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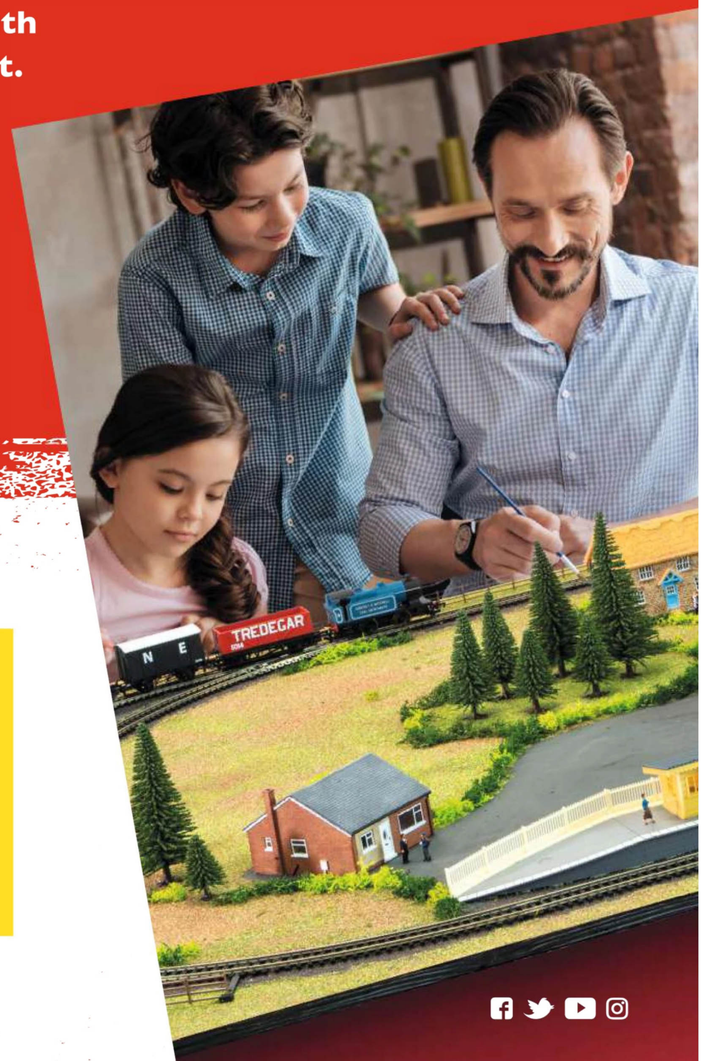

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00 GAUGE MODEL RAILWAY

STARTER PACK

Welcome

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JACQUES PORTAL

My old physics teacher used to say this about America: if you can't do it good, do it big.

That saying can be applied to many things on the other side of the Atlantic… but not the Union Pacific's famous 'Big Boy'. These 4-8-8-4s were both good *and* big.

The 'Big Boy' is one of the world's most iconic steam locomotives. It may not be the largest locomotive in the world, nor the most powerful, but its gargantuan boiler, two sets of cylinders and massive 25,000 gallon tender make it instantly recognizable. We wouldn't normally feature US traction in *Model Rail* but we can definitely make an exception in this case!

Why is it hard for us Brits to admit that the Americans can build anything better than us? We're quick to recall the P-51 Mustang that needed a Rolls Royce engine to make it a success. Or that Ford needed British experience to build the GT40. It's even worse with railways. Yet just imagine Lynton & Barnstaple without *Lyn*, or Southampton docks without the 'USAs'. And that's before we look at the global success story that is the Class 66.

The 'Big Boy' is like a big 1950s American car. Huge and crass… and yet somehow stylish. It evokes everything romantic about America. It's the same with the Class 70. Strip the cabs off and it's a typical American 'hood unit'. Suddenly, Freightliner's Southampton terminal is now a place of boots, buckles and Stetsons!

Oh, and this issue we also review Hornby's fabulous little Peckett 0-6-0ST – proof that size isn't everything…

Richard Foster Editor

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MODEL RAIL brought to you by

Richard Foster
Richard's perfect US trip would be exploring Conyers, Georgia, behind the wheel of a 1969 Dodge Charger.

George Dent
George can't decide where in the US to visit first: San Francisco, Brooklyn, New Orleans, Nashville or Austin?

Chris Leigh
Chris has 'done' New York twice and loved it. Now he wants to stand on a corner in Winslow, Arizona, like The Eagles.

Chris Gadsby
Chris would like to visit Niagara – because it's only a short hop over the border to see the Toronto Maple Leafs!

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

Life's better with *Model Rail*

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 **108** and **110**.

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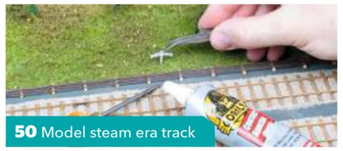
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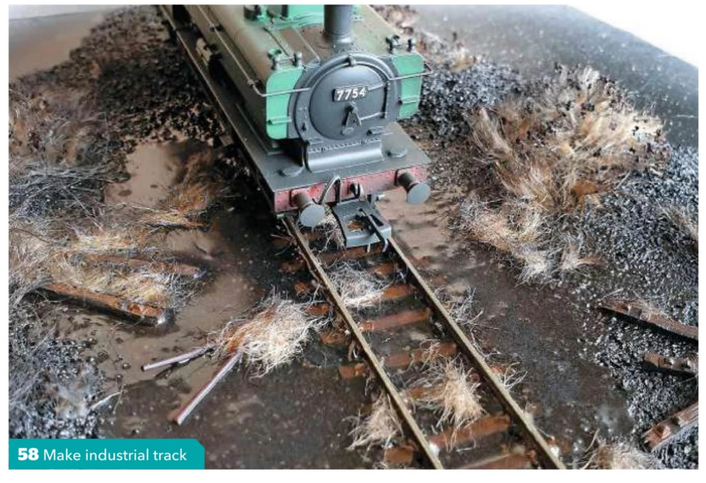
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***Model Rail* exclusive models** 110
Order your 'J70' and 'USA'
The entire range of our exclusive 'J70s' is now in stock, but some of our 'USA' 0-6-0Ts are nearly sold out. Buy yours today.

Opening the box

The latest happenings from the world of model railways

The Big Picture

Coming soon in 'OO' thanks to *Model Rail*, Kernow and Heljan! The Martin family's immaculate 'PWM' PWM651 stands at the Swindon & Cricklade Railway on August 9. Thanks to all at the SCR who made our research visit possible.

Model Rail, Kernow Model Rail Centre and Heljan have joined forces to bring you a ready-to-run 'OO' gauge Class 97/6, better known as the 'PWM'.

Five Ruston & Hornsby 0-6-0DEs were ordered by the Western Region for use in replacing 60ft track panels with continuously welded rail. They were designed so that they could be hauled from depots to work sites in permanent way trains where the traction motor would be re-engaged to enable them to shunt wagons.

The 'PWMs' were never part of the capital stock list and were only ever allocated to Departmental duties. EWS withdrew the final two, 97651 and 97654, in 1998.

Our tooling will only cover PWM651-654 (97651-97654), which were delivered in 1959. The pioneer, PWM650 (97650), built in 1953, had smaller wheels and other differences.

The tooling is being split three ways: *Model Rail* will offer pristine versions in five liveries, Kernow MRC will offer weathered versions of those same liveries and Heljan will produce versions in industrial-inspired colour schemes, which are still to be confirmed).

Work has already started – Paul and Peter Martin graciously allowed *Model Rail*'s Richard Foster and Heljan's Ben Jones to measure and photograph their PWM651 at the Swindon & Cricklade Railway in mid-August.

Final specifications have yet to be finalised, but it's hoped that the 'PWM' will have a Next18 DCC decoder socket, factory-fitted speaker, working spot lamps and interior lights (as well as marker lights, where applicable).

Prices have yet to be confirmed and we'll let you know when the order book opens. It's hoped that the 'PWM' will hit the shelves in early 2021.

RICHARD FOSTER/MR

OO GAUGE *MODEL RAIL* 'PWM' 0-6-0DE
What's planned?

B.J. SWAIN/COLOUR RAIL

- MR-400A: PWM651, BR plain green (150 pieces)
- MR-400B: PWM652, BR plain green (150 pieces)

RAIL ONLINE

- MR-401: PWM654, BR green, 'wasp' stripes end only (300 pieces)

COLOUR RAIL

- MR-402: PWM651, BR green, wraparound 'wasp' stripes (300 pieces)
- MR-403: PWM651, BR light green (300 pieces)

K.C.H. FAIREY/COLOUR RAIL

- MR-404: PWM652, BR blue (300 pieces)

I. THOMAS/COLOUR RAIL

PAUL BARTLETT

- MR-405A: 97651, BR yellow (150 pieces)
- MR-405B: 97652, BR yellow (150 pieces)

OO GAUGE KERNOW MODEL RAIL CENTRE 'PWM' 0-6-0DE
What's planned?

- K2400: PWM653, BR plain green, weathered finish (150 pieces)
- K2401: PWM654, BR plain green, weathered finish (150 pieces)
- K2402: PWM652, BR green, wraparound 'wasp' stripes, weathered finish (300 pieces)
- K2403: PWM653 BR light green, weathered finish (300 pieces)
- K2404: PWM654, BR blue, weathered finish (300 pieces)
- K2405: 97653, BR yellow, weathered finish (150 pieces)
- K2406: 97654, BR yellow, weathered finish (150 pieces)

FINESCALE 'O' GAUGE COLLABORATION

Ellis Clark Trains has joined forced with Darstaed to produce two new finescale 'O' gauge models. Star billing goes to the LMS 'Black Five' and this will be joined by Eastern Region Thompson coaches.

There were multiple differences between batches of 'Black Fives' and so the Ellis Clark/Darstaed model will focus on 227 locomotives delivered by Armstrong Whitworth between August 1936 and December 1937. These locomotives, Nos. 5225-5451, were built with boilers with sloping firebox throatplates.

The model is to boast an impressive spec list: die-cast construction, compensated chassis, working removable headlamps and firebox glow. Sound-fitted options are also planned, along with synchronised smoke.

The Thompson coach range covers seven types of 63ft vehicles, depicting the later, rounded window style. The range is complemented by a 63ft Full Brake, with the original square corner windows. RRP is £199 but prices for models in scumbled LNER teak have yet to be confirmed.

MICHAEL WILD/SR

O GAUGE ELLIS CLARK TRAINS/DARSTAED LMS 'BLACK FIVE' 4-6-0

What's planned?
- D11-1: LMS lined black, welded tender
- D11-2: LMS lined black, riveted tender
- D11-3: No. 5225, LMS lined black, welded tender
- D11-4: LMS black, welded tender
- D11-5: LMS black, riveted tender
- D11-6: No. 5289, LMS black, welded tender
- D11-7: BR lined black, early emblem, welded tender
- D11-8: BR lined black, early emblem, welded tender
- D11-9: No. 45344, BR lined black early emblem, welded tender
- D11-10: BR lined black, late emblem, welded tender
- D11-11: BR lined black, late emblem, riveted tender
- D11-12: No. 45337, BR lined black, late emblem, welded tender
- D11-13: Unlined BR black, welded tender
- D11-14: Unlined BR black, riveted tender
- D11-15: No. 45305, unlined BR black, welded tender
- D11-16 No. 5428 'Eric Treacy', LMS black, welded tender

Price: TBC
What stage is it at? CAD design
When's it due? Q1 2021
Where can I find out more? *www.ellisclarktrains.com*

O GAUGE ELLIS CLARK TRAINS/DARSTAED LNER THOMPSON 63FT COACHES

What's planned?
- Full Third; LNER faux teak, BR crimson/cream, BR maroon
- Brake Third; LNER faux teak, BR crimson/cream, BR maroon
- Brake Composite; LNER faux teak, BR crimson/cream, BR maroon
- Full First; LNER faux teak, BR crimson/cream, BR maroon
- Restaurant First; LNER faux teak, BR crimson/cream, BR maroon
- Restaurant Third; LNER faux teak, BR crimson/cream, BR maroon
- Restaurant Buffet, LNER faux teak, BR crimson/cream, BR maroon
- Full Brake, LNER faux teak, BR crimson, BR crimson/cream, BR maroon, BR blue

Price: See text
What stage is it at? CAD design
When's it due? Q1 2020
Where can I find out more? *www.ellisclarktrains.com*

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

HELJAN CLASS 31s AND CCTs

Heljan is to produce the refurbished Class 31 in 'O' gauge and has added two new variants to its Mk 1 coach range.

The refurbished '31' follows the success of the original condition locomotive, released in 2013 which is considered to be one of Heljan's best 'O' gauge diesels. The model will cover Class 31/1s and ETH-fitted Class 31/4s which lost their bodyside waist strip and bufferbeam cowlings, among other tweaks, during a 1980s overhaul programme.

Heljan will also produce the Mk 1 Covered Carriage Truck. Final details and prices for this four-wheel van have yet to be confirmed but it is expected to appear in 1960s, 1970s and 1980s liveries. Heljan has also tooled two new bogie types in order to expand its existing Mk 1 coach range to cover the 1980s and 1990s. The new Commonwealth and B4 bogies, which will be available separately, enable Heljan to produce Mk 1s in Network SouthEast, InterCity and Regional Railways liveries, as well as BR blue/grey.

BRIAN DANIELS

■ Heljan is to produce another run of its split headcode Class 37/0. The new model is largely the same as the original 2009 release but sports the more refined fuel tanks from the centre-headcode version and the circuit board from the Class 37/4. No release date has been confirmed.

BEN JONES

O GAUGE HELJAN REFURBISHED CLASS 31 A1A-A1A

- HJ3120: Class 31/1 31296 *Amlwch Freighter/Tren Nwyddau*, Railfreight grey/yellow (weathered)
- HJ3121: Class 31/1, Railfreight 'red stripe'
- HJ3122: Class 31/1, Railfreight 'triple grey' (no branding)
- HJ3123: Class 31/1, Civil Engineer's 'Dutch'
- HJ3140: Class 31/4, BR blue
- HJ3141: Class 31/4, InterCity Mainline
- HJ3142: Class 31/4 Regional Railways
- HJ3143: Class 31/4 31466, EWS red/gold
- HJ3144: Class 31/4, Network Rail yellow

Price? TBC **What stage is it at?** Decorated evaluation sample
When's it due? Early 2020
Where can I find out more? *www.towermodels.com*

O GAUGE HELJAN Mk 1 CCT

What's planned?
- BR Lined BR maroon
- Lined BR maroon, weathered
- BR Unlined BR maroon
- BR plain BR blue unbranded
- BR blue, 'Red Star' branding
- BR blue, 'Red Star' branding, weathered
- Breakdown Train Unit yellow
- Engineers' olive green
- 'Tartan Arrow' white/red

Price? TBC **What stage is it at?** Research stage
When's it due? TBC
Where can I find out more? *www.towermodels.com*

CAVALEX HALTS WAGONS

N GAUGE

Cavalex Models has put its 'N' gauge PGA wagon project on hold due to a lack of pre-orders. Cavalex has also put its proposed 'N' gauge BBA/BLA steel carrier and TEA tank wagon (MR256/MR260) on hold, too, in order to focus on the 4mm:1ft scale versions. However, it still intends to offers its Class 91 in 'N' gauge, as long as it receives the necessary minimum orders to make it viable. Place your order at *www.cavalexmodels.com*

BINS AND BIKES

OO GAUGE

Spinneyworld is a new manufacturer of 3D-printed scenic detailing parts. New in 'OO' gauge is a pack of four litter bins (RRP £3.50) and two bicycles (£5.00). The Spinneyworld range also includes products for model cars, bikes and war gaming.
Availability: *www.spinneyworld.com*

GET STUCK IN

Deluxe Materials has developed Roket Odourless, a clear, foam-safe, cyano glue that will bond painted or clear plastics without marking or fogging.
Price: £2.99 **Availability:** Gaugemaster **Tel:** 01903 884488
Web: *www.gaugemaster.com*

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

00 GAUGE BACHMANN BRANCHLINE CLASS 20/3 Bo-Bo

What's planned?
- 35-125: 20306, original DRS blue
- 35-126: 20311, Harry Needle Railroad Company yellow
- 35-127: 20312, DRS 'Compass' livery

Price? TBC
What stage is it at? Engineering prototype
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE BACHMANN BRANCHLINE CLASS 410 '4-BEP' EMU

What's planned?
- 31-490: 7003, BR green with small yellow panel
- 31-491: 7010, BR blue/grey

Price? TBC
What stage is it at? Research and development
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE BACHMANN BRANCHLINE CLASS 24/1 Bo-Bo

What's planned?
- 32-440: D5135, BR plain green
- 32-441: D5149, BR green with warning panels
- 32-442: 24137, BR blue

Price? £149.95
What stage is it at? Decorated sample
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE BACHMANN BRANCHLINE CLASS 117 DMU

What's planned?
- 35-500: BR green with speed whiskers
- 35-501: BR blue/grey
- 35-502: Network SouthEast

Price? £309.95
What stage is it at? Decorated evaluation sample
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE BACHMANN BRANCHLINE CLASS 121 RAILCAR

What's planned?
- 35-525: BR green with speed whiskers
- 35-526: BR blue/grey
- 35-527: Network SouthEast

Price? £149.95
What stage is it at? Decorated evaluation samples
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE BACHMANN BRANCHLINE CLASS 158 DMU

What's planned?
- 31-517: 158849, Regional Railways
- 31-518: 158773, East Midlands Trains
- 31-519: 158766 GWR green

Price? £259.95-£359.95
What stage is it at? Decorated evaluation sample
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE BACHMANN BRANCHLINE CLASS 159 DMU

What's planned?
- 31-520: 159013, Network SouthEast

Price? £329.95-£419.95
What stage is it at? Decorated evaluation sample
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE N GAUGE CAVALEX MODELS CLASS 91 Bo-Bo

- 91003, BR InterCity
- 91124 *The Reverend W Awdry*, GNER
- 91116, LNER
- 91119 LNER InterCity

Price? £179.99-£259.99
What stage is it at? CAD 3D render
When's it due? The project (in both scales) is dependent on the number of pre-orders being reached.
Where can I find out more? Go to *www.cavalexmodels.com* to place your order.

O GAUGE DAPOL GWR '14XX' 0-4-2T

What's planned? Two '48XXs' in GWR liveries, four '14XXs' in GWR and BR liveries and three '58XXs' in GWR and BR liveries.
Price? £225.00-£400.00
What stage is it at? Decorated evaluation sample
When's it due? TBC
Where can I find out more? *www.tower-models.com*

O GAUGE DAPOL BR 12T BANANA VAN

What's planned? Four running numbers in BR bauxite with Geest or Fyffes branding.
Price? £49.95
What stage is it at? Decorated evaluation sample
When's it due? Christmas 2019
Where can I find out more? *www.tower-models.com*

N GAUGE GRAHAM FARISH CLASS 319 EMU

What's planned?
- 372-875: 319004, Network SouthEast
- 372-876: 319382, Thameslink
- 372-877: 319362, Northern 'Powerhouse'

Price? £289.95
What stage is it at? Engineering prototype
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

N GAUGE GRAHAM FARISH Mk 2f COACHES

What's planned? First Open, Tourist Second Open, Brake Second Open, Driving Brake Second Open and restaurant First Buffet in BR blue/grey, InterCity and BR ScotRail liveries.
Price? £42.95-£49.95
What stage is it at? Decorated evaluation sample
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

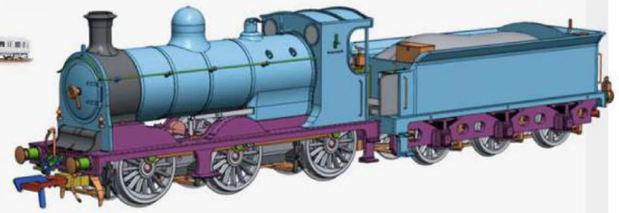
N GAUGE GRAHAM FARISH ER THOMPSON COACHES

What's planned?
First, Composite, Third and Brake Third in LNER faux 'teak' and BR crimson/cream
Price? £39.95 **What stage is it at?** Decorated evaluation sample
When's it due? TBC
Where can I find out more? *www.bachmann.co.uk*

00 GAUGE RAILS LIMITED/BACHMANN CR '812' 0-6-0

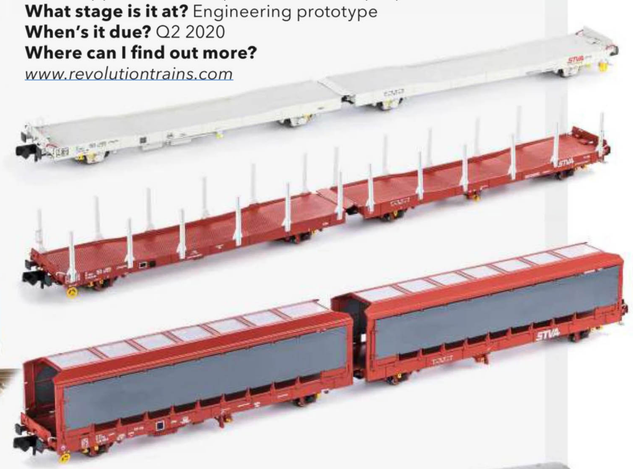
What's planned?
- 35-280Z: No. 828, CR blue (original)
- 35-281Z: No. 17566, LMS black
- 35-282Z: No. 57565, BR black early emblem
- 35-283Z: No. 57566, BR black late emblem
- 35-284Z: No. 828, CR blue (preserved)

Price? £199.95 **What stage is it at?** CAD design
When's it due? TBC
Where can I find out more? *www.railsofsheffield.com*



N GAUGE REVOLUTION IPA-A CAR CARRIERS

What's planned?
What's planned?
Versions to be available either open or fully covered.
Price? approx. £40 for a pair; £120 for a triple pack
What stage is it at? Engineering prototype
When's it due? Q2 2020
Where can I find out more? *www.revolutiontrains.com*



N GAUGE REVOLUTION CLASS 320/321 EMU

What's planned?
- Class 320, ScotRail 'saltire' livery
- Class 321, London Midland livery
- Class 321, Network SouthEast livery

Price? £180.00-£300.00
What stage is it at? Engineering prototype
When's it due? Summer 2020
Where can I find out more? *www.revolutiontrains.com*

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

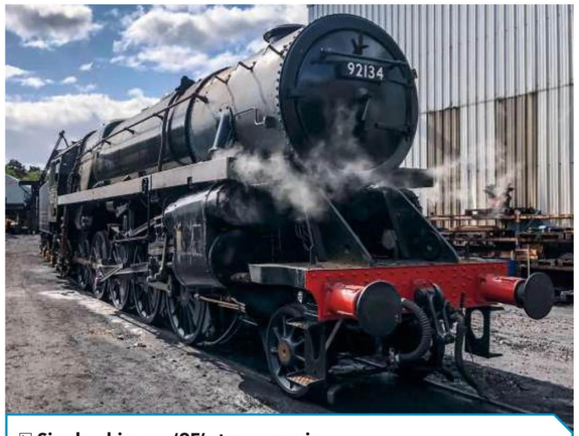
Big clap for '2-HAP'
Can't wait for Bachmann's forthcoming 'OO' gauge '2-HAP'? Then take a trip to the National Railway Museum's Shildon outstation to see '2-HAP' 4308 in all its glory. It's taken five years to restore the two-car EMU, and it now carries BR blue/grey on one side and Network SouthEast livery on the other. The only other surviving '2-HAP', 4311, is now at Peak Rail. SCOTT WIGGLESWORTH, LOCOMOTION

Vinyl farewell
Yet another long-standing train operating franchise has gone… East Midland Trains was replaced by East Midlands Railways on August 19. The new operator, owned by Dutch firm Abellio, has painted Class 222 222104 in its new purple livery, whereas former EMT power car 43465 (right) now sports EMR branding on its old livery.

EMT owner Stagecoach applied special vinyls in its final week to power cars 43081 and 43050 to mark the end of the franchise that it owned for just shy of 12 years.

PAUL BIGLAND/*RAIL*

RICHARD CLINNICK/*RAIL*



Single-chimney '9F' steams again
Here's a sight that no one has seen since 1968: a single-chimney '9F' in steam! Of the nine '9Fs' to survive into preservation, Howard Self's No. 92134 is the only one with a single chimney. It was lit up on September 6 at the North Yorkshire Moors Railway for the first time since it was withdrawn in December 1966. Its restoration still isn't complete and, as well as smoke deflectors, it also needs a new BR1C tender; it's currently paired with a BR1G tender from '5MT' No. 73050. ADRIAN DENNIS

Motor in the middle
One of the most unusual train arrangements ever seen on Britain's railways has entered revenue-earning service. The Class 755s have been built for Greater Anglia by Swiss firm Stadler and comprise end driving cars and one or two centre saloons (one for Class 755/3 and two for Class 755/4) flanking a power car. It's an arrangement reminiscent of the APT-P, but the generator car contains a diesel engine, with the electrical equipment and pantographs mounted on the saloons. The Class 755/4s are only permitted to carry passengers under diesel power; electric power and the three-car Class 755/3s have yet to be certified. PETER FOSTER

MODEL RAIL Skills STATION

MODELLING MENTORS

They say a problem shared is a problem halved… so why not let *Model Rail*'s team of experts help you with your modelling woes in a way like never before?

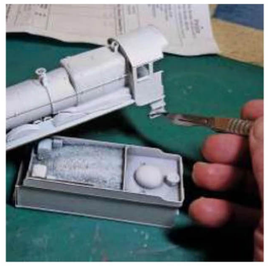
Using the back-to-basics philosophy of Skills Station, we will host six Skills Station Live Q&A sessions at the Warley National Model Railway Exhibition where you will be able to enjoy a one-on-one conversation with either George Dent, Chris Leigh, Chris Nevard or Peter Marriott who will be able to offer their expert opinions on how to solve the biggest issue preventing you from creating the model railway of your dreams. And it's FREE!

So head to *www.model-rail.co.uk/skills-station-live* and book your Skills Station Live Q&A slot NOW!

HOW TO BOOK

There will be three hour-long sessions on November 23 and three on the 24th. You are booking a 15-minute slot and booking is on a strictly first-come-first-served basis. Places are very limited.

Go to *https://bit.ly/2kNMcgF* to book your slot. You will need to provide us with an idea of what you want to talk about and your e-mail address so that we can contact you to remind you of your appointment. Sadly, we will only be able to take bookings online and there will be no provision to book on the day.



WIN Train-Tech Smart Screens

We have partnered with electronics company Train-Tech to give you the chance to win £150 worth of its products.

To be in with a chance of winning this prize we want to see what you can do with a Train-Tech Smart Screen. In MR259 (April 2019), Chris Leigh and Chris Gadsby installed one onto Chris Leigh's Cornish layout 'Polwyddelan' and since then we have seen them used in model supermarkets and cinemas, as well as on platforms. To win this competition we want to see the most unusual use for a Train-Tech Smart Screen on your layout. The winner will be decided by both Train-Tech and a member of the *Model Rail* team. Send your entry to *modelrail@bauermedia.co.uk* using the subject heading 'Train-Tech competition'. The closing date is Sunday November 3 2019.

One winner will receive two Smart Screens, two enclosures and two track sensors worth £150 or, if the winner prefers, any other Train-Tech products to the same value. One runner-up will receive a Train-Tech goody bag comprising a track tester, an automatic tail light and two bufferstop lights for 'N' or 'OO' gauge worth £30.

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

Show & Tell

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

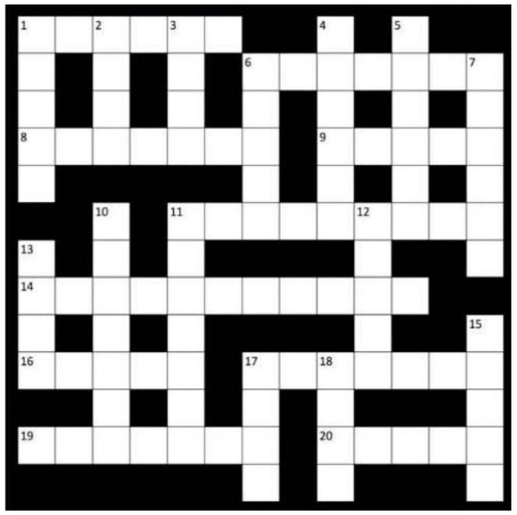
Getting in on the circus act

In connection with the article in the summer edition of *Model Rail* (MR264), regarding Paul Goldsmith's layout ('Colchester'), I thought you might be interested in this image which shows my model of one of the three special trains run by BR until 1964 for Bertram Mills Circus road vehicles. Paul's Bertram Mills train was number four, which was for transporting horses and elephants.

Jim Dorward

Model Rail crossword competition

This month is the start of our crossword competition. A lot of the answers are somewhere within the editorial pages of this month's issue, and every clue has something to do with railways, either real or model ones! Send your completed crossword and contact details to *Model Rail* 266 Crossword Competition, *Model Rail* magazine, Media House, Lynchwood, Peterborough Business Park, Peterborough PE2 6EA. The first correctly filled out crossword grid out of the hat will win a prize from the *Model Rail* store cupboard. Good luck! Closing date is October 30 2019.



Photocopies will be accepted.

Crossword Entry Form

Name: .....

Address: .....

.....

Postcode: ..... Telephone: .....

E-mail: .....

Across

1 The 'Big Boy' has 24 of these without its tender. (6)
6 The 'K10s' vacuum pipes are made from moulded _____. (7)
8 Chris Gadsby recycled the baseboard from his London Underground _____ for his third rail track project. (7)
9 All *Model Rail* articles start with one of these. (5)
11 Attraction celebrating its 90th anniversary. (9)
14 Zoo where Chris Leigh saw tram No. 1858. (11)
16 How many times does Peter award five stars for ease of use to water fluids? (5)
17 Steam locomotive crew member responsible for shovelling coal. (7)
19 Hornby has one of these centres at Margate. (7)
20 A small scene many modellers try to incorporate into their layouts for added interest. (5)

Down

1 Peter Marriott tried to make it look as though his track was covered in these. (5)
2 You might hear a locomotive whistle do this in a tunnel. (4)
3 Some of Hornby's models are re-tooled versions by this now-defunct company. (4)
4 Cable ties are sometimes used to _____ models into their packaging. (6)
5 If a model does not have a motor and cannot move it's a _____ model. (6)
6 Wagons are often referred to as 5 or 7-_____. (5)
7 BR used two of these, an early one and a late one. (6)
10 Model railway company Woodland _____. (7)
11 London Waterloo is the UK's _____ station. In the US it's New York Penn. (7)
12 The Hornby Peckett received a _____ of 93%. (5)
13 LMS class of locomotive, 'Royal ___'. (4)
15 The 'Big Boy' belongs to the _____ Pacific Railroad Company. (5)
17 What your train ticket costs. (4)
18 Contestants on the *Great Model Railway Challenge* are in a ____ against time. (4)

TERMS AND CONDITIONS: For full terms and conditions, go to *www.bauerlegal.co.uk/competition-terms.html*

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

Exhibition Diary

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

OCTOBER 4-6

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*

OCTOBER 5

ABBOTSKERSWELL, DEVON. South Devon Model Railway Society Open Day. Church House, Abbotskerswell TQ12 5NZ. **Time:** 1030-1630.

AYLSHAM, NORFOLK. Broadland MRC. The Jubilee Centre, Norwich Road, Aylsham NR11 6JG. **Time:** 1000-1600. **Admission:** Adult £5, Child/Concession £4. **E-mail:** *BMRCsecretary1@gmail.com*

DAVENTRY. Daventry MRC MRE. Daventry Methodist Church Hall, Golding Close, Daventry NN11 4FB. **Time:** 1000-1630. **Admission:** Adult £3. **E-mail:** *secretary@daventrymrc.org*

TELFORD. Telford RMG MRE. Sports Hall, Charlton Academy, Apley Ave, Wellington TF1 3FA. **Time:** 1000-1600. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01952 820376.

SHEFFIELD. Sheffield MRS MRE. Davy's Sporting Club, Prince of Wales Road, Sheffield S9 4ER. **Time:** 1000-1600. **Admission:** Adult £4, Child £2. **Tel:** 07940 033822.

OCTOBER 5-6

DORKING, SURREY. Dorking MRC MRE. The Oddfellows Hall, 270 High Street, Dorking RH4 1QT. **Time:** Sat 1000-1700, Sun 1000-1600. **Web:** *www.dorkingmodelrailwayclub.com*

FOLKESTONE. Folkestone Hythe & District MRC MRE. Leas Cliff Hall, The Leas, Folkestone CT20 2DZ. **Time:** 1000-1700 both days. **Admission:** Adult £7, Child £3, Family £17. **E-mail:** *cdeltic@aol.com* **Web:** *www.folkestone-mrc.com*

ILFORD, ESSEX. Ilford & West Essex MRC MRE. Bethel Christian Centre, 170 Bennets Castle Lane, Dagenham RM8 3XP. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** £2. **Web:** *www.iwemrc.org.uk*

SHILDON. Shildon MRC MRE. The Locomotion Museum, Shildon DL4 2RE. **Time:** 1000-1700 both days. **Tel:** 07720 975208. **E-mail:** *SMRC_liz@yahoo.com*

WIGAN. Wigan Finescale Railway Modellers MRE. Robin Park Leisure Centre, Loire Drive, Wigan WN5 0UL. **Time:** Sat 1000-1730, Sun 1000-1630. **Admission:** Adult £10. **E-mail:** *exhibition.manager@wiganfrm.org.uk* **Web:** *wwww.wiganfrm.org.uk*

OCTOBER 6

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

BROMLEY, KENT. Rusper MRC Meeting *www.ruspermrc.co.uk*

GAINSBOROUGH, LINCS. Gainsborough MRS MRE. Florence Terrace, Gainsborough DN21 1BE. **Time:** 1330-1730. **Admission:** Adult £4, Senior £3, Family £10. **Tel:** 01427 610475. **Web:** *www.gainsboroughmodelrailway.co.uk*

PRATTS BOTTOM, KENT. G Scale Society Kent Group MRE. Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington BR6 7PQ. **Time:** 1100-1600. **Admission:** Adult £2.50, Child £1. **Web:** *www.gscalekent.co.uk*

SHIREHAMPTON, BRISTOL. Shirehampton MRC MRE. Shirehampton Public Hall, Station Road, Shirehampton BS11 9TX. **Time:** 1000-1600. **Admission:** Adult £4. **Web:** *www.shirehamptonmrc.com*

OCTOBER 12

CRADLEY HEATH, W. MIDS. Cradley Heath MRE. Cradley Heath Community Centre, Reddal Hill Road, Cradley Heath B64 5JG. **Time:** Sat 1000-1700. **Admission:** Adult £5, Child £2.50, Family £11.

HEYWOOD, LANCS. HMRG Open Day. Club Rooms, Unit 4, Park Works, River Street, Heywood OL10 4AB. **Time:** 1000-1600. **Web:** *www.hmrg.co.uk*

OCTOBER 12-13

ALDERSHOT, SURREY. Farnham & District MRC. Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS. **Time:** 1000-1700, Sun 1000-1630. **Admission:** Adult £6, Child £2, Family £15. **Web:** *www.farnhammrc.org.uk*

KIRKBY IN ASHFIELD, NOTTS. Elizabethan Rly Society MRE. The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL. **Time:** 1000-1700, Sun 1000-1600. **Admission:** Adult £4.50. **E-mail:** *ers.secretary@aol.co.uk* **Web:** *www.elizabethanrailwaysociety.co.uk*

WARLINGHAM, SURREY. Croydon MRS MRE. Warlingham School, Tithepit Shaw Lane, Warlingham CR6 9YB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £2, Concession £5. **E-mail:** *croydonmrs.org.uk@live.co.uk* **Web:** *www.crodonmrs.org.uk*

OCTOBER 13

KEIGHLEY. Keighley MRC Festival. Knowle Mills, South Street, Keighley BD21 1SY. **Time:** 1000-1630. **Web:** *www.keighley-mrc.org.uk*

REEPHAM, NORFOLK. Whitwell & Reepham MRC MRS. The Sidings Function Room, Whitwell & Reepham Station, Reepham NR10 4GA. **Time:** 1030-1630. **Admission:** Adult £1.50. **Tel:** 01603 871694. **E-mail:** *robertewles79@gmail.com*

OCTOBER 17-20

LEAMINGTON SPA, WARKS. Midlands Model Engineering Exhibition. Warwickshire Event Centre, nr Leamington Spa CV31 1XN. **Time:** Thurs-Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £9.50/10.50, Senior £8.50/9.50, Child £3/4. **Tel:** 01926 614101. **E-mail:** *avril@meridiennexhibitions.co.uk*

OCTOBER 19

CHELMSFORD, ESSEX. Chelmsford MRE. St John Payne School, Patching Hall Lane, Chelmsford CM1 4BS. **Time:** 1000-1630. **Admission:** Adult £5, Junior £2. **Tel:** 01245 465854. **Web:** *https://chelmsford-and-district-mrc.webs.com*

DIDCOT, OXON. Abingdon & District MRC MRE. Didcot Civic Centre. Didcot OX11 7JN. **Time:** 1000-1700. **Admission:** Adult £6. **Web:** *www.admrc.org.uk*

HINCKLEY, LEICS. Hinckley MRS. St Peters RC Church Hall, Leicester Road, Hinckley, Leicester LE10 1LW. **Time:** 1000-1600. **Admission:** £3.50. **Tel:** 07805 078720. **E-mail:** *richardstarbuck_3@hotmail.com*

ICKENHAM, MIDDX. Ickenham & District Society of Model Engineers Ickenham MRS. Ickenham Village Hall, Swakeleys Road, Ickenham, Uxbridge UB10 8DG. **Time:** 1000-1630. **Admission:** Adult £2.50, Child £1.00, Family £5.00. **Web:** *www.idsme.co.uk*

MAIDENHEAD, BERKS. O Gauge Show. Knowl Hill Village Hall, A4 Bath Road, Maidenhead RG10 9XB. **Time:** 1000-1600. **Admission:** Adult £5. **Web:** *www.mmdmrc.org.uk*

SHREWSBURY. Chantilly Grey MRS. The United Reformed Church, Coleham Head, Shrewsbury SY3 7BJ. **Time:** 1000-1600. **Admission:** Adult £5, Child £2. **E-mail:** *chantillygrey@gmail.com* **Web:** *www.chantillygrey.com*

WOMBOURNE. Wombourne Autumn Railex. Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA. **Time:** 1000-1600. **Admission:** Adult £5, Concession £3, Child £1. **Tel:** 07927 059930.

YIEWSLEY, 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*

OCTOBER 19-20

BODMIN, CORNWALL. Bodmin & District MRC MRE. Bodmin Community College, Lostwithiel Road, Bodmin PL31 1DD. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £5. **Tel:** 07775 542174. **E-mail:** *bobhillcote@aol.com*

GREENOCK. Greenock & District MRC MRE. Lyle Kirk, Union Street, Greenock PA16 8DD. **Time:** Sat 1000-1700, Sun 1200-1700. **Admission:** Adult £4.50, Concession £3.50, Family £13. **Tel:** 07795 681994.

HARTLEPOOL. Hartlepool MRS. Hartlepool College of Further Education, Stockton Street, Hartlepool TS24 7LB. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Senior £5, Child £4, Family £18. **Web:** *www.gbmrs.com*

LLANDAFF NORTH, CARDIFF. Cardiff MRE. Ysgol Gyfun, Gymraeg Glantaf, Bridge Road, Llandaff North CF14 2JL. **Time:** Sat 1000-1700, Sun 1000-1600. **Web:** *www.cardiffmodelrailwayshow.co.uk*

NEWARK, LINCS. Lincoln & District MRC. Newark Showground, Lady Eastwood Pavilion NG24 2NY. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £8, Child £4, Family £20. **Web:** *www.ladmrc.co.uk*

UCKFIELD, SUSSEX. Uckfield MRC MRE. Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE. **Time:** 1000-1700 both days. **Admission:** Adult £7. **Tel:** 01903 745759. **Web:** *www.uckfieldmrc.co.uk*

WARRINGTON. Warrington and Vale Royal College, Winwick Road, Warrington WA2 8QA. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £1, Family £12. **Tel:** 01925 815092. **Web:** *www.warringtonmodelrail.co.uk*

OCTOBER 20

WEXFORD, IRELAND. Wexford MRC Open Day. St Joseph's Community Centre, Bishopswater, Wexford. **Time:** 1200-1700. **Web:** *www.facebook.com/wexfordmodelrailwayclub*

WIMBORNE, DORSET. The Central Southern Gauge O Group MRE. Allendale Community Centre, Hanham Road, Wimborne, Dorset BH21 1AS. **Time:** 1000-1600. **Admission:** Adult £4. **Web:** *www.csg0g.org*

WRESSLE, YORKS. Carlton Railway Society. Wressle Village Hall, Station Road, Wressle YO8 6ES. **Time:** 1000-1600. **Admission:** Adult £4, Concession £2. **Tel:** 0779 5831494. **E-mail:** *thomaszugic@gmail.com*

OCTOBER 22

EXETER, DEVON. South Devon Garden Railway Group Show. The Matford Centre, Matford Park Road, Marsh Barton Ind. Estate, Exeter EX2 8FD. **Time:** 1030-1630. **Admission:** Adult £7, Concession/Senior £6. **Web:** *www.exetergardenrailwayshow.com*

OCTOBER 26

AMERSHAM, BUCKS. Classic Model Train Show. St John's Methodist Church Hall, 60 Woodside Road, Amersham HP6 6AN. **Time:** 1030-1700. **Admission:** Adult £4, Child £2, Family £10. **Tel:** 01895 672251.

CHICHESTER. Lions Club of Chichester's MRE. Chichester High School, PO19 8AE. **Time:** 1000-1630. **Admission:** Adult £5, Child £2, Family £12. **Tel:** 07777 681292. **Web:** *www.chilions.org.uk*

EXETER, DEVON. See October 22.

HOOLE, CHESTER. Model Bus Federation Chester Model Bus Show. Hoole Social Centre, Westminster Rd, Hoole CH2 3AP. **Time:** 1000-1600. **Admission:** Adult £3, Child £1.50.

NEWBURY, BERKS. Newbury MRC MRE. St Bartholomew's School, Buckingham Road, Newbury RG14 6JP. **Time:** 1000-1630. **Admission:** Adult £5, Child £2.50. **Web:** *www.newburymrc.co.uk*

SEAFORD, SUSSEX. Newhaven & District MRC MRE. Seaford Baptist Church, Belgrave Road, Seaford, East Sussex BN25 2EE. **Time:** 1000-1700. **Admission:** Adult £4, Child £1. **Tel:** 07590 049024. **Web:** *www.newhavendmrc.com*

OCTOBER 26-27

ABERDEEN. Aberdeen MRE. Hallmark Hotel, Farburn Terrace, Dyce, Aberdeen AB21 7DW. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £6, Child £3, Concession £5. Family £15.

POLLOCKSHAWS, GLASGOW. Cathcart MRE. Pollokshaws Burgh Hall, 2025 Pollokshaws Road, Glasgow G42 1NE. **Time:** 1000-1700 both days. **Admission:** Adult £5, Concession £4.50, Child £2.50, Family £13. **Web:** *www.clydesidemrc.com*

CAISTOR, LINCS. Caistorail MRS MRE. Caistor Town Hall, High St, Caistor LN7 6TX. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £3, Child/Senior £2.50. **E-mail:** *mikephill362@gmail.com*

CHELTENHAM, GLOS. Cheltenham Great Western Modellers Group MRE. St Margaret's Hall, Coniston Road, Hatherley, Cheltenham. GL51 3NU. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** Adult £5, Child £2.50. **Tel:** 01242 517788. **Web:** *www.cheltmodrail.org.uk*

CORBY, NORTHANTS. Corby and District MRS MRE. St Peter and St Andrews Church Hall, Beanfield Ave, Corby NN18 0EH. **Time:** Sat 1000-1700, Sun 1100-1600. **Admission:** Adult £3, Senior £3, Child £2, Family £10.

HAZEL GROVE, STOCKPORT. Hazel Grove and District MRS MRE. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £7, Child £3. **Web:** *www.hgdmrs.org.uk*

LEEDS. Leeds MRS MRE. The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS. **Time:** Sat 1000-1700, Sun 1000-1630. **Admission:** £7, **Tel:** 07900 338215. **Web:** *www.leedsmrs.org*

TAUNTON. Somerset Railway Modellers Club Rail Ex Taunton. Taunton School, Staplegrove Road, Taunton TA2 6AD. **Time:** Sat 1000-1700, Sun 1000-1600. **Admission:** Adult £8, Senior £7. **Web:** *www.railextaunton.uk*

OCTOBER 26, 27, 28

BLACKROCK, CO. DUBLIN. South Dublin MRC MRE. Blackrock College, Blackrock. **Time:** 1100-1700. **Admission:** Adult €8, Child/Senior €6, Family €20. **Tel:** 00353 86812 6112. **Web:** *www.sdmrc.ie.*

OCTOBER 27

KIDDERMINSTER, WORCS. Wyre Forest MRC. Open Day. The Clubrooms, 1st Floor, 101 Comberton Hill, Kidderminster, Worcs DY10 1QH. **Time:** 1100-1600. **Web:** *www.wyreforestmrc.com*

OCTOBER 30

BISHOPS LYDEARD, SOMERSET. See October 4-6

PROMOTE YOUR EVENT HERE

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 November 2019 issue should reach us by October 11 2019.

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According to Chris...

...outdoor modelling is a craft best left to the people in charge of the ever-changing Bekonscot Model Village.

PHOTOGRAPHY: BEN BUCKI

Congratulations to Bekonscot Model Village on reaching its 90th anniversary. I doubt that, in his wildest dreams, Roland Callingham would have expected his garden railway to have achieved this milestone. Nor would he have expected, when his model railway was gently 'evicted' from his house into the garden, that it would be the inspiration for dozens of model villages, world-wide. That it passed to a Christian charitable organisation which has, in those 90 years of public opening, donated £5.5 million of its profits to numerous charities, local and national, and always kept it fresh and open to the public, would surely have pleased him.

As a kid living in Staines, Bekonscot was a pleasant summer afternoon's ride on the London Transport route 441 to Beaconsfield and then a short hop (on one of those tiny Guy GS single-deckers) from the town centre to the model village, tucked away in a residential area.

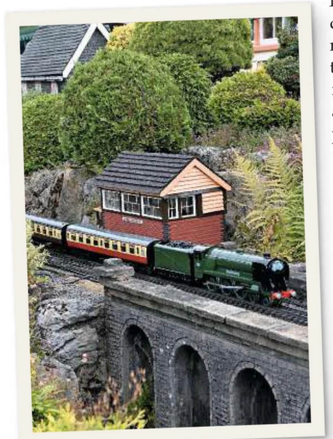
From my first visit, I loved it! It combined the two things that really appealed to me as a child, railways (I had one right beside my home) and ponds with fish and tadpoles (we had one in the garden). It wasn't long before our pond was bridged with a plank of wood and Airfix kits and Dinky Toys ventured outside. The frequency with which they ended up *in* the pond dissuaded me from taking my Hornby-Dublo outdoors!

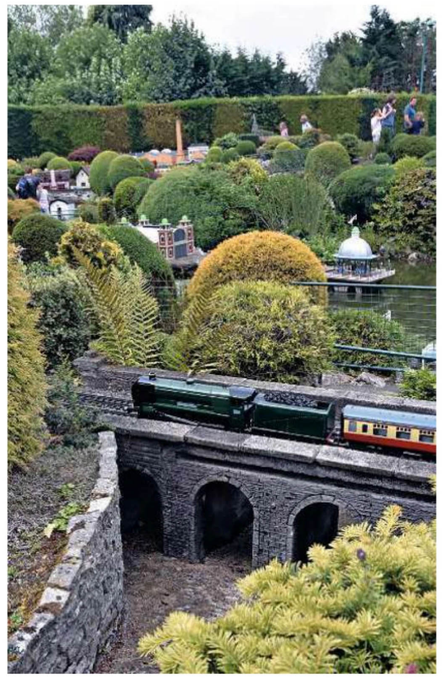
"The frequency with which they ended up *in* the pond dissuaded me from taking my Hornby-Dublo outdoors!"

In the 1980s, a major refurbishment included Bekonscot's ten scale miles of Bassett-Lowke 'Gauge 1' railway being converted to two-rail with a sophisticated electronic control centre housed in a replica signal box. I was privileged to perform one of the opening ceremonies. A short mid-winter closure allows overhaul of models, particularly of the trains which chalk up phenomenal mileages each year.

Though its model villages are firmly rooted in the 1930s, there is constant change and development with more animated cameos. The moving road roller and burning cottage with the fire engine in attendance have been joined more recently by a working window cleaner and some energetic bell ringers. The latter are part of Bekonscot New Town, which even features a model of the art deco Hoover building in nearby Greenford. The zoo now has meerkats, which I'm sure were not there when I was a child!

If you enjoy a pun or two, check out the names on many of the shops and businesses. Finally, for those family members who are not into models and railways, Bekonscot's paths lead you through immaculately maintained gardens with miniature planting, Bonsai trees and immaculately trimmed grass. Weeds dare not enter! If you've never been, Ben Bucki's pictures should inspire a visit.





Modeller diary: Chris Leigh
I really MUST make a start on renovating 'The Railway Children' ready for next year's May 23 exhibition.

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

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Richard Foster Editor

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The whole '009' yards

Rather than dedicate space to a permanent layout, 'OO9' gauge aficionado **Charles Insley** built six storable layouts that can be unpacked and set up on a whim.

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

WINTER OVERCOTES

VITAL STATS
Layout: 'Winter Overcotes'
Size: 4ft 2in by 3ft 10in

I don't have the space for a permanent layout, so I'm going to have six storable ones instead!"

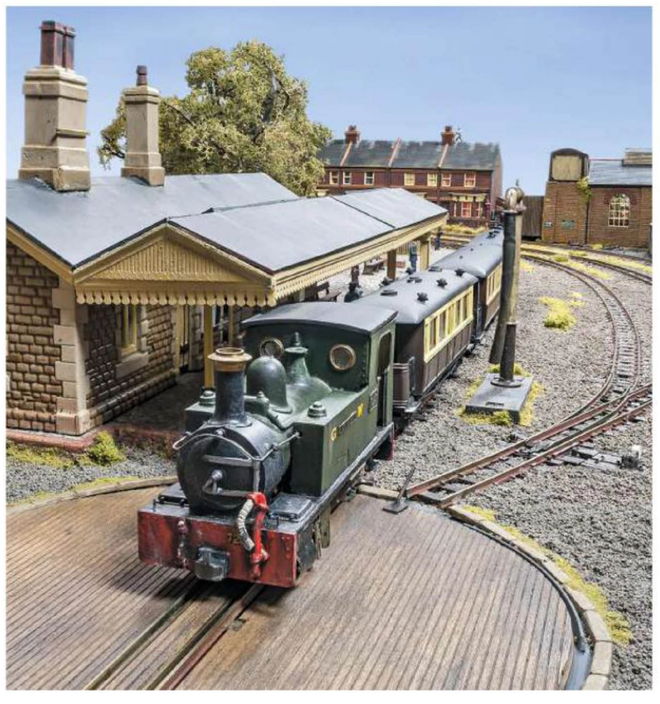
Walking in to Charles Insley's house it's immediately clear that model railways rule. Through the front door there's one on the kitchen table and one stored in a box next to it, a side view of a building giving its contents away. In the lounge, 'Winter Overcotes', the first layout Chris Nevard is taking photographs of, sits atop two trestles in the centre of the room while another layout is perched on top of a bookshelf. It's almost as though his house is a reverse TARDIS. We only have the space to show three of them here, but Charles also has a French outline layout, a Swedish one and one for the British colonies.

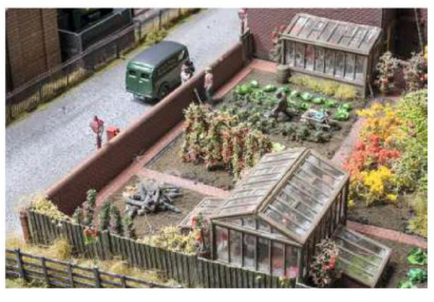
'Winter Overcotes' is a dual gauge Great Western layout set in the 1940s. It's loosely based on the Welshpool & Llanfair Railway but it's meant to be set somewhere in the West Country rather than Wales. This one was a real family effort.

ROLE MODELS

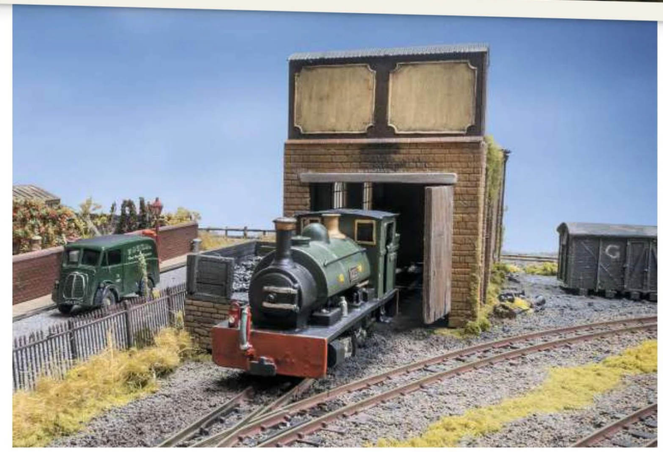
"I was responsible for the track laying and the scenery but my Dad built the terraced houses, my Mum ➤

The baseboard is a 2in by 1in softwood frame with balsawood as the baseboard.





Right: The platform at the front of the layout has been modelled using textured paint with Metcalfe slabs on the edges.



decorated the gardens and my wife scratchbuilt the rest of the buildings, such as the shed," he says. "They're lighter than resin buildings so it's easy to put the layout into storage if I want to get another one out to work on, and they're also very pleasing to look at and unique to the layout – positives all round."

The stations are the main points of interest at 'Winter Overcotes'. At the front on the 'OO' gauge line a Metcalfe station canopy protects passengers from the elements while the main station, towards the rear of the layout, has been built from a Ratio kit, and the engine shed and signal box are Wills kits. The platform at the rear is coated in textured paint.

"My main interest is narrow gauge, so although there is the line of 'OO' at the front, the majority of the track is 'OO9'. To add something a little bit different I included a small turntable at the end of the platform so that locomotives can run around without me having to add in extra point work. This is made out of an old CD, to which I glued the rails and attached a scaled lumber sheet from Northwest Shortline to give the effect of planks of wood."

There aren't any point motors, as Charles has used toggle switches fixed to stiff wire which is, in turn, bent into the point tie bar. As he stands in the inside corner of the L-shaped layout, he demonstrates how this allows him to change all the points and swap locomotives from the cassette fiddleyard without having to move. More crucially, he doesn't need to block anybody's view at exhibitions.

Putting 'Winter Overcotes' into storage only takes a moment – helpful for when Charles wants to get home quickly after a long exhibition. Once it was out of the way and temporarily stored on the kitchen table we worked on unpacking one of his three water-based layouts, 'Kinwardine Wharf'.

Charles has been the secretary of the 'OO9' Society for the past 11 years, one of the reasons why there are so many layouts occupying his home!

A cassette fiddleyard consists of a series of tracks on individual pieces of wood so that trains can be swapped out without being touched or handled.

VITAL STATS
Layout: 'Kinwardine Wharf'
Size: 5ft by 2ft

KINWARDINE WHARF

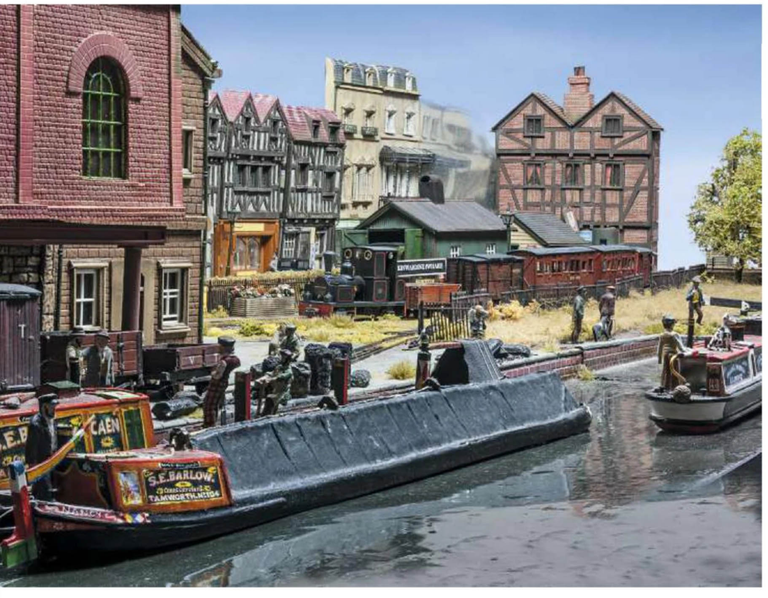
Leaving 1940s West Country, 'Kinwardine Wharf' takes us back to 1920s Black Country. While Charles unpacks the canal boats from their foam-coated box, our eyes are drawn to the large warehouse on the left-hand side.

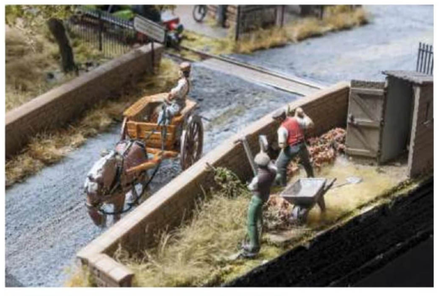
"That's been scratchbuilt from foamboard," Charles reveals as he looks up from his delicate tweezering of Lycra thread around minute mooring pins. "It's based on the one at Stourbridge on the Birmingham Canal Navigations and the foam carcass has been surrounded by Wills brick sheeting to give it a nice texture."

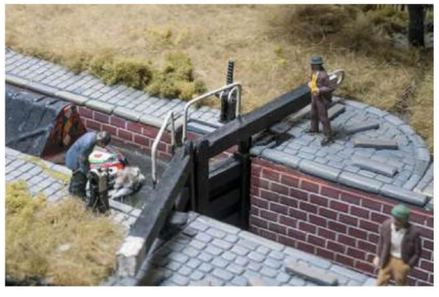
'Kinwardine Wharf' was built to satisfy Charles' fascination with canals, and it also gave him the ideal excuse to not only build a model railway with operational capabilities, but also to go into detail on the waterways.

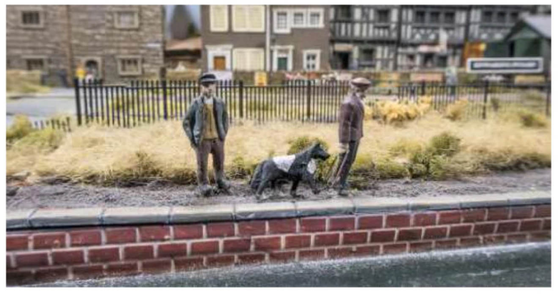
BOAT BUG

"One of my bugbears when viewing model railways is that some modellers spend years making sure everything on their layout looks perfect, and then they just plonk any old narrowboat down on the canal. Particularly in this era (the 1920s), there were almost as many different canal companies as there ➤









were railway companies, and each one had its own colour scheme. In many aspects these are more difficult to get right than the trains themselves!"

Holding two of Charles' boats side by side these differentiating details become clearer. The colour schemes are similar, but the delicate panel design work, so recognisable on the waterways, helps to distinguish between them.

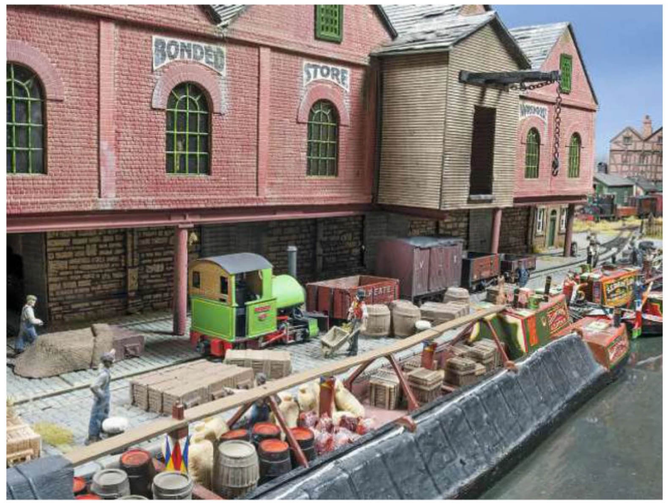
"I've tried to add as much detail as possible to the boats so each has an individual name, and I've used smashed up real coal in them to make their loads look even better."

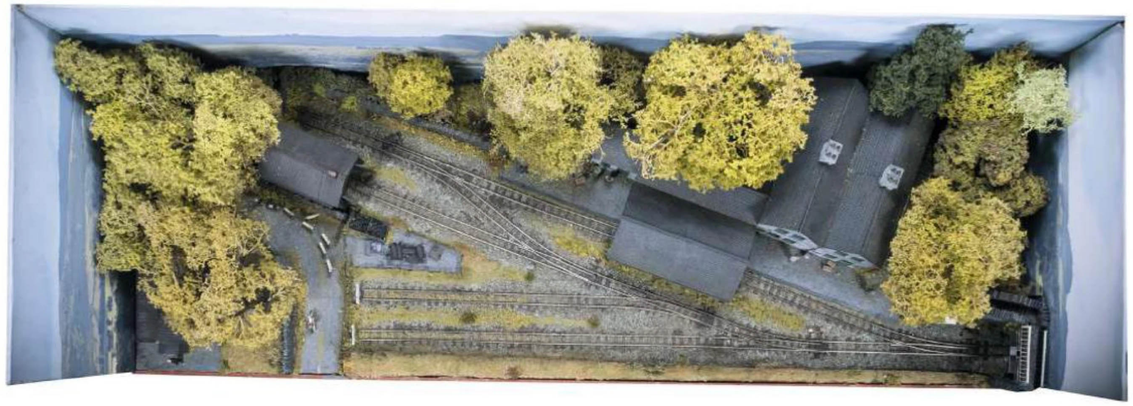
Everything is quite cramped at 'Kinwardine Wharf' but this is by design, as Charles has tried to give the impression that the railway has been squeezed in between the street and the canal as it would have been on the prototype, with the rails in between the cobblestones.

"Rather than trying to do anything too fancy or heavy by making the cobblestones from DAS clay, for example, I've just used a cobblestone sheet which still gives a nice texture, but it's much easier to slot it around the rails and it eliminates the risk of the flanges getting caught."

The locomotives are changed on each layout via a cassette, as Charles just doesn't have room for a fiddleyard. At 'Kinwardine Wharf' this is hidden behind the warehouse, leaving the rest of the board free to include some fine details.

"One of the things I like about doing smaller layouts (this one is 5ft by 2ft), is that you can put so much more detail into them in the same time frame than you would for a large layout. There are a lot of crates at the wharf being moved around and plenty of people moving around the scene, going about their day. Or, as quite a few are, sitting having a pint!





VITAL STATS
Layout: 'Maesog'
Size: 4ft by 1ft

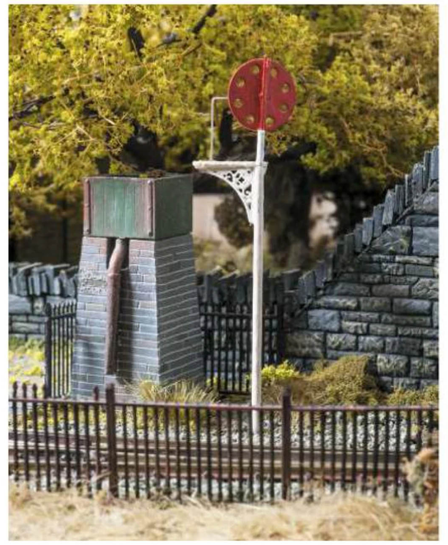
MAESOG

So far we've travelled to the west and the Midlands without leaving the comfort of Charles' lounge. Before we were sucked back into reality though, he had one more journey for us to make, across the border into Wales to visit his oldest layout, 'Maesog', which he's had for more than 20 years.

"I confess that I didn't actually build 'Maesog'. This was constructed by Paul Towers who took it to the Warley exhibition in 1997. Living in London at the time, I wanted a small layout that I could play with in my flat, as space was at a premium. At just 4ft by 1ft this was ideal. For the most part it is in original condition. All I've done is spruce it up over the years as new products became available."

'Maesog' is the upper terminus of the fictional Vaenol tramway set in the 1920s. The tramway might be freelance but it's based heavily on narrow gauge light railways such as the Corris Railway and the Glyn Valley Tramway. One of the aspects Charles enjoys most about 'Maesog' is that it gives him somewhere to run his scratchbuilt locomotives.

"Building locomotives is probably my favourite thing about model railways. Most of them are 3D ➤



Above: The only building left when Charles bought 'Maesog' was the Peco station building, and he has since added the small trainshed over the running line.

Right: The station building was unpainted when he purchased the layout. Charles used various shades of grey paint to give some differentiation.

Below: Tree trunks were made from copper tube and wire, topped by sea foam and Anita Décor foliage for the leaves.

prints with brass kit overlays, but since I like such a broad range of locomotives and I couldn't find a single layout that would suit all of them, I built lots of small layouts!

Suddenly the reason why model railways rule the house slots neatly into place. Without leaving his front room Charles can travel all around the world and through several decades in an instant. Some of his layouts even look bigger on the inside… MR

MODELLER CV: CHARLES INSLEY

"As a history lecturer, I read a lot of books in my spare time. As a result the line between work and non-work can become a bit blurred! When I'm not researching history or exhibiting one of my many layouts, I like nothing more than getting out on my bike.

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2P-011-372 - Gresley BR Maroon Buffet E9035E

4L-001-005 - Junction Signal GWR Right hand with two arms shorter post to right
4F-020-035 - Cattle Wagon BR B893460
4F-020-036 - Cattle Wagon BR B893460 Weathered

Product Scale Key

O Gauge | OO Gauge | N Gauge

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34 Model main line track

38 Model tramway track

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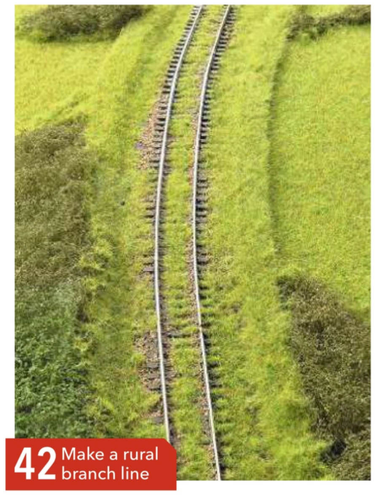
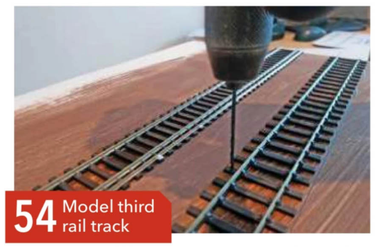
22 pages of projects, advice and top tips that show you how

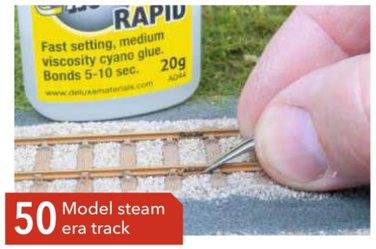


42 Make a rural branch line

46 Model preserved narrow gauge



54 Model third rail track



50 Model steam era track

58 Make industrial track

Meet the *Model Rail* Expert Modellers

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

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

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

Paul A. Lunn It's not just plans – Paul's an accomplished modeller too.

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

Ben Ando Ben is a seriously talented modeller and 'N' gauge expert.

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

TOP TIP

It's really easy to disturb your carefully laid ballast with some accidental heavy-handed glue pouring. However, the laws of physics comes to our aid... If you apply a controlled amount of suitably viscose adhesive, capillary action or wicking will draw the glue through the ballast. Keep applying the glue to thoroughly saturate the ballast and it will dry solid.

PHOTOGRAPHY: BEN ANDO/JACQUES PORTAL

HOW TO

MAKE A MODERN MAIN LINE

Ben Ando highlights some of the key differences between modern-image and steam-era track, and shows you how to depict them in 'N' gauge

Recreating the modern railway starts from the ground up – literally! The track is a vital part of setting the scene, regardless of the scale in which you model.

The majority of 'N' gauge modellers will choose Peco Code 55 concrete sleeper track for modelling a modern main line. There is a finer alternative called Finetrax (*www.britishfinescale.com*) but this requires the rails to be threaded into the sleeper mouldings first.

N GAUGE | 21 hrs

Peco Code 55 is designed to allow older stock with the so-called 'pizza cutter' flanges to run. The rail is embedded into the plastic base in a such way as the inside of the rail will be deep enough to ensure that the wheels do not hit the sleepers, while retaining a finer appearance on the outside of the rail.

Ballast is, of course, an integral part of the track. It holds the track in place and allows water to drain away. The key distinction between the modern railway and that of previous eras is that the ballast is much deeper, with a very distinctive shoulder.

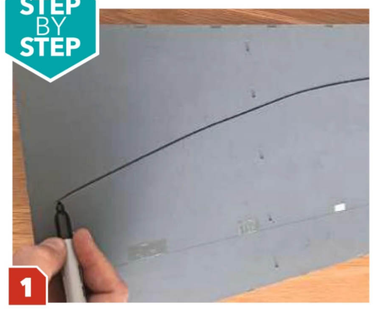
You can buy ballast that's specifically made for 'N' gauge, but some modellers feel that the granules are overscale. My own preference is for those brands made from ground peach pits or similar, where the colour is not uniform. Green Scene and Woodland Scenics are my usual go-to ballast suppliers.

Essential track details

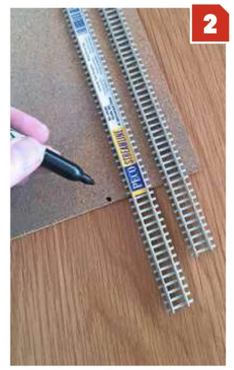
The trackside of the modern railway features a host of interesting features and is in stark contrast to the steam-era railway (p50). The 'N' gauge diorama in the main image, left, features cable trunking (Ratio 258) and signal relay boxes (from Ratio or Knightwing). But don't forget AWS ramps (available from Peco in 'N'), TPWS grids and orange UTX cable ducting (neither available off-the-shelf in 'N') as well as discarded sections of rail and speed limit signs.

JOHN STRETTON

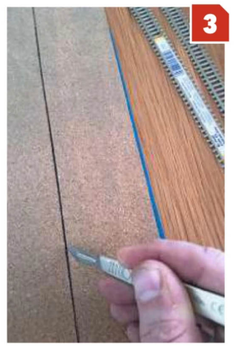
STEP BY STEP



1 Spray your baseboard with Halfords grey primer to create a uniform base and, when dry, mark the rough course of the track.



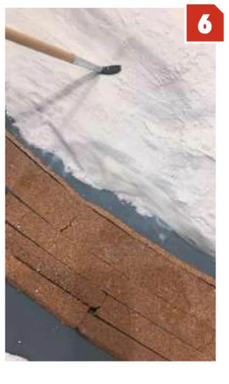
2 To create the ballast shoulder I decided to lay the track on a thin layer of cork. I laid two pieces of track a scale distance apart and marked the edge of the trackbed.



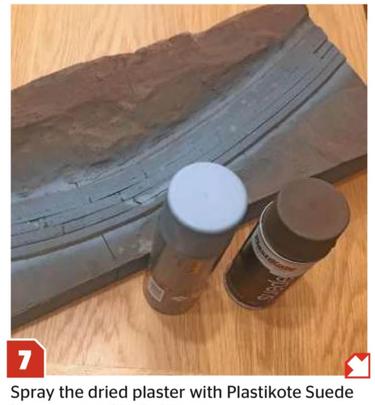
3 Cut the trackbed using a scalpel at a 45º angle to create the shoulder; this was done freehand as it does not have to be 100% accurate.

4 For curved track, cut the chamfered trackbed into thin strips to make it easier to bend. Glue into position using PVA.

5 Build up the surrounding ground contours using pieces of expanded polystyrene. To smooth these out I laid small strips of Woodland Scenics plaster bandage.



6 Briefly soak each strip in water and lay it in position. Criss-cross the pieces for strength. Smooth out the plaster using a small brush.



7 Spray the dried plaster with Plastikote Suede brown paint. Its slight texture represents earth in 'N'. Then spray the trackbed grey. When dry, position the track with pins and fix it with PVA.

What you will need

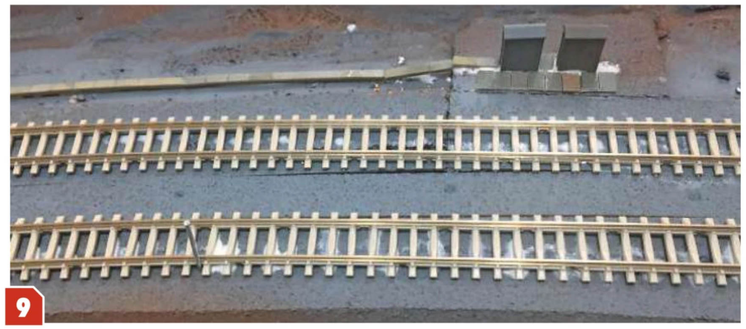
SHOPPING LIST

- Green Scene GS408 2mm light grey ballast, £2.95
  Availability: Green Scene, 60 Hollymount, Worcester WR4 9SF
  Web: *www.green-scenes.co.uk*
- Woodland Scenics WS191 Scenic Cement, £9.75
  Availability: Bachmann/Woodland Scenics stockists

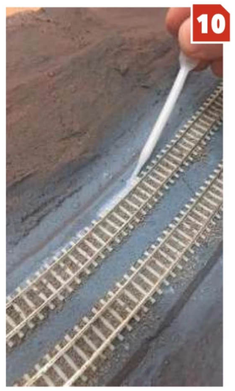
TOOLS

- Scalpel with fresh blades
- Steel rule
- Pipette
- Selection of paintbrushes
- Small cups and containers
- Marker pen
- PVA
- Small spatula
- Plant sprayer
- Cocktail stick

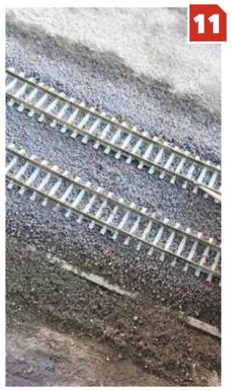
8 Weather the Peco cable trunking with small amounts of weathering powder to take away the uniform appearance. Spray the signal relay boxes with Halfords grey primer.



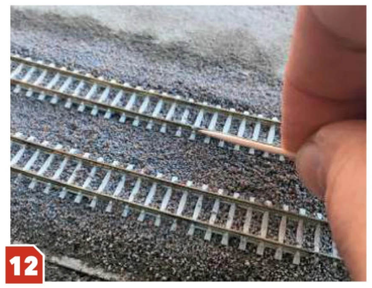
9 Glue a small rectangle of cork next to the track to form the base for the relay boxes. Lay and glue the trunking up to these. Use small rectangles of Plastikard to represent paving slabs.



10 Lay ballast in stages. Pour slowly and carefully into the centre of the track from a cup and spread out with a finger. Dribble on Woodland Scenics scenic cement onto the adjacent side of the ballast.

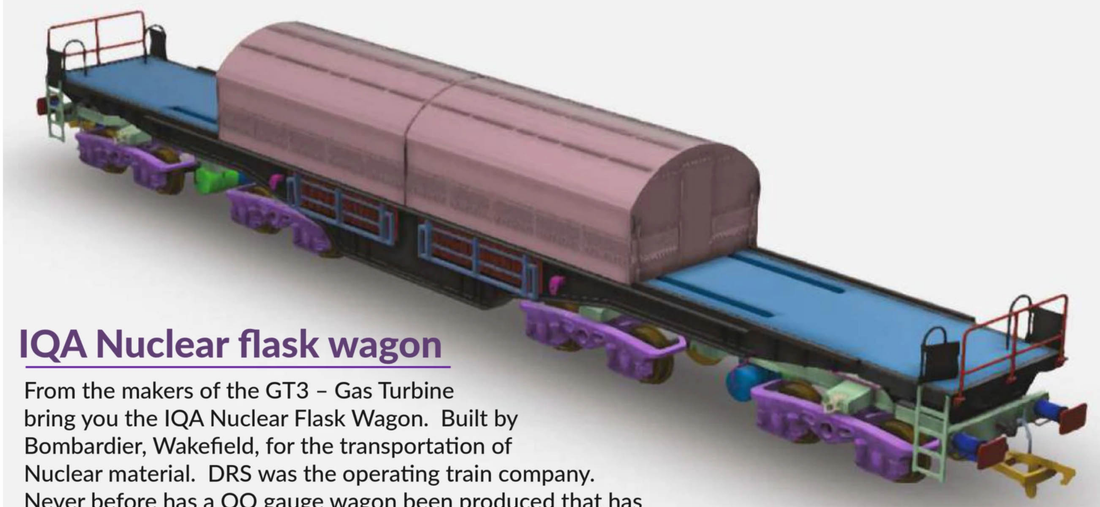


11 Pour on ballast around the outer edges of the track and move into position using a small spatula. Wet with water and glue from the sides again. When nearly dry, apply more glue to ensure that it's fully saturated.



12 Remove any stray granules from the railsides with a cocktail stick. The ballast should surround the cable troughing, covering it in places. Now you can scenic the surrounding landscape.

KRModels



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Above: 'J70' No. 68225, minus its side skirts, works a Wisbech-bound freight over the tramway near Outwell in the early 1950s.

Below: Class 03 2179 rumbles through the streets of Weymouth with a Channel Islands boat train on July 18 1971. Scale Model Scenery's road marking stencils (*www.scalemodelscenery.co.uk*) are ideal for modelling a post-steam era tramway such as this. JOHN MEDLEY/ RAIL PHOTOPRINTS

What you will need

SHOPPING LIST

- RailMatch 2422 Concrete, £3.30
  Availability: Howes Models
  Tel: 01865 848000
  Web: *www.howesmodels.co.uk*
- Woodland Scenics WST1452 Smooth-It, £8.75; WC1221 Raw Umber Earth Colours, £7.75
  Availability: Woodland Scenics/ Bachmann stockists

TOOLS

- Small spatula
- Selection of paintbrushes

HOW TO

MODEL TRAMWAY TRACK

Tramway aficionado **Chris Leigh** describes his method for creating tramway track that's inset into the road surface.

PHOTOGRAPHY: CHRIS LEIGH/JACQUES PORTAL

I can't remember when I first became interested in tramways, primarily but not solely those which ran at the side of country roads. There was the Wantage Tramway, whose exquisite 0-4-0WT *Shannon* I first came across when 'stuffed and mounted' on Wantage Road station platform. Then there was the Wisbech & Upwell, which I knew through Rev. Awdry's *Toby The Tram Engine*.

My memories of urban tramways are hazy. I was five when London's trams ended in 1952, but I recall the frightening noise and clamour when one passed close by me, as a very small child. I also recall seeing tram No. 1858 on display during a visit to Chessington Zoo.

There's little left to see of my favourite, the Wisbech & Upwell, but there's enough in the way of photographs and books to show that, though this was a tramway, very little of it actually used tram track, set into the road surface. For most of its length it was an unfenced and severely speed-limited branch line laid with bullhead rails, directly at the side of the road.

ANY GAUGE **PRODUCT** DAS White Air Drying Modelling Clay 1kg ◆ **Price** £4.00 | **AVAILABILITY** Hobbycraft stores or *www.hobbycraft.co.uk* | 12 hrs

Where it crossed the road, however, it did so on lengthy curves, with track set into the road surface. Another favourite, the Bideford, Westward Ho! & Appledore Railway was similar, but included a long stretch set into the roadway on Bideford quay, much to the chagrin of cyclists and the local authority.

My intention was to build a compressed representation of New Common Bridge, Wisbech, where the railway crossed from one side of the canal to the other on a bridge shared with the road. This was quite a substantial length of tramway track, set into the road surface.

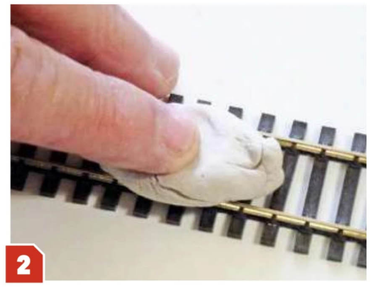
The method I used, incidentally, holds good for track set into a quay or dockside, a factory yard, a simple level crossing or even something larger, such as a take on the Weymouth Harbour Tramway.

Workbench

STEP BY STEP

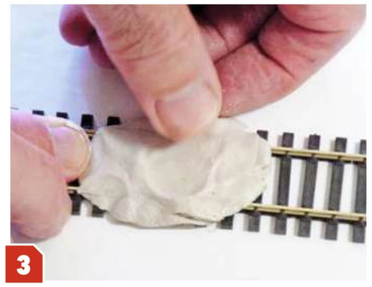
1

The clay is easy to blend so you can start with quite small pieces and blend them together seamlessly. I start by pulling off a small amount and working it between my fingers.



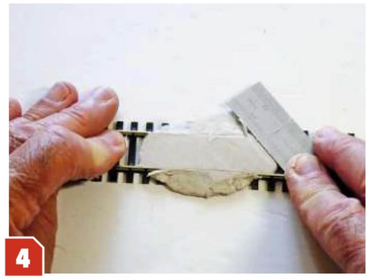
2

I form the clay into a sausage shape and press it between and around the rails. I then work it down in between the sleepers and over the sleeper ends until they are hidden.



3

I press it out as much as possible and add more until I have completed the full length of the section I'm working on. It will stay workable for long enough to complete the job.



4

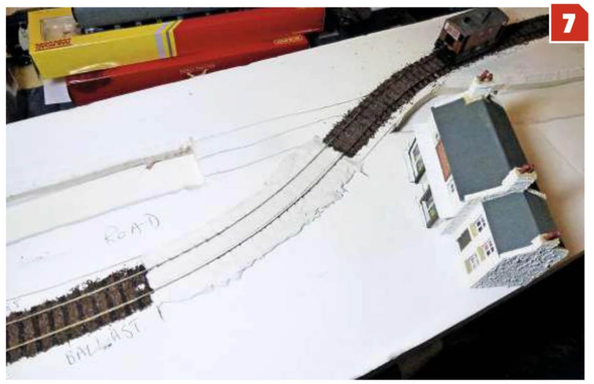
A flat metal blade, an old table knife, a small spatula or, as in my case, a small steel rule, is used to level off the top of the clay, flush with the rail tops. Depending on your era, leave it smooth or emboss cobble shapes into it.

5

Once the DAS clay had been smoothed level with the rail tops, I used an old Hornby coach chassis to create the flangeway, pushing it back and forth through the clay several times.

6

The coach chassis has quite coarse plastic wheels so these left a good clear flangeway for the more modern, metal-wheeled stock I'll be using. An exercise in careful smoothing with a small spatula followed.



7

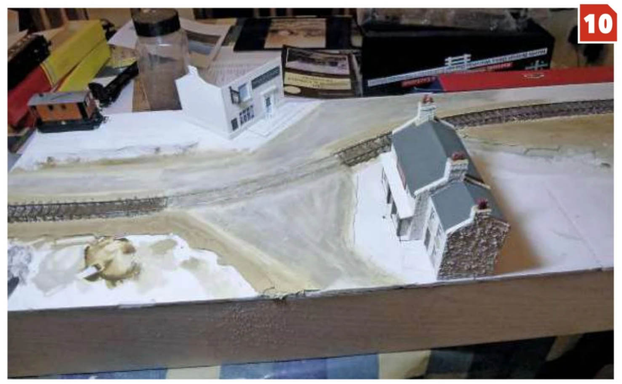
Having completed the 'four foot' and its flangeways, I turned my attention to the areas outside the running rails. Here, the clay was pressed into place and dressed off just below the rail tops.

8

Once the clay was hard, I added the road surfaces either side, using Woodland Scenics Smooth-It, which is a self-levelling plaster for roads. Once it had all set, I took it outside and sanded the surface smooth.

9

With any debris from sanding cleared away, and the rails given a quick polish, it is time for a test run. The use of old Tri-ang-Hornby wheelsets has resulted in a generous flangeway, but better too big than too small.



10

I was determined to improve on my colouring technique, so no more dark grey tar road surfaces. I used water colour paints, tinting white with RailMatch concrete and Woodland Scenics Earth Brown.

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TOP TIP

Look at nature and note that sometimes shorter grasses are darker than longer strands. So use lighter and darker grass fibres to make the most realistic landscape covering, then use acrylic spray paints or an airbrush to very sparingly add further colours to your landscapes.

PHOTOGRAPHY: PETER MARRIOTT

HOW TO

MAKE A RURAL BRANCH LINE

Want to give some track that overgrown look? **Peter Marriott** shows you how.

D.J. MITCHELL/COLOUR RAIL

ANY GAUGE | 5 hrs

Is there anything more intriguing than watching a train picking its way along a stretch of track where the rails are almost covered in weeds? This is what piqued Tom Rolt's curiosity about the Talyllyn Railway back in 1949 – and that gave birth to the railway preservation movement. Anyway, I digress...

This photograph shows the private Derwent Valley Light Railway, built in 1912/13, from the Selby-Market Weighton line south to the outskirts of York. The line escaped the Grouping and nationalisation and remained private – with its own fleet of locomotives – until its closure in 1981.

The unidentified Class 03 (left) is trundling along the DVLR's weed-covered tracks near Wheldrake. Only the rudimentary signal and the rail tops show that this is a railway and not a farm track! Who could resist modelling such a scene?

Static grass is key to modelling a scene such as this. The realism you can achieve is really quite incredible, and there are now electro-static applicators available that have been designed specifically for getting into smaller spaces, such as between the rails.

Trying to get as near as you possibly can modelling a scene from a prototype is a lot of fun – I recommend having a go!

STEP BY STEP

1 To build up a small embankment on both sides of the track, I used a strip of 5mm foamboard on both sides, fixed to the plywood baseboard with Woodland Scenics Scenic Glue.

2 Running a Swann Morton knife at 45º along the edge of the foamboard removes the hard right angle and gives it the correct profile.

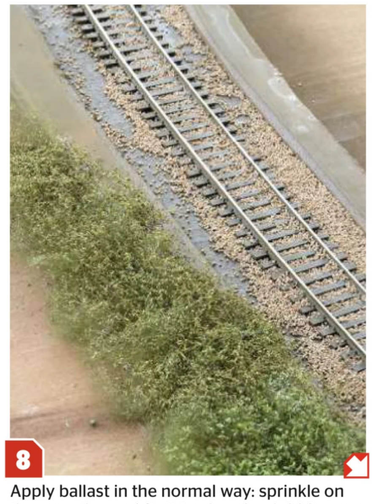
3 Give the entire baseboard, including track and foamboard, a spray with some brown Humbrol aerosol. It's a five-minute job that makes all the difference.

4 Tease out some Woodland Scenics Polyfiber with your fingers so that it can be spread thinly on the ground.

5 Spread some glue over the foam and press in some of the teased-out Polyfiber. This will form the bulk of the base layer of scenery.

6 Give the Polyfiber a good squirt with some unscented extra-hold hairspray. While it's still wet, sprinkle on some Super Leaf from US scenery giant Scenic Express.

7 Build up the layers with one of Woodland Scenics' green Blended Turf (a medium green shade) and follow with a lighter green. Fix all the layers with hairspray.



8 Apply ballast in the normal way: sprinkle on the granules and fix it in place by dribbling on some dilute PVA glue (plus a little washing-up liquid). Ballast sparingly – you don't need to be too neat!

What you will need

SHOPPING LIST

- Hornby R7138 Skale Scenics Grass Glue, £10.50 **Availability:** Hornby stockists or *www.hornby.com*
- Noch 07072 Summer Meadow Grass blend 2mm, £10.25; 07101 Beige Wild Grass 6mm, £9.00; 08384 Alpine Pasture Scatter, £9.00 **Availability:** Gaugemaster **Tel:** 01903 884488 **Web:** *www.gaugemaster.com*
- Scenic Express SX-6132 SuperLeaf Medium Green, £8.99 **Availability:** Model Junction, 916 Yeovil Road, Slough Trading Estate, Berkshire SL1 4JG **Web:** *www.modeljunction.info*
- Serious Play Poppy Red modelling flock, £1.55 **Availability:** *www.serious-play.co.uk*
- WW Scenics Static Grass Layering Spray Adhesive, £11.20 **Availability:** WW Scenics, 30 Lonlas Village, Workshop, Skewen, Neath SA10 6RP **Tel:** 01792 815841 **Web:** *www.war-world.co.uk*
- Woodland Scenics WS190 Scenic Glue, £10.50; FP178 Poly Fiber Green, £4.00; WT1349 Green Blended Fine Turf, £10.75 **Availability:** Bachmann/Woodland Scenics stockists

TOOLS

- Extra-hold unscented hairspray
- Craft knife with fresh blades
- Selection of paintbrushes
- PVA adhesive
- Electro-static applicator

9

With the ballast dry, apply some Skale Scenics Grass Glue to the 'four foot' with a flat paintbrush. Drag the glue down the middle of the track to take the 2mm static grass fibres.

10

I used a WW Scenics Micro electrostatic applicator here. Apply the crocodile clip to the rail, fill the container with fibres, switch on and shake over the wet glue.

Weedy track 'dos' and 'don'ts'

Any modelling that can interfere with the running of trains must be approached carefully. However, bear these things in mind and you should be fine!

DO...

- Use small amounts of glue. You don't have to plant a thick layer of static grass for it to look good.
- Paint the glue centrally within the rails.
- Use short grass fibres, for example, a maximum of 4mm in 'OO'.
- Leave a gap next to the running rails without grass to create a 'flangeway'.
- Plant a little grass outside the running rails to create the impression that the weeds are taking over the entire track bed.
- Clean the rails with the upright side of a track cleaning block after the glue has fully dried.

DON'T...

- Paint glue directly next to the track or next to the moving parts of the points.
- Use tall grass fibres, as these will rub on the underside of the rolling stock and impede progress.

TOP TIP

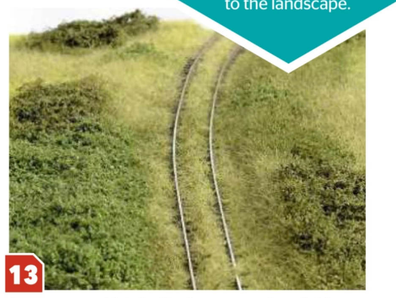
To add variations in colour and texture to planted static grasses, spray a little hairspray over some areas then sprinkle on some fine foam and/or coarse scatters. This is an easy way of adding a dash of colour to the landscape.

11

The first layer of 2mm fibres looked rather bright. Don't worry – you'll be covering this up with 6mm fibres and you can select 'end of summer' coloured grasses.

12

To apply further layers, give the scenery a spray of WW Scenics Static Grass Layering Spray and use the grass applicator again. You can do this two or three times.



13

Spray some 'dots' of hairspray and sprinkle on some Woodland Scenics or Noch scatters and flocks to create the look of taller weeds with seed heads or flower heads.

14

Purple wild flowers are prominent in this scene. I used a bag of dyed sawdust I had in stock to represent them. If you don't have any of that, Serious Play's Poppy Red flock would be the closest shade.

15

The final stage was to include the rudimentary signal. This was modified from a Ratio plastic kit.

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HOW TO

MODEL PRESERVED NARROW GAUGE

Chris Nevard shows you how to model the sort of track you'd find on a modern narrow gauge railway in preservation.

PHOTOGRAPHY: CHRIS NEVARD

009 GAUGE | Depends on amount of track being modelled!

Historic photographs of narrow gauge railways often show overgrown and lightweight bumpy track. Such imagery might look wonderfully nostalgic and atmospheric, but there is no way a modern, preserved narrow gauge railway would run a passenger service on such track.

Railways such as the Ffestiniog or Welsh Highland often feature bigger locomotives and heavier trains than originally ran there back in their heyday, so stronger and sturdier rail is required. What follows is not how to create the ramshackle permanent way of the 1930s Talyllyn, or what you might find high up in Dinorwic or Penrhyn Quarries, but the type of track you'll encounter on a contemporary narrow gauge railway.

Those familiar with my work will know that semi-dereliction and grot feature heavily on my model railways, so building something neat and tidy is an interesting deviation from my more usual style.

I've also done a couple of things differently this time. I've not used any form of underlay. Some modellers will tell you that underlay dampens the sound of motors that will be amplified through the baseboard. In reality, once the track is glued and ballasted, I have found it has little effect. Underlay is useful for creating a ballast shoulder but, again, I didn't think that necessary here.

I've tried several methods to fix track in place over the years, but currently I'm quite a fan of using cyanoacrylate, as championed by Paul Marshall-Potter. When using cyanoacrylate adhesive it helps if you dampen the wood before applying the adhesive to stop it sinking in. Apply the glue to the baseboard, or track – whatever suits you. Just be careful when using cyano – it's quite easy to stick yourself to the layout!

TOP TIP

When spraying paint, working with surgical spirit or using lots of cyano, always work in a well-ventilated area to avoid breathing in the fumes. Work outside if at all possible. Always wear gloves when working with surgical spirit – it'll be very painful if you have any tiny cuts on your hands otherwise.

CAUTION

The colouring of the track at Llanuwchllyn, on the Bala Lake Railway, is that of a well-maintained but working railway. The bright clean ballast of a newly laid railway doesn't remain pristine for long with steam locomotives running over it.

What you will need

SHOPPING LIST

- Washed & Dried Fine Modelling Sand 100g, £1.99 **Availability:** WW Scenics, 30 Lonlas Village Workshop, Skewen, Neath SA10 6RP **Web:** *www.war-world.co.uk*
- Care+ Surgical Spirit, £1.79 **Availability:** Superdrug stores or *www.superdrug.com*
- Halfords Camouflage Brown, £7.99; Primer Red, £7.49; Primer Grey, £7.49 **Availability:** Halfords stores or *www.halfords.com*
- Colours Standard Chocolate torte matt emulsion, £5; GoodHome Durable Liberty Matt Tester pot, £1.30 **Availability:** B&Q stores or *www.diy.com*

TOOLS

- PVA glue
- Cyanoacrylate adhesive
- Selection of paintbrushes
- Toothpicks
- Old teaspoon

Modern narrow gauge

Peco's 'OO9' track with Code 80 rail is probably over-scale for an historic scenario, but for a modern narrow gauge railway it's a pretty close match for today's rail profile.

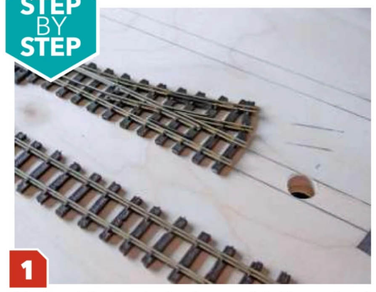
Peco's 'OO9' track range has expanded in the last few years, with a new flexible track featuring neater sleepers (as opposed to the sleepers on the old 'crazy track' system), sectional curves (single and double-radius) and straight sections too. The trusty Electrofrog points have been joined by 9in radius Insulfrog points.

Workbench

STEP BY STEP

TOP TIP

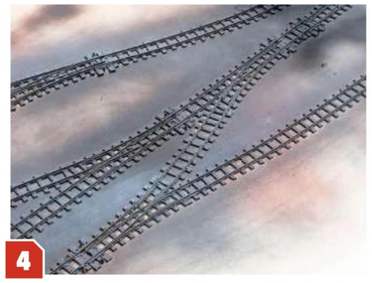
If you overdo the red and grey Halfords aerosols, don't worry. A little bit of Halfords Camouflage Brown over the top will soften the effect.



1 Mark out the track plan in pencil, taking note of any holes that need to be created to allow for point motors. Be sure to do a dry run first to ensure that track geometry is how you want it.

2 Wipe a damp cloth where the track will go. This will help the adhesive to set faster. Either apply the cyano in a wiggly line directly on to the baseboard and press the track into it or apply it to every third or fourth sleeper base.

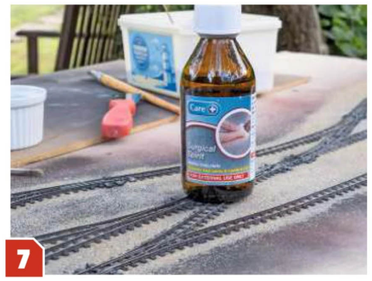
3 When sections of track are joined, you can end up with a wider gap between sleepers. File the chairs from a sleeper and slide it under the rails. It's not quite prototypical but it will improve the look no end.



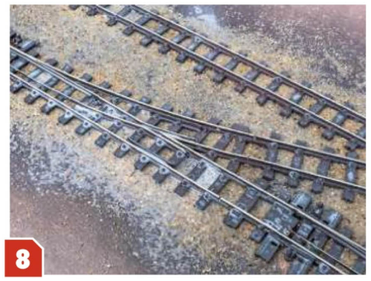
4 Wire and test the track. Then blast the track with Halfords Camouflage Brown aerosol, followed by a misting of a little Halfords red primer on to the sides and some Halfords grey from above.

5 Fine sand, sieved through a tea strainer, is about right, but any proprietary 'N' gauge ballast will do. I sprinkle it on with a spoon and dust the sleeper tops with a soft brush.

6 Tapping the rail tops (I use a spoon, but the tapping might irritate anyone in earshot!) helps the ballast to bed in around the sleepers.

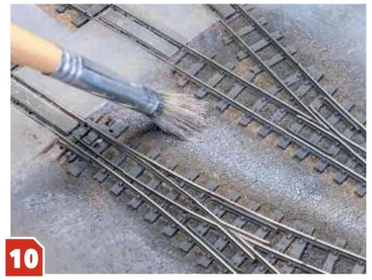


7 Once everything is in place I like to mist a little surgical spirit over the ballast. This helps diluted PVA glue to sink in. I dip an old toothbrush into the spirit and rub my thumb over the bristles to create a fine spray.



8 Now dribble on diluted PVA glue (one part glue to three parts water with the little washing-up liquid to help break surface tension). If any ballast splashes up the rails or over the sleepers, remove it with a toothpick.

9 Leave to set overnight. If the ballast isn't rock hard, even though it's dry, add further diluted PVA to any offending areas. You won't need to use any surgical spirit this time.



10 Around the sleepers and rails, add a wash of diluted dark brown matt emulsion. If you work quickly it won't disturb the PVA glue. Another option is to use a spirit-based paint like 'Track Colour' or 'Sleeper Grime'.

11 To add a little further variation in colour, dry-brush on a little pale grey. Dip the brush into the paint and wipe most of it off with a kitchen towel. Run the brush over the ballast to highlight raised surfaces.

12 Track areas around a station are likely to be darker due to oil and ash. This can be further represented with additional washes of black – I use diluted household matt emulsion.

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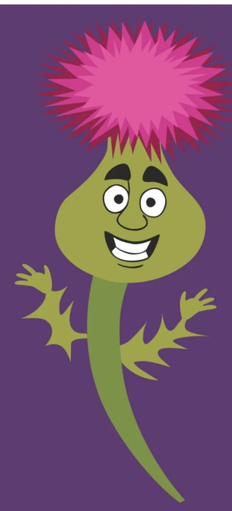

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Tidy ballast, bullhead rail, cosmetic fishplates and point rodding bring extra realism to this 1960s scene.

HOW TO

MODEL STEAM-ERA TRACK

With a careful approach to ballasting and the addition of a few extra details, **George Dent** replicates the typical nature of steam-era track.

PHOTOGRAPHY: GEORGE DENT

A glance at any archive image of Britain's railways in the pre-1970s era will invariably reveal a number of key features surrounding the nature of the track.

Bullhead rail and timber sleepers held sway as the most common track type, joined every 60ft or so with fishplates and bolts that required regular lubrication. Wooden keys held the rails into the iron chairs, and the well-tended ballast and manicured lineside vegetation offer a stark contrast to the often-scruffy nature of much of today's railway.

OO GAUGE | 2 hours per metre

Indeed, the labour-intensive nature of track maintenance led to gangs of workers being allocated to specific areas – or 'lengths' – of track. These men would get to know their sections intimately and regional competitions would incentivise cleanliness and neatness in the hope of winning coveted 'Prize Length' awards.

Flat-bottomed rail, laid atop timber or concrete sleepers, began to appear from the 1950s, but it took a few further decades before it became the norm, with continuous welded rail also taking time to spread around the UK network, only becoming ubiquitous from the 1970s.

Indeed, there are a number of main lines that still boast sections of jointed bullhead rail, especially in far-flung locations, making some of the processes outlined here relevant to modellers of more modern eras.

What you will need

SHOPPING LIST

- Limestone ballast, £12.00 per kg **Availability:** Geoscenics **Tel:** 07811 673341 **Web:** *www.geoscenics.co.uk*
- P001 Etched cosmetic fishplates, £6.00 per pack **Availability:** Brassmasters **Web:** *www.brassmasters.co.uk*
- LX033-OO Gradient and mile posts, £4.99 **Availability:** Scale Model Scenery **Tel:** 01530 456952 **Web:** *www.scalemodelscenery.co.uk*

TOOLS

- Knife
- Tweezers
- Paintbrushes
- Bradawl
- Metal cutters
- Steel rule

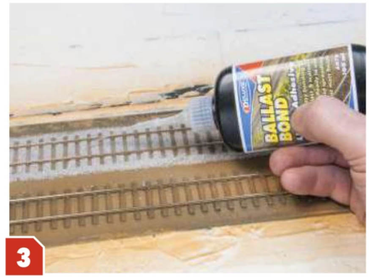
STEP BY STEP

1

Having fixed and weathered Peco Code 75 bullhead rail track (MR264), ballasting could commence. I chose a medium grade of limestone ballast from the Geoscenics range, which was carefully spooned over the track.

2

The loose ballast could then be tidied around the sleepers and under the rails with a small, soft brush. The edges of the ballast were also neatened to a uniform distance (about 5mm) from the sleeper ends.

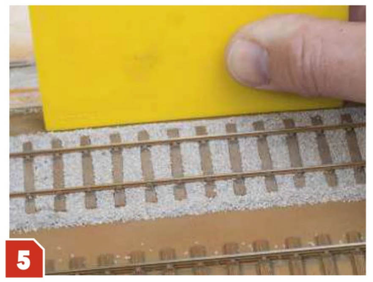


3

The manicured ballast was then secured using Deluxe Materials' Ballast Bond, which comes ready to use, with no need for diluting. A pinpoint applicator tip is supplied for accurate decanting.

4

Be patient and allow the thin liquid adhesive to seep gradually throughout the loose ballast. Treat half a metre or so of track at a time, to avoid fatigue and boredom! If any air bubbles appear, gently 'pop' them with a fingertip.



5

If any of the ballast has been disturbed, it can be tamped down while the glue is wet. A flat-edged piece of plastic makes an ideal tamping tool. The glue will require a day or two to cure, depending on the depth of ballast and room temperature.

6

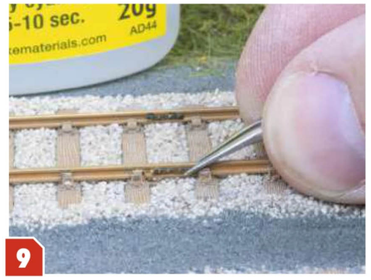
A finer grade of ballast was applied to the outer edges of each track, as well as the gap between the running lines. Again, spread the loose material carefully and tidy the edges with a soft, flat brush.

7

The adhesive was employed in the same way as before, allowing the fluid to penetrate the chippings. Aiming the glue into the edge of the wet area will help it to spread further and minimise disturbance of the ballast.

8

While the ballast cured, Brassmasters' etched brass cosmetic fishplates were primed and painted before I cut them from the fret. I used a matt black paint as fishplates were often heavily oiled at regular intervals.

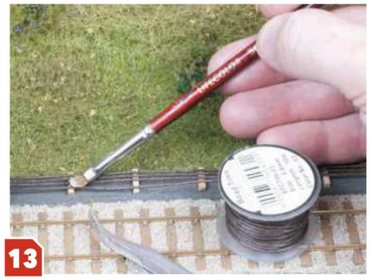


9 Cut the fishplates from the fret and tidy any burrs with a needle file before fixing to the sides of the rails with cyano glue. Ensure that those on the inner and outer faces are aligned correctly between the sleepers.

10 Fishplates should be spaced according to the scale representation of a standard rail length – usually 60-66ft depending on region and era. A scale ruler that matches your modelling scale makes the job easy.

11 Although point rodding kits are available from various sources, a simple and cheap alternative is to use matchsticks and waxed cotton thread. The matchsticks can be cut to the desired length and fixed into the 'cess'.

12 Waxed cotton thread is available in various sizes and colours, ostensibly for jewellery making and can be found in many craft stores. This 0.6mm thread looks OK on a 'OO' layout and this spool provides 10metres of thread.



13 Fix the thread, under light tension, to the matchstick bases with glue. Cyano accelerator fluid allows the bonds to be made instantly, greatly speeding up the job. Ensure that the thread is straight and doesn't droop.

14 Smaller details, such as speed limit signs, gradient and mile posts add the finishing touch. making a shallow hole in the baseboard will create a stronger bond, making the details more resilient to being caught while cleaning the track.

In the pre-1970s era, track and ballast were generally maintained to a higher degree of neatness.

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DID YOU KNOW?
Since the third rail system presents a risk of electric shock, a very high current is used instead of a high voltage. This, however, means there are a lot of resistive losses. This means the electrical substations need to be much closer together. Those on the former Southern Railway are often of 1920/30s origin. Bachmann Scenecraft offers a suitable model.

HOW TO

CREATE THIRD RAIL TRACK

Chris Gadsby demonstrates two different methods of creating third rail track on the same layout.

Third rail track is synonymous with the south-eastern region and London. It's nothing new, as third rail systems have been used on urban public transport since the 1880s and have been a feature of the London Underground since the first part, the City and South London Railway (now part of the Northern line), opened in 1890. Third rail is the oldest way of supplying electric power to trains in cities without using an on-board power supply – batteries, for example.

With regards to model railways, the third rail is one of the ways in which we can easily and accurately identify the region in which a layout is set. In much the same way as red ballast is a feature of Scotland, third rail places you firmly in the south-east. There have been a number of excellent layouts featuring third rail in *Model Rail* in previous issues. One that immediately springs to mind is Phill Hutchings' 3mm 'Addison Park' (MR241).

WHAT IS THIRD RAIL?

Third rail is one of the ways in which electric locomotives collect their power. It's used in areas where overhead catenary would be unsuitable, for example an urban environment such as London where there are plenty of high buildings that could pose a risk. A conductive shoe is attached to the bogies, and it collects power from the rail and transfers it to the motor. Locomotives are also able to store some of the power from the rail, so they can keep moving forward in areas where the third rail is absent, for example over level crossings where, for obvious reasons, having a large amount of electricity crossing the road where people are walking would not be safe.

I installed third and fourth rail on my London Underground micro layout (MR257) and must admit that I started installing the extra rails with a little bit of trepidation, as I had heard it was a bit tricky and time-consuming. It was fiddly to begin with, but once I got the hang of it I was able to install the 3ft of third and fourth rail in about 15 minutes. It made a real difference to the layout.

And that's why I had no hesitation in volunteering to write a Workbench article on third rail when editor Richard Foster asked us all to pick a track type to showcase here.

My prototype picture was this one from East Ewell railway station (above left). I chose it as it would allow me to demonstrate a common safety feature of the third rail system, which you would need to model on your south-eastern layout. Note that at the end of the platform the third rail switches from the inside of the tracks to the outside. In order to protect passengers if they were to fall off the platform, the electrical rail switches sides while alongside a platform to create more of a gap. On track where passengers won't be at risk, it returns to the more conventional outside of the rail.

Adequate clearance

Note on the prototype that the third rail sits 76mm above the running rails to allow the shoe on the side of the bogie to make reliable contact. In 'OO' gauge this means that your third rail should sit 1mm above the running rails – but check with your stock that it isn't going to foul anything.

What you will need

SHOPPING LIST

FOR THIRD RAIL

- Peco IL-120 Code 60 conductor rail chairs **Availability:** Peco stockists **Price:** £5.25
- Peco IL-1 Code 60 flat bottomed rail **Availability:** Peco stockists **Price:** £7.70

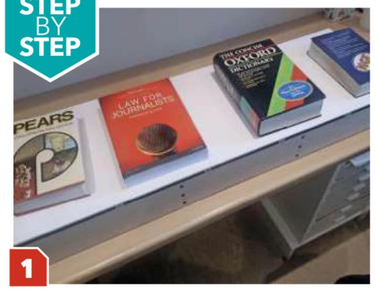
FOR SURROUNDING SCENERY

- Gaugemaster GM114 granite ballast **Availability:** *www.gaugemaster.com* **Price:** £4.25
- Peco SL-45 AWS ramp **Availability:** Peco stockists **Price:** £2.50
- Wills SS85 relay boxes set 1 **Availability:** Wills stockists **Price:** £4.00
- Metcalfe M0054 red brick card sheets **Availability:** *www.metcalfemodels.com* **Price:** £5.80
- KM Countryscene GB1 gorse bushes **Availability:** *www.hattons.co.uk* **Price:** £8.00
- Gaugemaster GM128 spring tree assortment **Availability:** *www.gaugemaster.com* **Price:** £12.95
- Train tech DS1 two-aspect signal **Availability:** *www.train-tech.com* **Price:** £26.00

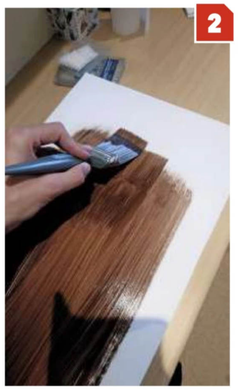
TOOLS

- Small hand drill and micro drill bits
- Glue
- Weights
- Scissors
- Tweezers
- Rail cutters
- Ruler
- Small plastic spatula

STEP BY STEP

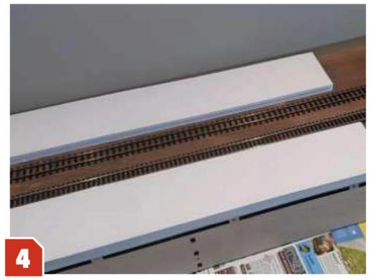


1 I used the same 3ft by 1ft Tim Horn baseboard that I used for my London Underground diorama. I covered the baseboard with 5mm foamboard and weighted it down with books until the glue set.



2 To minimise the visibility of any patches of foamboard, I painted it brown to give it more of an earthy colour. To save paint, I didn't bother to paint the sections that would be covered by the platforms.

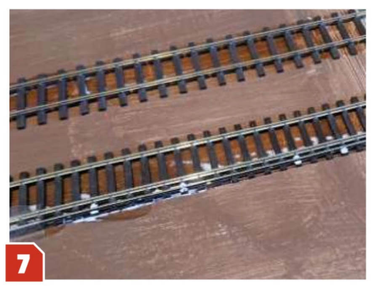
3 I drew a line with a ruler down the length of the baseboard so that I could get the track straight. I calculated the position by finding the centre of the width of the board and then marking 33.5mm either side.



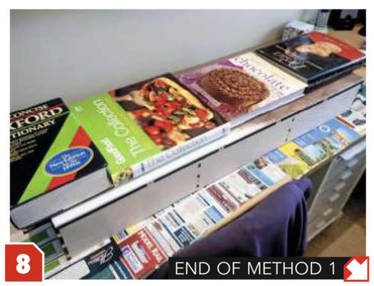
4 Before I glued anything I did a dry run of the main components. I advise you to do this with any modelling – you don't want to get half way through a project and realise something has been glued in the wrong place.

5 Use a spatula to spread plenty of glue on the baseboard where the track is going to sit. Start from one end and line the track up with the marks you made on the board earlier to ensure that it lies dead straight as per the prototype.

6 The first method is the easiest of the two but it does leave the rail sitting slightly too low. This method is simple: glue some Peco Code 60 rail to the sleepers of the running rails. I put a blob of glue every fifth sleeper.



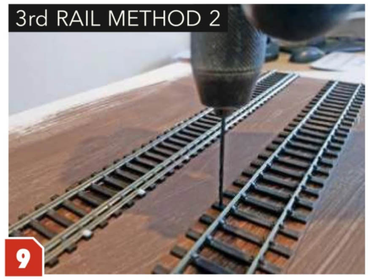
7 I used some rail that was on my London Underground layout and it had bent slightly in storage. I used some tape to hold it straight while the glue set. Once dry I could remove the tape and the rail would be held in place.



8 Again, put weights on the rails while the glue sets to make sure that the rail is firmly attached to the sleepers. An hour or so will give you the chance to start some of the finer details, such as the AWS sensor or relay boxes.

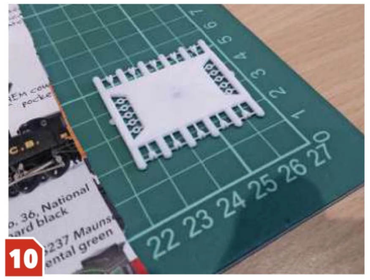
PHOTOGRAPHY: CHRIS GADSBY

Workbench



9

The second method takes a little more time and money. It involves putting individual rail chairs onto the sleepers and threading the third rail through them. Drill a small hole with a 1mm drill bit into every fifth sleeper for the rail chairs.



10

You get 100 Peco Code 60 conductor rail chairs in each pack, enough for 10ft of single track in 'OO'. You could also space them further apart to economise. Every fifth sleeper is the maximum, but every fourth is recommended.

11

The rail chairs are very small and fragile! If you try and force the rail onto it too much you can easily bend the leg and it won't work. It took a few minutes to thread all of the chairs onto the rail. Whatever you do don't rush it.

12

Place the third rail alongside the running rails and manoeuvre the chairs so they line up with the holes you drilled earlier. Place the rings over the holes, fill them with glue and slot the chair legs in. Work from one side to the other.

13

Use a 50/50 mix of PVA glue and water mixed with a few drops of washing-up liquid to help fix the ballast in place. Ensure the third rail sits above the ballast and 1mm above the running rails.

14

I used scatter material to cover the baseboard and then lined the trackside with Gaugemaster trees and KM Countryscene gorse bushes. The bushes are very rectangular but not too noticeable.

COMING SOON
Look out for a Workbench article on building a modern station in a future issue of *Model Rail*.

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HOW TO

MAKE INDUSTRIAL TRACK

How do you create the illusion of dilapidated, work-worn industrial track that won't de-rail your models? **Paul A. Lunn** has been giving it some thought.

PHOTOGRAPHY: PAUL A. LUNN/JACQUES PORTAL

Lofthouse Colliery in West Yorkshire was my boyhood playground. You'd find me there most school holidays and weekends. I'd walk the railway lines, climb on the slag heaps, chat with friends and simply mess about, just as a typical young lad would.

There were no health and safety rules back then. We listened to the miners, who ensured that we took great care, and they looked out for us on those odd occasions when we didn't. It never occurred to me at the time just what an influence the colliery would have on my future career.

Lofthouse was past its prime when I was there, between about 1959 and 1966. Everything was run down, dilapidated and rusty. Most of it looked like junk or, at least, it looked like junk to me. As far as track was concerned, you could often only see the rail tops. You'd only ever see the sleepers if they'd been exposed by land movement or torrential rain.

The track always appeared to be badly laid. It was twisting and turning, rising and falling, probably from a lack of 'real' ballast, mining subsidence or simply minimum maintenance.

It always surprises me how many colliery layouts have track laid to 'main line' standards, which the modeller then buries in coal in an attempt to depict the site as being a post-war colliery.

I can understand how this has come about. Perfect track equates to perfect performance, right? Poorly laid track leads to problems. Or does it have to?

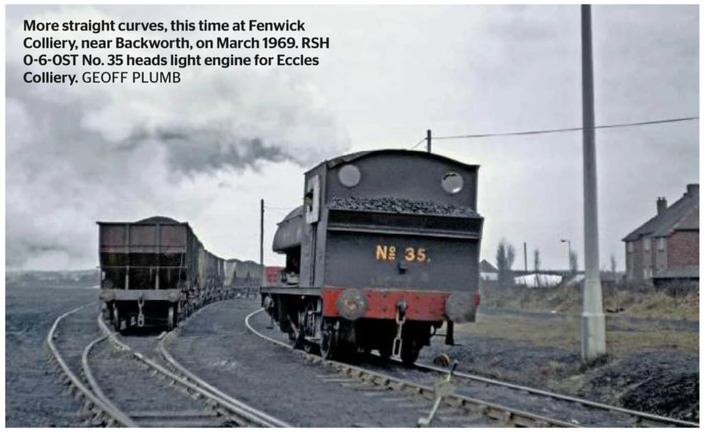
For years, I've been toying with the idea of how you might lay rough-looking track, but in a well-planned and constructive way. What follows is a series of experiments to find a way of modelling track that looks a little rickety but still operates well, even if that brings some limitations.

You can see the 'straight curves' at Wearmouth Colliery on August 3 1965 as Barclay 0-6-0T No. 999/1904 *Will* shunts in the yard. The colliery closed in 1994 and Sunderland AFC's ground, the Stadium of Light, now covers the site. GEOFF PLUMB

1 THE STRAIGHT CURVE

Laying curved railway track requires great skill and precision. Some industrial locations ended up with curves that appear to be straight panels laid at angles to each other, like the edge of a 50p piece. This seemed like the easiest track formation to recreate, especially using rigid geometry track. Simply cut the inside rail so that it's slightly shorter than the outer rail and then push together in the usual way. This 'curve' comprised three straight sections.

Remember that the more rail you cut off, the tighter the 'curve'. Be careful how sharp you go. There will be a point where it starts to look unrealistic and, more importantly, where stock might de-rail. My Bachmann pannier and traditional short-wheelbase stock had no problem with this curve (top right).



More straight curves, this time at Fenwick Colliery, near Backworth, on March 1969. RSH 0-6-0ST No. 35 heads light engine for Eccles Colliery. GEOFF PLUMB

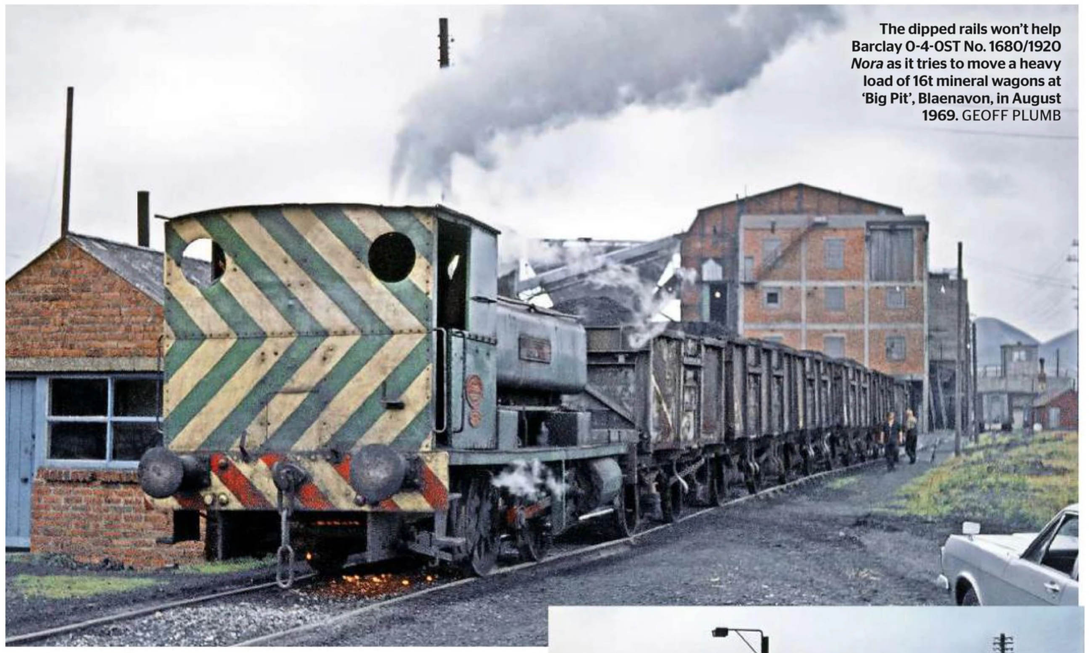
2 THE TWISTED STRAIGHT

Lofthouse Colliery featured a few sidings that had been undermined by minor land movement and were twisted along their lengths. Wagons would rock from side to side as they were shunted along these tracks.

I thought that packing mountboard under the sleepers would create the look I wanted. I used shims of 2mm thick card, placed between 11cm and 14cm apart, on alternate sides of the track.

The HAA wagons lean slightly to the left and right, just as I remember the wagons doing at Lofthouse. However, it's an effect that I can only recommend for wagons, for the rigid wheelbase on my pannier meant it kept lifting wheels off the track and stalling. This may work better with a four-coupled locomotive, but I don't own one. If any reader has success with a four-coupled locomotive, please do let me know!

Left: Judging by the way the wagons are sitting, the track at Water Haigh Colliery, Woodlesford, near Leeds, is not in the best condition. Hudswell Clarke 0-6-0T No. S.112 *Elizabeth* carries out some shunting on December 19 1967. GEOFF PLUMB



The dipped rails won't help Barclay 0-4-0ST No. 1680/1920 *Nora* as it tries to move a heavy load of 16t mineral wagons at 'Big Pit', Blaenavon, in August 1969. GEOFF PLUMB

3 DIPS AND BUMPS

Most, if not all, collieries suffered from larger dips in the track, either from subsidence or just where the rail joints dipped. My first attempt to create a big dip didn't work… but I had more success with my second attempt.

If you did want to recreate dipped rail joints, I'd suggest using this technique either at a real join in the track or in a length of track partially cut with a fine saw and a cosmetic fishplate.

Right: You can see the difference in quality between the NCB's track at Peckfield colliery and BR's Leeds-Selby line. Hudswell Clarke 0-6-0T No. S.100 and Hunslet 'Austerity' No. 3891 await their next duties on January 19 1971. GEOFF PLUMB

STEP BY STEP

1 My first attempt, using screws, placed the sleeper base under so much stress that the softer plastic chairs just gave way, allowing the line to spring into its original flat position. Time for plan B…

2 Use plastic sprue cutters or a craft knife to cut away a section of sleeper webbing on a length of flexible track. Use a needle file to 'key' the underside of the rail.

3 Apply flux to the underside of the rail and then solder. Flux and solder on a pair of 20mm washers. With a pair of tweezers or grips, hold the washer to the rail and, with the heat of the soldering iron, sweat them together.

4 Soldered washers are a better solution and don't damage sleeper chairs. Pilot holes for screws ensure accuracy and avoid uneven tension on one side of the washer when creating a dip between two card packers.

4 FLOODED DETAIL

Colliery track was often buried in a sludge-like substance that seemed to comprise coal dust blended with oil. Things got really quite mucky when it rained and huge pools of black water formed. As horrible as it was, there's nothing more photogenic than some work-weary colliery locomotive hauling a rake of beat-up wagons, and seeing its reflection in these oily pools.

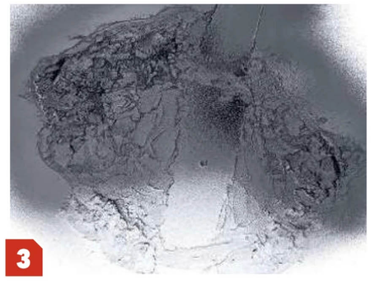
What follows is a quick overview of how I attempted to create a large puddle around some track. I apologise for its brevity but I intend to follow it up next year in *Model Rail* with a more detailed description, particularly of the application of resin, as I want to incorporate this diorama in a larger colliery setting.

STEP BY STEP

1 I cut two vaguely puddle-like shapes into 2mm thick mountboard, one larger than the other, and glued them to the baseboard. The track was glued in place. A screw and washer pulled the track into the dip.

A slightly drier scene than Paul Lunn has modelled: RSH 'Austerity' 0-6-0ST No. 49 is surrounded by coal slurry 'ballast' and discarded sleepers at Eccles Colliery, Backworth, in June 1969. GEOFF PLUMB

2 I sculpted the surrounding landscape with Wickes Deep Gap Interior Filler. At £10 for a 1 litre tub, it's good value for a large area such as this. Stippling it gives a good impression of spilt coal.



3 I sprayed the dry plaster with Halfords grey primer, followed by black. Then I covered the area with a blend of Peco Ash & Cinders (PS-320) and Coal (PS-330). I sprinkled on the scatter and dribbled on diluted PVA.

4 The weeds were made from teased-out sections of garden twine covered in dried tea leaves. To obtain these, just empty the bags out onto a baking tray and leave them to dry.

5 The discarded sleepers came from the Peco flexible track. I removed any excess plastic with a sharp blade and added a little rust to the chairs. The old 'pipes' were cut from a piece of fairly thick wire.

6 The water effect was created using Ronseal Ultra Tough polyurethane clear gloss varnish. I gradually built up the 'puddle' in layers (it took four), leaving each one to dry thoroughly before applying the next.

7 The finishing touch was to weather the scene. I used some old ModelMates sprays, but any suitable alternative to Mud Brown and Soot Black would work just as well.

Victorian fantasy

Giles Barnabe's 1860-based layout is filled with unique, scratchbuilt models and quaint period pieces that create a world unlike any other layout.

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

What makes this layout great?

Because of the lack of ready-to-run availability, pioneering layouts are always nice to see as they contain some excellent building. At 'Bridgnorth Salop Street', everything has been built from readily available materials, but Giles has done a lot to them to make the models unique to his layout.

1

Can you name an event that happened in the 1860s? You could have Abraham Lincoln being elected as President of the United States, the founding of the world's oldest football league club (which has recently changed) or that fish and chips were first sold in the UK.

One event you probably wouldn't have thought of was the naming of a locomotive by railway staff in Bridgnorth after an elephant that had arrived at London Zoo. This is because this particular scenario only exists in the 1:76 scale miniature world created by Giles Barnabe.

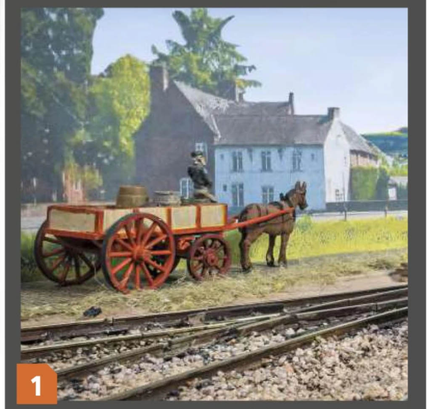
Bridgnorth's railway station was built for the Severn Valley Railway and still serves the preserved railway of the same name. There wasn't a station on Salop Street but, with the Shrewsbury & Hereford Railway not too far away, it's not beyond the realms of possibility that if it had built a branch to Bridgnorth, this is where it would have terminated. In the 1860s, Salop Street was on the edge of Bridgnorth (whereas it's now firmly in the centre of town) and the backscene drops away to emphasise its hill-top position on the outskirts.

PERSONAL TOUCH

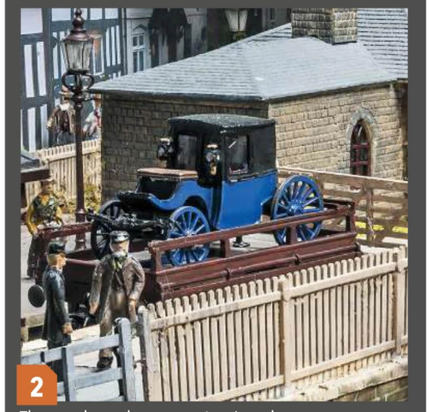
It's the locomotives that really make 'Bridgnorth Salop Street' a special layout. Ready-to-run models for the era are nigh on impossible to come by, but Giles ➤

2 The different heights of the rolling stock is hugely reminiscent of railways of the era. Behind the modified Hornby 0-4-0T is a Liverpool & Manchester coach from the Tri-Ang/Hornby Rocket set, a standard Hornby four-wheel coach, and an old Hornby brakevan modified with duckets and a cupola.

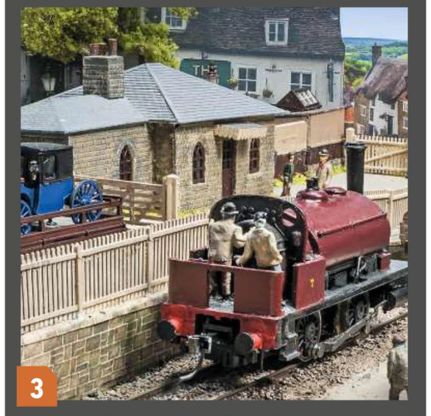
3 things we like



The backscene is a collection of photographs of Bridgnorth stitched together, apart from the pub – which is a photograph of one in Braintree.



The coach on the wagon is a Langley Brougham kit carriage, as is the cart pulled by the horse.



The station building is a Wills toll house which Giles has narrowed in order to give him the overhanging roof he wanted.

People

"One problem I had was a lack of suitably attired female figures, so I had to make my own," says Giles. "They aren't perfect, but they do help the overall period 'look'.

"I started by fashioning the base shape from wire, then created the body shape with thin wrappings of toilet tissue fixed with white glue applied with a small paintbrush. Preiser do some figures of this period, but as they're 'HO' scale they're too small.

"The other problem with them is their class – they're all a bit too 'big city' and well-to-do; I needed a more provincial look, where people's clothing looks more 'lived-in' (workmen are probably wearing second, third or even fourth-hand clothing), so it's baggy and a bit out of shape. Women wearing shawls is an easy fashion to copy, as are crinolines. The costumes in TV programmes such as *Lark Rise to Candleford* are what I was aiming for."

GILES BARNABE

has turned this apparent negative into a positive, scratchbuilding his locomotives and making them unique to him.

"Since the track is standard Peco track, I could have a standard chassis to base my models on. I opted for re-geared Hornby 0-4-0s (thanks go to my friend for carrying out the work), which allowed me to have some fun with the bodywork without worrying about the mechanisms. Similar to a lot of modellers, my spares box could now easily be called a spares room, so I had plenty of body parts and materials to choose from. I often go diving under the tables at exhibitions, delving to the bottom of the scrap boxes hunting for bargains, emerging later with something for 50p.

"These were the days before standardised classes, so every locomotive was a little bit different and they looked a bit odd in comparison to the sleek and elegant locomotives of the mid-20th century, for example. That suits me because making the bodyshells from an assortment of spares means that it's inevitable no two locomotives will look the same."

Building 'Bridgnorth Salop Street' took around eight months, but this was helped in part by some of the locomotives and wagons being left over from a previous layout.

"It usually takes me around a week to finish a locomotive, although if I was to work on it non-stop I could have it done in a few days. Photography was in its infancy in the mid-19th century, so while there are some pictures, I was able to let my imagination take over a little bit with the designs. This is particularly true with the wagons, as the majority of pictures are of people or locomotives.

"I find Hornby wagons and small coaches are all too tall on their wheels, so I remove the solebars and stick the body onto the floor pan, add new cosmetic solebars and re-attach the bufferbeams at the new, lower level. Using 'HO' scale underframes from old Lima or Jouef models is particularly useful for short coaches or passenger vans."

So what have railway staff named one of their locomotives? Well, it was in the 1860s that Jumbo the elephant was delivered to London Zoo.

As he was probably the largest animal many people in the United Kingdom would have seen at the time, Giles has made the story that the ➤

The engine shed is Hornby Skaledale and the goods office is an old Tri-ang crossing keeper's hut that's been repainted.

The solebar is the outer underframe that sits between the body and the chassis.

workers at the station have nicknamed the largest locomotive 'Jumbo' in his honour.

HISTORICAL RESEARCH

"I used to build a layout every year for my club's exhibition and first modelled the 19th century in 2017. That layout proved too long to operate solo, so I shortened it and made it into a terminus.

"It's a fascinating period and one I became interested in after seeing some excellent depictions of the Brighton railway at exhibitions, leading me to get promptly stuck into my research."

With a layout only 7ft in length it was easy for Giles to plan his layout in full on scrap paper, but he did have to make sure he didn't fill it with track.

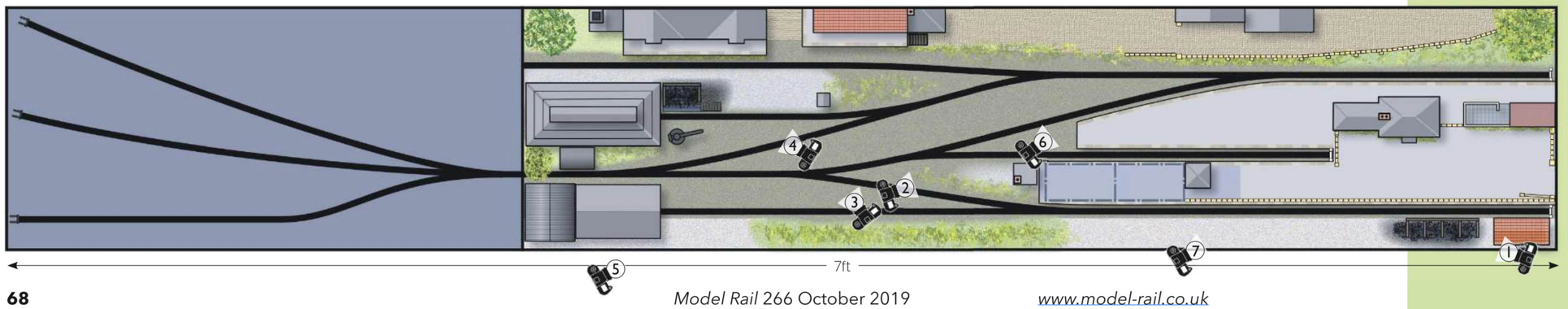
"The size was an absolute because it was the largest I could get into my car. It led to me having to slew the passing loop in the station throat to enable me to get the desired length, while taking up a shorter end-to-end length. Fortunately, this prevented me from overloading the board with track as it took up more of the usable surface area. There's only 3ft between the end of the platform and the scenic break so there isn't a lot of room, particularly when the two points take up about a foot of that and the diagonal track cuts off a lot of the other space.

The carriage wagon the blue coach is standing upon is a standard Hornby wagon. The coach can be removed to give Giles the opportunity to run the wagon empty or loaded.

"The result is that I can't have long trains, but the smaller Victorian rolling stock allows more wagons in a short train, which keeps operating interesting."

An 1860s layout gives you the freedom to let your imagination flow as there are a lot of parts that are not photographed. Those which are are in black and white, so you can be more experimental with the colours.

When, like Giles, you've got a freelance layout, your imagination can flow even more, but it can be a fine line between being different enough to grab the viewers' attention and being too 'out there' to be believable. Giles, of course, has it spot on – it's just a shame nobody is featured eating fish and chips! MR



Artwork: **Andrew Mackintosh**

MODELLER CV: GILES BARNABE

I'm retired, but work around the house and garden takes up a lot of my time. My wife and I are also taking the opportunity to go on weekend breaks around the UK and Europe while we're still mobile enough.

FACTFILE: BRIDGNORTH SALOP STREET

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

Time to build: Eight months

Size: 7ft by 1ft 3in

Track: Peco Code 100

Power and control: 16V DC analogue from a Gaugemaster hand-held controller

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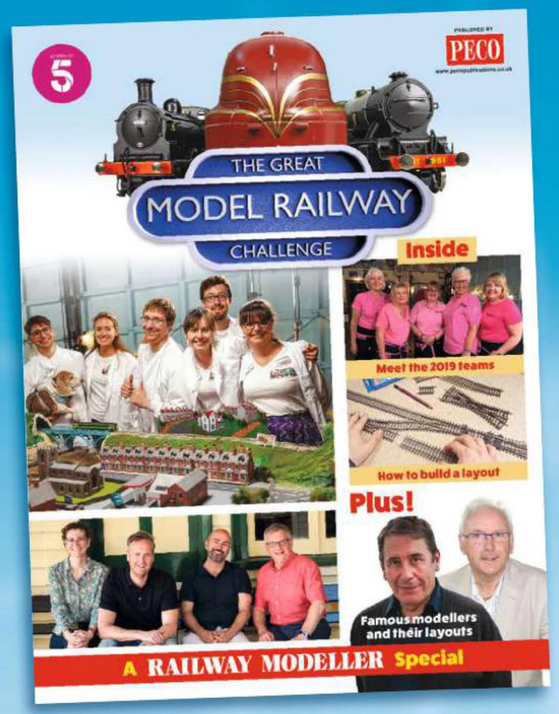

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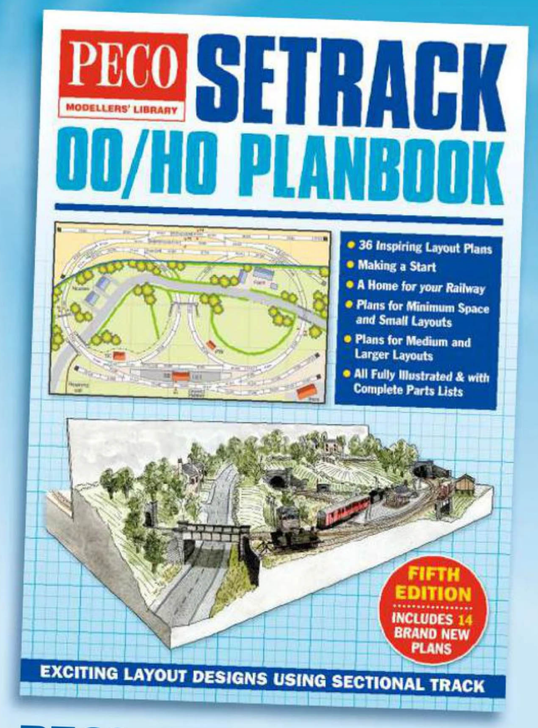

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MODEL RAIL

Skills Station

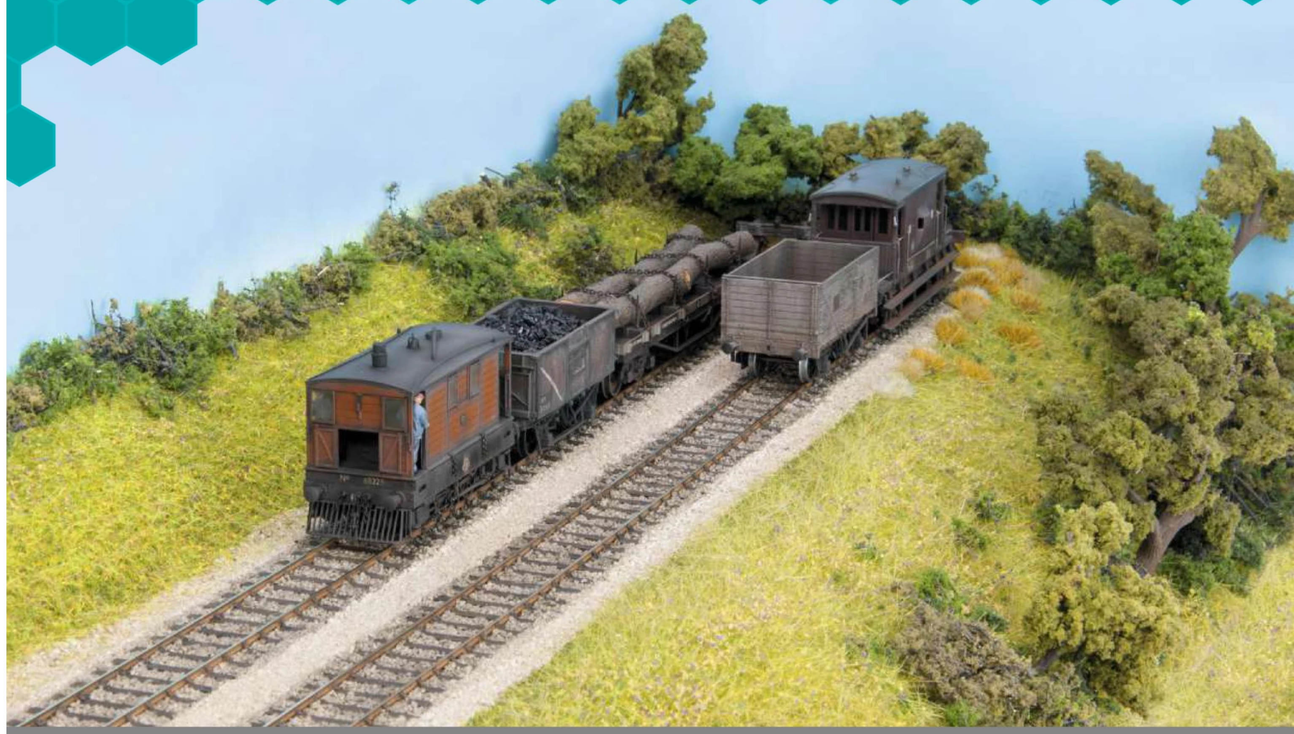
Welcome to part 3 of Module 2 of Skills Station. Whether you're a beginner or an experienced modeller looking to hone your skills, our team of experts will split a modelling task or skill into easy to follow, bite-sized chunks, busting myths along the way.

Join our Facebook group and you can post your pictures and chat to fellow modellers all learning the same skills. We'll offer friendly feedback and tips to make you even better.

Happy modelling!

Richard Foster Editor

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



THE ESSENTIAL GUIDE TO SCENERY

Part 3: ADDING THE GREENERY

In the final part of this Skills Station module, **George Dent** demonstrates how to create realistic grass, hedges, bushes and trees.

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

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GREEN 'ICING'

After the construction of the landform and the laying and ballasting of the track, adding the upper layers of vegetation can be seen as forming the proverbial 'icing on the cake'. Indeed, laying grass, bushes, hedges and trees instantly brings a miniature scene to life.

BLUE SKIES AHEAD

A simple way of creating a 'sky' backscene is to install a sheet of white-faced hardboard to the rear of the baseboard. This thin material, formed from compressed wood fibre, is fairly flexible and can be bent into the corners of a timber framework to avoid creating hard angles and shadows.

Once installed, the basic landform and trackwork can be masked with an old sheet of newspaper before the 'sky' is applied with a suitable shade of aerosol paint. Don't forget to wear a mask and work outside, on a still, dry day if possible.

CHOOSING THE VEGETATION

Loose scatter material offers the most economic and realistic means of recreating rural scenery. Many different types and shades are available to suit a variety of landscapes, regions and seasons, along with an array of textures that lend themselves to various scales or denseness of vegetation. Amassing a selection of scatters allows for different types to be mixed together for a less uniform – and more authentic – appearance.

Once the base layers of grass and earth are applied, we also need to consider adding bushes, shrubs, hedges and trees. Again, there are myriad products to choose from in terms of size, texture and shade.

STEP BY STEP DEMO 1: PLANTING THE GRASS

1 I always apply an 'undercoat' of fine, loose scatter material, mixing a variety of shades and textures in a bowl beforehand. Spread the adhesive and allow the glue to turn tacky before scattering the material on top.

2 When the glue is dry, vacuum away any loose material before mixing a range of static grass fibres. 6mm long fibres are ideal for a base layer on 4mm and 7mm scale layouts, while shorter fibres are suited to 'N' gauge scenes.

3 Ensure that the applicator tool is turned OFF before loading up with fibres. I've often found that static applicators tend to work more effectively when generously loaded. Any material not used can always be re-used later.

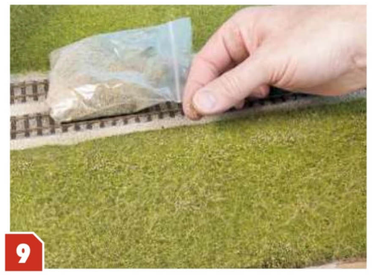
4 In order to create the required static field, attach the applicator's crocodile clip to one of the rails in the vicinity of the scenic work. Alternatively, push a steel nail into the baseboard and affix the clamp.

5 Either brush liquid glue over the previous layer of scatter material, or spray a small area (about 1 sq. ft) with hairspray or an aerosol-based adhesive. Mask off the backscene and rails with newspaper before spraying.

6 Switch the static applicator to ON and then invert it over the wet glue. Give it a gentle shake or tap the sides to encourage the fibres to drop. Many tools include a choice of mesh covers to suit different fibre sizes.

7 The closer the tool is held to the surface, the greater the static force. Look closely and you'll see the fibres standing upright. The fibres can be built up in layers, depending on the depth of vegetation required.

8 Continue to apply further layers of fibres, as required. Longer fibres, especially of a lighter shade than the underlying layers, produce the look of longer summer grass. Varying the shades is important in creating extra realism.



9 Coloured scatter can be applied to mimic wild flowers. It's important to apply the material while the hairspray remains sticky – although a further application of hairspray will help seal everything in place.

10 Smaller static grass applicators are useful when greater precision is required. They work in exactly the same way, although this Peco unit struggled to cope with anything other than the shortest grass fibres.

GLUES

PVA-type adhesives, such as Speed Bond or Tacky Glue from Deluxe Materials, or Hob-e-Tac from Woodland Scenics, are great for fixing scatter materials, bushes and trees. Deluxe's Scatter Grip is good for loose scatters and static grass as it's thinner than PVA and it dries rapidly.

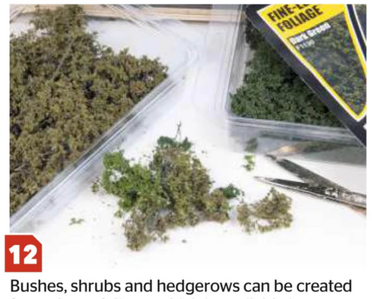
Hairspray, especially the stronger formulas, is also useful, particularly for fixing layers of static grass and loose scatters. Peco has also released an aerosol-based glue especially formulated for use with static grass. Wearing a mask is recommended whenever spraying any kind of glue or hairspray.

STATIC GRASS APPLICATORS

Noch's version is perhaps the best known of these. Peco also now offers a number of similar devices, including a small precision tool for working in restricted areas. The tools work by creating a field of static electricity, which makes the grass fibres stand erect rather than lying flat, thus creating a much more realistic effect.

A more basic version is offered by plastic 'puffer' bottles that create a similar effect on smaller areas, but are not so effective.

11 Ready-made grass tufts are great for adding clumps of rougher grass to key locations, such as around ponds, river banks, hedgerows and marshland. Again, try using a few different shades for variety.



12 Bushes, shrubs and hedgerows can be created from clump foliage, which is available in a range of colours and densities. Woodland Scenics' Fine-Leaf Foliage is particularly useful as it can be teased or cut into the desired shape and size.

13 To fix the bushes, apply blobs of a viscous PVA formula, such as Deluxe's Speed Bond or Tacky Glue, and wait a few minutes to allow the adhesive to turn tacky. Be aware of the glue running away down sloping landscapes!

14 Lightly press the foliage into the adhesive, but take care not to flatten the material. By allowing the glue to turn tacky, it will 'grab' the foliage more readily. Intersperse the different shades to avoid an overly uniform appearance.

15 More random clumps of foliage can be shaped and placed wherever desired, again using the PVA-type adhesive, left to turn tacky before the material is pushed into position.

16 Once all of the grass, bushes and hedges are in place, a final layer of hairspray will help to keep everything together. Don't forget to cover the rails, backscene and any structures to protect them from the adhesive.

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STEP BY STEP

DEMO 2: PLANTING TREES

1 Ready-made trees are available, but creating your own is also possible. Woodland Scenics' tree armature kits offer a handy shortcut. Simply twist the flexible branches into random three-dimensional patterns.

2 The plastic armatures come pre-coloured, but extra realism comes from priming and painting them after they've been shaped. Fix them temporarily to a sheet of thick cardboard and paint with aerosols or an airbrush.

3 When the paint is fully dry, apply a thick PVA adhesive, such as Woodland Scenics' Hob-e-Tac, over the ends of the branches. Leave for a few minutes until the glue turns tacky. Work on a number of trees at a time to speed things up.

4 Woodland Scenics Clump Foliage comes in various shades and can be cut and teased out before fixing to the tacky glue on the branches. Again, employing different shades will help to create a more authentic scene.

5 Use a bradawl to create a hole in the landscape into which the tree trunks can be secured. Check that the tree will fit in the space first, though, especially towards the rear of the layout, shaping the tree's branches accordingly.

6 PVA glue is suitable for fixing the trees, although a means of support may be required to keep the trees upright while slower drying formulas cure. Avoid solvent-based glues when fixing the trees into a polystyrene/foam base.

With the addition of layers of grass and assorted vegetation, along with trees and bushes, the landscape instantly springs into life.

What you will need

SHOPPING LIST

- Peco static grass fibres, various colours and sizes, £8.50 per pack
- Peco pro grass applicator (PSG-2), £97.00
- Peco precision static grass applicator (PSG-3), £49.00
- Peco layering spray adhesive (PSG-11), £9.50
- Peco grass tufts (various colours and sizes), £4.50 per pack
- Woodland Scenics static grass flock (various colours), £12.50 per pack
- Woodland Scenics fine leaf foliage (various colours), £19.00 per pack
- Woodland Scenics underbrush, (various colours), £14.50 per pack
- Woodland Scenics clump foliage, (various colours), £7.50 per pack
- Woodland Scenics Tree Armature kits, £16.50 per pack
- Gaugemaster static grass starter kit, £9.00
- Woodland Scenics Hob-e-Tac glue, £6.50
- Deluxe Materials Speed Bond, Tacky Glue and Scatter Grip adhesives, from £5.00 each

Availability: Hattons **Tel:** 0151 733 3655 **Web:** *www.hattons.co.uk*

WHAT NEXT?
This is the final part of the current Skills Station topic. Next month, we begin another exciting new module.

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A sensation in customisation

The Model Centre has taken bespoke model customisation to another level with its new website.

Words: **Chris Gadsby**

In the previous issue of *Model Rail* we explored The Model Centre's history, from its inception in 1998 as Trafford Model Centre to where it is now. In this issue, owner Chris Yates explains how the company is always looking to move forward, and details how a new website with an improved customer interface is one of the ways it's achieving this.

"Since high-quality weathering and model customisation are our major unique selling points, we really wanted to make a website that shouts about it. Alex (my son) has spent months designing a new system to make it easier for the customer to order a model from us and make it clear what customisation they desire."

Customisation options for each model are listed as a series of checkboxes on the website, with the price for each clearly labelled. Checking a box updates the price at the top of the page and there is also an additional box in which customers can write extra information for the team.

"Sending your models for customisation is also simpler, thanks to the new design. You can now specify the type of model you are sending (for example a 'OO' gauge steam locomotive or an 'N' gauge wagon) and tick the appropriate checkboxes for the customisation you want done. Once we've received your model we'll send you an acknowledgement e-mail. The work is usually carried out within a week, after which we return the model to you."

PRIORITY SERVICE

"Customer service has always been my highest priority, so making things easier for the customers was a key part of the new website. They are able to specify exactly what they want and are even able to upload a prototype photograph if they want a weathering finish to look the same as an example they have. We will also provide them with the best products for their model, regardless of the price to us. For example, fitting DCC sound costs £140 in 'N' and 'OO', even if we have to buy in the most expensive decoder."

Why order your models and customisation from TMC? Although standard models from the main manufacturers are available from The Model Centre they specialise in custom finished models. The team of experts are able to carry out a huge range of work, including applying three grades of weathering to suit any budget, add a high-gloss finish, fit DCC and DCC sound, rename and renumber locomotives and install multiple finishing touches.

The nine team members are all experts in their field and have over a century of experience between them. Since TMC began the weathering service, Chris estimates that each member of the team has weathered over 10,000 models each year, being a mixture of locomotives, coaches and wagons of all gauges.

"We aim to produce a finish that is as good if not better than factory finish. For example, if you're ordering a model with a new number, we aim to make it appear as though it was printed on at the factory."

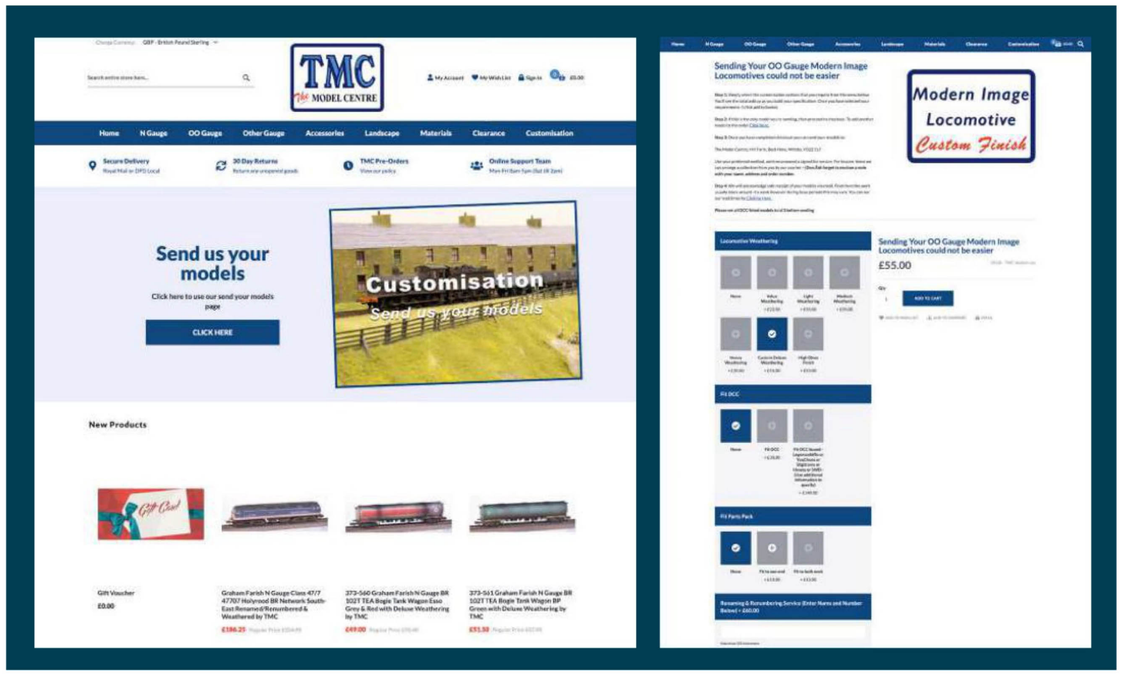
This is certainly true. While visiting The Model Centre, Chris showed *Model Rail* one of the renumbered locomotives and it was impossible to distinguish it from a factory-printed example.

■ Next issue we'll take a detailed look at the ordering and weathering process, and show you exactly what happens to your models when you send them to The Model Centre. MR

Before and after photographs of a customer's renumbered and weathered model from TMC. Even under close inspection you'd be hard-pressed to find the difference between that and a factory-finished model.

CONTACT TMC

The Model Centre, Hill Farm, Beck Hole, Whitby, North Yorkshire YO22 5LF
Tel: 01947 899125
Web: *www.themodelcentre.com*



TMC weathers a selection of the new models it receives which can also be viewed on the website. This means that you can walk in and purchase a TMC weathered model off the shelf, or have one customised and sent to you.

Getting a model to your exact specification has never been simpler with The Model Centre. It has several store rooms full of models so that they can customise whatever you wish, exactly how you want it.

STALWART of the docks

Richard Foster recounts the history of a dock shunter that is still in use nearly 60 years after its introduction.

The stats for Southampton Docks are incredible. The container port covers 210 acres. There's 53 acres of new car storage and it handles some 70,000 tons of flour a year. And that's before you look at its four cruise ship terminals and the multitude of smaller operators that serve it.

Google Maps is the only way to fully take in the vastness of the container terminal (it's Britain's second largest) and the thousands of cars awaiting onward movement. But if you think that it looks impressive now, just imagine what it would have looked like even half a century ago.

The London & South Western Railway was responsible for it all. It strengthened its links to the Southampton Dock Company in 1892… by buying it. The LSWR invested heavily in the Old Docks and then its successor, the Southern Railway, opened the New Docks in 1934.

> "Not only did a Southampton Docks shunter need a short wheelbase, it had to be powerful too"

Canute Road provides a boundary between the docks and Southampton Terminus station. Four tracks once crossed the road, along with a parallel tramway to Town Quay. Today, there's just a solitary line across Canute Road and the tramway is a distant memory. But walk around the docks and the isolated lengths of rusty rails, often buried in concrete or asphalt, reveals what a vast railway network Southampton Docks had.

Viewed from above, the railway remnants reveals just what a headache it was to find a locomotive that could shunt the sidings. Any modeller trying to recreate those curves on a layout would surely get laughed at for making them unrealistically tight. But not only did a Southampton Docks shunter need a short wheelbase, it had to be powerful too.

William Adams created the first dedicated dock shunter, the 'B4' 0-4-0T, in 1891. ➤

Built on 400 acres of reclaimed land, its quay was over a mile long.

Above: Class 07 2995 darkens the sky above the tramway to Town Quay in July 1972 with a Southampton East-West Docks trip freight. The Paxman 6RPHL Mk 3 engine was housed under the 'main' bonnet; the transmission is under the 'short' bonnet. JOHN VAUGHAN/RAIL PHOTOPRINTS

Left: A wonderful period photograph as D2992 works the Town Quay tramway on July 30 1964. Behind the photographer is Red Funnel's terminal, while the stone warehouse is now the Dancing Man Brewery. COLOUR RAIL

Right: A world away from hauling boat trains, 07001 gets to grip with a rake of mineral wagons at Dove Holes Quarry, near Buxton, on March 2 1980. The locomotive was briefly Network Rail-registered when it was owned by Harry Needle Railroad Co., but is now in the hands of the Heritage Shunters Trust at Peak Rail. JOHN CHALCRAFT/RAIL PHOTOPRINTS

Above: 2987 has received airbrakes, which could be easily identified by the extra 'box' on the main bonnet side. The high-level brake pipes enabled easy connection to the '4-TC' sets used on boat trains. The red angled strips on the top edge of the bufferbeam held the shunter's pole. Classmate 2996 remains vacuum braked only. GORDON EDGAR/COLOUR RAIL

Above: 07011 hauls a rake of 'Conflat' wagons through Eastleigh Works in April 1974. COLOUR RAIL

Above: Has any BR diesel shunter received a livery more attractive than that applied to the Class 07? D2990 shows off its lined green scheme, complemented by a coaching stock roundel at Eastleigh in 1962. Apart from pioneer D2985, the Class 07s were delivered from Lincoln by road. TREVOR OWEN/ COLOUR RAIL

Left: D2991 and D2996 outside Southampton Docks shed (71I) on March 10 1963. Only a handful of 'USA' 0-6-0Ts remains in the docks at this time. The shed closed in January 1966; the site has been buried under new houses and car stoage facilities. COLOUR RAIL

The Southern Railway stumbled on a chance replacement at the end of the Second World War when it bought 14 nearly-new USATC 'S100' 0-6-0Ts.

BR, however, gave itself a problem when it rushed to dieselise the docks in the early 1960s. The standard English Electric shunter was powerful enough, but its 11ft 6in coupled wheelbase limited it to a minimum curve radius of 3½ chains. Drewry's and BR's 204hp shunters had the right wheelbase but lacked the power.

The answer lay nearly 200 miles away.

Lincoln locomotive builder Ruston & Hornsby had developed a 275hp 0-6-0 diesel that could be offered with either electric or hydraulic transmission. Ruston's engineers settled on the off-centre cab arrangement to better distribute internal equipment while simultaneously offering improved visibility.

Only the Western Region was invested in hydraulic technology so the Southern Region selected the diesel-electric 'LSSE', rather than the hydraulic 'LSSH' version. The Paxman 6RPHL Mk 3 engine was coupled to an AEI generator and a single AEI traction motor. Other minor tweaks included six electric marker lights which were capable of showing white or red, depending on direction of travel.

The Southern insisted on a top speed of 27mph for any diesel employed on trip workings on its lines as anything slower would interfere with its intense electric service. BR was already building a batch of standard shunters with revised gearing (later Class 09). Unfortunately, no such provision was given for the locomotives ordered from Ruston & Hornsby. Although capable of such speed, it caused the axleboxes to overheat. This problem was discovered when the first was delivered to Southampton by rail; all subsequent locomotives moved south by road. Staff at Southampton must have thought it a great joke for the 'USA' 0-6-0Ts were also plagued by hot boxes.

BR ordered 14 'LHHEs' as like-for-like replacements for the 14 'USAs'. The first entered service on June 21 1962 and, by the end of June 1963, they had the docks to themselves; all the 'USAs' had been either withdrawn or transferred away.

The docks were so busy at this point that up to eight Rustons were employed every day. But the good times couldn't last.

The Rochdale Committee was formed in 1962, just as the Rustons were being delivered to Southampton. Its purpose ➤

was to evaluate the country's ports and make recommendations for the future.

Southampton had once dealt with nearly half of Britain's annual liner traffic. But the rise in air travel meant that receipts were falling. The Rochdale Committee foresaw further decline at Southampton but recommended that it become a major container terminal instead. That sealed the fate of the dedicated Southampton Docks shunter.

D2985 and D2998 left the docks on July 20 1964, following the 'USAs' to Eastleigh. Work started on the new container terminal in 1965 and, with the closure of docks shed, the remaining 12 Rustons, D2986-D2997, were transferred to Eastleigh *en masse* on February 7 1966.

There was still some traditional wagonload traffic through the docks, but BR also had to find other work for what became the Class 07 on TOPS. Air brakes were fitted to enable them to shunt around Eastleigh and to handle the boat trains that still called.

BR's National Traction Plan had already eaten into its shunter fleet at the start of the 1970s. The '05s' had already gone, as had all but two of the '01s'. The '02', '04' and '06s' fleets were already being thinned out. Remarkably, the '07' fleet remained intact until May 6 1973, when four – 2988, 2991, 2992 and 2998 – were withdrawn, without receiving their new TOPS numbers.

Three '07s' – 07010, 07012 and 07013 – were transferred to Bournemouth depot in October 1975; a year later and they were back at Eastleigh. Meanwhile, 07003, 07009 and 07010 had been condemned. The remaining seven '07s' were withdrawn on July 2 1977.

BR only actually scrapped three '07s' and the remainder all found further use, spreading far and wide beyond their former Southern haunts. 07001 went to Staveley Limeworks at Buxton while P.D. Fuels at Kidwelly in South Wales bought 07002, 07006 and 07012. 07005 went to the northeast (ICI's Wilton plant at Middlesbrough) and 07013 ended up in Norfolk (Dow Chemicals, King's Lynn). P. Wood at Queenborough on the Isle of Sheppey bought 07003 and 07009. It sent 07003 to Staffordshire (British Industrial Sand at Oakamoor), whereas 07009 found a new home in Italy.

Seven '07s' survive: 07001 is part of the Heritage Shunters Trust collection at Peak Rail, whereas 07005, 07010 and 07013 are based at the Great Central, Avon Valley and East Lancashire Railways respectively. 07012 puts it power and short wheelbase to the test taking visitors around Scunthorpe steelworks.

What's remarkable about the Class 07 story is that, nearly 60 years after they were first introduced, two still serve the railway. 07011 is St Leonards Railway Engineering's depot shunter (at its namesake shed) whereas 07007's Paxman 6RPHL still echoes around Eastleigh as Knights Rail Services' works shunter. MR

GEOFF PLUMB

Military service

The military ordered 18 of the hydraulic transmission Ruston 'LSSHs', which were delivered between 1961 and 1963. They served depots as far afield as Bicester, Old Dalby, Chilwell and the Longmoor Military Railway. Several survive, including Army 423, which became pilot at Chiltern Railways' Wembley depot, when it became 01585 on TOPS. It's now preserved at the Buckinghamshire Railway Centre.

Eight of the 14 Class 07s survive, although the fate of 07009 in Italy remains uncertain. 07013, which served Dow Chemicals' works in King's Lynn, is now at the East Lancashire Railway. The extra pipes over the bonnet and in front of the cab were part of the air brake modifications, along with the prominent box.
NIGEL VALENTINE

D2991 was withdrawn in May 1973 but avoided the scrapman by becoming a generator. It passed into the hands of the Eastleigh Railway Preservation Society and was restored to full working order. It now carries TOPS number 07007, which it never received in BR days.
NIALL FERGUSON/ALAMY

HOW TO

ENHANCE A WEATHERED '07'

George Dent uses Heljan's new weathered Class 07 as a guinea pig to show how to improve a factory-weathered finish.

MODEL Heljan 2915 Class 07 diesel shunter ◆ **Price** £149.95 | **AVAILABILITY** Heljan stockists | 6 hrs

Factory-weathered locomotives once consisted of a cursory of misting of a dirty brown or black paint, resembling something that had run down a farm track rather than along the rails. Thankfully, much more care now goes into most pre-weathered models and the results can look rather good.

Heljan's weathered models have been particularly noteworthy recently. As well as the grime and exhaust staining, there are signs that the operatives have been busy with swabs dipped in thinners to create further visual interest and realism.

However, we're still dealing with mass-produced models so there are bound to be areas where they can be improved. In many cases, there will be areas where the 'grime' hasn't reached, yet these nooks and crannies are likely to be the grubbiest zones on the real thing. Additionally, creating a sense of contrast between the shiny and dusty areas of the bodywork and chassis adds a more three-dimensional effect.

What follows is a guide to adding a little extra finesse to a pre-weathered model, without making it necessarily dirtier. No special tools or equipment are needed, other than some decent, fine paintbrushes and this is the perfect modelling task to undertake over a couple of evenings. By investing a few enjoyable hours, we can take a good model and make it even better.

Before:
Heljan's factory-weathered BR blue Class 07 looks great, but there's still room for improvement!

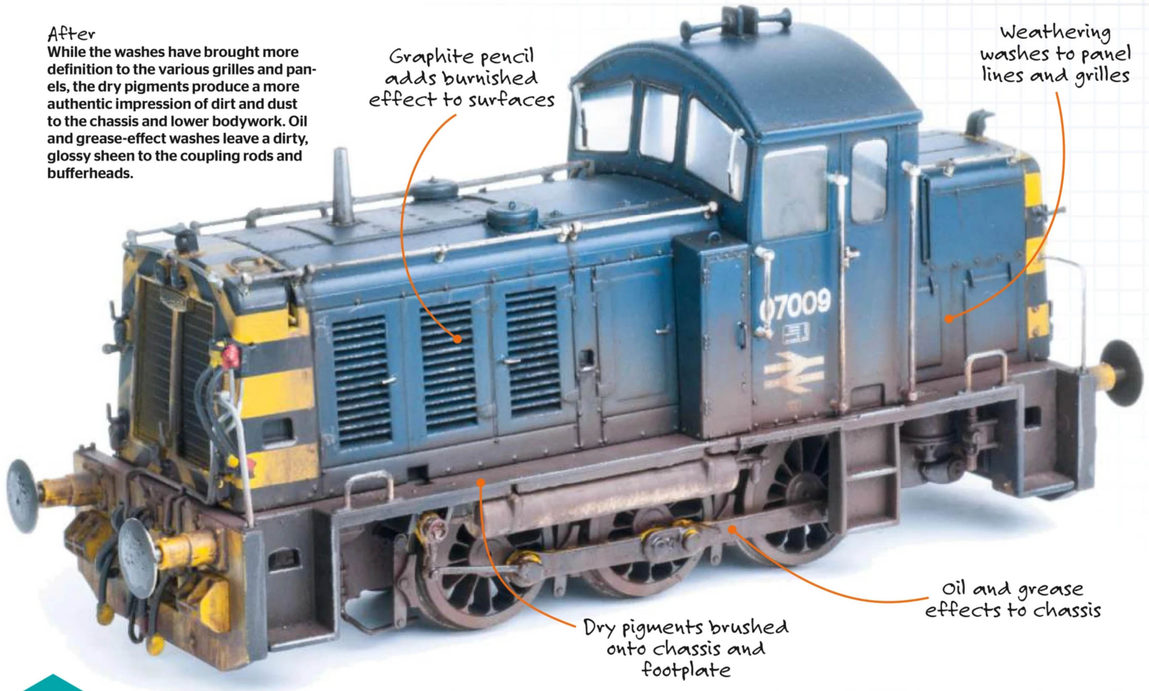
What you will need

SHOPPING LIST

- AMMO by MIG weathering washes and enamel thinners
- Tamiya small triangular cotton swabs **Availability:** Scale Model Shop **Tel:** 01422 405040 **Web:** *www.scalemodelshop.co.uk*
- LifeColor dry pigments and paintbrushes **Availability:** The Airbrush Company **Tel:** 01903 767800 **Web:** *www.airbrushes.com*

TOOLS

- Paintbrushes
- Cotton swabs
- Graphite pencils
- Hairdryer

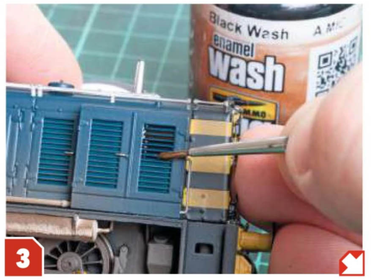


After
While the washes have brought more definition to the various grilles and panels, the dry pigments produce a more authentic impression of dirt and dust to the chassis and lower bodywork. Oil and grease-effect washes leave a dirty, glossy sheen to the coupling rods and bufferheads.

STEP BY STEP

1 Only a small number of weathering washes is required for many locomotive projects, along with a jar of compatible thinners. These enamel-based washes, from AMMO by MIG, come highly recommended.

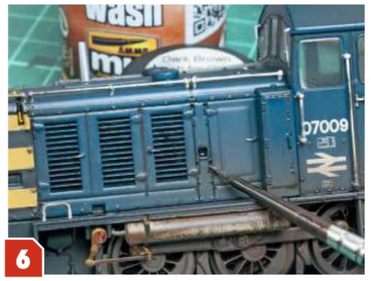
2 I opted for a palette of black, dark brown, and mid-brown shades and the washes can be inter-mixed to suit your specific needs. The underlying livery dictates the choice of wash. Darker colours demanding darker washes.



3 The black wash was used initially to add extra shading into the side louvres, applied with a small, soft brush. Two or more coats may be necessary, with each being allowed to dry completely before re-coating.

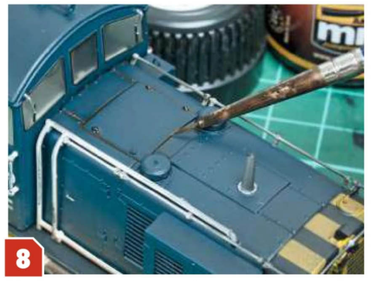
4 With a finer brush, the wash can be targeted into door and panel seams. Here, I used the Dark Brown for Green Vehicles shade, which is designed for military vehicles, but is also well suited to green or blue diesels.

5 As well as recessed detail, the wash shade was also brushed around raised panels and any bolt or rivet heads. The liquid tends to find its own way around the detail, and the pigment helps to bring extra definition to the detail relief.



6 The true nature of a wash's appearance can only be appreciated once it has dried. As with the grilles, if more definition is required, simply add an extra layer of the wash, or mix a slightly darker shade.

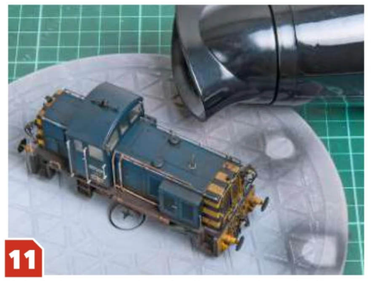
7 If you're not happy with any aspect, simply dip a cotton swab in thinner and wipe the surface clean. Alternatively, a little thinner can be used to manipulate the pigment with a swab or brush, to create streaking effects.



8 The various roof panels benefited greatly from application of the darker wash shade. A little of the brown wash was mixed to the black shade and the process repeated on the roof, around the windows and gutter strips.

9 The yellow ends were already fairly grubby, thanks to the factory-applied weathering, so all I needed to do was use the washes to add extra definition to the buffer shanks, brackets and drawhook.

10 Various layers and shades of brown washes were applied to the underframe, running plate and detail fittings, with any excess dabbed away with swabs. Darker shades were applied to key areas to create shading.



11 A hairdryer can drastically speed up drying times, but beware that the gust of air will also blow wet deposits across the surface. Therefore, you only use it once the washes are already partly dry.

12 Dry weathering pigments add a contrasting, dusty sheen to the model. Here, a mix of LifeColor PG101 Golan Dark Earth and PG107 Eroded Burned Rust is being applied to the running plate and lower areas of body panels.

13 A stiff bristled brush can be used to remove excess dry pigment, while also giving the surface a burnished and scuffed appearance. Vertical strokes on the bodysides and ends mimic the effects of weather and gravity.

14 The mix of dry pigments in a rusty shade was applied to the chassis frames, footsteps and, particularly, the brake shoes. Run the locomotive under power in order to rotate the wheels and ensure even coverage.

15 To add an authentic greasy patina, MIG's Oil and Grease effect wash was applied by brush to the connecting rods, as well as the pivot points of the brake gear rigging. This wash dries to a glossy sheen.

16 The Oil and Grease effect wash is also ideal for representing the distinctive patches of buffer grease. Simply dab a generous layer of it onto the face of each buffer and allow it to dry for an hour or so.

17 Apply a second layer of the Oil and Grease wash and, as the surface turns tacky, employ a stippling action with the brush to create a more authentic texture. This technique is useful for all locomotives and rolling stock.

18 The finishing touches were added with the tip of a graphite pencil. A softer grade is best, rubbed gently against the edge of key surfaces, such as footsteps, handrails and lamp brackets, as well as the louvres and grilles.

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Reviews

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106 Favourite Five
Our experts rate five of the best products.
This month: One-pour water fluids

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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.

Ben Ando
Model Rail's 'N' gauge specialist.

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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.

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Hornby Peckett 'B2' 0-6-0ST

◆ **GAUGE** 'OO' ◆ **MODEL** Hornby R3693 Peckett 'B2' 0-6-0ST No. 4 *Sherwood*, lined green ◆ **PRICE** £109.99 ◆ **AVAILABILITY** Hornby stockists or *www.hornby.com*

If there's one thing that we've learnt from Hornby in recent years, it's to expect the unexpected.

Hornby usually erred towards the glamour trains, such as express steam locomotives or the fastest new trains that were so new that, in some cases, they hadn't even entered service when the models arrived. Then – bam! – we started to see Hornby producing industrials.

The fact that these locomotives were so much smaller than Hornby's usual fare didn't matter. In fact, this actually seemed to give them an extra special something.

The little Peckett 'W4' 0-4-0ST that we reviewed back in March 2017 is, arguably, one of the best things that Hornby has ever made. Chris Leigh said that 'gem' was not accurate enough to describe the 'W4' – he likened it to a piece produced by Fabergé!

Hornby's timing was spot on. The trend for smaller, well detailed micro-layouts meant there was demand for a small, good looking four-coupled steam locomotive. The 'W4' just flew off the shelves.

Why wouldn't Hornby produce another industrial steam locomotive? Say hello to the Peckett 'B2' 0-6-0ST.

Given the multitude of different wheel arrangements, tank arrangements and builders, you may be wondering why Hornby has produced another Peckett saddle tank. Well, given how good the 'W4' was, why not offer a slightly bigger version?

FAMILY RESEMBLANCE

Bristol locomotive builder Peckett & Sons managed to give its locomotives a family look and you can see much of the 'W4' in the 'B2'. The face, with those wing plates, is utterly convincing.

The overall shape matches published photographs and Hornby has nailed the shape of the cab and the bunker. Looking underneath, those typically Peckett frames are also bang on, with the almost right angle arrangement at the front and a 45º angle at the rear.

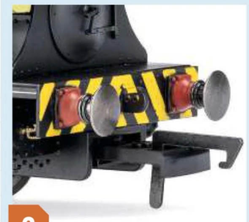
It's a combination of the finish and the detail that brings this little locomotive to life. Our sample depicts No. 1687/1927, which was delivered to Sherwood Colliery, near Mansfield. It carries a lined, light green colour with 'wasp' stripes on the bufferbeams. Running as No. 4 *Sherwood*, the livery is beautifully applied and the lining is wonderfully fine – it's only under a glass that you realise the red is flanked by two very thin black lines.

The worksplate is legible but sadly the plate above it isn't. This is probably an authorisation plate from a main line company allowing *Sherwood* access to its tracks. The only real criticism of ➤

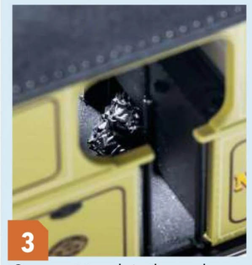
> **"The connecting and coupling rods are some of the finest we've seen"**

3 things we like

1 The front NEM coupler pocket nestles neatly between the frames.



2 The turned metal buffers are unsprung but very refined.



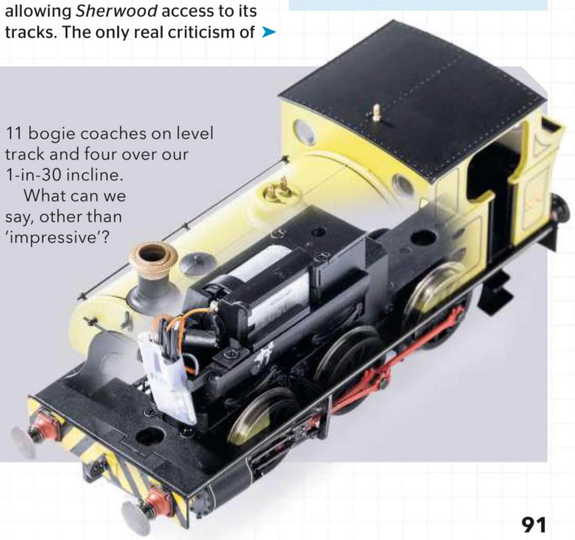
3 One neat touch is the coal that's spilled from the bunker on to the cab floor.

Performance

The delicate pipework, reversing rod, good-looking sandboxes and spring detail hide one thing – the motor extends beyond the firebox but it's so well hidden that you really don't notice from normal viewing distances. It's very cleverly done.

That little motor is a peach. It's impressively quiet, even straight from the box, and the clicking of the rail joints was the loudest sound it made. It's powerful too and managed 11 bogie coaches on level track and four over our 1-in-30 incline.

What can we say, other than 'impressive'?



the finish is the shiny metal motion bracket.

The red coupling and reversing rods really highlight just how slender these items are. The connecting and coupling rods are some of the finest we've seen and add a real touch of finesse to an already impressive model. Sadly, ours had suffered some paint blemishes on the rods, and the reversing rod had traces of flash. Neither would put us off buying the Peckett by any stretch, but it's worth checking before you buy.

The delicate injector pipework is picked out with a subtle brassy/coppery colour and this attention to detail extends to the cab where all the fixtures and fittings are present and correct and beautifully finished. It's a shame that the 'B2' didn't have a roof ventilator as a little extra light would allow you to see all that wonderful detail more clearly.

When faced with a model that's this good, it really is best to let the pictures do the talking. We really only have one thing to add – order yours before it's too late because this little beauty isn't going to hang around for long. ***(RF)***

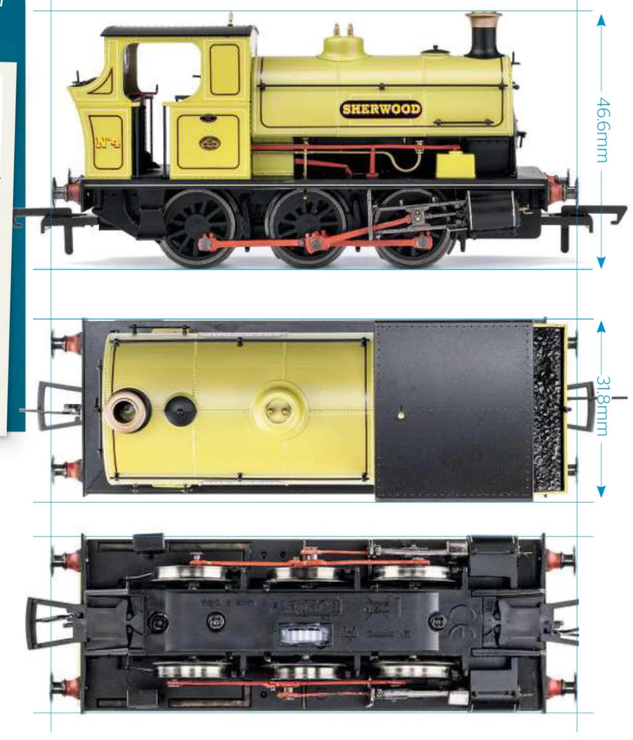
Factfile: Peckett 'B2' 0-6-0ST

Bristol locomotive builder Peckett offered a range of standard designs, which prospective buyers could personalise to their own requirements. The 'B2' 0-6-0ST was a slightly upgraded version of the 'B1'. It retained the same 14in by 20in cylinders, wheelbase and wheel diameter but had a larger cab and bunker.

The first, No. 1051, was built in 1905 and called *Lord David*. It was sold to Trimsaran Company of Trimsaran, Carmarthenshire where it became *Trimsaran No. 2*.

Three 'B2s' survive: No. 1378/1914 *Westminster* (Northampton & Lamport Railway), No. 1426/1916 (in store for Swansea Museum) and No. 1636/1924 *Fonmon* (Ribble Steam Railway).

No. 1678/1927, hard at work at Sherwood Colliery in Mansfield in 1956. It's gained a row of rivets over the smokebox door and has a short dome with Ross 'pop' safety valves. RCTS IMAGE ARCHIVE



RECOMMENDED READING

◆ *Peckett & Sons Ltd - An Album of Old Photographs* by Andrew Smith (IRS, 2014, ISBN: 9781901556773)

REVIEW VERDICT

PROS. Superb detail and decoration, powerful and well priced.

CONS. Nothing of note.

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

93%

HORNBY PECKETT 'B2' 0-6-0ST

OVERVIEW
Manufacturer: Hornby
Ref. No. R3693 **Unit No.** 4
Scale/gauge: 1:76 scale, 16.5mm gauge 'OO'
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 177g
Min. curve radius: R1
Wheel back-to-back: 14.3mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: three-pole skew-wound
Lights?: No
DCC ready?: Six-pin socket
Current consumption
Max. speed: 0.1A **Stalled:** 0.3A

MECHANISM
Drive system: Gear train to centre axle
Flywheel(s): No
Traction tyres: No

DIMENSIONS	PROTOTYPE	1:76 SCALE	MODEL
Length (over buffers)	N/A	N/A	96.9mm
Height (over chimney)	N/A	N/A	46.6mm
Width (over footplate)	N/A	N/A	31.8mm
Wheel diameter (driving)	3ft 7in	14.8mm	14.2mm
Wheelbase	N/A	N/A	41.2mm

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

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GTR25 LMS/BR Rebuilt Patriot £355.00
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GTR50 LNER/BR Beyer Garratt 2-8-8-2 .. £635.00
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GTR61 LBSC/SR/BR H1 Atlantic £380.00
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TC5 LMS/BR de-streamlined Duchess £595.00
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TC7 LMS/BR Black Five 4-6-0 ..... £595.00
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K326 B.R Class 03 complete kit £435.00
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7069 B.R Lowfit Wagon £34.00
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PS24 GWR/BR 12 ton unfitted van £33.00
PS25 BR 24.5 ton mineral wagon £33.00
PS26 GWR/BR 12 ton fitted van £33.00
PS27 GWR/BR 12 ton open with tarp bar £33.00
PS28 GWR/BR 12 ton plywood van £33.00
PS29 GWR/BR Fruit van £33.00
PS30 BR 16 ton mineral wagon £33.00
PS31 BR 16 ton slope sided mineral £33.00
PS32 BR 16 ton mineral (ex SNCF) £33.00
PS33 BR 8 Plank wooden mineral £33.00
PS42 LMS/BR 12 ton open wagon £33.00
PS45 LNER/BR 12 ton goods van £33.00
PS46 LNER/BR 12 ton fruit van £33.00
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PS100 SR/BR Banana van £33.00
PS101 SR/BR Meat van £33.00
PS104 BR 21 ton coal hopper £33.00
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HJ6103 6111 B.R. unlined green
HJ6104 6132 B.R. lined green
HJ6120 un-numbered Great Western
HJ6121 un-numbered B.R. unlined black
HJ6122 un-numbered B.R. unlined green
HJ6123 un-numbered B.R. lined green
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Is this a contender for Model of the Year?
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OO Works 'K10' 4-4-0

◆ **GAUGE** 'OO' ◆ **MODEL** OO Works Drummond 'K10' 4-4-0 No. 389, Southern Railway unlined black ◆ **PRICE** £285.00
◆ **AVAILABILITY** OO Works, Brendon, Langham Road, Robertsbridge, East Sussex TN32 5DT **Tel** 01580 882185 **Web** *www.ooworks.co.uk*

It's a sad state of affairs when the announcement of a new ready-to-run model is met with "yes, and how long will it take to make that?"

Some manufacturers have suffered from well-publicised delays in producing models (Bachmann would probably agree that the seven-year wait for the Class 158 is probably something of an unwanted record!).

Yet there is one manufacturer who never seems to experience such issues and turns out new models as regularly as clockwork.

OO Works is a fraction of the size of the Hornbys and Bachmanns of this world. Proprietor Roderick Bruce doesn't have armies of people in factories across the world to call on to assemble his models, and yet this is the second locomotive that we've reviewed from his UK factory in the last 12 months.

Hot on the heels of the GSWR '101' 0-6-0 (MR257) is this, the London & South Western Railway 'K10' 4-4-0. It's a more familiar outline for a OO Works model, which has made a name for itself by offering Southern locomotives (despite offering numerous LMS and Irish prototypes).

Our sample depicts No. 389, in Southern Railway black with 'sunshine' lettering. It's depicted in post-1906 form, when Robert Urie replaced the complex water-tube boiler with the same boiler used on the 'Black Motor' 0-6-0 and 'M7' 0-4-4T.

THE DRUMMOND LOOK

The model closely matches photographs of the real thing. It has that typical Drummond 4-4-0 look and, happily, retains the elegant chimney rather than the Urie stovepipe that some 'K10s' received. The 'face' is very convincing, with the right dish to the smokebox door that's topped off by a fine wire door handle. The only thing that affects the look is the lack of rivet detail around the smokebox, but this is counterbalanced by the fine copper wire that represents the feed water pipes to the clack valves and the representation of the inside valve gear.

The 'K10s' originally ran with the eight-wheel 'water cart' tender but 30 received six-wheel tenders. OO Works' tender is a good representation of the real thing and even the coal – part of the tender casting – is surprisingly realistic. Only the bare and basic nature of the footplate reflects that this is a hand-built die-cast model and not a mass-produced Chinese-made offering.

There's not a lot to say about unlined black. The printing is generally good and OO Works gets full marks for the black lining on the tender lettering that the cabside and bufferbeam numerals lack.

Some of the letters/numbers look a little out of alignment and there's a silvering to the printing, although this looks as though an engineman has given the dirty paint over the letters and numbers a wipe with a rag. The bright wheel rims also detract a bit from the overall finish.

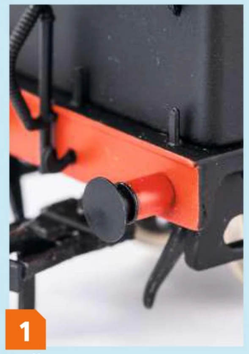
As with previous OO Works models, there are no mod cons such as a DCC socket or NEM coupler pockets. There is a space for a decoder, but it has to be hard-wired onto the chassis. However, slimline tension lock couplings are fitted.

OO Works' M05 coreless motor is mounted vertically inside the firebox. It drives the rear axle via a worm drive and it provides plenty of power, despite being a little growly straight from the box. You need to treat a OO Works model a little differently by running it in thoroughly before hooking it up to a heavy train. Our sample quietened down considerably after running in (in both directions) and it handled six Bachmann and Hornby bogie coaches with ease.

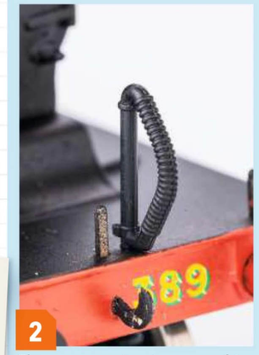
It's great that OO Works continues to find a niche among the industry's big players and the 'K10' is another super addition to the range. If you're a Southern modeller looking for something a little different, get your order in quickly for, as with previous OO Works models, this isn't likely to hang around for long. ***(RF)***

"As with previous OO Works models, this isn't likely to hang around for long"

3 things we like



1 Buffers are sprung.



2 The vacuum pipe 'swan neck' is beautifully moulded plastic.

3 Lock and hinge detail on the tender toolboxes is very effective.

Factfile: Drummond 'K10' 4-4-0

The 'K10' was Dugald Drummond's third 4-4-0 built for the LSWR (he'd add a further four, not to mention his unsuccessful six 4-2-2-0s). The 40 'K10s', based on his '80' 4-4-0 built for the Caledonian Railway, were built at Nine Elms in 1901/1902.

A revised version with a deeper firebox, the 'L11', was introduced in 1906. These became known as 'Large Hoppers' and the 'K10s' became 'Small Hoppers'.

The first 'K10s' were not withdrawn until 1947, but all had gone by the end of 1951. The last 'L11' was also withdrawn that year.

RECOMMENDED READING

◆ *Drummond Locomotives* by Brian Haresnape and Peter Rowledge (Ian Allan, 1982, ISBN: 9780711012066)

REVIEW VERDICT

PROS. Shape and character, unusual prototype.

CONS. Nothing of any great importance.

Is this a contender for Model of the Year?
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Dapol HIA hopper

◆ **GAUGE** 'N' ◆ **MODEL** Dapol 2F-026-003 HIA bogie hopper 369044, Freightliner white; 2F-026-002 HIA 369002, Freightliner green
◆ **PRICE** £25.25 each ◆ **AVAILABILITY** Dapol stockists or *www.dapol.co.uk*

Freightliner ordered a fleet of new hopper wagons in 2005 to answer the needs of its growing Heavy Haul operation. The wagons were built in Poland by Wagony Swidnica, part of Greenbrier, and delivered in two colours – green and white (both sport pale metallic end covers).

The rationale for this was, apparently, to use the green wagons for darker aggregates and the white ones for paler limestone or sand loads. In practice, the two liveries rapidly became mixed together in operations largely radiating from the huge limestone quarries in the Derbyshire's Peak district.

Dapol's new model captures the look of these wagons with neat, crisp and well detailed body mouldings, and it sits well on the nicely modelled Y25 bogies. This tooling represents the first 48 hoppers, with four small strengthening fillets in the angled upper bodyside recess. Wagons from 390049 only have two fillets.

The side discharge actuators and indicators are neatly depicted, as are the large discharge chutes.

The interior appears accurate, though the inner face of the sloping ends is marred slightly by visible oval ejector pin witness marks from the moulding process. However, the interior has been picked out in a dirty rust brown colour, which contrasts with the green or white exterior and means that the witness marks aren't overly jarring. The printing and lettering appears to be correct as far as I can see, and the yellow Freightliner branding has good opacity over the dark green body.

HEAVYWEIGHTS

The wagons are a hefty 31g, which is to NMRA standards, and, under test, they ran well. They have NEM couplers in kinematic self-centering mounts, however the couplers seem longer than necessary and I think shorter couplers (either standard or Dapol Easi-shunt) would improve the appearance when running in a rake.

Another nice touch is that the accessory bag contains not only the standard air and reservoir pipes, with painted red and yellow cocks, but also an exquisite, albeit non-working, representation of a tail lamp that can be fitted to the bufferbeam on the trailing wagon.

I do feel that the bufferheads are a little under-scale and the body weld seams are perhaps a fraction over-thick. Other than that, there is very little to criticise with this model. In fact, it's an excellent model and it incorporates some additional touches that show extra thought and effort that belies the relatively low RRP.

Highly recommended for anyone who wants to model heavy stone trains on the modern railway. ***(BA)***

"The side discharge actuators and indicators are neatly depicted, as are the large discharge chutes"

Freightliner's 66611 gets to grips with a rake of 24 HIA hoppers from Dove Holes quarry at Peak Forest. BEN ANDO

3 things we like

1 There are fine wire rods between the indicators on each side, though they're barely visible.

2 The fine pipe runs and hopper door control panels have been neatly picked out in contrasting colours.

3 Pin-point axles make the HIA hopper very free rolling.

REVIEW VERDICT

PROS. Excellent model with some great details at a super low price.

CONS. Buffers under-scale, otherwise little of note.

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

90%

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

Bachmann Mk 2f DBSO

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann Branchline 39-726DC, Mk 2f DBSO 9707, ScotRail grey ◆ **PRICE** £79.95 ◆ **AVAILABILITY** Bachmann stockists

Bachmann Branchline's decision to produce the Mk 2f coaches created a fair amount of excitement. But it's probably fair to say that the item in the Mk 2f range that generated the most excitement was the Driving Brake Standard Open.

Viewed from one end, these vehicles look like a standard Mk 2; it's at the other that things get interesting, with cab windows, lights, horns and all the other accoutrements you'd normally find on the nose of a locomotive.

It's testament to how popular these vehicles are that Bachmann has sold out the first production run, so you'll have to hunt around to find them.

We reviewed Bachmann's Mk 2f range back in November 2018 and praised its good looks, attention to detail and the technology that had been incorporated. The DBSO, however, takes the miniature engineering a stage further.

Given that all the attention focuses on the cab end, that's where we'll focus this review. Rest assured that the remainder of the coach is just as good as we described in MR254.

The hyperbole alarm bells might start ringing but the DBSO's driving end is an outstanding piece of work and the Bachmann and Kader teams deserve full credit for the effort that's gone into it. Only a vague seam line on the rounded corners at the driving end reveals that Bachmann hasn't had to tool an all-new body for the DBSO.

The lights, cab windows, the horn grille – all are unique to the DBSO along with the multiple working and heating cables. They're all present and correct and perfectly match photographs published in Michael Harris' definitive Mk 2 bible (see panel).

Bachmann has produced the ten ScotRail DBSOs and these retained their gangway connections. The gangway coverplate, complete with window, is a press fit so you can run it with the gangways exposed; BR retained the inner gangway doors so that the DBSOs could be coupled to other coaches if necessary. An early photograph in Michael Harris' book shows that the standard gangway door was retained, but Bachmann has modelled a flush panel. Was this a later modification? Harris' book isn't clear so if any reader has the answer, we'd like to know.

It's also worth considering the bogies and wheelsets. The B4 bogies under the DBSOs received wheel slip prevention gear to one side and additional steps on the other. Both details have been executed superbly and the wheelsets also sport brake discs just like the 9701-9710 batch.

£79.95 might seem like a pretty eye-watering price to pay for a coach but when you consider how much work has gone into the DBSO, it's actually really good value. You have to think about the DBSO as a locomotive without a motor.

CONTROL OPTIONS

Both BR blue 9701 and the ScotRail grey 9707 being reviewed here are fitted with DCC decoders. This gives you full control over the lighting in the driving cab, guard's compartment and seating area, as well as being able to switch the directional lights on and off. If you don't have DCC, you'll be able to enjoy the directional lighting and all the interior lights will be on.

Another factor that makes the DBSO different to most other coaches you'll see is that you get a big selection of extra bits to fit. You get further ETH plugs and sockets, brake pipes for the bufferbeam, moulded buckeye couplers and Bachmann's standard close-coupling pseudo brake pipe arrangement. You also get the obstruction deflector, introduced following a fatal derailment at Polmont in 1984. You'll need to remove the tension lock couplers from the NEM pocket in order to fit this.

The Mk 2f DBSO was crying out for a ready-to-run model and Bachmann has not disappointed. Highly recommended – if you can find one! ***(RF)***

RECOMMENDED READING
◆ *British Rail Mark 2 Coaches* by Michael Harris (Mallard, 1999, ISBN: 9781898432487)

Factfile: Mk 2f DBSO

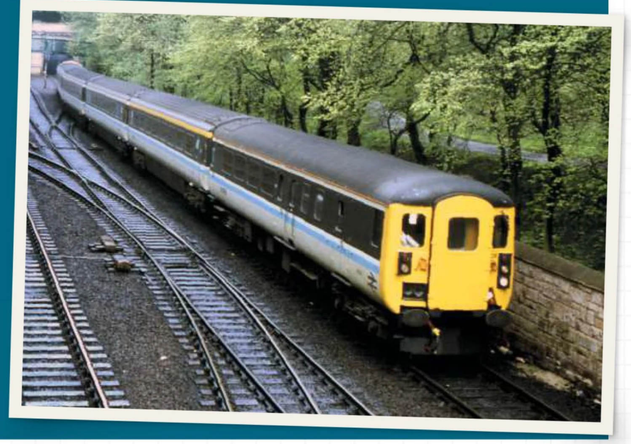
BR decided to modernise its Edinburgh-Glasgow push-pull services in the mid-1970s. It replaced 'top and tailed' Class 27s on Mk 2 coaches with one Class 47 modified with a two-wire control system and six Mk 3 coaches. To drive the far end, ten Brake Second Opens were fitted with cabs (the gangways were retained), disc brakes and hydraulic handbrakes.

The new DBSOs, 9701-9710, entered service in 1980. 9706 was destroyed in a derailment at Polmont on July 30 1984 when the train hit a cow. New obstruction deflectors were fitted.

However, such was the success of the Edinburgh-Glasgow push-pull service that it was extended to Aberdeen. Four new DBSOs were created but only 9714 had disc brakes and a hydraulic handbrake; 9711-13 retained tread brakes and a manual handbrake.

The introduction of second generation DMUs to ScotRail rendered the push-pull services redundant. However, the DBSOs were transferred to East Anglia. They were given thorough overhauls, which included fitting TDM equipment, new interiors and removing the gangway connections on the driving end.

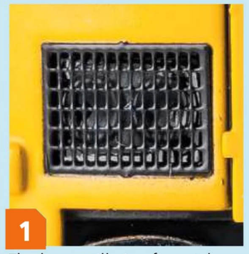
Twelve Mk 2f DBSOs still survive. Network Rail has five, DRS uses another five, 9711 is at Crewe Heritage Centre and 9712 was re-gauged to 5ft 3in for use in Northern Ireland.



9708 leads a ScotRail push-pull service to Glasgow away from Edinburgh Waverley on May 16 1985. This vehicle started life as BSO 9529. It was converted to a DBSO at BREL Glasgow to Lot 3883 in 1979/1980. COLOUR RAIL

"The DBSO's driving end is an outstanding piece of work"

3 things we like



1 The horn grille is a fine etch that reveals the horns behind.

2 The 'cage' around the luggage compartment is visible through the windows.

3 All the printing is legible, though you'll need a magnifier to read some of it.

REVIEW VERDICT

PROS. Attention to detail, lights, DCC functionality.

CONS. Nothing of note.

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

96%

Bachmann 50t 'Warflat'

◆ **GAUGE** 'OO' ◆ **MODEL** Bachmann Branchline 38-725 50t 'Warflat' No. WD-FVF-315, WD khaki drab dark ◆ **PRICE** £54.95
◆ **AVAILABILITY** Bachmann Branchline stockists

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

It's rather fitting that, in the year that we marked the 75th anniversary of D-Day, a model of one of the vehicles that helped make it happen has arrived for review. Though most attention is grabbed by the exploits of the tankers and their mounts, it was wagons such as the humble 'Warflat' that enabled hundreds of tanks to be despatched to Europe from June 6 1944.

The 'Warflat' was a development of a bogie flat wagon built for carrying tanks during the First World War. They were Britain's main tank-carrying wagon and it was only the introduction of the Sherman tank that forced construction of the 'Warwell', with the extra clearance the well section generated.

All 'Warflats' were built by Metropolitan-Cammell but they came in two types. The original 45t design was modified with strengthened solebars to become the 50t version, which is the version that Bachmann has modelled.

HEAVY METAL

First impression is that this is a weighty model. It tips the scales at 87g and the coolness on your fingers suggests that there's a lot of metal in its construction.

Despite their appearance, the solebars are plastic. This is actually a bit of a surprise for the quality of the finish suggests that they're metal. The khaki finish is excellent and the printing is beautifully crisp and fully legible without the aid of a magnifier.

The solebars really are excellent. The securing rings are moulded but look as though they've been separately fitted. The rivets are crisp and the handbrake wheel is very refined.

Overall dimensions compare very well to published drawings and photographs and the shape is very convincing. The bogies look good too. The metal wheels are free rolling and there

are NEM pockets fixed to the bogie frames.

All the metal is in the underframe. In fact, two of its box sections are full of it and there's a reason for this. The 'Warflat' comes with its own tank, a 1:76 scale take on the Cromwell Mark IV tank.

This is a simple, static plastic moulding, although the turret is posable. Prominent magnets under the hull – they align with the solid metal section of the underframe – hold the tank in place. The magnets are effective and the tank remained immobile, even when going through the tight pointwork on our test track at unprototypically high speed.

The Cromwell carries the insignia of the 11th Armoured Division. The finish is good but the plastic moulding is arguably a little on the crude side.

What isn't crude, however, is the contents of the little bag of extra bits. The end supporting jacks are wonderful little mouldings that fit into slots underneath the buffers. There are some particularly refined screw couplings, vacuum brake swan necks and side safety chains too.

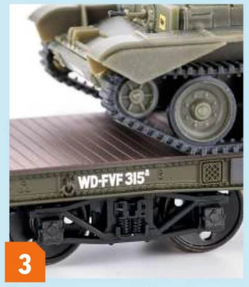
This model has been a long time coming (it was announced in 2013) but it's certainly been worth the wait. ***(RF)***

"It was the humble 'Warflat' that enabled hundreds of tanks to be despatched to Europe from June 6 1944"

3 things we like

1 Supporting jacks, screw link couplings and safety chains are particularly fine.

2 The cut-down buffers are well observed.



3 The bogies are well detailed, particularly the axleboxes and the springs.

REVIEW VERDICT

PROS. Good looks, finish, weighty, lots of fine detailing extras.

CONS. Pricey, tank is a little crude.

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

89%

Rivarossi UP 'Big Boy'

◆ **Scale** 'HO' ◆ **MODEL** Hornby Rivarossi HR2753 'Big Boy' 4-8-8-4 No. 4014, Union Pacific black ◆ **Price** £384.99 ◆ **AVAILABILITY** Rivarossi stockists or www.hornby.com

Italian model manufacturer Rivarossi has been offering an 'HO' scale 'Big Boy' for the best part of 50 years. Rivarossi is now part of the Hornby empire and Hornby has decided to re-launch 'Big Boy' to coincide with an exciting development from across 'the pond'.

The Central Pacific and Union Pacific railroads were joined at a bleak spot in Utah on May 10 1869 to form a railroad across the United States.

What could US railroad giant Union Pacific do to mark the 150th anniversary of the famous 'golden spike' ceremony that marked the event? How about return a 'Big Boy' to steam?

Union Pacific's steam workshop at Cheyenne, Wyoming, undertook the whirlwind overhaul of 'Big Boy' No. 4014, one of eight survivors that was deemed to be in the best overall condition. It acquired the mighty 4-8-8-4 in 2013 but the overhaul didn't start until 2016. However, on May 1 2019, it made its first moves, the first time a 'Big Boy' has steamed since 1962.

Since May, No. 4014 has drawn the crowds wherever it's gone. It's also provided Hornby with the perfect opportunity to re-issue the Rivarossi model. And that's what we're reviewing here.

Performance

Yes – the 'Big Boy' will go around Radius 1 curves. We couldn't quite believe it but the big 4-8-8-4 took the R1 curves and tight Hornby pointwork and crossovers with ease.

It's also immensely strong. We loaded up No. 4014 with 15 Hornby and Bachmann bogie coaches, plus an old Bachmann Class 66 that lacked a motor, and it romped away.

The only issue we found was persistent de-railing over some curves. Thinking that it wasn't actually suitable for Radius 1 curves, we found pieces of foam under the leading and trailing bogies, just like those found on the Hornby streamlined 'Duchess' (MR258). There's nothing in the instructions about this foam, so we removed it all. Problem solved.

It's also worth noting that the 'Big Boy' has traction tyres on one axle on the leading section. Hornby, however, offers an alternative wheelset without tyres in the box.

Just one final note about the Radius 1 curves. The 'Big Boy' may go around them but the front overhang is quite considerable and may collide with any scenery close to the track.

BIG AND BEAUTIFUL

The first thing that grabs your attention is the box. It's big and beautifully designed. The matt black finish is emblazoned with a reflective silver foil Union Pacific logo. There's even a smoky finish to the artwork. You really feel that you've bought something of quality.

Inside, you get a few little extras. There's a wonderful metal Union Pacific logo plaque, a stand for it and a Union Pacific pin badge. It may seem churlish to criticise but you'd expect a small, commemorative booklet too, just like the one Bachmann offered with its special 'Blue Pullman' pack – just something with some pictures and some cool 'Big Boy' facts.

What can you say about the model itself? It's pretty damned impressive!

Rivarossi's tooling has evolved over the last half-century or so and this current iteration dates from 2009. It certainly looks like a 'Big Boy'. The front end, from the wonderfully shaped smokebox door to the road numbers, the bell and the mass of handrails, looks spot on.

The shape is utterly convincing and it's matched by some ➤

"You really feel that you've bought something of quality"

Factfile: Union Pacific 'Big Boy'

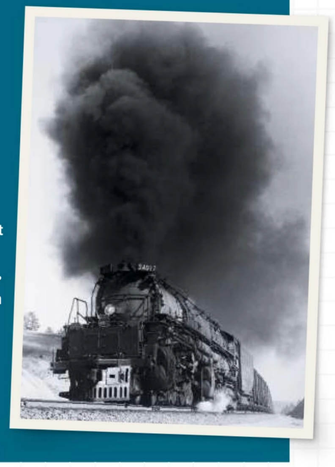
The Union Pacific railroad had already had experience with big, articulated locomotives when it received the first 'Big Boys' from ALCO in 1941. It was still receiving batches of new 'Challenger' 4-6-6-4s, which it had introduced in 1936, but the lines over the Wasatch mountain ranges still required something with a bit of extra power.

Union Pacific's engineering team calculated that a 4-8-8-4 wheel arrangement could support a new, 300lbs/sq in boiler and a firebox with a 150sq ft grate.

ALCO delivered 25 'Big Boys' in two batches: 4000-4019 in 1941 and 4020-4024 in 1944. UP later transferred them to Cheyenne for working the fearsome Sherman Hill in Wyoming.

Like British Railways' Standards, the 'Big Boys' only had short working lives. The last 'Big Boy' to haul freight ran in 1959 and the final four were not withdrawn until 1962. Eight survive.

Left: Nearly 150 years to the day that the First TransContinental Railroad was completed, newly overhauled 'Big Boy' No. 4014 pilots another of Union Pacific's steam fleet, 'FEF-3' 4-8-4 No. 844, at Rock Springs, Wyoming, on May 6. CHRIS PHILLIPSON

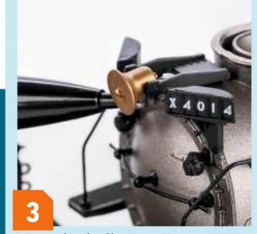


Right: The epitome of power! 'Big Boy' No. 4017 makes a spectacular sight with a train of empty coal wagons east of Harriman, Wyoming, in the late 1950s. GRANGER HISTORICAL PICTURE ARCHIVE/ALAMY

3 things we like

1 Despite the model's size, the ALCO worksplate is fully legible.

2 Plunger arrangements on the 'bogies' help them stay on the rails.



3 Even the bell pivots!

wonderfully crisp details. The original Rivarossi model was always highly regarded and it's easy to see why. The rivet detail, particularly along the exposed firebox sides is wonderful, as is the mass of pipework and the myriad fittings and handrails.

Rivarossi's model depicts the exposed water cooling pipes on the platform in front of the smokebox. These were fitted to the first batches of 'Big Boys', of which No. 4014 was one, but not on the last batch. No. 4014 has been restored without these pipes.

There are some neat features too. There are working headlamps and the bell pivots. The 'Big Boy' is fitted with Kadee coupler boxes at both ends, although the leading box is hidden behind a pull section in the cowcatcher. When Rivarossi introduced this version in 2009, it included provision for DCC sound. Unfortunately, No. 4014 is only 'DCC ready' and requires a decoder and speaker. To gain access to the internals you need to undo a screw under the dome.

You can, however, tell that the model is getting on a bit. Some of the moulding work looks a little dated, particularly on the sandboxes atop the boiler and on the tender front. The cab steps and tender ladders are cruder than you'd get today.

FINE DECORATION

The decoration, however, is as good as any other model. The unlined black livery suits the model's bulk and is complemented by the metallic silver smokebox and lower firebox sides. All the printing is legible, albeit under a magnifier.

According to our friends at *Model Railroader*, there are a few dimensional inaccuracies. The wheelbase has been stretched to help create extra clearance, the driving wheel diameter reduced and the tender is too wide.

There are a few other niggles. There's a small circuit board under the front bogie for the headlamp and the white and blue feed wires stand out a mile.

Remember that little white plug and socket that Hornby once used to link locomotives to tenders? It was small and fiddly and, thankfully, Hornby soon moved over to permanently coupled locomotives and tenders. The 'Big Boy' still has the plug and socket and it hasn't got any less fiddly in the intervening years!

Yet none of this really matters a jot.

The 'Big Boy' is one of those models that you buy 'just because'. You can forgive any foibles because of what it is. Buy one and simply bask in its magnificence. ***(RF)***

Thanks to Gaugemaster and Hornby for the loan of review samples.

RIVAROSSI UP 'BIG BOY'

OVERVIEW
Manufacturer: Rivarossi/Hornby
Ref. No. HR2753 **Unit No.** 4014
Scale/gauge: 1:87 scale, 16.5mm gauge 'OO'
Body: Plastic with metal parts
Chassis: Metal with plastic parts
Weight: 745g
Min. curve radius: R1
Wheel back-to-back: 14.3mm

ELECTRICS
Electrical system: 12V DC two-rail
Motor type: Sealed can
Lights?: Directional headlamp
DCC ready?: 21-pin socket
Current consumption
Max. speed: 0.3A **Stalled:** 0.8A

MECHANISM
Drive system: Cardan shafts to gear towers on both bogies
Flywheel(s): No
Traction tyres: Yes

DIMENSIONS	PROTOTYPE	1:87 SCALE	MODEL
Length (over buffers)	132ft 10in	465mm	465mm*
Height (over chimney)	16ft 2½in	57mm	57.6mm
Width (over cylinders)	11ft 0in	38.5mm	39.4mm
Wheel diameter (driving)	5ft 8in	20mm	18.5mm
Wheel diameter (bogie)	3ft 0in	10.5mm	9.6mm
Wheel diameter (tender)	3ft 6in	12.6mm	12.3mm

*Furthest of the three tender settings

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

REVIEW VERDICT

PROS. It's a 'Big Boy' – that's all you need to know!

CONS. Nothing that would stop you from buying one!

LOOKS	8/10
PERFORMANCE	10/10
FEATURES	9.5/10
DECORATION	8.5/10
VALUE FOR MONEY	8.5/10

89%

Olivia's Trains of Sheffield
'OO' Gauge UK DCC Sound Specialists.
25a Mansfield Rd, Intake, S12 2AE
Extensive UK sound library utilising the Loksound decoders.
DCC/ Sound Fitting Whilst You Wait.
Heljan Class 58's Available Now.
Bachmann Class 66 111 Available Now!
Heljan EM2 Class 77 / EM1 Class 76 - Available Now.
Heljan "Falcon" 4 Versions.
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Dapol Class 73's Available Now.
Coming 2016 - Class 73 In EW&S, Fragonset & Network Rail. pre-order now!
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Favourite Five

Five of the best products to get the best from your layout.

One-pour water fluids

Before you splash out on water modelling fluids, read **Peter Marriott**'s round-up of the ready-to-pour variety.

Most modellers will want some kind of water feature on their layouts. But which one of the myriad products available is the best? Water fluids come in two basic types: a ready-mixed one-pour fluid or a product that requires mixing (or, in fact, heating). Here, I've just evaluated the one-pour, ready-mixed water fluids. I've assessed them for how well they pour, whether they're resistant to cracking, whether they shrink as they dry and, obviously, how realistic they look.

■ Next issue I'll have a look at fluids that require mixing or heating.

1 Dapol Modelling Water

Model Rail Best Value

PROS Good value for money.
CONS Not that widely stocked.
Product: Dapol Modelling Water
Price: £6.85 (250ml)
Availability: Dapol stockists
Web: *www.dapol.co.uk*

The plastic bottle has a good screw cap for easy pouring and layers can be built up to create a pleasing depth of water. Looks glossy when dry (usually takes about 3-4 hours) and can be shaped to represent ripples and waves. Usefully, Dapol offers complementary black, red, blue and yellow dyes.

Ease of use	✪✪✪✪
Drying ability	✪✪✪✪
Finished appearance	✪✪✪✪
Value for money	✪✪✪✪✪

2 Deluxe Materials Aqua Magic

PROS Good dispensing bottle for controlled pouring.
CONS Base surface must be thoroughly sealed to prevent discolouration.
Product: XBD63/BD64 Aqua Magic
Price: £10.25 (BD63, 125ml), £16.95 (BD64, 250ml)
Availability: UK stockists

Deluxe Materials Aqua Magic is a versatile fluid for making water of varying depths. Layers can be poured onto a previously dried layer, and once dried it carries a good gloss with a still finish if you have removed any bubbles before it dries. Good screw cap for easy pouring of the fluid makes it easy to pour a controlled amount.

Ease of use	✪✪✪✪✪
Drying ability	✪✪✪
Finished appearance	✪✪✪
Value for money	✪✪✪

3 Noch Artificial Water

Model Rail Best in Test

PROS Dependable product, easy to work with.
CONS It's a bit pricey.
Product: 60873/ 60876 Modellwasser
Price: £10.75 (60876, 125ml), £19.50 (60873, 250ml)
Availability: Gaugemaster and other Noch dealers
Tel: 01903 884488 **Web:** *www.gaugemaster.com*

Noch's Artificial Water is designed as a quick way to make ponds, rivers and streams. Layers can be built up easily and each one dries clear with a smooth surface. I find it easy to work with pouring straight from the plastic nozzle of the bottle, and being quite a thin fluid makes it easy to pour in a controlled manner even into tight corners.

Ease of use	✪✪✪✪✪
Drying ability	✪✪✪
Finished appearance	✪✪✪✪✪
Value for money	✪✪✪

4 Vallejo Still Water

PROS Easy to pour, looks good.
CONS Harder to find than most other products.
Product: 26.230 Still Water
Price: £11.50 (200ml)
Availability: Creative Models Ltd
Tel: 01354 760022 **Web:** *www.creativemodels.co.uk*

A glass-clear liquid which levels itself to reproduce the effect of still transparent water. Apply in several fine layers of no more than 3mm thickness to prevent cracks or bubbles in the drying process. I found that even after three layers it dried very clear and glossy. A useful alternative to other more railway-orientated products.

Ease of use	✪✪✪✪
Drying ability	✪✪✪✪✪
Finished appearance	✪✪✪✪✪
Value for money	✪✪✪✪

5 Woodland Scenics Realistic Water

PROS Good, all-round reliable water fluid.
CONS You get rather a lot in a bottle – best saved for larger projects.
Product: WCW1211 Realistic Water WCW 1211
Price: £27.00 (473 ml)
Availability: Woodland Scenics/Bachmann stockists

This can be used to model still or slow-moving water, such as ponds, rivers, lakes and the sea, and it can be poured directly from the bottle. It's self-levelling, water soluble, will not crack and has minimal shrinkage. The surface dries firm and clear in approximately 24 hours, depending on humidity.

Ease of use	✪✪✪✪
Drying ability	✪✪✪✪
Finished appearance	✪✪✪✪
Value for money	✪✪✪

Top water modelling tips

TOP TIPS

1 Never be tempted to pour on water products too deeply. Shallow layers of liquid dry much quicker and clearer.

2 Leave the fluid to dry for at least 24 hours before adding another layer (and cover to prevent dust settling). Fluids will dry quicker in warmer weather.

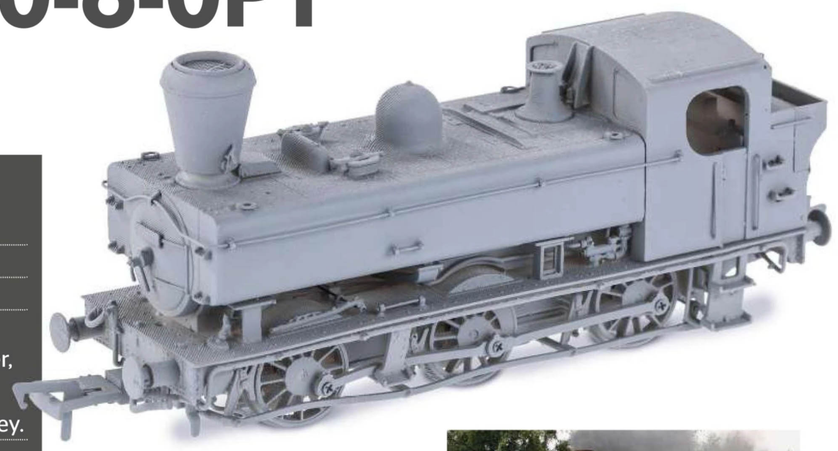
3 Always seal the base surface of your water feature to prevent leaks.

4 Draw the water fluid into the corners with a wooden coffee stirrer or lollipop stick. Use it to burst any air bubbles.

5 Always work in a well-ventilated environment, being especially careful to keep any products away from children and pets. Always replace the tops to prevent spillage and the fluid from drying out.

'16XX' 0-6-0PT

22 VERSIONS TO CHOOSE FROM



Specification list

Made by: Rapido Trains
Motor: Five-pole
DCC socket: Next18
Features: NEM coupler pockets, factory-fitted speaker, sprung buffers, firebox glow, 'Busby' spark arrestor chimney.

£149.00

£134.10 price for subscribers

TREVOR OWEN/COLOUR RAIL

BR BLACK, EARLY EMBLEM (PRISTINE)

- MR-301A: No. 1605, 81B Slough shedplate
- MR-301B: No. 1609, no shedplate
- MR-301C: No. 1623, 85B Gloucester shedplate
- 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

BR BLACK, LATE EMBLEM (PRISTINE)

- 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

K.C.H. FAIREY/COLOUR RAIL

BEN BOGGIS

GWR GREEN

- MR-306: GWR green No. 1638

COLOUR RAIL

'BUSBY' CHIMNEY

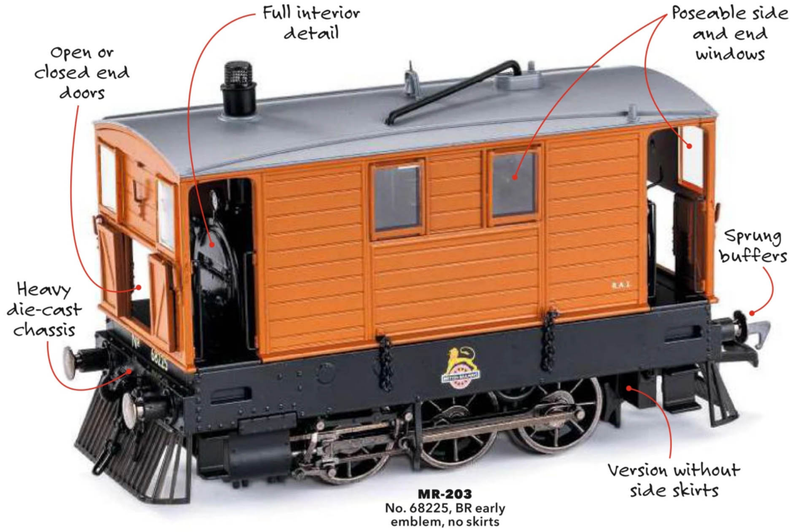
- MR-307A: BR black early emblem pristine, No. 1616
- MR-307B: BR black early emblem pristine, No. 1629
- MR-308: BR black early emblem weathered, No. 1661

NCB GREEN

- MR-309A: NCB green, No. 1600
- MR-309B: NCB green, No. 1607

PRESERVED GREEN

- MR-310A: Green early BR emblem, No. 1638
- MR-310B: Green 'Dart Valley' lettering, No. 1638



MR-203
No. 68225, BR early emblem, no skirts

Specification list

Made by: Rapido Trains
Motor: Coreless
DCC socket: Six-pin
Features: NEM coupler pockets, space for sound speaker, sprung buffers, removable cowcatchers, poseable windows and end doors, etched worksplates.

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

MR-205 No. 68223, British Railways lettering, full skirts

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

MR-207 No. 8223, LNER post-war livery, full skirts

MR-208 No. 7126, LNER lined livery, no skirts

MR-210 No. 7139, LNER lined livery

MR-209 No. 7137, LNER unlined livery, full skirts

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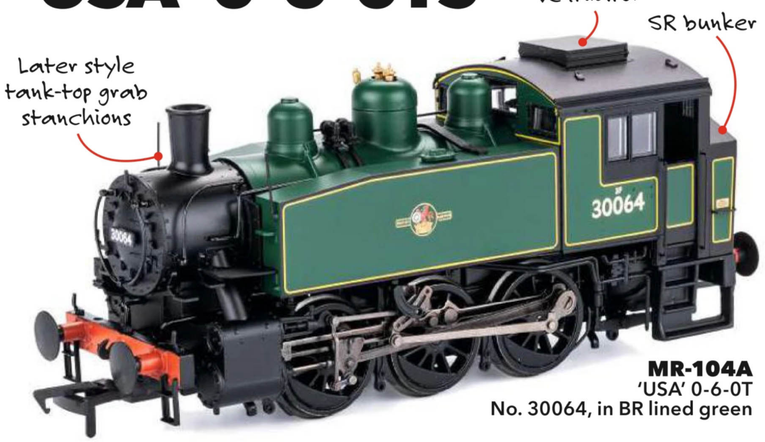
'USA' 0-6-0TS



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

Specification list

Made by: Bachmann/Kader
Motor: Three-pole
DCC socket: Six-pin
Features: NEM coupler pockets, two types of cab, different smokeboxes, different footsteps, separately fitted hinged platform.

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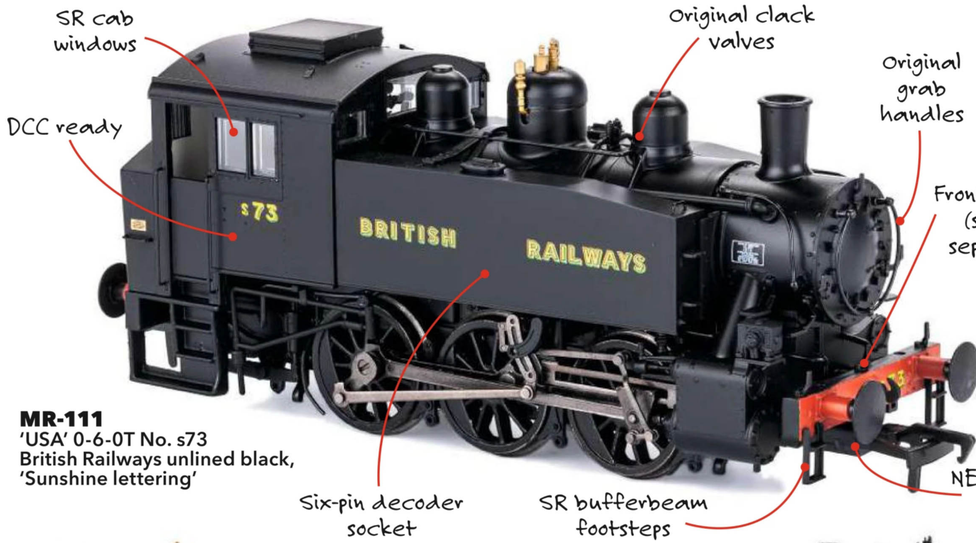

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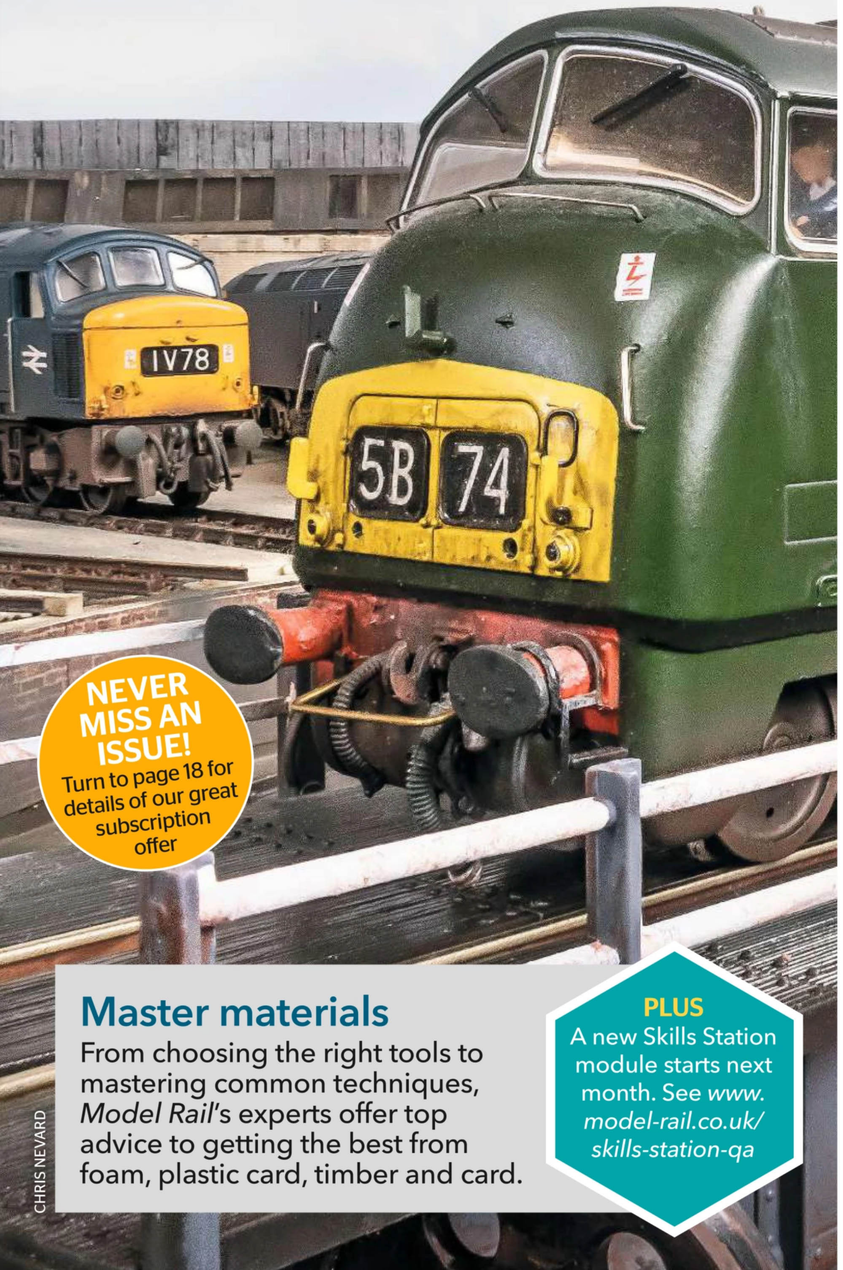

CHRIS NEVARD

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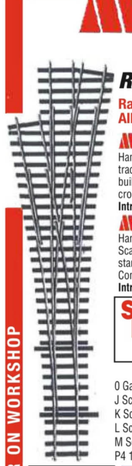

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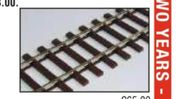

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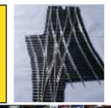

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Heljan have released images of their forthcoming 2-4-2T following on from the popular 2-6-2T last year. Due Q1 2020.

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R4915 TS second open - running number TBC

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Class 67
Pre-order from £108.76
Due in Stock: September/October 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: January to March 2020

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.

0151 733 3655

17 Montague Road, Widnes, WA8 8FZ

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Mon to Sun **9am-5pm**

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							
O Gauge LNER Class A3	hattons.co.uk/recordbreakers	£750	Aug 2016							
Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeteaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
Plasser 12t YOB Crane	hattons.co.uk/gpc	£69	Nov 2018							

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Bogie Bolster 'E' wagon	hattons.co.uk/bolstere	£25.45	Sep 2018							
N Gauge Class 50	hattons.co.uk/c50	£123.21	Feb 2013							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauge121	from £254.15	Jun 2018							
GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

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

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Information correct at the time of going to press on 16/09/19.

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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-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 "Katie" in lined maroon (Hat) (RRP £99).....BARGAIN....£89

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (Hat).....£99

R3515 Battle of Britain Class (Air Smoothed) 4-6-2 21C168 "Kenley" in Southern Railway malachite green - "The Final Day" special edition (Hor).....£179.50

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

H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) (RRP £99)BARGAIN...£74

OR76DG009 Class 2301 'Dean Goods' 0-6-0 2308 in WW1 Railway Operating Division khaki (Oxf).....£102
OR76DG006 Class 2301 'Dean Goods' 101 War Department black (Oxf)...£102

32-236 Class 3F 'Jinty' 0-6-0T 47619 in early British Railways black (Bac) (RRP £109.95)...BARGAIN...£74.50

R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor).....£169.50

4781 Class 47xx 2-8-0 'Night Owl' 4705 in GWR green Great Western lettering (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

R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor).....£153

R3494 Class 5MT Black 5 4-6-0 45025 in BR Black late crest - Railroad Range (Hor).....£80

31-690 Class 5P4F Stanier Mogul 2-6-0 2965 in LMS lined black (Bac) (RRP £159.95).....BARGAIN....£106

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

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
R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (Hor).....£171

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

R3736 Class A1 4-6-2 4472 "Flying Scotsman" in LNER green (Hor).....£189

R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - TTS sound fitted - Railroad range (Hor)£114

R3782 Class A1 Terrier 0-6-0T 751 in South Eastern and Chatham Railway green (Hor).....£81

R3630 Class A4 4-6-2 4493 "Woodcock" in LNER apple green (Hor).....£164.50

R3438 Class A4 4-6-2 4494 'Osprey' in LNER apple green - gloss finish (Hor).....£149.50
R3522 Class A4 4-6-2 60026 "Miles Beevor" BR green early emblem (Hor) £149
R3451 Class B1 4-6-0 61032 "Stembok" in BR black early emblem (Hor)..£148

R3694 Class B2 Peckett 0-6-0ST "Westminster" in Associated Portland Cement green (Hor) NEW.....£99

R3693 Class B2 Peckett 0-6-0ST No.4 "Sherwood" in Sherwood Colliery lined green (Hor) NEW.....£99

31-147 Class D11/1 4-4-0 501 "Mons" in GCR green (Bac). £179.50

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

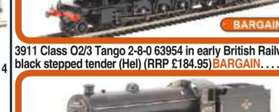
R3600TTS Class J36 0-6-0 673 "Maude" in North British Railway lined black - as preserved - TTS sound fitted (Hor).....£148.50
R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor)...£79.50
R3668 Class J83 0-6-0T 8482 in LNER green - Railroad range (Hor)....£40.50

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

OR76N7002 Class N7 0-6-2T 8011 in LNER black (Oxf) £98



3911 Class O2/3 Tango 2-8-0 63954 in early British Railways black stepped tender (Hel) (RRP £184.95)BARGAIN.....£84

3922 Class O2/4 Tango 2-8-0 63975 in BR black late crest flush tender (Hel) (RRP £184.95).....BARGAIN.....£84

R3328 Class S15 4-6-0 30843 in BR Black early emblem (Hor) (RRP £134.99).....BARGAIN....£111

R3615 Class W4 Peckett 0-4-0ST 560 in Peckett works leaf green builders lettering (Hor).....£90

R3550 Class W4 Peckett 0-4-0ST 883 in Lilleshall Co (Hor).....£99.99

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).....£117
H4-P-001 SECR P Class 0-6-0T 178 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 SE&CR full lined green (with brass) (Hat)£99

32-360A Standard Class 4MT 2-6-4T 80104 in BR lined black late crest (Bac).....£118.96

R3547 Standard Class 4MT 4-6-0 75008 in BR green late crest (Hor).....£144

Steam train packs

R3398 Lyme Regis Branch Line Train Pack - Ltd Ed (Hor) (RRP £225.99).....BARGAIN....£175

Diesel locos

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (Hel) (RRP £139).....BARGAIN.....£95

2912 Class 07 shunter 07001 in Peakstone yellow (Hel) (RRP £139).....BARGAIN....£101
2913 Class 07 shunter 07003 British Industrial Sand (Hel) (RRP £139).....BARGAIN.....£98

2916 Class 07 shunter 07005 "Langbaurgh" in ICI Wilton grey and orange (Hel).....£118.96
2909 Class 07 shunter 07006 in Powell Duffryn blue and white (Hel)...£118.96

2915 Class 07 shunter 07009 in BR blue - weathered (Hel) £127.46

2903 Class 07 shunter 07010 in BR blue wasp stripes (Hel) (RRP £139).....BARGAIN....£101

UK P&P £4 per order
(free for orders over £175)
£2.75 per single diecast item
£7 guaranteed Next Day delivery
(Orders before 2pm)

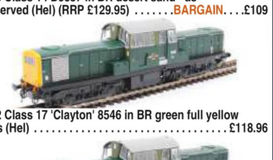
2905 Class 07 shunter D2988 in BR green wasp stripes (Hel) £118.96

2906 Class 07 shunter D2991 in BR Eastleigh Works light green (Hel) £118.96
2902 Class 07 shunter D2992 BR blue wasp stripes (Hel) (RRP £139) . . . . . BARGAIN £104

R3343 Class 08 0-6-0 shunter 08822 "John" in First Great Western (Hor) £111

R3342 Class 08 shunter 08489 in BR blue (Hor) £114

1410 Class 14 D9537 in BR desert sand - as preserved (Hel) (RRP £129.95) . . . . . BARGAIN £109



1722 Class 17 'Clayton' 8546 in BR green full yellow ends (Hel) £118.96

1721 Class 17 'Clayton' D8502 in BR green small yellow panels (Hel) £118.96

1723 Class 17 'Clayton' D8534 in BR blue (Hel) . . . £118.96

R3661 Class 31 D5509 in BR green (Hor) £153

3328 Class 33/2 6593 in BR Blue full yellow ends (Hel) . . £101.15

4D-003-014 Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) £129.15
4D-003-014D Class 52 'Western' D1008 "Western Harrier" in BR maroon yellow bufferbeams - DCC fitted (Dap) NEW £154.66

4D-003-017 Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends (Dap) . . £129.15
4D-003-017D Class 52 'Western' D1016 "Western Gladiator" in BR maroon full yellow ends - DCC fitted (Dap) NEW £154.66

4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap) £129.15

4D-003-015D Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels - DCC fitted (Dap) NEW £154.66

4D-003-013 Class 52 'Western' D1035 "Western Yeoman" in BR green small yellow panels (Dap) £129.15

4D-003-018 Class 52 'Western' D1041 "Western Prince" in BR blue (Dap) NEW £129.15

4D-003-016 Class 52 'Western' D1043 "Western Duke" in BR chromatic blue small yellow panels (Dap) NEW £129.15
32-764 Class 57/3 57305 "Northern Princess" in DRS Northern Belle (Bac) £149

R3605TTS Class 60 60044 "Dowlow" in DB Schenker red - TTS sound fitted (Hor) £184.50
R3659 Class 67 67027 "Charlotte" in Colas Rail Freight (Hor) £144

4D-022-013 Class 68 68004 "Rapid" in Direct Rail Services blue (Dap) £131.71

4D-022-009 Class 68 68006 "Daring" in Scotrail (Dap) . . . £131.71

4D-022-015 Class 68 68026 in Direct Rail Services plain blue (Dap) £131.71

4D-006-014 Class 73/0 E6002 in BR plain green (Dap) £124.29
4D-006-014D Class 73/0 E6002 BR plain green - DCC fitted (Dap) NEW . . £149.79

4D-006-010 Class 73/0 E6004 in BR green grey solebar (Dap) £124.29

4D-006-011 Class 73/1 73109 "Battle of Britain" in Network SouthEast (Dap) £124.29
4D-006-011D Class 73/1 73109 "Battle of Britain" in Network SouthEast - DCC fitted (Dap) NEW £149.79
4D-006-013D Class 73/2 73202 in Southern Gatwick Express branding - DCC fitted (Dap) NEW £149.79
4D-006-012D Class 73/2 73235 South West Trains - DCC fitted (Dap) NEW £149.79

HSTs

R3698 Pair of Class 43 HST Power Cars 43033 and 43183 in Scotrail "7 Cities" (Hor) NEW £261

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) £261

R3802 Pair of Class 43 HST Power Cars 43315 and 43309 in LNER white and red (Hor) £261

Electric locos

OO71-004HAT Class 71 E5013 in BR Blue full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hatton's (DJ) (RRP £139.95)BARGAIN £96

7604 Class 76 EM1 Woodhead electric 76022 in BR blue multiple working cables - Ltd Ed for Olivias Trains (Hel) £160
R3580 Class 87 87035 'Robert Burns' in BR Blue (Hor) £144

DMUs

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-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-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (Dap) (RRP £129.95) . . . BARGAIN £89

8940 Class 128 parcels DMU M55993 in BR Blue full yellow ends and flush fronts (Hel) (RRP £119.95)BARGAIN £54

R3662 Class 153 single car DMU 153368 in GWR green (Hor) £109.50

R3772 Class 156 2 car DMU 156480 in Northern Rail / Royal Air Force commemorative (Hor) NEW £112.50

EMUs

R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £160
31-427B Class 411 4-CEP 7106 in BR Blue & Grey (Bac) £290

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £64
36-165A Plasser Tamper track maintenance machine (motorised) (Bac) £74.95

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

R1248 Santa's Express - Christmas starter train set (Hor)£49.50

R1234 Starter train set - "Hogwarts Express" - Harry Potter range (Hor) £180

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
R4884A Bulleid 59' brake third corridor 2846 in SR malachite green (Hor) £43.50
R4888A Bulleid 59' brake third corridor S2852S in BR green (Hor) £43.50
R4888B Bulleid 59' brake third corridor S2859S in BR green (Hor). £43.50

R4886 Bulleid 59' composite corridor S5714S in BR green (Hor) £43.50

R4525 Collett restaurant car 9578 in GWR chocolate & cream - Railroad Range (Hor) (RRP £21.99)BARGAIN . £10

R4826 Gresley 61' 6" brake composite corridor 32557 in LNER teak (Hor) NEW £49.50

R4829 Gresley 61' 6" corridor buffet 21611 in LNER teak (Hor) NEW £49.50

R4827 Gresley 61' 6" first corridor 31885 in LNER teak (Hor) NEW £49.50

R4830 Gresley 61' 6" full brake 4234 in LNER teak (Hor) NEW £49.50

R4828 Gresley 61' 6" third corridor 23864 in LNER teak (Hor) NEW £49.50

R4914 GWR clerestory brake third coach in GWR chocolate and cream - Railroad range (Hor) NEW £17.50

R4744 Maunsell brake third 3563 in SR malachite green - Railroad Range (Hor) (RRP £22.99) . . . BARGAIN . . £9.50
R4534D Maunsell push-pull coach pack Set 619 in BR green (Hor) . . £77

R4619A Mk1 BG full brake M80532 in BR maroon (Hor) (RRP £24.99) . . . . . BARGAIN £18

R4936 Mk1 GUV general utility van W86468 in BR maroon (Hor) NEW £33.50

R4902 Mk1 QPA BTU staff and dormitory coach ADB975574 in BR engineers yellow (Hor) £31.50

39-051E Mk1 SO second open M4929 in BR maroon (Bac) (RRP £47.95) . . . . . BARGAIN £33

R4621A Mk1 TSO second open E4558 in BR maroon (Hor) (RRP £24.99) . . . . . BARGAIN £18

R4643A Mk1 TSO second open M4473 in BR maroon (Hor) (RRP £24.99) . . . . . BARGAIN £18

R4919 Mk2F 'Aircon' TSO second open 5985 in Intercity Swallow (Hor) £31.50

R4919A Mk2F 'Aircon' TSO second open 5988 in Intercity Swallow (Hor) £31.50

R4916 Mk2F 'Aircon' TSO tourist second open M6011 in BR blue and grey (Hor) £31.50

Wagons

R6904 7-plank open wagon "North's Navigation, Cardiff" (Hor) NEW £15.50

R6903 7-plank open wagon "Sherwood Colliery, Mansfield" (Hor) NEW £15.50

R6836 8 ton box vans in LMS bauxite - pack of three - railroad range (Hor) £21

4F-061-001 BEV Bogie Bolster 'E' 923358 in BR bauxite (Dap) £25.46

4F-061-006 BEV Bogie Bolster 'E' 924327 in BR bauxite (Dap) £25.46

OR76BOOM03 BL 14 inch howitzer railgun "Boche Buster" (Oxf) £51

R6727A Horse box 42442 in LMS maroon (Hor) (RRP £21.99) . . . . . BARGAIN £9

4F-039-006 KIB telescopic hood wagon 33-70-0899-032-3 in Tiphook Rail blue (Dap) £25.46
H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat) £126

H4-RHTT-006 Rail Head Treatment Train 'Water' wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered (Hat) £63

OR76WW010 Southern Railway Warwell - Revised Bed MS14176 (Oxf) £28
H4-WW-015 Warwell wagon 50t Gloucester GPS bogies MODA95512 in MOD 1970s olive - weathered (Hat) £37
4F-061-002 YNV Bogie Bolster 'E' 923444 in BR bauxite (Dap) . . . £25.46

Analogue controllers

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

36-504 EZ Command Dynamis Ultima DCC system (Bac) . . £280

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

Lighting equipment

GM56 Buffer lights x 2 (Gau) £10

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Model railway spares

SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2.20

20KADEE NEM362 Kadee coupling - Extra-Long (11.68mm) - Pack of four (Kad) £5
19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) . . £5
18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) £5
17KADEE NEM362 Kadee coupling - Short (7.11mm) - Pack of four (Kad) . . . £5

Wheel sets

R8096 12.6mm Metal disc wheels on axles (10 axles) (Hor) £12

Buildings - railways

LK-20X Double length overall arched station roof (Pec) £22.50

PO313 Double track brick built engine shed - card kit (Met) £19.50

LK-201 Highland Railway-style wooden signal box - laser-cut wooden kit (Pec) NEW £17.50
R8009 Station terminus building pack (Hor) £42.50

PO340 Two-bay platform canopy - card kit (Met) . . £13.50

Man-made scenic structure - railway-related

LK-55 76ft Well type turntable (Pec) £41

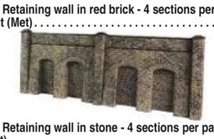
R083 Box of 6 Buffer Stop (Hor) £9.50
R083 Single (Hor) £1.80

Signals

DS3 One Touch three aspect home signal (red/yellow/green) - DCC fitted (Tra) £26
SSP1 Sensor Signal Starter Pack (Tra) £153
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £26

Bridges, Tunnels & Walls

PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £12



PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £12

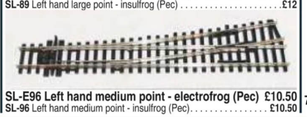
Track - Code 100 Setrack

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

R070 Electrically Operated Turntable (Hor) £64
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £26
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50
R8072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £4
R8073 Right Hand Standard Point (Hor) £9.50
ST-245 Setrack curved double radius left handed point insulfrog (Pec) . . £14.50
ST-201 Setrack double straight (Pec) £2
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-204 Setrack Quad Straight (670mm) (Pec) £3.50
ST-204 Box of 24 (Pec) £82
ST-100 Setrack Starter Track Set - Second Radius (Pec) £58
R610 Short Straight (Hor) £1.20
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66
R600 Standard Straight (Hor) £1.50
R600 Box of 24 (Hor) £34

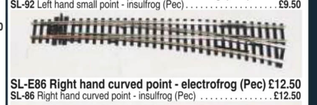
Track - Code 100 Streamline

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-89 Left hand large point - insulfrog (Pec) £12



SL-E96 Left hand medium point - electrofrog (Pec) £10.50
SL-96 Left hand medium point - insulfrog (Pec) £10.50

SL-E92 Left hand small point - electrofrog (Pec) £9.50
SL-92 Left hand small point - insulfrog (Pec) £9.50



SL-E86 Right hand curved point - electrofrog (Pec) £12.50
SL-86 Right hand curved point - insulfrog (Pec) £12.50

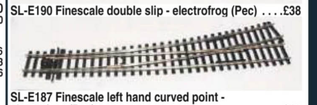
SL-E88 Right hand large point - electrofrog (Pec) £12
SL-88 Right hand large point - insulfrog (Pec) £12
SL-E95 Right hand medium point - electrofrog (Pec) £10.50
SL-95 Right hand medium point - insulfrog (Pec) £10.50
SL-E91 Right hand small point - electrofrog (Pec) £9.50
SL-91 Right hand small point - insulfrog (Pec) £9.50
SL-80 Single slip insulfrog (Pec) £32

Track - Code 75 Finescale

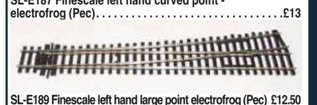
SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) £4
SL-108F Box of 25 (Pec) £98
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3.30
SL-102F Pack of 25 (Pec) £82

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E199 3 way finescale medium radius point - electrofrog (Pec) £29

SL-E190 Finescale double slip - electrofrog (Pec) £38



SL-E187 Finescale left hand curved point - electrofrog (Pec) £13



SL-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-E195 Finescale right hand medium point - electrofrog (Pec) £11.50

SL-E191 Finescale right hand small point - electrofrog (Pec) £10.50
SL-U1189 Left hand large radius bullhead rail point - unifrog (Pec) . . £26
SL-U1188 Right hand large radius bullhead rail point - unifrog (Pec) . £26

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £10
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) . . . £13.50

Buses

76DC002 Duple Commander MkII - Grey Cars (Oxf) . . . £17

76DC001 Duple Commander MkII - Southdown Motor Services (Oxf) £17

Commercial vehicles

76SHT001 Scammell Highwayman Tanker Shell/BP (Oxf)£14.50

Hattons MODEL RAILWAYS

Prices valid until 23/10/19

All prices correct when going to press. Errors excepted.

Military ground vehicles

76BD024 Bedford OX Queen Mary Trailer RAF Blue (Oxf) £15.50

76SET65 Bloodhound Missile Set (Oxf) £23

Tools

SL-43 Loco Lift and storage unit (Pec) £12

N Gauge

Steam locos

2S-009-007 Class 2884 2-8-0 3822 in BR black late crest (Dap) £124
2S-007-010 Class 57xx Pannier 0-6-0 8700 GWR green shirtbutton emblem (Dap) £74
2S-007-018D Class 57xx Pannier 0-6-0PT 8763 in BR lined black early crest and later cab - DCC fitted (Dap) £100

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-012-011 Class A1X 'Terrier' 0-6-0T 751 in South Eastern and Chatham Railway green (Dap) £67.96

2S-020-002 Class B17 4-6-0 61664 "Liverpool" in BR green early emblem (Dap) £109

Diesel locos

NEW

2D-002-003 Class 50 50037 "Illustrious" in original Network SouthEast (Dap) NEW £123.21
2D-002-003D Class 50 50037 "Illustrious" in original Network SouthEast - DCC fitted (Dap) **NEW** £148.71

NEW

2D-002-002 Class 50 50040 "Leviathan" in BR large logo blue - DCC fitted (Dap) NEW. £123.21
2D-002-002D Class 50 50040 "Leviathan" in BR large logo blue - DCC fitted (Dap) **NEW** £148.71

NEW

2D-002-001 Class 50 50043 in BR blue - unrefurbished (Dap) NEW £123.21
2D-002-001D Class 50 50043 BR blue - unrefurbished - DCC fitted (Dap) **NEW** £148.71

NEW

2D-002-000 Class 50 D406 in BR blue - unrefurbished (Dap) NEW £123.21
2D-002-000D Class 50 D406 BR blue - unrefurbished - DCC fitted (Dap) **NEW** £148.71

NEW

2D-007-010 Class 66/6 66623 "Bill Bolsover" in Freightliner blue (Dap) NEW £90

HSTs

2D-019-008 Class 43 HST 4-car book set in GNER blue (Dap) £160.89

2D-019-009 Class 43 HST 4-car book set in GWR Green (Dap) £160.89

2D-019-007 Class 43 HST 4-car book set in Virgin Trains East Coast (Dap) £160.89

DMUs

BARGAIN

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

Wagons

NEW

NVEA-001a 12 ton VEA van 230011 in BR maroon (Son) NEW £19.95
NVEA-001B 12 ton VEA van 230019 in BR maroon (Son) **NEW**. . . £19.95
NVEA-001C 12 ton VEA van 230026 in BR maroon (Son) **NEW**. . . £19.95
NVEA-001D 12 ton VEA van 230034 in BR maroon (Son) **NEW**. . . £19.95
NVEA-001E 12 ton VEA van 230049 in BR maroon (Son) **NEW**. . . £19.95

NEW

NVEA-002A 12 ton VEA van 230060 in Railfreight red and grey (Son) NEW £19.95
NVEA-002B 12 ton VEA van 230063 Railfreight red and grey (Son) **NEW**£19.95
NVEA-002C 12 ton VEA van 230117 Railfreight red and grey (Son) **NEW**£19.95

NEW

NVEA-005A 12 ton VEA van 230142 in Railfreight Distribution grey and yellow (Son) NEW £19.95
NVEA-002D 12 ton VEA van 230156 Railfreight red and grey (Son) **NEW**£19.95
NVEA-002E 12 ton VEA van 230443 Railfreight red and grey (Son) **NEW**£19.95
NVEA-005B 12 ton VEA van 230498 in Railfreight Distribution grey and yellow (Son) **NEW** £19.95
NVEA-005C 12 ton VEA van 230523 in Railfreight Distribution grey and yellow (Son) **NEW** £19.95
NR-P424 7 plank open wagon "Lunt Brothers" (Pec) **NEW** £9

2F-026-001 HIA aggregate limestone hopper 369008 in Freightliner green (Dap) £21.50
2F-026-006 HIA aggregate limestone hopper 369020 Freightliner green (Dap). £21.50

2F-026-002 HIA aggregate limestone hopper 369052 in Freightliner green (Dap) £21.50

Accessories

2A-000-029 Pair of working Scharfenburg couplings (Dap) **NEW** . . . £4.50

Model railway spares

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.70
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec) £2

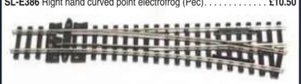
Track - Code 80 Setrack

ST-6 Setrack left hand point insulfrog (Pec). £8.50
ST-5 Setrack right hand point insulfrog (Pec). £8.50
ST-3011 ST-11 double straight track - 174mm - pack of eight (Pec) £12.50

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3

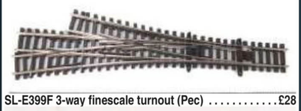
SL-E396 Left hand medium point electrofrog (Pec) . £9.50
SL-E386 Right hand curved point electrofrog (Pec). £10.50



SL-E395 Right hand medium point electrofrog (Pec) £9.50
SL-395 Right hand medium point insulfrog (Pec). £9.50

Track - Code 55 Finescale

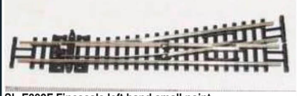
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) . . £3.50
SL-302F Pack of 30 (Pec) £91



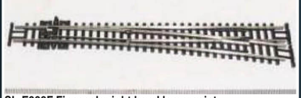
SL-E399F 3-way finescale turnout (Pec) £28

SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11

SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11
SL-E390F Finescale double slip electrofrog (Pec) £38
SL-E389F Finescale left hand large point electrofrog (Pec). £11
SL-U396F Finescale left hand medium point unifrog (Pec) £10.50



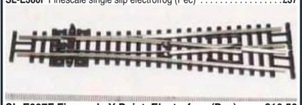
SL-E392F Finescale left hand small point electrofrog (Pec) £9.50



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
SL-E380F Finescale single slip electrofrog (Pec) £37



SL-E397F Finescale Y Point. Electrofrog (Pec) £10.50

Commercial vehicles

NEW

NTCAB006 Scania T Cab semi low loader "Sandy Kydd" (Oxf) NEW £13

OO9 Narrow Gauge

Steam locos

9955 Lynton & Barnstaple 2-6-2T "Exe" in L&B dark green (Hel) . **£209.95**

9956 Lynton & Barnstaple 2-6-2T "Taw" in L&B dark green (Hel) £209.95

9961 Lynton & Barnstaple 2-6-2T 190 "Lyd" in plain black (Hel) £186.96

9963 Lynton & Barnstaple 2-6-2T 190 "Lyd" in Southern Railway green - as preserved (Hel) £186.96

9951 Lynton & Barnstaple 2-6-2T 760 "Exe" in Southern Railway green (Hel) £189.95

9952 Lynton & Barnstaple 2-6-2T 761 "Taw" in Southern Railway green (Hel) £189.95

9954 Lynton & Barnstaple 2-6-2T E759 "Yeo" in Southern Railway (Hel) £209.95

Track - Code 80 Setrack

ST-400 Setrack narrow gauge starter track pack - first radius (Pec) . . £68

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

O Gauge (1:43 Scale)

Steam locos

4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel) £662.15

6104 Class 61xx 'Large Prairie' 2-6-2T 6132 in BR lined green late crest (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-024-003 Class 64xx 0-6-0PT pannier 6435 in BR black early emblem (Dap) (RRP £400) . . . . . **BARGAIN** £295
7S-010-013S Class A1 'Terrier' 0-6-0T 751 SECR green - DCC sound fitted (Dap) £340

Diesel locos

7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) £191.25

BARGAIN

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

Visit www.hattons.co.uk/preorder for all forthcoming releases

BARGAIN

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

2559 Class 25/3 in BR blue - weathered and unnumbered (Hel) £446.25

2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) £446.25
2555 Class 25/3 in BR green small yellow panels - unnumbered (Hel) . **£446.25**

3750 Class 37/4 37401 "Mary Queen of Scots" in BR large logo blue yellow headcode boxes - Exclusive to Hatton's (Hel) £549

3751 Class 37/4 37408 "Loch Rannoch" in BR large logo blue black headcode boxes - Exclusive to Hatton's (Hel). £549

3741 Class 37/4 in BR large logo blue - unnumbered (Hel) £509.15

3742 Class 37/4 in Intercity Mainline - unnumbered (Hel) £509.15

BARGAIN

4202 Class 42 Warship D869 "Zest" in BR maroon small yellow panels (Hel) (RRP £699) . . . . . **BARGAIN.** . . . £495

DMUs

BARGAIN

8910 Class 128 parcels DMU W55991 in BR green speed whiskers (Hel) (RRP £599) . . . . . **BARGAIN.** . . . £295

Coaches

4954 Mk1 BG full brake in BR green (Hel) (RRP £325)**BARGAIN** . . £149

BARGAIN

4956 Mk1 BG full brake in Royal Mail red (Hel) (RRP £325). . . . . . **BARGAIN.** . . . £147

4921 Mk1 BSK brake second corridor in BR maroon - unnumbered (Hel). £169.50

4931 Mk1 FK first corridor in BR maroon - unnumbered (Hel) £169.50

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

7F-058-008 14-ton Type A tank wagon - "National Benzole" (Dap) £44.63

7F-058-010 14-ton Type A tank wagon - "Shell BP" (Dap). £44.63

7F-059-010 14-ton Type B tank wagon - "Esso" (Dap) .£44.63

Analogue controllers

100MO Single track controller for O gauge - 2.5amp (Gau). £80

Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec). £75
SL-700BH Single (Pec) £6.50

SL-E786BH Right hand O gauge curved turnout (Pec) £54
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") (Pec) £6
ST-U750 Setrack second radius Unifrog right hand point (Pec). £43

SL-E797BH Y Point bullhead rail & electrofrog (Pec) . . £43

Buses

43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast (Oxf). £37.50

Cars

NEW

VA12906 Audi quattro - Sable Brown Metallic (Cor) NEW £27

Public Service vehicles

NEW

VA10014 Ford Sierra Sapphire RS Cosworth 4x4 - Sussex Police (Cor) NEW £27

NEW

VA09013 Rover SD1 Vitesse - Grampian Police (Cor) NEW . . £27

Commercial vehicles

43CF001 Bedford CF Ice Crean Van/Morrison - "Mr Whippy" (Oxf). **£14.50**

Military ground vehicles

NEW

VA01427 Morris Mini Van, The Red Arrows (Cor) NEW £27

Any or Multiple Scales

Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £34

D Double/Twin track power controller (Gau) £86
Q Quadruple 4 circuit power controller (Gau). £149

Analogue power supplies

M1 Transformer Output 2 x 16v AC 1A (Gau) £42

Analogue point control

CDU Capacitor Discharge Unit (Gau). £11
PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec). £61
PL-15 Twin Microswitch (Pec) £7.50

Digital decoders

Imperium1 "Imperium" 21 Pin MTC 6-function DCC decoder (Dap) £19.51
Imperium2 "Imperium" Next 18 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
36-568 6 pin DCC decoder Back EMF and Railcom (Bac). £24.61
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) £17
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) . **£24**
BPDCC23 6-pin 2-function 1A (2A peak) decoder - pack of 5 (Gau) . **£107**
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 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £92
R8249 Single (Hor) £16
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £17
DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco (Hor) £38

R8117 TTS DCC Sound Decoder 8 pin plug - 'Princess Coronation' 4-6-2 steam loco (Hor). £36
R8118 TTS DCC Sound Decoder 8 pin plug - Class 20 diesel (Hor) . . . £36
R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' 4-6-0 steam loco (Hor) £36
R8113 TTS DCC Sound Decoder 8 pin plug - Class 9F 2-10-0 steam loco (Hor) £36
R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor) £36
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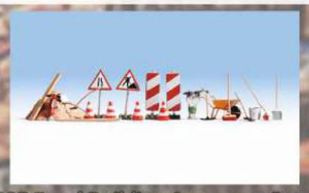

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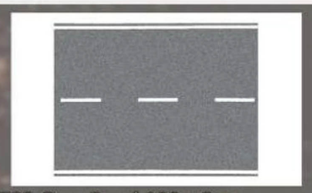

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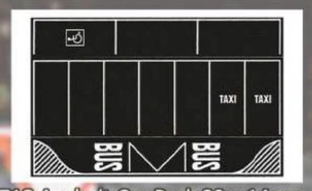

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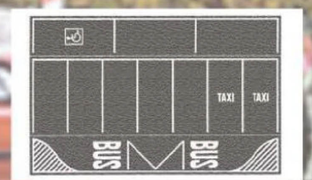

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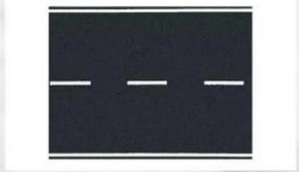

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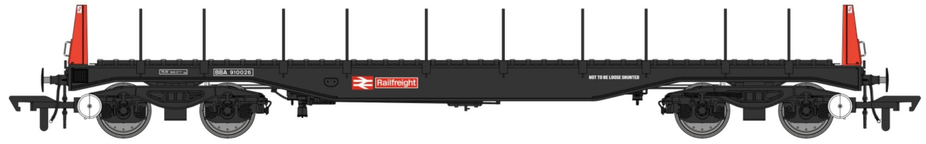

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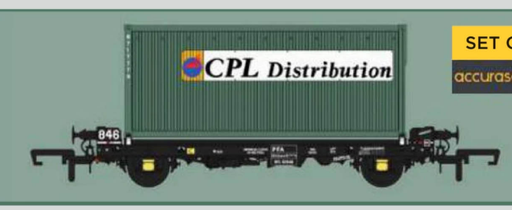

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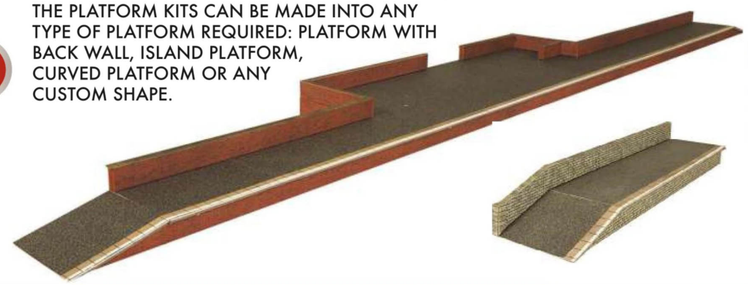

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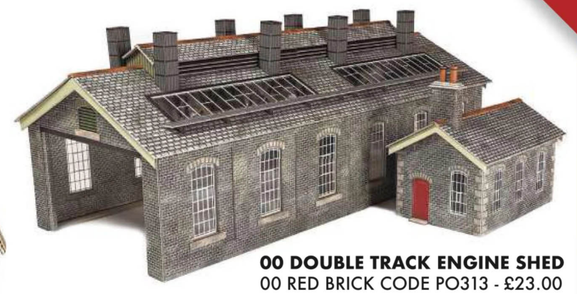

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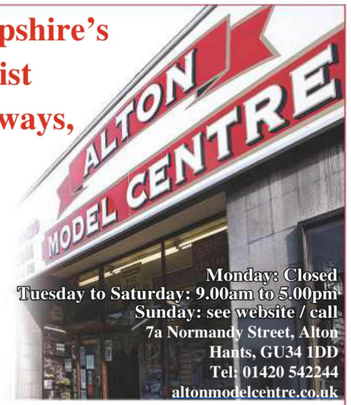

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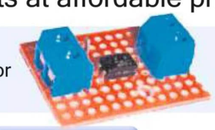

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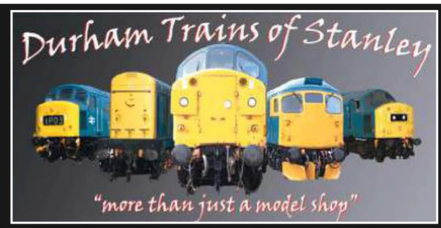

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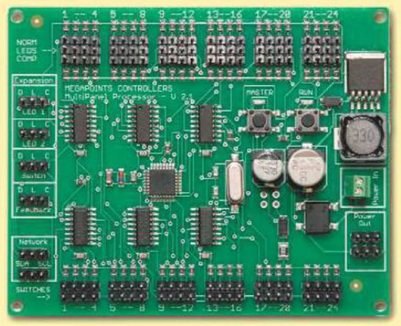

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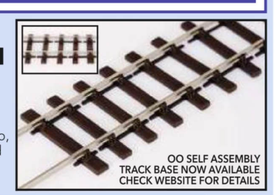

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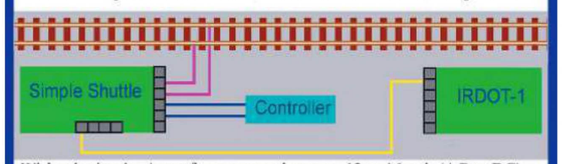

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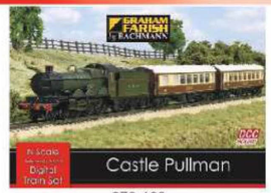

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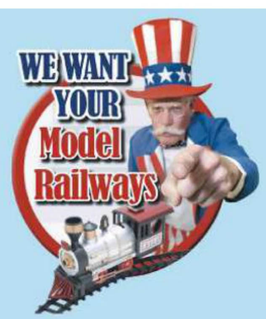

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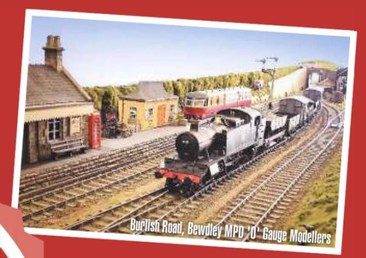

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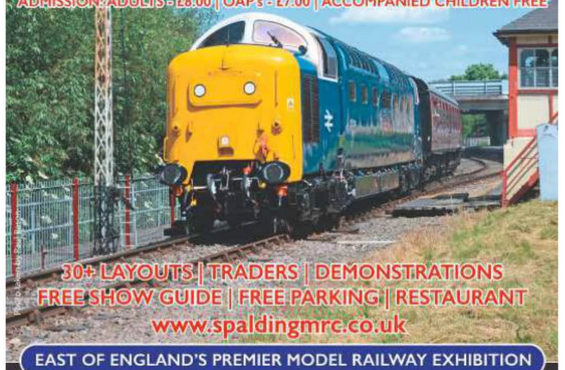

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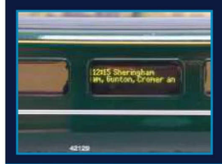

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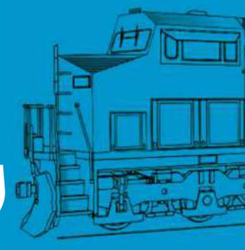

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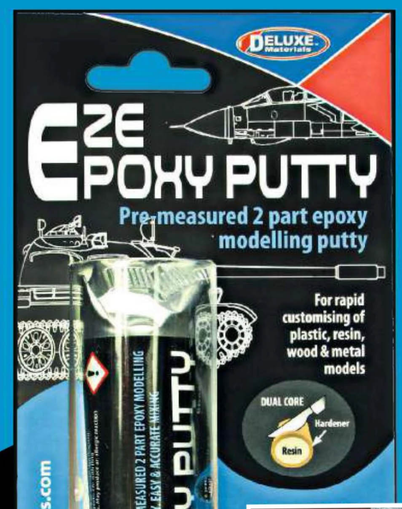

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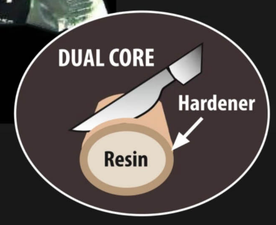

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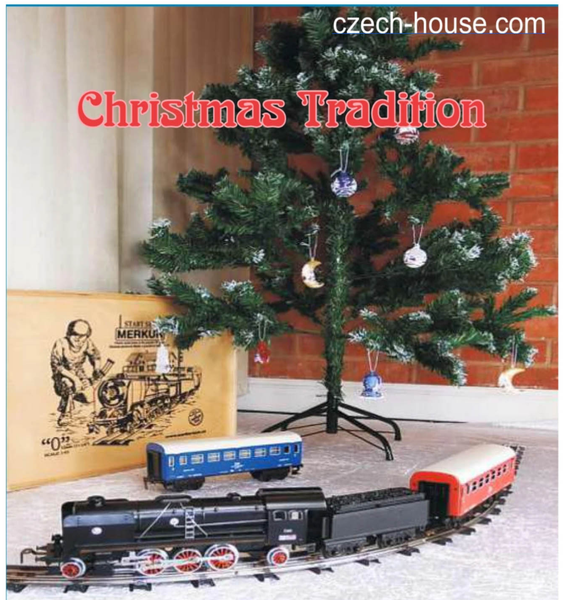

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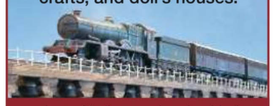
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Telephone: 01733 468000
Editor: Richard Foster
Deputy Editor: George Dent
Consultant Editor: Chris Leigh
Staff Writer: Chris Gadsby
Model Consultant: Dave Lowery
Editorial Assistant: Jane Skinner
Art Editor: Matthew Hunt
Production Editor: Shane Collins
Sub Editor: Richard Hampson
Photography: Jacques Portal, Chris Nevard
Artist: Andrew Mackintosh

PRODUCTION

Telephone: 01733 468377
Print Production Manager: Richard Woolley
Advertising Production: Zoe Bellamy
Printed by: Wyndeham Southernprint, Poole, Dorset BH16 5SN

ADVERTISING

Senior Sales Exec Display: Gemma Smith 01733 366379
Sales Exec Classified: Danielle Warr 01733 213732
Group Advertisement Manager: Karen Gardiner 01733 366434

MARKETING

Telephone: 01733 468000
Marketing Manager: Holly Burdall
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Present your case

If there's a locomotive that you think needs to be offered ready-to-run, here's the place to voice your opinion…

Coach: LMS Period III coaches
Gauge: 'OO'
Proposed by: Mike Hunter, Nottingham

What is it?
LMS coaches in 'OO'? Before the inevitable cries of 'Nurse!', please read on.

Hornby produces good models of the Period III first, third, brake third and full brake, plus the non-gangway Third and brake Third. However, I (and I'm sure many other modellers), like to model trains – in the case of coaching stock, that means a formation which is as accurate as possible, rather than just throwing together a rake of identical coaches. If I form trains of the current vehicles, there just isn't enough variety to be accurate.

So what are the glaring omissions? My personal favourites are an open vestibule Third. The Replica Railways version has been unavailable for many years and sells for silly prices on eBay. It's a great filler for all kinds of trains.

Then there is no 57ft buffet or restaurant car. Hornby's new SR Maunsell vehicle looks great, so can we have a Stanier one for the LMS please? The 12-wheel restaurant car is a very dated ex-Dapol model, and only accurate for the largest expresses.

A 60ft corridor composite would be great too, to replace the old RailRoad one. The other big gap in ready-to-run is Stanier push-pull stock.

I would imagine that Hornby can fairly easily add Period III versions of all these vehicles to match their current models. A First brake or composite brake would also be good, to give variety from the current brake Third vehicle.

What would make it viable?
There is the obvious variety of possible liveries as Stanier vehicles were still in use well into the BR era. They had wide route availability, being seen in many parts of the country, not just the LMS or LM region. The push-pull coach would find a place on even the smallest layouts, it would also complement Bachmann's forthcoming Midland 0-4-4T. Additions to the main line fleet would find a place in most LMS modellers' fleets, and probably coax them to buy more vehicles.

The same rules apply for other scales – the bigger the choice, the better the trains that can be modelled, and the more stock modellers are likely to buy. In both 'N' and 'O' gauges I think there is a case for the open third and the push-pull coach, and probably a restaurant or buffet car.

Can I see a real one?
The Severn Valley Railway has the best collection of restored LMS coaches, but the LMS Coach Association also has an extensive fleet, albeit largely under overhaul.

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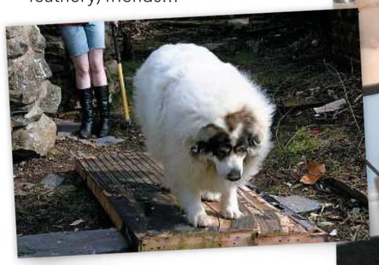
Backscene

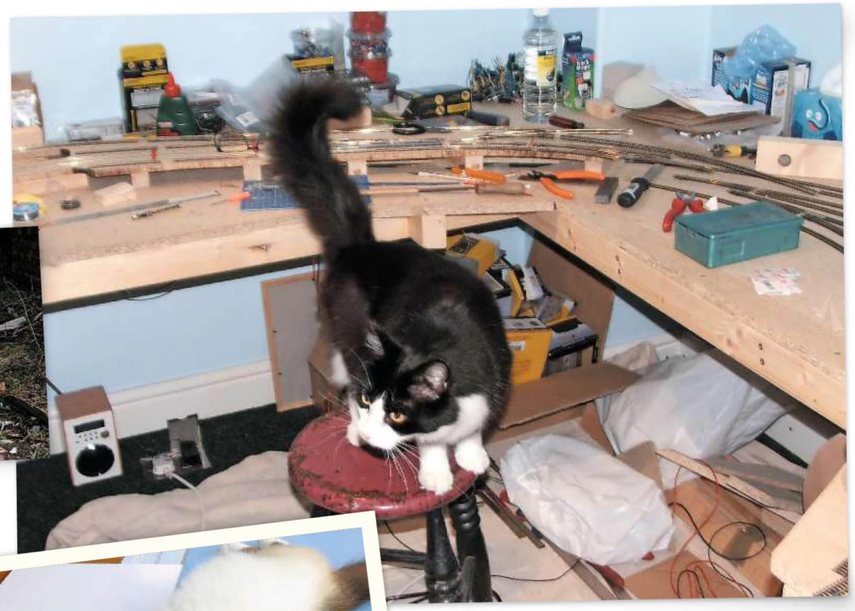
Mew-sings we couldn't fit into the issue elsewhere, but which seemed very important at the time…

HELPERS OR HINDERERS?

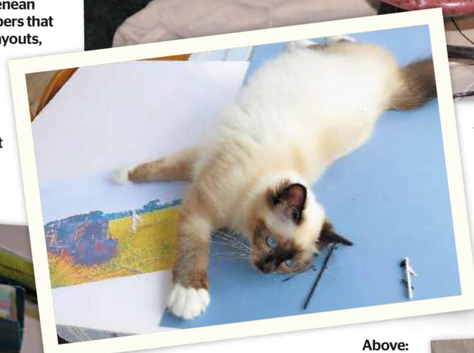
The photographs of George's feline modelling assistant, Percy, that we published in the Summer issue (MR264) prompted a flurry of photographs of furry (and feathery) friends…



Above: Regular contributor Peter Midwinter sent us this photograph of his Pyrenean Mountain Dog Alfie. Peter remembers that the late Alfie used to jump on his layouts, which, as he weighed 12 stone, was not hugely helpful. However, he was useful for breaking up old layouts. Here, he contributes to the demise of Peter's 'Buxworth Sidings' layout. "Our current dog, Bertie, is the same breed and size, but he just comes and lies under the layouts," says Peter.



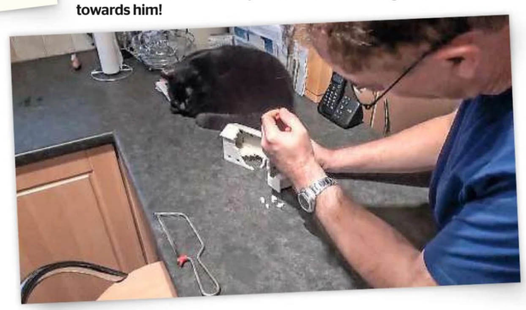
Above: Reader Gareth Griffiths is building a 13ft by 9ft 'N' gauge layout. The fact that he's building it in his loft hasn't deterred his cat Drayton from casting an eye over developments. "He doesn't keep still for long so this shot of him had to be taken quickly," says Gareth.



Below: Says sci-fi layout specialist Laurie Calvert: "My cat Neon seems to turn up when I'm filming my YouTube videos about my railways, and he always tends to sit near me wherever I model." Laurie describes Neon as 'ultra cool'. Apparently, he didn't even flinch when pieces of resin building fired towards him!

Above: We often joke in the office that Peter Marriott can build an entire layout in the time it takes for most other modellers to take the top off a bottle of PVA. However, progress on the Derwent Valley Light Railway-inspired diorama he built for this issue was hampered by new kitten Ted. Apparently, Ted's sister Tilly is just as naughty!

Left: Wagon expert Paul Bartlett has a slightly different modelling companion. "Our Senegal parrot Smudgie assists me when I am captioning my photographs," Paul says. "She often sits on my knee below the desk, but here she is among some of my rolling stock books."



Chris Leigh, Consultant Editor

I'm constantly getting nagged by my colleagues (particularly Chris Gadsby!) about the apparent untidiness of my desk. Well, I have discovered the benefits from the occasional tidy-up, particularly at home… because I've found this photograph of 'Battle of Britain' No. 34109 *Sir Trafford Leigh-Mallory*.

As I recalled in MR264, I sent this Kodak Brownie print of the 3.54pm Clapham Gate-Exeter Central milk train to *Meccano Magazine*, showing how modellable the train was with Hornby-Dublo products. Inadvertently, this became my first published railway photograph.

I'm chuffed to have rediscovered the print, especially as it still has my Hornby Railway Club membership number on the back so that it got returned to me!

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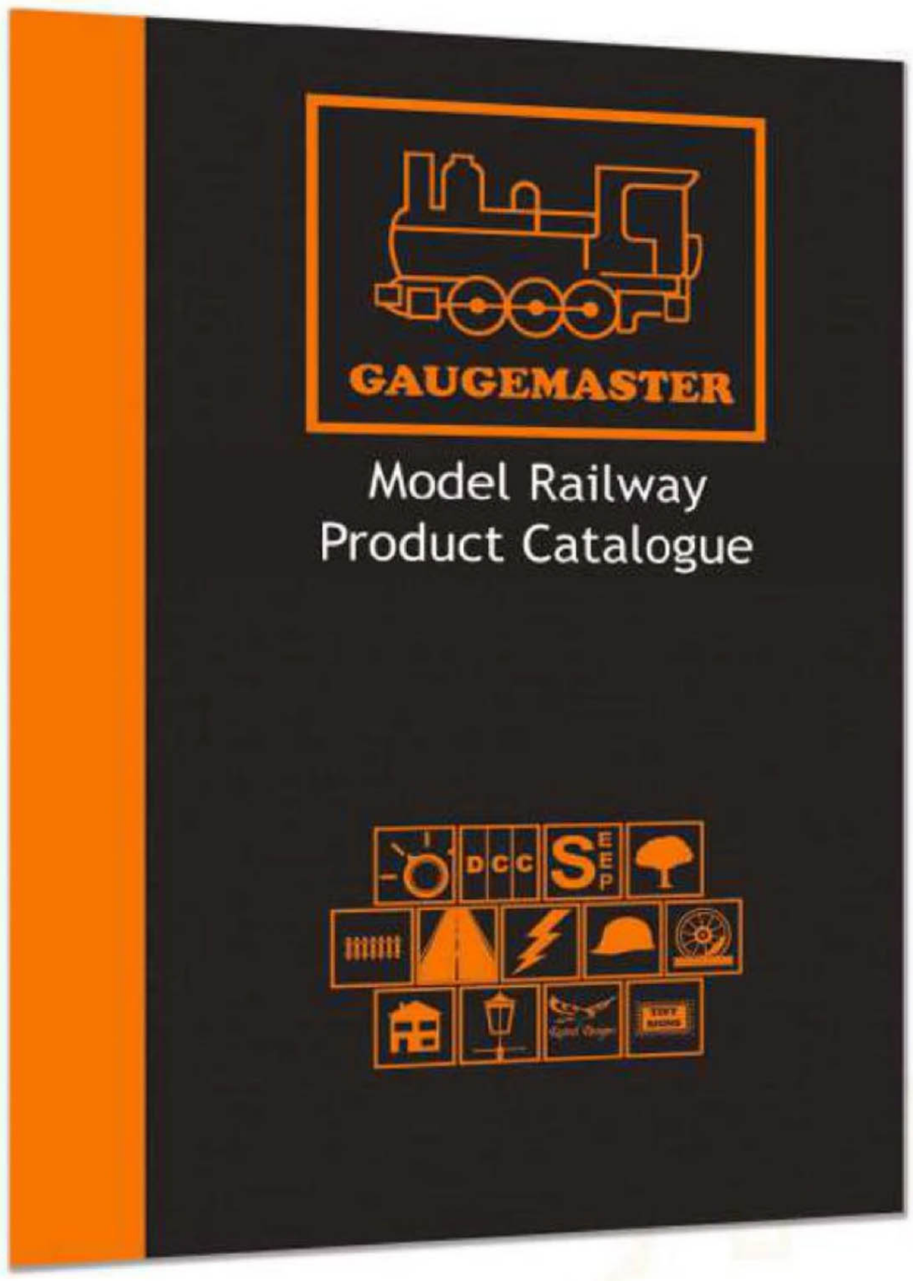
Tel: (01926) 499031 • Fax: (01926) 491906
Email: richard.beale@warwickandwarwick.com

GAUGEMASTER
NEW Catalogue and Leaflets



GM360 Gaugemaster Catalogue - Only £4.95

NEW GAUGEMASTER CATALOGUE OUT NOW

The Gaugemaster Model Railway Product Catalogue contains:

- 128 Full Colour Pages

- Listings and descriptions of all Gaugemaster products in the following ranges:
  - Analogue Control
  - Digital Control
  - SEEP Point Control
  - Scenics
  - Track
  - Highways
  - Electrics
  - Tools
  - Gaugemaster Collection
  - Structures
  - Lighting
  - Kestrel Designs
  - Tiny Signs

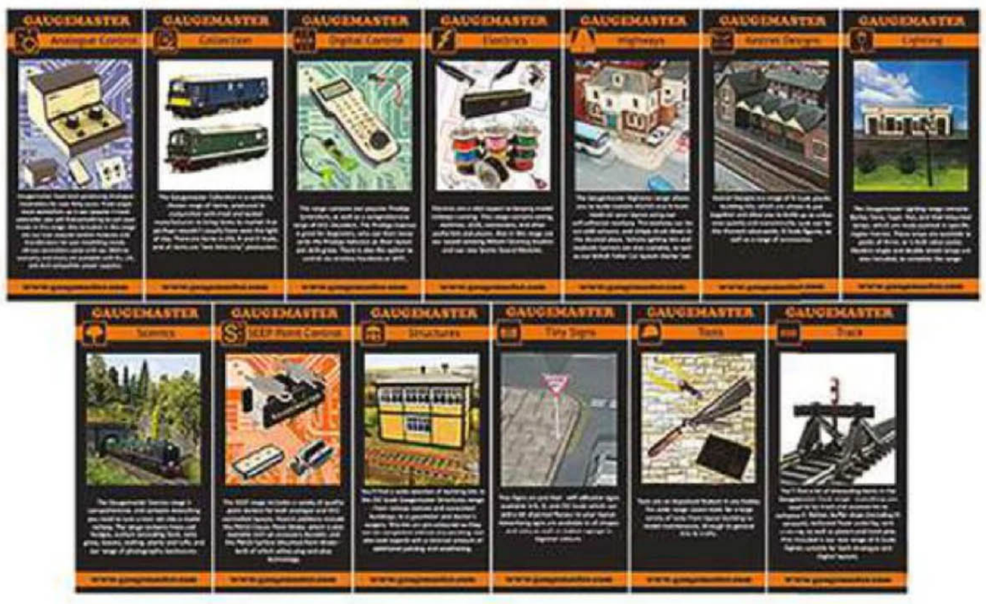
- Articles in each section passing on knowledge and advice on how to use our products, as well as inspiration on how to turn your train set into a model railway.

FREE GAUGEMASTER RANGE LEAFLETS

Available now in your local Model Shop:

Each of the 13 Gaugemaster sub-ranges broken down into a useful listing with pictures and descriptions.

- **GM9950** Gaugemaster Analogue Control
- **GM9951** Gaugemaster Collection
- **GM9952** Gaugemaster DCC Control
- **GM9953** Gaugemaster Electrics
- **GM9954** Gaugemaster Highways
- **GM9955** Gaugemaster Kestrel
- **GM9956** Gaugemaster Lighting
- **GM9957** Gaugemaster Scenics
- **GM9958** Gaugemaster SEEP
- **GM9959** Gaugemaster Structures
- **GM9960** Gaugemaster Tiny Signs
- **GM9961** Gaugemaster Tools
- **GM9962** Gaugemaster Track



Handy for in the workshop, so that you can note down exactly which items you need for you layout as you plan.

These leaflets give a perfect snapshot of each part of our range to assist you with your projects. Planning an N Scale Digital British layout? Pick up the DCC Control, Kestrel, and Scenics. Electrifying points? Take a SEEP, Electrics, and Tools leaflet.

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LOOK OUT FOR OUR **FREE** LEAFLETS IN YOUR LOCAL MODEL SHOP

GAUGEMASTER products are available from your local model shop or, in case of difficulty, direct from ourselves
GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com