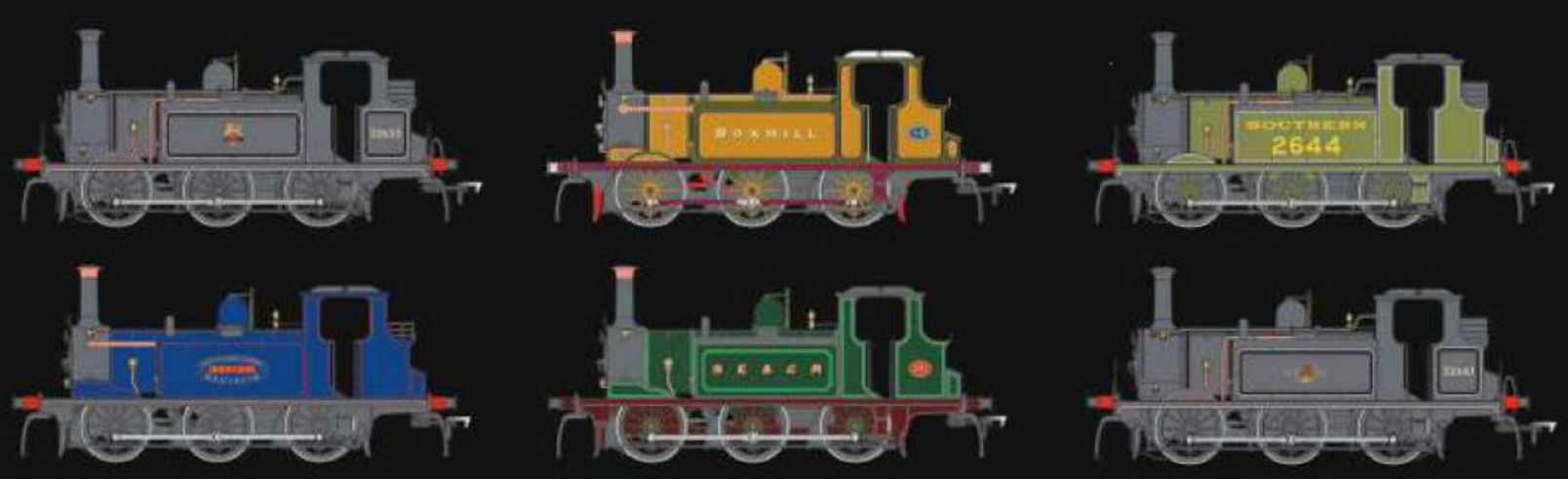
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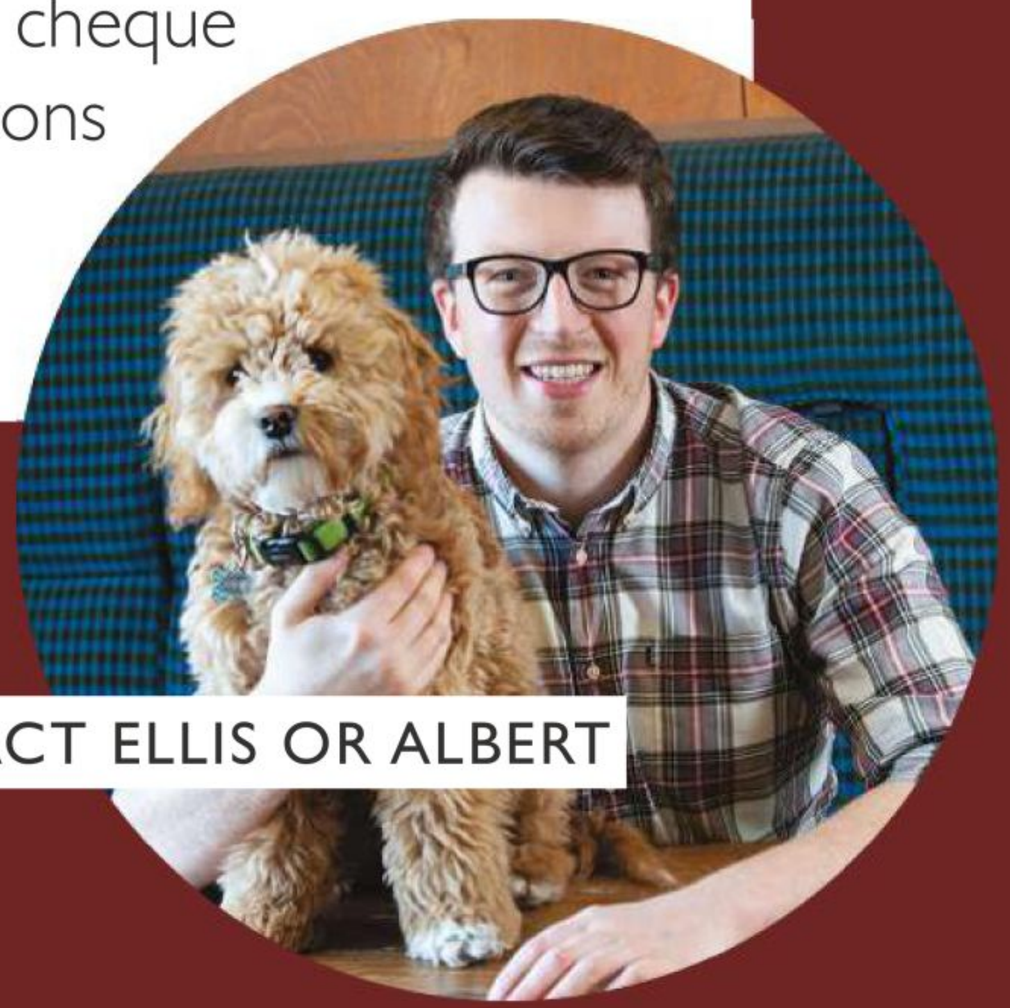
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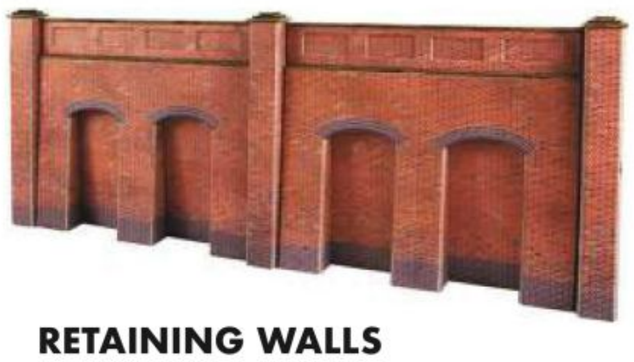
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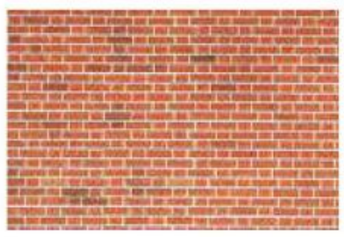
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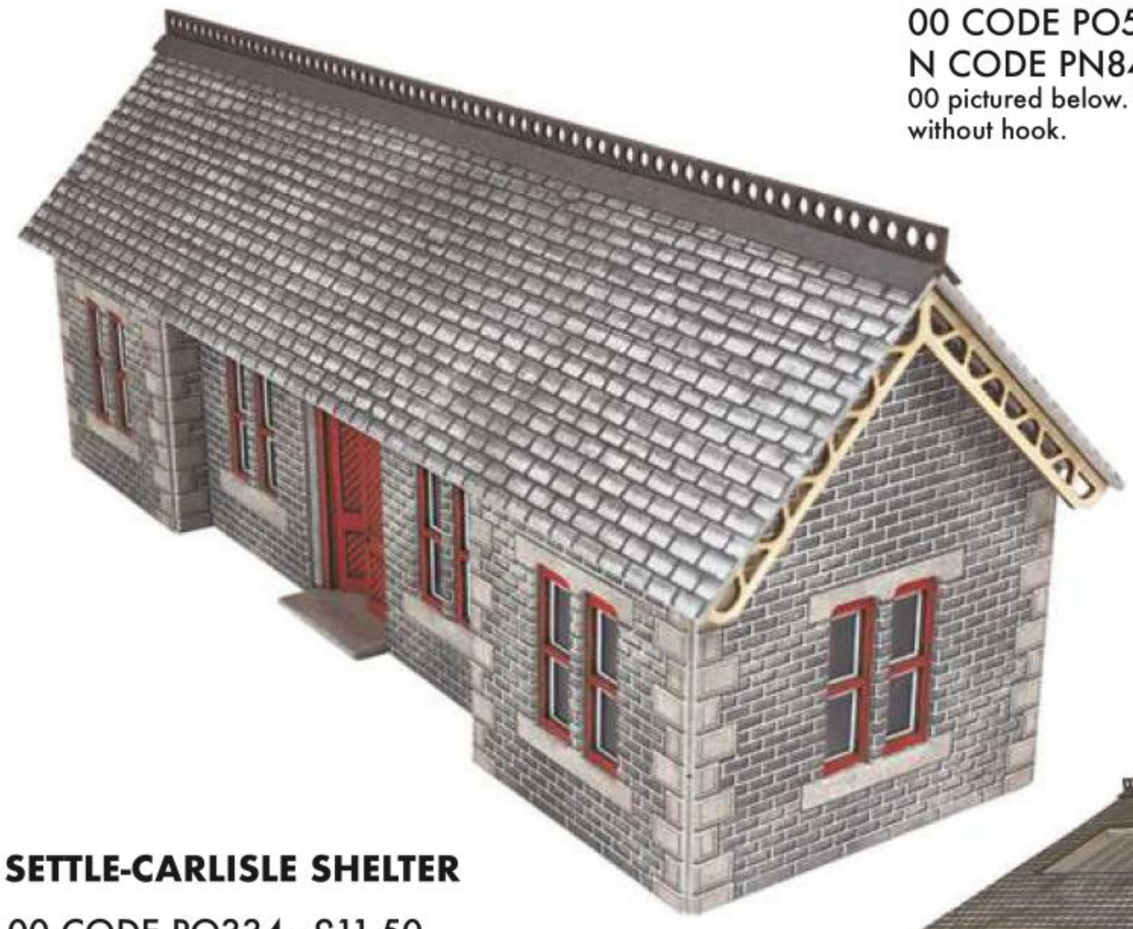
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TP-GOODS2 - The pack contains Bachmann 32-580A Ivatt 4MT 43014 [Real Coal & Weathered by TMC], 38-327 13T High Sided Open Wagon [Weathered by TMC], 37-061C 5-Plank Wagon [Weathered by TMC], 37-805 12T Vent Van ICI [Factory Weathered], 1x 16T Mineral Wagon in BR Grey [Factory Weathered, Split from 37-265Z Ltd.Ed. Six-pack - actual wagon supplied may vary from that in the photo and will be chosen at random from the pack by us], 37-529Z Brake Van [E234998 Weathered by TMC]. ***Was £309.29 NOW £229.99***

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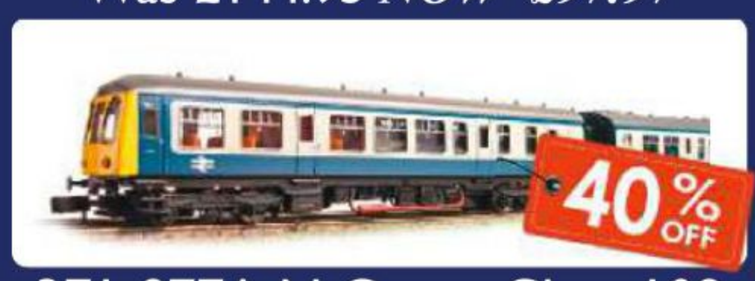
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32-067A Class 43 'Warship' D836 'Powerful' [Weathered by TMC], R4772 BR Mk1 Coach Corridor 2nd Class 'W25908' [Weathered by TMC], R4773 BR Mk1 Coach Corridor Composite 'W16198' [Weathered by TMC], R4774 BR Mk1 Coach Corridor Brake 2nd Class 'W35024' [Weathered by TMC]. ***Was £353.45*** *NOW £247.62*



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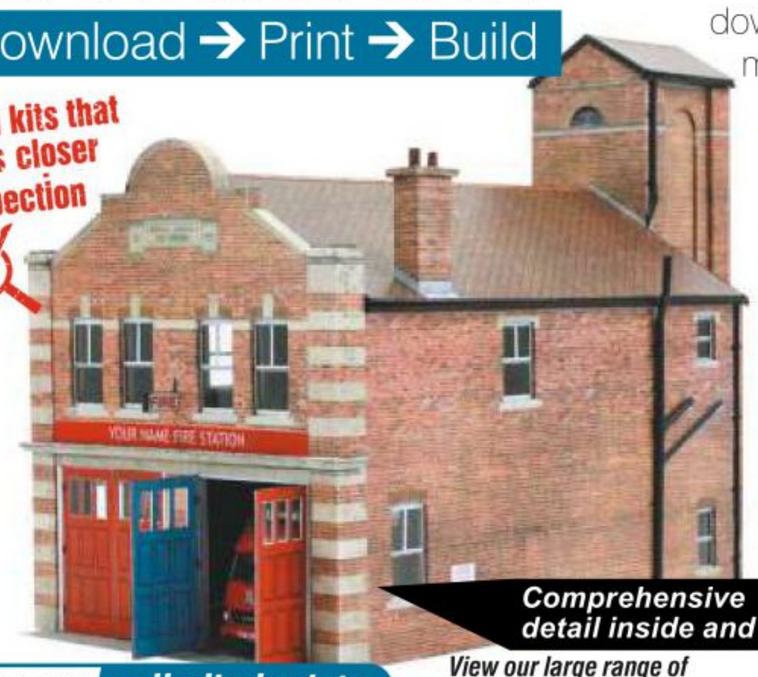
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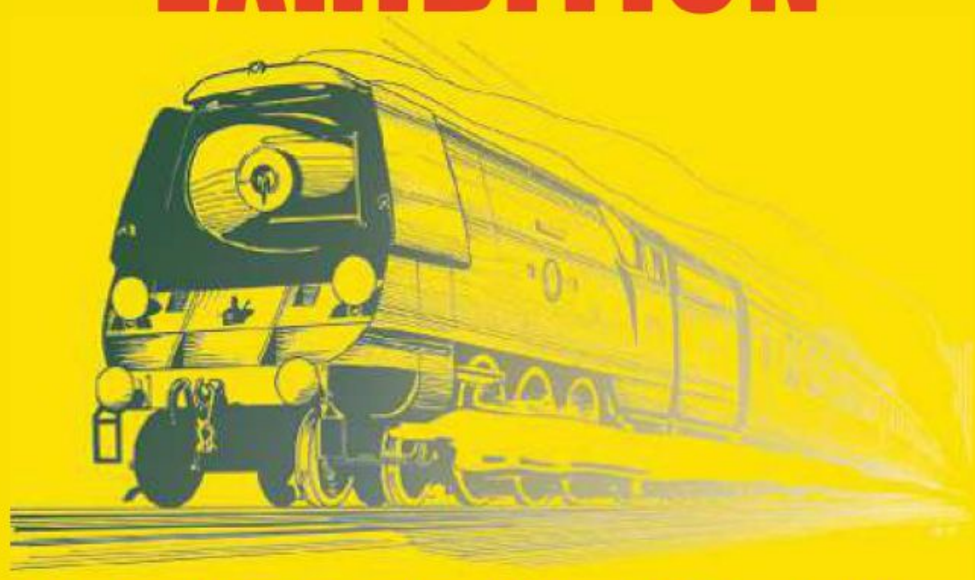
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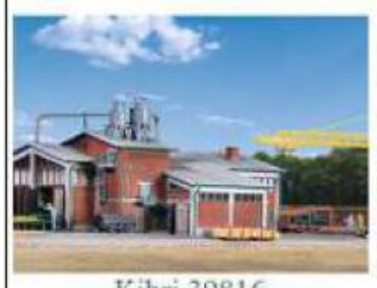
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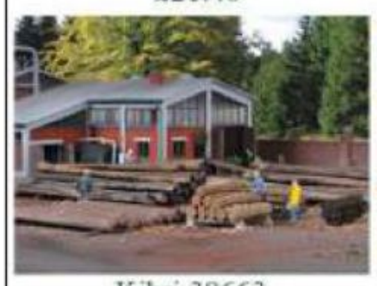
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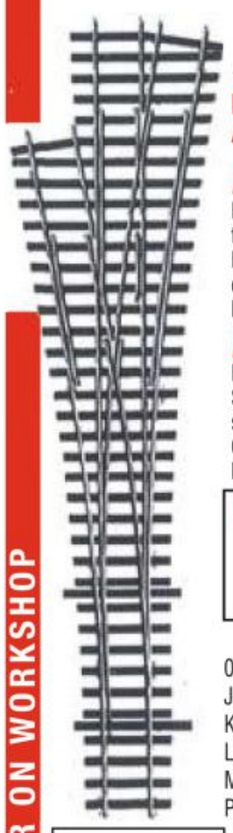
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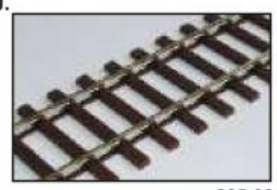
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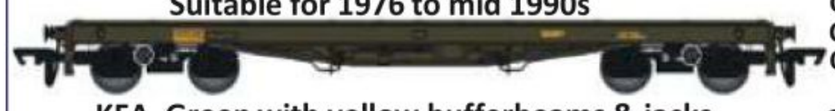
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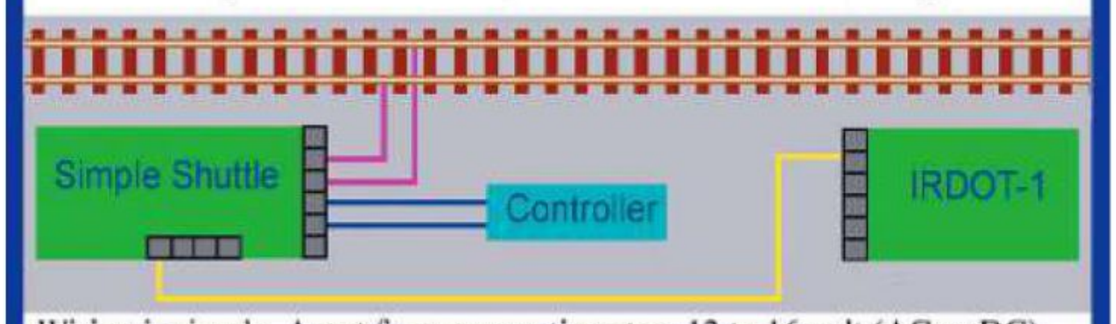
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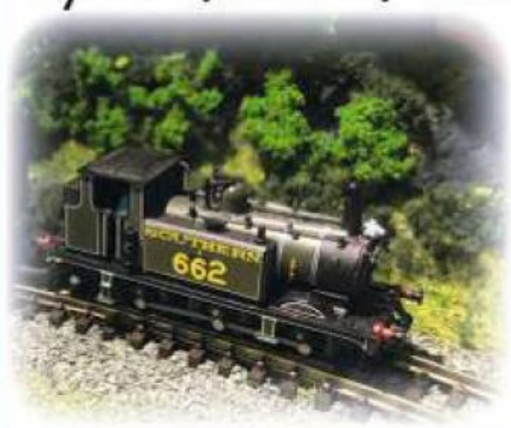
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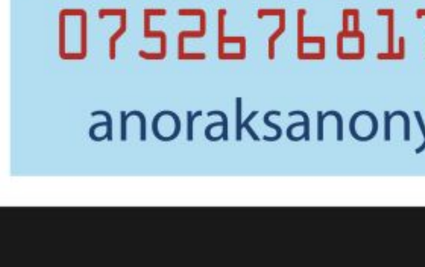
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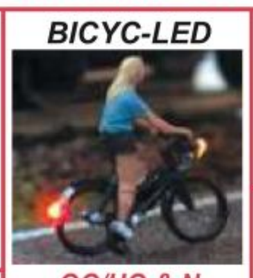
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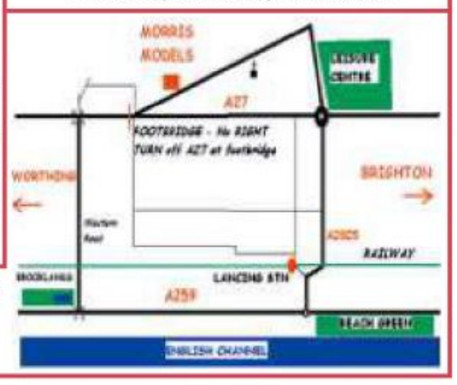
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JOHN HUNT

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: USATC 'S160' 2-8-0
Gauge: '00'
Proposed by: G.L.C. Glock



MARK BURROWS

What is it?

Was any locomotive spread across the globe as much as the USA Transportation Corps 'S160' 2-8-0? Three manufacturers turned out 2,120 between 1942 and 1945, and the final worldwide distribution ended up being something like this: Austria (30), Greece (27), Turkey (50), Yugoslavia (66), Hungary (510), Czechoslovakia (80), Poland (575), South Korea (101), China (40), Tunisia (6), Algeria (25), Morocco (4), Italy (249), India (60), Russia (200, although some later ended up in North Korea), USA (14), Spain (5) and Jamaica (2).

Britain ended up with just one 'S160': 3257 was returned from France in July 1946 and moved to Longmoor Military Railway as No. 700 *Major General Carl R. Gray*. It was scrapped in 1957.

The US Army updated the Great War-era 'Pershing' 2-8-0s in the 1930s to the 'S159' class. With the US drawn into the war, Major J.W. Marsh of the USA Corps of Engineers tweaked the 'S159' to fit the UK loading gauge and this became 'S160'.

What would make it viable?

So why propose it as a 'OO' gauge model? Well, because some 402 'S160s' were used on the 'Big Four' during the war and hundreds more went into store in Britain before they were shipped to the Continent after D-Day. Any Second World War LNER, GWR and Southern layout would need an 'S160'.



PAUL NICHOLS/ALAMY

Have your say

Do you agree with G.L.C Glock's argument? Go to *www.model-rail.co.uk* and take part in our vote.

You might think that 'S160s' were either black or grey with USATC lettering. Traditionally, this might have been the case but post-war Britain has featured 'S160s' in a variety of colours.

Major General Carl R. Gray received Longmoor Military Railway blue, something that the Mid-Hants Railway revived for ex-Greek No. 3278 in the 1990s (above). The Keighley & Worth Valley Railway briefly turned out its 'Big Jim' (No. 5820) in BR unlined black with 'cycling lion' emblem and the number '95820' (below) while No. 2253 is to carry USATC lettering on Canadian Pacific style crimson when it enters service at the Dartmouth Steam Railway (top).

Can I see a real one?

There are eight 'S160s' in the UK: Nos. 5820 (Keighley & Worth Valley Railway), 6046 and 5197 (Churnet Valley Railway), 3278 (Tyseley Locomotive Works), 1631 (Great Central Railway–Nottingham, along with two other ex-Hungarian 'S160s'), 2253 (Dartmouth Steam Railway).

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.

Backscene

Musings we couldn't fit into the issue elsewhere, but which seemed very important at the time...

Charles Weager
Contributor



My daughter Alexandra (right), who is just finishing a Master's Degree in Disaster, Adaptation and Development, came home one evening and told us that she had been accepted into the Voluntary Service Overseas (VSO) as part of the International Citizenship Service (ICS). She is to go to Zanzibar, East Africa, to take part in a program that aims to change local perceptions about cerebral palsy and albinism. But there was a catch: she had to raise £800 to reserve her place.

How were we going to raise it? We looked at all the options, including the Farnborough Railway Enthusiasts Club, of which I've been a member for some two years. The club normally holds a raffle on Tuesday nights, so I talked about it with club chairman Nigel and he agreed to hold an additional raffle. The next question was what was I going to raffle?

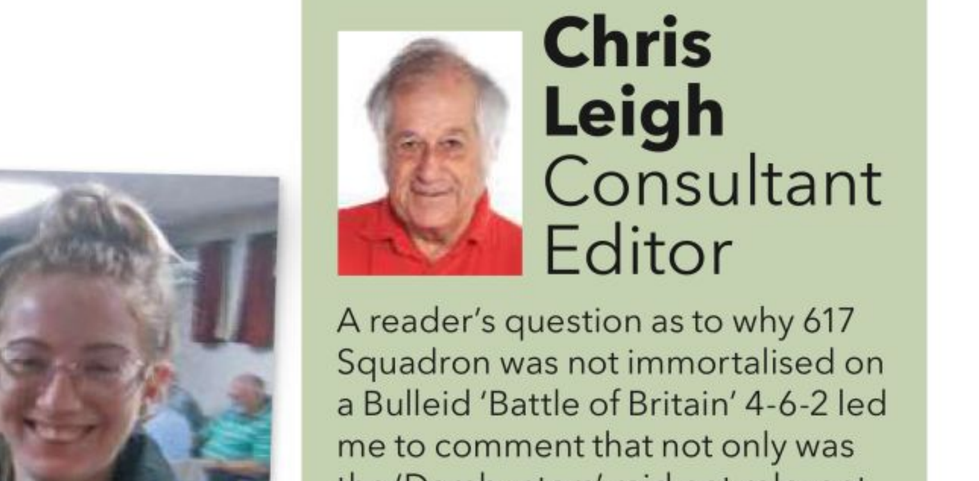
I decided to take the plunge and ask model railway manufacturers and retailers for prizes (below), including *Model Rail* - and I was simply overwhelmed by the positive response.

My nerves were jangling on the night of the raffle but Alexandra was there to help. All the members were interested in what she was going to do and I couldn't believe the generosity they displayed – we managed to raise £200 towards her target. Our star prize, an Oxford Rail 'Dean Goods', was won by member Steven Clough, who always complains that he never wins the raffle!

I'd like to express my thanks to Hornby, Kernow Model Rail Centre and railtour operator Steam Dreams – not to mention our local pub – for their generosity, and to all the Railway Enthusiasts Club members who dug deep in their pockets to help Alexandra fulfil her dream.

It was amazing just how the model railway community came together after the vandal attack on Market Deeping MRC's show back in May, but it's just as pleasing to see how the railway modelling fraternity comes together for a cause such as this. This is why, in my opinion, model railway clubs are important. If you don't belong to a club, why not check out your local one? If they're anything like the Farnborough REC, you'll receive a great welcome.





Chris Leigh
Consultant Editor

A reader's question as to why 617 Squadron was not immortalised on a Bulleid 'Battle of Britain' 4-6-2 led me to comment that not only was the 'Dambusters' raid not relevant to the Battle of Britain, but that it avoided the controversy that might have surrounded having Sir Arthur 'Bomber' Harris among the ranks of Lord Dowding and Sir Trafford Leigh-Mallory.

Mention of the latter reminded me of a photograph I took as a teenager on my Kodak Brownie, of No. 34109 *Sir Trafford Leigh-Mallory* passing Weybridge with the Down 3.54pm Clapham Gate-Exeter Central milk empties. I sent the photograph to *Meccano Magazine*, pointing out that by using the Hornby-Dublo 'West Country' and six-wheel milk tank, this train could now be modelled.

My photograph was published alongside the suggested models and was my first venture into print. At some time during the past 50-plus years I lost the photograph and the magazine in which it appeared.



G.F. BLOXHAM/COLOUR RAIL

MODEL MOGGY

Did you enjoy George's photographs of Bachmann's new Class 90 last issue? Clearly it was the input of George's assistant that made all the difference!

This is Percy, a neighbourhood cat who finds George's workbench and studio an interesting place to visit. And who wouldn't want to nose around where George creates his miniature masterpieces?

Do you have a feline, canine (or maybe something exotic) modelling assistant like Percy? If so, please send us your photographs (e-mail: *modelrail@bauermedia.co.uk*) or send them by post to *Model Rail*, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA.



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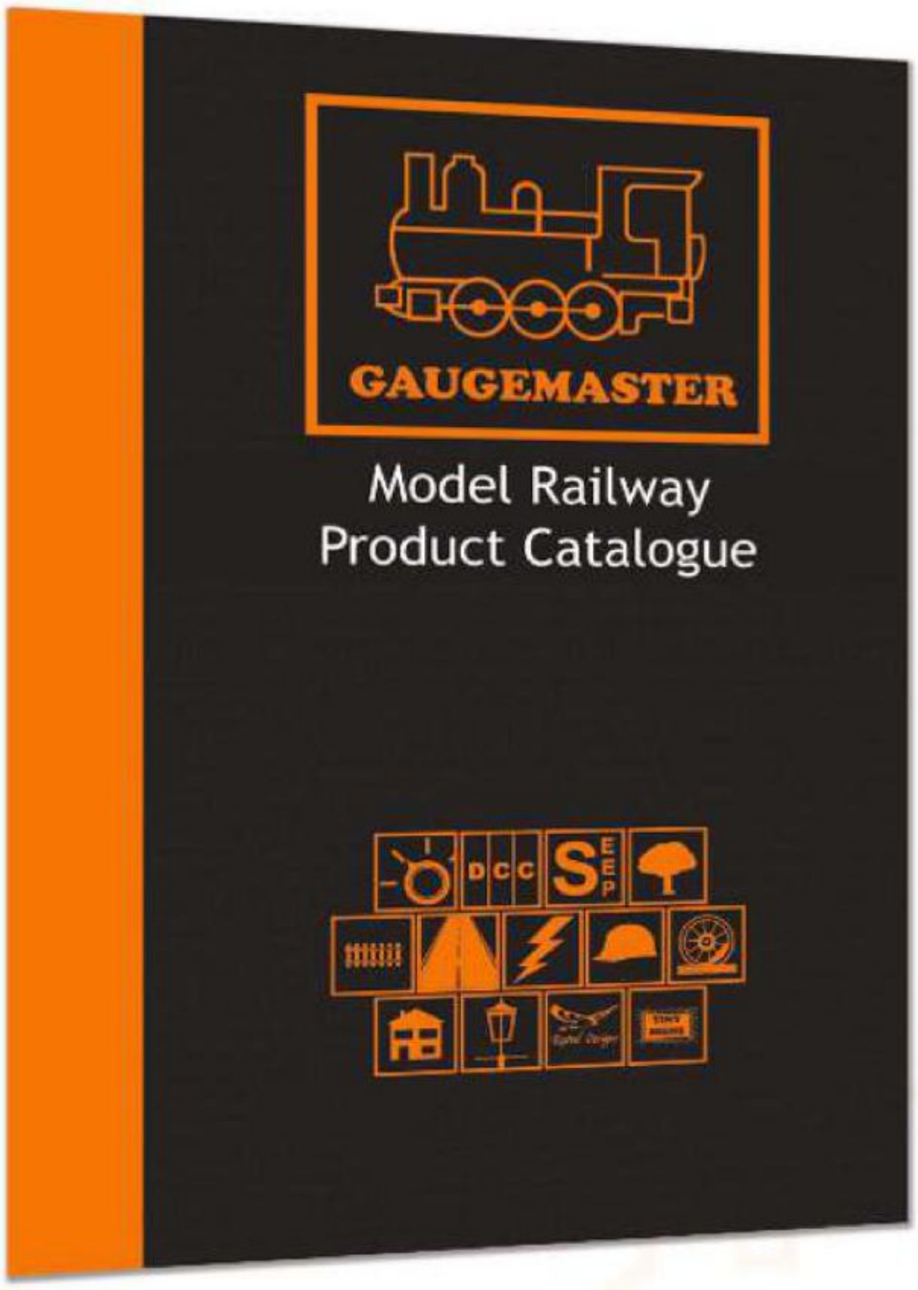
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